



Orders Due: 10.31.26

ETA: FEBRUARY 2028

Louisville & Indiana



Era: Late 2010s+

SD40-2, LIRC #3001 **without Sound**
ATH-3726

with Sound
ATH-3753

LIRC FEATURES:

- Firecracker and small Sinclair antennas
- Cab A/C
- Operating front and rear ditch lights
- Leslie S3L horn on long hood
- Late production with front anticlimber, corrugated grills, exhaust silencer

A former UP SD40-2, LIRC 3001 was unveiled in 2018 wearing special graphics which pay homage to U.S. military members and aid in veteran recruitment. Featuring silhouettes of soldiers from multiple eras and theatres, the unit is used in regular service across the LIRC in Kentucky and Indiana.

\$199.99 w/o SOUND | \$269.99 w/ Econami™ SOUND

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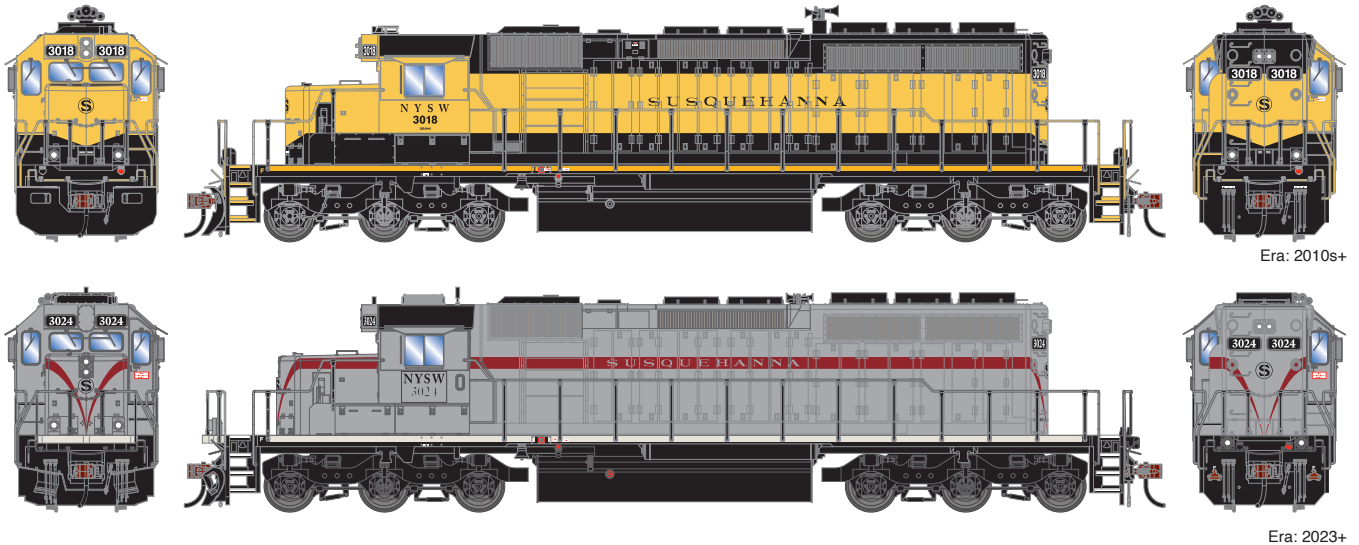
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ETA: FEBRUARY 2028

New York, Susquehanna and Western Railway



SD40-2, NYSW #3018
SD40-2, NYSW #3024

without Sound
ATH-3727
ATH-3728

with Sound
ATH-3754
ATH-3755

NYSW 3018 is a former SOU SD40-2 which has had its nose chopped down. The unit wears standard NYSW yellow paint and is a common sight along the line.

NYSW 3024 wears a special silver-and-maroon scheme inspired by the classis Susquehanna Alco RS1 and S2 locos. It rolled out of the paint shop in April of 2023.

ROAD NUMBER SPECIFIC FEATURES:

- #3018: Former SOU, Medium flat-top plow
- #3024: Former BN, Cab A/C, EMD standard style plow

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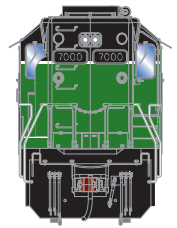
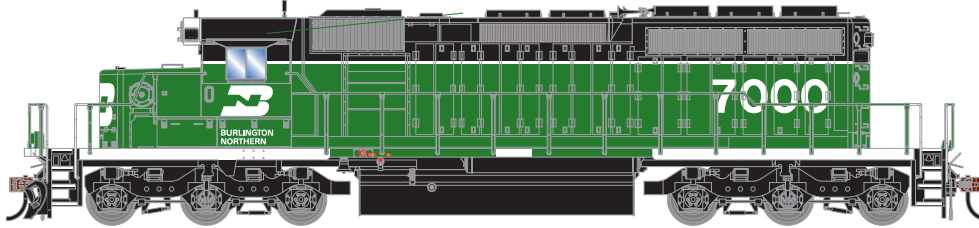
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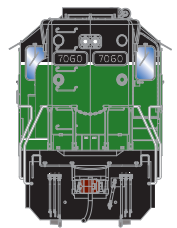
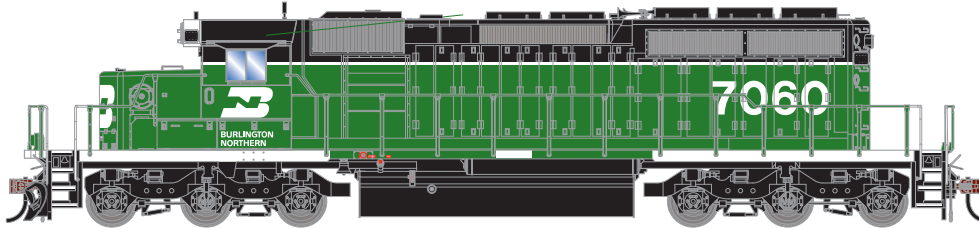
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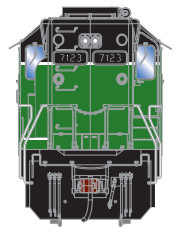
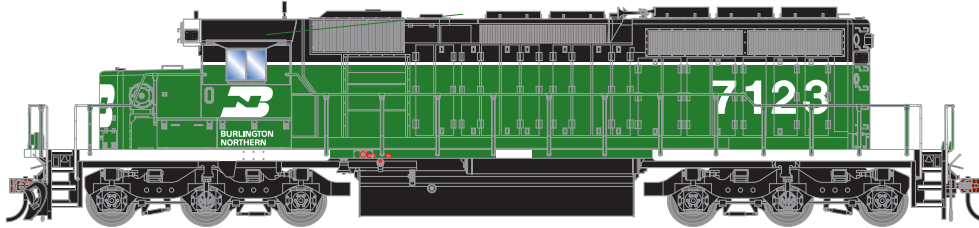
Burlington Northern



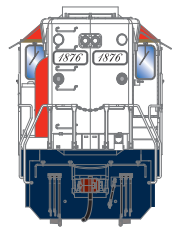
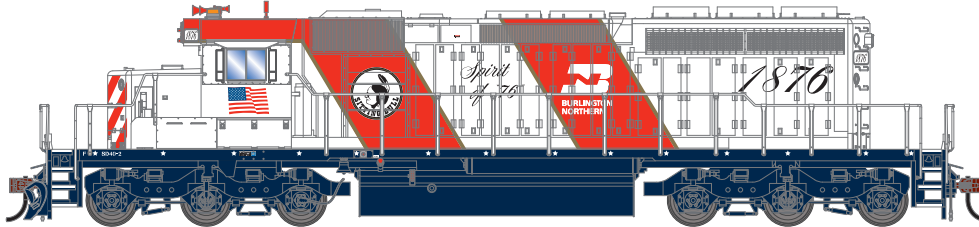
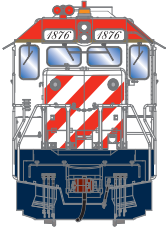
Era: Early 1990s+



Era: Early 1990s+



Era: Early 1990s+



Era: 1976+

	without Sound	with Sound
SD40-2, BN #7000	ATH-3729	ATH-3756
SD40-2, BN #7060	ATH-3730	ATH-3757
SD40-2, BN #7123	ATH-3731	ATH-3758
SD40-2, BN #1876	ATH-3732	ATH-3759

After years of standardization, BN began to experiment with new locomotive paint schemes in the 1980s. The Tiger Stripe scheme was an attempt to improve grade crossing visibility; the later "White Face" scheme was an outgrowth of this idea. Several SD40-2 units received this scheme before the BNSF merger.

BN 1876 was originally the road's Bicentennial 1976, but was damaged in a grade crossing accident shortly after. Another unit was quickly numbered as the BN 1976 (2nd), so this unit was repaired and renumbered to 1876 to honor the centennial of the 1876 Battle of Little Bighorn.

ROAD NUMBER SPECIFIC FEATURES:

- **#7000, #7060, #7123:** Corrugated Grills, RS3L horn on long hood, Large and small Firecracker antennas, Cab A/C, EMD standard style plow, Operating front ditch lights
- **#1876:** Early production with wire-grid radiators, no anticlimbers, RS3L horn on cab, Operating Western-Cullen beacon, EMD standard style plow, Large Firecracker antenna, Separate etched plates of Custer and Sitting Bull

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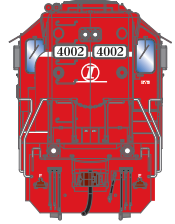
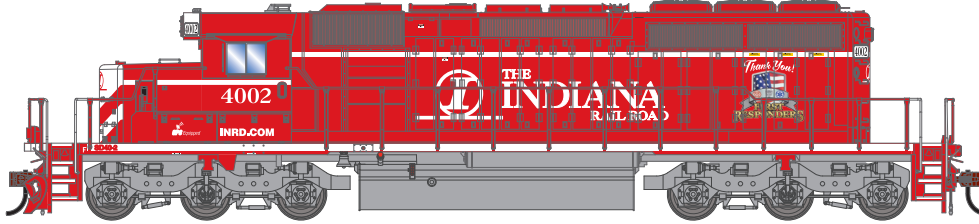
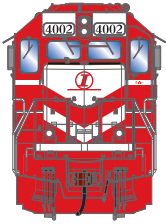
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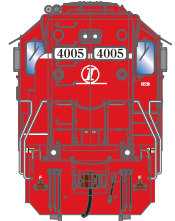
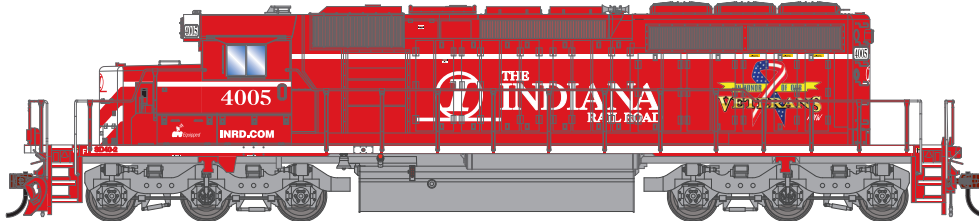
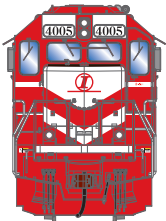
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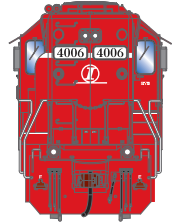
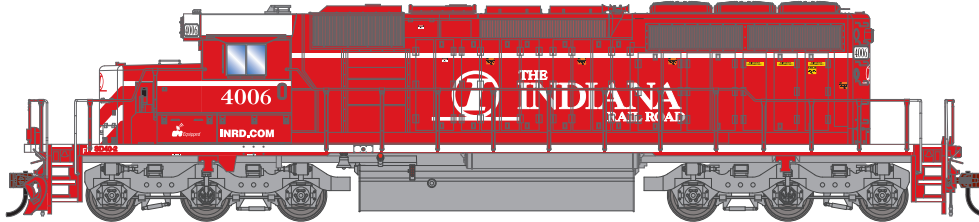
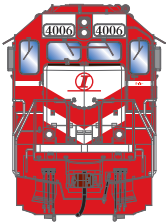
Indiana Rail Road



Era: Late 2010s+



Era: Late 2010s+



Era: Late 2010s+

SD40-2, INRD #4002
SD40-2, INRD #4005
SD40-2, INRD #4006

without Sound
ATH-3733
ATH-3734
ATH-3735

with Sound
ATH-3760
ATH-3761
ATH-3762

INRD FEATURES:

- Corrugated grills
- Nathan M-3 horn
- Operating front and rear ditch lights
- EMD standard plow
- Large and small Sinclair antennas

The Indiana Rail Road supports transportation, industrial development, and intermodal operations in its namesake state. It has connections all of the other US Class 1 railroads. The road operates a small fleet of SD40-2 locos which were originally bought by the BN. They are usually found running in pairs on some of the heavier local freights on the system.

ROAD NUMBER SPECIFIC FEATURES:

- **#4002:** Special artwork honors First Responders
- **#4005:** Special artwork honors Veterans
- **#4006:** Standard paint

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Iowa, Chicago and Eastern



Era: 2000s+



Era: 2000s+



Era: 2000s+

SD40-2, ICE #6439
SD40-2, ICE #6440
SD40-2, ICE #6456

without Sound
ATH-3736
ATH-3737
ATH-3738

with Sound
ATH-3763
ATH-3764
ATH-3765

ICE FEATURES:

- Different city names per unit
- Snoot nose; former UP
- Corrugated grills
- Large angled snowplow
- P-3 horn and large Firecracker antenna on cab
- Correct darker blue and yellow colors as were in use by the ICE during this time

The Iowa, Chicago and Eastern Railroad was a 1,400 mile line based in Davenport, Iowa, and commenced operations in 2002. Formerly owned by Cedar American Rail Holdings, the line was combined with the Dakota, Minnesota and Eastern Railroad under CP ownership in 2008. The road operated using a fleet of SD40-2s which were painted in colors similar to the DME.

ROAD NUMBER SPECIFIC FEATURES:

- #6439: "City of Calmer"
- #6440: "City of Jackson"
- #6456: "City of Kansas City"

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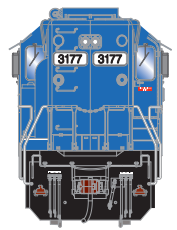
EMD SD40-2 Diesel Locomotive

HO

Orders Due: 10.31.26

ETA: FEBRUARY 2028

CIT Rail Leasing



Era: 2000s+



Era: 2000s+



Era: 2000s+

SD40-2, CEFX #3177
SD40-2, CEFX #3178
SD40-2, CEFX #3179

without Sound
ATH-3739
ATH-3740
ATH-3741

with Sound
ATH-3766
ATH-3767
ATH-3768

CEFX FEATURES:

- Ex-BN
- Operating front ditch lights
- Larger and small Firecracker antennas
- RS3L horn on long hood
- EMD standard plow
- Wire grid radiators
- Cab A/C

CIT group is one of the largest locomotive leasing companies. They have offered a variety of motive power, from end-cab switchers to SD80MACs. Their large fleet of SD40-2s are popular with many railroads and could be seen across North America.

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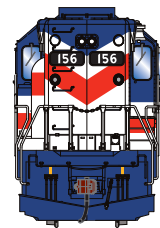
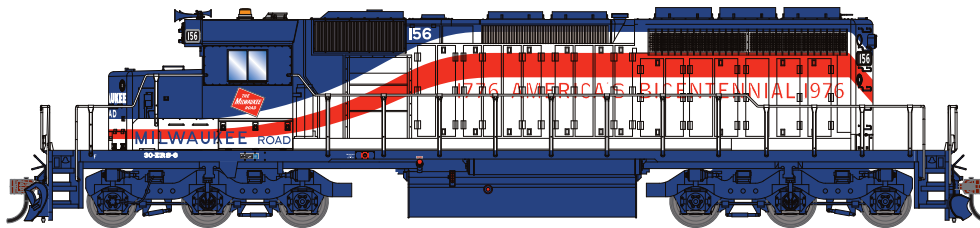
EMD SD40-2 Diesel Locomotive

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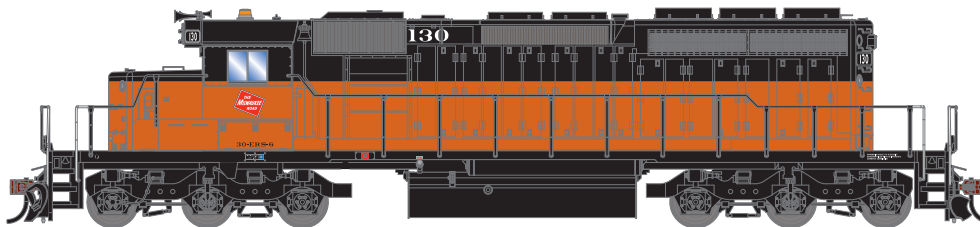
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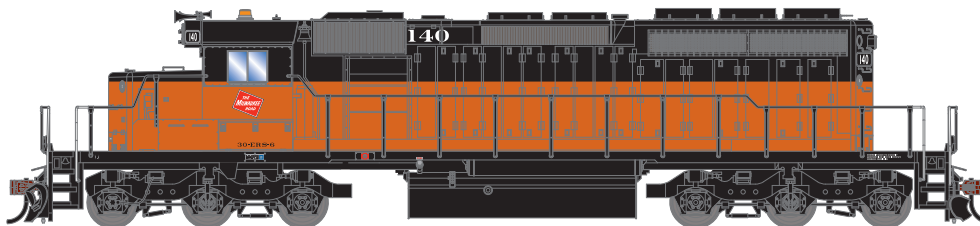
Milwaukee Road



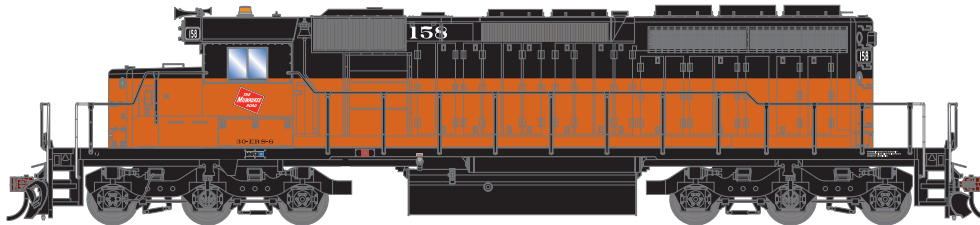
Era: 1976+



Era: Mid 1970s+



Era: Mid 1970s+



Era: Mid 1970s+

SD40-2, MILW #156
 SD40-2, MILW #130
 SD40-2, MILW #140
 SD40-2, MILW #158

without Sound

ATH-3742
 ATH-3743
 ATH-3744
 ATH-3745

with Sound

ATH-3789
 ATH-3790
 ATH-3791
 ATH-3792

MILW FEATURES:

- Early production with wire-grid radiators, no anticlimbers
- Operating Western-Cullen beacon
- Sinclair or whip type antenna
- Cut levers with straight or looped handles
- 3200 gallon fuel tank

The Milwaukee Road was a repeat EMD customer up until its demise. Along with a large group of 4-axle units and specialized branch line power, the road rostered many SD40-2 locos, which were primarily assigned from Chicago to the Pacific Northwest. One unit, #156, was painted in special colors for the nation's 1976 Bicentennial.

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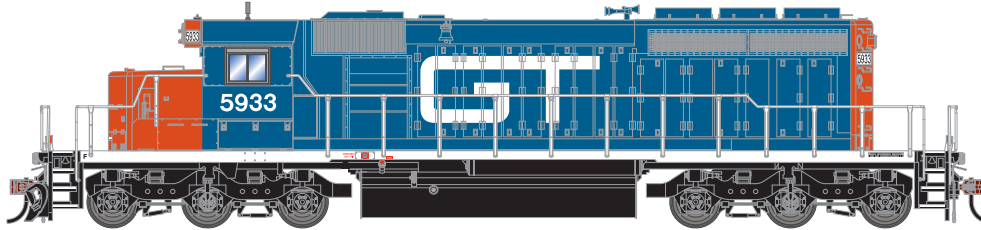
EMD SD40-2 Diesel Locomotive

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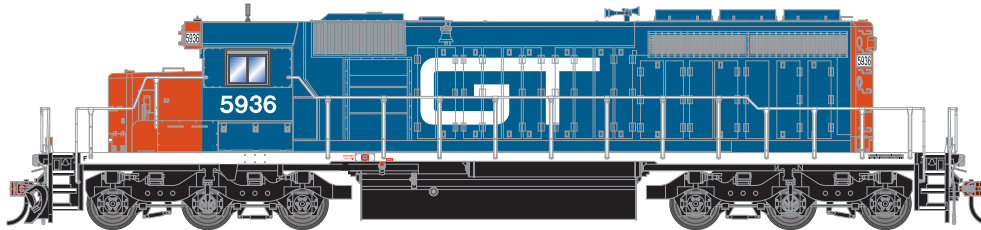
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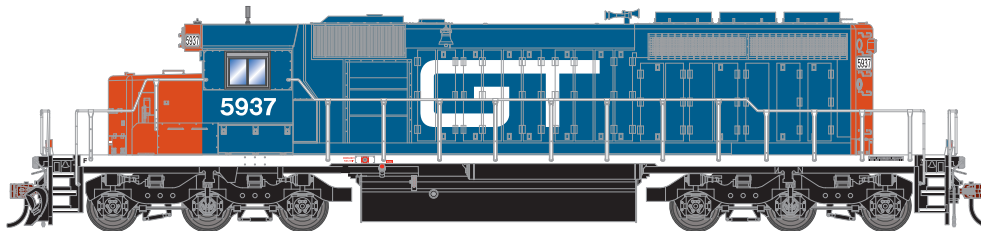
Grand Trunk Western



Era: Late 1980s-Early 1990s+



Era: Late 1980s-Early 1990s+



Era: Late 1980s-Early 1990s+

SD40-2, GTW #5933
SD40-2, GTW #5936
SD40-2, GTW #5937

without Sound
ATH-3746
ATH-3747
ATH-3748

with Sound
ATH-3793
ATH-3794
ATH-3795

GTW FEATURES:

- Ex-MP
- Firecracker and whip antennas
- K3 horn on long hood
- EMD standard plow
- Operating front and rear ditch lights
- Wire grid radiators
- No dynamic brakes
- All-weather windows

Acquired from Helm Financial in 1990, GTW's small SD40-2 fleet was an extension of their earlier SD40s. All were originally built in 1975 for the MP. They continued in service for many years before being repainted into CN colors.

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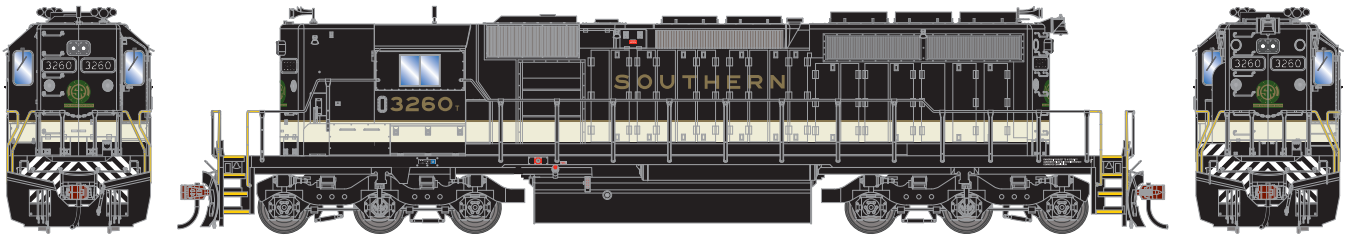
EMD SD40-2 Diesel Locomotive

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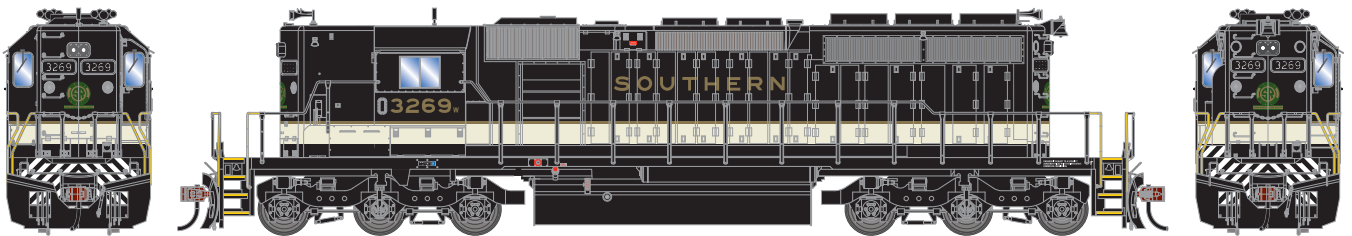
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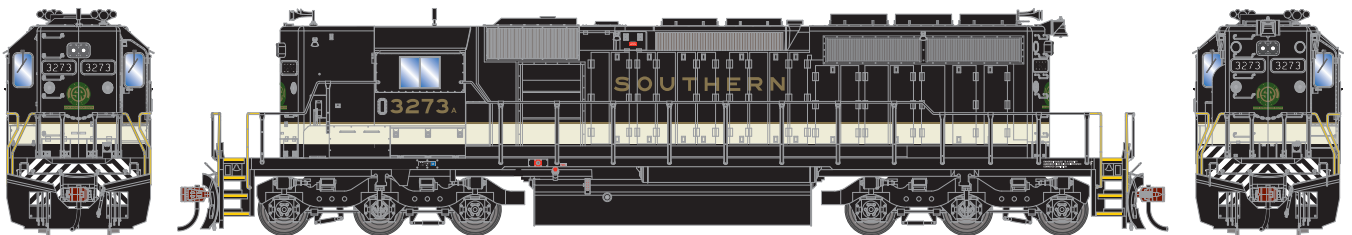
Southern



Era: 1978+



Era: 1978+



Era: 1978+

SD40-2, SOU #3260 T
SD40-2, SOU #3269 W
SD40-2, SOU #3273 A

without Sound
ATH-3749
ATH-3750
ATH-3751

with Sound
ATH-3796
ATH-3797
ATH-3798

SOU FEATURES:

- Corrugated radiators
- Bell mounted on long hood
- Large angled snowplows on each end
- Cab vent
- P5 horn on each end
- Firecracker antenna

As with all contemporary SOU road units, their fleet of SD40-2s were built with high noses. Alphabet characters placed after the road number were used as a computer check digit to prevent identification errors.

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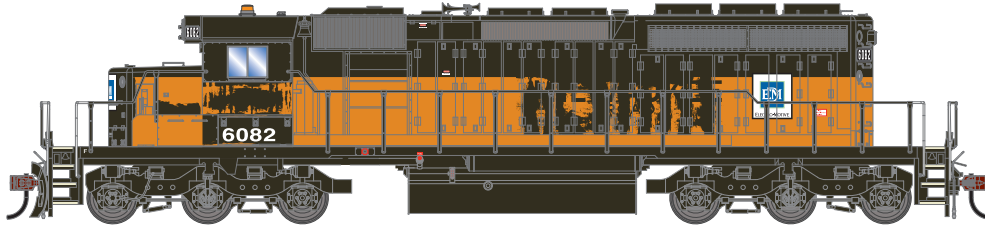
EMD SD40-2 Diesel Locomotive

HO

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ETA: FEBRUARY 2028

Electro-Motive Division Leasing



Era: Late 1980s+

SD40-2, EMDX #6082

without Sound
ATH-3752

with Sound
ATH-3799

EMDX FEATURES:

- Ex-MILW
- 3200 gallon fuel tank
- Operating Prime Stratolight beacon
- Wire-grid radiators
- Large angled plow

Several former MILW SD40-2s ended up in the EMD lease fleet. They had previously been patched by Soo and gained the nickname of "Bandits".

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All Road Names

SOUND-EQUIPPED MODELS ALSO FEATURE

- Onboard DCC decoder with SoundTraxx Econami sound
- Single cube speaker for optimal sound quality
- Sound units operate in both DC and DCC
- Engine, horn, and bell sounds work in DC
- Some functions are limited in DC
- All functions NMRA compatible in DCC mode
- Effect lighting (if applicable) using F5 and/or F6
- Excellent low-speed operation
- Program a multiple unit (MU) lashup with lead unit only horn, bell, and lights
- Many functions can be altered via Configuration Value (CV) changes
- CV chart included in the box

PROTOTYPE SPECIFIC INFORMATION

The SD40-2 was introduced in January 1972 as part of EMD's Dash 2 series, responding to competing products from GE and ALCO. Reliability and versatility of the 3,000-horsepower SD40-2 made it the best-selling model in EMD's history and the standard of the industry for several decades after its introduction. The SD40-2 was an improvement over the SD40, with modular electronic control systems similar to those of the experimental SD45X and DDA40X. The last SD40-2 delivered to a United States railroad was built in July 1984, with production continuing for railroads in Canada until 1988.

SD40-2 LOCOMOTIVE FEATURES:

- Flexible rubber MU hoses for durability
- Flexible rubber trainline hose
- See-through cab windows
- Coupler cut levers
- Wire grab irons
- Exhaust stack
- See-through dynamic brake and radiator fans
- Frame mounted bell (unless noted)
- Detailed fuel tank with fuel fillers, fuel gauges, & breather pipes
- Separately applied air tanks
- Fine-scale Celcon handrails for scale appearance
- Photo-etched stainless steel windshield wipers
- LED Illuminated front and rear headlights, ditch lights, and beacons (where applicable to the prototype)
- DCC-ready Non-sound version features 21-pin NEM DCC plug
- McHenry® operating scale knuckle couplers
- All-wheel drive with precision gears for smooth & quiet operation
- All-wheel electrical pickup provides reliable current flow
- 5-pole motor with precision-machined flywheels and multi-link drive train for trouble free operation
- Wheels with RP25 contours operate on all popular brands of track
- Heavy die-cast frame for greater traction and more pulling power
- Scaled from prototype resources including drawings, field measurements, photographs, and more
- Accurately –painted and –printed paint schemes
- Packaging securely holds model for safe storage
- Fully-assembled and ready-to-run
- Minimum radius: 18" Recommended radius 22"

Athearn®



PRIMED FOR GRIME MODELS FEATURE

- Duplicated look and feel of "In Service" equipment
- Faded base colors matched to the prototype
- Perfect starting point for adding grime and rust

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