



SDP40F for Train Simulator 2018 Owner's Manual





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A Little Bit of History

The EMD SDP40F was a six-axle 3,000 hp (2.2 MW) C-C diesel–electric locomotive built by General Motors Electro-Motive Division (EMD) from 1973–1974. EMD built 150 for Amtrak, the operator of most intercity passenger trains in the United States. Amtrak, a private company but funded by the United States government, had begun operation in 1971 with a fleet of aging diesel locomotives inherited from various private railroads. The SDP40F was the first diesel locomotive built new for Amtrak and for a brief time they formed the backbone of the company's long-distance fleet.

A series of derailments in the mid-1970s shattered Amtrak's confidence in the locomotive, and many railroads banned it from their tracks. Multiple investigations pointed to issues with the locomotive's trucks, the weight of the water and steam generators used for train heating, or the vibration of baggage cars behind the locomotive. In 1977 Amtrak decided to move on from the SDP40F in favor of the EMD F40PH, which was already in use on short-distance routes. Amtrak traded most of its fleet into EMD; the components were incorporated into new F40PHs. The remainder were traded to the Atchison, Topeka and Santa Fe Railway (ATSF) for use in freight service. The Santa Fe rebuilt the locomotives and designated them SDF40-2. The Burlington Northern Santa Fe Railway (BNSF), successor to the Santa Fe, retired them in 2002.

Amtrak took over operation of most intercity rail passenger service in the United States on May 1, 1971; up until then such services were run by various private railroads. The private railroads chose to retain their most modern passenger locomotives to operate the various commuter services which, by law, did not pass to Amtrak. To operate these intercity services the company had to buy or lease from the private railroads whatever locomotives remained. This left Amtrak with an aging and mechanically-incompatible fleet of diesel locomotives. The mainstays of Amtrak's road diesel fleet were veteran EMD E8s and EMD E9s, which were all 10–20 years old and due for replacement.

Amtrak ordered a total of 150 SDP40Fs, in two batches. The first order, placed on November 2, 1972, was for 40 locomotives, at a cost of \$18 million. A second order, for 110 locomotives at \$50 million, followed on October 12, 1973. These orders were Amtrak's first for new-build locomotives. Amtrak deployed the original 40 locomotives on long-distance trains in the Western United States. The first locomotives entered revenue service on June 22, 1973, hauling the Super Chief from Chicago to Los Angeles over the tracks of the Atchison, Topeka and Santa Fe Railway. SDP40Fs were also used on the Burlington Northern Railroad. The arrival of the second order enabled Amtrak to deploy the SDP40Fs throughout the country, displacing the inherited E-units.

Source: Wikipedia

https://en.wikipedia.org/wiki/EMD_SDP40F



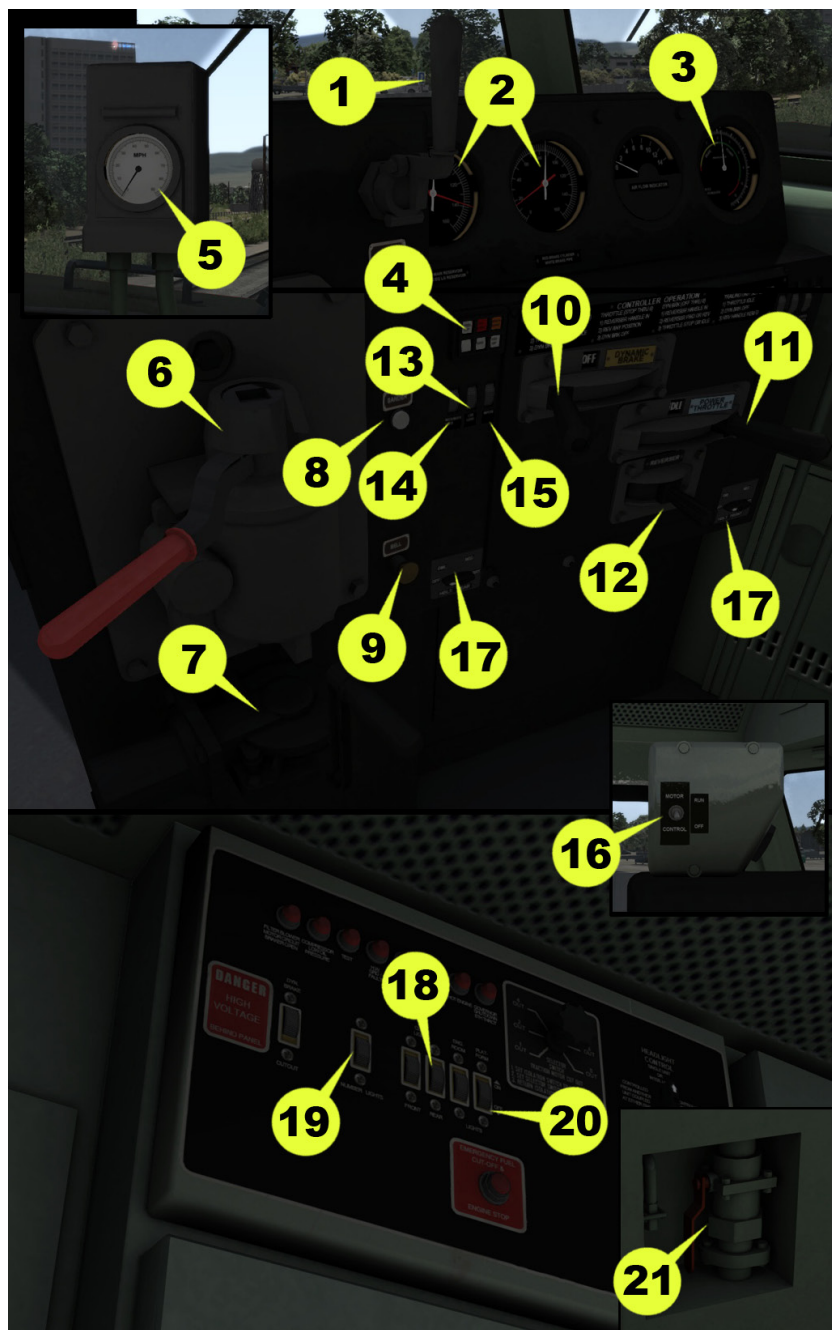
Cab Controls

Cab doors and windows can be moved with the mouse.

- 1) Horn
- 2) Air Gauges
- 3) Ammeter
- 4) Warning Lights
- 5) Speedometer
- 6) Train Brake
- 7) Independent Brake
- 8) Sander
- 9) Bell
- 10) Dynamic Brake
- 11) Throttle
- 12) Reverser
- 13) Instrument Lights
- 14) Cab Lights
- 15) Wipers
- 16) Gyalite
- 17) Headlights
- 18) Class Lights
- 19) Numberboard Lights
- 20) Platform Lights
- 21) Emergency Brake Valve

L: Cab Lights

M: Front Mirrors





Included Career Scenarios

01 - San Francisco Zephyr Trials Part 1.

Amtrak is making some trials with the SDP40F and the Hi Level Budd cars on the San Francisco Zephyr. The objective is to test the reliability of this equipment on this line. Lets see how it goes.

Tasks:

- Pick Up passengers at Sparks Station.
- Go Via Sparks Track W2.
- Go Via Lawton Track 2.
- Go Via Mogal Track 2.
- Go Via Verdi Track 2.
- Go Via Floriston Track 2.
- Go Via Boca Track E2.
- Go Via Glenshire Track 2.
- Go Via Truckee East Junction C.
- Stop at Truckee Station.

02 - San Francisco Zephyr Trials Part 2.

Amtrak is making some trials with the SDP40F and the Hi Level Budd cars on the San Francisco Zephyr. The objective is to test the reliability of this equipment on this line. Lets see how it goes.

Tasks:

- Pick Up passengers at Truckee Station.
- Go Via Truckee Track 2.
- Go Via Tunnel 42 Track 2.
- Go Via Shed 47 Track 2.
- Go Via Tunnel 41 West.
- Go Via Norden Track 2 B.
- Go Via Norden West Track 1.
- Go Via Soda Springs Track 1.
- Go Via Kingvale Track 1.
- Go Via Upper Cascade Bridge Track 1.
- Go Via Lower Cascade Bridge Track 1.
- Go Via Tunnel 3 Track 1.
- Go Via Cisco Track 1.
- Stop at Shed 10 Approach.



03 - San Francisco Zephyr Trials Part 3.

Amtrak is making some trials with the SDP40F and the Hi Level Budd cars on the San Francisco Zephyr. The objective is to test the reliability of this equipment on this line. Lets see how it goes.

Tasks:

- Go Via Camp Spaulding Track 1.
- Go Via Emigrant Gap Track 1.
- Go Via Balloon Loop Track 1.
- Go Via Blue Canon Track 1.
- Go Via Midas Track 1.
- Go Via Alta East Track 2.
- Stop at Alta West Track 1.

04 - San Francisco Zephyr Final Trial.

This is the San Francisco Zephyr's return trial trip. You will drive this little segment to Sparks. Keep an eye on the speed recorder and a hand on the dynamic brake lever.

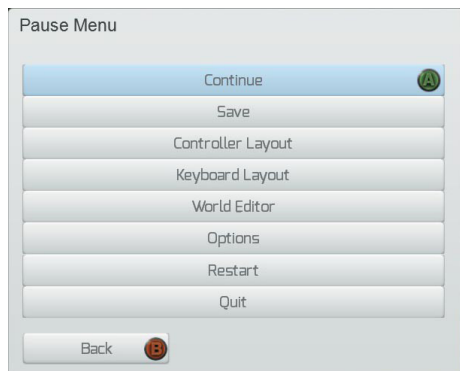
Tasks:

- Pick Up Passengers at Truckee Station.
- Go Via Truckee Yard 03.
- Go Via Truckee East Junction B.
- Go Via Glenshire Track 1.
- Go Via Boca Track W1.
- Go Via Floriston Track 1.
- Go Via Verdi Track 1.
- Go Via Mogal Track 1.
- Go Via Lawton Track 1.
- Go Via Sparks Track W1.
- Stop at Sparks Station.

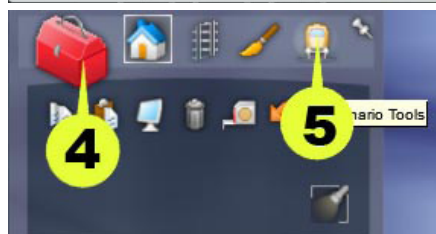




How to Use This in Your Own Scenario



- 1) Open your desired route.
- 2) Press Esc key.
- 3) Click on World Editor from the pop-up menu.



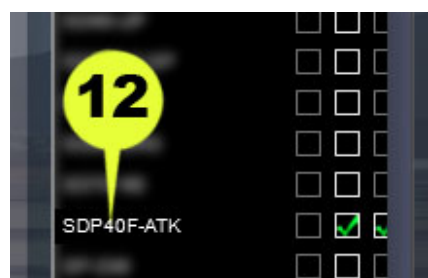
- 4) Go to the Tool Box panel.
- 5) Click on the Scenario Tools icon.
- 6) Click yes from the warning pop-up.



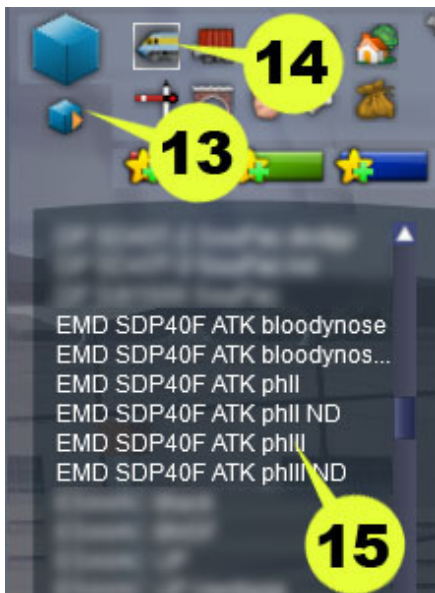
- 7) Go to the Browser panel.
- 8) Click on the Object Set Filter icon.



- 9) Go to the Browser Panel at the right of the screen.
- 10) Click on the rollout menu.
- 11) In the rollout menu click on DTM.



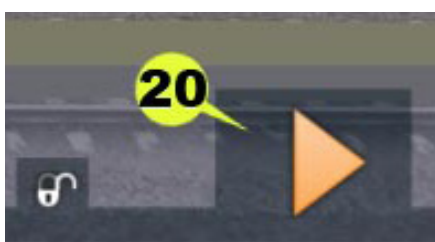
- 12) Click the SDP40F-ATK checkbox.



- 13) Return to the Browser panel.
- 14) Click on Engines & Tenders icon.
- 15) Click on the Engine of your desire.
- 16) Click on the track to place it.



- 17) Return to the Tool Box panel.
- 18) Click the Driver icon.
- 19) Click on the engine.



- 20) Click the Drive icon.
- 21) Save the changes in your scenario.
- 22) Drive your locomotive.



Included Rolling Stock



EMD SDP40F ATK bloody nose



EMD SDP40F ATK bloody nose ND (No Drivers)



Included Rolling Stock



EMD SDP40F ATK phII



EMD SDP40F ATK phII ND (No Drivers)



Included Rolling Stock



EMD SDP40F ATK phIII



EMD SDP40F ATK phIII ND (No Drivers)



Included Rolling Stock



Baggage Express phi



Baggage Express phlll



Included Rolling Stock



Amtrak Hi Level Baggage Dormitory phl



Included Rolling Stock



Amtrak Hi Level End Stairs phI



Amtrak Hi Level End Stairs phIII



Included Rolling Stock



Amtrak Hi Level Thru phi



Amtrak Hi Level Thru phll



Included Rolling Stock



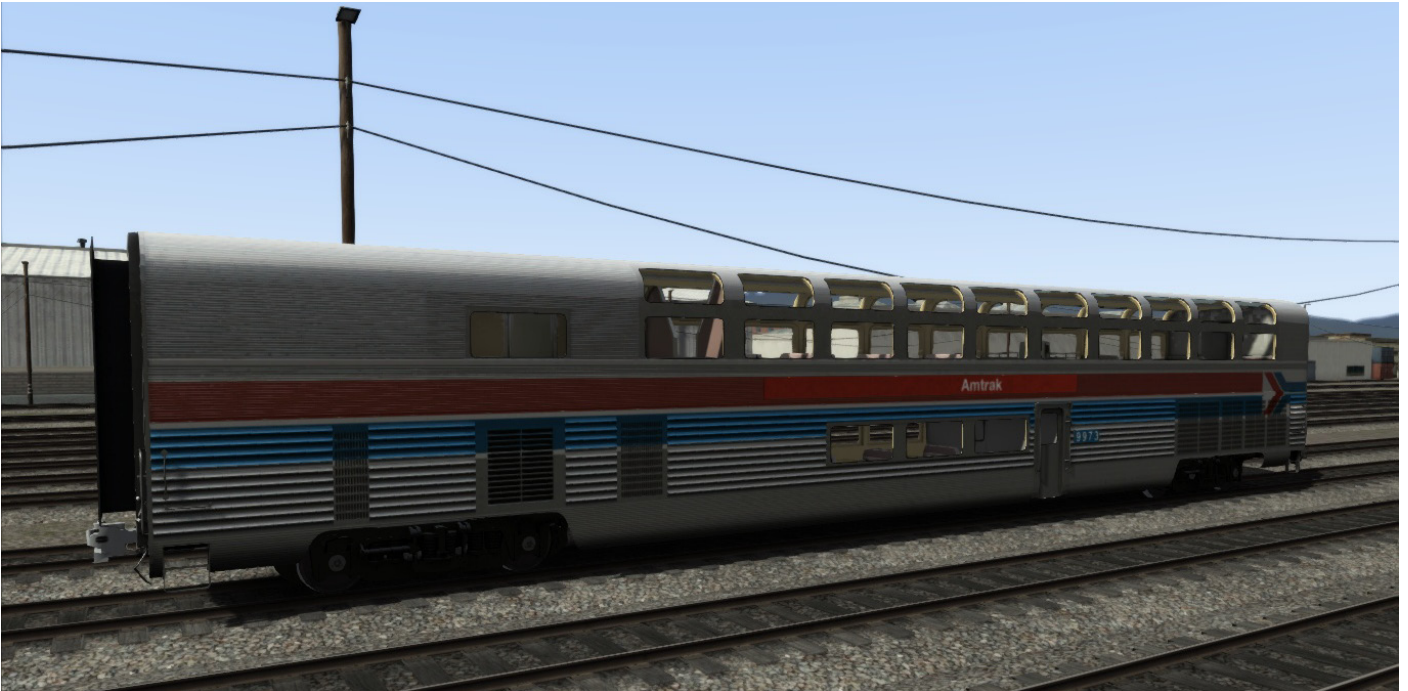
Amtrak Hi Level Diner phI



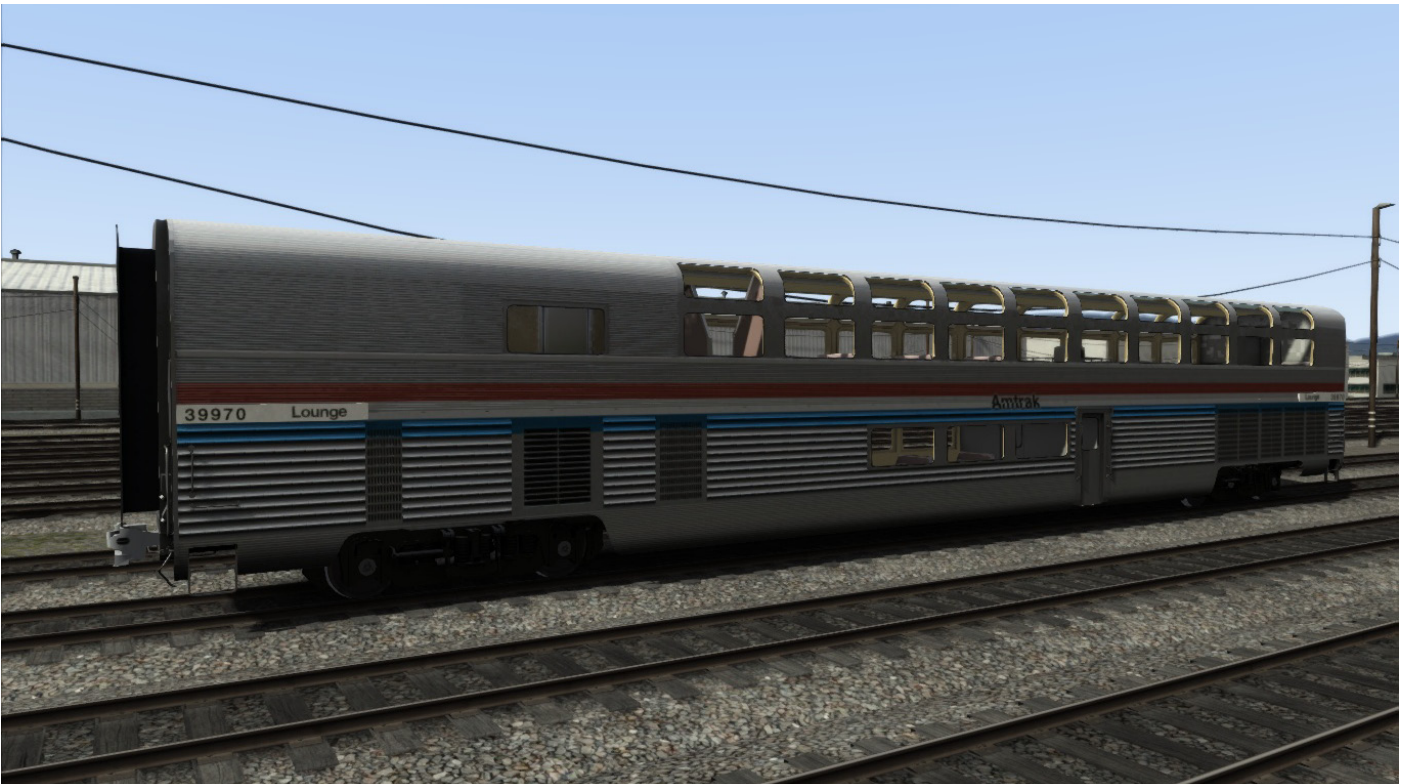
Amtrak Hi Level Diner phIII



Included Rolling Stock



Amtrak Hi Level Lounge phI



Amtrak Hi Level Lounge phII



Amtrak mark used under license

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Ricardo Rivera
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