

SP/SSW EMD SD45T-2 As-Delivered Detail Guide											
247 total units											
Roster by Edwin C. Cooper; detail matrix added by Harry K. Wong - Additions/corrections welcome											
Last updated 2/21/2005											
Class	Road Number	Refer to note #	Date Bit	Snowplows	Anticlimber	Bell Location	A/C	antenna	jacking pad		
EF636C-6	SSW 9157-9165	A	Jul-72	DW140 Front only	tapered	rooftop centered	none	whip - RA1802	std EMD		
EF636-7	SP 9166-9220	A, B	Feb-Apr-72	DW140 F&R	tapered	rooftop centered	none	whip - RA1802	std EMD		
EF636-8	SP 9221-9240	A	Apr-May 72	DW140 F&R	tapered	rooftop centered	none	whip - RA1802	std EMD		
EF636-9	SP 9241-9260	A	May-Jun-72	DW140 F&R	tapered	rooftop centered	none	whip - RA1802	std EMD		
EF636C-7	SSW 9261-9281	A	Feb-73	DW140 Front only	tapered	rooftop centered	none	whip - RA1802	std EMD		
EF636C-8	SSW 9282-9301	A	Mar-73	DW140 Front only	tapered	rooftop centered	none	whip - RA1802	std EMD		
EF636-10	SP 9302-9313	A	Sep-73	DW140 F&R	tapered	rooftop centered	none	whip - RA1802	std EMD		
EF636-11	SP 9314	A, B	Apr-74	DW140 F&R	tapered	rooftop centered	none	whip - RA1802	std EMD		
EF636-12	SP 9315-9329	C	Jan-Feb 74	DW140 F&R	tapered	atop numberboard - conductor side	yes	sinclair on table	std EMD		
EF636-12	SP 9330-9343	C, E	Jan-Feb 74	DW140 F&R	Full Width Large	atop numberboard - conductor side	yes	sinclair on table	std EMD		
EF636-13	SP 9344-9355	C, E, F	Jan-Feb 75	DW140 F&R	Full Width Large	atop numberboard - conductor side	yes	sinclair on table	std EMD		
EF636-13	SP 9356-9370	C, E, F	Jan-Feb 75	DW140 F&R	Full Width Large	atop numberboard - conductor side	yes	sinclair on table	std EMD		
EF636C-9	SSW 9371-9404	C, D	Mar-Jun 75	DW140 Front only	Med. Width Large	atop numberboard - conductor side	yes	sinclair on table	SP 4-hole		
Notes:											
All units delivered with full L-shaped Engineers window, and standard pyle headlight only on rear hood.											
A - Units delivered w/o A/C also featured the following vent details:											
				square vent mounted near forward edge of sloped cab roof section - fireman's side							
				bell mounted near-center on cab roof.							
				whip antenna mounted on cab roof							
				cab vent mounted horizontally above engineer's L-shaped window							
				cab vent mounted vertically on engineer's side rear cab door.							
B - 9220 wrecked and rebuilt as the 9314											
C - Other features compulsory on units with A/C include:											
				bell location now atop numberboard on conductor/fireman's side of cab							
				P3 horn location now atop numberboard on engineers side of cab on an extended bracket							
				externally visible power conduit to air conditioner running from numberboard area to atop the electrical cabinet (near rear wall of cab)							
				sinclair antenna (DA 1803) now mounted on "table" ground plane centered atop front of inertial filter behind cab roof.							
				radio conduit mounted on engineers side parallel with handrails running from numberboard assembly to the sinclair antenna.							
				Units equipped with air conditioning also received electric cab heaters, resulting in the disappearance of the louvers on the cab wall in front of the engineer.							
D - SSW 9389 was delivered in Bicentennial paint and was the 600th 3600 horsepower EMD on the SP system											
				SSW 9389 also was equipped with a P5 airhorn cluster.							
E - Full width large extended anticlimber was later modified to allow for new-style FRA coupler cut levers circa 1977.											
F - According to the Diesel Era article cited below, the exact road number of the unit that first possessed double rear stanchions adjacent to the gangway is not precisely known. The design change occurred											
References: Roster compiled by Edwin C. Cooper, Details compiled by Harry Wong from the following sources: "EMD SD45T-2 Tunnel Motors", Brian Rutherford, Diesel Era Magazine, May/June 1991 &											

