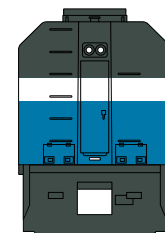
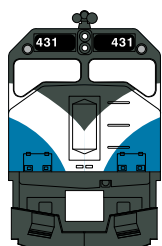




N EMD F45 Diesel Great Northern

Announced 1.27.17
Orders Due: 2.24.17
ETA: December 2017



Era: 1969+

Without Sound

ATH15082 N F45, GN #431
ATH15083 N F45, GN #433
ATH15084 N F45, GN #436

With Sound

ATH15182 N F45 w/DCC & Sound, GN #431
ATH15183 N F45 w/DCC & Sound, GN #433
ATH15184 N F45 w/DCC & Sound, GN #436

GN FEATURES:

- Previous run: July 2010
- Snow plow pilot
- Dustbin with standard EMD intake grilles
- Dynamic brake housing with standard EMD intake grilles
- Standard EMD radiator intake grilles
- Rectangular cab door window

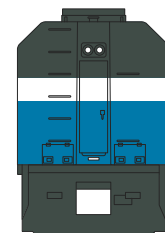
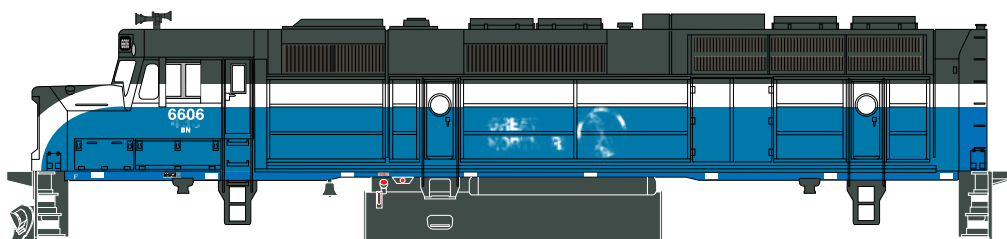
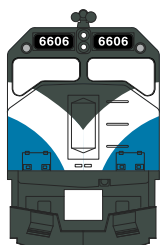
#431

- Standard radiator fans, no winterization hatch

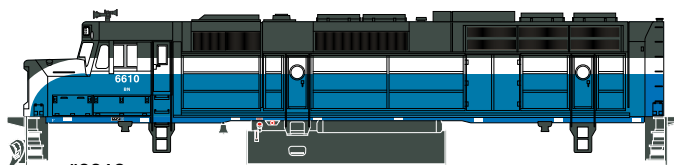
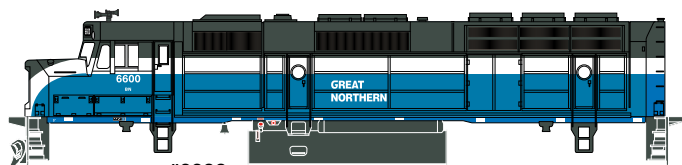
#433 & #436:

- Winterization hatch

Burlington Northern (ex GN)



Primed for Grime



Era: 1970+

#6600:

- Standard radiator fans, no winterization hatch
- Missing "Goat Logo" on conductor's side

#6610:

- Winterization hatch
- No roadname or logo on either side

Without Sound

ATH15079 N F45, BN #6600
ATH15080 N F45, BN #6606
ATH15081 N F45, BN #6610

With Sound

ATH15179 N F45 w/DCC & Sound, BN #6600
ATH15180 N F45 w/DCC & Sound, BN #6606
ATH15181 N F45 w/DCC & Sound, BN #6610

BN FEATURES:

- Paint Scheme: Primed for Grime BN ex GN Patch
- Snow plow pilot
- Dustbin with standard EMD intake grilles
- Dynamic brake housing with standard EMD intake grilles
- Standard EMD radiator intake grilles
- Rectangular cab door window

#6606:

- Winterization hatch
- Faded GN logo & former road number on both sides

w/o Sound \$116.98_{SRP} With **Tsunami²** Sound \$216.98_{SRP}
These items are subject to Horizon's MAP policy



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N EMD F45 Diesel

Announced 1.27.17
Orders Due: 2.24.17

ETA: December 2017

Santa Fe



Era: 1985+

Without Sound

ATH15076	N F45, SF #5953
ATH15077	N F45, SF #5955
ATH15078	N F45, SF #5964

With Sound

ATH15176	N F45 w/DCC & Sound, SF #5953
ATH15177	N F45 w/DCC & Sound, SF #5955
ATH15178	N F45 w/DCC & Sound, SF #5964

SF FEATURES:

- Previous run: March 2010
- New road numbers
- Sheet metal pilot/steam line equipped: mixed freight/passenger
- Oval cab door window
- Leslie RSL-3L-R3 Horn with bracket
- Dust bin with FARR air intake grilles
- Dynamic brake with FARR air intake grilles
- FARR radiator intake grilles

All Road Names

LOCOMOTIVE FEATURES:

- Non-skid end walks
- Fine-scale end handrails for scale appearance
- Detailed and painted cab interior with control stand
- 4,000 gallon fuel tank
- Flexicoil-C sideframes with high brake cylinders
- Flush mounted portal window glass
- Snow plow or plate welded pilot
- Minimum radius: 9 3/4"

N-SCALE DIESEL LOCOMOTIVE FEATURES:

- Fully-assembled and ready-to-run
- Scaled from prototype resources including drawings, field measurements, photographs, and more
- Accurately painted and printed paint schemes
- See through cab windows
- Full cab interior
- Walkway tread
- Fine-scale Celcon handrails for scale appearance
- McHenry scale knuckle couplers
- 5-pole skew wound motor, precision machined flywheels, and multi-link drivetrain for trouble free operation
- All-wheel drive with precision gears for smooth and quiet operation
- All-wheel electrical pickup provides reliable current flow
- LED headlight
- Heavy die-cast frame for greater traction and more pulling power
- Jewel case blister packaging securely holds for the model
- Replacement parts available

SOUND EQUIPPED MODELS ALSO FEATURE:

- Onboard DCC decoder with SoundTraxx Tsunami2 sound
- Sound units operate in both DC and DCC
- Full DCC functions available when operated in DCC mode
- Engine, horn, and bell sounds work in DC
- All functions NMRA compatible in DCC mode
- Excellent Slow speed control
- Operating lighting functions with F5 and/or F6
- 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

PRIMED FOR GRIME MODELS FEATURE:

- Duplicated look and feel of "In Service" equipment; "Tattered and Torn" just like the real thing
- Faded base colors matched to the prototype
- Patches applied and shaped per road number matching each corresponding side to the prototype
- Perfect starting point for adding grime and rust



#Ready2Rust

PROTOTYPE INFO:

By the early 1960's the Electro-Motive Division (EMD) was at a big disadvantage. Their 567 engine, in use for over 20 years, had reached it's peak at 2,500 horsepower in a turbocharged 16-cylinder version. EMD released a new 645 engine in 1966. The most powerful locomotive using this series of engine was the SD45, powered by a 20-cylinder turbocharged 645E engine producing 3600 horsepower. EMD then offered the V20 645E engine in the SDP45 in a standard hood configuration and longer frame to accommodate the steam generator needed for passenger service. The EMD SDP45 was a good passenger locomotive, but to the Santa Fe Railway it did not look the part. EMD therefore designed a lightweight "cowl" body to cover the locomotive, though it did not, as in earlier cab units, provide any structural strength, which remained in the frame. The cowl provided sleeker looks, better aerodynamics at speed, and allowed the crew to enter the engine compartment en route for diagnostics and maintenance. After sponsoring the development of the FP45 passenger locomotive, the Santa Fe requested a similar freight locomotive from Electro-Motive. Where the FP45 was an SDP45 wrapped in a full-width Cowl carbody, the new F45 was essentially an SD45 given the same treatment.

Where the Santa Fe requested a full-width carbody for aesthetics, the Great Northern saw an opportunity to protect crews from the dangers of winter operation in northern climates.

w/o Sound \$116.98_{SRP} With Tsunami² Sound \$216.98_{SRP}

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