HO FP45 Locomotives

Milwaukee Road

HO FP45, MILW #3
ATHG28500
ATHG28501
without Sound
with Sound

HO FP45, MILW #4
ATHG28502
ATHG28503
ATHG28504
without Sound
with Sound

MILW FEATURES:
- Leslie S3L horn
- Dynamic Brakes
- Operating clear and red gyralights
- Often seen in passenger consists with FP7 and F7B units
- Purchased by Milwaukee for passenger service on the Hiawatha and other trains

Santa Fe

HO FP45, ATSF #102
ATHG28505
ATHG28506
ATHG28507
without Sound
with Sound

HO FP45, ATSF #104
ATHG28502
ATHG28503
ATHG28504
without Sound
with Sound

HO FP45, ATSF #108
ATHG28500
ATHG28501
without Sound
with Sound

MILW FEATURES:
- Leslie S3L horn
- MILW style Electronic Bell
- No dynamic brakes
- Operating clear and red gyralights
- Often seen in passenger consists with FP7 and F7B units
- Purchased by Santa Fe to lead fast passenger and freight trains
- Several units have been preserved today including #108 (offered in this run)

Santa Fe - Kodachrome

HO FP45, ATSF #5991
ATHG28505
ATHG28506
ATHG28507
without Sound
with Sound

HO FP45, ATSF #5996
ATHG28500
ATHG28501
without Sound
with Sound

HO FP45, ATSF #5998
ATHG28502
ATHG28503
ATHG28504
without Sound
with Sound

ATSF Kodachrome FEATURES:
- Leslie RS3L horn on stand
- Operating Stratolight beacon
- Air conditioner
- Removed steam generator
- Sinclair antennas on ground planes

w/o Sound $219.98SRP  With Tsunami2 Sound $309.98SRP

These items are subject to Horizon’s MAP policy

Visit Your Local Retailer I Visit www.athearn.com I Call 1.800.338.4639
Southern Pacific/Santa Fe

BNSF retired all of their FP45 units in 2002; but what if the railroad had something else in mind for these units? In this alternate history, BNSF set aside two FP45s to be rebuilt and repainted for business and executive train service. This release depicts the former ATSF 93 and 97 in full BNSF Heritage II livery, ready to once again speed passenger trains across the southwest.

Western Pacific

In the late 1960s, WP found itself losing money on the California Zephyr. EMD approached WP with an attractive sales proposition. Their new FP45 locomotive could serve equally well in passenger or freight service, and WP took notice. EMD also offered a generous trade-in credit for WP’s tired FP7 locomotives, along with a quick delivery time, since the units would be built concurrently with Santa Fe’s. Realizing the potential of a locomotive which could be converted easily to freight service, WP placed their order.
HO FP45 Locomotives

Announced 12.28.20
Orders Due: 01.29.21
ETA: December 2021

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
• CV chart included in the box

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 its 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.

LOCOMOTIVE FEATURES:
• Fully-assembled and ready-to-run
• DCC-ready features Quick Plug™ plug-and-play technology with 21-pin NEM connector
• Scaled from prototype resources including drawings, field measurements, photographs, and more
• Accurately-painted and –printed paint schemes
• Coupler cut levers
• Flexible rubber MU hoses
• Flexible rubber trainline hose
• See-through cab windows
• Full cab interior
• Walkway tread
• Fine-scale Celcon handrails for scale appearance
• Windshield wipers
• Lift rings
• Wire grab irons
• Detailed fuel tank with fuel fillers, fuel gauges, & breather pipes
• Sander lines
• McHenry scale knuckle couplers - Kadee compatible
• Genesis driveline with 5-pole skew wound motor, precision machined flywheels, and multi-link drivetrain
• All-wheel drive with precision gears for smooth & quiet operation
• All-wheel electrical pickup provides reliable current flow
• Wheels with RP25 contours operate on all popular brands of track
• LED bulbs for realistic appearance
• Heavy die-cast frame for greater traction and more pulling power
• Packaging securely holds model for safe storage
• Flush mounted port hole window glass
• Flexicoil-C sideframes with high brake cylinders
• Minimum radius: 18”
• Recommended radius: 22”

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With Sound $309.98 SRP

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