



HO EMD F45 Diesel

Announced 12.30.16
Orders Due: 1.27.17

Santa Fe

ETA: November 2017



Era: 1970s+

Without Sound

ATHG25252

ATHG25253

ATHG25254

HO F45, SF #5921

HO F45, SF #5930

HO F45, SF #5934

With Sound

ATHG25302

ATHG25303

ATHG25304

HO F45 w/DCC & Sound, SF #5921

HO F45 w/DCC & Sound, SF #5930

HO F45 w/DCC & Sound, SF #5934

SF FEATURES:

- Paint scheme: Pinstripe
- Previous run: February 2014
- New road numbers
- Sheet metal pilot/steam line equipped: mixed freight/passenger
- Flush numberboards
- Rectangular cab door window
- Xenon strobe
- Leslie RSL-3L-R3 Horn with low-profile manifold
- Dust bin with etched metal FARR air intake grilles
- Dynamic brake with etched metal FARR air intake grilles
- Etched metal FARR radiator intake grilles
- ACI plate

New York Susquehanna & Western



Era: 1986+

Without Sound

ATHG25264

ATHG25265

HO F45, NYS&W #3636

HO F45, NYS&W #3638

With Sound

ATHG25314

ATHG25315

HO F45 w/DCC & Sound, NYS&W #3636

HO F45 w/DCC & Sound, NYS&W #3638

NYSW FEATURES:

- Previous run: April 2008
- Dustbin with standard EMD intake grilles
- Dynamic brake housing with standard EMD intake grilles
- Standard EMD radiator intake grilles

#3636:

- Former BN 6640 Arrived to NYSW in 1986
- Snow plow pilot
- Illuminated Western-Cullen Beacon
- Winterization Hatch

#3638

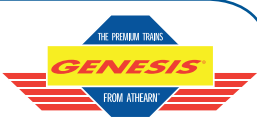
- Arrived to NYSW in 1982
- Former BN 6644
- Sheet metal pilot
- To MRL in early 1990s

w/o Sound \$179.98_{SRP} With **Tsunami²** Sound \$279.98_{SRP}

These items are subject to Horizon's MAP policy



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HO EMD F45 Diesel Utah Railway

Announced 12.30.16
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Era: 1988+

Without Sound

ATHG25266 HO F45, Utah Railway #6606
ATHG25267 HO F45, Utah Railway #6608
ATHG25268 HO F45, Utah Railway #6613

With Sound

ATHG25316 HO F45 w/DCC & Sound, Utah Railway #6606
ATHG25317 HO F45 w/DCC & Sound, Utah Railway #6608
ATHG25318 HO F45 w/DCC & Sound, Utah Railway #6613

UTAH RY FEATURES:

- Previous run: February 2009
- Ex-BN
- Dustbin with standard EMD intake grilles
- Dynamic brake housing with standard EMD intake grilles
- Standard EMD radiator intake grilles
- Snow plow pilot
- Rectangular cab door window
- New road number 6608
- Individual lettering, logos, & color placement per prototype photos
- Illuminated Western-Cullen or Prime beacon per prototype



Era: 1995+

Without Sound

ATHG25269 HO F45, Utah Railway #9013

With Sound

ATHG25319 HO F45 w/DCC & Sound, Utah Railway #9013

UTAH RY FEATURES:

#9013:

- Previous run: February 2009
- Sheet metal pilot
- Former ATSF 5960
- Dust bin with etched metal FARR air intake grilles
- Dynamic brake with etched metal FARR air intake grilles
- Etched metal FARR radiator intake grilles
- Oval cab door window
- Only F45 repainted in Utah RR scheme
- A/C blanking plate
- Blank beacon stand
- Rooftop Sinclair antennas on ground planes
- Retired in 2000, eventually ended up as the GN 441 locomotive lodge at the Izaak Walton Inn

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HO EMD F45 Diesel Wisconsin Southern

Announced 12.30.16
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Era: 1990+

Without Sound

ATHG25270 HO F45, WSOR #1002
ATHG25271 HO F45, WSOR #1003

With Sound

ATHG25320 HO F45 w/DCC & Sound, WSOR #1002
ATHG25321 HO F45 w/DCC & Sound, WSOR #1003

WSOR FEATURES:

- Previous run: August 2008
- Snow plow pilot
- Former BN units, arrived on the WSOR in early 1990s
- Dustbin with standard EMD intake grilles
- Dynamic brake housing with standard EMD intake grilles
- Standard EMD radiator intake grilles
- Rectangular cab door window
- Illuminated Prime beacon
- Firecracker antenna on cab
- To MRL in the late 1990s

All Road Names

LOCOMOTIVE FEATURES:

- Front and rear 3-hose M.U. hose clusters with silver ends
- Front and rear trainline hoses
- 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
- Factory applied wire grab irons and lift rings
- Minimum radius: 18"
- Recommended radius: 22"

GENESIS DIESEL LOCOMOTIVE FEATURES:

- Fully-assembled and ready-to-run
- DCC-ready features Quick Plug™ plug-and-play technology with both 8- and 9-pin connector
- Scaled from prototype resources including drawings, field measurements, photographs, and more
- Accurately-painted and -printed paint schemes
- Coupler cut levers
- MU hoses
- 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, and retention tanks
- Sander lines
- McHenry scale knuckle couplers - Kadee compatible
- Genesis driveline with 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
- Wheels with RP25 contours operate on all popular brands of track
- Incandescent bulbs for realistic appearance

- Bidirectional constant lighting so headlight brightness remains constant
- Heavy die-cast frame for greater traction and more pulling power
- Packaging securely holds for the model for safe storage
- 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

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.

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