

Santa Fe



Era: Early-1980s+

Era: Mid-1980s+

Era: 1990s+

Era: Late-1980s+

	without Sound	with Sound	ATSF FEATURES:
F45, ATSF #5918	ATHG18268	ATHG18368	• See road number specific features for details on each unit
F45u, ATSF #5956	ATHG18269	ATHG18369	
F45u, ATSF/MKM #5973	ATHG18270	ATHG18370	
F45u, ATSF #5977	ATHG18271	ATHG18371	

Delivered in 1968, Santa Fe's fleet of 40 F45s was used mainly on the transcontinental line between Los Angeles and Chicago. In the mid-1970s, Santa Fe began to repaint the units and install a variety of rooftop equipment, such as air conditioners, antennas, and beacons. In 1982-1983, the F45's were rebuilt at the railroad's San Bernardino, CA shops. They emerged wearing new numbers in the 59XX series and were classified as "F45u / SDF45". In 1994, 22 units were sold to Morrison Knudsen and received MKM lettering under the road numbers.

ROAD NUMBER SPECIFIC FEATURES:

- **#5918** "Un-rebuilt" unit with earlier road number series, Leslie RS3L horn on low-clearance bracket, Sinclair antenna mounted directly on dust bin, Prime Stratolight beacon mounted directly to cab on blue base, Era late 1970s+
- **#5956** "Rebuilt" number series, Nathan K3LA horn on tall bracket, Sinclair antenna mounted on ground plane, Prime Stratolight beacon mounted on bracket, Era mid 1980s+
- **#5973** "Rebuilt" number series, Leslie RS3L horn on bracket, Large and small sinclair antennas mounted on ground planes, Removed Prime Stratolight beacon-platform remains, MU hose holders, Era 1990s+
- **#5977** "Rebuilt" number series, Leslie RS3L horn on bracket, Large and small sinclair antennas mounted on ground planes, No beacon, Alternate number board font, MU hose holders, Era 1990s+

\$219.99 w/o SOUND | \$319.99 w/ Tsunami² SOUND

These items are subject to Horizon's MAP policy

Orders Due: 06.30.23
ETA: OCTOBER 2024



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Wisconsin & Southern



Era: 1992+

F45, WSOR #1001
F45, WSOR #1003

without Sound	with Sound
ATHG18278	ATHG18378
ATHG18279	ATHG18379

WSOR FEATURES:

- Ex-BN units
- Leslie RS3L horn
- Prime Stratolight Beacon
- Winterization hatch
- Firecracker antenna

Beginning operations in 1980 with a small fleet of SD9s, the WSOR has grown over the years to operate 837 miles of track over two divisions in Wisconsin. In 1992 the WSOR acquired three ex-BN F45s and repainted them into their attractive red-and-grey livery. Originally purchased to power trains from Horicon, WI to Chicago, IL, but were disliked for switching. They were then moved to Janesville, WI for another Chicago train over Soo Line trackage, but were never used as the SOO prohibited 6-axle power at the time. Ultimately, these units didn't spending much time in Southern Wisconsin as they proved too heavy for the old Milwaukee Road rails the WSOR operated on. Instead of sitting idle, they were leased back to the Burlington Northern and then sold to the Montana Rail Link where they were eventually repainted after a few years.

ROAD NUMBER SPECIFIC FEATURES:

- #1001 Cab-mounted oscillating headlight
- #1003 Standard lights

Great Northern



Era: 1969+

F45, GN #428
F45, GN #434
F45, GN #435

without Sound	with Sound
ATHG18280	ATHG18380
ATHG18281	ATHG18381
ATHG18282	ATHG18382

GN FEATURES:

- Xenon Beacon (effect in DCC)
- Winterization hatch
- Firecracker antenna
- High mounted headlight
- 3-chime horn
- Small EMD plow

In 1969, Great Northern placed an order for 14 F45 locomotives. They were delivered in their blue and grey scheme, affectionately named "Big Sky Blue" by railfans. In a few short years, they would be absorbed into the then-new Burlington Northern with a coat of Cascade Green and a new number class.

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Montana Rail Link



Era: 2000+

F45, MRL #392
F45, MRL #393

without Sound	with Sound
ATHG18283	ATHG18383
ATHG18284	ATHG18384

MRL FEATURES:

- Nose mounted headlight
- Winterization hatch,
- Horn placement per road number
- Firecracker antenna
- Ditch lights (included in a poly bag with LEDs)
- Small front plow

Montana Rail Link F45s 392 and 393 were acquired from Wisconsin Southern in April of 1994 and started life as Burlington Northern being part of the only order they placed for F45s. When they arrived at MRL they were patched and ran as MRL 1002 and 1003 before being repainted. The W or "roaring lion" scheme is the only paint scheme that both these unit wore with MRL 393 being painted in March of 1997 so it could be leased to sister company I&M Rail Link. MRL 392 lasted a bit longer in its former paint scheme and was repainted in May of 2000. Both units are unique in their spotting features (as many of the MRL units were due to their previous heritages and where they were painted). These units are represented as they looked between the painted dates listed above and 2006 when more reflectors were added and they were permanently sidelined. MRL 392 was scrapped in the summer of 2014 while MRL 393 met the same fate much earlier in 2007.

ROAD NUMBER SPECIFIC FEATURES:

- **#392** Cab-mounted P3 horn, walkway ditch lights, Canadian style small plow, unique road number specific art details
- **#393** Body-mounted 5-chime horn, pilot ditch lights, EMD small plow, unique road number specific art details

Morrison Knudsen Corporation



Era: 1995+

F45u, MKCX #5957

without Sound	with Sound
ATHG18290	ATHG18390

MKCX FEATURES:

- Ex-Santa Fe with removed markings
- Nose mounted headlight
- 3-chime horn on bracket
- Roof A/C
- Passenger service style plow
- ATSF-style antenna setup
- Walkway ditch lights (included in a poly bag with LEDs)

During the mid-1990's, Santa Fe sold off a batch of F45's to Morrison Knudsen with a simple painting over of former owner markings to get them back into lease service. MK was no stranger to the locomotive rebuilding and leasing market. Santa Fe was able to lease them back on short term lease agreements. They could also be seen on UP and SP trains when they were needed.

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All Road Names

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
- Precision slow speed control
- 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 in the box

PROTOTYPE SPECIFIC INFORMATION

In 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 accomodate 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.

F45 SERIES LOCOMOTIVE FEATURES:

- Full cab interior
- Coupler cut levers
- Flexible rubber trainline hose
- Lift rings
- Walkway tread
- Flush mounted port hole window glass
- Flexicoil-C sideframes with high brake cylinders
- Body-mounted McHenry® operating scale knuckle couplers
- DCC-ready features Quick Plug™ plug-and-play technology with 21-pin NEM connector
- Fine-scale Celcon handrails for scale appearance
- Detailed fuel tank with fuel fillers, fuel gauges, and breather pipes
- 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
- Bidirectional LED lighting
- Heavy die-cast frame for greater traction and more pulling power
- Scaled from prototype resources including drawings, field measurements, photographs, and more
- Accurately-painted and -printed paint schemes
- Fully-assembled and ready-to-run
- Packaging securely holds model for safe storage
- Minimum radius: 18" — Recommended radius: 22"
- Wire grab irons
- See-through cab windows
- Flexible rubber MU hoses
- Windshield wipers



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