



EMD F45 Diesel Locomotive

N

Santa Fe



Era: Early-1980s+

F45, ATSF #5918
F45u, ATSF #5956

without Sound	with Sound
ATH19078	ATH19178
ATH19079	ATH19179

ATSF FEATURES:
• ATSF body with wide anticlimbers

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.

Wisconsin & Southern



Era: 1992+

F45, WSOR #1001
F45, WSOR #1003

without Sound	with Sound
ATH19084	ATH19184
ATH19085	ATH19185

WSOR FEATURES:
• BN-style body with narrow anticlimbers

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.

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Orders Due: 06.30.23

ETA: OCTOBER 2024



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Great Northern



Era: 1969+

F45, GN #428
F45, GN #434

without Sound	with Sound
ATH19086	ATH19186
ATH19087	ATH19187

GN FEATURES:
• GN body with wide anticlimbers

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.

Montana Rail Link



Era: 2000+

F45, MRL #392
F45, MRL #393

without Sound	with Sound
ATH19088	ATH19188
ATH19089	ATH19189

MRL FEATURES:
• BN-style body with narrow anticlimbers

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.

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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:

- See-through cab windows
- 4,000 gallon fuel tank
- Snow plow or plate welded pilot
- Flush mounted port hole window glass
- Flexicoil-C sideframes with high brake cylinders
- Body-mounted McHenry® operating scale knuckle couplers
- Fine-scale Celcon handrails for scale appearance
- 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
- Bidirectional constant LED lighting so headlight brightness remains constant
- 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
- Jewel case blister packaging securely holds for the model
- Minimum radius: 9 3/4"



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