

Santa Fe - Superfleet



Era: 1992+



Era: 1992+



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	without Sound	with Sound	ATSF FEATURES:	
FP45, ATSF #90	ATHG18272	ATHG18372	• Nose-mounted headlight	• 3-chime Leslie horn
FP45, ATSF #96	ATHG18273	ATHG18373	• Roof A/C	• ATSF-style antenna setup
FP45, ATSF #97	ATHG18274	ATHG18374	• Passenger service style plow	• Blanked out cab gyalights

The year of 1989 saw the re-birth of Santa Fe's iconic red and silver "warbonnet" scheme originally introduced in the mid 1930's. This modernized version with large lettering became the standard for all wide cab Santa Fe diesel locomotives purchased from 1990 until the BNSF "heritage" scheme introduced after the merger. Keeping the tradition of the great passenger trains back in the day, Santa Fe repainted all remaining ex-passenger service FP45's into this scheme. They could be found on company specials and in regular freight service. A few are still around on display at different museums. A museum in California restored a Santa Fe FP45 back to operation in it's original 1967 appearance.

ROAD NUMBER SPECIFIC FEATURES:

- #90 Cab-mounted red horn
- #96 Body-mounted silver horn
- #97 Body-mounted red horn, left side cab sunshade

\$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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Santa Fe



Era: 1992+



Era: Early-1970s



Era: Early-1970s

FP45, ATSF #5943
FP45, ATSF #5946
FP45, ATSF #5947

without Sound	with Sound
ATHG18275	ATHG18375
ATHG18276	ATHG18376
ATHG18277	ATHG18377

ATSF FEATURES:

- Nose-mounted headlight
- Cab mounted gyralight with emergency red warning light (effect in DCC)
- 5-chime horn
- Passenger style front plow
- Removed steam generator for freight service
- Single can antenna

After the formation of Amtrak in 1971, Santa Fe converted their FP45 fleet into freight service by removal of the steam generators and the application of their "pin stripe" blue and yellow scheme. These units retained their cab-mounted Mars lights until they were rebuilt in the 1980's.

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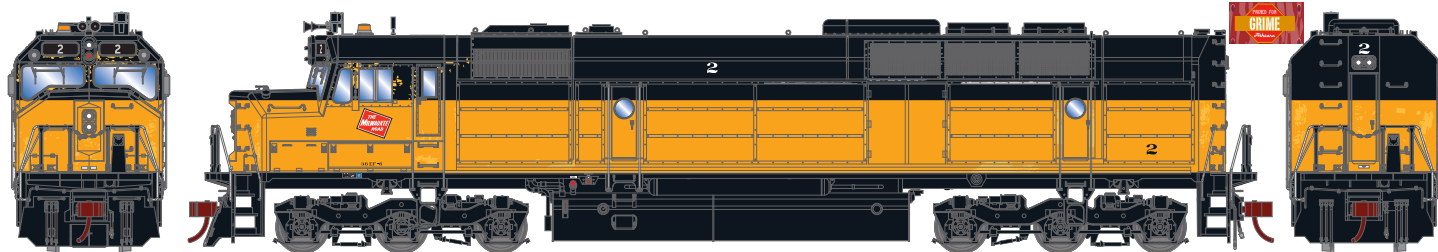
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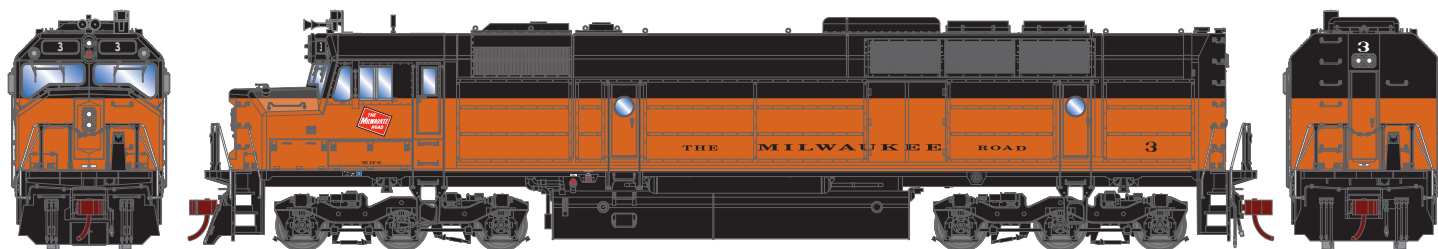


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Milwaukee Road



Era: Mid-1970s



Era: Mid-1970s



Era: Mid-1970s+

FP45, MILW #2
FP45, MILW #3
FP45, MILW #4

without Sound	with Sound
ATHG18285	ATHG18385
ATHG18286	ATHG18386
ATHG18287	ATHG18387

MILW FEATURES:

- Nose-mounted headlight
- Non-Dynamic brake housing
- Electronic bell
- Passenger pilot plow
- Beacon/signal lights per road number (effect in DCC)
- Leslie 3-chime horn
- MILW tall MU stand
- Winterization hatch

Milwaukee Road's five FP45s were a mere four years old when Amtrak took over passenger operations in the United States. These five, plus another order of five that was cancelled, were intended to replace Milwaukee's aging E9 fleet. Crews disliked how the FP45s rode so much that they were demoted to freight service soon after word of Amtrak's impending formation. The steam generators and water tanks were removed and additional concrete ballast was added to improve pulling power and ride quality. The first application of Milwaukee's orange and black freight livery didn't adhere well and before long the underlying Armour Yellow began showing so the locomotives were painted once more, receiving variations of the then current "Billboard" livery before being retired to the deadline by 1984.

ROAD NUMBER SPECIFIC FEATURES:

- #2 Faded colors to represent hard service, roof beacon, cab signal light with emergency red warning light
- #3 Small side letters, no beacon, cab signal light with emergency red warning light
- #4 Large side letters, beacon, removed/plated over cab signal lights

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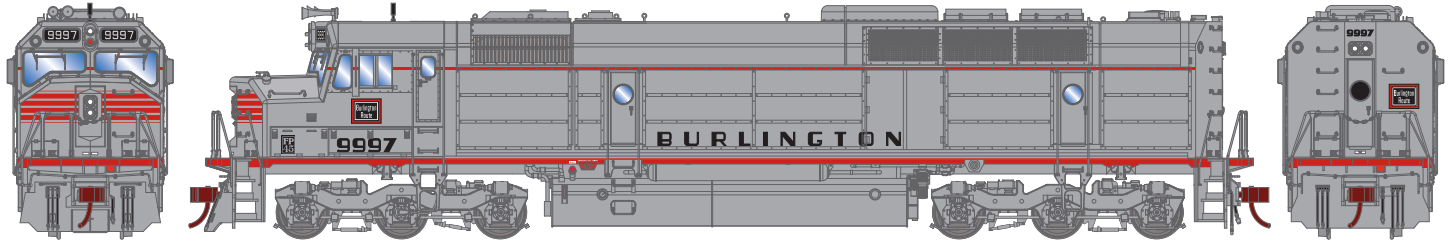
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Chicago, Burlington and Quincy



Era: 1967+ (alternate history)

F45, CBQ #9997
F45, CBQ #9999

without Sound	with Sound
ATHG18288	ATHG18388
ATHG18289	ATHG18389

CBQ FEATURES:

- Split Leslie S3L horns
- Winterization hatch
- Upper dual oscillating light with red and clear lights (operates on DCC/sound version)
- No dynamic brakes - per CBQ passenger locomotive practice
- Firecracker antenna
- Steam generator details

In 1967, passenger service in the US was a dim prospect. Most roads were losing money on the trains, and looking for any reason they could think of to abandon service. The Burlington, however, was in a unique position. Not only did they constitute one-third of the conglomerate that hosted the world-famous California Zephyr, but they also operated a substantial commuter service in the Chicago area. To that end, the Q ordered three EMD FP45 locomotives in 1967 (two to power the CZ, and one as a reserve). They reasoned that, should the CZ falter, these units could easily be adapted to commuter service.*

* This is an alternate timeline; unfortunately, the CB&Q did not purchase EMD FP45 locomotives. However, we think that they would look great in passenger service hauling the California Zephyr from Chicago to Denver, or heading up a fleet of bi-levels in commuter service - with these Legendary Liveries units, you can.

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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 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.

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"



PRIMED FOR GRIME MODELS FEATURE

- Duplicated look and feel of "In Service" equipment
- Faded base colors matched to the prototype
- Perfect starting point for adding grime and rust



LEGENDARY LIVERIES

What are Legendary Liveries? An Athearn exclusive, they are the ultimate answer to "What if?" Featuring some of the most popular railroad paint schemes of all time, these models are perfect for collecting, proto-freelancing, or just plain fun! Whether company proposed paint schemes, canceled locomotive orders, or alternate takes on history, Legendary Liveries are fun and unique additions to any roster. Enjoy these items, and answer the ultimate railroad question of: "What if?"



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