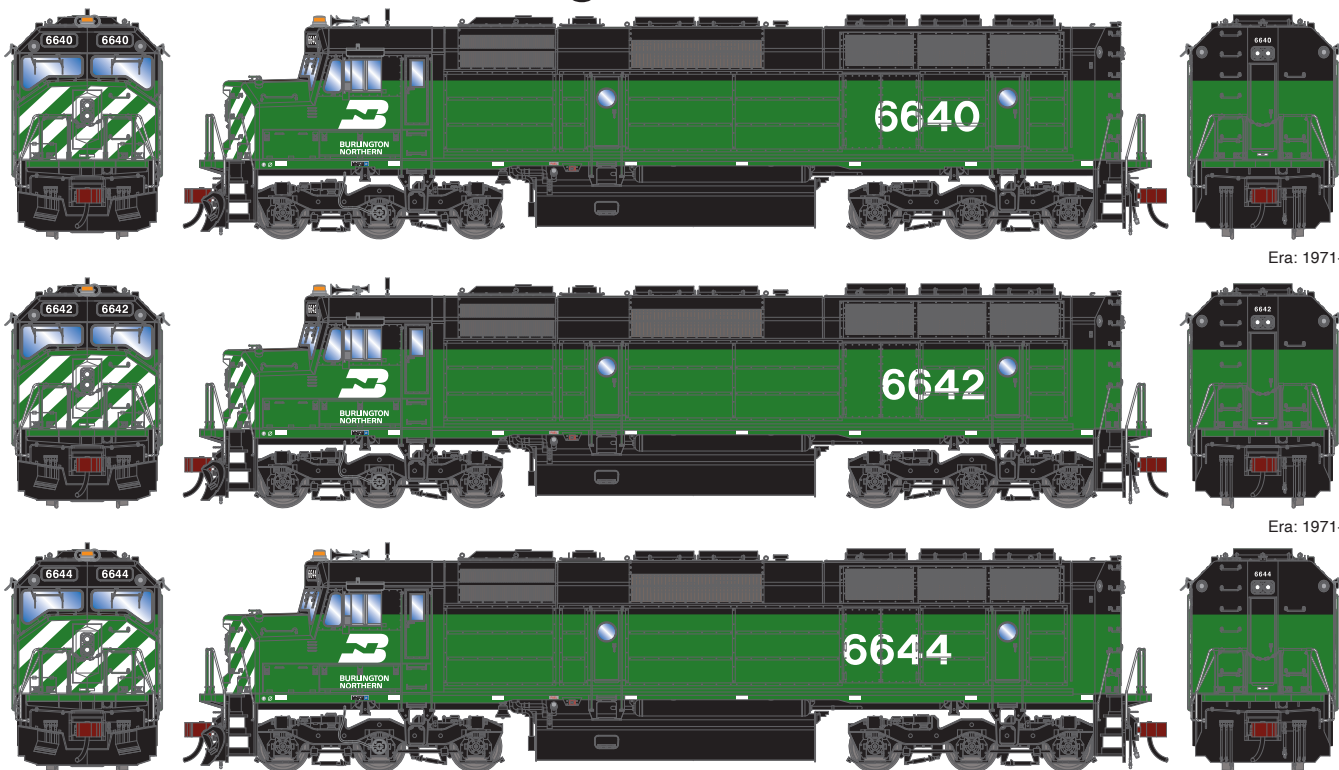


## Burlington Northern



F45, BN #6640  
F45, BN #6642  
F45, BN #6644

without Sound	with Sound
ATHG-2608	ATHG-2623
ATHG-2609	ATHG-2624
ATHG-2610	ATHG-2625

#### BN FEATURES:

- "As-delivered" 1971 appearance
- Nose door headlight
- Leslie 3-Chime horn
- Prime Stratolight beacon (flashing effect in DCC only)
- Firecracker antenna

The BN fleet of F45's totaled 46 units, #6600 - #6645. 32 of the BN F45's were delivered in the Cascade Green scheme. Our release includes units #6640, #6642, and #6644 which were included as part of a group of 20 units, built for the BN in April of 1971.

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\*Items listed are subject to cancellation if pre-order minimum production quantities are not met.

These items are subject to Horizon's MAP policy

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## Santa Fe



Era: Mid-1970s

Era: Mid-1970s

Era: Mid-1970s

F45, ATSF #5907  
F45, ATSF #5915  
F45, ATSF #5923

without Sound	with Sound
ATHG-2611	ATHG-2626
ATHG-2612	ATHG-2627
ATHG-2613	ATHG-2628

### ATSF FEATURES:

- Passenger style front pilot
- Nose door headlight
- Leslie 3-Chime horn
- Prime Stratolight beacon (flashing effect in DCC only)
- Can type antenna

In mid-1968, Santa Fe received delivery of 40 F45 units with #1900 - #1939 as the original road numbers. The units were painted in a scheme similar to the F-unit blue and yellow freight units. The F45 units were renumbered into the #5900 series by mid-1970.

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## Susquehanna



Era: 1987+



Era: 1987+

F45, NYSW #3636

F45, NYSW #3638

without Sound

ATHG-2614

ATHG-2615

with Sound

ATHG-2629

ATHG-2630

**NYSW FEATURES:**

- Nose mounted headlight
- Leslie 3-Chime horn

While under control of the Delaware Otsego Corporation in 1980, the New York, Susquehanna and Western (NYSW, or simply "Susquehanna") expanded their operations and primarily acquired Alco locomotives for the larger territory. In the mid-1980's, NYSW acquired two ex-Burlington Northern F45's and later renumbered them as #3636 and #3638. These cowl units quickly became favorites among the eastern railfan community and were widely photographed. These celebrated units could be found in all types of service, including tourist excursion service, local service, and providing the power for the premier SeaLand double stack intermodal trains. Listening and photographing these units using every bit of their 3600 horsepower to climb Gulf Summit hill while crossing historic Starrucca Viaduct in Lanesboro, PA inspired many railfans to grab their camera to capture memories that still linger nearly 40 years later.

### ROAD NUMBER SPECIFIC FEATURES:

- **#3636** Ex-BN #6640, Front snowplow, Western Cullen beacon (flashing effect in DCC only), winterization hatch
- **#3638** Ex-BN #6644, Snowplow omitted (per prototype), Prime Stratolight omitted (per prototype), winterization hatch omitted (per prototype), snowplow omitted (per prototype)

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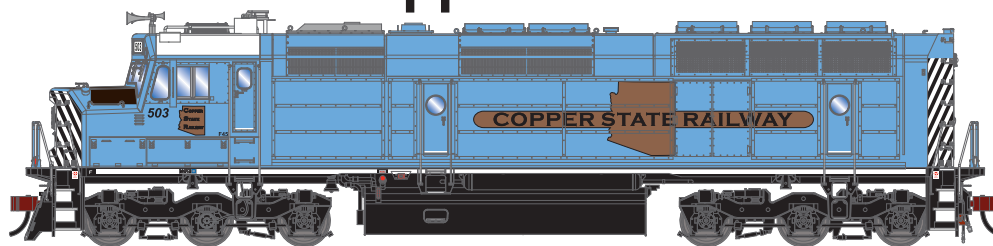
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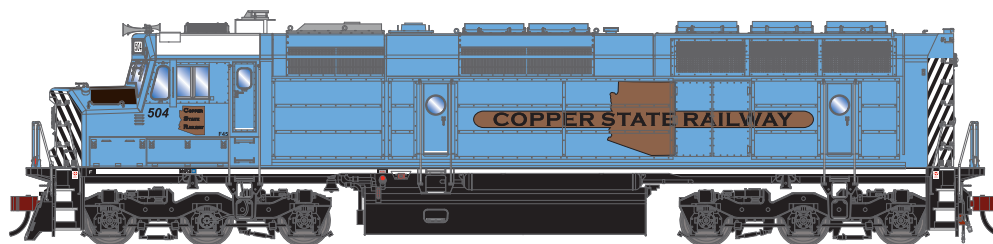
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## Copper State



Era: 2001+



Era: 2001+

F45, CSR #503

F45, CSR #504

**without Sound**

ATHG-2616

ATHG-2617

**with Sound**

ATHG-2631

ATHG-2632

**CSR FEATURES:**

- Passenger style front pilot
- Leslie 3-Chime horn
- Nose door headlight
- Cab air conditioner

The Copper State Railway (CSR) is a proto-freelance railroad operating on existing and fictional rail lines serving customers throughout the state of Arizona. The mainlines extend from Wellton to Picacho and up to Two Guns supporting interchange traffic with UP (SP), BNSF (ATSF), & CBRY. Branch lines support many local industries in the greater Phoenix area. Additional customers include bulk commodities with a copper mine located in Superior, a potash facility and coal fired power plant near Meteor City, and several agricultural customers in the Phoenix Valley. Locomotives have been purchased both first and second hand and this Athearn Genesis EMD F45 offering is a prime example.

### ROAD NUMBER SPECIFIC FEATURES:

- **#503** Large and small Sinclair antenna mounted on grounding planes
- **#504** Large Sinclair antenna mounted on a grounding plane

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## Canadian Pacific



Era: 1988+



Era: 1988+



Era: 1988+

F45, CP #9075  
F45, CP #9076  
F45, CP #9077

without Sound	with Sound
ATHG-2618	ATHG-2633
ATHG-2619	ATHG-2634
ATHG-2620	ATHG-2635

### CP FEATURES:

- Front snowplow
- Nose mounted headlight
- Leslie 3-Chime horn
- Winterization Hatch

Journey back in time to the mid-1980's. NYSW had just acquired several ex-Burlington Northern F45's. What if Canadian Pacific had done the same? Could these units have helped move the freight along while CP waited on delivery of the brand new SD40-2F's? We envision that these Ex-BN units would have come out of the CP paint shop looking like this, complete with the CP multi-mark herald.

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## Utah Railway (ex-BN)



Era: 1985+

Era: 1985+

F45, UTAH #6606  
F45, UTAH #6613

<b>without Sound</b>	<b>with Sound</b>
ATHG-2621	ATHG-2636
ATHG-2622	ATHG-2637

#### UTAH FEATURES:

- Front snowplow
- Cab mounted headlight
- Leslie 3-Chime horn
- Western Cullen beacon (flashing effect in DCC only)
- Firecracker antenna

Four former BN F45s were leased from National Railway Equipment (NRE) in early April 1985. The two units that we are offering retained their former BN numbers while the Utah logos and markings were hastily applied.

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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

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 in 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



### 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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