



# N EMD F45 Diesel Santa Fe

Announced 12.30.16  
**Orders Due: 1.27.17**  
ETA: November 2017



Era: 1970s+

### Without Sound

ATH15073 N F45, SF #5921  
ATH15074 N F45, SF #5930  
ATH15075 N F45, SF #5934

### With Sound

ATH15173 N F45 w/DCC & Sound, SF #5921  
ATH15174 N F45 w/DCC & Sound, SF #5930  
ATH15175 N 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
- Dust bin with FARR air intake grilles
- Dynamic brake with FARR air intake grilles
- FARR radiator intake grilles
- ACI plate

# New York Susquehanna & Western



Era: 1986+

### Without Sound

ATH15085 N F45, NYS&W #3636  
ATH15086 N F45, NYS&W #3638

### With Sound

ATH15185 N F45 w/DCC & Sound, NYS&W #3636  
ATH15186 N 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

### #3638

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

**w/o Sound \$116.98<sub>SRP</sub> With Tsunami<sup>2</sup> Sound \$216.98<sub>SRP</sub>**  
These items are subject to Horizon's MAP policy



# N EMD F45 Diesel Utah Railway

Announced 12.30.16  
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Era: 1988+

### Without Sound

ATH15087 N F45, Utah Railway #6606  
ATH15088 N F45, Utah Railway #6608  
ATH15089 N F45, Utah Railway #6613

### With Sound

ATH15187 N F45 w/DCC & Sound, Utah Railway #6606  
ATH15188 N F45 w/DCC & Sound, Utah Railway #6608  
ATH15189 N 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



Era: 1995+

### Without Sound

ATH15090 N F45, Utah Railway #9013

### With Sound

ATH15190 N F45 w/DCC & Sound, Utah Railway #9013

### UTAH RY FEATURES:

- #9013:
- Previous run: February 2009
  - Sheet metal pilot
  - Former ATSF 5960
  - Dust bin with FARR air intake grilles
  - Dynamic brake with FARR air intake grilles
  - FARR radiator intake grilles
  - Oval cab door window
  - Only F45 repainted in Utah RR scheme
  - Retired in 2000, eventually ended up as the GN 441 locomotive lodge at the Izaak Walton Inn

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# N EMD F45 Diesel Wisconsin Southern

Announced 12.30.16  
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ETA: November 2017



Era: 2005+

#### Without Sound

ATH15091 N F45, WSOR #1002  
ATH15092 N F45, WSOR #1003

#### With Sound

ATH15191 N F45 w/DCC & Sound, WSOR #1002  
ATH15192 N 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
- To MRL in the late 1990s

## All Road Names

#### LOCOMOTIVE FEATURES:

- 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
- Snow plow or plate welded pilot
- Minimum radius: 9 3/4"

#### N-SCALE DIESEL LOCOMOTIVE FEATURES:

- Fully-assembled and ready-to-run
- Scaled from prototype resources including drawings, field measurements, photographs, and more
- Accurately-painted and -printed paint schemes
- See through cab windows
- Full cab interior
- Walkway tread
- Fine-scale Celcon handrails for scale appearance
- McHenry scale knuckle couplers
- 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
- LED headlight
- Heavy die-cast frame for greater traction and more pulling power
- Jewel case blister packaging securely holds for the model
- 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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