

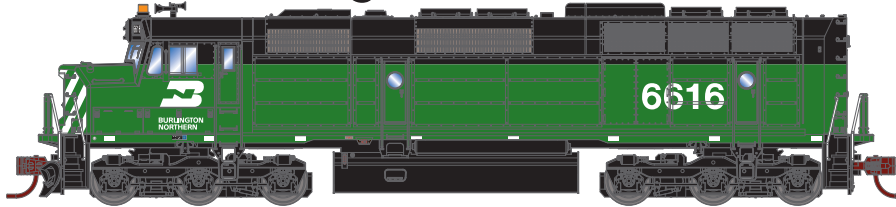


N F45 Locomotives

Announced 12.28.20
Orders Due: 01.29.21

ETA: December 2021

Burlington Northern



Era: 1960s+

N F45, BN #6616
N F45, BN #6621
N F45, BN #6623

without Sound	with Sound
ATH15291	ATH15391
ATH15292	ATH15392
ATH15293	ATH15393

BN FEATURES:

Part of a group of 12 units ordered by GN prior to BN merger, but delivered in BN Cascade green.

Wisconsin Central



Era: 1960s+

N F45, WC #6653
N F45, WC #6655
N F45, WC #6656

without Sound	with Sound
ATH15294	ATH15394
ATH15295	ATH15395
ATH15296	ATH15396

WC FEATURES:

Purchased from Santa Fe in 1995; retired in 2001.
Operated in road service with each other and other WC power.

w/o Sound \$149.98_{SRP} With **Tsunami²** Sound \$249.98_{SRP}

These items are subject to Horizon's MAP policy



Visit Your Local Retailer | Visit www.athearn.com | Call 1.800.338.4639



N F45 Locomotives

Announced 12.28.20
Orders Due: 01.29.21

ETA: December 2021

All Railroads

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 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.

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
- 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"



w/o Sound \$149.98_{SRP} With Tsunami² Sound \$249.98_{SRP}
These items are subject to Horizon's MAP policy



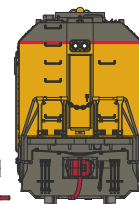
Visit Your Local Retailer | Visit www.athearn.com | Call 1.800.338.4639



N FP45 Locomotives

Announced 12.28.20
Orders Due: 01.29.21
ETA: December 2021

Milwaukee Road

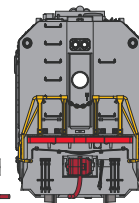
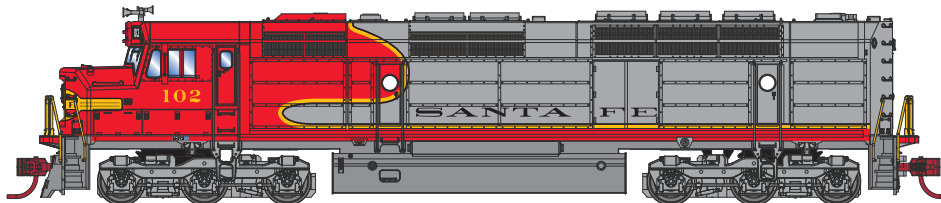


N FP45, MILW #3
N FP45, MILW #4

without Sound	with Sound
ATH15278	ATH15378
ATH15279	ATH15379

Era: 1960s+

Santa Fe



N FP45, ATSF #102
N FP45, ATSF #104
N FP45, ATSF #108

without Sound	with Sound
ATH15280	ATH15380
ATH15281	ATH15381
ATH15282	ATH15382

Era: 1960s+

Santa Fe - Kodachrome



N FP45, ATSF #5991
N FP45, ATSF #5996
N FP45, ATSF #5998

without Sound	with Sound
ATH15283	ATH15383
ATH15284	ATH15384
ATH15285	ATH15385

Era: Mid 1980s+

w/o Sound \$149.98_{SRP} With **Tsunami²** Sound \$249.98_{SRP}
These items are subject to Horizon's MAP policy



Visit Your Local Retailer | Visit www.athearn.com | Call 1.800.338.4639



N FP45 Locomotives

Announced 12.28.20
Orders Due: 01.29.21

ETA: December 2021

Southern Pacific/Santa Fe



Era: Mid 1980s

N FP45, SPSF #7990

without Sound with Sound
ATH15286 ATH15386

Burlington Northern Santa Fe



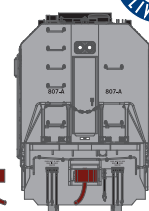
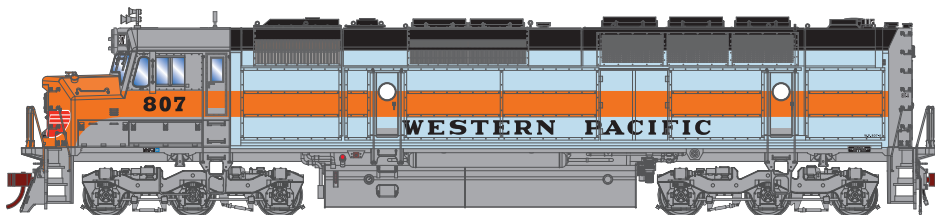
Era: Late 1990s+
(Alternate History)

N FP45, BNSF #93
N FP45, BNSF #97

without Sound with Sound
ATH15287 ATH15387
ATH15288 ATH15388

BNSF retired all of their FP45 units in 2002; but what if the railroad had something else in mind for these units? In this alternate history, BNSF set aside two FP45s to be rebuilt and repainted for business and executive train service. This release depicts the former ATSF 93 and 97 in full BNSF Heritage II livery, ready to once again speed passenger trains across the southwest.

Western Pacific



Era: 1967
(Alternate History)

N FP45, WP #807
N FP45, WP #810

without Sound with Sound
ATH15289 ATH15389
ATH15290 ATH15390

In the late 1960s, WP found itself losing money on the California Zephyr. EMD approached WP with an attractive sales proposition. Their new FP45 locomotive could serve equally well in passenger or freight service, and WP took notice. EMD also offered a generous trade-in credit for WP's tired FP7 locomotives, along with a quick delivery time, since the units would be built concurrently with Santa Fe's. Realizing the potential of a locomotive which could be converted easily to freight service, WP placed their order.

w/o Sound \$149.98_{SRP} With **Tsunami²** Sound \$249.98_{SRP}
These items are subject to Horizon's MAP policy



Visit Your Local Retailer | Visit www.athearn.com | Call 1.800.338.4639



N FP45 Locomotives

Announced 12.28.20
Orders Due: 01.29.21

ETA: December 2021

All Railroads

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 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.

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
- 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"



w/o Sound \$149.98_{SRP} With Tsunami² Sound \$249.98_{SRP}
These items are subject to Horizon's MAP policy



Visit Your Local Retailer | Visit www.athearn.com | Call 1.800.338.4639

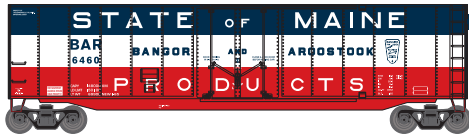


HO 50' PD Smooth Side Box Car

Announced 12.28.20
Orders Due: 01.29.21

ETA: December 2021

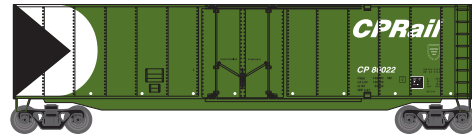
Bangor & Aroostook



Era: 1950s

- RND1131 HO 50' Plug Door Smooth Side Box Car, BAR #6460
- RND1132 HO 50' Plug Door Smooth Side Box Car, BAR #6462
- RND1133 HO 50' Plug Door Smooth Side Box Car, BAR #6465

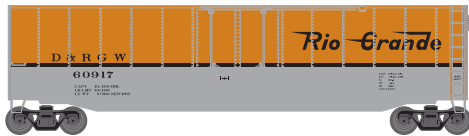
Canadian Pacific



Era: 1960s

- RND1134 HO 50' Plug Door Smooth Side Box Car, CP #80022
- RND1135 HO 50' Plug Door Smooth Side Box Car, CP #80858
- RND1136 HO 50' Plug Door Smooth Side Box Car, CP #80937

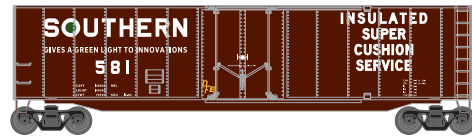
Rio Grande*



Era: 1960s

- RND1137 HO 50' Plug Door Smooth Side Box Car, DRGW #60917
- RND1138 HO 50' Plug Door Smooth Side Box Car, DRGW #60937
- RND1139 HO 50' Plug Door Smooth Side Box Car, DRGW #60977

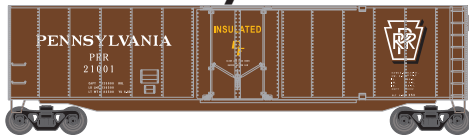
Southern



Era: 1960s

- RND1140 HO 50' Plug Door Smooth Side Box Car, SOU #581
- RND1141 HO 50' Plug Door Smooth Side Box Car, SOU #600
- RND1142 HO 50' Plug Door Smooth Side Box Car, SOU #615

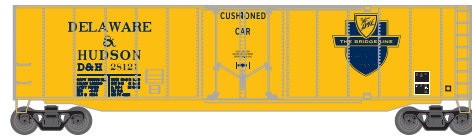
Pennsylvania



Era: 1950s

- RND1143 HO 50' Plug Door Smooth Side Box Car, PRR #21001
- RND1144 HO 50' Plug Door Smooth Side Box Car, PRR #21006
- RND1145 HO 50' Plug Door Smooth Side Box Car, PRR #21009

Delaware & Hudson



Era: 1950s

- RND1146 HO 50' Plug Door Smooth Side Box Car, DH #28121
- RND1148 HO 50' Plug Door Smooth Side Box Car, DH #28123
- RND1149 HO 50' Plug Door Smooth Side Box Car, DH #28127

All Road Names

PROTOTYPE AND BACKGROUND INFO:

Pullman Standard introduced the all steel PS-1 box car in several different sizes including 40', 50' and 60' lengths. Multiple door configurations and styles made these box cars very flexible. Pullman Standard had their own signature details, such as rolled non-terminating ends, and bow-tie stamped metal roofs. These were signature elements that identified the PS-1 among the other freight car builders of the time.

MODEL FEATURES:

- Fully-assembled and ready to run out of the box
- Highly-detailed, injection-molded body
- Painted and printed for realistic decoration
- 33" machined metal wheels with RP25 contours
- Minimum radius: 18"
- Cars feature standard or cushioned underframe per prototype
- Separately applied roof walk and brake wheel
- Weighted for trouble-free operation
- Body mounted McHenry operating scale knuckle couplers

\$30.98 SRP



Visit Your Local Retailer | Visit www.athearn.com | Call 1.800.338.4639

* Union Pacific Licensed Product

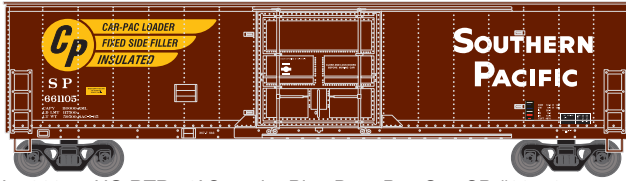


HO RTR 50' Superior Plug Door Box Car

Announced 12.28.20
Orders Due: 01.29.21
ETA: December 2021

Southern Pacific*

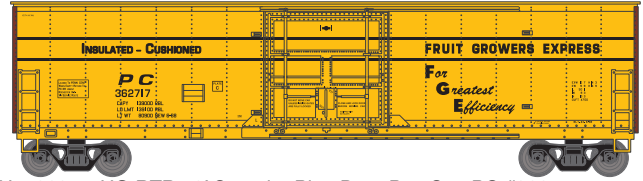
Era: 1960s+



- ATH71020 HO RTR 50' Superior Plug Door Box Car, SP #661105
- ATH71021 HO RTR 50' Superior Plug Door Box Car, SP #661110
- ATH71022 HO RTR 50' Superior Plug Door Box Car, SP #661112

Penn Central

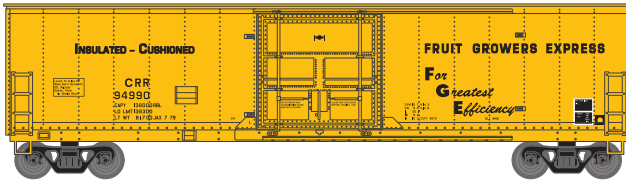
Late 1960s+



- ATH71023 HO RTR 50' Superior Plug Door Box Car, PC #362717
- ATH71024 HO RTR 50' Superior Plug Door Box Car, PC #362735
- ATH71025 HO RTR 50' Superior Plug Door Box Car, PC #362760

FGE / Clinchfield

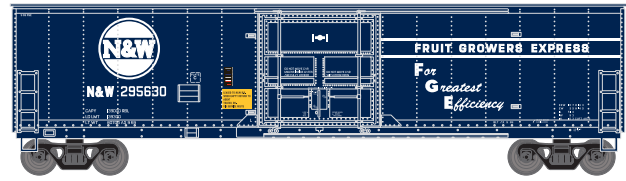
Era: 1970s+



- ATH71026 HO RTR 50' Superior PD Box Car, FGE/Clinchfield #94990
- ATH71027 HO RTR 50' Superior PD Box Car, FGE/Clinchfield #94993
- ATH71028 HO RTR 50' Superior PD Box Car, FGE/Clinchfield #94999

Norfolk & Western

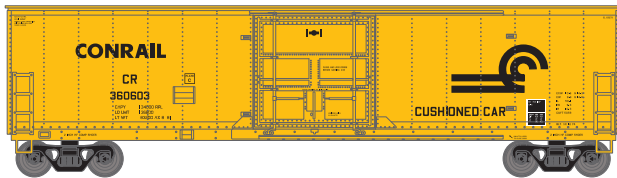
Era: 1960s+



- ATH71029 HO RTR 50' Superior Plug Door Box Car, N&W #295630
- ATH71030 HO RTR 50' Superior Plug Door Box Car, N&W #295641
- ATH71031 HO RTR 50' Superior Plug Door Box Car, N&W #295767

Conrail

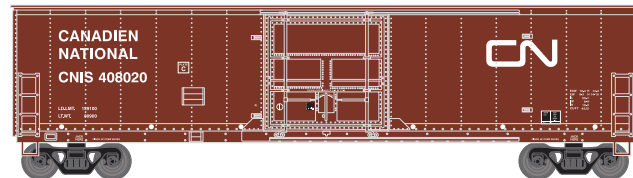
Era: Late 1970s+



- ATH71032 HO RTR 50' Superior Plug Door Box Car, CR #360603
- ATH71033 HO RTR 50' Superior Plug Door Box Car, CR #360609
- ATH71034 HO RTR 50' Superior Plug Door Box Car, CR #360610

Canadian National

Era: 1970s+



- ATH71035 HO RTR 50' Superior Plug Door Box Car, CN #408020
- ATH71036 HO RTR 50' Superior Plug Door Box Car, CN #408029
- ATH71037 HO RTR 50' Superior Plug Door Box Car, CN #408037

All Road Names

MODEL FEATURES:

- All models are representative of prototypical paint schemes
- Fully-assembled and ready to run out of the box
- Separately applied brake wheel and ladders
- Weighted for trouble-free operation
- Body mounted McHenry operating scale knuckle couplers
- Minimum radius: 18"

- 70-ton Roller Bearing trucks with 33" wheels
- Highly-detailed, injection-molded body
- Machined metal wheels
- Wheels with RP25 contours operate on all popular brands of track
- Replacement parts available

\$34.98 SRP



Visit Your Local Retailer | Visit www.athearn.com | Call 1.800.338.4639

* Union Pacific Licensed Product



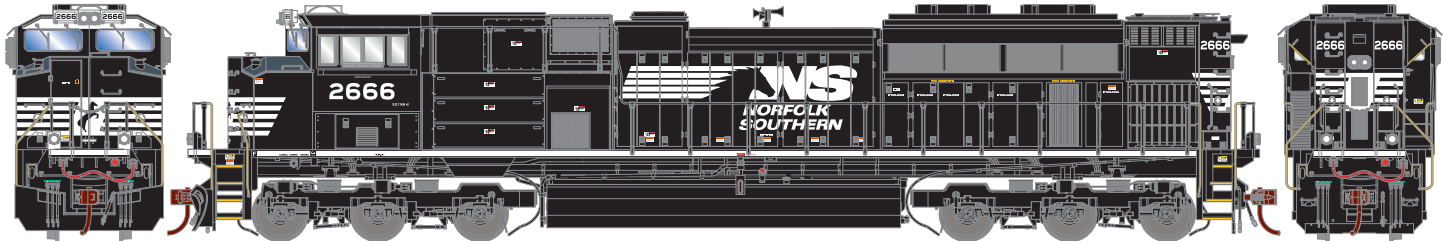
HO SD70M-2 Diesel Locomotive

Announced 12.28.20
Orders Due: 01.29.21

ETA: December 2021

GENESIS 2.0 FEATURES
SEE-THROUGH PILOT STEPS, Lit Marker Lights (CN)
LIT NUMBERBOARDS & GROUND LIGHTS

Norfolk Southern



	without Sound	with Sound
HO SD70M-2, NS #2666	ATHG70572	ATHG70672
HO SD70M-2, NS #2675	ATHG70573	ATHG70673
HO SD70M-2, NS #2681	ATHG70574	ATHG70674

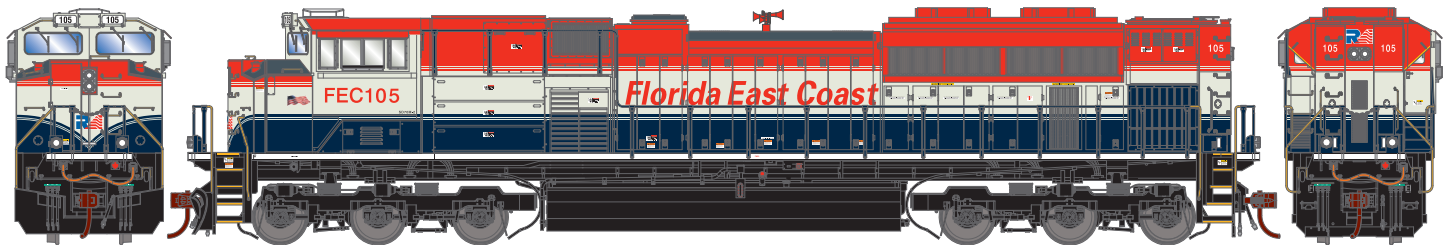
Era: 2005+

NS FEATURES and NOTES:

- Alternate PTC roof included in box

126 EMD SD70M-2s were delivered to NS in 2005 and 2006. Consistent with NS practice at the time, the units were rated at 4000 horsepower instead of the typical 4300. The units were equipped with ditch lights on each end and used in heavy mainline service.

Florida East Coast



	without Sound	with Sound
HO SD70M-2, FEC #105	ATHG70575	ATHG70675
HO SD70M-2, FEC #106	ATHG70576	ATHG70676
HO SD70M-2, FEC #107	ATHG70577	ATHG70677

Era: 2008+

FEC NOTES:

Florida East Coast received a group of 4 SD70M-2s in 2008, painted in the RailAmerica scheme. The units were often found on mainline trains with GP40-2s, SD40-2s and the road's other SD70M-2s.

w/o Sound \$249.98 SRP With Tsunami² Sound \$339.98 SRP
These items are subject to Horizon's MAP policy



Visit Your Local Retailer | Visit www.athearn.com | Call 1.800.338.4639



HO SD70M-2 Diesel Locomotive

Announced 12.28.20
Orders Due: 01.29.21

ETA: December 2021

Vermont Railway



HO SD70M-2, VTR #431
HO SD70M-2, VTR #432

without Sound	with Sound
ATHG70578	ATHG70678
ATHG70579	ATHG70679

Era: 2017+

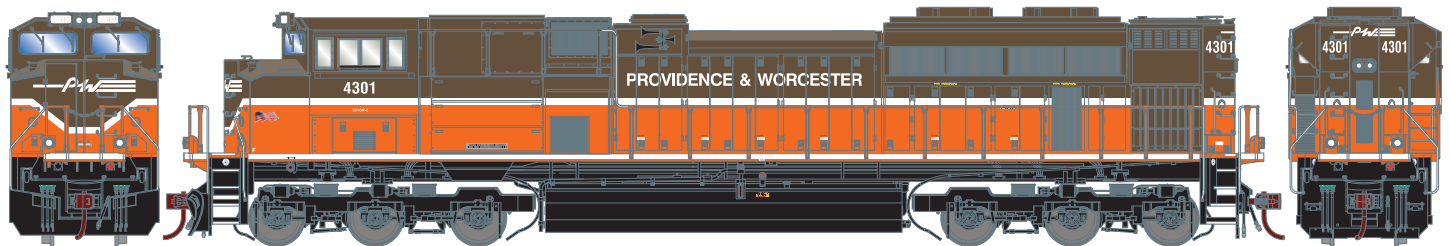
VTR NOTES:

Starting in 2007, Florida East Coast leased four blue-and-yellow SD70M-2s for mainline service. When the lease expired in 2015, the units were purchased by First Union Rail and subsequently split between Vermont Railway and Providence & Worcester, with two units going to each railroad. Vermont Railway's units were soon painted into that road's attractive scheme of red with white trim, and continue to see service on mainline trains today.



Photo credit Steve Koop Angelicola

Providence & Worcester



HO SD70M-2, PW #4301
HO SD70M-2, PW #4302

without Sound	with Sound
ATHG70584	ATHG70684
ATHG70585	ATHG70685

Era: 2016+

P&W NOTES:

P&W's two units were originally painted orange and brown and ran for several years in this guise.

w/o Sound \$249.98 SRP **With Tsunami² Sound \$339.98 SRP**
These items are subject to Horizon's MAP policy



Visit Your Local Retailer | Visit www.athearn.com | Call 1.800.338.4639



HO SD70M-2 Diesel Locomotive

Announced 12.28.20
Orders Due: 01.29.21

ETA: December 2021

Canadian National



without Sound with Sound

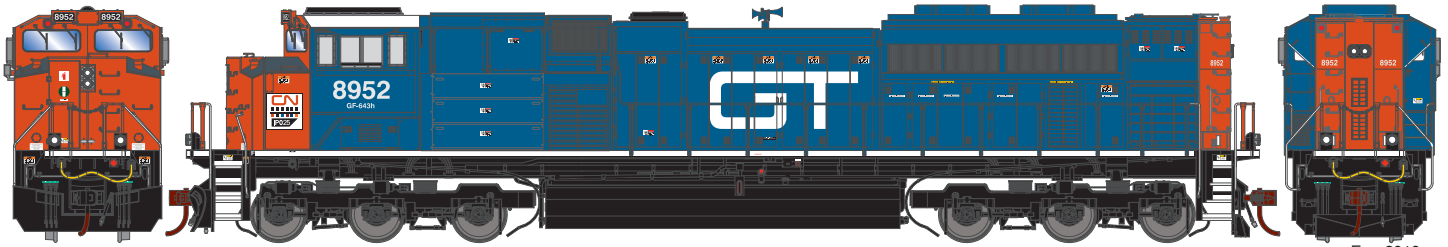
Era: 2019+

HO SD70M-2, CN-25 Heritage #8898
HO SD70M-2, CN # 8921
HO SD70M-2, CN # 8934
HO SD70M-2, CN/GT Heritage #8952

ATHG70580 ATHG70680
ATHG70581 ATHG70681
ATHG70582 ATHG70682
ATHG70583 ATHG70683



Era: 2019+



Era: 2019+

ROAD NUMBER SPECIFIC FEATURES:

- #8898 White cab roof, CN heritage decals on each side
- #8921 Standard CN Web Address paint scheme
- #8934 Mismatched compartment doors on left side
- #8952 Grand Truck Western Heritage Unit

CN NOTES:

Part of CN's large fleet of SD70M-2s, these units are equipped with operating marker lights for DPU service. As part of the railroad's new heritage program, CN 8952 was painted in the GTW scheme, and CN 8898 received the the special placards celebrating CN independence on the sides of its nose.



Photo credit Greg McRae

w/o Sound \$249.98 SRP With **tsunami2** Sound \$339.98 SRP
These items are subject to Horizon's MAP policy



Visit Your Local Retailer | Visit www.athearn.com | Call 1.800.338.4639



HO SD70M-2 Diesel Locomotive

Announced 12.28.20
Orders Due: 01.29.21

ETA: December 2021

All Railroads

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 order to meet stricter diesel locomotive emissions standards imposed by EPA Tier II regulations, EMD modified the SD70MAC to create the SD70ACe and SD70M-2. Each model is powered by a 16-cylinder, 4300-horsepower diesel engine. On the SD70M-2, the prime mover drives an alternator and produces AC current that is rectified to DC current, which powers the traction motors. On the SD70ACe, the DC current is then "chopped" back into AC to power the traction motors.

Much of the external design is based on the SD90 series locomotives, specifically the SD90MAC-H PHII. Similar features include the nose shape, full height nose door and rectangular windshields, the large flared radiators with two fans, and the positioning of the dynamic brake equipment at the rear of the long hood. In addition, the inverters were moved from inside the long hood to a box on the walkway behind the fireman's side of the cab.

The Athearn Genesis 2.0 SD70ACE and SD70M-2 feature upgraded tooling with new walkway variants and etched see-through steps. Additional lighting features over previous versions include operating number boards and ground lights, as well as working marker lights on applicable CN versions. All lighting is provided by LEDs.

LOCOMOTIVE FEATURES:

- Fully-assembled and ready-to-run
- DCC-ready features Quick Plug™ plug-and-play technology with 21-pin NEM connector
- Scaled from prototype resources including drawings, field measurements, photographs, and more
- Accurately-painted and -printed paint schemes
- Coupler cut levers
- Flexible rubber MU hoses
- Flexible rubber trainline hose
- See-through cab windows
- Full cab interior
- Walkway tread
- Etched see-through steps
- Fine-scale Celcon handrails for scale appearance
- Windshield wipers
- Lift rings
- Wire grab irons
- Detailed fuel tank with fuel fillers, fuel gauges, & breather pipes
- Sander lines
- McHenry scale knuckle couplers - Kadee compatible
- 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
- LED lighting for realistic appearance-including lit number boards, ground lights, and marker lights (if applicable)
- Heavy die-cast frame for greater traction and more pulling power
- Packaging securely holds model for safe storage



w/o Sound \$249.98 SRP With Tsunami² Sound \$339.98 SRP
These items are subject to Horizon's MAP policy



HO FP45 Locomotives

Announced 12.28.20
Orders Due: 01.29.21

ETA: December 2021

Milwaukee Road



Era: Late 1960's - early 1970's

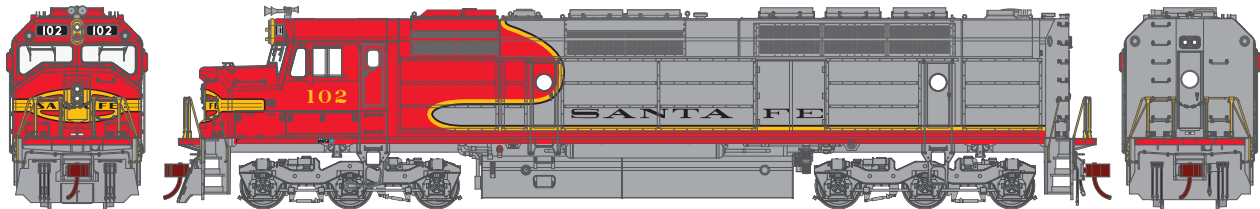
HO FP45, MILW #3
 HO FP45, MILW #4

without Sound	with Sound
ATHG28500	ATHG28600
ATHG28501	ATHG28601

MILW FEATURES:

- Leslie S3L horn
- No dynamic brakes
- Often seen in passenger consists with FP7 and F7B units
- Purchased by Milwaukee for passenger service on the Hiawatha and other trains
- MILW style Electronic Bell
- Operating clear and red gyalights

Santa Fe



Era: Late 1960's - early 1970's

HO FP45, ATSF #102
 HO FP45, ATSF #104
 HO FP45, ATSF #108

without Sound	with Sound
ATHG28502	ATHG28602
ATHG28503	ATHG28603
ATHG28504	ATHG28604

ATSF FEATURES:

- Leslie S3L horn
- Operating clear and red gyalights
- Purchased by Santa Fe to lead fast passenger and freight trains
- Several units have been preserved today including #108 (offered in this run)
- Dynamic Brakes

Santa Fe - Kodachrome



Era: Mid 1980s+

HO FP45, ATSF #5991
 HO FP45, ATSF #5996
 HO FP45, ATSF #5998

without Sound	with Sound
ATHG28505	ATHG28605
ATHG28506	ATHG28606
ATHG28507	ATHG28607

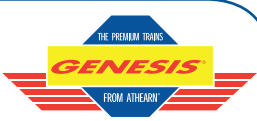
ATSF Kodachrome FEATURES:

- Leslie RS3L horn on stand
- Air conditioner
- Sinclair antennas on ground planes
- Operating Stratolight beacon
- Removed steam generator

w/o Sound \$219.98_{SRP} With Tsunami² Sound \$309.98_{SRP}
 These items are subject to Horizon's MAP policy



Visit Your Local Retailer | Visit www.athearn.com | Call 1.800.338.4639



HO FP45 Locomotives

Announced 12.28.20
Orders Due: 01.29.21

ETA: December 2021

Southern Pacific/Santa Fe



Era: Mid 1980s

HO FP45, SPSF #7990

without Sound ATHG28508 with Sound ATHG28608

SPSF FEATURES:

- Leslie RS3L horn on stand
- Operating Stratolight beacon
- Air conditioner
- Removed steam generator
- Sinclair antennas on ground planes

Burlington Northern Santa Fe



Era: Late 1990s+
(Alternate History)

HO FP45, BNSF #93
HO FP45, BNSF #97

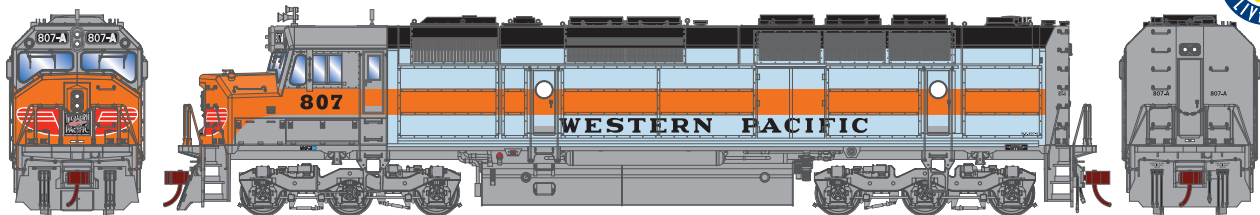
without Sound ATHG28509 with Sound ATHG28609
ATHG28510 ATHG28610

BNSF FEATURES:

- Large and small antenna platforms
- Air conditioner
- K3LA horn mounted on long hood
- Nose-mounted headlight with upper safety light plated over

BNSF retired all of their FP45 units in 2002; but what if the railroad had something else in mind for these units? In this alternate history, BNSF set aside two FP45s to be rebuilt and repainted for business and executive train service. This release depicts the former ATSF 93 and 97 in full BNSF Heritage II livery, ready to once again speed passenger trains across the southwest.

Western Pacific



Era: 1967
(Alternate History)

HO FP45, WP #807
HO FP45, WP #810

without Sound ATHG28511 with Sound ATHG28611
ATHG28512 ATHG28612

In the late 1960s, WP found itself losing money on the California Zephyr. EMD approached WP with an attractive sales proposition. Their new FP45 locomotive could serve equally well in passenger or freight service, and WP took notice. EMD also offered a generous trade-in credit for WP's tired FP7 locomotives, along with a quick delivery time, since the units would be built concurrently with Santa Fe's. Realizing the potential of a locomotive which could be converted easily to freight service, WP placed their order.

w/o Sound \$219.98_{SRP} With **Tsunami²** Sound \$309.98_{SRP}
These items are subject to Horizon's MAP policy



Visit Your Local Retailer | Visit www.athearn.com | Call 1.800.338.4639



HO FP45 Locomotives

Announced 12.28.20
Orders Due: 01.29.21

ETA: December 2021

All Railroads

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 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.

LOCOMOTIVE FEATURES:

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



w/o Sound \$219.98_{SRP} With Tsunami2 Sound \$309.98_{SRP}
These items are subject to Horizon's MAP policy



Visit Your Local Retailer | Visit www.athearn.com | Call 1.800.338.4639



HO ICC Caboose

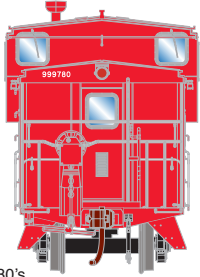
Announced 12.28.20
Orders Due: 01.29.21

ETA: December 2021

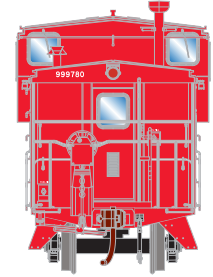
Santa Fe



Era: 1974-1980's



Era: 1980's



HO ICC Caboose SF #999538
 HO ICC Caboose SF #999540
 HO ICC Caboose SF #999780
 HO ICC Caboose SF #999798

Equipped with DCC & Lights

ATHG78574
 ATHG78575
 ATHG78577
 ATHG78578

Equipped with DCC, Sound & Lights

ATHG78374
 ATHG78375
 ATHG78377
 ATHG78378

SF FEATURES:

SF 999538 & 999540 Features:

- CE-6 Santa Fe Style Caboose
- End Axle generator w/ drive belts
- As-delivered appearance black steps & frame
- Small Santa Fe circle & cross logo
- Sinclair style antenna with ground plane plate
- Functioning marker and interior lights in DCC

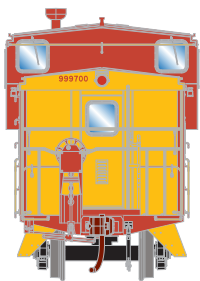
- Separate, turning roller bearings

SF 999780 & 999798 Features:

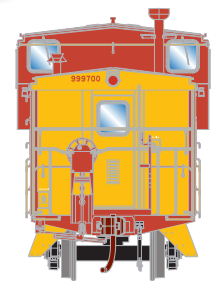
- CE-11 Santa Fe Style Caboose
- End Axle generator w/ drive belts
- Functioning marker and interior lights in DCC
- Full sized Santa Fe circle & cross logo
- Sinclair style antenna
- Later 1980's repaint w/ Helvetica style letters & numbers

- Separate, turning roller bearings
- No number on cupola
- End roof rain gutters

**NEW PAINT SCHEME! ACT FAST!
 FIRST TIME OFFERED IN GENESIS!**



Era: Mid-to late 1980's



HO ICC Caboose SF #999700

Equipped with DCC & Lights

ATHG78576

Equipped with DCC, Sound & Lights

ATHG78376

SF FEATURES:

- CE-8 Santa Fe Style Caboose
- Sinclair style antenna
- 'Kodachrome' Paint Scheme - Only Santa Fe ICC WV caboose painted in this scheme
- Separate, turning roller bearings
- Functioning marker and interior lights in DCC
- End Axle generator w/ drive belts
- End roof rain gutters

w/o Sound \$109.98_{SRP} With **Tsunami SoundCar™** \$149.98_{SRP}

These items are subject to Horizon's MAP policy



Visit Your Local Retailer | Visit www.athearn.com | Call 1.800.338.4639



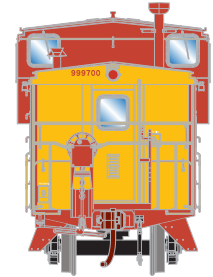
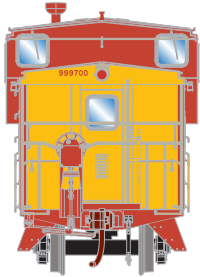
HO ICC Caboose

Announced 12.28.20
Orders Due: 01.29.21

ETA: December 2021

**NEW ROAD NAMES! ACT FAST!
FIRST TIME OFFERED!**

SPSF



Era: 1986

HO ICC Caboose SPSF #999700

Equipped with DCC & Lights
ATHG78579

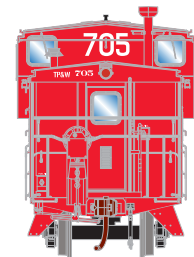
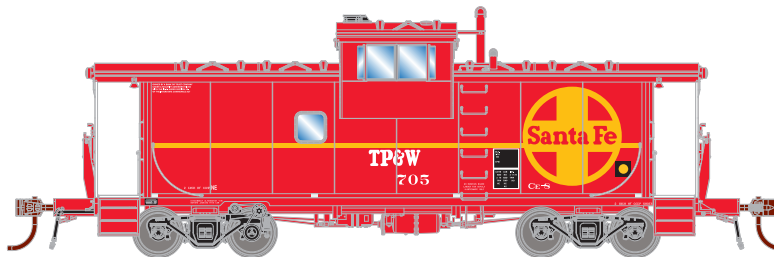
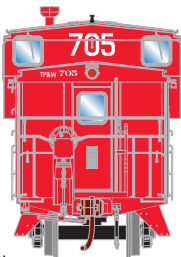
Equipped with DCC, Sound & Lights
ATHG78379

SPSF FEATURES:

- CE-8 Santa Fe Style Caboose
- Separate, turning roller bearings
- Functioning marker and interior lights in DCC
- Only Santa Fe ICC WV caboose painted in this scheme
- End Axle generator w/ drive belts
- End roof rain gutters
- Sinclair style antenna

We found a prototype photo of 999700 painted in full the SPSF scheme the Topeka Shops. Not sure if it ever got out on the road painted this way, but hey, it's your railroad so you can!

Toledo, Peoria & Western



Era: Early 1980's

HO ICC Caboose TP&W #705
HO ICC Caboose TP&W #707

Equipped with DCC & Lights
ATHG78580
ATHG78581

Equipped with DCC, Sound & Lights
ATHG78380
ATHG78381

TP&W FEATURES:

- CE-8 Santa Fe Style Caboose
- Sinclair style antenna
- Separate, turning roller bearings
- Functioning marker and interior lights in DCC
- End Axle generator w/ drive belts
- End roof rain gutters

During the early 1980's the TP&W leased two separate groups of 8 Santa Fe CE-8 cabooses at two separate intervals. 705 was from the 1982 group and 707 was from the 1983 group.

w/o Sound \$109.98_{SRP} With Tsunami[®] SoundCar™ \$149.98_{SRP}

These items are subject to Horizon's MAP policy



Visit Your Local Retailer | Visit www.athearn.com | Call 1.800.338.4639



HO ICC Caboose

Announced 12.28.20
Orders Due: 01.29.21
ETA: December 2021

All Road Names

LED LIGHT EQUIPPED FEATURES:

- LED lighting for long life and reliable operation
- On-board DCC Decoder by NCE
 - Operates in DCC and Analog (DC) with lighting functions controllable in DCC
- Various classes will feature single or dual roof markers, or end-mount marker lights, per prototype and/or era
- LED Interior Lights
- All functions NMRA compatible in DCC mode



SOUND EQUIPPED MODELS ALSO FEATURE:

- Soundtraxx Tsunami SoundCar decoder w/ included sounds:
 - Air horn or trainline air whistle as appropriate
 - Clickety-clack with optional wheel flat spot sounds
 - Brake set/release sounds including retainers and brake squeal
 - "Big Hole" emergency brake application sound
 - Handbrake tie-down/release
 - Adjustable flange squeal
- Air, horn, and bell sounds work seamlessly with Soundtraxx locomotive sound decoders
- Supports advanced consisting in DCC
- Full DCC functions available when operated in DCC mode
- All functions NMRA compatible in DCC mode

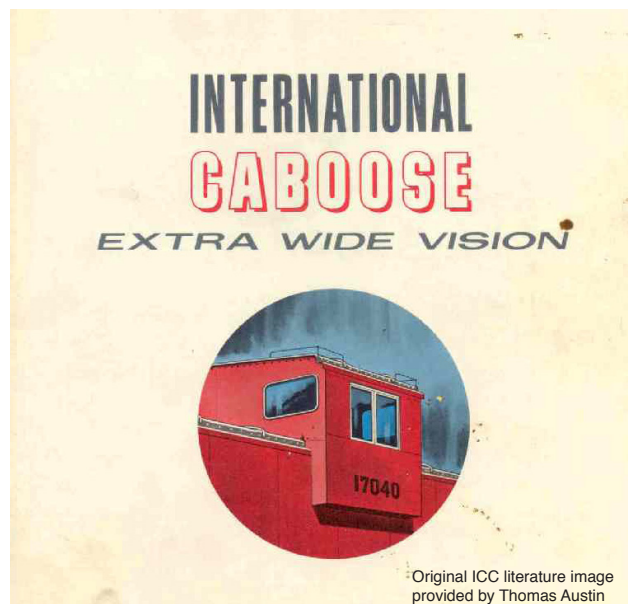
PROTOTYPE INFO:

Perhaps one of the most recognizable icons of American railroading, the caboose completed the train. Caboose provided shelter for the rear end crew. From the cupola or bay windows, the crew could keep a lookout for shifting loads, damaged equipment, and overheating axles. As rail cars became larger in the late 1950s and early 1960s, there was a real need for cabooses to have greater visibility for the crew. In the extended-vision or wide-vision caboose, the sides of the cupola project beyond the side of the car body. This model was introduced by the International Car Company and saw service on most U.S. railroads. The expanded cupola allowed the crew to see past the top of the taller cars that began to appear after World War II, and also increased the roominess of the cupola area.



ICC CABOOSE FEATURES:

- Better than brass detail™ including roadname and road number specific detail and laser-sharp painting and printing
- Interior seating for the addition of crew figures.
- See-through end platforms and steps
- Flush window glazing
- Wire-form grab irons
- Caboose trucks with animated rotating bearing or static friction bearing caps
- Axle generator details
- Body-mounted McHenry® scale knuckle-spring Couplers
- Machined metal RP25 profile wheel sets
- Fully-assembled and ready-to-run out of the box
- Accurately painted and printed for prototypical realism
- Highly-detailed, injection-molded body
- Separate wireform grab irons, etched metal coupler platforms
- Coupler lift bars, trainline hoses, brake hoses, and hardware
- Full underframe detail: air brake reservoir, control valve, and brake cylinder with plumbing and brake rod details
- Machined metal wheels with RP25 contours operate on all popular brands of track
- Weighted for trouble-free operation
- Window packaging for easy viewing, plus interior plastic blister safely holds the model for convenient storage
- Multiple road numbers
- Minimum radius: 18"



Original ICC literature image provided by Thomas Austin

w/o Sound \$109.98_{SRP} With Tsunami® SoundCar™ \$149.98_{SRP}



Visit Your Local Retailer | Visit www.athearn.com | Call 1.800.338.4639