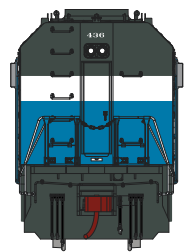
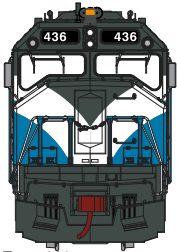




# HO EMD F45 Diesel Great Northern

Announced 1.27.17  
Orders Due: 2.24.17  
ETA: December 2017



Era: 1969+

### Without Sound

ATHG25261 HO F45, GN #431  
ATHG25262 HO F45, GN #433  
ATHG25263 HO F45, GN #436

### With Sound

ATHG25311 HO F45 w/DCC & Sound, GN #431  
ATHG25312 HO F45 w/DCC & Sound, GN #433  
ATHG25313 HO F45 w/DCC & Sound, GN #436

### GN FEATURES:

- Previous run: July 2010
- Snow plow pilot
- Dustbin with standard EMD intake grilles
- Dynamic brake housing with standard EMD intake grilles
- Standard EMD radiator intake grilles
- Rectangular cab door window
- Illuminated Prime beacon
- Firecracker antenna on cab

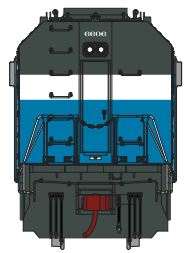
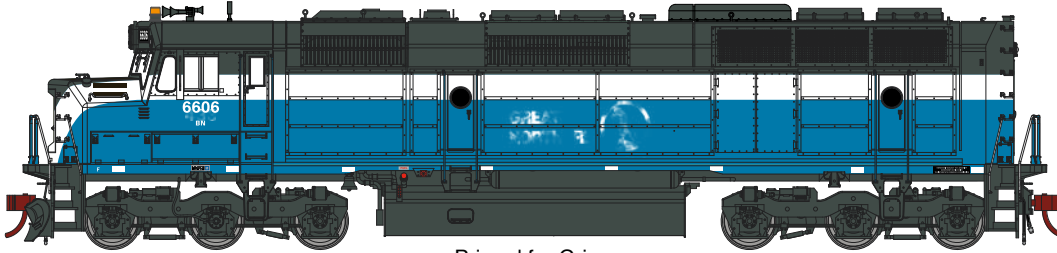
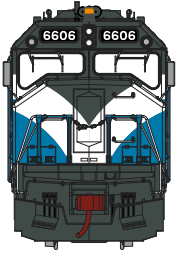
### #431:

- Standard radiator fans, no winterization hatch

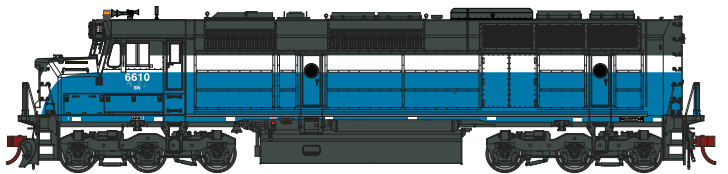
### #433 & #436:

- Winterization hatch

## Burlington Northern (ex GN)



Primed for Grime



Era: 1970+

### #6600:

- Standard radiator fans, no winterization hatch
- Missing "Goat Logo" on conductor's side

### #6610:

- Winterization hatch
- No roadname or logo on either side

### Without Sound

ATHG25258 HO F45, BN #6600  
ATHG25259 HO F45, BN #6606  
ATHG25260 HO F45, BN #6610

### With Sound

ATHG25308 HO F45 w/DCC & Sound, BN #6600  
ATHG25309 HO F45 w/DCC & Sound, BN #6606  
ATHG25310 HO F45 w/DCC & Sound, BN #6610

### BN FEATURES:

- Paint Scheme: Primed for Grime BN ex GN Patch
- Snow plow pilot
- Dustbin with standard EMD intake grilles
- Dynamic brake housing with standard EMD intake grilles
- Standard EMD radiator intake grilles
- Rectangular cab door window
- Illuminated Prime beacon
- Firecracker antenna on cab

### #6606:

- Winterization hatch
- Faded GN logo & former road number on both sides

w/o Sound \$179.98<sub>SRP</sub> With **Tsunami**  Sound \$279.98<sub>SRP</sub>  
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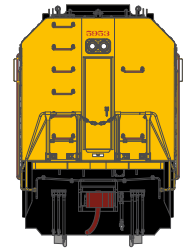


# HO EMD F45 Diesel

Announced 1.27.17  
Orders Due: 2.24.17

ETA: December 2017

## Santa Fe



Era: 1985+

### Without Sound

ATHG25255	HO F45, SF #5953
ATHG25256	HO F45, SF #5955
ATHG25257	HO F45, SF #5964

### With Sound

ATHG25305	HO F45 w/DCC & Sound, SF #5953
ATHG25306	HO F45 w/DCC & Sound, SF #5955
ATHG25307	HO F45 w/DCC & Sound, SF #5964

### SF FEATURES:

- Previous run: March 2010
- New road numbers
- Sheet metal pilot/steam line equipped: mixed freight/passenger
- Oval cab door window
- Illuminated Prime beacon
- Leslie RSL-3L-R3 Horn with bracket
- Dust bin with etched metal FARR air intake grilles
- Dynamic brake with etched metal FARR air intake grilles
- Etched metal FARR radiator intake grilles

## All Road Names

### LOCOMOTIVE FEATURES:

- Front and rear 3-hose M.U. hose clusters with silver ends
- Front and rear trainline hoses
- 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
- Factory applied wire grab irons and lift rings
- Minimum radius: 18"
- Recommended radius: 22"

### GENESIS DIESEL LOCOMOTIVE FEATURES:

- Fully-assembled and ready-to-run
- DCC-ready features Quick Plug™ plug-and-play technology with both 8- and 9-pin connector
- Scaled from prototype resources including drawings, field measurements, photographs, and more
- Accurately painted and printed paint schemes
- Coupler cut levers
- MU hoses
- 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, and retention tanks
- Sander lines
- McHenry scale knuckle couplers - Kadee compatible
- Genesis driveline with 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
- Wheels with RP25 contours operate on all popular brands of track
- Incandescent bulbs for realistic appearance
- Bidirectional constant lighting so headlight brightness remains constant
- Heavy die-cast frame for greater traction and more pulling power
- Packaging securely holds for the model for safe storage
- 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

### PRIMED FOR GRIME MODELS FEATURE:

- Duplicated look and feel of "In Service" equipment; "Tattered and Torn" just like the real thing
- Faded base colors matched to the prototype
- Patches applied and shaped per road number matching each corresponding side to the prototype
- Perfect starting point for adding grime and rust



#Ready2Rust

### 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.

w/o Sound \$179.98<sub>SRP</sub> With Tsunami<sup>2</sup> Sound \$279.98<sub>SRP</sub>

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