



# HO FP45 Locomotives

Announced 12.28.20  
**Orders Due: 01.29.21**

ETA: December 2021

## Milwaukee Road



Era: Late 1960's - early 1970's

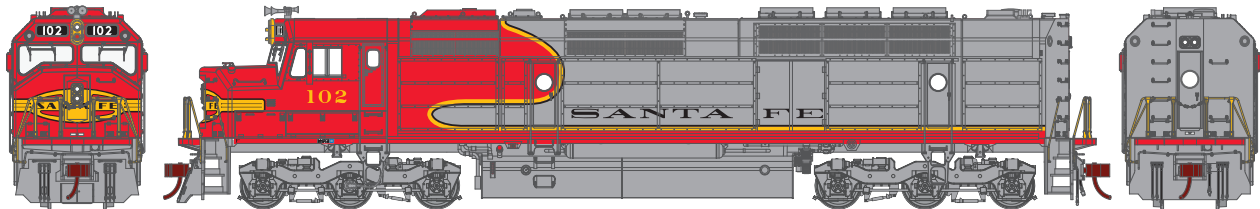
HO FP45, MILW #3  
 HO FP45, MILW #4

<b>without Sound</b>	<b>with Sound</b>
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

<b>without Sound</b>	<b>with Sound</b>
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

<b>without Sound</b>	<b>with Sound</b>
ATHG28505	ATHG28605
ATHG28506	ATHG28606
ATHG28507	ATHG28607

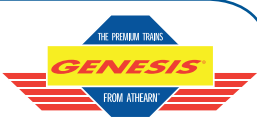
**ATSF Kodachrome FEATURES:**

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

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## 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

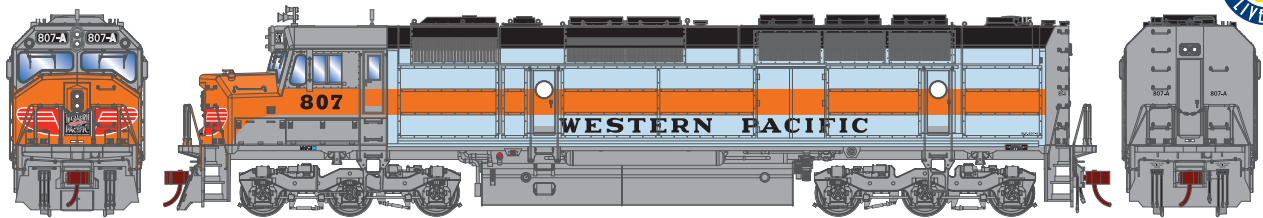
without Sound ATHG28509    with Sound ATHG28609  
ATHG28510    ATHG28610

### 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.

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## 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"



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