

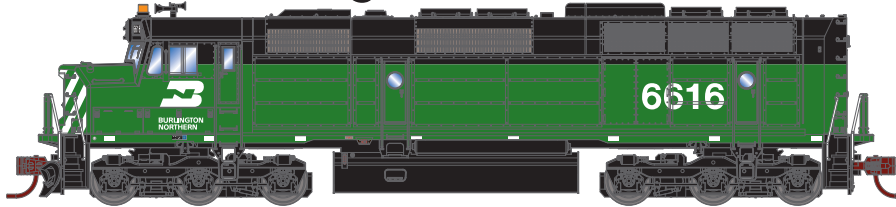


# N F45 Locomotives

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<sub>SRP</sub> With **Tsunami<sup>2</sup>** Sound \$249.98<sub>SRP</sub>

These items are subject to Horizon's MAP policy



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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
- 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"



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