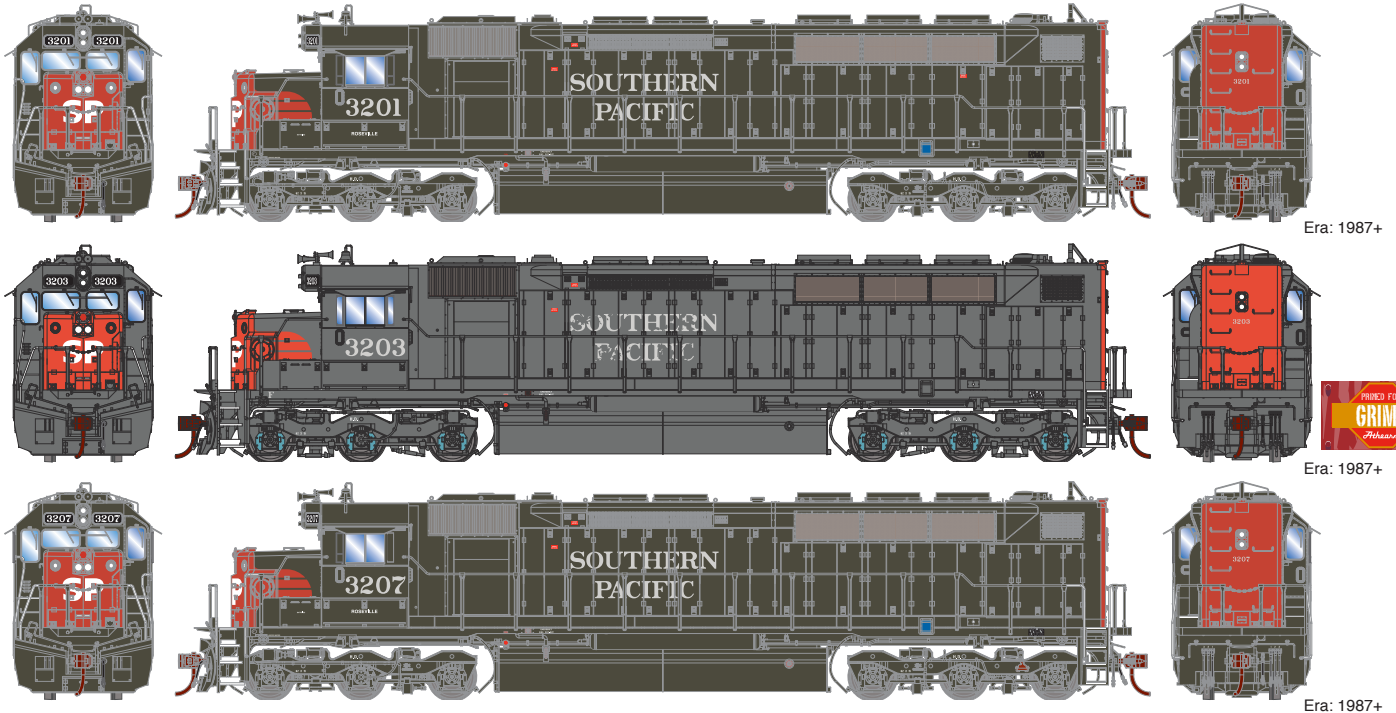


Southern Pacific*



SDP45, SP #3201
SDP45, SP #3203
SDP45, SP #3207

without Sound	with Sound
ATHG-1995	ATHG-2018
ATHG-1996	ATHG-2019
ATHG-1997	ATHG-2020

SP FEATURES:

- Forward Gyalights (Effect in DCC)
- Forward Emergency Light (Effect in DCC)
- Modified L window cab
- Nathan P3 Horn
- Roof mounted icicle breakers

SP bought 10 SDP45's in 1967 to replace aging PA and E units on their long distance passenger trains. On the demise of SP's long distance pass. trains, the SDP45's went into the Peninsular Commute Pool, replacing the venerable FM Train Masters. The SDP45's also worked freight service on weekends as was normal for most Commute locos.

When Caltran took over the Commute service, the SDP45's went into the freight pool. Two units 3201 and 3207 kept their steam generators active for business car specials, the others had theirs deactivated, more or less creating two classes; freight and passenger SDP45's.

As they never had the dual fuel/water tanks modified, they would have had short legs... Their last years were working local haulers around the LA basin.

Credit: Richard A. Percy, Source: <http://espee.railfan.net/spsdp45.html>

ROAD NUMBER SPECIFIC FEATURES:

- **#3201** Fresh red/grey repaint, hi-low brake cylinders, reserved for business train service / special company events
- **#3203** Faded colors, hi brake cylinders, removed cab icicle breakers, painted over class lights
- **#3207** Fresh red/grey repaint, hi-low brake cylinders, reserved for business train service / special company events

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Burlington Northern



SDP45, BN #6592
SDP45, BN #6593
SDP45, BN #6597

without Sound	with Sound
ATHG-2000	ATHG-2023
ATHG-2001	ATHG-2024
ATHG-2002	ATHG-2025

BN FEATURES:

- Ex-GN
- Stratolite beacon (Effect in DCC)
- Steam Generator details
- Medium front plow
- Road number specific details

After the formation of the Spokane, Portland and Seattle, many locomotives were repainted into the then-new corporate colors of Cascade Green and Black. Originally purchased in 1967 for passenger service, GN's 8 "Big Sky Blue" EMD SDP45s found their way into the general freight pool after Amtrak was formed in 1971. Receiving their final BN numbers in 1974, the SDP45s were eventually retired in the mid 1980's and sold off for scrap.

ROAD NUMBER SPECIFIC FEATURES:

- #6592 Ex-GN #326, hi brake cylinders, cab mounted MILW style electronic bell
- #6593 Ex-GN #327, hi brake cylinders, cab mounted MILW style electronic bell
- #6597 Ex-GN #331, hi-low brake cylinders, rear end numbers

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Great Northern



Era: 1967+

	without Sound	with Sound	GN FEATURES: <ul style="list-style-type: none"> • Flashing beacon (Effect in DCC) • Steam Generator details • Medium front plow
SDP45, GN #329	ATHG-2003	ATHG-2026	
SDP45, GN #331	ATHG-2004	ATHG-2027	
SDP45, GN #332	ATHG-2005	ATHG-2028	

Great Northern purchased 8 SDP45's from EMD in 1967 to help replace their tired F units. Delivered in their "Big Sky Blue" scheme, they were used in passenger service on trains such as the Empire Builder until the formation of Amtrak in 1971. They would eventually be repainted into BN colors after the merger of 1970 and used in the general freight pool until retirement in the mid 1980's.

Wisconsin Central (SD45M)



Era: 1998+

	without Sound	with Sound	SP FEATURES: <ul style="list-style-type: none"> • Ex-EL unit • WC-specific body details on rear • Updated colors vs prior release • Operating front and rear ditch lights • All-weather window • Removed class lights • 5000 gallon fuel tank
SDP45, WC #6634	ATHG-2006	ATHG-2029	

WC 6634, formerly MKCX 9511, was built as EL 3656, an "SD45M". It featured the long frame of the SDP45, but no steam generator; the extra space was used for a large 5000 gallon fuel tank so that the units could run greater distances before refueling.

On the WC, the 6634 came wearing its coat of Helm dark blue, but this was exchanged for the attractive WC maroon and gold scheme, courtesy of the WSOR's Horicon, WI shops, in 1998. The unit was allegedly a bit of a shop queen, but was a popular target for area railfans due to its uniqueness. When the WC was sold to the CN in 2001, many locomotives were subsequently auctioned off, including the 6634. She was sold to Rail World on 7/11/02 for \$17,050 with a bad-order turbo, and subsequently cut up for scrap- the final chapter in her storied 32-year career.

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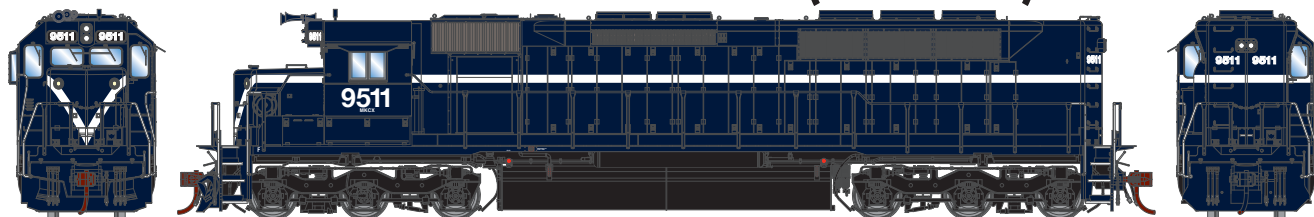
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Morrison-Knudsen (SD45M)



Era: 1990s

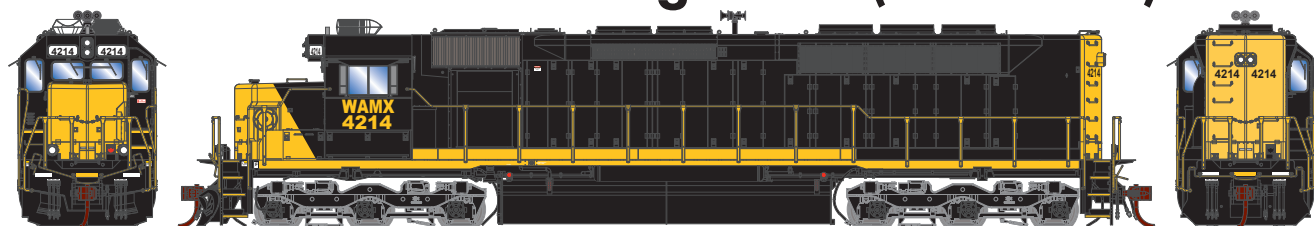
SDP45, MKCX #9511 **without Sound** ATHG-2007 **with Sound** ATHG-2030

MKCX FEATURES:

- Leslie RS3L low-profile horn
- Mixed Dynamic brake and radiator fan heights per prototype
- EMD standard low snowplow
- Class lights
- 5000 gallon fuel tank

MKCX 9511 wasn't photographed too much during its existence, but the unit was built as EL 3656 before becoming CR 6687 and later VMV 6687. Morrison-Knudsen then acquired the unit and gave it a coat of their standard dark blue paint, albeit with white stripes instead of the more common gold- this uncommon variation was also applied to a few MKCX SD45s. Interestingly, the unit didn't acquire ditch lights, or lose its class lights, while under MKCX ownership.

Webb Asset Management (SD40M-2)



Era: 2020s+

SDP45, WAMX #4214 **without Sound** ATHG-2008 **with Sound** ATHG-2031

WAMX FEATURES:

- Removed class lights
- Operating front ditch lights
- Nathan K3LA horn on bracket, mounted on long hood
- Two Sinclair antennas
- RV style air conditioners

In 1993, SP contracted with Morrison Knudsen to supply 133 "SD40M-2s". These units were rebuilt with a variety of "core" units; 6 of which were former EL SD45Ms. WAMX 4214 was formerly SP 8693 and came to Webb in the late 2010s. The unit currently calls Texas home and is one of the few, if not only, SDP45 type carbodies still running as of 2024.

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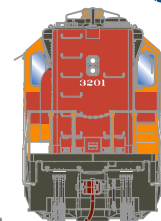
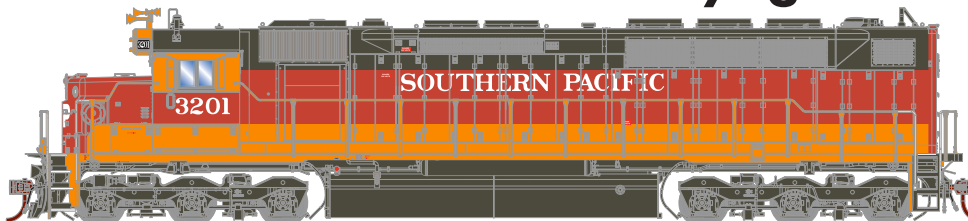
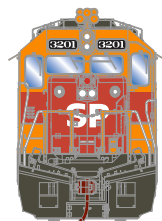
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Southern Pacific* - Daylight



Era: 1980s+ (Alt Era)

SDP45, SP #3201
SDP45, SP #3207

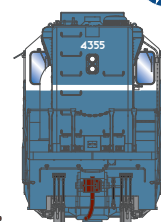
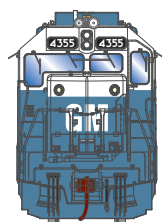
without Sound	with Sound
ATHG-1998	ATHG-2021
ATHG-1999	ATHG-2022

SP FEATURES:

- Large Snowplow
- Cab with modified L-window
- Steam Generator
- Bell mounted on cab roof
- Multiple cab vents
- Iccle Breakers
- SP light package at front

In November of 1981, Southern Pacific released a one-of-a-kind rebuilt SD45, number 7399. This "SD44R" was fitted with a 16-cylinder prime mover and was painted in an attractive adaptation of the road's famous "Daylight" scheme. While no other SD44Rs were completed, the unit lasted several years with its special paint. We think that the two SDP45s which kept their steam generators into the 1980s would look great in this scheme as well, heading up an OCS or shipper's special!

Electro-Motive Division Demonstrator



Era: 1969+ (Alt Era)

SDP45, EMDX #4355
SDP45, EMDX #4356

without Sound	with Sound
ATHG-2009	ATHG-2032
ATHG-2010	ATHG-2033

EMD FEATURES:

- L-window cab
- Leslie RS4L low-profile horn
- Steam generator
- Low-brake trucks
- Other build details similar to UP

Electro-Motive Division was well-known for its demonstrator locomotives. These specially-painted units were owned by the builder and often toured around the United states railroad system to demonstrate the capabilities of a new locomotive model. Decorated to match the contemporary SD45 demonstrator scheme, these SDP45s would look right at home showing off their dual-service capabilities on whichever railroad you model!

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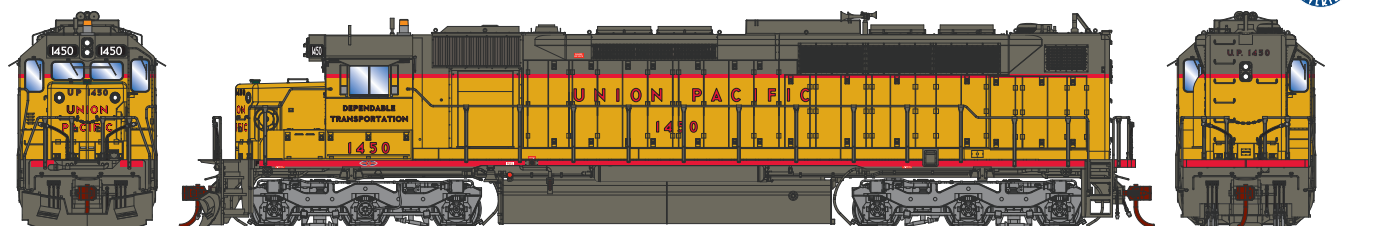
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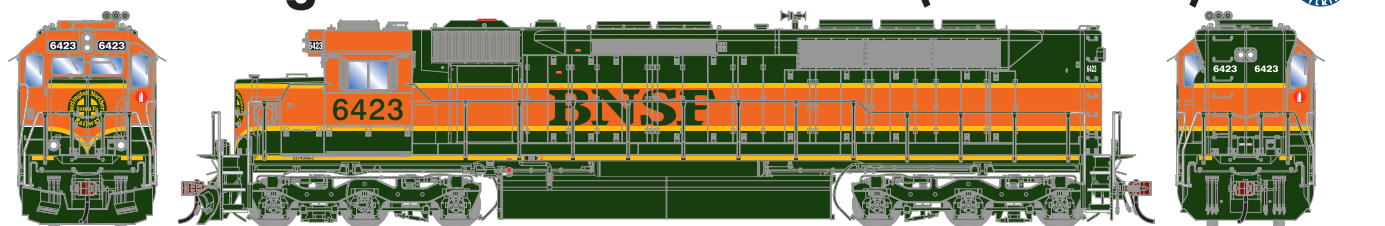


Era: 1969+ (Alt Era)

	without Sound	with Sound	UP FEATURES:	
SDP45, UP #1450	ATHG-2011	ATHG-2034	• Icicle breakers	• Winterization hatch
SDP45, UP #1457	ATHG-2012	ATHG-2035	• Small EMD style snowplow	• Steam Generator
			• High brake cylinders	
			• UP-style Leslie RS3L horn between radiator fans	
			• Western-Cullen Beacon (flash effect on DCC +sound version)	

Union Pacific was well-known for its famous passenger trains, with such names as the Portland Rose, Overland Limited, and City of Los Angeles. UP was maintaining passenger service, and buying new passenger power, much later than most other roads. As the railroad consolidated its trains to save on operating costs, consist sizes swelled, often requiring 4-or-5-unit lashups of E-units to pull them. It's conceivable that the Union Pacific could have ordered SDP45 locomotives to reduce the units needed to pull a train, vs. the E-units. Such units could have easily been adapted for freight service as the need arose. The road was already familiar with the EMD SD45, having ordered 50 units in 1968. These SDP45s, decked out with their "Dependable Transportation" slogans, would look great pulling the "City of Everywhere" or a hotshot intermodal train.

Burlington Northern Santa Fe (SD40M-2)



Era: 1990s + (Alt Era)

	without Sound	with Sound	BNSF FEATURES:	
SDP45, BNSF #6423	ATHG-2013	ATHG-2036	• Hinged battery box doors	• K3LA horn on bracket
SDP45, BNSF #6428	ATHG-2014	ATHG-2037	• Removed class lights	• No steam generator
			• Small EMD style snowplow	• High-brake trucks

Burlington Northern owned 8 SDP45s, but all of them were scrapped. What if they had lasted until the BNSF merger? Here's our take- the attractive Heritage I scheme fits them well. The units have had their steam generators removed and been upgraded internally to Dash-2 standards in this version of history.

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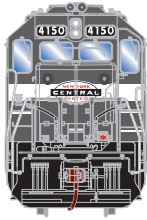
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New York Central



Era: 1967+ (Alt Era)

SDP45, NYC #4150
SDP45, NYC #4153

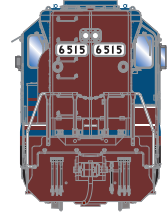
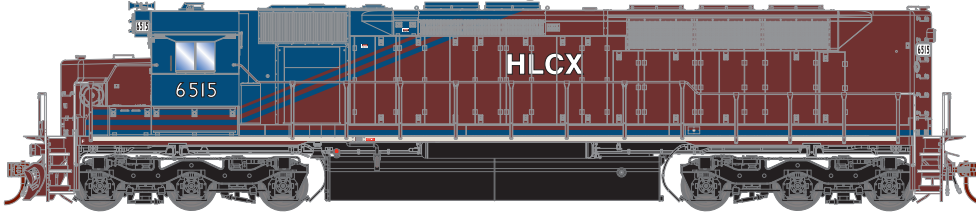
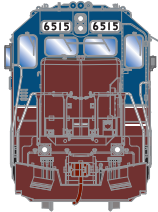
without Sound	with Sound
ATHG-2015	ATHG-2038
ATHG-2016	ATHG-2039

NYC FEATURES:

- Steam Generator details
- MU Catch w/footboards

New York Central has roots going as far back as 1853. In their heyday of the 1940's, they were known for their fast speed and streamlined passenger equipment. Famous luxury trains such as the 20th Century Limited gave passengers first-class treatment running from New York City to Chicago. It's last official run was 1967...or maybe it could have continued? In an alternate era with passenger ridership on an upswing, it's possible to imagine NYC ordering newer motive power for their name-sake passenger trains. Wanting to continue their famous service, NYC ordered 10 SDP45's from EMD to GN specifications. Painted in their "Cigar Band" scheme of the early 1960's, these SDP45's would look great pulling streamlined passenger trains on your layout!

Helm Leasing (SD45M)



Era: Late 1990s+

SDP45, HLCX #6515

without Sound	with Sound
ATHG-2017	ATHG-2040

HLCX FEATURES:

- Ex-EL body with short fans
- Removed class lights
- Front ditch lights
- Small front EMD plow

HELM Financial Corporation is one of the largest leasing outfits that provides locomotives and freight cars for the railroad industry. With a current fleet of over 850 locomotives, railroads can chose long term and/or short term leases depending on their needs. Their equipment can be seen all over North America providing power where needed.

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All Road Names

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- Onboard DCC decoder with SoundTraxx Tsunami2 sound
- Dual cube speakers for optimal sound quality
- 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 the 1960s, railroads were looking to replace aging EMD E-units and Alco PAs for passenger service. EMD responded by adding a steam generator compartment to the long hood end of their SD45. This required a longer frame and resulted in the creation of the SDP45. Three railroads originally purchased SDP45s: Southern Pacific, Great Northern, and Erie Lackawanna. Over the decades, the SDP45s were then acquired by other railroads through mergers, leasing companies, and rebuild programs.

SDP45 SERIES LOCOMOTIVE FEATURES:

- Flexible rubber trainline hose
- Lift rings
- Sander lines
- Full cab interior
- Windshield wipers
- Lit Number Boards & Class lights (if applicable)
- DCC-ready features Quick Plug™ plug-and-play technology with 21-pin NEM connector
- Fine-scale Celcon handrails for scale appearance
- Detailed fuel tank with fuel fillers, fuel gauges, and breather pipes
- Body-mounted McHenry® operating scale knuckle couplers
- 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
- LED Lighting for realistic appearance
- Heavy die-cast frame for greater traction and more pulling power
- Scaled from prototype resources including drawings, field measurements, photographs, and more
- Accurately-painted and -printed paint schemes
- Fully-assembled and ready-to-run
- Packaging securely holds the model for safe storage
- Minimum radius: 18" — Recommended radius: 22"



PRIMED FOR GRIME MODELS FEATURE

- Duplicated look and feel of "In Service" equipment
- Faded base colors matched to the prototype
- Perfect starting point for adding grime and rust



LEGENDARY LIVERIES

What are Legendary Liveries? An Athearn exclusive, they are the ultimate answer to "What if?" Featuring some of the most popular railroad paint schemes of all time, these models are perfect for collecting, proto-freelancing, or just plain fun! Whether company proposed paint schemes, canceled locomotive orders, or alternate takes on history, Legendary Liveries are fun and unique additions to any roster. Enjoy these items, and answer the ultimate railroad question of: "What if?"

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