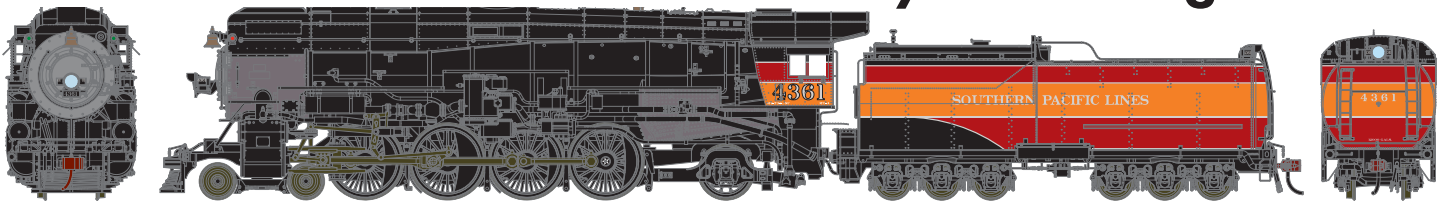
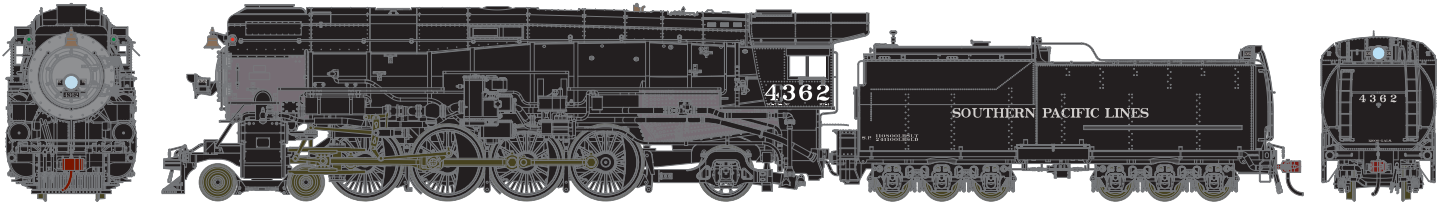


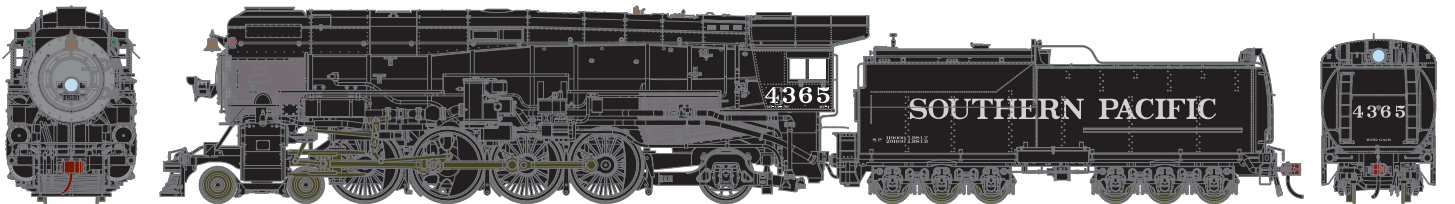
Southern Pacific* with Skyline Casing



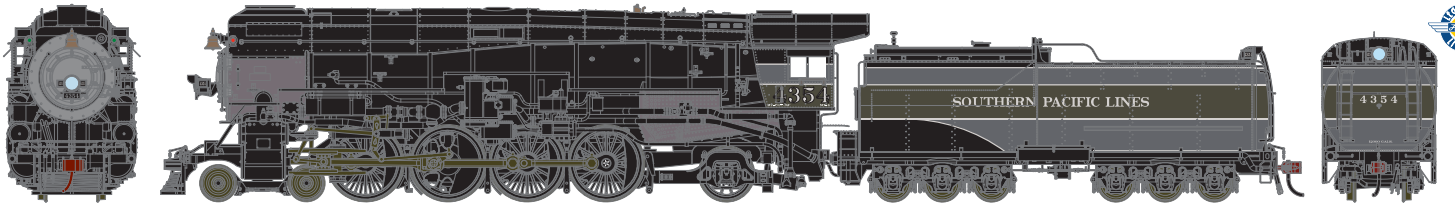
Era: Late 1940s+



Era: Early to Mid-1940s+



Era: Late 1940s — Mid-1950s+



Era: 1940s

What if in 1946, SP had painted a few Mt-4s to match the two-tone grey cars that were used on many of their other passenger trains? We thought these engines would have looked pretty sharp that scheme and hope that you agree.

	without Sound	with Sound
4-8-2 MT-4, SP #4361	ATHG-2110	ATHG-2116
4-8-2 MT-4, SP #4362	ATHG-2111	ATHG-2117
4-8-2 MT-4, SP #4365	ATHG-2112	ATHG-2118
4-8-2 MT-4, SP #4354	ATHG-2113	ATHG-2119

The SP began building their Mt-4 class 4-8-2 Mountain's in 1926. As delivered, they came with green boilers, but by the mid-1930's they were painted the standard black scheme with Southern Pacific Lines lettering on the tenders. In 1939 SP began adding the Skyline casing on top of the boilers of the Mt-4's in order to give them a more streamlined appearance. In 1946, five of the Mt-4s received the Daylight red and orange paint scheme for service on the San Joaquin Daylight. SP 4361 was the first one painted in May 1946; it was the only one that received Southern Pacific Lines lettering. In June 1946, SP dropped the word Lines from the name on their equipment and started using larger letters spelling out Southern Pacific on the tenders of the Mt-4's and other engines too.

ROAD NUMBER SPECIFIC FEATURES:

- **#4354** Legendary Liveries - Two-tone grey paint scheme with Southern Pacific Lines lettering, Skyline Casing, Corrugated Pressed Steel pilot, Bopox style wheel center on main driver, Alligator style crosshead, 160-C-1 / C-2 Semi Vandy tender.
- **#4361** Skyline casing, Daylight paint with Southern Pacific Lines lettering, Corrugated Pressed Steel pilot, spoked drivers, Alligator style crosshead, 160-C-1 / C-2 Semi-Vanderbilt tender.
- **#4362** Standard black paint scheme with Southern Pacific Lines lettering, Skyline Casing, Boiler Tube pilot, Spoked Drivers, Alligator style crosshead, 160-C-1 / C-2 Semi Vandy tender.
- **#4365** Standard black paint scheme with large Southern Pacific lettering, Skyline Casing, Corrugated Pressed Steel pilot, Bopox style wheel center on main driver, Alligator style crosshead, 160-C-1 / C-2 Semi Vandy tender.

\$509.99 w/o SOUND | \$609.99 w/ Tsunami² SOUND

*Items might be cancelled if pre-orders do not meet minimum production quantities.

These items are subject to Horizon's MAP policy

Orders Due: 11.29.24

ETA: APRIL 2026



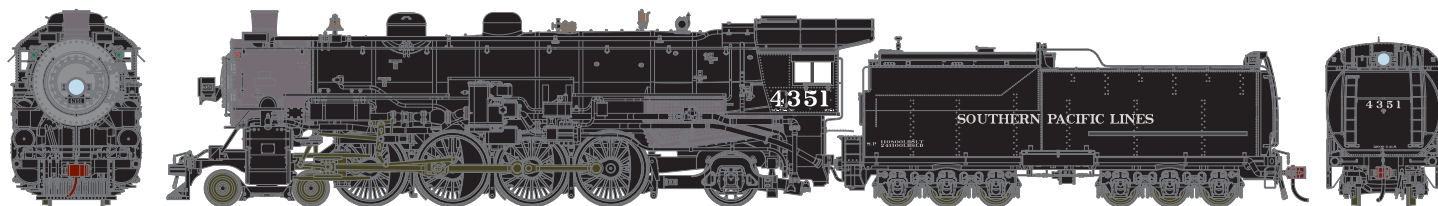
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* Union Pacific Licensed Product

Southern Pacific*

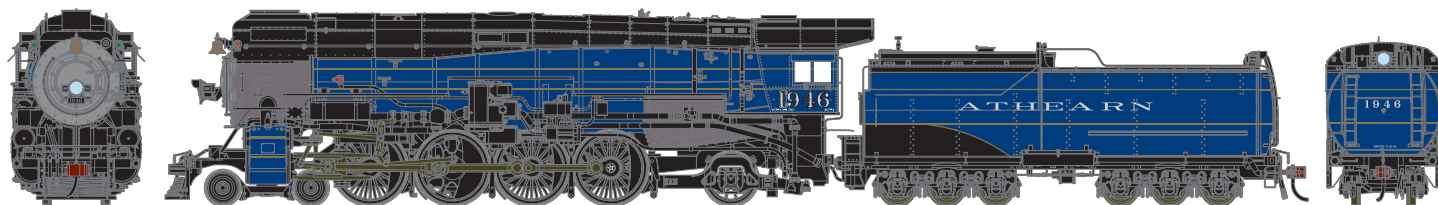


Era: 1930s — Mid-1940s

4-8-2 MT-4, SP #4351	without Sound ATHG-2109	with Sound ATHG-2115
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Standard black paint scheme w/ Southern Pacific Lines lettering, Boiler Tube pilot, Alligator style crosshead, 160-C-1 / C-2 Semi Vandy tender.

Athearn



4-8-2 MT-4, ATH #1946	without Sound ATHG-2114	with Sound ATHG-2120
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We recently announced a run of Athearn Genesis chair cars, and now we are pleased to offer a matching steam locomotive to commemorate the Genesis line.

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All Road Names

SOUND EQUIPPED MODELS ALSO FEATURE

- Tender-mounted 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
- All functions NMRA compatible in DCC mode
- Precision slow speed control
- Many functions can be altered via Configuration Value (CV) changes
- CV chart included in the box

PROTOTYPE SPECIFIC INFORMATION

The first North American 4-8-2 locomotives were built by the American Locomotive Company (ALCO) for the Chesapeake and Ohio Railway (C&O) in 1911, for heavy mountain service (hence the popular name, ("Mountain Type"). Southern Pacific joined the parade in October 1923, when it took delivery of ten new 4-8-2 locomotives, class Mt-1, from Alco. They were numbered in the new 4300 series as #4300-4309 and were put to work on the Sunset and Golden State routes. They were an instant hit; SP promptly signed with Alco for eighteen more (#4310-4327) for delivery in March 1924.

Meanwhile, the art of locomotive manufacturing was evolving as specialized steel manufacturers learned how to create ever-larger and more complex steel castings. SP took note of these developments and performed cost studies to evaluate the possibility of building 4-8-2s in the shops at Sacramento. The numbers were all favorable and a project was approved to build eighteen class Mt-3 4-8-2s (#4328-4345) in-house. Sacramento began work, with #4328 approved for service in September 1925. The last Mt-3, #4345, entered service on June 16, 1926.

Business continued to boom and trains kept growing—the SP's Board of Directors approved a new program to build another 21 similar machines, #4346-4366. These locomotives would be class Mt-4.

Many of the Mt-4s assigned to operating districts with snowsheds were fitted with SP's distinctive "clamshell" exhaust deflector. Their most important visual modification took place beginning in 1939, when they were fitted with sheet-steel "skyline casings," similar to those on the new Lima 4-8-4s, that were developed to help direct exhaust smoke atop the boiler, away from the locomotive cab.

Still another visual treat was available for five short years, when #4350, 4352, 4353, 4361 and 4363 were partially repainted in Daylight red and orange for service on the San Joaquin Daylight. The tenders were completely painted, but only the cab area received vivid colors. The new paint was applied in 1946, approximately the same time that tender lettering standards were changed from "Southern Pacific Lines" to "Southern Pacific." After 1951, all five engines were repainted in black and re-entered normal pool service.

As the 1950s progressed, new diesels were taking over more freight and through passenger assignments, leaving SP with a surplus of relatively modern steam power. A few Mt-4s were still operating into the fall of 1956. The final day for steam on Commutes was January 22, 1957, but SP clerks didn't get around to preparing formal retirement papers for the last five Mt-4s until after diesels had completely taken over.

STEAM LOCOMOTIVE FEATURES:

- With or without Skyline casing
- Builder's plates
- Non-operating marker lamps
- Adjustable cab windows and doors
- Firebox with rivet detail
- Laird multiple bearing cross head, where applicable
- Factory applied detail parts, including:
 - brass-painted bell and whistle
 - valves
 - steps
 - air tanks
 - coupler lift bar
 - pipng
 - generator
 - air pump
 - reverser
- Metal handrails
- Cab interior details
- Blackened metal wheels
- Lighted number boards
- Adjustable Cab hatch
- Front coupler pocket able to accept an operating coupler
- See-through running boards with safety tread detail
- Boiler backhead with full details and printed gauges
- McHenry operating scale knuckle couplers
- Minimum radius: 22"
- Era: 1926 - 1958



LEGENDARY LIVERIES

What are Legendery 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, Legendery 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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