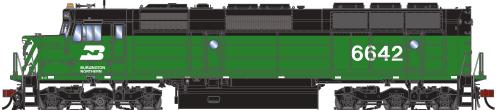


Burlington Northern



Era: 1971+







Fra: 1971-



Athearn





Era: 1971+

F45, BN #6640 F45, BN #6642 F45, BN #6644

without Sound with Sound ATHG-2608 ATHG-2623 ATHG-2609 ATHG-2624 ATHG-2610 ATHG-2625

BN FEATURES:

- "As-delivered" 1971 appearance
- · Nose door headlight
- · Leslie 3-Chime horn
- · Prime Stratolight beacon (flashing effect in DCC only)
- · Firecracker antenna

The BN fleet of F45's totaled 46 units, #6600 - #6645. 32 of the BN F45's were delivered in the Cascade Green scheme. Our release includes units #6640, #6642, and #6644 which were included as part of a group of 20 units, built for the BN in April of 1971.



Orders Due: 07.25.25 ETA: DECEMBER 2026

Santa Fe





Era: Mid-1970s







Fra: Mid-1970s





Era: Mid-1970s

F45, ATSF #5907
F45, ATSF #5915
F45, ATSF #5923

without Sound with Sound ATHG-2611 ATHG-2626 ATHG-2627 ATHG-2612 ATHG-2613 ATHG-2628

ATSF FEATURES:

- · Passenger style front pilot
- · Nose door headlight
- Leslie 3-Chime horn
- · Prime Stratolight beacon (flashing effect in DCC only)
- · Can type antenna

In mid-1968, Santa Fe received delivery of 40 F45 units with #1900 - #1939 as the original road numbers. The units were painted in a scheme similar to the F-unit blue and yellow freight units. The F45 units were renumbered into the #5900 series by mid-1970.



Athearn GENESIS =

Orders Due: 07.25.25
ETA: DECEMBER 2026

Susquehanna



Fra: 1987+

F45, NYSW #3636 F45, NYSW #3638 without Sound with Sound

ATHG-2614 ATHG-2629 ATHG-2615 ATHG-2630

NYSW FEATURES:

- · Nose mounted headlight
- · Leslie 3-Chime horn

While under control of the Delaware Otsego Corporation in 1980, the New York, Susquehanna and Western (NYSW, or simply "Susquehanna") expanded their operations and primarily acquired Alco locomotives for the larger territory. In the mid-1980's, NYSW acquired two ex-Burlington Northern F45's and later renumbered them as #3636 and #3638. These cowl units quickly became favorites among the eastern railfan community and were widely photographed. These celebrated units could be found in all types of service, including tourist excursion service, local service, and providing the power for the premier SeaLand double stack intermodal trains. Listening and photographing these units using every bit of their 3600 horsepower to climb Gulf Summit hill while crossing historic Starrucca Viaduct in Lanesboro, PA inspired many railfans to grab their camera to capture memories that still linger nearly 40 years later.

ROAD NUMBER SPECIFIC FEATURES:

- #3636 Ex-BN #6640, Front snowplow, Western Cullen beacon (flashing effect in DCC only), winterization hatch
- #3638 Ex-BN #6644, Snowplow omitted (per prototype), Prime Stratolight omitted (per prototype), winterization hatch omitted (per prototype), snowplow omitted (per prototype)



EMD F45 Diesel Locomotive

Orders Due: 07.25.25 ETA: DECEMBER 2026



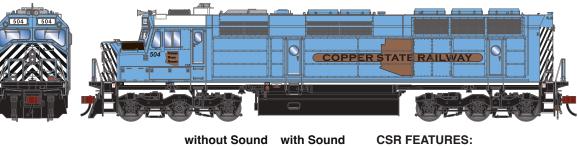




Era: 2001+









Fra: 2001+

F45, CSR #503

without Sound with Sound ATHG-2616 ATHG-2631

ATHG-2617

· Passenger style front pilot · Leslie 3-Chime horn ATHG-2632

Nose door headlight

Cab air conditioner

F45, CSR #504

The Copper State Railway (CSR) is a proto-freelance railroad operating on existing and fictional rail lines serving customers throughout the state of Arizona. The mainlines extend from Wellton to Picacho and up to Two Guns supporting interchange traffic with UP (SP), BNSF (ATSF), & CBRY. Branch lines support many local industries in the greater Phoenix area. Additional customers include bulk commodities with a copper mine located in Superior, a potash facility and coal fired power plant near Meteor City, and several agricultural customers in the Phoenix Valley. Locomotives have been purchased both first and second hand and this Athearn Genesis EMD F45 offering is a prime example.

ROAD NUMBER SPECIFIC FEATURES:

- #503 Large and small Sinclair antenna mounted on grounding planes
- Large Sinclair antenna mounted on a grounding plane



Orders Due: 07.25.25

ETA: DECEMBER 2026

Canadian Pacific





Era: 1988+







Era: 1988+







Era: 1988+

F45, CP #9075 F45, CP #9076 F45, CP #9077
 without Sound
 with Sound

 ATHG-2618
 ATHG-2633

 ATHG-2619
 ATHG-2634

 ATHG-2620
 ATHG-2635

CP FEATURES:

- · Front snowplow
- Nose mounted headlight
- · Leslie 3-Chime horn
- Winterization Hatch

Journey back in time to the mid-1980's. NYSW had just acquired several ex-Burlington Northern F45's. What if Canadian Pacific had done the same? Could these units have helped move the freight along while CP waited on delivery of the brand new SD40-2F's? We envision that these Ex-BN units would have come out of the CP paint shop looking like this, complete with the CP multi-mark herald.



Orders Due: 07.25.25

ETA: DECEMBER 2026

Utah Railway (ex-BN)



RAILWAY



Era: 1985+







Era: 1985+

F45, UTAH #6606 F45, UTAH #6613

without Sound with Sound ATHG-2621 ATHG-2636

ATHG-2622

UTAH FEATURES:

- Front snowplow
- · Cab mounted headlight
- · Leslie 3-Chime horn
- · Western Cullen beacon (flashing effect in DCC only)
- · Firecracker antenna

Four former BN F45s were leased from National Railway Equipment (NRE) in early April 1985. The two units that we are offering retained their former BN numbers while the Utah logos and markings were hastily applied.

ATHG-2637





Orders Due: 07.25.25 ETA: DECEMBER 2026

All Road Names

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,
- Many functions can be altered via Configuration Value (CV) changes
- · CV chart included in the box

PROTOTYPE SPECIFIC INFORMATION

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 its 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 in 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.

F45 SERIES LOCOMOTIVE FEATURES:

- Full cab interior
- Coupler cut levers
- · Flexible rubber trainline hose
- Lift rings
- Walkway tread
- · Flush mounted port hole window glass
- · Flexicoil-C sideframes with high brake cylinders
- Body-mounted McHenry® operating scale knuckle couplers
- · DCC-ready features Quick Plug™ plug-and-play technology with 21-pin NEM connector

· Wire grab irons

· Windshield wipers

· See-through cab windows

· Flexible rubber MU hoses

- · Fine-scale Celcon handrails for scale appearance
- Detailed fuel tank with fuel fillers, fuel gauges, and breather pipes
- 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
- Bidirectional LED lighting
- · 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 model for safe storage
- · Minimum radius: 18" Recommended radius: 22"





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, protofreelancing, 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?"

\$264.99 w/o SOUND | \$369.99 w/ \(\frac{1}{5}\text{unami}\)2 SOUND