

**Chicago and North Western\***



Era: 1947+



Era: 1947+



Era: 1947+

	<b>without Sound</b>	<b>with Sound</b>
F3A, CNW #4061-C	ATHG19569	ATHG19669
F3B, CNW #4061-B	ATHG19570	ATHG19670
F3A+F3B, CNW #4066-A/4066-B	ATHG19571	ATHG19671

- CNW FEATURES:**
- F3 Phase II
  - No dynamic brakes (4061-C and B)
  - Dual single-note air horns (A-units)
  - As-built grab iron configuration
  - Freight pilot (A-units)
  - As-built skirts

The CNW ordered a group of 33 F3 units in 1947, initially delivered in 3-unit sets. A-units carried "A" or "C" suffixes, and B units carried "B" suffixes. They were the premier freight power on the line until the arrival of the F7 units in 1949.

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Orders Due: 02.24.23  
ETA: MARCH 2024



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\* Union Pacific Licensed Product

**Santa Fe**



Era: Early 1960's+



Era: Early 1960's+



Era: 1953+

	<b>without Sound</b>	<b>with Sound</b>
F7A, ATSF #261L	ATHG19572	ATHG19672
F7A, ATSF #265C	ATHG19573	ATHG19673
F7A+F7B, ATSF #257L/ 257A	ATHG19574	ATHG19674

**ATSF FEATURES:**

- F7 Phase I
- 36" fan-equipped dynamic brakes
- Dual single-note air horns (A-units)
- Back-up lights with red lenses per prototype practice
- Freight pilot (A-units)
- Nose & rear lift lugs

With hundreds of F-units on the roster, Santa Fe owned numerous variations of the type. Two unique versions are represented in this release.

Units 261L and 265C are F7A locomotives delivered without stainless-steel grilles, giving them a unique appearance somewhere between that of an F3 and an F7. They are painted in the blue-and-yellow freight scheme.

Units 257L and 257A were among a handful of true dual-service units on the roster. Santa Fe owned several freight units with steam lines that could be used as emergency passenger power- but the 257 was distinctive in that it carried steam generators in the B-units. The units were still geared for freight service (65 mph), but often found themselves pressed into passenger service as well. They are painted in the cat-whisker scheme.

**ROAD NUMBER SPECIFIC FEATURES:**

- **#261L/265C** Modernized grab iron configuration - grabs on side & top of nose, cut skirts, F3 style chicken wire grilles - delivered without stainless steel grilles, Spark arrestors included to represent later appearance (to be installed by consumer), Can-style antenna, inertial air filter installed
- **#257L/257A** "Stainless steel" grilles, as-delivered grab iron configuration, as-delivered skirts, inertial air filter included to represent later version (to be installed by consumer), B-unit equipped with steam generator. Both units equipped with water fills

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**Southern Pacific\***



Era: 1947+



Era: 1947+



Era: 1947+

	<b>without Sound</b>	<b>with Sound</b>
F3A, SP #6102	ATHG19575	ATHG19675
F3A, SP #6105	ATHG19576	ATHG19676
F3B, SP #8039	ATHG19577	ATHG19677
F3A+F3B, SP #307/505	ATHG19578	ATHG19678

**SP FEATURES:**

- F3 Phase II
- Dual single-note air horns (A-units)
- As-delivered grab iron configuration
- Slot-style dynamic brakes
- Freight pilot
- As-delivered skirts

Southern Pacific was a prolific user of EMD's "Covered Wagons", owning examples of the FT, F3, F7, FP7, and even rebuilt "F9M" models. SP Class DEF-1 and DEF-2 were delivered in 1947 and consisted of F3A and F3B units.

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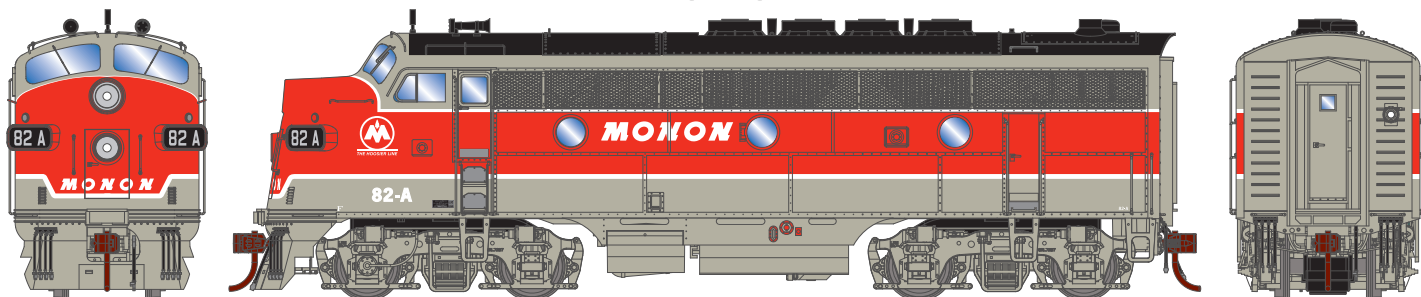
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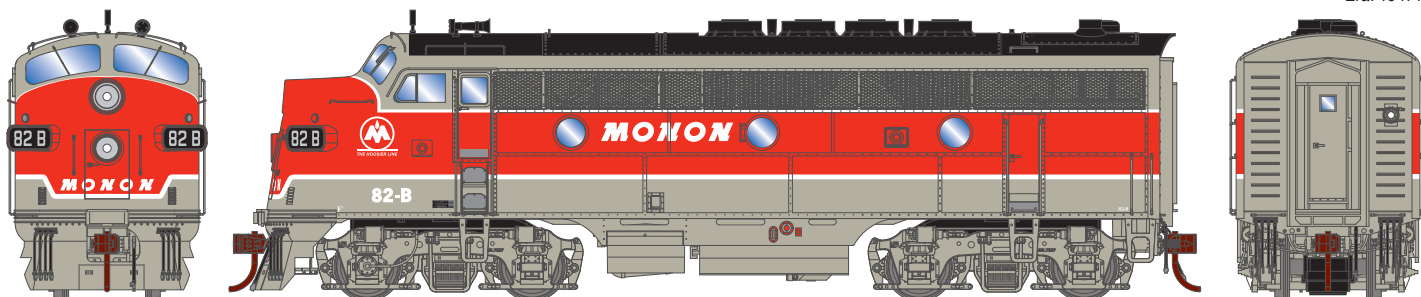
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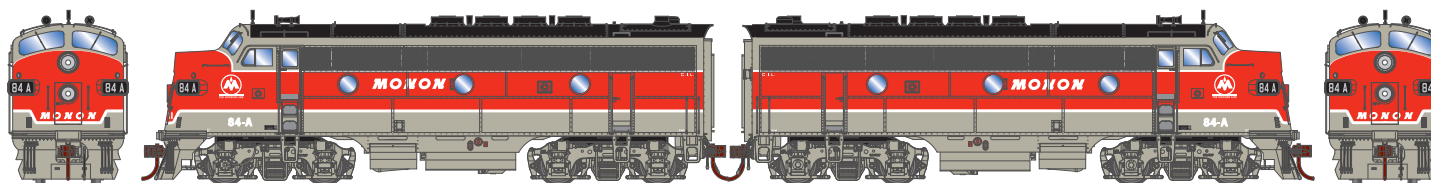
**Monon**



Era: 1947+



Era: 1947+



Era: 1947+

	without Sound	with Sound	MON FEATURES:
F3A, MON #82-A	ATHG19579	ATHG19679	<ul style="list-style-type: none"> <li>• Dual headlights</li> <li>• High radiator fans</li> <li>• Chicken wire grilles</li> <li>• Rear back-up light</li> <li>• Steam generator fixtures</li> </ul>
F3A, MON #82-B	ATHG19580	ATHG19680	
F3A+F3A, MON #84-A / 84-B	ATHG19581	ATHG19681	

In the late 1940's Monon decided to modernize and upgrade their passenger trains. This program included new motive power in the form of eight EMD passenger F-3's that arrived in May 1947. They came in a new, Indiana University inspired, red and grey paint scheme.

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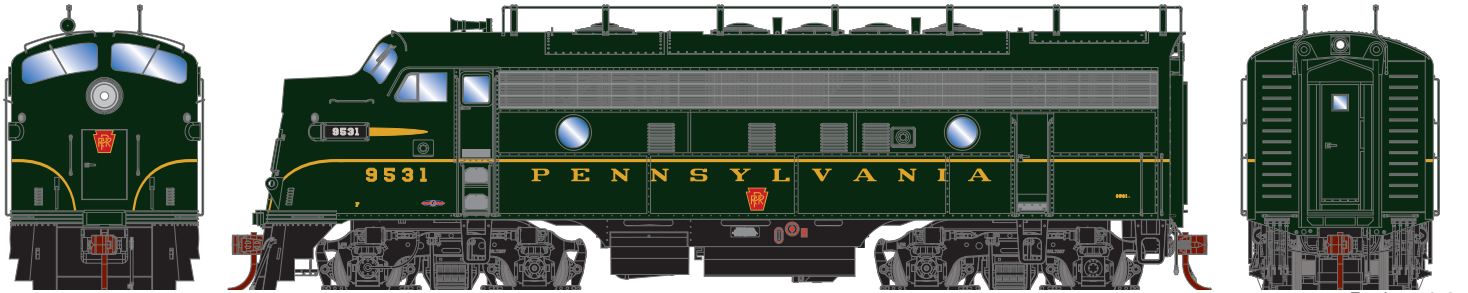
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## Pennsylvania Railroad



Era: Late 1948+



Era: Late 1948+



Era: Late 1948+

	without Sound	with Sound	PRR FEATURES:	
F3A, PRR #9531A	ATHG19582	ATHG19682	• Dynamic brakes	• Nose & rear lift lugs
F5B, PRR #9548B	ATHG19583	ATHG19683	• Dual single-note air horns (A-units)	• Back-up lights
F5A+F5B, PRR #9551A/9551B	ATHG19584	ATHG19684	• Train Phone Antennas (A-units)	• Passenger pilot (A-units)

The Pennsylvania Railroad was responsible for buying a full 8% of EMD's domestic F3 production. The units represented within this release were built in late 1948 and early 1949.

### ROAD NUMBER SPECIFIC FEATURES:

- **#9531A** F3 Phase IV, mixed wheel bearing caps from traded-in units
- **#9548B** "F5" (externally identical to F3 Phase IV, but prototypes equipped with heavier D27 traction motors. Many F3s were later modified with these motors), mixed wheel bearing caps from traded-in units
- **#9551A** "F5" (externally identical to F3 Phase IV, but prototypes equipped with heavier D27 traction motors. Many F3s were later modified with these motors), mixed wheel bearing caps from traded-in units
- **#9551B** "F5" (externally identical to F3 Phase IV, but prototypes equipped with heavier D27 traction motors. Many F3s were later modified with these motors), mixed wheel bearing caps from traded-in units

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## Atlantic Coast Line



Era: Mid 1950's+

Era: 1950s+

	<b>without Sound</b>	<b>with Sound</b>
F7A, ACL #365	ATHG19585	ATHG19685
F7A+F3B, ACL #370/336-B	ATHG19586	ATHG19686

### ACL FEATURES:

- F7 Phase I
- Freight pilot (A-units)
- As-built grab iron configuration
- Purple scheme with large lettering - first time in Genesis (A-units)
- No dynamic brakes
- Back-up lights

Part of ACL's initial F7 order, units 348-371 came decked out in the road's eye-catching purple and silver scheme. Delivered with small lettering, this was later revised to larger Atlantic Coast Line font, as depicted on our models.

### ROAD NUMBER SPECIFIC FEATURES:

- #365 Cut skirts
- #370 Full skirts
- #336-B Full skirts

## Charleston & Western Carolina



Era: 1949-1950+

	<b>without Sound</b>	<b>with Sound</b>
F7A, C&WC #901	ATHG19587	ATHG19687
F7A, C&WC #905	ATHG19588	ATHG19688

### C&WC FEATURES:

- F7 Phase I
- Dual single-note air horns (A-units)
- As-built grab iron configuration
- Back-up lights
- No dynamic brakes
- Freight pilot
- As-built skirts

The C&WC was created in 1896 to operate two former subsidiary roads of the Central of Georgia Railroad. Atlantic Coast Line took over the C&WC in 1897 and operated it as a subsidiary until 1959, when it was fully absorbed. C&WC operated F units 900-905, which were painted in an almost identical scheme to ACL. C&WS 901 was purchased by a private owner and could be seen pulling freight trains in Southern Wisconsin in the mid to late 1980s before being repainted for the Wisconsin and Calumet Railroad.

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# Wabash



	<b>without Sound</b>	<b>with Sound</b>
F7A, WAB #625	ATHG19589	ATHG19689
F7B, WAB #631	ATHG19590	ATHG19690
F7A+F7A, WAB #1169-A/1189	ATHG19591	ATHG19691

**WAB FEATURES:**

- F7 Phase I
- Dual single-note air horns (A-units)
- Cooling coils on roof
- No dynamic brakes
- Passenger pilot

Wabash units 1158-1189 were delivered in 1951-52. In the 1960s, they were renumbered into the 600-726 series. Wabash 1189 has been preserved and is currently operational at a railroad museum in Illinois.

**ROAD NUMBER SPECIFIC FEATURES:**

- #625 Nose MU connection, cut skirts
- #631 Nose MU connection, cut skirts
- #1169-A Full Skirt
- #1189 Full Skirt

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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
- Individual sound boards installed in both A and B units (sound units only)
- Engine, horn, and bell sounds work in DC
- Some functions are limited in DC
- All functions NMRA-compatible in DCC mode
- Excellent low-speed operation
- Program a multiple unit (MU) lashup with lead unit only horn, bell, and lights
- Lighting effects such as beacons, Gyalight where prototypically accurate
- Many functions can be altered via Configuration Value (CV) changes
- CV chart included in the box

### F-Unit SERIES LOCOMOTIVE FEATURES:

- Coupler cut levers
- Windshield wipers
- Wire grab irons
- Lit signal lights and/or beacons, if equipped
- Bell placement & type per prototype
- Directional constant lighting
- Headlight brightness remains constant
- Separately-applied photo-etched metal and injection molded detail parts
- Detailed fuel tank with fuel fillers, fuel gauges, breather pipes & retention tanks
- Speed recorder unless noted
- See-through cab windows and full cab interior
- Etched metal fan grilles
- Body-mounted McHenry® scale knuckle couplers - Kadee® compatible
- 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
- 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 Lighting for realistic appearance
- Heavy die-cast frame for greater traction and more pulling power
- Packaging securely holds for the model for safe storage
- Minimum radius: 18" — Recommended radius: 22"



### PROTOTYPE AND BACKGROUND INFO:

EMD F-units were a line of diesel-electric locomotives produced between November 1939 and November 1960 by General Motors Electro-Motive Division and General Motors-Diesel Division. Final assembly for all F-units was at the GM-EMD plant at La Grange, Illinois and the GMDD plant in London, Ontario, Canada. They were sold to railroads throughout the United States, Canada, and Mexico.

Structurally, the locomotive was a carbody unit, with the body as the main load-bearing structure, designed like a bridge truss and covered with cosmetic panels. The so-called bulldog nose was a distinguishing feature of the locomotive's appearance, and made a lasting impression in the mind of the traveling public.

The F-units were the most successful "first generation" road (main line) diesel locomotives in North America, and were largely responsible for superseding steam locomotives in road freight service. Before this, diesel units were mostly only built as switcher locomotives, and only used in rail yards.

F-units were sometimes known as "covered wagons", due to the similarity in appearance of the roof of an F-unit to the canvas roof of a Conestoga wagon, an animal-drawn wagon used in the westward expansion of the United States during the late 18th and 19th centuries. When a train's locomotive consist included only F-units, the train would then be called a wagon train. These two usages are still popular with the railfan community.

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