

Great Northern



Era: 1947+



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	without Sound	with Sound
F3A+F3B, GN #260A/260B	ATHG-1628	ATHG-1634
F3A+F3B, GN #261A/261B	ATHG-1629	ATHG-1635

GN FEATURES:

- F3 Phase II
- No dynamic brakes
- Dual single-note air horns (A-units)
- Ladder rest grabs
- Passenger pilot (A-units)
- As-built skirts
- Steam generators

Great Northern ordered two sets of passenger F3 A-B units in 1947. Decorated in the famous "Empire Builder" scheme of orange and green with imitation gold trim, both the A-and-B-units were equipped with steam generators.

2-UNIT SET \$ _____ w/o SOUND | \$ _____ w/ **Tsunami²** SOUND

These items are subject to Horizon's MAP policy

Orders Due: 04.26.24

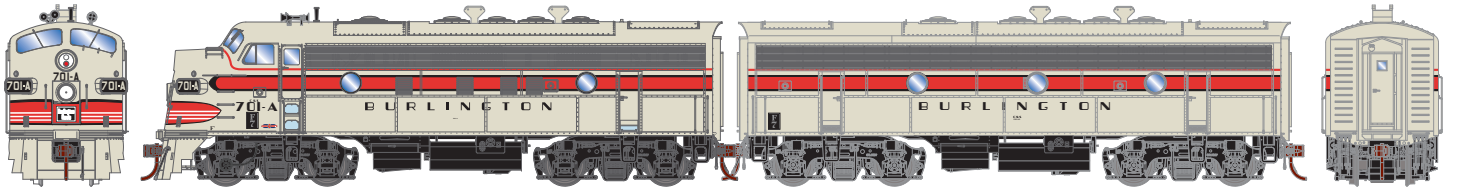
ETA: AUGUST 2025



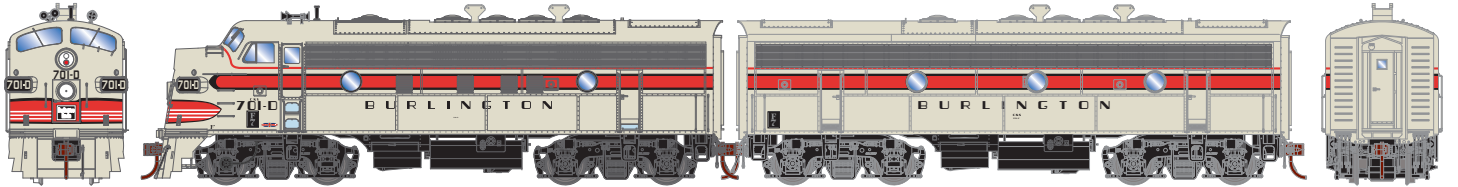
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* Union Pacific Licensed Product

Colorado & Southern



Era: Early 1950s- Late 1960s+



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	without Sound	with Sound
F7A+F7B, CS #701-A/701-B	ATHG-1630	ATHG-1636
F7A+F7B, CS #701-D/701-C	ATHG-1631	ATHG-1637

CS FEATURES:

- F7 Phase I
- 36" fan-equipped dynamic brakes
- Dual and single-note air horns (A-units)
- Upper clear Gyralight and red emergency Gyralight
- Passenger pilot (A-units)

In 1950 the Colorado & Southern Railway, which was a subsidiary of the Chicago Burlington & Quincy Railroad, received an order of 3 A-B-B-A EMD F7's. These were their first road freight diesels. These units worked in freight service from Guernsey, Wyoming to Houston, Texas for many years, often times with one or more of C&S's SD7's or SD9's spliced in between the A/B sets.

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Denver and Rio Grande Western *



Era: Early 1960s-1970s+



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	without Sound	with Sound
F7A+F7B, DRGW #5704/5702	ATHG-1632	ATHG-1638
F7A+F7B, DRGW #5761/5742	ATHG-1633	ATHG-1639

DRGW FEATURES:

- F7 Phase II
- 48" fan-equipped dynamic brakes
- Nail-type antenna on A-units
- 3-chime air horns (A-units)
- B-unit comes with single chime hostler/back up horn
- Freight pilot (A-units)

Rio Grande received their 4th and last group of F-7's in the summer of 1952. Some of the units in this release were amongst some of the last ones that were retired. In their final years they were sometimes leased to other power short railroads such as the Colorado & Southern, the Illinois Central and the Southern Pacific. The 5761 was often seen on the point of the Rio Grande Zephyr during that train's first year of operation.

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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
- 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"
- Trainline and MU hoses
- Lift rings
- Sanding lines



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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