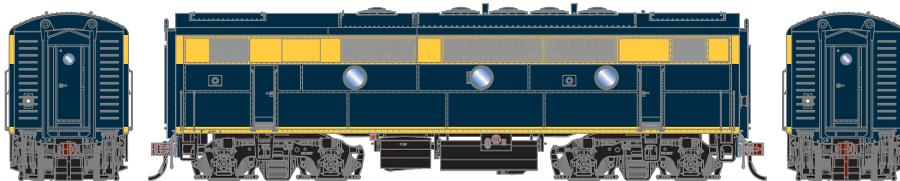


Santa Fe



Era: Early 1960s+



Era: Early 1960s+

- | | | | | |
|--------------------------|----------------------|-------------------|--|---|
| F7A+F7B, ATSF #218C/235B | without Sound | with Sound | ATSF FEATURES: | <ul style="list-style-type: none"> • Dynamic Brakes w/ 36" fans • Can Radio Antenna |
| F7B, ATSF #266A | ATHG-1714 | ATHG-1728 | | |
| | ATHG-1715 | ATHG-1729 | <ul style="list-style-type: none"> • F7 Phase 1 • Leslie A-200 Horns • Cut/removed skirts | |

With a fleet of over 450 EMD F7's Santa Fe had one of the largest fleets of this iconic EMD locomotive. Beginning in 1959 the railroad began modernizing these units with several federally mandated appliances which changed their appearance. The company also began installing inertial air filters in order to improve their reliability. This release of our Genesis F-series Santa Fe freight service F-7's depicts them in their 1960's to early 1970's appearance. While they served system wide for many years as the sixties progressed, they were found most often in Texas and on the eastern lines of the railroad.

Florida East Coast



Era: 1950s+



Era: 1950s+

- | | | | | |
|-----------------------|----------------------|-------------------|---|--|
| F3A, FEC #501 | without Sound | with Sound | FEC FEATURES: | <ul style="list-style-type: none"> • No Dynamics • M5 Horn |
| F3A+F3B, FEC #503/552 | ATHG-1702 | ATHG-1716 | | |
| | ATHG-1703 | ATHG-1717 | <ul style="list-style-type: none"> • Late F3 w/ FARR grilles • Standard Freight Pilots (A units) • FWD Gryalite w/ Emergency Red warning light • Cut skirts | |

In 1949, FEC purchased 8 F3A's and 4 F3B's from EMD. Delivered in their bright red and yellow scheme, they were used in many types of service. By 1959, FEC had become completely dieselized with their locomotive fleet. The vibrant red/yellow paint was eventually replaced by a solid blue scheme. After their use was no longer needed, the whole fleet of F3's were sold to CNW.

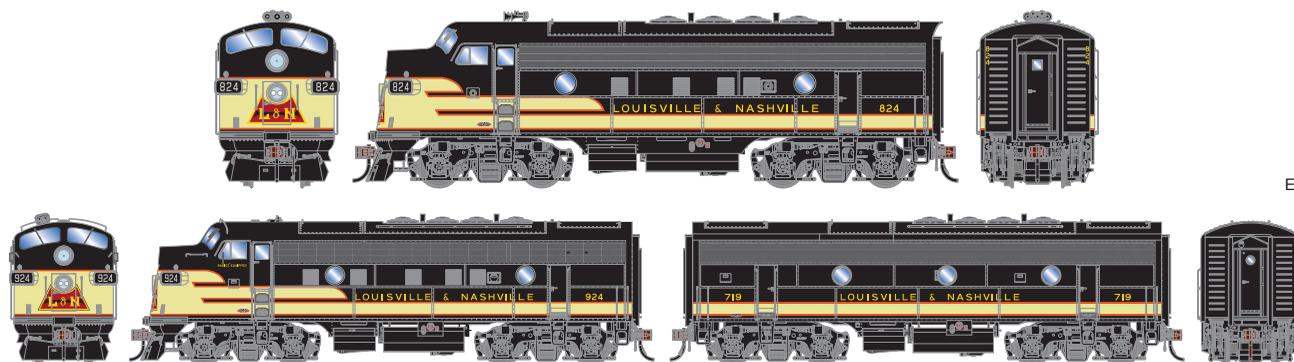
INDIVIDUAL \$249.99 w/o SOUND | \$349.99 w/ **Isumami2** SOUND
 2-UNIT SET \$439.99 w/o SOUND | \$619.99 w/ **Isumami2** SOUND
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Louisville & Nashville



Era: 1950+

Era: 1963+

F7A, LN #824
F7A, LN #831
F9A+F9B, LN #924/719

without Sound	with Sound
ATHG-1711	ATHG-1725
ATHG-1712	ATHG-1726
ATHG-1713	ATHG-1727

LN FEATURES:

- F7 Units**
- No dynamic brakes
- Freight pilot (A-units)
- Roof Overhang
- Horizontal Grilles
- Full Skirt
- Leslie 5-chime horn (A-unit)

- F9 Units**
- No dynamic brakes
- Freight pilot (A-units)
- No roof overhang
- Vertical Grilles
- Cut Skirt
- Hancock Air Whistle (A-Unit)

Louisville & Nashville received an order of 19 F7A units (815-833) in mid-1950. Built in 1956, F9A #924 was part of an order for 8 units (919-926), and F9B #719 was part of an order for 4 units (717-720).

Rock Island



Era: Mid-1970s+

Era: Mid-1970s+

F9A, CRIP #4156
F9A+F9B, CRIP #4167/4106

without Sound	with Sound
ATHG-1707	ATHG-1721
ATHG-1708	ATHG-1722

CRIP FEATURES:

- Ex-UP with Faded colors
- Dynamic Brakes w/48" Fans
- Front Gyralight (A units)
- Firecracker Antenna
- Full Skirts
- Road number specific details

In 1958 UP contracted with EMD to rebuild / upgrade F3 units with F9 mechanical components utilizing anything serviceable from the F3s. In February 1972, the UP F's were destined for trade-in but a deal was struck with power-short CRIP (Rock Island) and their F units were substituted in exchange for the UP Fs. CRIP immediately pressed them into service still in UP colors.

PRIME FOR GRIME - INDIVIDUAL \$259.99 w/o SOUND | \$359.99 w/ **Tsunami 2** SOUND
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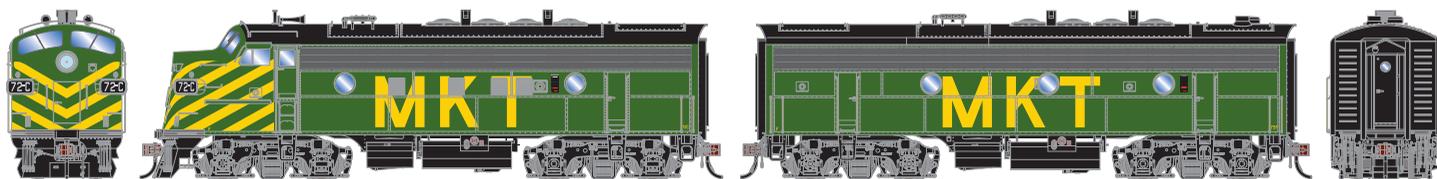
Missouri-Kansas-Texas Railroad*



Era: Late 1970s+



Era: Late 1970s+



Era: Late 1970s+

	without Sound	with Sound	
F3A, MKT #70A	ATHG-1704	ATHG-1718	
F7B, MKT #75E	ATHG-1705	ATHG-1719	
F7A+F7B, MKT #72C/75F	ATHG-1706	ATHG-1720	

MKT FEATURES:

- F3 or F7 per road number
- Large roof mounted cooling coils
- Non-Dynamic (except for 75E)
- Single standard headlight
- FARR or Chickenwire grilles
- Dual "Blatt" horns (A units)

By the mid 1970's, MKT (also know as the "Katy" by railfans), started to transition to a new green and yellow paint scheme with lots of front end striping. They dropped the then-familiar "Katy" logo to a simplified large "MKT" along the sides of their equipment. Sometimes being compared to John Deere tractors, these brightly painted locomotives were very eye-catching compared to other railroads.

Seattle and North Coast Railroad



Era: Early 1980s+

	without Sound	with Sound	
F7A, SNCT #101	ATHG-1709	ATHG-1723	
F7A, SNCT #102	ATHG-1710	ATHG-1724	

SNCT FEATURES:

- F7 with FARR grilles
- Number-specific details
- Single headlight housing w/dual lights
- "Western-Cullen" Beacon
- Winterized Hatch

The Seattle and North Coast Railroad had a unique operation. According to Wikipedia, it had no outside connection to a mainline RR. It instead used barges to send and receive freight between Seattle and Port Townsend, Washington. In the early 1980's, SNCT purchased 3 ex-BN F7A's for use on their system. The operation didn't last too long as the railroad was abandoned in 1984, and the locos were sold off for private use.

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* Union Pacific Licensed Product

- 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



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

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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