

Santa Fe F-Units

F-Unit HO Scale Models Commercially Available

Factory Painted	Freight								Passenger							
	FT		F3		F7		F9		FT		F3		F7		F9	
	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
Athearn					X1	X1							X3	X3		
Genesis			X15	X15	X15	X15					X15	X15	X15	X15		
Stewart	X14	X14	X2	X2	X16	X16			X14	X14	X4	X4	X2	X3		
Intermountain			F18	F18	X18	X18					X18	X18	X18	X18		
MRC													X17	X17		
Hallmark	X12	X12														
Overland	X19	X19			X19	X19	X19	X19	X19	X19	X19	X19	X19	X19		
Division Point	X19	X19							?	?						
Oriental							X19	X19			X19	X19	X19	X19		
Challenger					?	?							X19	X19		
Undecorated																
Athearn					X5	X5							X10	X10		
Highliners			X9	X9	X9	X9	X9	X9			X9	X9	X9	X9		
Stewart	X14	X14			X	X	X8		X14	X14	X7	X7	X11	X11		
Hallmark	X12	X12							X12	X12	X13	X13				
Oriental																

Footnotes:

- Athearn's F7A and B are closest to units 202LABC through 258LABC as is. Lower headlight and steam generator (S/G) fittings need to be removed from the A-unit, but the castings could be left on the B-unit if model is numbered 254 through 258A as those units did have S/G. Originally available in a mid-1950's freight scheme with passenger style nose emblem ("cigarband"), the paint contours on the cab roof and on the top of the nose are incorrect as is the lower headlight. Side grilles on the model were painted yellow but they should be silver colored. Currently the model is available in the yellow warbonnet but it is a very late F7 and Athearn's model is incorrect for that unit in several respects including different side grilles and different fuel tank and skirting arrangements. Best bet would be to buy an undecorated SHL unit and start over using the styling diagram and photos as guides.
- Stewart's Santa Fe freight F3A represents cab units 200L and C and 201L and C as delivered with the "catwhisker" paint scheme. As delivered the two Santa Fe freight F3's indeed had black roofs (see the revisions noted on the styling diagrams and the modeling notes). Nose emblem color is incorrect and the roof stripe contour is also slightly incorrect. Much detail work could be done to the model if you decided to repaint it such as adding diaphragms, number plates, hoses. etc. However the model is a vast improvement over what previously was available.
- Athearn's and Stewart's F7 passenger units are closest to units 326LAB through 331LAB out of the box. Horizontal-slit grilles makes these models incorrect for most other Santa Fe passenger F7's because most had a vertical slit grilles. Steam generator fittings need to be removed from Athearn's A-unit and added to the Stewart B-unit (such as Details West part 118).
- Stewart's "Phase I" passenger F3A has been available in two versions. The single headlight version is correct for the as-delivered appearance of units 16LABC through 21LABC. The dual headlight version may be incorrect on a "Phase I" carbody as those units may not have received the lower headlight until they were rebuilt to "Phase II" appearance.
- Athearn's single headlight F7A is available in undecorated form only and is very useful for modeling cab units in the 202-258 number series. S/G fittings should be removed from the roof as a basic first step and the modeler can add or remove other details as appropriate to the specific units he is modeling.
- Athearn's undecorated F7B needs only removal of S/G fittings to make it close to the appearance of most boosters in the 202-258 number series. S/G fittings can be left in place for modeling units 254 through 258 as those units were so equipped as built. As with the A-units, the modeler can carry detailing out to whatever extent he wishes.
- Stewart's undecorated "Phase II" dual headlight F3A and F3B could be reworked to represent units 16LABC through 21LABC as rebuilt to "Phase II" appearance in the late 1940's. Addition of S/G fittings on the B-unit and a paint job is required.

08. Stewart's F9A is incorrect for Santa Fe appearance as is. The Lower headlight should be removed and reworking of the fuel tank and skirting would be required as well as the addition of roof air piping. Not a difficult job considering the side grilles and filter panels are of the correct vertical-slit type.

09. Highliner's A and B-unit kits are supposed to have components to build up any F3, F7 or F9 A or B unit variant. The modeler can detail and paint it for passenger or freight (as the kit has come either in plated or plain finish) as desired. It should be very useful to Santa Fe modelers for modeling the 260-267 series units that never had stainless steel grilles. High-Tech Details makes a large fuel tank for the SF F9.

10. Athearn's undecorated dual headlight F7 would be useful for modeling passenger F's in the 326LAB through 331LAB number series with removal of the S/G fittings from the A unit.

11. Stewart's undecorated dual headlight F7 is basically the same as Athearn's in appearance and is also useful for units 326LAB through 331LAB with the addition of S/G fittings to the B-unit.

12. Hallmark's various brass FT imports with carbody side number boards on the A-units are useful for Santa Fe FT's number 118 and up because of the dynamic brake (see modeling notes). Modelers can add whatever level of detailing to the units as they were imported in as delivered appearance.

13. Hallmark's brass F3 was basically a "Phase I" unit and useful for Santa Fe passenger units 16LABC through 21LABC in their as-delivered appearance.

14. Stewart FT's have been delivered in the dual HL Passenger Warbonnet scheme (numbers 158LABC - 168LABC) and the single HL Freight Catwhisker scheme. The CW scheme has been released in the full red stripe, the cab only red stripe, and the "no red stripe" versions by Stewart. The kits come with different variations of the dynamic brake housing for you to decide which is appropriate. We anticipate the release of the Cigar Band freight unit sometime in the future. (written Jan. '04)

15. The Athearn Genesis F units have been available in numerous variations of the passenger and the freight schemes, and will be offered in many more. They use the Highliner shells and are finished beautifully. F3's in several phases and F7's in several phases, mostly passenger scheme, have all been offered so far. No undecked are available due to the partnership with Highliner, which has the exclusive on the undecked units.

16. Stewart's F7 freight is a Phase I early unit, and was painted in both the Cat Whisker and the Cigar Band paint schemes. As with all Stewarts, they come un-numbered, so you can model which ones you desire. These units are best suited for numbers 202LABC - 258LABC, pre-1952 for the CW, and post 1952 for the Cigar Band scheme.

17. Model Rectifier Corp. makes an F7 A and B passenger unit. These are generally regarded as inferior models in their details and contours. They are available with and without a DCC decoder installed.

18. Intermountain has offered the F7 phase one in several paint schemes. Both A and B units are offered. They have a unique unpowered chassis that is called a "Smart Dummy", that has power pick-up trucks so that you can more easily add sound to a multi-unit consist. These are nicely detailed units, and IM continues to bring out more variations of the F7. The passenger Warbonnet, the Catwhisker freight, and the Cigar Band freight have all been offered. They have also offered the Yellow Bonnet, and the Blue Bonnet schemes. They are releasing the F3 in the short lived phase 2 carbody with the Warbonnet scheme, and also the "Blue/Yellow" freight scheme that never existed on the Santa Fe in this phase variation. As this is a Future release, it may be cancelled before release. (written Jan '04).

19. Overland, Division Point, Oriental, and Challenger have all offered brass F units over the years. Since all are still in business, more variations might be expected in the future. It is beyond the scope of this chart to give a detailed listing of all the different models that they have offered over the years. The "X19" mark in the box indicates that one of these have been offered at some time, in some variation. PFM has offered almost every variant (FT, F3, F7, and F9; A and B) at one time or another. Hallmark's offerings are discussed in other footnotes. Please reference the Brown Book for production statistics.

Please consider this a work in process. It has been over 10 years since its creation. Much has happened since then. The brass listing alone is daunting. Feel free to make suggestions/corrections. Send to atsfpb1@comcast.net. Thank you.

Please refer to note #09. Was the Highliner A unit ever available in plated kit? (yet?) I know the B unit was.