

THE AMAZING CF7



- TWO FANTASTIC FREELANCE ROADS: ALABAMA CENTRAL AND FARLIN TERMINAL
- CLASSIC REBUILT ROADSWITCHER THAT FITS ON ANY SHORTLINE, TERMINAL OR REGIONAL ROAD
- INCREDIBLE UNDERBODY DETAILING WITH WORKING GROUND LIGHTS, BEACONS AND MUCH MORE

M SR P No Sound: \$249.95 USD | No Sound: \$319.95 CAD
w/SOUND: \$359.95 USD | w/SOUND: \$469.95 CAD

**ORDER NOW
LIMITED QUANTITIES!**

Santa Fe's classic CF7 locomotive was a staple of local and roadswitching operations for many years. In the mid-1980s, many were sold to regional and short line operators. Enter the freelance railroad operation!

Freelanced-railroad operations generally look to second-hand locomotives as the mainstay of their power fleet. Not every road has the luxury of brand-new, high horsepower locomotive technology! The CF7 locomotive provides the necessary power with the agility to navigate tight curves and small spaces where normal six axle power cannot go.

We're proud to partner with Home Shops to bring you two amazing freelance schemes: Alabama Central and Farlin Terminal. Both roads have that gritty shortline work ethic along with an attractive paint scheme. We're offering two road numbers each along with sound and non-sound versions. These will be produced in limited quantities, so make sure you place your orders ASAP!

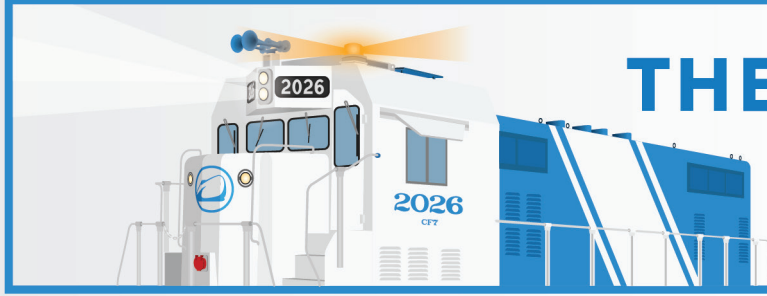
THE CF7 LOCOMOTIVES FEATURE:

- Angled cab variation
- Open sill assembly
- Cannon & Company licensed 36" cap top radiator fan designs
- Incredible underbody details including piping, draft gear, sand lines and much more
- Etched grills and steps
- Heavy, die-cast chassis
- 5-pole motor with dual flywheels
- Working headlights, ground lights, number boards and beacons
- Separate metal grab irons and handrails
- Full, multi-color interior with lighted gauges
- DC/Silent (21-pin DCC Ready) or DC/DCC/Sound (ESU LokSound) options
- MoPower capacitor system for uninterrupted DCC power
- Suggested minimum radius: 18"



CANADA: 500 ALDEN ROAD • UNIT 21 • MARKHAM • ONTARIO • L3R 5H5
USA: 382 HIGH STREET • BUFFALO • NEW YORK • 14204
Tel. 905.474.3314. Toll Free 1-855-LRC-6917. Fax. 905.474.3325.

RAPIDO



THE AMAZING CF7



ALABAMA CENTRAL "Rebuilt Power for a Reborn Southern Shortline"



PRELIMINARY ARTWORK AND DRAWINGS. SUBJECT TO CHANGES OR REVISIONS BEFORE PRODUCTION.

Alabama Central (Angled Cab) #402 (Red/Black/White)

Item # (DC/Silent)	Item # (DC/DCC/Sound)
HFL-012-001	HFL-012-501
<input type="text"/>	<input type="text"/>



Alabama Central (Angled Cab) #403 (Red/Black/White)

Item # (DC/Silent)	Item # (DC/DCC/Sound)
HFL-012-002	HFL-012-502
<input type="text"/>	<input type="text"/>

- ROAD-SPECIFIC NUMBER DETAILS REFLECT A MODERNIZED SHORTLINE FLEET UTILIZING CF7s
- IDEAL FOR LOCAL FREIGHT, INDUSTRIAL SWITCHING, AND REGIONAL RAIL OPERATIONS
- STRIKING RED, WHITE AND BLACK SCHEME HIGHLIGHTS THE RUGGEDNESS OF THE CF7 LOCOMOTIVE

The Alabama Central Railway traces its roots to a pivotal moment in the mid-1980s, when CSXT sought to fully abandon the former Seaboard Air Line trackage in Montgomery. With the line slated for removal, local businessmen Royce Kershaw Jr., Jerry Kyser, and Marshall Tomblin stepped in to preserve rail service, purchasing the remaining segment from Pike Road to downtown Montgomery. Their vision blended weekday freight service with weekend tourist operations — a creative attempt to keep rail alive in the region.

Although the tourist trains ended in 1990 and many early industries closed, a new opportunity emerged when CSX and Norfolk Southern jointly announced the sale of the former Gulf, Mobile & Ohio / Illinois Central Gulf branch from Montgomery to Maplesville. In 1993, the line was purchased and the Alabama Central Railway was officially born. The 68-mile railroad quickly established itself as a vital regional carrier, anchored by International Paper in Prattville and soon joined by new industries including James Hardie Building Products, Lone Star Plastics, Old World Industries, and Owens Corning.

Today, the Alabama Central is a modern, industrious shortline with a strong Southern identity — a railroad shaped by resilience, reinvention, and the steady growth of central Alabama's manufacturing corridor.



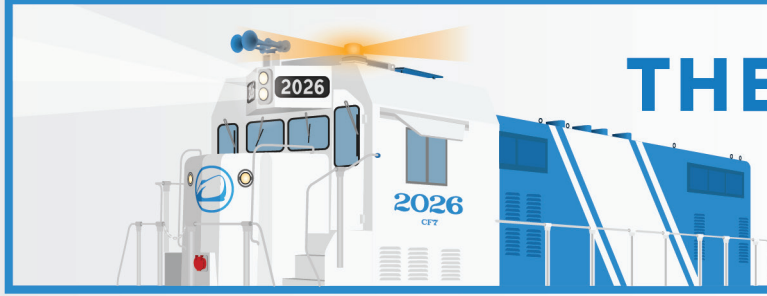
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FARLIN TERMINAL "Shortline Grit, Wisconsin Tough"



PRELIMINARY ARTWORK AND DRAWINGS. SUBJECT TO CHANGES OR REVISIONS BEFORE PRODUCTION.



Farlin Terminal (Angled Cab) #1511 (Green/Beige/White)

Item # (DC/Silent)	Item # (DC/DCC/Sound)
HFL-011-001	HFL-011-501
<input type="text"/>	<input type="text"/>

Farlin Terminal (Angled Cab) #1534 (Green/Beige/White)

Item # (DC/Silent)	Item # (DC/DCC/Sound)
HFL-011-002	HFL-011-502
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- UNIQUE FARLIN TERMINAL PAINT SCHEME INSPIRED BY THE RAILROAD'S MODERN INDUSTRIAL IDENTITY
- DETAILS TAILORED TO A SHORTLINE LOCOMOTIVE WORKING TIGHT INDUSTRIAL TRackage
- PERFECT FOR SWITCHING LAYOUTS, TRANSLOAD SCENES AND MODERN SHORTLINE OPERATIONS

The Farlin Terminal Railroad is a ten-mile shortline in northeastern Wisconsin with a history as rugged as the countryside it serves. Originally built by the Milwaukee Road to support the region's agricultural economy, the line never grew beyond its modest footprint — but it proved too valuable to die. After the quarry closed and the Milwaukee abandoned the branch in 1980, the local co-op stepped in to save the line, securing operating rights and keeping rail service alive for the community.

By 1986, the Farlin Terminal found new life under private ownership, with steady investment in track, facilities, and new customers. A transload site and fertilizer plant revitalized traffic, and by 1991 the railroad expanded its reach by operating Wisconsin Timber Inc.'s OSB plant in northern Wisconsin. Today, the Farlin Terminal Railroad Inc. is a nimble, opportunistic operator focused on industrial switching and shortline contracts across Wisconsin, Minnesota, and Iowa.

The CF7 is the perfect locomotive for a railroad like the Farlin Terminal — tough, rebuildable, and endlessly adaptable. After decades of hard service on the Santa Fe, these units found second lives on shortlines that needed reliable power without the cost of new locomotives. For a ten-mile branch with tight curves, industrial trackage, and a mix of agricultural and manufacturing customers, the CF7's compact footprint and rugged construction make it an ideal fit.



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