**HO ICC Caboose**

**Santa Fe**

**Era: 1980's**

These items are subject to Horizon's MAP policy

**Announced 12.28.20**

**Orders Due: 01.29.21**

**ETA: December 2021**

**SF FEATURES:**

- **SF 999538 & 999540 Features:**
  - CE-6 Santa Fe Style Caboose
  - Small Santa Fe circle & cross logo
  - Separate, turning roller bearings
  - End Axle generator w/ drive belts
  - Functioning marker and interior lights in DCC

- **SF 999780 & 999798 Features:**
  - CE-11 Santa Fe Style Caboose
  - Full sized Santa Fe circle & cross logo
  - No number on cupola
  - Separate, turning roller bearings
  - End Axle generator w/ drive belts
  - Functioning marker and interior lights in DCC
  - Later 1980's repaint w/ Helvetica style letters & numbers
  - End roof rain gutters

**NEW PAINT SCHEME! ACT FAST! FIRST TIME OFFERED IN GENESIS!**

**SF FEATURES:**

- **CE-8 Santa Fe Style Caboose**
- **Sinclair style antenna**
- **'Kodachrome' Paint Scheme - Only Santa Fe ICC WV caboose painted in this scheme**
- **Separate, turning roller bearings**
- **Functioning marker and interior lights in DCC**
- **End Axle generator w/ drive belts**
- **End roof rain gutters**

**w/o Sound $109.98 SRP With Tsunami SoundCar $149.98 SRP**

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NEW ROAD NAMES! ACT FAST!
FIRST TIME OFFERED!

HO ICC Caboose

### SPSF

- **Era:** 1986
- **HO ICC Caboose SPSF #999700**
- **Equipped with DCC & Lights**
  - ATHG78579
- **Equipped with DCC, Sound & Lights**
  - ATHG78379

**SPSF FEATURES:**
- CE-8 Santa Fe Style Caboose
- Separate, turning roller bearings
- Functioning marker and interior lights in DCC
- Only Santa Fe ICC WV caboose painted in this scheme
- End Axle generator w/ drive belts
- Sinclair style antenna
- End roof rain gutters

We found a prototype photo of 999700 painted in full the SPSF scheme the Topeka Shops. Not sure if it ever got out on the road painted this way, but hey, it’s your railroad so you can!

### Toledo, Peoria & Western

- **Era:** Early 1980’s
- **HO ICC Caboose TP&W #705**
- **HO ICC Caboose TP&W #707**
- **Equipped with DCC & Lights**
  - ATHG78580
  - ATHG78581
- **Equipped with DCC, Sound & Lights**
  - ATHG78380
  - ATHG78381

**TP&W FEATURES:**
- CE-8 Santa Fe Style Caboose
- Sinclair style antenna
- Separate, turning roller bearings
- Functioning marker and interior lights in DCC
- End Axle generator w/ drive belts
- End roof rain gutters

During the early 1980’s the TP&W leased two separate groups of 8 Santa Fe CE-8 cabooses at two separate intervals. 705 was from the 1982 group and 707 was from the 1983 group.

W/o Sound $109.98<sup>SRP</sup> With <sup>Tsunami SoundCar</sup> $149.98<sup>SRP</sup>

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LED LIGHT EQUIPPED FEATURES:
- LED lighting for long life and reliable operation
- On-board DCC Decoder by NCE
  - Operates in DCC and Analog (DC) with lighting functions controllable in DCC
- Various classes will feature single or dual roof markers, or end-mount marker lights, per prototype and/or era
- LED Interior Lights
- All functions NMRA compatible in DCC mode

SOUND EQUIPPED MODELS ALSO FEATURE:
- Soundtraxx Tsunami SoundCar decoder w/ included sounds:
  - Air horn or trainline air whistle as appropriate
  - Clickety-clack with optional wheel flat spot sounds
  - Brake set/release sounds including retainers and brake squeal
  - "Big Hole" emergency brake application sound
  - Handbrake tie-down/release
  - Adjustable flange squeal
- Air, horn, and bell sounds work seamlessly with Soundtraxx locomotive sound decoders
- Supports advanced consisting in DCC
- Full DCC functions available when operated in DCC mode
- All functions NMRA compatible in DCC mode

PROTOTYPE INFO:
Perhaps one of the most recognizable icons of American railroading, the caboose completed the train. Cabooses provided shelter for the rear end crew. From the cupola or bay windows, the crew could keep a lookout for shifting loads, damaged equipment, and overheating axles. As rail cars became larger in the late 1950s and early 1960s, there was a real need for cabooses to have greater visibility for the crew. In the extended-vision or wide-vision caboose, the sides of the cupola project beyond the side of the car body. This model was introduced by the International Car Company and saw service on most U.S. railroads. The expanded cupola allowed the crew to see past the top of the taller cars that began to appear after World War II, and also increased the roominess of the cupola area.