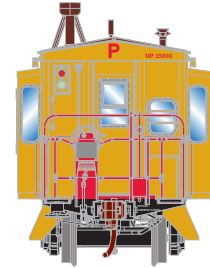
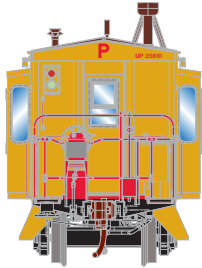


Union Pacific* - As Delivered



HO CA-11 Caboose UP #25810
 HO CA-11 Caboose UP #25823
 HO CA-11 Caboose UP #25885

Equipped with DCC & Lights
 ATHG-1442
 ATHG-1443
 ATHG-1444

Equipped with DCC, Sound & Lights
 ATHG-1455
 ATHG-1456
 ATHG-1457

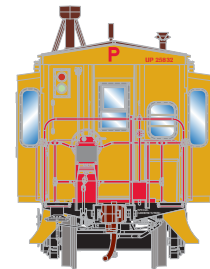
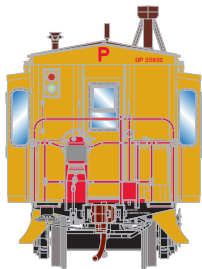
Era: 1979-1992

UP FEATURES:

- L-angle porch supports
- Two window screens options included
- Straight steps
- Unshielded walkway lights

Inspired by Union Pacific's examination of Missouri Pacific's shop-built bay-window cabooses, the CA-11 represents the last newly-built caboose ordered by the Union Pacific. Not having to climb ladders into a cupola, having features like an ice box, National Swing Motion trucks, and cushioned couplers, the ride was compared to the best passenger cars in term of crew comfort.

Union Pacific* - Modified



HO CA-11 Caboose UP #25832
 HO CA-11 Caboose UP #25835
 HO CA-11 Caboose UP #25843

Equipped with DCC & Lights
 ATHG-1445
 ATHG-1446
 ATHG-1447

Equipped with DCC, Sound & Lights
 ATHG-1458
 ATHG-1459
 ATHG-1460

Era: 1980 - 1985+

UP FEATURES:

- Modified 'boxed' porch supports
- Shielded walkway lights
- Additional door-side grab irons
- Side-mounted tack boards
- Lowered and extended steps
- Two window screen options included

Within a few years, UP's CA-11 fleet began to receive modifications based on crew feedback. External changes included the L-angle porch supports being enclosed to reduce injuries, extra grab irons were added around the doors, steps were changed to reduce fatigue, and walkway lights were shielded to protect night-vision from the bay-windows.

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 ETA: JUNE 2025



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* Union Pacific Licensed Product

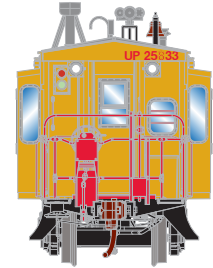
Union Pacific* - Madera Flyer



HO CA-11 Caboose UP #25833



Equipped with DCC & Lights
ATHG-1448



Equipped with DCC, Sound & Lights
ATHG-1461

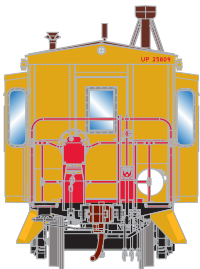
Era: 2006-2012+

UP FEATURES:

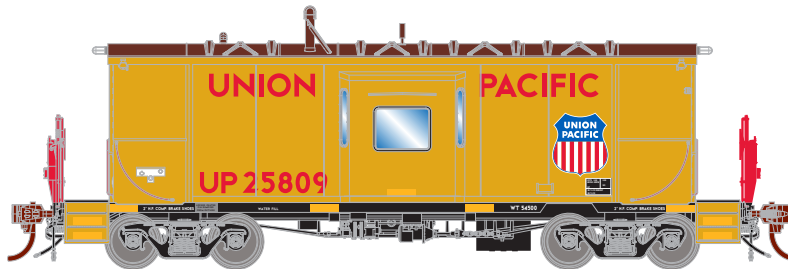
- Lit high-mounted head-lights
- Additional CA-11a prototype features
- Roof-mounted Nathan K3 air horn
- Roof-Mounted brass bell

Many CA-11 cabooses continued life as shoving platforms; their large porches ideal for a comfortable and protected position for such an operation. The long reversing maneuver required for this Fresno, CA based caboose encountered many dangerous road crossings. In 2008, it was "restored" with a slight paint scheme variations and the addition of headlights, air horn, and roof-mounted bell. All lights work and the sound-equipped version comes with the proper bell and air horn recordings.

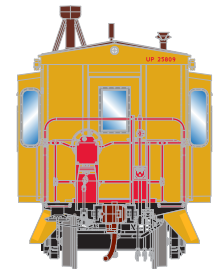
Union Pacific* - Snowbus



HO CA-11 Caboose UP #25809
HO CA-11 Caboose UP #25872



Equipped with DCC & Lights
ATHG-1449
ATHG-1450



Equipped with DCC, Sound & Lights
ATHG-1462
ATHG-1463

Era: 2008+

UP FEATURES:

- Unique body style with enclosed end porches
- MU pedestal and rubber Signal hoses unique to these cars
- #25809 - Original straight steps
- Features insulated, -non-opening windows
- Additional center-mounted porch light
- #25872 - Modified steps

Union Pacific modified a total of five CA-11 cabooses to serve as 'Snowbuses'. Two of these had their porches fully enclosed for this assignment. These cars were equipped with MU and signal hoses as the were positioned in the middle of back to back locomotives which amounted to the entire train. The Snowbus would ferry crews to locations otherwise unreachable in the worse weather. Recently, 25809 was included in 2023's Big Boy #4014 excursion train.

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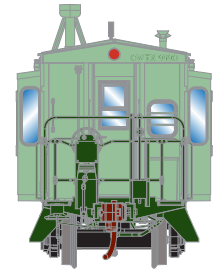
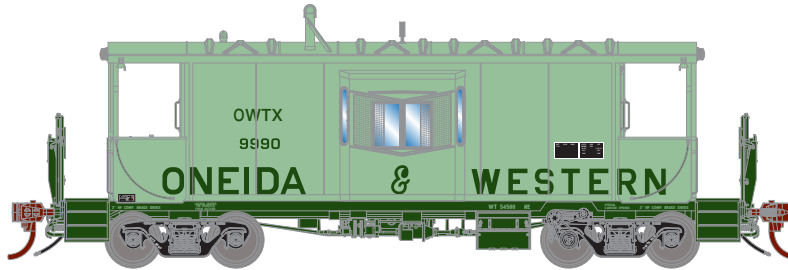
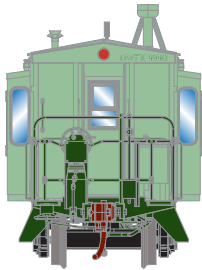
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Oneida & Western



HO CA-11 Caboose OWTX #9990
HO CA-11 Caboose OWTX #9999

Equipped with DCC & Lights
ATHG-1451
ATHG-1452

Equipped with DCC, Sound & Lights
ATHG-1464
ATHG-1465

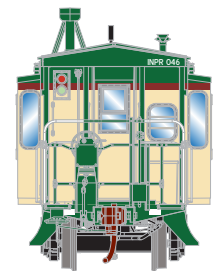
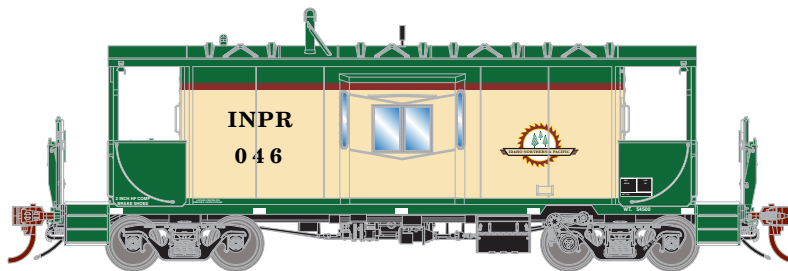
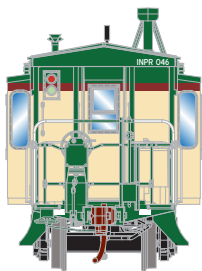
Era: 1979-1987

OWTX FEATURES:

- CA-11 prototype features
- Center-mounted red marker light

The Oneida & Western Railroad consisted of two coal trains. The Shamrock Coal Company invested in a fleet of SD40-2s, Berwick bathtub gondolas, and two cabooses which allowed them dedicated capacity in a time when getting prompt service from railroads was difficult. OWTX was the only other original buyer of the ICC CA-11 caboose, having their cars built to the unmodified UP specs.

Idaho Northern & Pacific



HO CA-11 Caboose INPR #046
HO CA-11 Caboose INPR #048

Equipped with DCC & Lights
ATHG-1453
ATHG-1454

Equipped with DCC, Sound & Lights
ATHG-1466
ATHG-1467

Era: 1993+

INPR FEATURES:

- Ex-UP
- CA-11a modified features

Union Pacific began selling off low-traffic branches in the late '80s. The INPR was formed to continue service in Eastern Oregon and the Western edge of Idaho, interchanging with the Union Pacific. They acquired three ex-up CA-11a cabooses for their operations in the early 1990s.

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All Road Names

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 (not all cars have marker lights)
- LED interior and marker lights with brightness control
- All functions NMRA compatible in DCC mode



SOUND-EQUIPPED MODELS ALSO FEATURE:

- 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:

As more trains exceeded Plate C dimensions with taller and taller cars, the caboose cupola became ineffective for watching over a train. By borrowing another railroad's caboose, Union Pacific found that bay-windows provided better train visibility, were safer, and more comfortable to ride in than a cupola. They placed an order for 100 cabooses with International Car Company for a new class of caboose being delivered in 1979. Large protected end porches, 70-ton National Swing Motion trucks, elevated toolboxes, oil-fired heat, and hydraulic coupler cushioning were some of the new features that made these crew favorites.

A single CA-12 prototype was created with comfort and safety improvements. However the order was cancelled as UP inherited recently-built Rock Island cabooses (CA-13). UP modified the CA-11 fleet with many of these features creating a sub-class of the CA-11. Additional unique modifications were made to these iconic cabooses as they were no longer needed for regular train service, several of which Athearn has created detailed version.

CA-11 CABOOSE FEATURES:

- Better than brass detail™ including roadname and road number specific detail and laser-sharp painting and printing
- Fully detailed interior including conductor's desk, stove, sink, bathroom, radio stand, and more
- Lighting functions in DCC with brightness control
- Lit walkway lights; an Athearn Genesis ICC Caboose first
- See-through end platforms and steps
- Etched metal window screens on door and some side windows
- Flush window glazing
- Wire-form grab irons
- Caboose trucks with rotating roller bearing caps
- Axle generator details
- Body-mounted McHenry® scale knuckle-spring Couplers
- Multiple road numbers
- Separate wireform grab irons, etched metal coupler platforms
- Coupler lift bars, trainline hoses, brake hoses, and hardware
- Full underframe detail: air brake reservoir, control valve, and brake cylinder with plumbing and brake rod details
- Machined metal wheels with RP25 contours operate on all popular brands of track
- Weighted for trouble-free operation
- Fully-assembled and ready-to-run out of the box
- Accurately painted and printed for prototypical realism
- Highly-detailed, injection-molded body
- Window packaging for easy viewing, plus interior plastic blister safely holds the model for convenient storage
- Minimum radius: 18"

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