



HO ICC Caboose

Announced 12.27.19
Limited Quantities

ETA: June 2020

**ALL NEW MODEL! ACT FAST!
 VERY LIMITED AVAILABILITY!**



Atchison, Topeka and Santa Fe Railway



Era: 1978+

CE-8 HO ICC Caboose ATSF #999705
 HO ICC Caboose ATSF #999711
 HO ICC Caboose ATSF #999744

CE-11 HO ICC Caboose ATSF #999751
 HO ICC Caboose ATSF #999785
 HO ICC Caboose ATSF #999801

Equipped with DCC & Lights

ATHG78520
 ATHG78521
 ATHG78522

Equipped with DCC, Sound & Lights

ATHG78320
 ATHG78321
 ATHG78322
 ATHG78323
 ATHG78324
 ATHG78325



Era: 1981+

ATSF FEATURES:

- Brand NEW ICC ATSF CE-8 or CE-11 Style body
- Illuminated marker lights
- 999801 features white cupola, denoting transfer service
- Window wipers on the cupola
- Cushion underframe
- Roller bearing caboose trucks with accurate axle generator
- Firecracker antenna
- Overhanging, X-Panel roof

w/o Sound \$109.98_{SRP} With Tsunami[®] SoundCar™ \$149.98_{SRP}
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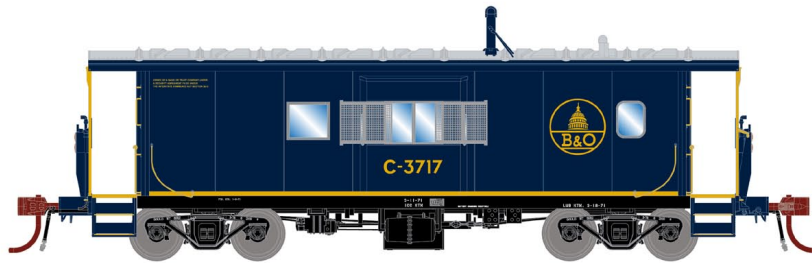
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Baltimore & Ohio



Era: 1971+



HO ICC Caboose B&O #C-3717
 HO ICC Caboose B&O #C-3754
 HO ICC Caboose B&O #C-3799
 HO ICC Caboose B&O #C-3818

Equipped with DCC & Lights
 ATHG78526
 ATHG78527
 ATHG78528
 ATHG78529

Equipped with DCC, Sound & Lights
 ATHG78326
 ATHG78327
 ATHG78328
 ATHG78329



B&O FEATURES:

- Brand NEW ICC B&O Style body
- Caboose trucks with roller bearing caps
- Overhanging, diagonal-panel roof with or without blank panel for smoke jack per prototype
- Etched window screens
- Toilet Drain
- Early style axle-driven generator
- Reflectors on end cages
- Ash pans

w/o Sound \$109.98_{SRP} With Tsunami[®] SoundCar™ \$149.98_{SRP}
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Chessie System



Era: 1978+

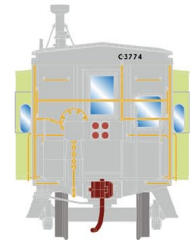
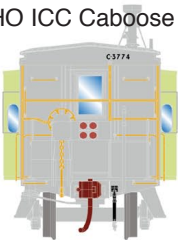
Equipped with DCC & Lights

Equipped with DCC, Sound & Lights

HO ICC Caboose B&O Chessie #C-3930
 HO ICC Caboose B&O Chessie #C-3945
 HO ICC Caboose B&O Chessie #C-3962
 HO ICC Caboose B&O Chessie #C-3984
 HO ICC Caboose B&O Chessie #C-3774

ATHG78530
 ATHG78531
 ATHG78532
 ATHG78533
 ATHG78534

ATHG78330
 ATHG78331
 ATHG78332
 ATHG78333
 ATHG78334



Era: 1974+

B&O Chessie FEATURES:

- Brand NEW ICC B&O Style body
- Caboose trucks with roller bearing caps
- Illuminated marker lights, where appropriate
- Overhanging, diagonal-panel roof with or without blank panel at smoke jack per prototype
- Overhanging, x-panel roof for the B&O Chessie caboose
- Angled window screens
- Toilet Drain
- Reflectors on end cages
- Early style axle-driven generator
- Ash pans

Chessie C-3930 features unique safety logo - White tracks on a black background

Chessie C-3774 "Chartreuse Caboose" - Unique safety slogan and Chartreuse Green and Silver Paint

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**1ST TIME WITH SOUND!
 VERY LIMITED AVAILABILITY!**



Southern Pacific*



Era: Late 1970s+

HO ICC Caboose SP #1931
 HO ICC Caboose SP #1952
 HO ICC Caboose SP #1967
 HO ICC Caboose SP #1971
 HO ICC Caboose SSW #79
 HO ICC Caboose SSW #89

Equipped with DCC & Lights

ATHG78535
 ATHG78536
 ATHG78537
 ATHG78538
 ATHG78539
 ATHG78540

Equipped with DCC, Sound & Lights

ATHG78335
 ATHG78336
 ATHG78337
 ATHG78338
 ATHG78339
 ATHG78340



Era: 1981+

SP/SSW FEATURES:

- C-50-5 body. First time in service version with ACI plate/COTS panel
- First time single roof-mounted marker lights on Southern Pacific models
- Improved Southern Pacific herald lettering font
- Single roof-mounted marker light on Cotton Belt models
- Accurate roof antenna and smoke jack

SP C-50-5 bay window cabooses are survivors. Built in 1974, these cabooses received a few modifications in the late 1970s while they saw service on the SP. These cars represent one of the few surviving classes that can be spotted to this day. SP #1971 currently survives on the modern NWP in Northern California.

w/o Sound \$109.98_{SRP} With Tsunami® SoundCar™ \$149.98_{SRP}

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* Union Pacific Licensed Product



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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
- 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 consist 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. Caboose 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, this was long required for switching and shunting. 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.

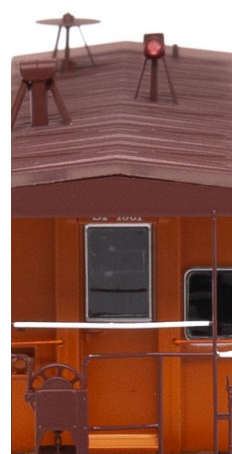


ICC CABOOSE FEATURES:

- Better than brass detail™ including roadname and road number specific detail and laser-sharp painting and printing
- Interior seating for the addition of crew figures.
- See-through end platforms and steps
- Flush window glazing
- Wire-form grab irons
- Caboose trucks with animated rotating bearing or static friction bearing caps
- Axle generator details
- Body-mounted McHenry® scale knuckle-spring Couplers
- Machined metal RP25 profile wheel sets
- Fully-assembled and ready-to-run out of the box
- Accurately painted and printed for prototypical realism
- Highly-detailed, injection-molded body
- 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
- Window packaging for easy viewing, plus interior plastic blister safely holds the model for convenient storage
- Multiple road numbers
- Minimum radius: 18"



ATSF version features sliding cupola side windows



Modernized versions without roofwalks



All models feature highly detailed end platforms

w/o Sound \$109.98_{SRP} With

Tsunami SoundCar™ \$149.98_{SRP}

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N 4-8-8-4 Big Boy

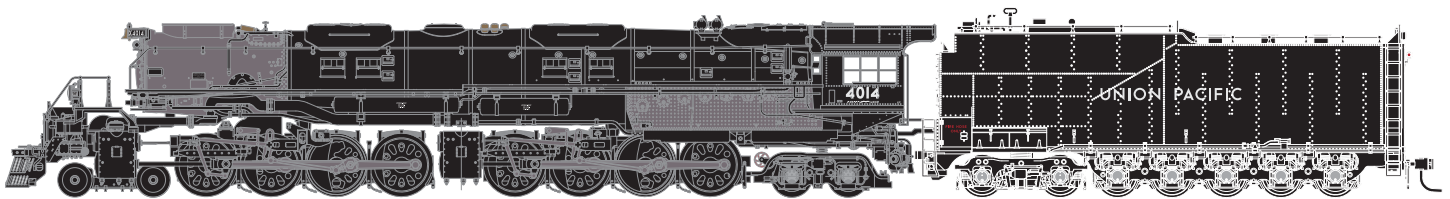
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ETA: June 2020



HO Model Shown

Heritage Steam Fleet



Era: 2019+

Without Sound

ATH30106 N 4-8-8-4 Big Boy, UP Excursion #4014

With Sound

ATH30206 N 4-8-8-4 Big Boy w/DCC & Sound, UP Excursion #4014



Photo: Traveling Tom – <https://youtu.be/dWpODg11xkl>

UP #4014 FEATURES:

- Excursion Version with oil tender from UP 3985 per prototype configuration
- Reporting marks only on rear tender face per prototype 2019 configuration
- In service appearance
- Commemorative box

w/o Sound \$399.98_{SRP} With **Tsunami²** Sound \$499.98_{SRP}

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N 4-8-8-4 Big Boy

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**RACE TO PROMONTORY EDITION:
FRESHLY SHOPPED & CHALK MARKING**

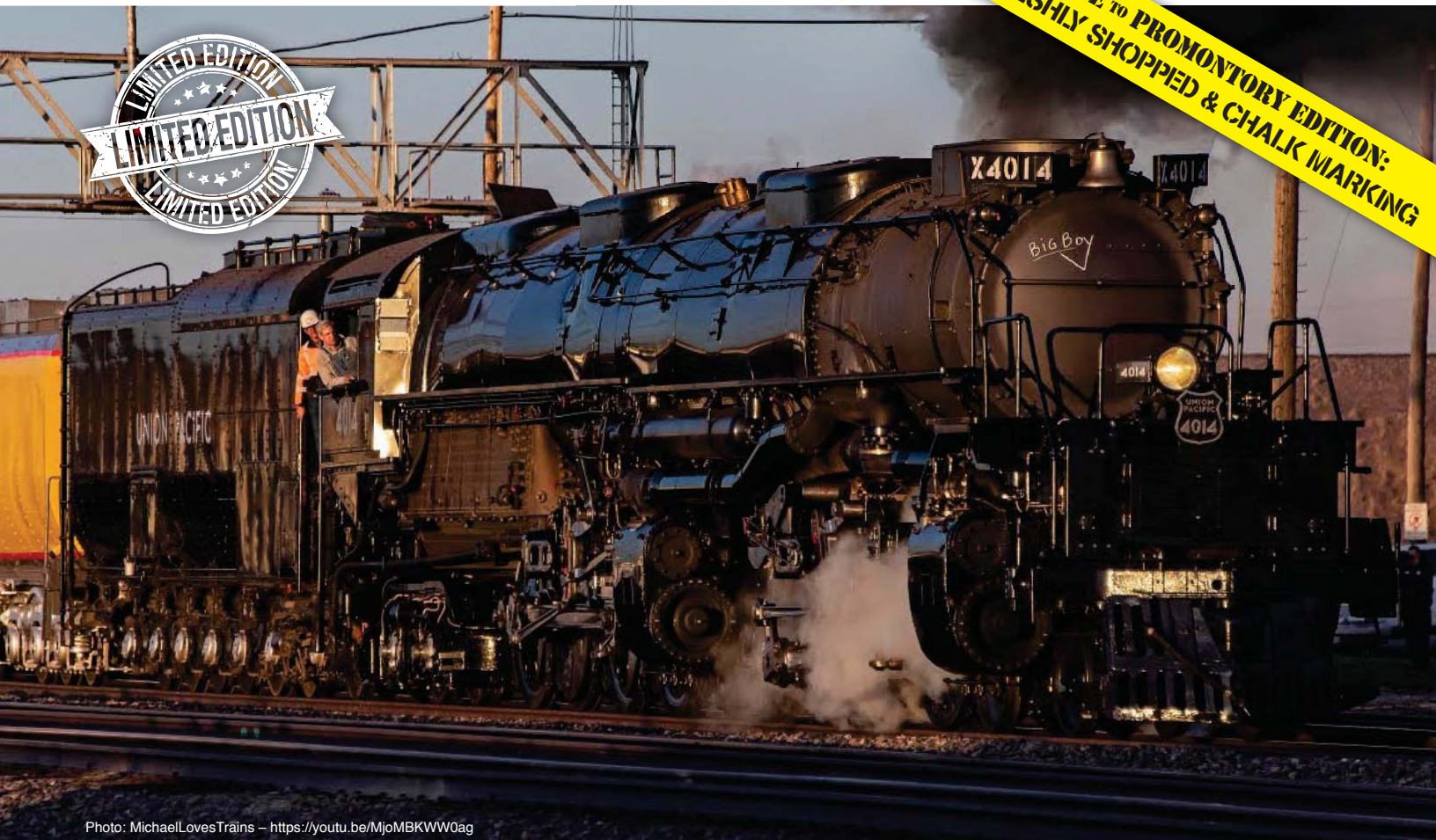
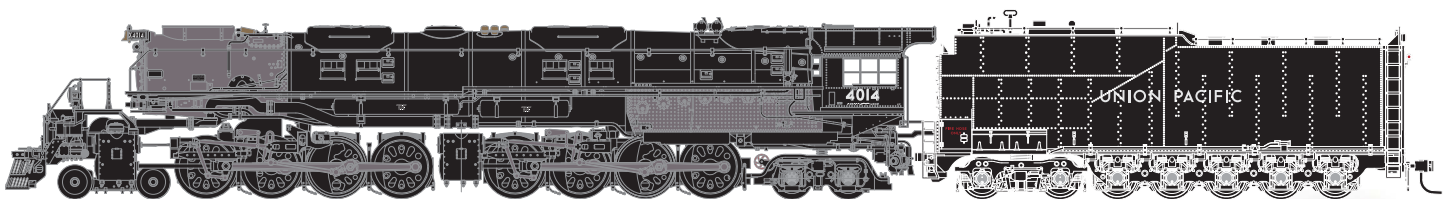


Photo: MichaelLovesTrains – <https://youtu.be/MjoMBKWW0ag>

Heritage Steam Fleet



Era: 2019+

Without Sound

ATH40140 N 4-8-8-4 Big Boy, UP Race to Promontory #4014

With Sound

ATH04014 N 4-8-8-4 Big Boy w/DCC & Sound, UP Promontory #4014

Big Boy No. 4014 was delivered to Union Pacific in December 1941. The locomotive was retired in December 1961, having traveled 1,031,205 miles in its 20 years in service. Union Pacific reacquired No. 4014 from the RailGiants Museum in Pomona, California, in 2013, and relocated it back to Cheyenne to begin a multi-year restoration process. In 2019 UP #4014 was brought back to life. It had been almost 60 years and multiple generations since the last time a 4-8-8-4 Big Boy operated under its own power.

UP #4014 FEATURES:

- Great Race to Promontory version with oil tender from UP 3985 per prototype configuration
- Reporting marks only on rear tender face per prototype 2019 configuration
- Freshly shopped shiny appearance
- Commemorative box
- Chalk marking "Big Boy" factory applied to smoke box face, per prototype during summer 2019. This marking is a subtle nod to history and ALCO legend. See details on the last page of this order sheet.

THE GREAT RACE TO PROMONTORY

w/o Sound \$399.98_{SRP} With *Tsunami* 2 Sound \$499.98_{SRP}

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N 4-8-8-4 Big Boy

Announced 6.28.19
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ETA: June 2020

SURVIVING 4-8-8-4 BIG BOY PRESERVATION INFO:

- 4004: Holliday Park
- 4005: Forney Transportation Museum
- 4006: Museum of Transportation
- 4012: Steamtown National Historic Site
- 4017: National Railroad Museum
- 4018: Museum of the American Railroad
- 4023: Kenefick Park

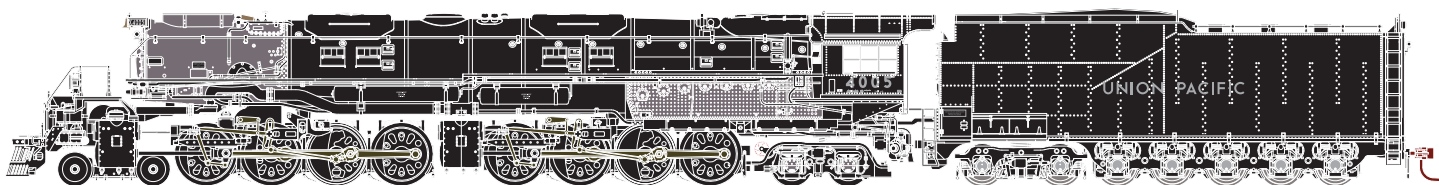
PRESERVATION VERSION FEATURES:

- As delivered from ALCO in service 1940s era
- Coal Tender



HO Model Shown

Preservation



Era: 1941+

Without Sound

- ATH30100 N 4-8-8-4 Big Boy, UP Wyoming #4004
- ATH30101 N 4-8-8-4 Big Boy, UP Colorado #4005
- ATH30102 N 4-8-8-4 Big Boy, UP Missouri #4006
- ATH30103 N 4-8-8-4 Big Boy, UP Pennsylvania #4012
- ATH30104 N 4-8-8-4 Big Boy, UP Wisconsin #4017
- ATH30105 N 4-8-8-4 Big Boy, UP Texas #4018
- ATH30107 N 4-8-8-4 Big Boy, UP Nebraska #4023

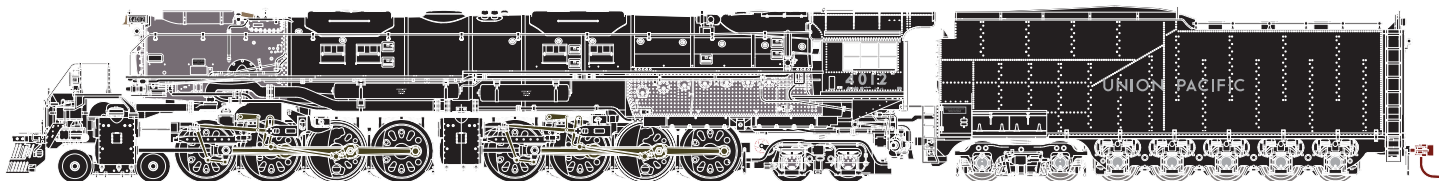
With Sound

- ATH30200 N 4-8-8-4 Big Boy w/DCC & Sound, UP Wyoming #4004
- ATH30201 N 4-8-8-4 Big Boy w/DCC & Sound, UP Colorado #4005
- ATH30202 N 4-8-8-4 Big Boy w/DCC & Sound, UP Missouri #4006
- ATH30203 N 4-8-8-4 Big Boy w/DCC & Sound, UP Pennsylvania #4012
- ATH30204 N 4-8-8-4 Big Boy w/DCC & Sound, UP Wisconsin #4017
- ATH30205 N 4-8-8-4 Big Boy w/DCC & Sound, UP Texas #4018
- ATH30207 N 4-8-8-4 Big Boy w/DCC & Sound, UP Nebraska #4023

Twenty-five Big Boys were built exclusively for Union Pacific Railroad, the first of which was delivered in 1941. The locomotives were 132 feet long and weighed 1.2 million pounds. Because of their great length, the frames of the Big Boys were "hinged," or articulated, to allow them to negotiate curves. They had a 4-8-8-4 wheel arrangement, which meant they had four wheels on the leading set of "pilot" wheels which guided the engine, eight drivers, another set of eight drivers, and four wheels following which supported the rear of the locomotive. The massive engines normally operated between Ogden, Utah, and Cheyenne, Wyo.

There are seven Big Boys on public display in various cities around the country. They can be found in St. Louis, Missouri; Dallas, Texas; Omaha, Nebraska; Denver, Colorado; Scranton, Pennsylvania; Green Bay, Wisconsin; and Cheyenne, Wyoming.

Source Union Pacific Railroad



w/o Sound \$399.98_{SRP} With **Tsunami²** Sound \$499.98_{SRP}
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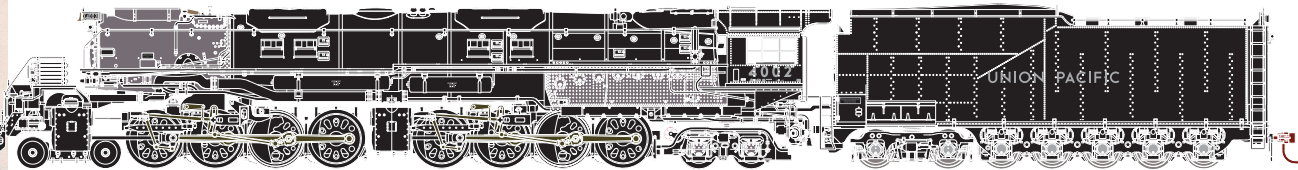


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N 4-8-8-4 Big Boy Wartime Era

Announced 6.28.19
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Era: 1941+

Without Sound

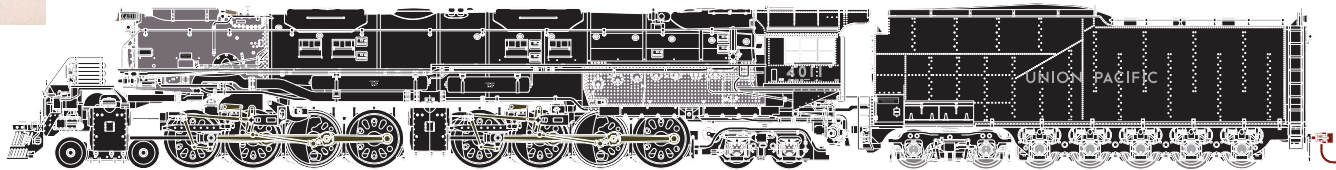
- ATH30108 N 4-8-8-4 Big Boy, UP #4002
- ATH30109 N 4-8-8-4 Big Boy, UP #4011

With Sound

- ATH30208 N 4-8-8-4 Big Boy w/DCC & Sound, UP #4002
- ATH30209 N 4-8-8-4 Big Boy w/DCC & Sound, UP #4011

WARTIME ERA VERSION FEATURES:

- As delivered from ALCO in service 1940s era
- Coal Tender



All 4-8-8-4 Big Boys

PROTOTYPE SPECIFIC INFORMATION

The Union Pacific's Overland Route, the eastern portion of the Transcontinental Railroad, was built west from Omaha, across Nebraska and Wyoming, and on into Utah. The steepest grade was the eastbound climb on the Echo Canyon line through the Wahsatch Mountains just east of Ogden, Utah. Forty 4-6-6-4 Challenger locomotives were acquired in 1936 and 1937 to move fast freight over the grades in Utah and Wyoming. They were rated at 4,290 tons across Wyoming, but were limited to 3,100 tons eastbound through Echo Canyon.

Union Pacific wanted something that could make the same speeds as the Challengers but could carry the entire 4,290-ton train over the Wahsatch Mountains without a helper. The easiest solution was to scale up the successful Challenger design by adding another pair of drivers to each half of the locomotive thus making a 4-8-8-4.

In 1941 UP placed an order for twenty 4-8-8-4's, numbered 4000 through 4019, with the American Locomotive Works. Each engine cost \$265,174. According to legend an unidentified machinist at the ALCO plant is responsible for the name "Big Boy", having scrawled the name in chalk on a partially completed locomotive.

The Big Boys were exactly what the railroad wanted. They were coal burners with 68-inch drivers, 135,375 pounds of tractive effort and 6,000 horsepower. They started service on the line from Ogden to Green River, Wyoming and their operating range soon increased to cover the line all the way to Cheyenne.

Traffic during WWII resulted in five more Big Boys, numbered 4020 through 4024, being built in 1944. These versions were slightly heavier than the original order due to wartime materials restrictions. Despite the influx of diesel locomotives following WWII, the Big Boys and Challengers remained the prime power on the Overland Route. They also saw service as helpers, leading gas turbines and diesels over Sherman Hill. They remained active through the 1950's and weren't retired until the early 1960's. By then the first twenty units had been run well over one million miles.

LOCOMOTIVE FEATURES:

- Fully-assembled and ready-to-run
- DCC-ready features Quick Plug™ plug-and-play technology
- Scaled from prototype resources including drawings, field measurements, photographs, and more
- Accurately-painted and -printed paint schemes
- Full cab interior with boiler backhead with printed gauges
- Individually applied piping, valves, generators, etc.
- Operating eccentric cranks on both sides operating in correct direction
- Headlights and indicator number boxes (number boards) with directional light change
- Five pole, skewed armature motor with flywheel for smooth operation
- Pivoting front and rear engines for negotiating 11" radius curves - 15" radius recommended
- See-through running boards
- See through cab windows
- McHenry scale knuckle couplers
- 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



SOUND EQUIPPED MODELS ALSO FEATURE

- Onboard DCC decoder with SoundTraxx Tsunami2 sound
- Sound units operate in both DC and DCC
- Chuff, whistle, and bell sounds work in DC
- All functions NMRA compatible in DCC mode
- Precision slow speed control
- Many functions can be altered via Configuration Value (CV) changes
- CV chart included in the box

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HO 4-8-8-4 Big Boy

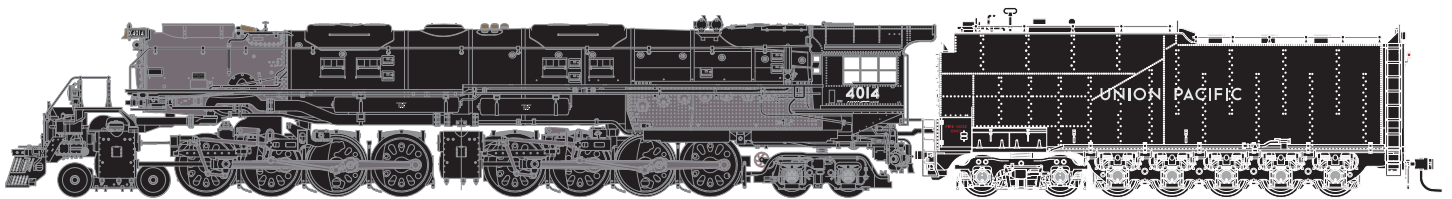
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**EQUIPPED WITH:
LEDs, & Lit INDICATOR NUMBER BOXES**



Heritage Steam Fleet



Era: 2019+

Without Sound

ATHG88306 HO 4-8-8-4 Big Boy, UP Excursion #4014

With Sound

ATHG88406 HO 4-8-8-4 Big Boy w/DCC & Sound, UP Excursion #4014



Photo: Traveling Tom – <https://youtu.be/dWpODg11xkl>

UP #4014 FEATURES:

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- Reporting marks only on rear tender face per prototype 2019 configuration
- In service appearance
- Commemorative box
- Chalk marking "Big Boy" decal included (not applied).

w/o Sound \$679.98_{SRP} With Tsunami² Sound \$769.98_{SRP}

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FRESHLY SHOPPED & CHALK MARKING**

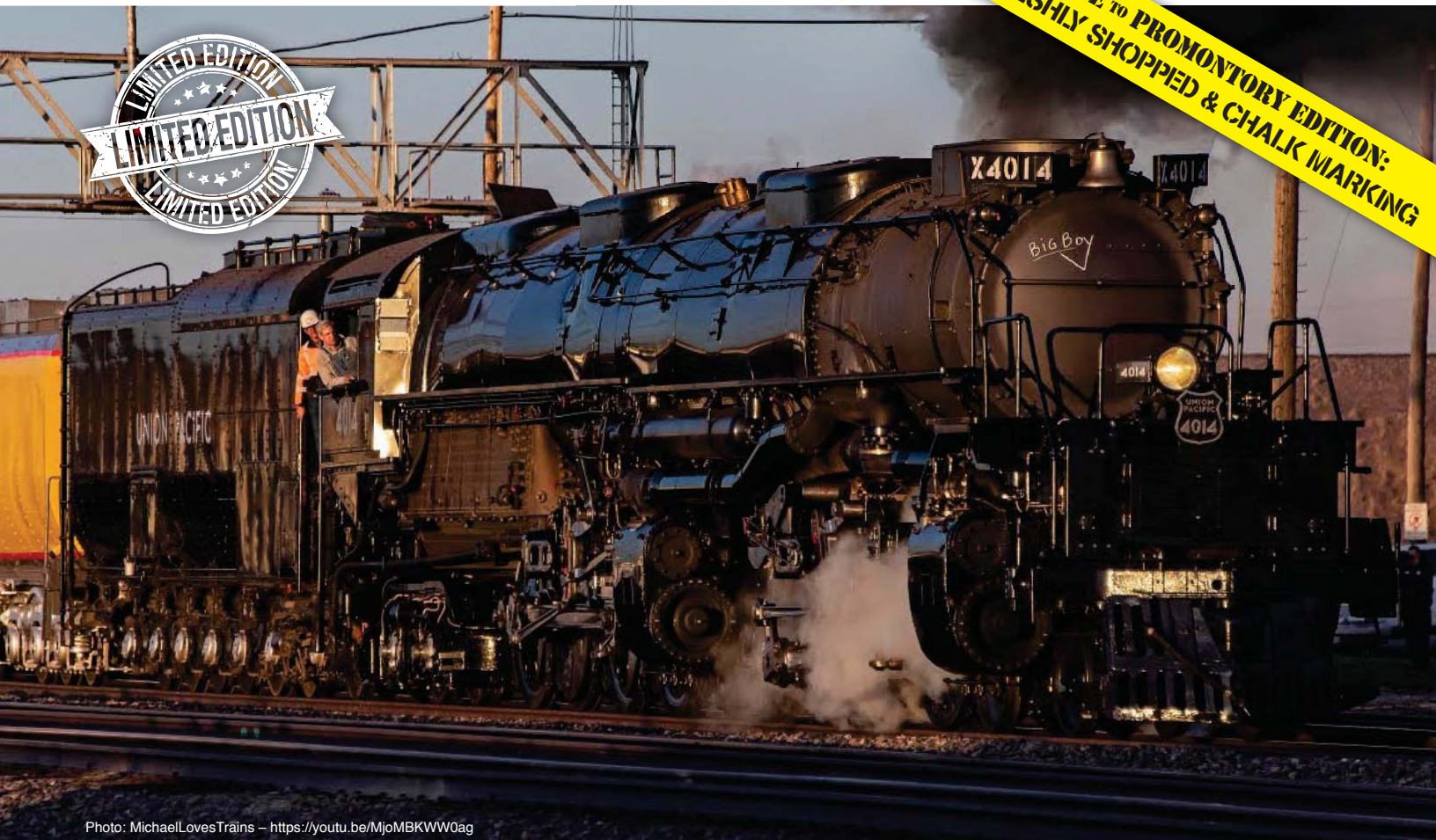
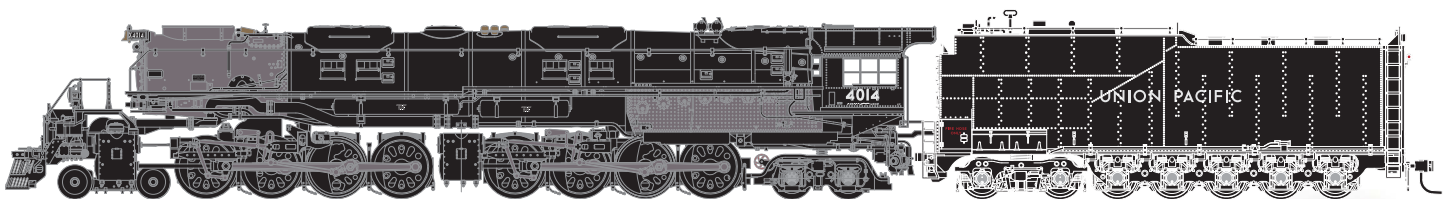


Photo: MichaelLovesTrains – <https://youtu.be/MjoMBKWW0ag>

Heritage Steam Fleet



Era: 2019+

Without Sound

ATHG40140 HO 4-8-8-4 Big Boy, UP Race to Promontory #4014

With Sound

ATHG04014 HO 4-8-8-4 Big Boy w/DCC & Sound, UP Promontory #4014

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HO 4-8-8-4 Big Boy

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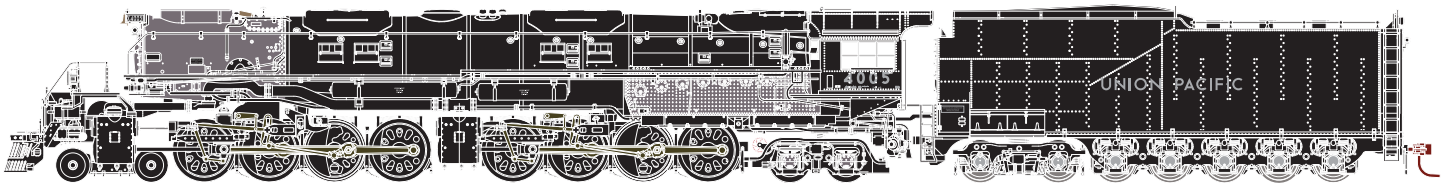
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- 4005: Forney Transportation Museum
- 4006: Museum of Transportation
- 4012: Steamtown National Historic Site
- 4017: National Railroad Museum
- 4018: Museum of the American Railroad
- 4023: Kenefick Park

PRESERVATION VERSION FEATURES:

- As delivered from ALCO in service 1940s era
- Coal Tender



Preservation



Era: 1941+

Without Sound

- ATHG88300 HO 4-8-8-4 Big Boy, UP Wyoming #4004
- ATHG88301 HO 4-8-8-4 Big Boy, UP Colorado #4005
- ATHG88302 HO 4-8-8-4 Big Boy, UP Missouri #4006
- ATHG88303 HO 4-8-8-4 Big Boy, UP Pennsylvania #4012
- ATHG88304 HO 4-8-8-4 Big Boy, UP Wisconsin #4017
- ATHG88305 HO 4-8-8-4 Big Boy, UP Texas #4018
- ATHG88307 HO 4-8-8-4 Big Boy, UP Nebraska #4023

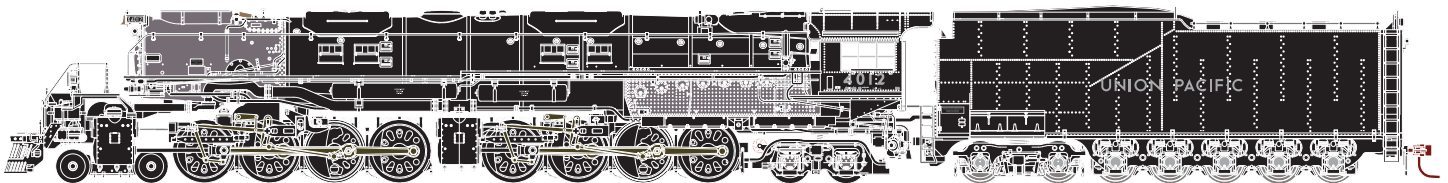
With Sound

- ATHG88400 HO 4-8-8-4 Big Boy w/DCC & Sound, UP Wyoming #4004
- ATHG88401 HO 4-8-8-4 Big Boy w/DCC & Sound, UP Colorado #4005
- ATHG88402 HO 4-8-8-4 Big Boy w/DCC & Sound, UP Missouri #4006
- ATHG88403 HO 4-8-8-4 Big Boy w/DCC & Sound, UP Pennsylvania #4012
- ATHG88404 HO 4-8-8-4 Big Boy w/DCC & Sound, UP Wisconsin #4017
- ATHG88405 HO 4-8-8-4 Big Boy w/DCC & Sound, UP Texas #4018
- ATHG88407 HO 4-8-8-4 Big Boy w/DCC & Sound, UP Nebraska #4023

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Source Union Pacific Railroad



w/o Sound \$679.98_{SRP} With **Tsunami²** Sound \$769.98_{SRP}

These items are subject to Horizon's MAP policy



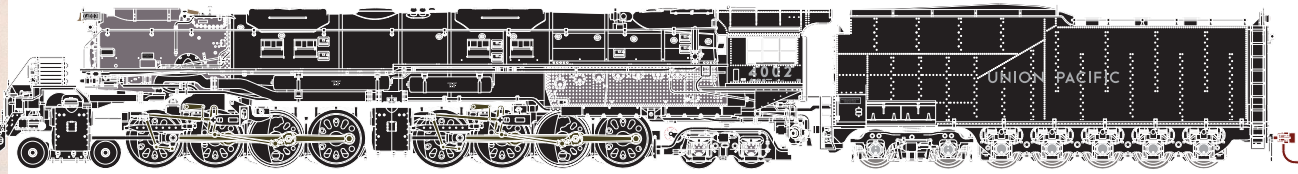
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HO 4-8-8-4 Big Boy Wartime Era

Announced 6.28.19
Orders Due: 7.26.19

ETA: June 2020



Era: 1941+

Without Sound

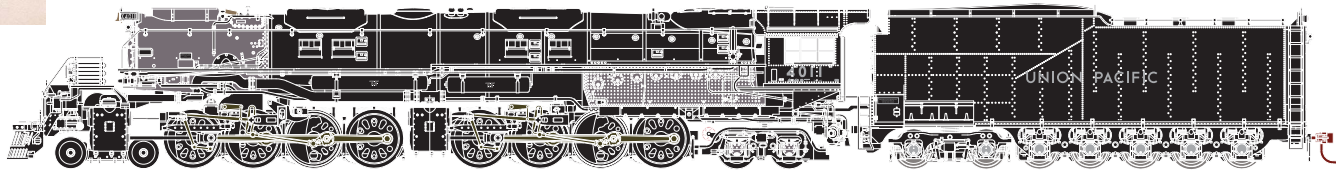
- ATHG88308 HO 4-8-8-4 Big Boy, UP #4002
- ATHG88309 HO 4-8-8-4 Big Boy, UP #4011

With Sound

- ATHG88408 HO 4-8-8-4 Big Boy w/DCC & Sound, UP #4002
- ATHG88409 HO 4-8-8-4 Big Boy w/DCC & Sound, UP #4011

WARTIME ERA VERSION FEATURES:

- As delivered from ALCO in service 1940s era
- Coal Tender



All 4-8-8-4 Big Boys

PROTOTYPE SPECIFIC INFORMATION

The Union Pacific's Overland Route, the eastern portion of the Transcontinental Railroad, was built west from Omaha, across Nebraska and Wyoming, and on into Utah. The steepest grade was the eastbound climb on the Echo Canyon line through the Wahsatch Mountains just east of Ogden, Utah. Forty 4-6-6-4 Challenger locomotives were acquired in 1936 and 1937 to move fast freight over the grades in Utah and Wyoming. They were rated at 4,290 tons across Wyoming, but were limited to 3,100 tons eastbound through Echo Canyon.

Union Pacific wanted something that could make the same speeds as the Challengers but could carry the entire 4,290-ton train over the Wahsatch Mountains without a helper. The easiest solution was to scale up the successful Challenger design by adding another pair of drivers to each half of the locomotive thus making a 4-8-8-4.

In 1941 UP placed an order for twenty 4-8-8-4's, numbered 4000 through 4019, with the American Locomotive Works. Each engine cost \$265,174. According to legend an unidentified machinist at the ALCO plant is responsible for the name "Big Boy", having scrawled the name in chalk on a partially completed locomotive.

The Big Boys were exactly what the railroad wanted. They were coal burners with 68-inch drivers, 135,375 pounds of tractive effort and 6,000 horsepower. They started service on the line from Ogden to Green River, Wyoming and their operating range soon increased to cover the line all the way to Cheyenne.

Traffic during WWII resulted in five more Big Boys, numbered 4020 through 4024, being built in 1944. These versions were slightly heavier than the original order due to wartime materials restrictions. Despite the influx of diesel locomotives following WWII, the Big Boys and Challengers remained the prime power on the Overland Route. They also saw service as helpers, leading gas turbines and diesels over Sherman Hill. They remained active through the 1950's and weren't retired until the early 1960's. By then the first twenty units had been run well over one million miles.

LOCOMOTIVE FEATURES:

- Fully-assembled and ready-to-run
- 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
- Full cab interior with boiler backhead with printed gauges
- Individually applied piping, valves, generators, etc.
- Operating eccentric cranks on both sides operating in correct direction
- Headlights and indicator number boxes (number boards) with directional light change
- Five pole, skewed armature motor with dual flywheels for smooth operation
- Pivoting front and rear engines for negotiating 22" radius curves
- See-through running boards
- Smoke unit ready with no soldering required
- See through cab windows
- McHenry scale knuckle couplers - Kadee compatible
- Genesis driveline with 5-pole skew wound motor, precision machined flywheels, and multi-link drivetrain
- 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



SOUND EQUIPPED MODELS ALSO FEATURE

- Onboard DCC decoder with SoundTraxx Tsunami2 sound
- Sound units operate in both DC and DCC
- Chuff, whistle, and bell sounds work in DC
- All functions NMRA compatible in DCC mode
- Precision slow speed control
- Many functions can be altered via Configuration Value (CV) changes
- CV chart included in the box

w/o Sound \$679.98_{SRP} With Tsunami² Sound \$769.98_{SRP}

These items are subject to Horizon's MAP policy
* Union Pacific Licensed Product



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50' Gondola

Announced 6.28.19
Orders Due: 7.26.19

ETA: June 2020

Southern



- RND82061 HO 50' Gondola, SOU #62779
- RND82066 HO 50' Gondola, SOU #62789
- RND82067 HO 50' Gondola, SOU #62791

Chicago Burlington & Quincy



- RND82070 HO 50' Gondola, CB&Q Green #83678
- RND82071 HO 50' Gondola, CB&Q Green #83657
- RND82082 HO 50' Gondola, CB&Q Green #83644

Conrail



- RND82083 HO 50' Gondola, CR Quality White #56410
- RND82084 HO 50' Gondola, CR Quality White #56440
- RND82085 HO 50' Gondola, CR Quality White #56475

CSX



- RND82086 HO 50' Gondola, CSX MOW #914700
- RND82087 HO 50' Gondola, CSX MOW #914707
- RND82088 HO 50' Gondola, CSX MOW #914703

David J. Joseph



- RND82089 HO 50' Gondola, DJJX #6049
- RND82090 HO 50' Gondola, DJJX #6035
- RND82091 HO 50' Gondola, DJJX #6022

RailGon



- RND82092 HO 50' Gondola, GNTX #295431
- RND82093 HO 50' Gondola, GNTX #295004
- RND82094 HO 50' Gondola, GNTX #295658

Herzog



- RND82095 HO 50' Gondola, HZGX #3625
- RND82096 HO 50' Gondola, HZGX #3633
- RND82097 HO 50' Gondola, HZGX #3621

Norfolk Southern



- RND82098 HO 50' Gondola, NS MOW #99073
- RND82099 HO 50' Gondola, NS MOW #99065
- RND82100 HO 50' Gondola, NS MOW #99098

Toronto Hamilton & Buffalo



- RND82101 HO 50' Gondola, TH&B #2461
- RND82102 HO 50' Gondola, TH&B #2496
- RND82103 HO 50' Gondola, TH&B #2477

Union Pacific*



- RND82104 HO 50' Gondola, UP #30277
- RND82105 HO 50' Gondola, UP #30290
- RND82106 HO 50' Gondola, UP #30302

All Road Names

PROTOTYPE AND BACKGROUND INFO:

Gondolas are low-sided railroad cars that are used for hauling bulky loads that don't need protection from the weather. The Roundhouse 50' gondola is representative of larger cars that began appearing on the rails in the early 1950's, and many survive today working for modern roads and contractors.

MODEL FEATURES:

- Fully-assembled and ready to run out of the box
- Separately applied brake wheel
- Painted and printed for realistic decoration
- Machined metal wheels
- Weighted for trouble free operation
- 33" solid nickel silver wheels with RP25 contours operate on all popular brands of track
- Body mounted McHenry operating scale knuckle couplers
- Replacement parts available
- Minimum radius: 18"

\$27.98 SRP



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* Union Pacific Licensed Product



HO ICC Caboose

Announced 11.04.19

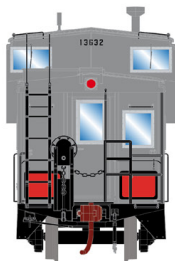
Limited Quantities

ETA: June 2020

**ANNOUNCED FOR TRAINFEST:
ALL NEW MODEL!**



Chicago, Burlington & Quincy



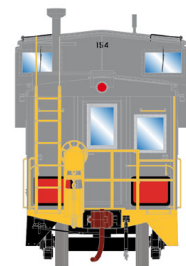
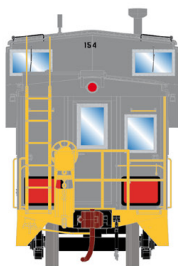
Era: 1970s+

Equipped with DCC & Lights

- ATHG78500 HO ICC Caboose w/ Lights, CB&Q #13592
- ATHG78501 HO ICC Caboose w/ Lights, CB&Q #13601
- ATHG78502 HO ICC Caboose w/ Lights, CB&Q #13614
- ATHG78503 HO ICC Caboose w/ Lights, CB&Q #13632

Equipped with DCC, Sound & Lights

- ATHG78300 HO ICC Caboose w/ Lights & Sound, CB&Q #13592
- ATHG78301 HO ICC Caboose w/ Lights & Sound, CB&Q #13601
- ATHG78302 HO ICC Caboose w/ Lights & Sound, CB&Q #13614
- ATHG78303 HO ICC Caboose w/ Lights & Sound, CB&Q #13632



Era: 1970s+

Equipped with DCC & Lights

- ATHG78504 HO ICC Caboose w/ Lights, FW&D #154
- ATHG78505 HO ICC Caboose w/ Lights, FW&D #157

Equipped with DCC, Sound & Lights

- ATHG78304 HO ICC Caboose w/ Lights & Sound, FW&D #154
- ATHG78305 HO ICC Caboose w/ Lights & Sound, FW&D #157

CB&Q FEATURES:

- Brand NEW ICC CB&Q NE-13 Style body
- As delivered configuration
- Firecracker antenna
- Caboose trucks with friction bearing caps
- No Screens over side windows

FW&D FEATURES:

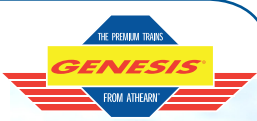
- CB&Q Style body
- In service configuration with ACI label
- Firecracker antenna
- Caboose trucks with roller bearing caps

- Yellow end platforms and stepwells
- Etched Metal Window Screens on forward side windows
- Sliding cupola side windows

w/o Sound \$109.98_{SRP} With **Tsunami SoundCar™** \$149.98_{SRP}



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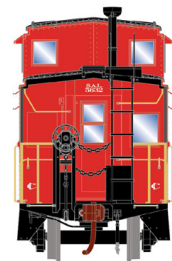
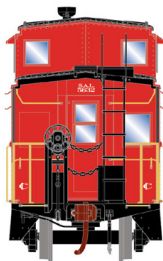
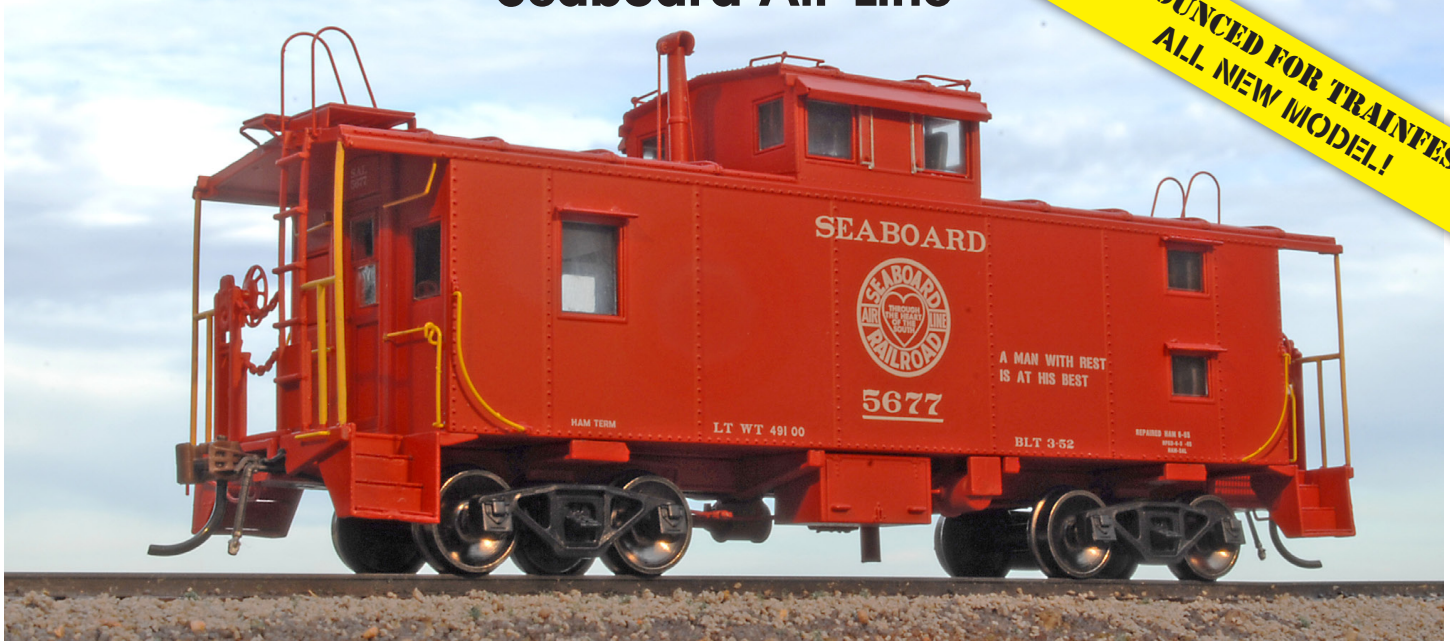


HO ICC Caboose Seaboard Air Line

Announced 11.04.19
Limited Quantities

ETA: June 2020

**ANNOUNCED FOR TRAINFEST:
ALL NEW MODEL!**



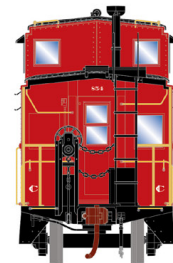
Era: 1970s+

Equipped with DCC & Lights

- ATHG78508 HO ICC Caboose w/ Lights, SAL #5605
- ATHG78509 HO ICC Caboose w/ Lights, SAL #5677
- ATHG78510 HO ICC Caboose w/ Lights, SAL #5601
- ATHG78511 HO ICC Caboose w/ Lights, SAL #5632

Equipped with DCC, Sound & Lights

- ATHG78308 HO ICC Caboose w/ Lights & Sound, SAL #5605
- ATHG78309 HO ICC Caboose w/ Lights & Sound, SAL #5677
- ATHG78310 HO ICC Caboose w/ Lights & Sound, SAL #5601
- ATHG78311 HO ICC Caboose w/ Lights & Sound, SAL #5632



Era: 1970s+

Equipped with DCC & Lights

- ATHG78506 HO ICC Caboose w/ Lights, P&WV #851
- ATHG78507 HO ICC Caboose w/ Lights, P&WV #854

Equipped with DCC, Sound & Lights

- ATHG78306 HO ICC Caboose w/ Lights & Sound, P&WV #851
- ATHG78307 HO ICC Caboose w/ Lights & Sound, P&WV #854

SAL FEATURES:

- Brand NEW ICC SAL Style body
- Caboose trucks with friction bearing caps
- Rain gutters over side windows

#5605:

- Red roof, black underframe
- "Long Chances Shorten Lives" slogan

#5677:

- Red roof & underframe.
- "A Man With Rest Is At His Best" slogan.

#5601 & #5632:

- Black roof & underframe.
- As-delivered version with no safety slogans.

P&WV FEATURES:

- SAL Style body
- Cupola mounted blat air horn
- Caboose trucks with roller bearing caps

w/o Sound \$109.98_{SRP} With **Tsunami SoundCar™** \$149.98_{SRP}



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HO ICC Caboose Union Pacific*

Announced 11.04.19
Limited Quantities

ETA: June 2020

**ANNOUNCED FOR TRAINFEST:
ALL NEW MODEL!**



Era: 1970s+

Equipped with DCC & Lights

ATHG78516	HO ICC Caboose w/ Lights, UP #25520
ATHG78517	HO ICC Caboose w/ Lights, UP #25534
ATHG78518	HO ICC Caboose w/ Lights, UP #25555
ATHG78519	HO ICC Caboose w/ Lights, UP #25566

Equipped with DCC, Sound & Lights

ATHG78316	HO ICC Caboose w/ Lights & Sound, UP #25520
ATHG78317	HO ICC Caboose w/ Lights & Sound, UP #25534
ATHG78318	HO ICC Caboose w/ Lights & Sound, UP #25555
ATHG78319	HO ICC Caboose w/ Lights & Sound, UP #25566



Era: Mid 1960s+

Equipped with DCC & Lights

ATHG78512	HO ICC Caboose w/ Lights, UP #25506
ATHG78513	HO ICC Caboose w/ Lights, UP #25535
ATHG78514	HO ICC Caboose w/ Lights, UP #25540
ATHG78515	HO ICC Caboose w/ Lights, UP #25574

Equipped with DCC, Sound & Lights

ATHG78312	HO ICC Caboose w/ Lights & Sound, UP #25506
ATHG78313	HO ICC Caboose w/ Lights & Sound, UP #25535
ATHG78314	HO ICC Caboose w/ Lights & Sound, UP #25540
ATHG78315	HO ICC Caboose w/ Lights & Sound, UP #25574

UP FEATURES:

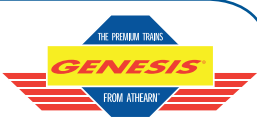
- Brand NEW ICC UP CA-8 Style body
- Caboose trucks with swing arms and friction or roller bearing caps
- Unique Safety slogan per road number
- Sliding cupola side windows



w/o Sound \$109.98_{SRP} With **Tsunami SoundCar™** \$149.98_{SRP}



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HO ICC Caboose

Announced 11.04.19
Limited Quantities

ETA: June 2020



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
- 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 conductor's 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. Caboose 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. This was long required for switching and shunting, and to keep a lookout for load shifting, damage to equipment and cargo, 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.



ICC CABOOSE FEATURES:

- Better than brass detail™ including roadname and road number specific detail Laser-Sharp Painting and Printing
- Interior seating for the addition of crew figures.
- See-through End Platforms and Steps
- Flush Window Glazing
- Wire-form Grab Irons
- Caboose trucks with animated rotating bearing or static friction bearing caps
- Axle Generator Details
- Body-Mounted McHenry® scale knuckle-spring Couplers
- Machined Metal RP25 Profile Wheel Sets
- Fully-assembled and ready-to-run out of the box
- Accurately painted and printed for prototypical realism
- Highly-detailed, injection-molded body
- 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
- Window packaging for easy viewing, plus interior plastic blister safely holds the model for convenient storage
- Multiple road numbers
- Minimum radius: 18"



CB&Q & UP versions feature sliding cupola side windows



UP 1960s era feature "Billboard" safety slogans



All models feature highly detail end platforms & ladders

w/o Sound \$109.98_{SRP} With **Tsunami SoundCar™** \$149.98_{SRP}



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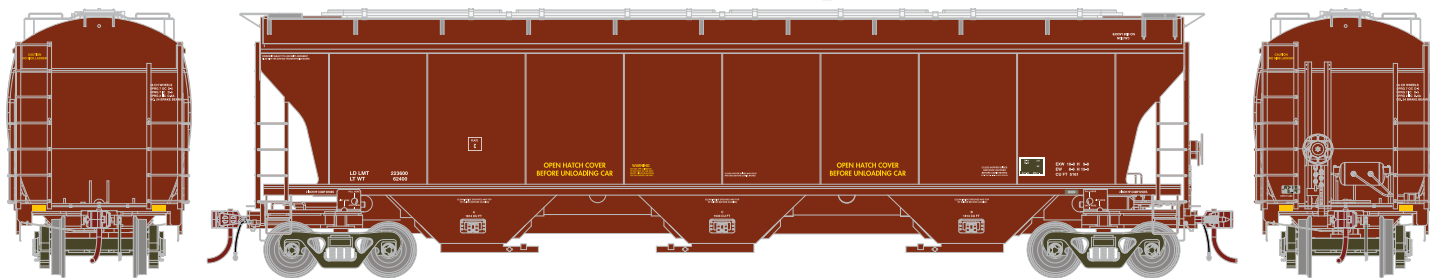


HO Trinity 3-Bay Covered Hopper

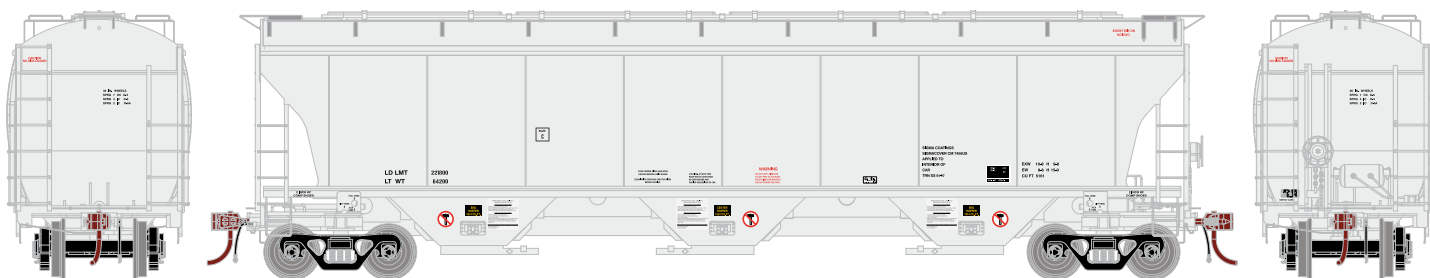
Announced 6.28.19
Orders Due: 7.26.19

ETA: June 2020

Data Only



ATHG89974 HO Trinity 3-Bay Hopper, DATA only Brown



ATHG89975 HO Trinity 3-Bay Hopper, DATA only Grey

All Road Names

PROTOTYPE AND BACKGROUND INFO:

Trinity Steel was founded by C. J. Bender in Dallas in 1933. The company didn't enter into the railroad freight car market until 1984, when Trinity acquired the railcar designs and production facilities of the Pullman-Standard Car Manufacturing Company, once the largest railcar manufacturer in North America. That same year Trinity also acquired the railcar designs of General American Transportation Corporation. In 1986 the rail car designs and production facilities of Greenville Steel Car Company were purchased, including the auto rack designs of Portec-Paragon. Also acquired in 1986 were the railcar designs of North American Car Corporation, and in 1987 Ortner Freight Car was acquired.

With this collective experience across several facilities, Trinity developed many new designs that became ubiquitous to present day railroading. One of their most famous designs is the 3-bay 5161cuft covered hopper. This covered hopper is optimized to transport agricultural products, sugar, dry chemicals, or other similar products and can be seen in unit train assignments all over North America. Introduced around 1995, these cars are extremely common today and owned by many Class 1 and Shortline Railroads alike.

MODEL FEATURES:

- Painted models with all data markings—ready for your own reporting mark and road number decals
- Two body styles represent 10 panel and 12 panel variations
- Separately applied end cages and etched end platforms
- Separate brake cylinder, valve and air reservoir with wire brake plumbing
- Air hose on each end
- Coupler cutbar
- Photo-etched metal roofwalk
- Weighted for trouble free operation
- Genesis 100-ton trucks with 36" machined metal wheels and animated spinning roller bearing caps
- Machined metal wheels
- Wheels with RP25 contours operate on all popular brands of track
- Body mounted McHenry operating scale knuckle couplers
- Standard size coupler draft gear box with screw mounted lid
- Fully assembled and ready for your layout
- Window packaging for easy viewing plus interior plastic blister safely holds the model for convenient storage
- Replacement parts available
- Minimum radius: 18"

\$52.98SRP



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HO FMC 4700 Covered Hopper

Announced 6.28.19
Orders Due: 7.26.19

ETA: June 2020

Reading Blue Mountain & Northern



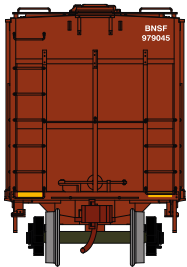
Era: 2005+



ATH81500
ATH81501
ATH81502

HO RTR FMC 4700 Covered Hopper, RBMN #9911
HO RTR FMC 4700 Covered Hopper, RBMN #9917
HO RTR FMC 4700 Covered Hopper, RBMN #9918

BNSF Railway

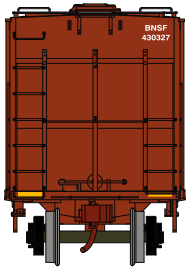


Era: 2005+

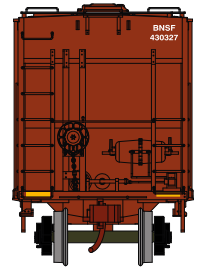


ATH81503
ATH81504

HO RTR FMC 4700 Covered Hopper, BNSF Scale Monitor #979045
HO RTR FMC 4700 Covered Hopper, BNSF Scale Monitor #979047



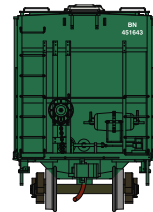
Era: 2005+



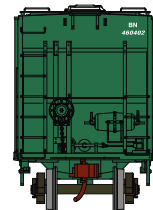
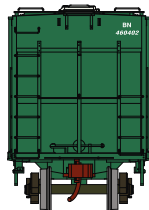
ATH81505
ATH81506
ATH81507

HO RTR FMC 4700 Covered Hopper, BNSF Wedge #430327
HO RTR FMC 4700 Covered Hopper, BNSF Wedge #432696
HO RTR FMC 4700 Covered Hopper, BNSF Wedge #436758

Burlington Northern



Era: 1989+



ATH81751
ATH81752
ATH81753

HO RTR FMC 4700 Covered Hopper, BN bland #451643
HO RTR FMC 4700 Covered Hopper, BN bland #460358
HO RTR FMC 4700 Covered Hopper, BN bland #460402

\$37.98SRP



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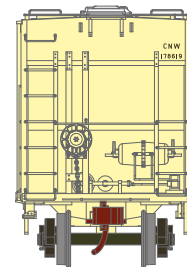
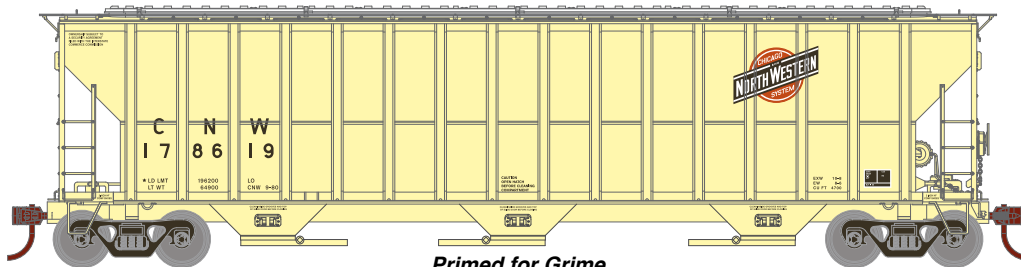
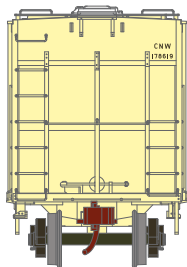


HO FMC 4700 Covered Hopper

Announced 6.28.19
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ETA: June 2020

Chicago & North Western*

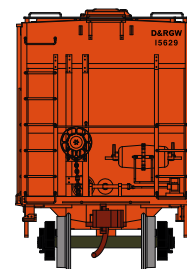
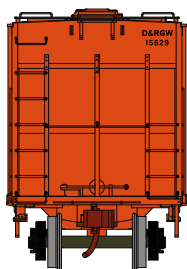


Era: 1989+

ATH81508
ATH81509
ATH81750

Primed for Grime
HO RTR FMC 4700 Covered Hopper, CNW Faded #178619
HO RTR FMC 4700 Covered Hopper, CNW Faded #178676
HO RTR FMC 4700 Covered Hopper, CNW Faded #178692

Rio Grande*

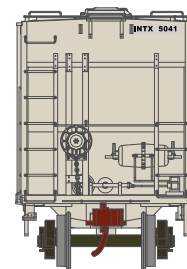
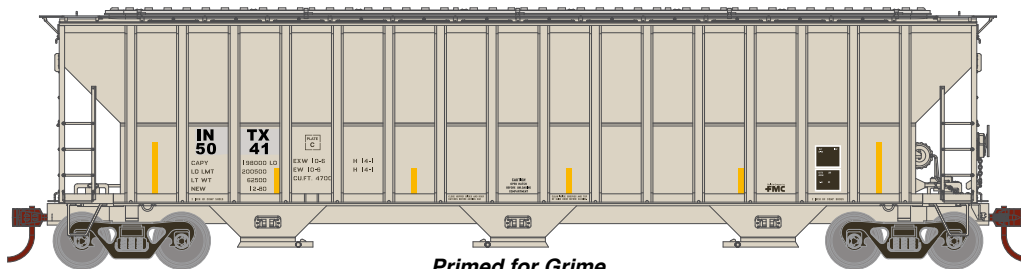
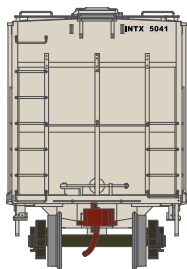


Era: 1973+

ATH81754
ATH81755
ATH81756

HO RTR FMC 4700 Covered Hopper, DRGW #15629
HO RTR FMC 4700 Covered Hopper, DRGW #15657
HO RTR FMC 4700 Covered Hopper, DRGW #15665

Interstate Commodities Inc



Era: 2005+

ATH81757
ATH81758
ATH81759

Primed for Grime
HO RTR FMC 4700 Covered Hopper, INTX #5041
HO RTR FMC 4700 Covered Hopper, INTX #5068
HO RTR FMC 4700 Covered Hopper, INTX #5073

All Road Names

PROTOTYPE AND BACKGROUND INFO:

FMC (Food Machinery Corp) had many divisions within it's business. Between 1965 and 1985 FMC was the owner of the Gunderson metal works in Oregon USA. During that period it was known as the 'Marine and Rail Equipment Division of FMC' (MRED). FMC produced examples of these dry bulk covered hopper cars for more than a decade, between 1971 and 1981. This car was quite popular among grain hauling railroads of this period and many examples of this car are still present in today's railroading.

MODEL FEATURES:

- Factory applied roof hatch, end details, ladders and wire grab irons
- Separately applied brake gear including brake wheel, brake wheel housing, brake lever, air reservoir, brake cylinder and triple valve
- See through etched metal roof walk and end platforms
- Two outlet grate variations
- 100-ton trucks with 36" machined metal wheels with RP25 contours operate on all popular brands of track
- Fully-assembled and ready-to-run
- Highly detailed, injection molded body
- Weighted for trouble free operation
- Body mounted McHenry operating scale knuckle couplers
- Interior plastic blister safely holds the model for convenient storage
- Minimum radius: 18"

* Union Pacific Licensed Product

\$37.98SRP



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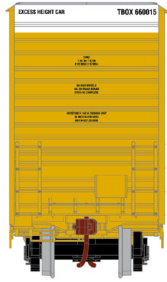


HO 60' Gunderson Box Car

Announced 5.31.19
Orders Due: 6.28.19

ETA: May 2020

Railbox/TTX

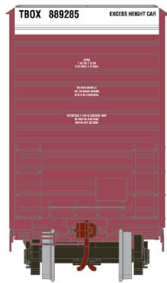
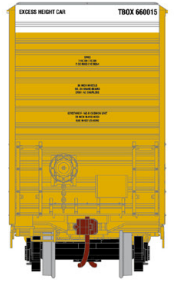


Era: 1998+

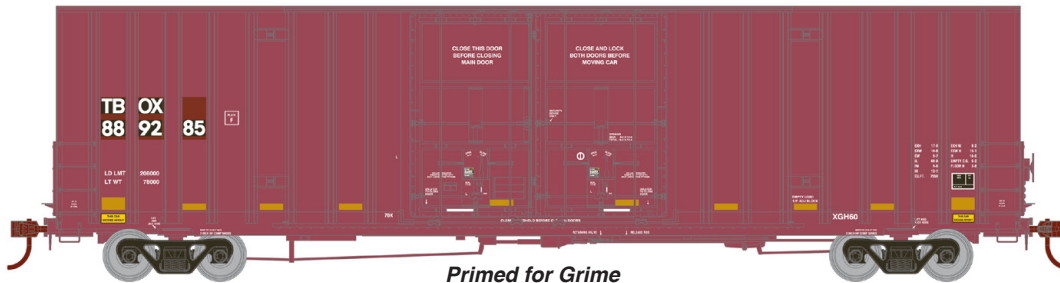


ATH75122
ATH75123

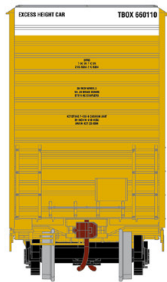
HO RTR 60' Gunderson DD Hi-Cube Box, TBOX TTX Black Logo #660015
HO RTR 60' Gunderson DD Hi-Cube Box, TBOX TTX Black Logo #660202



ATH75124

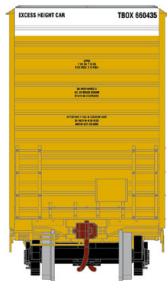
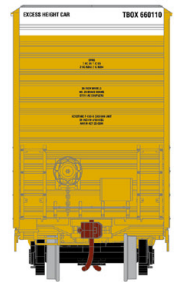


HO RTR 60' Gunderson DD Hi-Cube Box, TBOX TTX Patched #889285



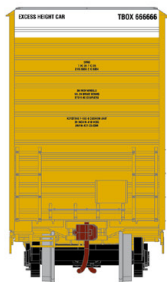
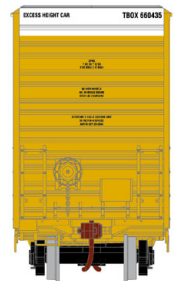
ATH75125

HO RTR 60' Gunderson DD Hi-Cube Box, TBOX TTX Assorted (3-PACK)



ATH75125

HO RTR 60' Gunderson DD Hi-Cube Box, TBOX TTX Assorted (3-PACK)

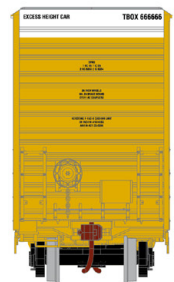


Era: 1999+



ATH75125

HO RTR 60' Gunderson DD Hi-Cube Box, TBOX TTX Assorted (3-PACK)



\$43.98 Individual SRP **\$128.98** 3-Pack SRP

* Union Pacific Licensed Product



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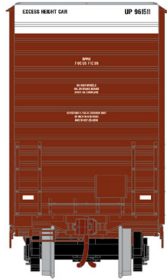


HO 60' Gunderson Box Car

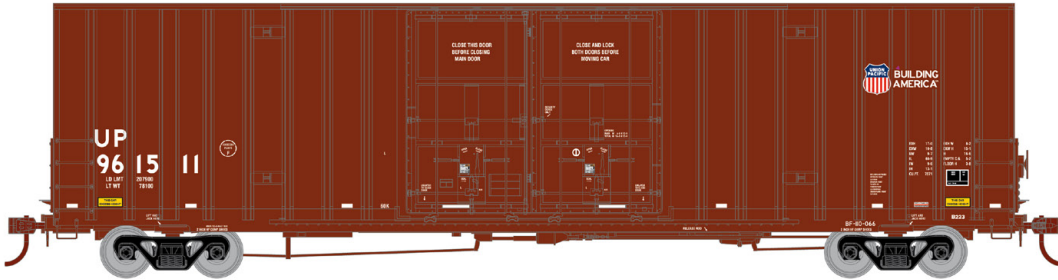
Announced 5.31.19
Orders Due: 6.28.19

ETA: May 2020

Union Pacific*

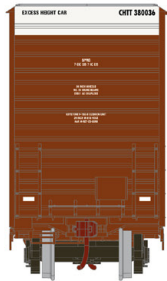


Era: 1998+



ATH75126
ATH75127

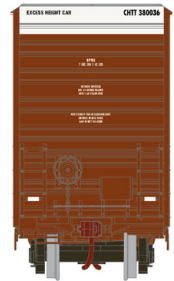
HO RTR 60' Gunderson DD Hi-Cube Box, UP Building America #961511
HO RTR 60' Gunderson DD Hi-Cube Box, UP Building America #961564



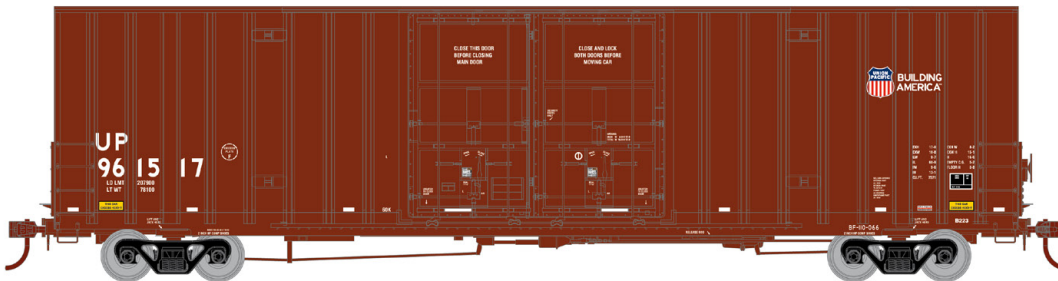
ATH75128



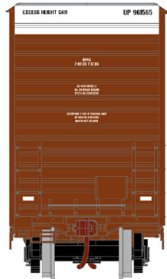
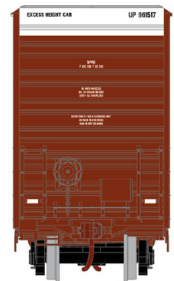
HO RTR 60' Gunderson DD Hi-Cube Box, UP (CHTT) #380036



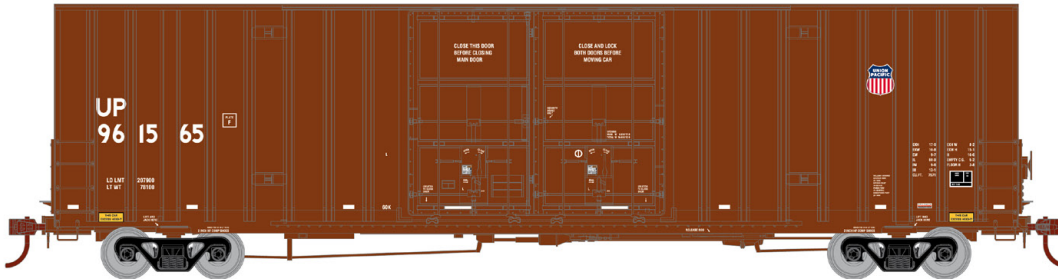
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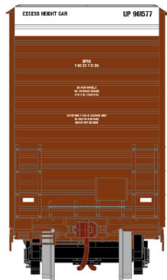
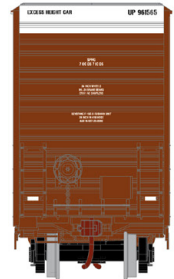
HO RTR 60' Gunderson DD Hi-Cube Box, UP Assorted (3-PACK)



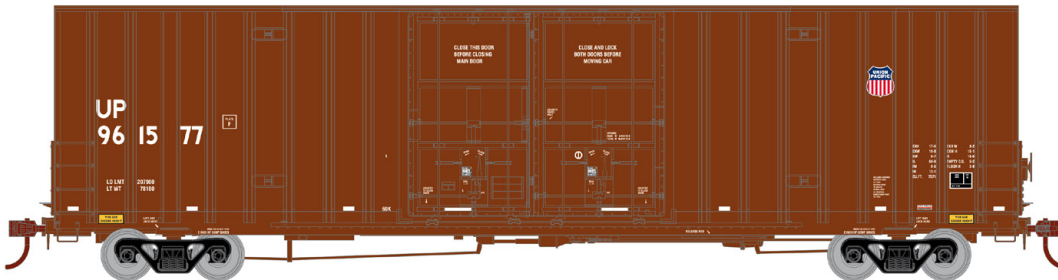
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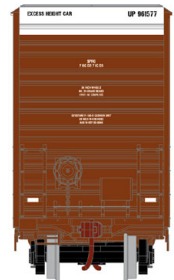
HO RTR 60' Gunderson DD Hi-Cube Box, UP Assorted (3-PACK)



Era: 1999+



HO RTR 60' Gunderson DD Hi-Cube Box, UP Assorted (3-PACK)



\$43.98 Individual SRP **\$128.98** 3-Pack SRP

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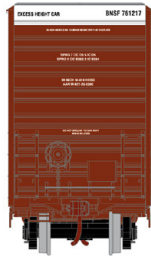
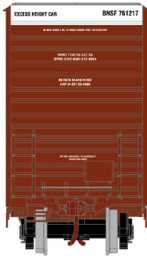
HO 60' Gunderson Box Car

Announced 5.31.19
Orders Due: 6.28.19

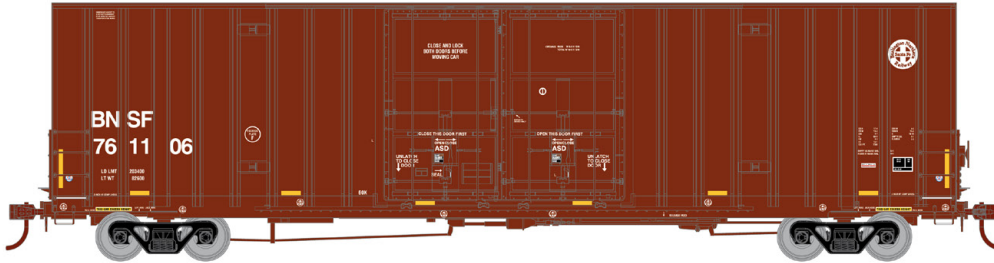
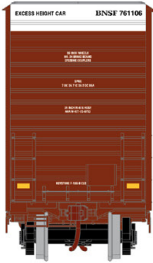
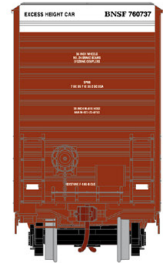
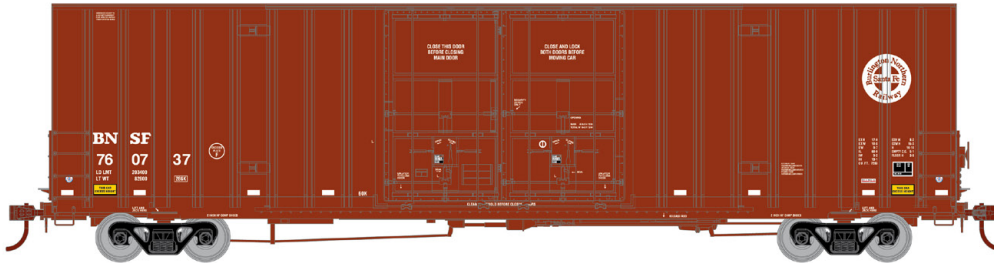
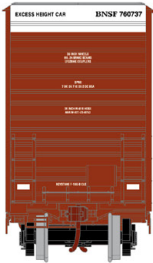
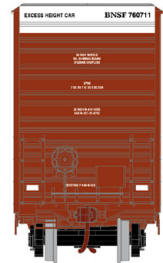
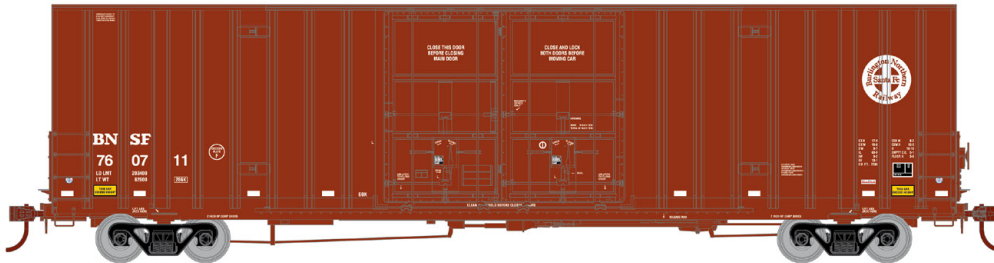
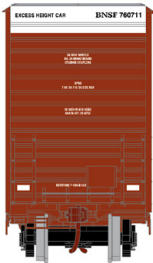
ETA: May 2020

Burlington Northern Santa Fe

Era: 2001+



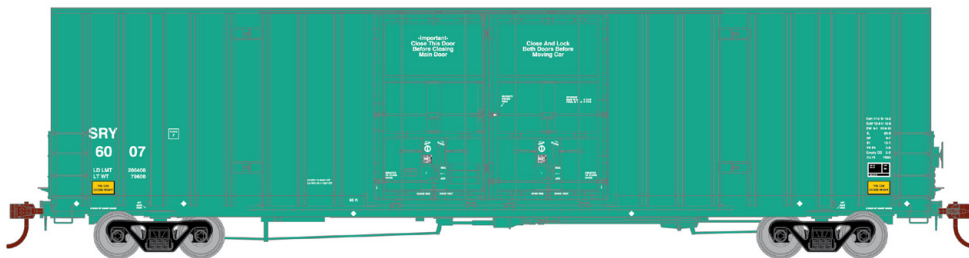
ATH75130 HO RTR 60' Gunderson DD Hi-Cube Box, BNSF Wedge #761217
 ATH75131 HO RTR 60' Gunderson DD Hi-Cube Box, BNSF Wedge #761228
 ATH75132 HO RTR 60' Gunderson DD Hi-Cube Box, BNSF Wedge #761301



ATH75133 HO RTR 60' Gunderson DD Hi-Cube Box, BNSF Assorted (3-PACK)

Southern Railroad of British Columbia

Era: 1999+



ATH75134 HO RTR 60' Gunderson DD Hi-Cube Box, SRY #6007
 ATH75135 HO RTR 60' Gunderson DD Hi-Cube Box, SRY #6015
 ATH75136 HO RTR 60' Gunderson DD Hi-Cube Box, SRY #6034
 ATH75137 HO RTR 60' Gunderson DD Hi-Cube Box, SRY #6048

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HO 60' Gunderson Box Car

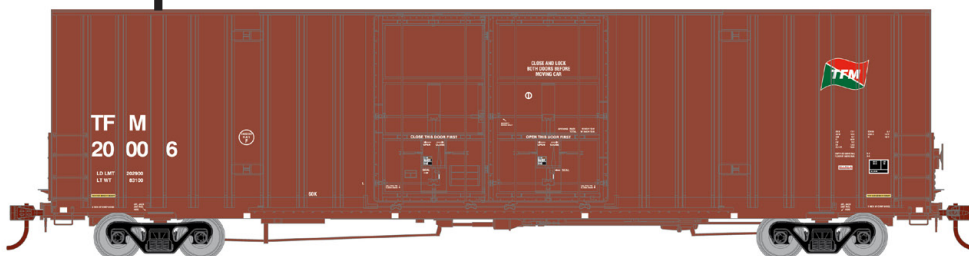
Announced 5.31.19
Orders Due: 6.28.19

ETA: May 2020

Transportacion Ferroviaria Mexicana

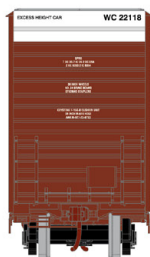


Era: 1998+

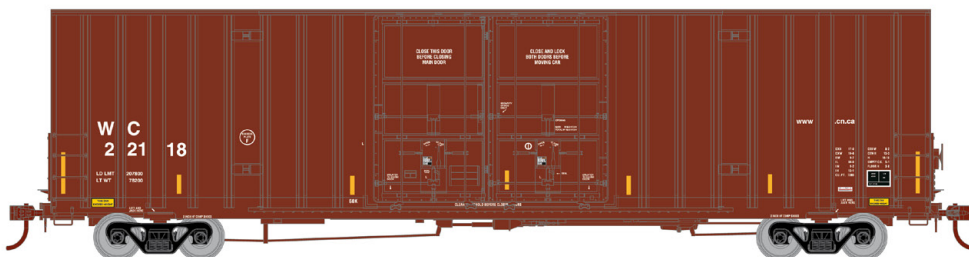


ATH75138	HO RTR 60' Gunderson DD Hi-Cube Box, TFM #20006
ATH75139	HO RTR 60' Gunderson DD Hi-Cube Box, TFM #20074
ATH75140	HO RTR 60' Gunderson DD Hi-Cube Box, TFM #20091
ATH75141	HO RTR 60' Gunderson DD Hi-Cube Box, TFM #20095

Wisconsin Central



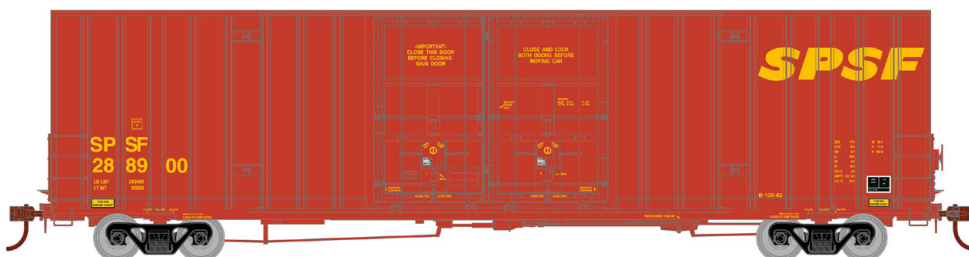
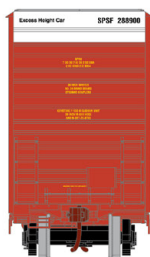
Era: 2005+



ATH75146	HO RTR 60' Gunderson DD Hi-Cube Box, WC #22118
ATH75147	HO RTR 60' Gunderson DD Hi-Cube Box, WC #22297
ATH75148	HO RTR 60' Gunderson DD Hi-Cube Box, WC #22368
ATH75149	HO RTR 60' Gunderson DD Hi-Cube Box, WC #22381

What-If/Fantasy Paint Scheme

Southern Pacific Santa Fe



ATH75142	HO RTR 60' Gunderson DD Hi-Cube Box, SPSF #288900
ATH75143	HO RTR 60' Gunderson DD Hi-Cube Box, SPSF #288930
ATH75144	HO RTR 60' Gunderson DD Hi-Cube Box, SPSF #288951
ATH75145	HO RTR 60' Gunderson DD Hi-Cube Box, SPSF #288977

All Road Names

PRIMED FOR GRIME MODELS FEATURE:

- Duplicated look and feel of "In Service" equipment; "Tattered and Torn" just like the real thing
- Faded base colors matched to the prototype
- Patches applied and shaped per road number matching each corresponding side to the prototype
- Perfect starting point for adding grime and rust



#Ready2Rust

MODEL FEATURES:

- Fully assembled and ready for your layout
- Separately applied wire grab irons and etched end platforms
- Weighted for optimum performance
- Razor sharp painting and printing
- 36" metal wheels with RP25 contours operate on all popular brands of track
- Body mounted McHenry operating scale knuckle couplers
- Window packaging for easy viewing plus interior plastic blister safely holds the model for convenient storage
- Replacement parts available
- Minimum radius: 18"

\$43.99 Individual SRP **\$128.98** 3-Pack SRP



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