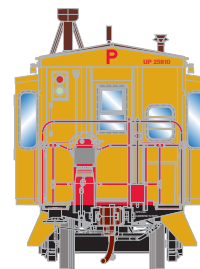
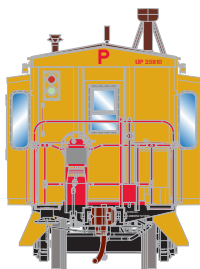


Union Pacific* - As Delivered



HO CA-11	Caboose UP #25810	ATHG-1640
HO CA-11	Caboose UP #25823	ATHG-1641
HO CA-11	Caboose UP #25885	ATHG-1642

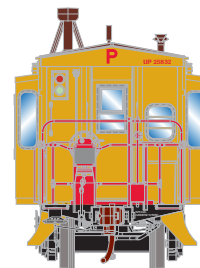
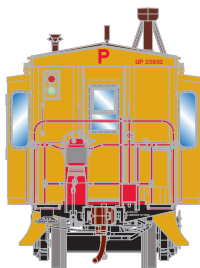
Era: 1979-1992

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-11a	Caboose UP #25832	ATHG-1643
HO CA-11a	Caboose UP #25835	ATHG-1644
HO CA-11a	Caboose UP #25843	ATHG-1645

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.

\$ _____ **INDIVIDUAL**

Orders Due: 04.26.24

ETA: AUGUST 2025



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Union Pacific* - Madera Flyer



HO CA-11a Caboose UP #25833

ATHG-1646

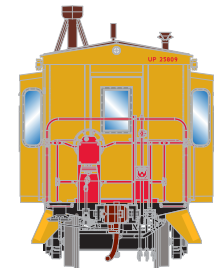
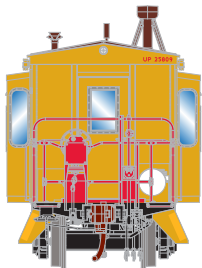
Era: 2006-2012+

UP FEATURES:

- Roof-mounted Nathan K3 air horn
- Additional CA-11a prototype features
- 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 variation and the addition of headlights (non-functioning on the model), air horn, and roof-mounted bell.

Union Pacific* - Snowbus



HO CA-11 Caboose UP #25809

ATHG-1647

HO CA-11 Caboose UP #25872

ATHG-1648

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 they 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.

\$ _____ **INDIVIDUAL**

Orders Due: 04.26.24

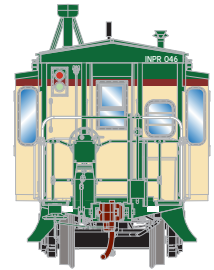
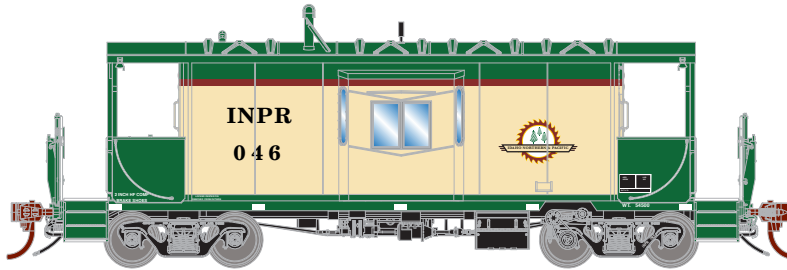
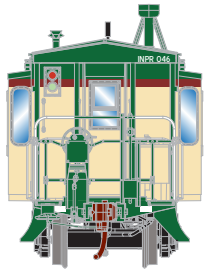
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Idaho Northern & Pacific



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

ATHG-1649
ATHG-1650

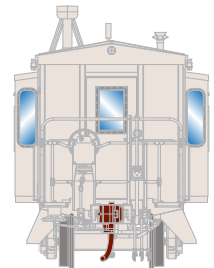
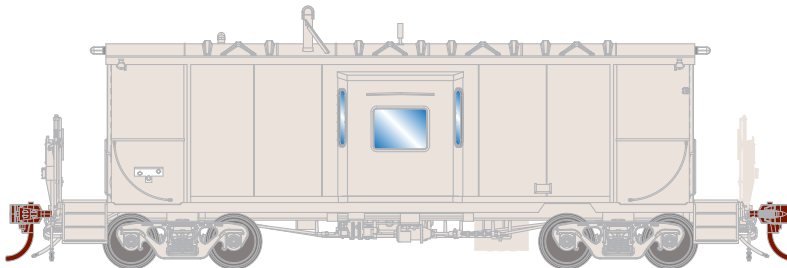
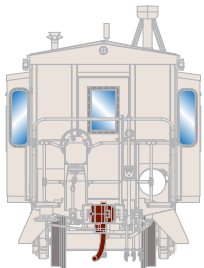
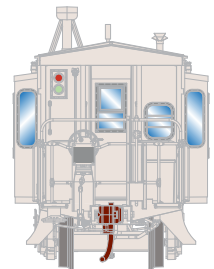
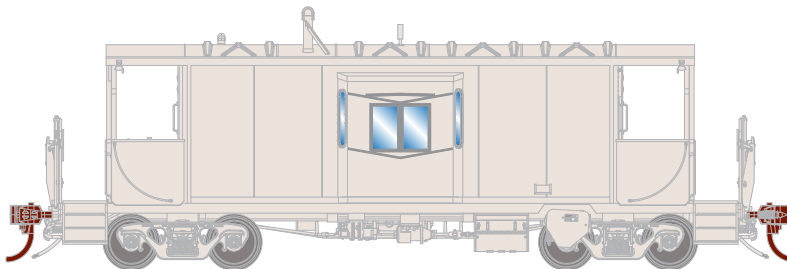
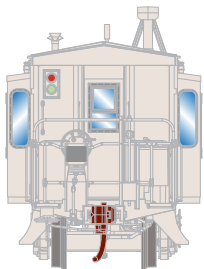
Era: 1993+

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.

Undecorated



HO CA-11a Caboose Undecorated-Modified
HO CA-11 Caboose Undecorated-Snowbus

ATHG-1651
ATHG-1652

Assembled and unpainted, ready for customization. Built to the same specifications as the final Union Pacific version with the idea that these cabooses entered the second hand market in greater numbers.

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All Road Names

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 railroads 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 versions.

CA-11 CABOOSE FEATURES:

- Better than brass detail™ including roadname and road number specific detail and laser-sharp painting and printing
- Detailed interior including conductor's desk, stove, sink, bathroom, radio stand, and more
- See-through end platforms and steps
- Etched metal window screens on door and some side windows
- Wire-form grab irons
- 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
- Durable jewel case packaging
- Minimum radius: 9 3/4" radius

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