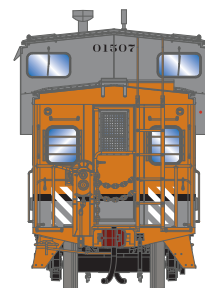
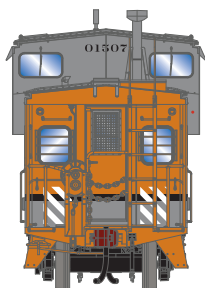
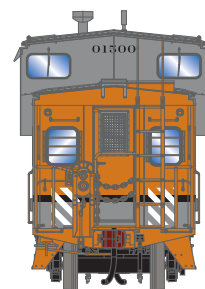
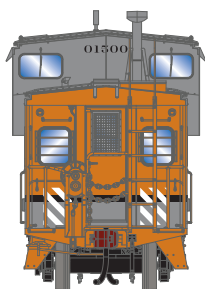


BRAND NEW MODEL!

Denver & Rio Grande Western



HO ICC Caboose DRGW #01500
 HO ICC Caboose DRGW #01503
 HO ICC Caboose DRGW #01507

Equipped with DCC & Lights
 ATHG-1869
 ATHG-1870
 ATHG-1871

Equipped with DCC, Sound & Lights
 ATHG-1874
 ATHG-1875
 ATHG-1876

Era: 1966 - early 1970s

DRGW FEATURES:

- First ICC wide vision cabooses for the Rio Grande from 1966 order
- Firecracker-style antenna
- Trainline air whistle in DCC Mode
- Rotating roller bearings

In the mid-1960's, Rio Grande had a caboose shortage. The railroad had built its own cabooses previously, but their shops were in the middle of upgrading their caboose fleet to satisfy new state and federal safety standards. Consequently, they ordered their first group of 15 Wide Vision cabooses from International Car.

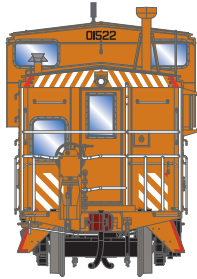
\$119.99 w/o SOUND | \$159.99 w/ Tsunami SoundCar™ SOUND

These items are subject to Horizon's MAP policy

Orders Due: 07.26.24
 ETA: NOVEMBER 2025

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CALL 1.800.338.4639

Denver & Rio Grande Western



HO ICC Caboose DRGW #01517
HO ICC Caboose DRGW #01522

Equipped with DCC & Lights
ATHG-1872
ATHG-1873

Equipped with DCC, Sound & Lights
ATHG-1877
ATHG-1878

Era: Mid-1970s to Mid-1980s

DRGW FEATURES:

- Second series ICC wide vision cabooses for the Rio Grande from 1976 order
- Firecracker-style antenna
- Ram Air Filter Ventilation System plate
- Customer installed, non-functional, Marker lights included separately
- Trainline air whistle in DCC Mode
- Rotating roller bearings
- Lit back-up light in DCC Mode

In the mid-1970's Rio Grande's coal loadings grew substantially which created the need for more locomotives and cabooses. The railroad placed an order for 10 more new Wide Vision cabooses with ICC. While similar to the 1966 order, there were some differences like the elimination of roof walks, the addition of a back up headlight for reverse moves, and an experimental air filtration system.

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All Road Names

LED LIGHT-EQUIPPED FEATURES:

- LED lighting for long life and reliable operation
- On-board DCC lighting decoder
 - 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

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
- Lighting functions in DCC with brightness control (no magnetic wands to keep track of or lose)
- See-through end platforms and steps
- Flush window glazing
- Wire grab irons
- Caboose trucks with rotating roller bearing caps
- Axle generator details
- Body-mounted McHenry® scale knuckle-spring Couplers
- 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"

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. 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.



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