



Announced: 7-19-11  
**Orders Due: 8-19-11**  
 ETA: February 2012

**HO SCALE**

# Bay Window Caboose



The first twenty-four C-50-7 cabooses were the only SP bay-window cabooses delivered with Gothic SP initials and numbers instead of the usual Roman lettering.

In 1979 PACCAR delivered fifty more cabooses to SP as numbers 4650 through 4699 and classed as C-50-8. These differed only slightly from the C-50-7 class, the biggest visible difference being the lack of a fascia plate on the roof ends. Also the battery boxes had two doors rather than the older four doors. The other difference was that the windows had square corners instead of the round corners on the earlier cabooses. The C-50-8 cabooses were also the first delivered with the single light marker lights.

SP went back to PACCAR in 1980 for an order for 75 cabooses. These were numbers 4700 through 4774 and classed as C-50-9. The biggest difference between the C-50-9 caboose and all of the earlier cabooses was that the C-50-9 cabooses did not have any side windows. Instead there were small vents. They also returned to the rounded corners on the end windows and had a small fascia on the roof ends. They would be the last new cabooses delivered to SP, due to the recession of the early 1980s and the approval of the use of end-of-train devices instead of cabooses.

All of the cabooses in the C-50 classes were painted in SP's standard scheme of a mineral red (brown) body with the bay ends and end walls painted orange. Except for the C-50-7 cars mentioned above, the cabooses all had the SP initials and numbers in a Roman font. In the early 1980s, repainted cabooses had the step wells painted orange. C-50-9 caboose number 4726 was unique in that it was the only SP caboose to be painted in the ill-fated merger scheme for Santa Fe and Southern Pacific. That scheme replaced the SP mineral red with a bright red and the orange on the bay ends and end walls was replaced with yellow. In addition, a large SP was painted on the sides in yellow with space left for the SF (to make SPSF) which would have been added after the merger.

In a later program, four C-50-9 cabooses were repainted for SP Police special agents that rode on trains to deter train hopping and theft from trains, which was a big problem along the Sunset Route. Caboose 4766 received just a SP Police emblem under the bay windows. Caboose 4726 was at first done the same way, but with the addition of Southern Pacific and Railroad Police lettering on the sides. Later, it and cabooses 4709 and 4762 were given the full treatment with "RV" style air conditioners on the roof and spotlights added to the top of the bay. They were painted in an overall white paint scheme with large Southern Pacific Railroad Police in black and the SP Police emblem under the bay windows. 4709 later had a UP shield replacing the SP Police emblem.

At the same time that PACCAR was building the C-50-9 class cabooses for SP, Western Pacific needed some new cabooses. WP had last bought cabooses in 1974. To get a better price, WP had PACCAR add six cabooses to the SP C-50-9 order. These would be delivered to WP in 1980 as numbers 481 through 486. The older cabooses in WP's fleet of 59 cabooses were painted brown with yellow Western Pacific lettering and numbers. The 481 through 486 were delivered in bright red with white lettering.

This first release of our new Genesis Bay Window caboose will represent two different groups of Southern Pacific's C-50-7 bay window cabooses, one with Gothic lettering and one with Roman style lettering. Future releases of the Athearn Genesis Bay Window Caboose will include Southern Pacific classes C-50-4, C-50-5, C-50-8, C-50-9 and Western Pacific's 480 class cabooses.

Class	Road	Road Numbers	Year Built	Qty
C-50-4	SP	1875-1929	1972	55
C-50-5	SP	1930-1980	1974	51
C-50-5	SSW	78-93	1974	16
C-50-7	SP	4600-4649	1978	50
C-50-8	SP	4650-4699	1979	50
C-50-9	SP	4700-4774	1980	75
	WP	481-486	1980	6

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