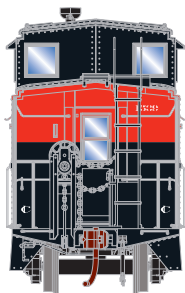
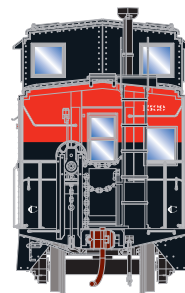
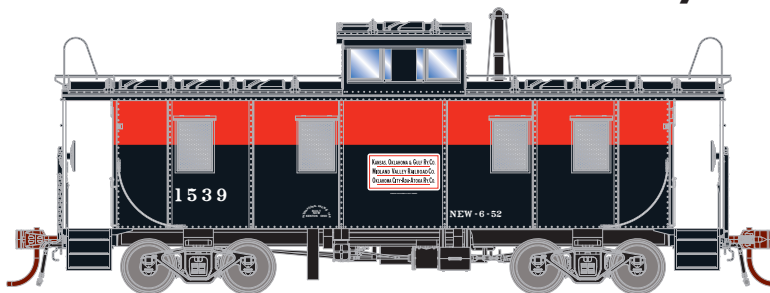


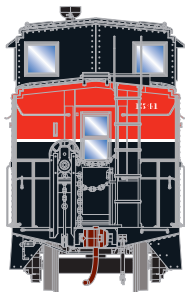
### Kansas, Oklahoma & Gulf Railway



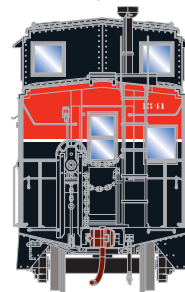
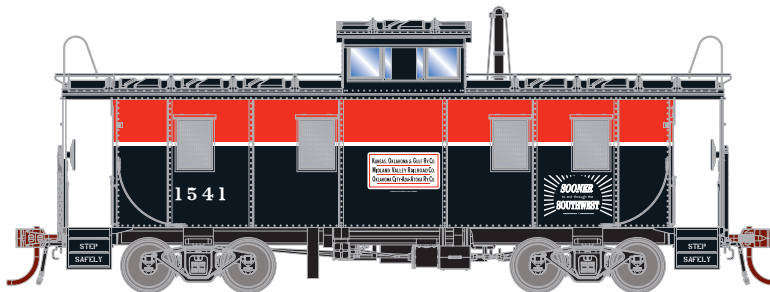
Also KOG 1545



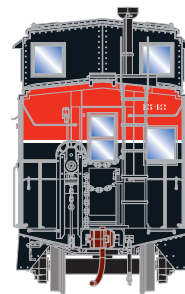
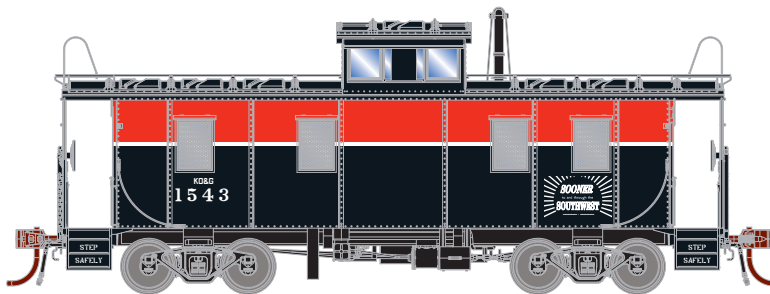
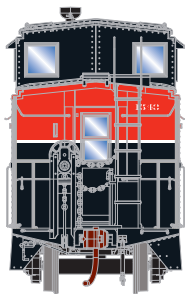
Era: Jun-Sep 1952+



Also KOG 1550



Era: Late 1950s+



Era: 1964+

- HO ICC Caboose KOG #1539
- HO ICC Caboose KOG #1541
- HO ICC Caboose KOG #1543
- HO ICC Caboose KOG #1545
- HO ICC Caboose KOG #1550

- Equipped with DCC & Lights**
- ATHG-1945
  - ATHG-1946
  - ATHG-1947
  - ATHG-1948
  - ATHG-1949

- Equipped with DCC, Sound & Lights**
- ATHG-1954
  - ATHG-1955
  - ATHG-1956
  - ATHG-1957
  - ATHG-1958

**KOG FEATURES:**

- Wind deflectors
- Accurate window arrangements; four windows per side
- Window awnings
- Smoke jack with bracing
- Toilet drain pipe

This group of all-steel cabooses was built in 1952 for the KOG. They were the first all-steel cars on the road, and represented a big step up in comfort and safety from the previous wood cars. As the years progressed, the grab irons and end cages were changed from white to silver, white stripes were added, and the "Sooner to and through the Southwest" slogan was added. We've decided to offer several era-specific versions of these cars to satisfy the needs of modelers.

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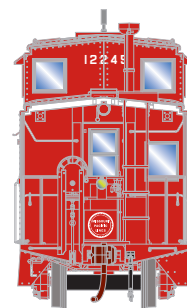
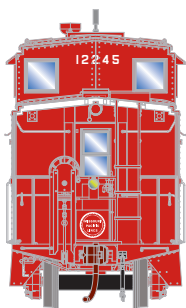
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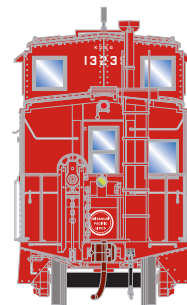
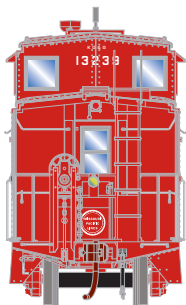


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### Missouri Pacific\*



Era: Late 1970s+



Era: Mid 1960s+

HO ICC Caboose MP #12245  
 HO ICC Caboose MP #13239  
 HO ICC Caboose MP #13245

#### Equipped with DCC & Lights

ATHG-1950  
 ATHG-1951  
 ATHG-1952

#### Equipped with DCC, Sound & Lights

ATHG-1959  
 ATHG-1960  
 ATHG-1961

#### MP FEATURES:

- MP Sedalia shops battery box
- Firecracker antenna and ground plane
- Operating end cage lights per prototype car number

The Missouri Pacific took control of the KOG in 1964 and gradually began repainting these into MP's caboose red paint scheme with their Buzzsaw herald. What followed was a messy transition of lettering and numbering. Between 1965 and 1966, MP rebuilt these cabooses adding radio equipment and replaced the coal stove with an oil burning stove requiring a blanking of one window for the oil tank positioned inside. Traditional side-mounted lanterns were replaced with rear marker lights and white light for backing and train inspections. A sharp eye will also note the under-slung toolbox replaced with battery boxes as well as heralds added to the end platforms. Another renumbering saw further revisions as roof walks were removed and end ladders truncated.

#### ROAD NUMBER SPECIFIC FEATURES:

- **#12245** Removed roof walk, shortened ladder, removed toilet drain, low white inspection light, high mounted red light, blanked marker lights, Ride Control Trucks
- **#13233** Roof walk and full ladder, high mounted red light and low white light, Standard-Car Swing-Motion Trucks
- **#13245** Roof walk and full ladder, high mounted red light and low white light, Standard-Car Swing-Motion Trucks

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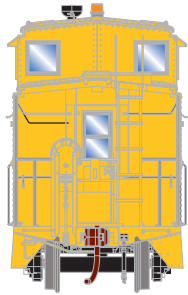
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\* Union Pacific Licensed Product

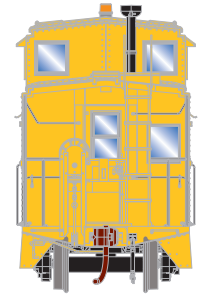
## Green Bay & Western



HO ICC Caboose GBW #112



Equipped with DCC & Lights  
ATHG-1953



Equipped with DCC, Sound & Lights  
ATHG-1962

Era: 1981-2003

**GBW FEATURES:**

- Swing-Motion Trucks with axle generator
- Operating roof beacon in DCC Mode

GBW 112 was acquired in 1980 from the Missouri Pacific and began service the following year. It initially was used on the Plover local servicing paper mills in Central WI, but do to increase "boat train" traffic, it was used to create a second section for the trains providing service for the Lake Michigan ferry service. It was rostered on both the Wisconsin Central and Canadian National before being donated to a museum and presumably scrapped.

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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

#### 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
- 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"

#### PROTOTYPE INFO:

The Muskogee Company holding firm (which controlled the Kansas, Oklahoma & Gulf, Midland Valley, and Oklahoma City-Ada-Atoka railways), found itself in need of new cabooses in 1951. They placed an order for 15 steel cars from the International Car Company. Built as ICC job No 104 between June and September 1952, the cars featured leaf-spring swing-motion trucks, Apex roofwalks, four bunk beds, conductor's desk, and a 40-gallon water tank. These cars were a big improvement over the existing wooden and homebuilt cars, and as such, allowed many older cabooses to be placed into MOW service or retired altogether. In 1954, a horizontal white trim stripe was added to the cars, and the safety appliances were repainted from white to silver. By the late 1950s, the "Sooner to and through the Southwest" slogan had been applied to the cars.

As the Muskogee Road's stock came under the ownership of Missouri Pacific in 1964, the cabooses began to be repainted into MP colors. The cars were eventually renumbered into T&P series 13231-13245. In addition, they recieved a rebuilding at the Sedalia, Mo, shops during 1965-1966, where they recieved radio equipment and an oil-burning stove with 60-gallon tank, which caused one of the side windows to be plated over. Later in life, the cars were renumbered into MP series 12231-12245 and were regulated to local, yard, or transfer service only. As of 1985, only two remained on the MP system. Now, KO&G and MP modelers can add a truly Genesis-quality caboose to their roster, with appropriate markings and road numbers for a variety of modeling eras." - Rephrased from Pitts, J.J. 1985. "The KO&G's International Car Cabooses". *The Eagle* pp 5-15



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