

**EMT**  
ELECTRIC TRAINS

HO TRAINS THAT DO MORE



**2010 No. 3**



# Proto-Sound® 3.0...

THE RICHEST SET OF FEATURES IN MODEL RAILROADING!

Whether you operate with a conventional transformer or in command mode with DCC or DCS™ (M.T.H.'s Digital Command System), the Proto-Sound 3.0 system found in every locomotive in this catalog offers more realism, more fun, and more variety than any other locomotive control system in any scale.

## VIVID ENGINE SOUNDS

Proto-Sound features digital recordings with CD-quality playback. We strive to make our sounds as authentic as possible, using the characteristic whistle for a particular steam engine, for example. With the optional DCS system, you can tune each engine to your preference by individually adjusting bell, horn or whistle, and chuff volume.

## STATION SOUNDS

Proto-Sound passenger engines offer Passenger Station Proto-Effects™, a complete arrival and departure sequence that you can activate from your DCC or DCS controller. In most cases, the station sequence features an actual name train pulled by that particular engine. Freight engines include Freight Yard Proto-Effects, a symphony of freight terminal sounds.

## ATMOSPHERIC SOUNDS

Crew conversations, the whoosh of a steam engine opening its cylinder cocks, and a host of other atmospheric sounds play automatically at random when using a conventional transformer — or can be activated manually from a DCC controller or the DCS handheld.

## EXTRAORDINARY SLOW SPEED CAPABILITY

Proto-Sound engines can throttle down as slow as three scale miles per hour, highball down the main line, and maintain any speed in between. With certain DCC controllers, and any DCS controller, you can set engine speed in one-scale-mile-per-hour increments up to 120 smph. Go ahead, get out your stop watch and ruler and see how accurate our scale speeds are.

## UNMATCHED SPEED CONTROL

The Proto-Speed Control™ built into Proto-Sound 3.0 acts like the cruise control on a car, keeping your train moving at the speed you select, regardless of hills and curves. You can even switch off the speed control if you prefer.

## LIGHTING EFFECTS

Proto-Sound locomotives feature prototypical Rule 17 lighting, including a variety of realistic lighting effects. Depending on the locomotive, these may include constant-brightness headlights, illuminated number boards, lighted marker lamps, and alternating ditch lights. In DCS operation, many of these lighting effects can be individually controlled.

## MULTIPLE UNIT CAPABILITY

In DCS command mode, all locomotives set to the same speed — 37 scale miles per hour, for example — will move at virtually the same speed. This makes it easy to double or even triple-head nearly any combination of Proto-Sound 3.0 locomotives.



## GREAT SMOKE

Proto-Sound engines feature fan-driven ProtoSmoke™, the most powerful smoke system in the hobby. You can vary the intensity with the smoke “volume” control on the locomotive or remotely with any DCC or DCS controller.

## SYNCHRONIZED CHUFF AND PUFF

Like a real steam engine, M.T.H. steamers feature puffs of smoke and steam chuff sounds synchronized with the drive wheels. Better than any other model train, an M.T.H. locomotive portrays the drama of a steam engine slowly chuffing and puffing as it pulls out of a station and gets up to speed.

## BRAKE SOUNDS

Engine brakes squeal whenever you throttle back sharply or pull into a station. In DCS mode, you can trigger the brake sound with the Brake button on the DCS handheld.

## FULL COMPATIBILITY WITH ALL HO OPERATING SYSTEMS

Right out of the box, every Proto-Sound 3.0 M.T.H. engine is compatible with all HO operating systems: conventional DC, DCC, and our own Digital Command System (DCS). No switches to flip or adjustments to make. Your Proto-Sound engine senses what kind of power is on the rails; just set it on the track and run it.

## BI-DIRECTIONAL COMMUNICATION

Proto-Sound 3.0 engines not only receive commands from the DCS system, they can report back vital information, trigger other devices to operate, and diagnose your layout’s wiring and signal quality. Query a Proto-Sound 3.0 locomotive to find out how many scale miles it’s run or how many hours it’s been powered up. Check out the strength of the DCS signal on the track or measure the track voltage at a trouble spot. Measure the length of your track in scale miles. All of this is possible today, but only with a Proto-Sound 3.0-equipped locomotive when operated using the DCS Digital Command System.

## OPERATE ‘EM ALL

In DCS command mode, unlike any other command system available today, you’ll have one-touch control over every Proto-Sound 3.0-equipped locomotive at the same time. Imagine, with the ALL command, your DCS system will start-up every locomotive at the same time! Almost every DCS feature can be sent to all the active engines at once. Tell ‘em to run at 10 scale miles per hour and they’ll all start moving at the same time and at the same speed. Blow all their whistles at once, turn on or off their smoke, stop and reverse every active engine — all at the same time.

## Easy Lashups and Helper Engines

Want to run lashups of locomotives like the prototype, with double- or triple-headed diesels or steam engines — or even steamers and diesels working together? No other command control system does this as easily or reliably as the M.T.H. Digital Command System (DCS). With the DCS handheld controller, you can operate any combination of M.T.H. locomotives together as a lashup. They’ll run in perfect synchronization with each other at any speed. You can even set your lashup so only the lead engine’s bell and whistle will sound, as in real life multiple-unit operation.

# DCC Features

Proto-Sound 3.0-equipped locomotives can be controlled in command mode with any DCC-compliant command control system. While you won’t have access to all of the incredible features of Proto-Sound 3.0, you will have full DCC command control. This means you can use your existing DCC controller to independently control your other DCC-equipped locomotives in addition to your Proto-Sound 3.0 locomotives on the same track at the same time.

When using a DCC controller, the following Proto-Sound 3.0 steam locomotive features are accessible:

### Steam Features\*

- Headlight on/off
- Bell on/off
- Whistle/Horn on/off
- Start-up/Shut-down
- PFA initiate and advance
- Cab Light on/off
- Engine Sounds on/off
- Volume low, med, high, off
- Smoke on/off
- Forward Signal Sound
- Reverse Signal Sound
- Coupler Slack Sound
- Grade Crossing
- One-Shot Doppler on/off
- Extended Start Up
- Extended Shut Down
- Labor Chuff
- Drift Chuff
- Smoke Volume
- Single short whistle toot
- Coupler Close
- Feature Reset
- Idle Sequence 1
- Idle Sequence 2
- Idle Sequence 3
- Idle Sequence 4
- Brakes auto/off
- Cab Chatter auto/off
- Clickety-Clack auto/off

### Diesel Features\*

- Headlight
- Bell
- Whistle/Horn
- Start Up/Shut Down
- Rear Coupler
- Front Coupler
- Engine Sounds On/Off
- Sound Volume
- Ditch Lights Auto/On/Off
- Forward Signal
- Reverse Signal
- Grade Crossing Signal
- Cab Light On/Off
- Extended Start Up
- Extended Shut Down
- Rev Up
- Rev Down
- Coupler Slack Sound
- Coupler Close
- One-Shot Doppler
- Feature Reset
- Idle Sequence 1
- Idle Sequence 2
- Idle Sequence 3
- Ditch Lights Auto/On/Off
- Brakes Auto/Off
- Cab Chatter Auto/Off
- Clickety-Clack Auto/Off
- Coupler Slack Sou

\* Check your DCC Controller’s manual to see how many features it can access.

# Proto-Sound 3E+

For those who have operated Marklin HO AC 3-rail trains in the past, choosing any of the Proto-Sound 3E+ models featured in this catalog will give you an opportunity to run sound-equipped North American prototypes on your railroad with your Marklin DCC command control system.

Outfitted with NEM 311 wheels and NEM 365 couplers, each of these engines feature an all-new version of Proto-Sound 3.0, contain a third rail sliding shoe for use with Marklin HO stud rail and can operate on AC power. Like their 3.0 counterparts, Proto-Sound 3E+ locomotives feature full digital sound, synchronized puffing smoke timed to the locomotive’s drive wheel’ revolutions, speed control, 28 DCC functions\*, hundreds of DCS sounds and features\*\* and a command control receiver for use with Marklin DCC control systems.

Each die-cast steam locomotive is intricately detailed to reflect the prototype’s unique look. The balanced 12-volt, 5-pole precision skewed flywheel equipped motor ensures that these locomotives will be the smoothest running engines on your roster. And now, thanks to Proto-Sound 3E+, they’ll be the most fun to hear and control as well.

\* Requires any DCC controller with 28 function capability

\*\* Requires DCS System



HO TRAINS THAT DO MORE

[www.mthHotrains.com](http://www.mthHotrains.com)



See and hear ‘em in action: Visit our site to see videos of M.T.H. locomotives in action, locate your nearest dealer, or learn more about our products.

Not all products depicted in this catalog are production models. In some cases, the items pictured may be models in HO scale, O scale, or another scale that have been altered digitally.

Each item’s graphic features and content are subject to change after publication. All product features may be verified on their retail packages.

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# Bi-Polar Electric

*Directionally  
Controlled Operating  
Pantographs!*



Dubbed the 'silent locomotive', General Electric's E-2 Bi-Polar ushered in a new dawn of electrification for Milwaukee Road, in 1919. While the engine produced 3,200hp and 1,00 volts to each of its traction motors, the Bi-Polar made no whine or gear tooth growl. At 76' in length and weighing 265 tons, the Bi-Polar would come to revolutionize the industry.

Briefly tabbed as 'the mightiest electric locomotives in the world', the EM-2 Bi-Polar arrived at Milwaukee Road in December of 1919. Numbered 10250-10254 these engines were designed to pull any normal passenger train in the railroads roster, singly, and were therefore built without multiple-unit controls. At the staggering cost of \$200,000 an engine, many railroads found it too expensive to own an entire fleet of Bi-Polar's. Milwaukee Road however, closely identified with the Bi-Polar, making the engine the backbone of the railroads passenger service, powering the trains over the railroads mountainous western routes.

The Bi-Polar's speed was also something of note, as mentioned in Noel T. Holley's *The Milwaukee Electrics*, Ralph Edwards reminisced about the engines, stating, "They were quick. If you reached out and grabbed a handful of notches, those babies would get right out and move. The acceleration was much quicker than a diesel and much quicker than E22 and E23. They moved out in a hurry, and they were absolutely silent".

Appearing for the first time in the M.T.H. HO lineup for 2010, this scale replica of Milwaukee Roads Bi-Polar fleet is sure to look just as stunning as the original. With prototypical rule 17 lighting, remotely controlled directionally activated operating pantographs and the excitement of Proto-Sound 3.0, this locomotive is certain to make a realistic addition to any collection.

***All Models Include On Board  
DCC Receiver***

## Features

- Die-Cast Body
- Authentic Paint Scheme & Cab Numbers
- RP-25 Metal Wheels Mounted On Metal Axles
- Constant Voltage, Directional Headlights
- Prototypical Rule 17 Lighting
- Remotely Controlled, Directionally Activated Operating Pantographs
- Detailed Truck Sides
- Detailed Cab Interior
- Powerful 12-Volt 5-Pole Precision Skew-Wound Flywheel Equipped Motor
- (2) Scale Kadee® Compatible Remotely Controlled Proto-Couplers
- (2) User-Installed Kadee® Compatible Magnetic Couplers
- Metal Handrails and Decorative Bell
- Decorative Metal Horn
- Locomotive Speed Control In Scale MPH Increments
- Interchangeable Traction Tire-Equipped Drive Wheels
- On-Board DCC Receiver
- Operates On Code 70, 83, & 100 Rail Curves
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures (Pantograph Up): 11 5/16" x 1 3/8" x 3 9/16"
- Operates On 18" Radius Curves



**NEW!** Milwaukee Road (1955 Olympian) - Bi-Polar Electric  
 80-2140-1 Cab Number E-2 \$449.95  
 Milwaukee Road (1955 Olympian) - Bi-Polar Electric  
 80-2146-1 Cab Number E-3 \$449.95



**NEW!** Milwaukee Road (1948 Olympian) - Bi-Polar Electric  
 80-2141-1 Cab Number E-1 \$449.95



**NEW!** Milwaukee Road (Cat Whiskers - 5 Silver stripes) - Bi-Polar Electric  
 80-2143-1 Cab Number E-4 \$449.95



**NEW!** Milwaukee Road (Cat Whiskers - 6 Silver stripes) - Bi-Polar Electric  
 80-2142-1 Cab Number E-3 \$449.95



**NEW!** Milwaukee Road (Black) - Bi-Polar Electric  
 80-2144-1 Cab Number 10250 \$449.95  
 Milwaukee Road (Black) - Bi-Polar Electric  
 80-2145-1 Cab Number 10251 \$449.95



**NEW!** Milwaukee Road (Yellow & Gray) - Bi-Polar Electric  
 81-2007-1 Cab Number E-4 \$449.95  
 Milwaukee Road (Yellow & Gray) - Bi-Polar Electric  
 81-2008-1 Cab Number E-5 \$449.95





# 4-8-8-2 Cab Forward

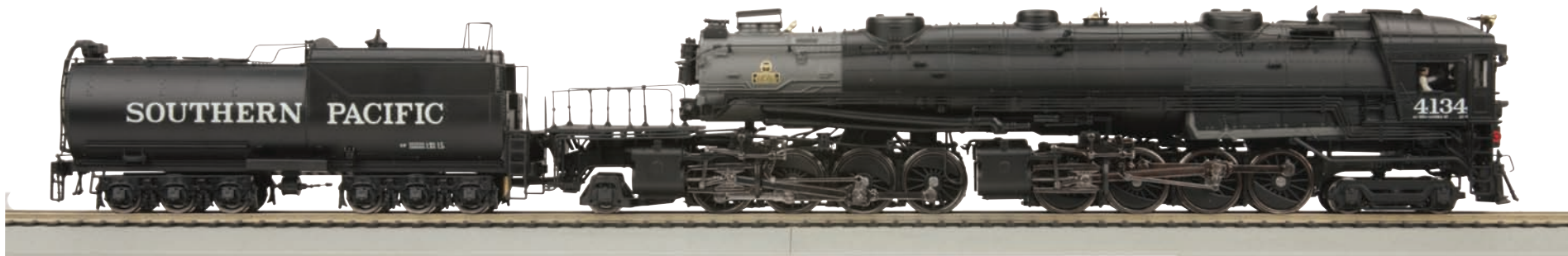


Part of the first transcontinental railroad, the Southern Pacific's passage over the Sierra Nevadas, from Sparks, Nevada to Roseville, California, has always been a challenge for man and machine. Grades in both directions approximate 2.5%. Thirty-nine tunnels and nearly 40 miles of snow sheds protect the track from snowdrifts and avalanches - Sierra Nevada, after all, is Spanish for "snow covered." Seeking more muscle for this route, the SP took delivery of two Baldwin articulated 2-8-8-2s in 1908. Initial trials, however, revealed that heat and exhaust gases in the tunnels and snowsheds made life nearly unbearable for the engine crew. Although cab forwards had been tried before in Italy and northern California, legend has it the SP cab forwards were inspired by an engineer who turned a Baldwin articulated around and ran it tender-first, putting the smoke behind him so he could breathe while he did his job.

The first true Southern Pacific Cab Forwards were delivered in March of 1910 and proved so successful that the SP eventually bought 254 more in various classes. Because the firebox and tender were at opposite ends of the locomotive, the cab forwards burned oil, piped under pressure from the tender to the firebox. The cab in front gave the engineer the best forward visibility of any steam locomotive.

The AC-6 Cab Forward returns to the rails offered for the first time in HO with Proto-Sound 3.0 in die-cast metal construction and outfitted with additional details, including legible builder's plates, painted backhead gauges, cab interior light, tender truck safety chains, and additional boiler details.

While many railfans are familiar with the AC-12 Cab Forward preserved at the California State Railroad Museum - the last new steam engine delivered to the Southern Pacific in 1944 - our model depicts the earlier AC-6 with its distinctive flat cab front and rounded Vanderbilt tender. Delivered in 1930-31, the AC-6 class set the pattern for all future Cab Forwards, with higher boiler pressure, more tractive effort, and the air compressors moved to the boiler front for better weight distribution. Several AC-6s were later modernized with a tapered cab front, and that version is also offered here for the first time.



Southern Pacific - 4-8-8-2 AC-6 Cab Forward Steam Engine  
 80-3181-1 Cab Number 4134 \$599.95  
 Southern Pacific Lines - 4-8-8-2 AC-6 Cab Forward Steam Engine  
 80-3180-1 Cab Number 4126 \$599.95

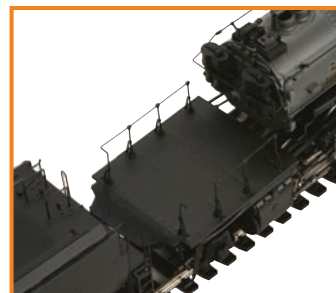
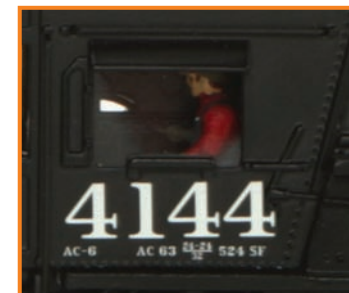


Southern Pacific Lines - 4-8-8-2 AC-6 Cab Forward Steam Engine (Modern Cab)  
 80-3182-1 Cab Number 4144 \$599.95  
 Southern Pacific - 4-8-8-2 AC-6 Cab Forward Steam Engine (Modern Cab)  
 80-3183-1 Cab Number 4150 \$599.95

**All Models Include On Board  
 DCC Receiver**

## Features

- Die-Cast Boiler and Tender Body
- Die-Cast Metal Chassis
- Authentic Paint Scheme & Cab Numbers
- RP-25 Metal Wheels Mounted On Metal Axles
- Constant Voltage Headlight
- Prototypical Rule 17 Lighting
- Detailed Truck Sides
- Detailed Cab Interior
- Powerful Balanced 12-Volt 5-Pole Precision Skewed Flywheel Equipped Motor
- (2) Kadee Compatible Scale Couplers
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Sprung Drive Wheels
- Synchronized Puffing ProtoSmoke™ System
- Locomotive Speed Control In Scale MPH Increments
- Locomotive Cab To Tender Deck Plate
- Detailed Tender Undercarriage
- Engineer & Fireman Cab Figures
- Interchangeable Traction Tire-Equipped Drive Wheels
- On-Board DCC Receiver
- Operates On Code 70, 83, & 100 Rail Curves
- Proto-Sound 3.0 With The Digital Command System Featuring: Quillable Whistle With Freight Yard Proto-Effects
- Unit Measures: 16 3/4" x 1 1/2" x 2 5/16"
- Operates On 18" Radius Curves





# 2-8-2 USRA Light Mikado



During World War I, Uncle Sam nationalized the railroads when they proved unequal to the task of moving massive amounts of men and materiel for the war effort. The agency that ran the trains was the United States Railroad Administration, or USRA, and one of its chief accomplishments was the creation of 12 steam engine designs that lasted for decades. According to the American Society of Mechanical Engineers, USRA locomotives were “the first successful standardization of American motive power” — and the only standard designs until the diesel era.

The most popular of the USRA designs was the 2-8-2 Mikado, which was heavy main line steam power in the World War I era. USRA Mikados came in a light version with a smaller axle loading for lighter rail and a heavy version for use on heavier rail. Under the USRA, 625 Light Mikes were turned out by the “Big Three” American locomotive builders — Alco, Baldwin, and Lima — representing more than a third of all government-built engines.

Constructed with dozens of added-on detail parts, the USRA Light Mikado joins the M.T.H. HO lineup. While other manufacturers have offered fine models of this classic engine, we

believe none matches the combination of accurate details, sound quality, slow speed performance, and synchronized puffing smoke featured by our die-cast model.

For its initial run, we offer the Light Mike in two undecorated versions and decorated and correctly numbered for four railroads, with road-specific details including accurate, legible builders plates; footboard or boiler-tube pilot; smokebox or boiler-top mounted bell; and high-mounted or centered headlight. Each road name is offered in three engine numbers. For the B&O, we offer the first USRA locomotive ever built, No. 4500, and two of the additional 99 Light Mikes the B&O received from the government and rostered as Class Q-3. For the Pennsylvania Railroad, we offer three of the five USRA Mikes the Pennsy kept, painted in near-black PRR Brunswick Green; the other 33 Mikes it received were sent packing in short order and wound up on the Missouri Pacific and the Frisco. Our New York Central models represent three of the 143 USRA-built members of the road’s Class H-6. And our Union Pacific engines are replicas of USRA copies ordered by the road in the 1930s. We invite you to check out these extraordinary locomotives at your M.T.H. dealer, or see them perform and learn more about USRA Mikes online at [www.mthtrains.com](http://www.mthtrains.com).

## Features

- Die-Cast Boiler and Tender Body
- Die-Cast Metal Chassis
- Authentic Paint Scheme & Cab Numbers
- RP-25 Metal Wheels Mounted On Metal Axles
- Operating Lighted Marker Lights
- Constant Voltage Headlight
- Prototypical Rule 17 Lighting
- Detailed Truck Sides
- Detailed Cab Interior
- Powerful Balanced 12-Volt 5-Pole Precision Skew-Wound, Flywheel-Equipped Motor
- (2) Kadee Compatible Scale Couplers
- Metal Handrails and Bell
- Metal Whistle
- Sprung Drive Wheels
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control
- Locomotive Cab-To-Tender Deck Plate
- Detailed Tender Undercarriage
- Interchangeable Traction Tire-Equipped Drive Wheels
- On-Board DCC Receiver
- Operates On Code 70, 83, & 100 Track
- Real Coal Load
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 12" x 1 3/8" x 1 9/16"
- Operates On 18" Radius Curves





Pennsylvania - 2-8-2 USRA Light Mikado w/Proto-Sound 3.0  
 80-3140-1 Cab Number 9630 \$449.95  
 80-3141-1 Cab Number 9627 \$449.95  
 80-3142-1 Cab Number 9631 \$449.95  
 Footboard pilot, high-mounted headlight, boiler-top bell



Union Pacific - 2-8-2 USRA Light Mikado w/Proto-Sound 3.0  
 80-3134-1 Cab Number 2498 \$449.95  
 80-3135-1 Cab Number 2495 \$449.95  
 80-3136-1 Cab Number 2486 \$449.95  
 Boiler-tube pilot, centered headlight, bell mounted on smokebox



New York Central - 2-8-2 USRA Light Mikado w/Proto-Sound 3.0  
 80-3137-1 Cab Number 6104 \$449.95  
 80-3138-1 Cab Number 6109 \$449.95  
 80-3139-1 Cab Number 6106 \$449.95  
 Footboard pilot, centered headlight, bell mounted on smokebox



Baltimore & Ohio - 2-8-2 USRA Light Mikado w/Proto-Sound 3.0  
 80-3132-1 Cab Number 4519 \$449.95  
 80-3133-1 Cab Number 4515 \$449.95  
 Boiler-tube pilot, centered headlight, bell mounted on smokebox

**All Models Include On Board  
 DCC Receiver**

**Quillable Whistle:**

Using a DCS controller (see page 44), you can “play” the whistle on any steam engine in this catalog, in the same manner that an engineer plays the whistle cord on a prototype steam engine.



# NYC L-3 and L-4 Mohawks



While its competitors needed monstrous engines to conquer mountain ranges, the New York Central did not. Its Water Level Route from New York City to Chicago was a nearly level raceway built along rivers and the Lake Erie shoreline, and the Central's mainline steam engines were racehorses bred for speed on that route. By the early 1930s, the NYC relied on two locomotives for premier services: the 4-6-4 Hudson for its Great Steel Fleet of passenger trains and the nation's largest stable of 4-8-2s for fast freight. Although the 4-8-2 was labeled a Mountain on any other railroad, that would hardly do on the Water Level Route, so the Central named its engines Mohawks after one of the rivers its rails followed.

As the Depression waned in the late 1930s and traffic picked up, the need arose for a dual service locomotive that could augment the Hudson fleet and hustle freight as well, and the class L-3 Mohawks were developed. With over 5000 horsepower on tap, they were equally at home pulling the 20th Century Limited or more than 100 freight cars. Class L-3 engines were delivered in three subclasses. ALCo-built class L-3a Mohawks were dual service steamers with roller bearings on all axles. Class L-3b engines, built by both ALCo and Lima, and class L-3c built by ALCo, were originally intended for fast freight service. Lima-built L-3b's carried a cylindrical Elesco feedwater heater atop their smokebox fronts, while all other L-3's had Worthington feedwater heaters.

The pinnacle of Mohawk development was Lima-built wartime class L-4, with larger 72" drivers. Tenders on the final L-4's were upgraded with an expansion cistern behind the coal bunker, so water could be scooped at up to 75 mph without blowing the tender apart. Famed author Alvin Stauffer noted that "The dual purpose concept had really taken hold on the Central and the wartime service the Mohawks performed was almost beyond belief. It was nothing for them to come in on a heavy freight drag, be serviced, and leave a few hours later at the head of one of the Great Steel Fleet. Whenever possible, the heavy War Trains were assigned to the L-4 Mohawks." Soon after the war, L-4 and L-3 engines were retrofitted with smoke deflectors (a.k.a. "elephant ears") to deflect smoke from the engineer's line of vision. Whether they worked, and whether they improved or ruined the look of the Central's premier freighter, remains a subject of debate among railfans to this day.

While the M.T.H. Mohawk is not the first HO model of this NYC racehorse, we believe it is the best — offering accurate detail for each subclass of L-3 and L-4; smooth performance from a three-scale-mile-per-hour crawl to full throttle; "cruise control" for steady speeds regardless of curves, switches, and grades; a wide range of steam locomotive, crew, and station sounds; prototypical Rule 17 lighting; and puffing smoke synchronized with driver revolutions at a correct four chuffs per revolution. L-3c and L-4b models are equipped with removable elephant ears, so you can model them before or after smoke deflectors were applied.

## Features

- Die-Cast Boiler and Tender Body
- Die-Cast Metal Chassis
- Authentic Paint Scheme & Cab Numbers
- RP-25 Metal Wheels Mounted On Metal Axles
- Operating Lighted Marker Lights
- Constant Voltage Headlight
- Prototypical Rule 17 Lighting
- Detailed Truck Sides
- Detailed Cab Interior
- Powerful Balanced 12-Volt 5-Pole Precision Skewed Flywheel Equipped Motor
- (2) Kadee Compatible Scale Couplers
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Sprung Drive Wheels
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control
- Locomotive Cab To Tender Deck Plate
- Detailed Tender Undercarriage
- Real Coal Load
- Operating Tender Back-up Light
- Interchangeable Traction Tire-Equipped Drive Wheels
- On-Board DCC Receiver
- Operates On Code 70, 83, & 100 Rail Curves
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Unit Measures: 15 3/8" x 1 3/8" x 1 9/16"
- Operates On 18" Radius Curves

**All Models Include On Board DCC Receiver**





New York Central - 4-8-2 L-3a Mohawk Steam Engine  
80-3123-1 w/ Proto-Sound 3.0, Featuring Passenger Station Announcements \$449.95  
Cab Number 3006



New York Central - 4-8-2 L-3b Mohawk Steam Engine  
80-3124-1 w/ Proto-Sound 3.0, Featuring Freight Yard Sounds \$449.95  
Cab Number 3037



New York Central - 4-8-2 L-3c Mohawk Steam Engine  
80-3125-1 w/ Proto-Sound 3.0, Featuring Passenger Station Announcements \$449.95  
Cab Number 3064



New York Central - 4-8-2 L-4a Mohawk Steam Engine  
80-3126-1w/ Proto-Sound 3.0, Featuring Passenger Station Announcements \$449.95  
Cab Number 3117



New York Central - 4-8-2 L-4b Mohawk Steam Engine  
80-3127-1w/ Proto-Sound 3.0, Featuring Passenger Station Announcements \$449.95  
Cab Number 3125

# 4-6-6-4 Challenger

## Proto-Sound 3E+

The Proto-Sound 3E+ models featured on this page can be operated with your Marklin DCC command control system.

Outfitted with NEM 311 wheels and NEM 365 couplers, each of these engines feature an all-new version of Proto-Sound 3.0, contain a third rail sliding shoe for use with Marklin HO stud rail and can operate on AC power.

The first Challengers were conceived in 1936 to replace the Union Pacific's fleet of three-cylinder 4-12-2s (shown elsewhere in this catalog). With a 50 mph top speed, the 4-12-2s had been the road's primary fast freight engines when built in 1926. But a decade later they were considered slow and difficult to maintain. So American Locomotive Works (ALCO) was commissioned to build what became one of the most successful fleets of articulated engines on any railroad. Forty Challengers were built in the 1930s. The pressure of wartime traffic brought an order for 65 more of these 70 mph greyhounds in 1942-44, with improvements based on lessons learned from the UP's 4-8-8-4 Big Boys. In service, the Challengers often complemented the Big Boys, speeding traffic over less rugged territory and handing it over to the Big Boys for the passage over Utah's Wasatch Mountains.

The Challengers were steam power at its zenith. They incorporated all the technology that represented super-power steam, in-

cluding roller bearings on all axles and drive rods — but none of the foolishness that characterized some of the desperate efforts to save steam in the post-war years. While most Challengers hauled freight, a number were assigned to passenger service in the Pacific Northwest, where they were converted to oil burners, equipped with smoke lifters ("wind wings" in UP parlance), and painted two-tone gray in 1946.

It was in a roundabout way that six Challengers ordered by the UP ended up hauling coal for the Clinchfield Railroad. In the midst of World War II, the War Production Board refused the Rio Grande's request to order new articulateds of its own design and instead diverted the last six Challengers in UP's order to the D&RGW — which turned up its nose at the locos and decided to lease them for the duration and return them after the war. In 1947, the War Assets Administration sold the orphan locos to the Atlantic Coast Line and Louisville & Nashville Railroads,

which put the Challengers to work on their jointly-owned subsidiary, the Clinchfield, Carolina & Ohio. Thus six engines intended to speed over western deserts and mountains ended up thundering through Appalachia.

M.T.H. returns the Challenger in oil burning versions and a new technology package offering for those who prefer the AC 3-Rail Marklin standard. While ours is not the first HO model of this massive prototype, we believe it is certainly the best, equipped with authentic articulated sounds, including the front and rear engines going in and out of sync; actual UP whistle sounds, which can be "quilled," just as a real engineer "plays" the whistle control; die-cast construction and optional traction tires for pulling power to match the prototype; slow-speed capability down to a steady 3 scale miles per hour; and dozens of added-on metal detail parts.





Union Pacific (Two-Tone Gray w/Yellow Stripes) - 4-6-6-4 Challenger Steam Engine Oil Burner (Cab Number 3979)  
 80-3201-1 Proto-Sound 3.0 \$599.95  
 80-3201-5 Proto-Sound 3E+ \$599.95



Union Pacific (Two-Tone Gray w/Silver Stripes) - 4-6-6-4 Challenger Steam Engine Oil Burner (Cab Number 3978)  
 80-3200-1 Proto-Sound 3.0 \$599.95  
 80-3200-5 Proto-Sound 3E+ \$599.95



Denver Rio Grande - 4-6-6-4 Challenger Steam Engine (Cab Number 3804)  
 80-3205-1 Proto-Sound 3.0 \$599.95  
 80-3205-5 Proto-Sound 3E+ \$599.95



Clinchfield - 4-6-6-4 Challenger Steam Engine (Cab Number 674)  
 80-3204-1 Proto-Sound 3.0 \$599.95  
 80-3204-5 Proto-Sound 3E+ \$599.95



Union Pacific - 4-6-6-4 Challenger Steam Engine Oil Burner (Cab Number 3975)  
 80-3202-1 Proto-Sound 3.0 \$599.95  
 80-3202-5 Proto-Sound 3E+ \$599.95  
 Union Pacific - 4-6-6-4 Challenger Steam Engine Oil Burner (Cab Number 3976)  
 80-3203-1 Proto-Sound 3.0 \$599.95  
 80-3203-5 Proto-Sound 3E+ \$599.95

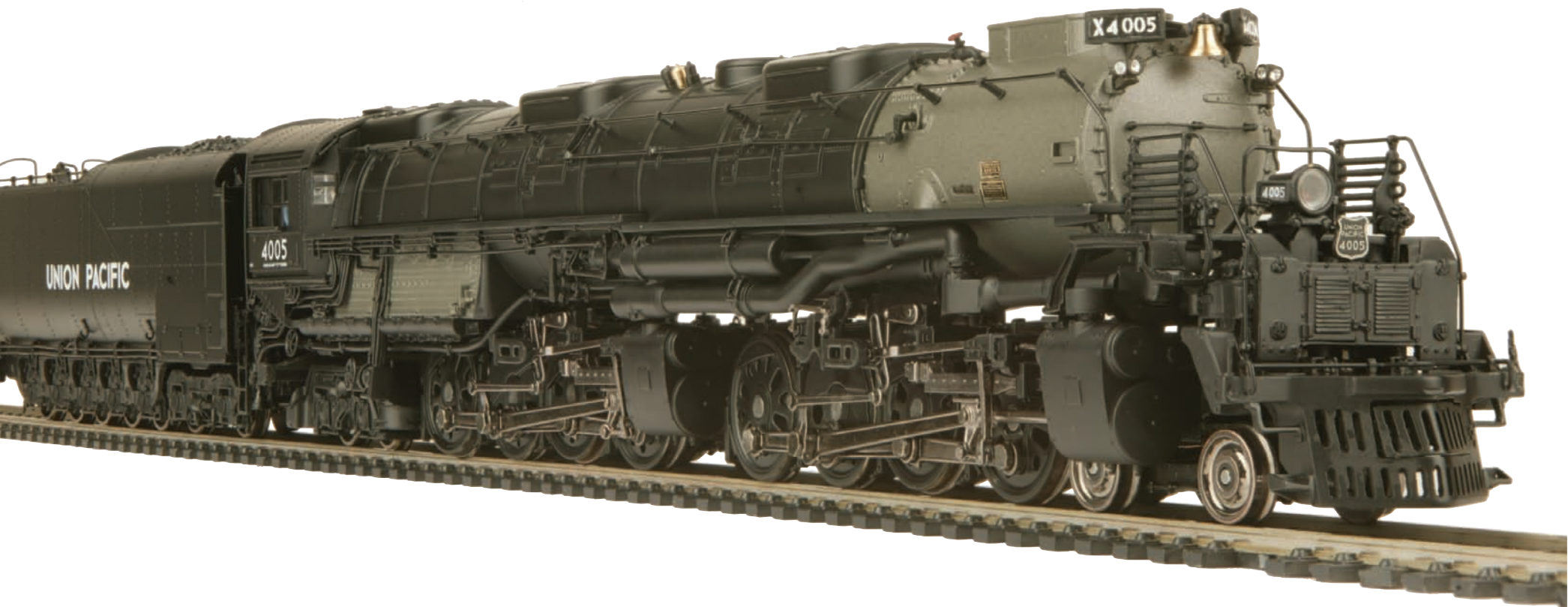


## Features

- Die-Cast Boiler and Tender Body
- Die-Cast Metal Chassis
- Die-Cast Truck Sides
- Authentic Paint Scheme & Cab Numbers
- RP-25 Metal Wheels Or NEM 311 Wheels Mounted On Metal Axles
- Operating Lighted Marker Lights
- Constant Voltage Headlight
- Prototypical Rule 17 Lighting
- Detailed Truck Sides
- Detailed Cab Interior
- Powerful Balanced 12-Volt 5-Pole Precision Skew-Wound, Flywheel-Equipped Motor
- Wireless Drawbar w/Close Coupling Option
- (2) Kadee® Scale Couplers Or (2) NEM 365 Couplers
- Metal Handrails and Bell
- Metal Whistle
- Sprung Drive Wheels
- Synchronized Puffing ProtoSmoke™ System
- Locomotive Speed Control
- Locomotive Cab-To-Tender Deck Plate
- Detailed Tender Undercarriage
- Real Coal Load
- Operating Tender Back-up Light
- Interchangeable Traction Tire-Equipped Drive Wheels
- On-Board DCC Receiver
- Operates On Code 70, 83, & 100 Track
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle and Passenger Station or Freight Yard Proto-Effects
- Unit Measures: 15 3/8" x 1 3/8" x 1 9/16"
- Operates On 22" Radius Curves

**All Models  
 Include On Board  
 DCC Receiver**

# 4-8-8-4 Big Boy



Just months before Pearl Harbor, the American Locomotive Company delivered the first Big Boy to the Union Pacific Railroad. The UP's Department of Research and Mechanical Standards had designed the locomotive for a specific task: to pull a 3600-ton train unassisted over the Wasatch Mountains in Utah. While the Big Boy is often cited as the biggest steam locomotive ever built, in fact it is not. The Norfolk & Western's Y6 and A, the Duluth Missabe & Iron Range's Yellowstones, and the Chesapeake and Ohio's Alleghenys were all in the same league, and some exceeded the Big Boy's weight and power.

But in the battle for hearts and minds, the Big Boy won. Perhaps it was the name, simple and direct, scrawled on a locomotive under construction by an Alco shop worker. Maybe it was timing, as the Big Boys hit the road just when America needed

symbols to rally around. Maybe the UP's publicity department just did a better job of telling the world what great equipment they had. Whatever the reason, the Big Boy captured the imagination of railfans and the American public over the ensuing years, perhaps more than any other steam engine. In many ways it is the symbolic locomotive of the American West, as big and powerful as the country it sped through.

Writer Henry Comstock beautifully described the Big Boy's place at the apex of steam engine history: "A Union Pacific 'Big Boy' was 604 tons and 19,000 cubic feet of steel and coal and water, poised upon 36 wheels spaced no wider apart than those of an automobile. That it could thunder safely over undulating and curved track at speeds in excess of 70 miles an hour was due in large measure to the efforts of two long-forgotten pio-

neers. As early as 1836, the basic system that held its wheels in equalized contact with the rails was patented by a Philadelphian named Joseph Harrison; and a French technical writer, Anatole Mallet, first thought to couple two driving units heel to toe below one boiler in 1874."

This enduring symbol of American railroading returns to the rails, complete with the industry-leading speed control, smoke output, and range of accurate sounds that characterize all MTH locomotives. Our model features a precision 12 volt 5-pole skew wound motor and die-cast metal construction for pulling power and speed that rival the original Big Boy - as well as authentic articulated chuffing sounds with the two engines drifting in and out of sync.





Union Pacific - 4-8-8-4 Big Boy (Modified) Steam Engine with Proto-Sound 3.0

80-3206-1	Cab Number 4007	\$599.95
80-3207-1	Cab Number 4005	\$599.95
80-3208-1	Cab Number 4013	\$599.95
80-3209-1	Cab Number 4016	\$599.95
80-3210-1	Cab Number 4018	\$599.95

Union Pacific - 4-8-8-4 Big Boy (Modified) Steam Engine with Proto-Sound 3E+

80-3206-5	Cab Number 4007	\$599.95
80-3207-5	Cab Number 4005	\$599.95
80-3208-5	Cab Number 4013	\$599.95
80-3209-5	Cab Number 4016	\$599.95
80-3210-5	Cab Number 4018	\$599.95

## Features

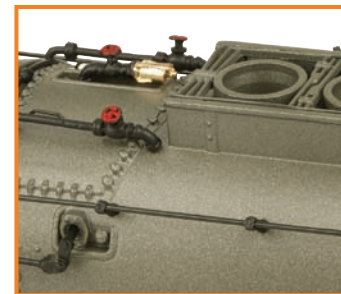
- Die-Cast Boiler and Tender Body
- Die-Cast Metal Chassis
- Authentic Paint Scheme & Cab Numbers
- RP-25 Metal Wheels Or NEM 311 Wheels Mounted On Metal Axles
- Operating Lighted Marker Lights
- Constant Voltage Headlight
- Prototypical Rule 17 Lighting
- Detailed Truck Sides
- Detailed Cab Interior
- Powerful Balanced 12-Volt 5-Pole Precision Skewed Flywheel Equipped Motor
- (2) Kadee® Scale Couplers Or (2) NEM 365 Couplers
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Sprung Drive Wheels
- Synchronized Puffing Proto-Smoke™ System
- Locomotive Speed Control In Scale MPH Increments
- Locomotive Cab To Tender Deck Plate
- Detailed Tender Undercarriage
- Real Coal Load
- Engineer & Fireman Cab Figures
- Interchangeable Traction Tire-Equipped Drive Wheels
- On-Board DCC Receiver
- Operates On Code 70, 83, & 100 Rail Curves
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Freight Yard Proto-Effects
- Unit Measures: 18 5/8" x 1 1/2" x 5 5/16"
- Operates On 18" Radius Curves

### Proto-Sound 3E+

The Proto-Sound 3E+ models featured on this page can be operated with your Marklin DCC command control system.

Outfitted with NEM 311 wheels and NEM 365 couplers, each of these engines feature an all-new version of Proto-Sound 3.0, contain a third rail sliding shoe for use with Marklin HO stud rail and can operate on AC power.

**All Models Include On Board DCC Receiver**



# 4-8-4 GS-4



In 1937 the Southern Pacific trumpeted a new train in full-page magazine ads:

Let us stand by the tracks of Southern Pacific's Coast Line, as thousands now do every day and listen...

Suddenly from far off comes a musical note, rising. Round a curve flashes a streak of color. Here comes the Daylight, the most beautiful train in the West!

The Daylights linked Los Angeles and San Francisco "in a glorious daylight trip, streaking along the Pacific Ocean for more than a hundred breathless miles." Travelers were invited to "Step inside the Daylight and see the beauty and luxury that have already won the West. Notice the wide, soft seats in the coaches. They are cushioned with sponge rubber and turn to face the extraordinarily large windows." Presenting a glorious streak of orange and red from locomotive to observation car, the Daylights were a sharp departure from the SP's normal dark olive passenger cars.

Leading the trains were the Southern Pacific's class GS (for "Golden State") Northern, arguably among the handsomest steam engines ever built. Constructed by Lima Locomotive Works, inventor of the super-power concept, the Daylight 4-8-4s had the combination of power and speed that characterized steam power at its zenith. Class GS-4 engines, delivered in 1941 and 1942, were among the last and best-looking of the breed, with tall 80" drivers and enclosed all-weather cabs. In addition to handling premier passenger trains, the Golden State 4-8-4s were regularly used in high-speed freight service on the San Francisco-Los Angeles Overnight.

A lone GS-4, No. 4449, was saved from the scrapper and restored in 1975 to pull the American Freedom Train in celebration of our nation's 200th anniversary. Repainted in Daylight colors, engine 4449 operates today in excursion service.

## Features

- Die-Cast Boiler and Tender Body
  - Die-Cast Metal Chassis
  - Authentic Paint Schemes & Cab Numbers
  - RP-25 Metal Wheels Or NEM 311 Wheels Mounted On Metal Axles
  - Constant Voltage Headlight
  - Prototypical Rule 17 Lighting
  - Detailed Truck Sides
  - Detailed Cab Interior
  - Powerful 5-Pole Precision Flywheel Equipped Motor
  - (2) Scale Kadee® Couplers Or (2) NEM 365 Couplers
  - Metal Handrails and Bell
  - Metal Whistle
  - Sprung Drive Wheels
  - Synchronized Puffing Proto-Smoke™ System
  - Locomotive Speed Control In Scale MPH Increments
  - Detailed Tender Undercarriage
  - Interchangeable Traction Tire-Equipped Drive Wheels
  - On-Board DCC Receiver
  - Operates On Code 70, 83, & 100 Track
  - Wireless Drawbar
  - Engineer and Fireman Figures
  - Operating Marker Lights\*
  - Proto-Sound® 3.0 With The Digital Command System Featuring: Passenger Station Proto-Effects™
  - Unit Measures: 15 3/4" x 2 1/4" x 1 1/2"
  - Operates On 22" Radius Curves
- \*Patent Pending





Southern Pacific - 4-8-4 GS-4 Steam Engine  
80-3214-1 w/Proto-Sound 3.0 \$449.95  
Large Tender Lettering, Cab Number 4449

Southern Pacific - 4-8-4 GS-4 Steam Engine  
80-3214-5 w/Proto-Sound 3E+ \$449.95  
Large Tender Lettering, Cab Number 4449

Southern Pacific - 4-8-4 GS-4 Steam Engine  
80-3213-1 w/Proto-Sound 3.0 \$449.95  
Large Tender Lettering, Cab Number 4444

Southern Pacific - 4-8-4 GS-4 Steam Engine  
80-3213-5 w/Proto-Sound 3E+ \$449.95  
Large Tender Lettering, Cab Number 4444



Southern Pacific - 4-8-4 GS-4 Steam Engine  
80-3212-1 w/Proto-Sound 3.0 \$449.95  
Small Tender Lettering, Cab Number 4449  
Southern Pacific - 4-8-4 GS-4 Steam Engine  
80-3212-5 w/Proto-Sound 3E+ \$449.95  
Small Tender Lettering, Cab Number 4449

Southern Pacific - 4-8-4 GS-4 Steam Engine  
80-3211-1 w/Proto-Sound 3.0 \$449.95  
Small Tender Lettering, Cab Number 4434  
Southern Pacific - 4-8-4 GS-4 Steam Engine  
80-3211-5 w/Proto-Sound 3E+ \$449.95  
Small Tender Lettering, Cab Number 4434

### Proto-Sound 3E+

The Proto-Sound 3E+ models featured on this page can be operated with your Marklin DCC command control system.

Outfitted with NEM 311 wheels and NEM 365 couplers, each of these engines feature an all-new version of Proto-Sound 3.0, contain a third rail sliding shoe for use with Marklin HO stud rail and can operate on AC power.

**All Models Include On Board  
DCC Receiver**

## Southern Pacific Daylight Passenger Cars



Southern Pacific Lines - 8-Car Passenger Set  
80-60007 \$499.95  
Southern Pacific - 8-Car Passenger Set  
80-60001 \$499.95

8-Car Sets Include:  
(1) Baggage, (1) Coffee/Kitchen/Diner Articulated Set, (1) Tavern Car, (1) Parlor Car, (1) Single Chair Pass Car, (1) Observation Car



Southern Pacific - Articulated Chair/Chair Passenger Car Set w/Antenna  
80-60002 Car Numbers 2462, 2461 \$134.95  
80-60003 Car Numbers 2474, 2473 \$134.95

Southern Pacific Lines - Articulated Chair/Chair Passenger Car Set w/Antenna  
80-60008 Car Numbers 2462, 2461 \$134.95  
80-60009 Car Numbers 2474, 2473 \$134.95



Southern Pacific - Chair Car  
80-60006 Car No. 2485 \$69.95

Southern Pacific Lines - Chair Car  
80-60012 Car No. 2485 \$69.95



Southern Pacific - Articulated Chair/Chair Passenger Set  
80-60004 Car Numbers 2458, 2457 \$134.95  
80-60005 Car Numbers 2460, 2459 \$134.95

Southern Pacific Lines - Articulated Chair/Chair Passenger Car Set  
80-60010 Car Numbers 2458, 2457 \$134.95  
80-60011 Car Numbers 2460, 2459 \$134.95

## Passenger Car Features

- Intricately Detailed Durable ABS Bodies
- Metal Wheels and Axles
- Overhead Interior Lighting
- Die-Cast 4-Wheel Trucks
- Authentic Paint Schemes
- End-of-Car Diaphragms
- Separate Metal Handrails
- Detailed Car Interiors
- Detailed Car Undercarriage
- Each Car Measures Approximately: 11 1/2" x 1 7/16" x 1 7/8"
- Operates On 22" Radius Curves

# 2-8-8-8-2 Triplex



P. T. Barnum would have loved the Triplex. It was an engine of superlatives: more drivers than anything before or since, too big for the shops of its owner, the Erie Railroad, powerful enough to pull a train nearly five miles long. Ninety years ago, in the days before multiple-unit control allowed one throttle to control several locomotives, the Triplex was the ultimate attempt to put as much power as possible in the hands of a single engineer. In the end, it proved a noble, flamboyant, but less-than-successful experiment.

Baldwin Locomotive Works built three triplexes between 1914 and 1916 for pusher service on the Erie Railroad's daunting Susquehanna Hill (also known as Gulf Summit) near Deposit, N.Y. The cylinders of the Triplex's middle engine were powered by high pressure steam direct from the boiler, while the front and rear engines used low pressure steam exhausted from the middle cylinders.

Each triplex replaced three ordinary helper engines, and the new locomotives worked well enough to stay on the Erie roster for more than a decade. But the design proved a bit over the top and only one more Triplex was ever built, for the Virginian Railway. Even with their huge boilers, the locomotives could only make enough steam to go 10 mph. One reason was poor draft in the firebox, because only the front cylinders exhausted through the smokebox and created draft; the rear cylinders exhausted through a separate smokestack on the tender. Another inherent problem with the design was that traction from the rear engine decreased as the boiler used coal and water and the tender got lighter.

The M.T.H. Triplex recreates the flamboyance of the original design but runs much better than the prototype ever did. Only MTH engineering could make such a complex model run smoothly and steadily at speeds from a barely perceptible crawl to wide-open throttle - just ask any modeler who

owns an M.T.H. O scale or One Gauge Triplex. For 2007 the Triplex debuts in our HO lineup, complete with a full range of engine sounds, puffing smoke, speed control, full Rule 17 lighting, and ready to run under conventional, DCC, or M.T.H. Digital Command System (DCS) control.

## Proto-Sound 3E+

The Proto-Sound 3E+ models featured on this page can be operated with your Marklin DCC command control system.

Outfitted with NEM 311 wheels and NEM 365 couplers, each of these engines feature an all-new version of Proto-Sound 3.0, contain a third rail sliding shoe for use with Marklin HO stud rail and can operate on AC power.





Erie 2-8-8-2 Triplex Steam Engine w/Proto-Sound 3.0  
 80-3194-1 Cab # 5015 Russian Iron \$599.95  
 80-3195-1 Cab # 5016 Russian Iron \$599.95  
 80-3196-1 Cab # 5014 Russian Iron \$599.95

Erie 2-8-8-2 Triplex Steam Engine w/Proto-Sound 3E+  
 80-3194-5 Cab # 5015 Russian Iron \$599.95  
 80-3195-5 Cab # 5016 Russian Iron \$599.95  
 80-3196-5 Cab # 5014 Russian Iron \$599.95



Erie 2-8-8-2 Triplex Steam Engine w/Proto-Sound 3.0  
 80-3197-1 Cab # 5015 Black \$599.95  
 80-3198-1 Cab # 5016 Black \$599.95  
 80-3199-1 Cab # 5014 Black \$599.95

Erie 2-8-8-2 Triplex Steam Engine w/Proto-Sound 3E+  
 80-3197-5 Cab # 5015 Black \$599.95  
 80-3198-5 Cab # 5016 Black \$599.95  
 80-3199-5 Cab # 5014 Black \$599.95



### All Models Include On Board DCC Receiver



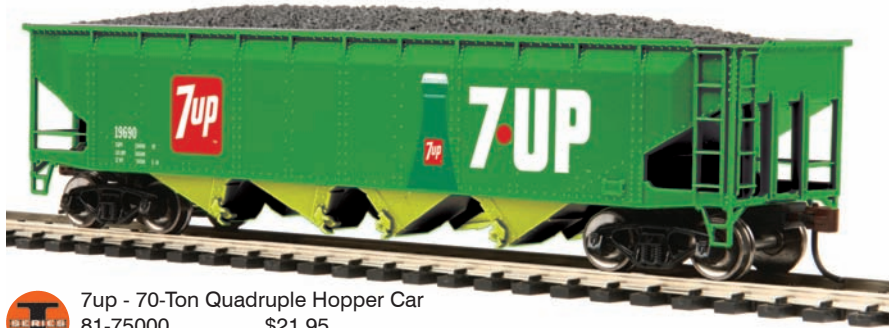
Virginian 2-8-8-2 Triplex Steam Engine w/Proto-Sound 3.0  
 81-3005-1 Cab # 700 \$599.95

Virginian 2-8-8-2 Triplex Steam Engine w/Proto-Sound 3E+  
 81-3005-5 Cab # 700 \$599.95

## Features

- Die-Cast Boiler and Tender Body
- Die-Cast Metal Chassis
- Authentic Paint Scheme & Cab Numbers
- RP-25 Metal Wheels Or NEM 311 Wheels Mounted On Metal Axles
- Operating Lighted Marker Lights
- Constant Voltage Headlight
- Prototypical Rule 17 Lighting
- Detailed Truck Sides
- Detailed Cab Interior
- Engineer and Fireman Figures
- Powerful 5-Pole Precision Flywheel Equipped Motor
- (2) Scale Kadee® Couplers Or (2) NEM 365 Couplers
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Sprung Drive Wheels
- Synchronized Puffing Proto-Smoke™ System
- Locomotive Speed Control
- Locomotive Cab To Tender Deck Plate
- Detailed Tender Undercarriage
- Interchangeable Traction Tire-Equipped Drive Wheels
- Proto-Sound® 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- On-Board DCC Receiver
- Operates On Code 70, 83, & 100 Track
- Unit Measures:  
15 1/4" x 1 9/16" x 2 1/4"
- Operates On 22" Radius Curves

# 70-Ton Quadruple Hopper Car



**I** 7up - 70-Ton Quadruple Hopper Car  
81-75000 \$21.95

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**I** Harley-Davidson® - 70-Ton Quadruple Hopper Car  
81-75005 \$21.95

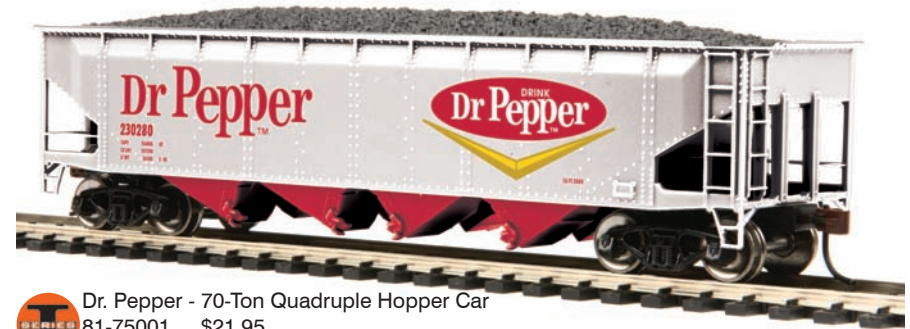
**HARLEY-DAVIDSON**  
OFFICIAL LICENSED PRODUCT © 2010 H-D, All Rights Reserved.

## HO Freight Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Decorative Brake Wheels
- 1:87 Scale Dimensions
- Kadee® Compatible Couplers
- Detailed Undercarriage
- Detailed 4-Wheel Trucks
- Unit Measures: 18 5/8" x 1 1/2" x 5 5/16"
- Operates On 18" Radius Curves

## **I** = Imagination and Fun

While we take pride in the prototype accuracy of most of our HO products, you will find items in this and future catalogs bearing an **I** designation (and item numbers with an "81" prefix that may feature imaginary graphics or stray from historical accuracy. These **I** products are exciting and enjoyable for railroaders who like to use their imagination and just have some fun.



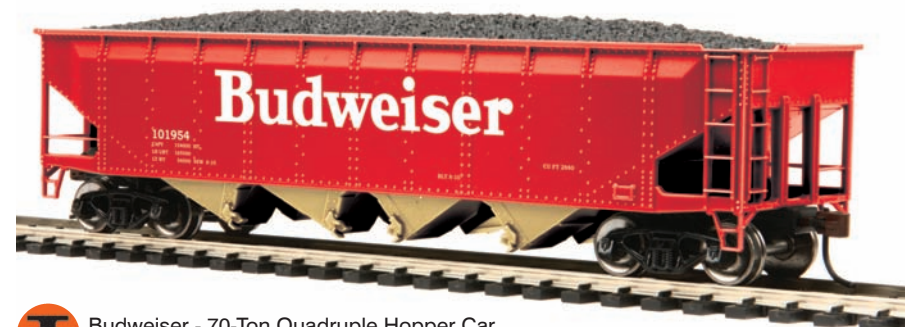
**I** Dr. Pepper - 70-Ton Quadruple Hopper Car  
81-75001 \$21.95

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**I** A&W Root Beer - 70-Ton Quadruple Hopper Car  
81-75002 \$21.95

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**I** Budweiser - 70-Ton Quadruple Hopper Car  
81-75003 \$21.95

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# R40-2 Woodside Reefer Car



**I** Marburger Dairy - R40-2 Woodside Reefer Car  
 81-94017 No. 2010 \$29.95  
 81-94018 No. 2009 \$29.95  
 81-94019 No. 2011 \$29.95



**I** Hood's Dairy - R40-2 Woodside Reefer Car  
 81-94014 No. HPHX208 \$29.95  
 81-94015 No. HPHX212 \$29.95  
 81-94016 No. HPHX216 \$29.95



**I** 7up - R40-2 Woodside Reefer Car  
 81-94012 No. 197812 \$29.95  
 81-94013 No. 195711 \$29.95

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**I** Dr. Pepper - R40-2 Woodside Reefer Car  
 81-94010 No.2302011 \$29.95  
 81-94011 No.2302012 \$29.95

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# No Matter How You Run It

Your new Proto-Sound® 3.0 locomotive has more features than any engine you've ever owned

## Analog DC

With just an ordinary DC transformer, you get operating features unmatched by any other HO locomotives:

- Synchronized puffing smoke and chuffing sounds: billowing smoke correctly synchronized with the drivers at four puffs per revolution; at rest, smoke wafts out of the stack steadily, just like the prototype. As with smoke, chuffs are correctly timed, in sync with smoke puffs at four per driver revolution
- Squealing brakes: slow down quickly and hear the squeal of a brake application
- Idle sounds: at track voltages between about 6-8 volts, your engine idles and plays random maintenance sounds — like the whoosh of steam cocks being opened
- Prototypical Rule 17 lighting: the headlight dims automatically when the engine comes to a stop, and the tender light illuminates for backup moves
- Speed control: set any speed and your engine maintains it, regardless of load, hills, or curves
- Automatically smooth reversing: flip your transformer's reversing switch at any speed and watch your engine gradually come to a stop, turn on the appropriate directional lighting, and smoothly accelerate up to speed in the opposite direction



## DCC

If you operate with Digital Command Control (DCC), you'll find Proto-Sound 3.0 locomotives take full advantage of the capabilities of DCC and are completely compatible with all DCC motive power. In fact, Proto-Sound engines are already equipped to use DCC functions 0 through 28, even though controllers that access these NMRA standard functions are just now becoming available..

With today's standard DCC controllers, your Proto-Sound 3.0 engine has all the features available with analog DC and these additional functions activated by your controller:

- Full command control
- Bell: listen for the realistic last half ring when you release the bell button
- Whistle/Horn: depending on how long you blow the whistle or horn, you'll hear one of several different end signatures
- PFA (Passenger and Freight Announcements): passenger engines offer a complete passenger station arrival and departure sequence that you can activate on command; freight engines allow you to play a symphony of freight terminal sounds
- Startup and shut down sounds
- Volume control
- Sound mute
- Smoke on/off
- Lighting on/off
- Plus 19 others



(see page 1 for the complete list)

## DCS Commander

Insert a DCS Commander in the wires from your existing DCC system to the track and you can switch back and forth between DCC and DCS with the push of a button. Or use the Commander alone with your own DC power supply.

The DCS Commander offers intuitive control of multiple Proto-Sound engines; for each locomotive, more than 32 functions are available at the touch of a single, clearly-labeled button, including:

- Speed adjustment in one-scale-mile-per-hour steps
- Independent feature control: tune your engines' sound, lights, smoke and acceleration/deceleration settings
- Smoke on/off
- Doppler sounds: simulate the classic sound effect of a train approaching and then whizzing past
- Accent sounds: activate any one of 7 individual sounds, including forward and reverse signal sounds and more
- Activate Passenger Station and Freight Yard Sounds
- Individual locomotive control: control up to 10 Proto-Sound 3.0 engines at the same time, on the same track
- Selectable control configurations: choose between analog DC, DCC\* and DCS modes

\* Customer-supplied DCC system required



DCS Commander Controller  
50-1028 \$149.95

DCS Commander Controller  
w/ 100 watt power supply  
50-1029 \$229.95

## DCS Remote Control System

Run your entire layout from one wireless handheld — or several. With a DCS Remote Control System, you can operate up to 99 Proto-Sound 3.0 engines in command mode at the same time, with full access to all locomotive functions. Add an optional Accessory Interface Unit (AIU) and the same handheld controls hundreds of switches or accessories. For group operating sessions, equip each guest with their own full-featured handheld.

\*\*Unlike the DCS Commander, the DCS Remote Control System is not compatible with DCC systems.



DCS Remote Control System  
50-1001 \$299.95  
(requires separate power supply)



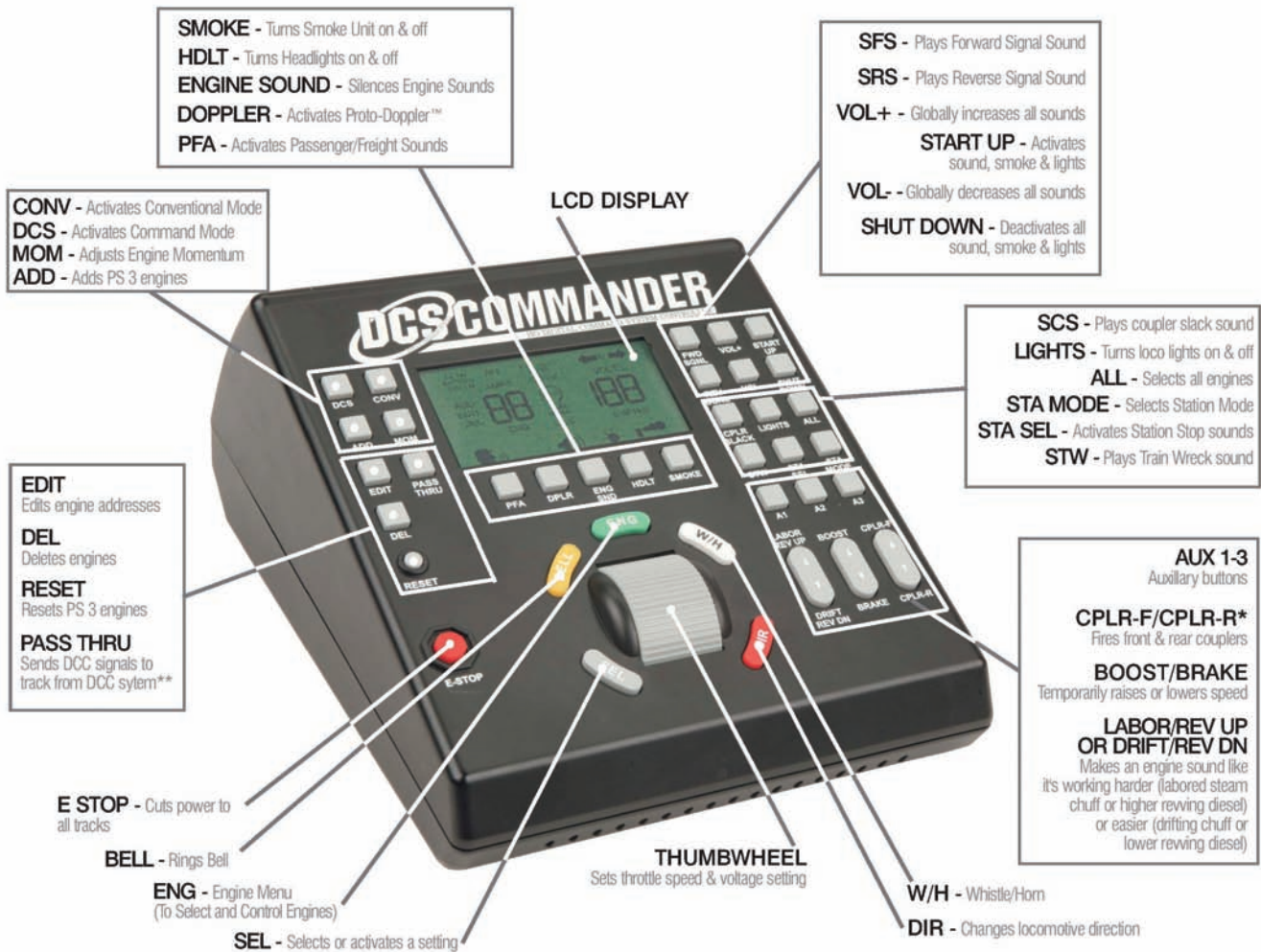
DCS Accessory  
Interface Unit (AIU)  
50-1004 \$99.95

Your Proto-Sound® engine senses what kind of power is on the rails. **Just set it on the track and run it!**



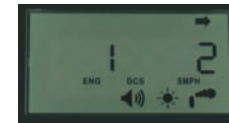
# DCS COMMANDER

BY MTH ELECTRIC TRAINS  
MTH COMMAND SYSTEM  
HO DIGITAL COMMAND SYSTEM CONTROLLER



## More Features Than Analog DC or DCC Command Control

The DCS Commander is the easiest way to access the dozens of command control functions already programmed into your M.T.H. HO locomotive. The Commander features clearly-labeled, one-button control of more than 32 engine functions; no function keys or special codes to remember; and more features than any DCC system made today. Use the engine menu to select and control up to 10 different DCS engines from a single Commander at the same time on the same track — or switch back to DCC or analog DC operation with the push of a button.



In DCS mode, the large LCD screen identifies your locomotive's number and provides readouts for scale speed and active features.



In conventional mode, the LCD provides track voltage and amperage level readouts, making the Commander a full-featured DC controller.

Adding a DCS Commander to your existing layout is simple: just insert it into the wires that connect your DC transformer or DCC system to the track. The Commander can accept any power input (AC, DC or DCC) and output analog DC with volt and current display. The Commander also acts as a passive conduit for your DCC signal until you press the button to switch to DCS or conventional operation.

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DCS™ Simply The Best Way To Run A Railroad™  
M.T.H.'s DCS Digital Command System has received U.S. Patent No. 6,457,681. M.T.H.'s Proto-Sound® system has received U.S. Patent No's 6,457,681 B1 (sound system), 6,457,681 B1 (Proto-Speed Control), 6,604,641 (Proto-Coupler), 6,280,278 (Proto-Smoke).  
M.T.H.'s RealTrax has received U.S. Patent No. 6,019,289.  
M.T.H.'s Z-4000 Transformer has received U.S. Patent No's. 6,281,606 & 6,624,537.

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\* Operating couplers are available only on diesels at this time.  
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