

2014 volume 2

RailKing & Premier O-Gauge Trains



EMT
ELECTRIC TRAINS®

Fifth Annual Blue Comet the Show On the Road

This year marks the fifth anniversary of the Blue Comet Award, "given annually to the person or organization who does the most to promote the O gauge hobby to the general public." Like many of you, we recognize the urgent need to attract new, younger participants to O gauge — both adults and children — to keep our scale alive and vibrant. This contest has allowed us to discover and celebrate the amazing work that clubs and individuals around the country are doing to publicize our hobby and share the enjoyment it brings us. For 2014, we're delighted to announce two co-winners of the Blue Comet Award, the Rappahannock Model Railroaders of Fredericksburg, Virginia and the FCTT HiRailers of Rochester, New York, as well as a runner-up, the Bergen County Model Railroad Club of Hillsdale, New Jersey.



RMR at Fredericksburg Agricultural Fair

What this year's co-winners have in common is a huge commitment of time and effort to taking the show on the road — bringing the fun of O gauge railroading to locations beyond the usual train show circuit, reaching audiences at venues as diverse as elementary schools,

craft shows, public libraries and state fairs. Both groups also demonstrated a dedication to community service, setting up layouts in nursing homes and senior living centers where seeing the trains brought back happy memories for elderly residents. And as residents of the Chapel Oaks Senior Living Center told the FCTT HiRailers, knowing the trains were coming brought their grandchildren in for a visit.

Rappahannock Model Railroaders

The members of this club are ambassadors of O gauge railroading to virtually the entire state of Virginia. Their busy 2013 schedule included two open houses at their permanent two-level club layout — one 1950s postwar level and one scale level — and 15 outreach events using their 16' x 24' modular layout or a smaller five-tabletop setup they call their "Paladin" layout (Have trains, will travel.). The Paladin layout has proven especially useful at smaller venues such as nursing homes, senior centers, and elementary schools.

In September the RMR proved they were game for almost anything when a last-minute invitation brought the Paladin layout to the 315th anniversary Dog Mart held by a local chapter of the Izaak Walton League of America — one of the nation's oldest and most respected conservation organizations. Alongside dog training and judging events, scouting displays and Civil War re-enactors, the RMR ran O gauge trains for over 1000 attendees. "All of us spent an enjoyable day promoting our love of model trains and our club. On a great note as we were leaving, League members were already asking us to return next year."



RMR at Virginia Museum of Transportation

The RMR's longest event with the largest audience was their



RMR at Fredericksburg Agricultural Fair

annual appearance at the Fredericksburg Agricultural Fair, which recorded 32,700 visitors in 2013. For the full nine-day run of the fair in late July and early August, the club interacted with visitors and ran their modular layout, including a large carnival scene that is always a crowd pleaser. Other venues in 2013 included the National Postal Museum and the Virginia Museum of Transportation, home of Norfolk & Western 4-8-4 "J" no. 611, which is about to undergo restoration to running order. A first-time event for the RMR in 2013 — which ended in an invitation to come back this year — was the annual Wings & Wheels Festival on the tarmac of the Stafford Regional Airport, alongside a vintage Pan Am DC-3. "The most rewarding part of the day was seeing kids' faces light up when we let them blow the whistle and ring the bell. After all, this is probably what got us hooked on trains when we were their age, and their smiles are what keep us hooked at our age now."

FCTT HiRailers

The FCTT HiRailers, originally known as the Flower City Tinplate Trackers, was founded in 1990 "to create a portable, high quality and always changing display of O Gauge trains for the promotion of the hobby." With over 150 modules and four trailers to transport them, this strictly modular club displays at venues large and small and boasts that they never setup the same layout twice.

Award — Taking

While their average of 10 shows annually includes several train shows, a large part of their outreach is to families at non-train events. They reach their largest audience at the annual Wayne County Fair in August in Palmyra, New York. FCTT members operate their layout 12 hours per day for the fair's six-day run, and have won the first place Blue Ribbon for Best Vendor Display for two of the past three years. A popular recent addition to the fair layout is a lower level at toddler height with multiple push buttons that activate operating accessories.



FCTT HiRailers, Circus Scene

FCTT HiRailers, Strong National Museum of Play

Other venues in 2013 ranged from smaller layouts at the Chapel Oaks Senior Living Center and Greece (NY) Public Library to the club's huge annual display at the Rochester Institute of Technology Train Show. Another highlight was a layout at Rochester's Strong National Museum of Play, the home of the National Toy Hall of Fame. And in October the FCTT HiRailers participated in a craft show at a local YMCA, where members demonstrated techniques for making scenery, weathering rolling stock and building modules. "The theme was to tie together the model railroading hobby with people in the arts and crafts world. This was so well received that we've been invited to do it again in 2014."



Bergen County Club, Pearl River Train Show

Runner Up: Bergen County Model Railroad Club

In addition to its permanent layout in the Hillsdale station on New Jersey Transit, this club stages the Pearl River Train Show for three weekends every Febru-

ary and March, attracting upwards of 2500 guests and significant coverage by local media. Club members build 4-5 new layouts for the show each year, in O gauge and other scales. What impressed us most, however, and helped earn the club its runner-up award, was its technique for bringing in younger participants to a hobby where most clubs are adults-only.

While the minimum age for membership is 16, the Bergen County Model Railroad Club actively encourages parents of younger children to join the club and bring their children to club activities. "Although they join for their child, the parents also get very involved in construction of layouts and running of trains. Sometimes we even get the parents hooked on the hobby as well!" As Jeffrey Potischman wrote in the club's Blue Comet application, "The goal of introducing more people to the hobby through the Pearl River Train Show is successful and I know that for a fact. My parents took me to the show beginning when I was five years old and we would go every year. Because I was not of age to become a member myself, my father joined the club when I was in eighth grade. Today I am 22 years old and the Club Secretary and have previously served as Trustee."

And now, without further ado, we invite you to turn the page and see for yourself what we have to offer in this, our 34th year of building model trains. As always, we hope you'll find items in this catalog that will surprise and delight you, and help you continue to enjoy this most wonderful of hobbies.

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See It, Hold It, Run It!



Learn how your group can participate in our M.T.H. program to bring new members into our hobby at www.mthtrains.com/news/shr

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Benefits

From Other M.T.H. Product Lines

See it in Action!

When you see this  icon, search for the item number on www.mthtrains.com to see a video of this item in action!



MTH
ELECTRIC TRAINS®
HO TRAINS THAT DO MORE

Even if you're not interested in Tinplate, One Gauge, S Gauge or HO scale, our products in these other areas have benefits for you — because new features developed for other scales or gauges may eventually appear in Premier and RailKing O gauge trains.

Our One Gauge Triplex, for example, is North America's first production model with a smoking whistle — a feature we're currently developing for O gauge steamers.

Our HO engines were the first to offer Proto-Sound® 3.0, the only sound and control system compatible with both our own DCS system and the DCC command control system popular with 2-rail modelers around the globe. Proto-Sound 3.0 is now standard in our entire O gauge lineup. Our HO diesels have operating, scale proportioned Proto-

Couplers that — like their O Gauge brethren — can be triggered anywhere on the layout.

Our newest venture, M.T.H. S Gauge, brings 1/64th scale proportions to our full S Scale product line featuring track, rolling stock and locomotives.

Unlike most other model train companies, we have a Research & Development team — located in its own facility in Michigan — that benefits hobbyists across a wide range of interests and scales.



MTH
ELECTRIC TRAINS®

S Gauge Trains That Do More



About Our Product Lines

In this catalog you'll find two of the six M.T.H. product lines, our O Gauge Premier and RailKing lines. While they differ in detail level and price, under the shell they're very much the same. Every engine in this catalog shares the same Proto-Sound 3.0 electronics and the same quality M.T.H. construction. Premier and RailKing O Gauge engines can be run together on your railroad in conventional or DCS command mode.

Premier engines are full O scale models, 1/48 the size of their North American prototypes (our European Premier models are built to 1:45 dimensions for German and Swiss prototypes and 1:43.5 for English and French models). Because of this, they often require larger radius curves than comparable RailKing models. Premier engines are as detailed as we can reasonably make them, and feature a large number of added-on parts. On Premier steamers, for example, most piping is separately applied, whereas piping on RailKing steam engines is cast onto the boiler. While smoke is standard on virtually all M.T.H. steamers, only Premier and RailKing Scale and Imperial diesels feature smoke. Premier engines also have more elaborate lighting effects.

RailKing models have less detail and are lower priced than their Premier counterparts. Unless otherwise noted, all RailKing engines will negotiate O-31 curves. While RailKing Scale engines are full O scale size, other RailKing engines may have smaller proportions than their prototypes, to make them appropriate for smaller traditional layouts with O-31 curves. RailKing Imperial models are our top-of-the-line RailKing engines, with features such as real coal loads and separately illuminated marker lamps.

RailKing One Gauge locomotives feature long-lasting, impact-resistant polycarbonate bodies, powerful flywheel-equipped DC can motors, and precise 1:32 scale proportions and detail. Features include metal handrails, spinning fans, constant voltage lighting, puffing smoke timed to the engine's chuffing, firebox glow, cab figures, sliding cab windows, and much more. In addition to the eye-popping detail, the line is built tough for years of outdoor operation.

Lionel Corporation Tinplate models are made of stamped tinplate or die-cast metal, generally boasting bright, colorful enamel paint and M.T.H.'s state-of-the-art digital electronics. They provide collectors who cannot afford a pre-World War II original access to faithful, high quality, and highly detailed reproductions of model railroading's most flamboyant era.

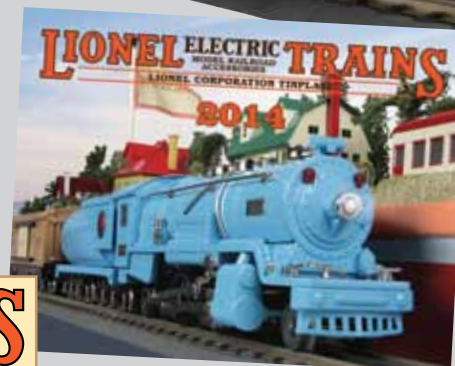
The **M.T.H. HO** product line features locomotives sporting the absolute latest in cutting-edge digital electronics for the HO market. Our slogan "HO Trains That Do More" is no understatement. Our sound-equipped locomotives are compatible with all HO operating systems: analog DC, NMRA-standard DCC, and M.T.H.'s Digital Command System (DCS). LED lighting, synchronized smoke output and durable ABS or die-cast metal bodies ensure that M.T.H. HO locomotives and rolling stock are worthy additions to any HO roster.

MTH S Gauge, our newest venture, will soon offer the excitement of puffing smoke, digital sound, and DCC as well as DCS command control for the first time in superbly detailed 1:64 scale models.



Celebrate Lionel Corporation Tinplate!

Modelers in other scales can celebrate Lionel Corporation Tinplate with O and Standard Gauge locomotives and freight cars.



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 crystal-clear digital sounds. 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 steam chuff or diesel motor volume — and play a steam engine quillable whistle as if you were pulling the whistle cord!

STATION SOUNDS

Proto-Sound passenger engines offer Passenger Station Proto-Effects™, a complete arrival and departure sequence you can activate from your transformer or 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.

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.



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 throttle setting — 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 2.0 and 3.0 locomotives.

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 OPERATING SYSTEMS

Right out of the box, every Proto-Sound 3.0 M.T.H. engine is compatible with all operating systems: conventional AC or 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 2.0 and 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 2.0 or 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 2.0 or 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 2.0 or 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.

PROTO-SOUND 3.0 DCC FUNCTIONALITY

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.

Proto-Sound 3.0 DCC Features

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

Steam Features

- Headlight/Backup light
- Bell
- Whistle
- Start-up/Shut-down
- Passenger Station/Freight Yard Sounds
- All Other Lights (On/Off)
- Master Volume
- Front Coupler
- Rear Coupler
- Forward Whistle Signal
- Reverse Whistle Signal
- Grade Crossing Signal
- Smoke On/Off
- Smoke Volume
- Idle Sequence 3
- Idle Sequence 2
- Idle Sequence 1
- Extended Start-Up
- Extended Shut-Down
- Labor Chuff (1)
- Drift Chuff (1)
- One Shot Doppler
- Coupler Slack
- Coupler Close
- Single Horn Blast
- Engine Sounds
- Brake Sounds
- Cab Chatter
- Feature Reset
- Train Marker (2)
- Train Operation (2)

- (1) Not Included On European Steam Locomotives
(2) Found Only On European Steam Locomotives

Diesel/Electric Features

- Head Light/Backup Light
- Bell
- Horn
- Start-up/Shut-down
- Passenger Station/Freight Yard Sounds
- All Other Lights (On/Off)
- Master Volume
- Front Coupler
- Rear Coupler
- Forward Horn Signal
- Reverse Horn Signal
- Grade Crossing Signal
- Clickety Clack (On/Off)
- Idle Sequence 4 (1)
- Idle Sequence 3 (2)
- Idle Sequence 2
- Idle Sequence 1
- Extended Start-Up
- Extended Shut-Down
- Rev Up (6)
- Rev Down (6)
- One Shot Doppler
- Coupler Slack
- Coupler Close
- Single Horn Blast
- Engine Sounds
- Brake Sounds
- Cab Chatter
- Feature Reset
- Smoke On/Off (3)
- Smoke Volume (3)
- Panto Auto/Manual (4)
- Front Panto Up/Down (4)
- Rear Panto Up/Down (4)
- Train Marker (5)
- Country Selection (5)

- (1) Found Only On Diesel Locomotives w/o Smoke
(2) Not Included On Electrics
(3) Found Only On Diesel Locomotives w/Smoke
(4) Found Only On Electric Locomotives
(5) Found Only On European Electric Locomotives
(6) Not Included On European Electric Locomotives



Simply to Run

This remote is **SIMPLE**.

It speaks **ENGLISH, NOT ICONS**.

It can be **OPERATED EASILY WITH ONE HAND**.

It can be **UPGRADED FOR FREE** over the Internet.



It can run over 4800* Proto-Sound® 2.0 & 3.0 engines and every TMCC®, EOB, or Legacy™ engine ever made — and run 99 of them at the same time, on the same track, independently, in command mode.

It can also **RUN ALL CONVENTIONAL AC LOCOMOTIVES** without the purchase of any additional hardware.

With the addition of an Accessory Interface Unit (AIU), it can **OPERATE ANY O SCALE ACCESSORY OR SWITCH**. It can create scenes and routes that are triggered with one push of a button.

WHAT CAN YOUR REMOTE DO?

* Number of different Proto-Sound 2.0 and 3.0 engines cataloged through the 2014 Volume 2 Catalog.

While all Lionel TMCC features can be accessed by the DCS handheld remote, at present some Legacy features cannot be accessed by the DCS remote.

Remote Shown Actual Size



DCS Remote Control System
50-1001 \$349.95

DCS Remote Control Handheld Unit
50-1002 \$169.95



DCS Track Interface Unit (TIU)
50-1003 \$199.95



DCS Accessory Interface Unit (AIU)
50-1004 \$119.95

the Best Way a Railroad™

Command Control Explained

In conventional operation, an AC or DC transformer varies track voltage to adjust engine speed and direction. Command systems such as DCS, however, put a constant voltage on the track (around 18 volts for DCS) and vary speed by telling each engine how much of that voltage to use. Command control allows different engines to do different things — like run at different speeds, go in different directions, or make different sounds — even when they are on the same track.

In the DCS system, commands such as speed, direction, and sound control are sent as radio signals from the handheld throttle to a TIU (track interface unit). The TIU translates those radio signals into digital information that is sent through the rails and picked up by a receiver in the appropriate engine — telling it to go, for example, 37 miles per hour, blow the whistle, smoke more heavily, or any other command. DCS locomotives can also send information back to the handheld to let the operator know what they're doing.



Learn More About It

Request a Complimentary DVD on DCS and M.T.H. technology. Log on to the DCS Web site, www.protosound2.com

TRY IT at your local DCS Demo Center

Take your favorite Proto-Sound 2.0 or 3.0 engine to any DCS Demo Center and experience the additional features your engine has with DCS control. To find your nearest demo center or request your complimentary DVD, visit www.mthtrains.com.

DCS COMMANDER: Get into DCS on a budget

Ideal for small layouts running two or three Proto-Sound 2.0 or 3.0 locomotives. Learn more about it using our online Product Search feature to see more information and read the instruction manual.



**DCS Commander System
w/100 Watt Power Supply**
50-1029 \$229.95

**DCS Commander Controller
(without power supply)**
50-1028 \$149.95



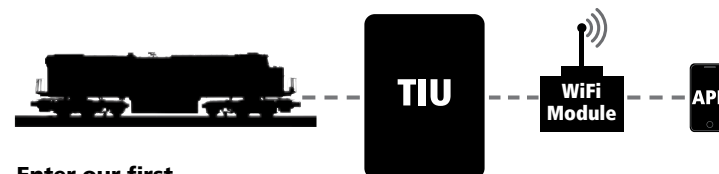
DCS Remote Commander Set
50-1033 \$49.95

M.T.H. Railroading App

Technology continues to expand in all aspects of our lives; we believe it must continue to do so in our products and our control systems if we want our hobby to remain relevant in the world of smart phones, tablets and wearable technology.



Why put a remote control in the hands of an operator when he or she probably has an even more powerful device in their pocket? Why shouldn't a modeler control their layout with their phone, when they can already use that phone to run their television, adjust their thermostat, and activate their home alarm system? More importantly, how many new members can we attract into our hobby when we bundle that hobby with technology they use every day?



Enter our first model railroading app

In 2014, M.T.H. will release smart phone and tablet apps that will allow operators to run their trains from Apple iOS or Android phones or tablets. That means your Apple iPhone or Samsung Galaxy S4 can do one more thing we only dreamed about fourteen years ago. Your favorite Android tablet or Apple iPad will bring the DCS Digital Command System to life in a way you never thought possible when you first picked up a DCS remote control. Any of these smart devices can run our new app. That means anybody who visits your layout can run trains — the days of fighting over the remote control are over!

Whether you're running Android or iOS, our DCS app will allow you to control your entire layout in command or conventional modes without using a DCS handheld remote. You'll still need a TIU (Track Interface Unit) along with a new, separately sold DCS WiFi module. Simply plug the module into the TIU, search for its WiFi signal on your phone or tablet, and you'll be running your layout in command mode in no time. Everything the DCS handheld remote can do, the app can do — but your experience will be better and in full color!

Our new app isn't limited to just DCS control either. With it, you'll be able to access special pages on the M.T.H. website, see the latest catalogs and news articles, and shop for M.T.H. products. Look for the app this year — it's gonna be fun.

RailKing

The Best Value in O Gauge

RAILKING[®]
By M.T.H. Electric Trains

First appearing in 1995 and now encompassing more than 9,100 items, RailKing is M.T.H.'s best-selling and most attractively priced product line. Cars and locomotives featured in the M.T.H. RailKing line are equipped with moderate detail and run on the same O gauge track as the intricately detailed O scale models found in our Premier Line. But, because RailKing models are shorter in length, they can negotiate tighter curves. In fact, most RailKing models can negotiate a circle as small as 31 inches in diameter, and some can operate on curves even smaller than that. This is a real advantage for model train enthusiasts with modestly sized layouts.

Over the years, the RailKing line has evolved into three different subcategories: RailKing, RailKing Scale, and RailKing Imperial.



Features typically found on RailKing models include:

- Durably constructed ABS diesel locomotive and car bodies
- Die-Cast metal steam locomotive boilers
- All-metal diesel and steam locomotive chassis
- All-metal wheels, gears and axles
- All-metal couplers
- All-metal freight and passenger car trucks with operating couplers
- Precision flywheel-equipped motors
- Synchronized Puffing ProtoSmoke™-equipped steam locomotives



Features typically found on RailKing Scale models include all of our RailKing features, plus:

- Full 1/48 O scale proportions
- Additional grab iron detail
- Authentic, legible builder's plates
- Cab interior lighting
- Locomotive engineer figures
- Diesel cab interior detail
- Operating ProtoSmoke diesel exhaust on larger models

RailKing Scale diesels are full scale-proportioned models featuring a higher level of detail than that found on regular RailKing models. Because of their scale proportions, RailKing Scale models require a minimum of O-31 curves in order to operate.

While RailKing Scale models are not as intricately detailed as their Premier counterparts, they mix well with any O scale 3-rail models, regardless of manufacturer. RailKing Scale diesels are an attractively priced alternative for modelers who want to operate full 1/48 scale O gauge trains.



Features typically found on Imperial models include all of our RailKing features, plus:

- Separate class light housings with individual LED illumination
- Additional grab iron detail
- Authentic, legible builder's plates
- Cab interior lights
- Painted steam locomotive backhead gauges
- Safety chains for tender trucks
- Real tender coal loads



RailKing Imperial locomotives retain traditional proportions and O-31 minimum curve operation like regular RailKing locomotives, but are equipped with a level of detail usually found only on more expensive, full-scale engines that require much larger curves.

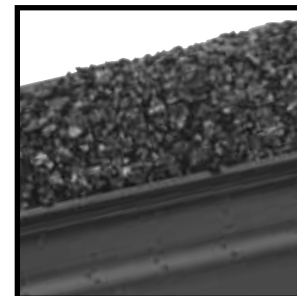
Norfolk & Western Y6b 2-8-8-2 Mallet



IMPERIAL
SERIES

Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Real Coal Load in Tender
- Die-Cast Locomotive Trucks
- Tender Truck Safety Chains
- Engineer and Fireman Figures
- Painted Cab Backhead Gauges
- Separately Added Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Glowing Firebox
- Cab Interior Light
- Constant-Voltage LED Headlight, Class Lights and Tender Backup Light
- Legible Builder's Plates
- (2) Precision Flywheel-Equipped Motors
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCC Receiver
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 24 3/4" x 2 1/2" x 3 5/8"
- Operates On O-31 Curves





Norfolk & Western - 2-8-8-2 Imperial Y6b Steam Engine
30-1662-1 Proto-Sound 3.0 \$699.95



Union Pacific - 2-8-8-2 Imperial Y6b Steam Engine
30-1663-1 Proto-Sound 3.0 \$699.95



Baltimore & Ohio - 2-8-8-2 Imperial Y6b Steam Engine
30-1664-1 Proto-Sound 3.0 \$699.95



Santa Fe - 2-8-8-2 Imperial Y6b Steam Engine
30-1665-1 Proto-Sound 3.0 \$699.95

A visit to the Norfolk & Western in the early 1950s was like a scene from *Jurassic Park*: prehistoric beasts romping in their natural mountain habitat. At a time when other roads were letting their remaining steam engines rot away and giving them minimal service in dirty, dingy, soon-to-close facilities, the N&W was still running a first-class steam operation and even building new power. With its main line through some of the nation's richest coalfields, it was still betting on the future of steam; as late as 1955, the N&W didn't roster a single diesel. The majority of traffic was handled by what N&W fans call the "holy trinity of steam": the streamlined Class J Northern; the articulated greyhound Class A; and the massive Y6b 2-8-8-2, "the workhorse of the N&W."

Built in the N&W's own Roanoke shops from 1948–52, the Y6b was the final evolution of the USRA Heavy Mallet, designed at the N&W's request in 1918. Unlike most modern articulated locomotives, which were "simple expansion" engines that used high-pressure boiler steam in all four cylinders, the Y6b followed Anatole Mallet's original idea. Like all true Mallets, the Y6b was a compound articulated that used steam twice: first in the smaller, high-pressure cylinders of its rear engine, and then again in the larger, low-pressure cylinders of its front engine before exhausting up the stack.

"Long after everybody else gave up the Mallet as an impossibly slow beast of burden," wrote *Trains* magazine editor David P. Morgan, "N&W kept tinkering with the design it had once loaned to other roads in the guise of the USRA compound 2-8-8-2 until it had that ideal mountain engine, the Y6. (And if anybody ever manages to locate the figures to compare N&W's compounds with anybody else's simple articulateds in mountain service, I'd lay my money on using steam twice.)" As Morgan noted, the Y6b was "one of those unique compounds that can be worked simple (high-pressure steam to all four cylinders) up to 10 mph [to start a heavy train], and thereafter still get a shot of 300-pound boiler steam for the fat low-pressure cylinders up front if the going gets rough." He called it "the *piece de resistance* of any Norfolk & Western roundhouse, a loud-mouthed, squat-driven monster that weighs 495 tons, requires a 115-foot turntable, and can hit 50 mph." Like the Swiss Crocodile shown elsewhere in this catalog, the Y6b was a mountain goat bred for heavy loads, steep grades, and winding curves.

For 2014, the Y6b returns to the RailKing Imperial line, upgraded with Proto-Sound 3.0 and a wireless drawbar, and equipped with twin motors and speed control to match the prototype's pulling power at any speed. Imperial features that set this model apart include legible builders plates, tender truck safety chains, crew figures, cab interior light, painted backhead gauges, and a real coal load in the tender.

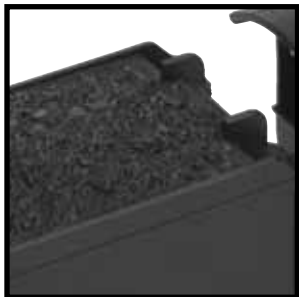
USRA 2-8-8-2 Mallet



IMPERIAL
SERIES

Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Real Coal Load in Tender
- Die-Cast Locomotive Trucks
- Tender Truck Safety Chains
- Engineer and Fireman Figures
- Separately Added Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant-Voltage LED Headlight
- Legible Builder's Plates
- Cab Interior Light
- Painted Cab Backhead Gauges
- Glowing Firebox
- Operating Tender Back-up Light
- (2) Precision Flywheel-Equipped Motors
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCC Receiver
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 25" x 2 1/2" x 3 3/4"
- Operates On O-31 Curves





Pennsylvania - 2-8-8-2 Imperial USRA Steam Engine
 30-1666-1 Proto-Sound 3.0 \$699.95



Great Northern - 2-8-8-2 Imperial USRA Steam Engine
 30-1667-1 Proto-Sound 3.0 \$699.95



Chesapeake & Ohio - 2-8-8-2 Imperial USRA Steam Engine
 30-1668-1 Proto-Sound 3.0 \$699.95



Denver & Rio Grande - 2-8-8-2 Imperial USRA Steam Engine
 30-1669-1 Proto-Sound 3.0 \$699.95

In 1874, Swiss technical writer Anatole Mallet invented the articulated locomotive, coupling two sets of driving wheels under one boiler. Mallets used their steam twice: the rear cylinders were fed high-pressure boiler steam, and the larger front cylinders used low-pressure steam exhausted from the rear cylinders. In 1909, Baldwin delivered the first 2-8-8-2 Mallets to the Southern Pacific, where they became the precursors of the SP's famous Cab Forwards. By World War I, Mallet 2-8-8-2s were in use across the United States, particularly on mountain routes where they replaced two or three smaller engines.

When the federal government's United States Railroad Administration took over the railroads during the War, it used the Norfolk and Western class Y-2 2-8-8-2 as the starting point for the largest of its 12 standardized steam locomotive designs. (For more on the USRA, see page 15.) Although Mallets later fell out of favor with most railroads, in favor of faster "simple" articulateds that delivered high-pressure boiler steam to all four cylinders, the USRA's largest design proved to be one of its most enduring. In 1952, a Norfolk and Western Y6b, a direct descendant of the original USRA design, was the last mainline steam engine built in the United States.

The USRA 2-8-8-2 returns to the RailKing lineup in 2014, upgraded with Proto-Sound 3.0 and wireless drawbar and featuring a full complement of Imperial-level details: legible builder's plates, painted backhead gauges, cab interior light, glowing firebox, engine crew, tender truck safety chains, and a real coal load in the tender.

USRA 0-6-0 Switcher



IMPERIAL
SERIES

Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Real Coal Load in Tender
- Die-Cast Tender Trucks
- Engineer and Fireman Figures
- Separately Added Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- (2) Remote Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Tender Truck Safety Chains
- Constant-Voltage LED Headlight and Tender Backup Light
- Operating Firebox Glow
- Legible Builder's Plates
- Cab Interior Light
- Painted Cab Backhead Gauges
- Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Near-Scale Proportions
- Onboard DCC Receiver
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 17 1/2" x 2 7/8" x 3 1/2"
- Operates On O-31 Curves





Pennsylvania - 0-6-0 Imperial USRA Steam Switcher
30-1659-1 Proto-Sound 3.0 \$429.95

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.

With 255 engines delivered to 23 railroads, production numbers for the government-issue 0-6-0 were the second-highest of any USRA design. And more than any other USRA engine, the six-coupled switcher was found from coast to coast, from Maine to Texas, and on railroads large and small. Its short wheelbase enabled it to slip into industrial and wharf sidings where larger engines couldn’t go. Owners were generally quite pleased with the quality of the government’s design, and many 0-6-0s lasted into the 1950s.

Offered for the first time with Proto-Sound 3.0 and a wireless drawbar, our USRA 0-6-0 sports Imperial-level details like legible builders plates and a real coal load, as well as all the operating features you’d want in a steam switcher: smooth, steady operation down to 3 scale miles per hour; remote Proto-Couplers front and rear; chuffing sounds and puffing smoke synchronized with the drivers at a correct four chuffs per revolution; adjustable smoke intensity; great pulling power; directional headlight and backup light; and authentic stream-era sounds.



Alaska - 0-6-0 Imperial USRA Steam Switcher
30-1658-1 Proto-Sound 3.0 \$429.95



Pittsburgh & Lake Erie (NYC) - 0-6-0 Imperial USRA Steam Switcher
30-1660-1 Proto-Sound 3.0 \$429.95



Santa Fe - 0-6-0 Imperial USRA Steam Switcher
30-1661-1 Proto-Sound 3.0 \$429.95

New York Central L-3 4-8-2 Mohawk



Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Die-Cast Tender Trucks
- Separately Added Metal Handrails, Whistle and Bell
- Constant-Voltage LED Headlight and Tender Backup Light
- Legible Builder's Plates
- Painted Cab Backhead Gauges
- Glowing Firebox
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCC Receiver
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station or Freight Yard Proto-Effects
- Measures: 22" x 2 1/2" x 3 1/2"
- Operates On O-31 Curves



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. As an experiment, two existing L-2 Mohawks were modified with higher boiler pressure, smaller cylinders, lightweight rods and other reciprocating parts, and roller bearings — which pushed their top speed from 60 mph to the 80 mph needed for passenger work. The success of these engines led to the class L-3 Mohawks delivered from 1940–1942. With over 5000 horsepower on tap, they were equally at home pulling the 20th Century Limited or more than 100 freight cars. A new feature on the L-3s was the largest tender yet seen on a Central locomotive, with a 43-ton-capacity coal bunker. These tenders didn't carry enough water to match all that coal, however, because the Central used water scoops under its tenders and track pans between the rails to enable locomotives to pick up water on the move. One of the most spectacular sights of the steam era was a Mohawk or Hudson taking on water at speed, with excess water blasting out of relief vents on the tender deck.

Like the prototype, our RailKing version of this dual-purpose steamer combines good looks with the muscle to pull heavy freight or passenger loads; it returns to the RailKing lineup for 2014 upgraded with a wireless drawbar and the outstanding features of Proto-Sound 3.0.



New York Central - 4-8-2 L-3 Mohawk Steam Engine
30-1652-1 Proto-Sound 3.0 \$429.95

Add A Matching Passenger Set
See Page 64



New York Ontario & Western - 4-8-2 L-3 Mohawk Steam Engine
30-1653-1 Proto-Sound 3.0 \$429.95

Add A Matching Passenger Set
See Page 62



Milwaukee Road - 4-8-2 L-3 Mohawk Steam Engine
30-1654-1 Proto-Sound 3.0 \$429.95

Add A Matching Passenger Set
See Page 63



Southern - 4-8-2 L-3 Mohawk Steam Engine
30-1655-1 Proto-Sound 3.0 \$429.95

Add A Matching Passenger Set
See Page 62



New York Central - 4-8-2 L-3 Mohawk Steam Engine Freight Set
30-1656-1 \$579.95



New York Central - 4-8-2 L-3 Mohawk Speciality Passenger Set
30-1657-1 \$579.95

4-4-0 Golden Spike Passenger Sets



Central Pacific - 4-4-0 Golden Spike Passenger Set
30-1671-1 Proto-Sound 3.0 \$629.95



Union Pacific - 4-4-0 American Steam Engine
30-1672-1 Proto-Sound 3.0 \$399.95

Union Pacific - 3-Car Overton Passenger Coach Set
30-6437 \$189.95

Union Pacific - 19th Century 34' Box Car
30-74795 \$49.95

Union Pacific - 4-4-0 Golden Spike Passenger Set
30-1670-1 Proto-Sound 3.0 \$629.95

Just four years after the war that nearly tore the nation apart, the fledgling railroad industry helped bind it together again. On May 10, 1869, at Promontory Summit, Utah Territory, with the gentle tapping of four precious metal spikes into a laurelwood tie, the first transcontinental railroad was completed. Perhaps in reference to the Civil War, the official Golden Spike was engraved, "May God continue the unity of our country as the railroad unites the two great Oceans of the world."

After workmen replaced the ceremonial spikes and tie with real ones, a Western Union telegrapher flashed the news to a waiting nation: "D-O-N-E." With this culmination of one of the greatest engineering feats in history, life in the United States changed dramatically. All of a sudden, moving west to start a farm or business became a realistic goal for hundreds of thousands more citizens and new immigrants. In a short time,

shipping agricultural and factory products to faraway customers would become commonplace.

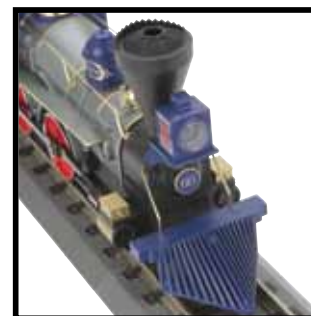


The two engines that touched noses

that bright May Monday — depicted in the famous "Champagne Photo" — were both 4-4-0's, a wheel arrangement celebrated in Currier & Ives prints and

so prevalent on U.S. railroads that it was called the American. The steam locomotive was still a bold new technology at the time, and the vivid, colorful paint schemes worn by both engines were commonplace. Arriving from the west was *Jupiter*, pulling a train of dignitaries led by Central Pacific Railroad President Leland Stanford. *Jupiter* had not been Stanford's first choice to pull his special, but an accident en route had damaged *Antelope*, the original power assigned to the train. Like its stable mates *Storm*, *Whirlwind* and *Leviathan*, *Jupiter* was an 1868 product of the Schenectady Locomotive Works of New York. Like all CP power, they had traveled by ship around Cape Horn to San Francisco and then been barged upriver to Central Pacific rails in Sacramento.

Arriving from the east by a much less circuitous route was *No. 119* of the Union Pacific Railroad with its own train of dignitaries. Built in 1868 by the Rogers Locomotive and Machine Works of Paterson, New Jersey, *No. 119* was, like *Jupiter*, an understudy taking the place of an incapacitated engine and achieving an accidental place in history. But while the ceremonial spikes were preserved for posterity, no one thought to save the locomotives. Both *Jupiter* and *No. 119* went back to their normal jobs, served faithfully for decades, and were eventually scrapped in the early 1900s. On May 10, 1979, however, 110 years to the day after the original Golden Spike ceremony, the National Park Service welcomed accurate reproductions of *Jupiter* and *No. 119* to the Golden Spike National Historic Site, where they reenact the joining of the two great Oceans for park visitors to this day.



Features

Set Features

- 4-4-0 Steam Locomotive With Proto-Sound 3.0
- 3-Car Overton Passenger Set
- 19th Century Box Car

Locomotive Features

- Die-Cast Boiler and Tender Body
- Near-Scale Proportions
- Die-Cast Metal Chassis
- Colorful Paint Scheme
- Metal Wheels and Axles
- Constant Voltage LED Headlight
- Die-Cast Tender Truck Sides
- Precision Flywheel-Equipped Motor
- Locomotive Speed Control In Scale MPH Increments
- Remote Controlled Proto-Coupler
- Synchronized Puffing ProtoSmoke System

- Metal Handrails and Whistle
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 17 1/2" x 2 5/8" x 4 1/4"
- Operates On O-31 Curves

Rolling Stock Features

- Intricately Detailed Durable ABS Bodies
- Metal Wheels and Axles
- Detailed Passenger Car Interiors
- Overhead Interior Lighting
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Near-Scale Proportions

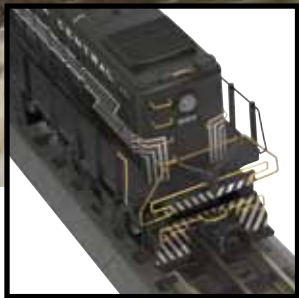


Central Pacific - 4-4-0 American Steam Engine
30-1673-1 Proto-Sound 3.0 \$399.95

Central Pacific - 3-Car Overton Passenger Coach Set
30-6438 \$189.95

Central Pacific - 19th Century 34' Box Car
30-74796 \$49.95

Alco RS-1



Features

- Intricately Detailed Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails
- (2) Engineer Cab Figures
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- (2) Precision Flywheel Equipped Motors
- Onboard DCC Receiver
- Operating Diesel Exhaust Smoke
- Locomotive Speed Control In Scale MPH Increments
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard or Passenger Station Proto-Effects
- Measures: 14" x 2 1/2" x 4"
- Operates On O-31 Curves



New Haven - Alco RS-1 Diesel Engine
30-20246-1 Proto-Sound 3.0 \$329.95



Long Island - Alco RS-1 Diesel Engine
30-20247-1 Proto-Sound 3.0 \$329.95

Add A Matching Passenger Set
See Page 63



New York Central - Alco RS-1 Diesel Engine
30-20248-1 Proto-Sound 3.0 \$329.95



Pennsylvania - Alco RS-1 Diesel Engine
30-20249-1 Proto-Sound 3.0 \$329.95

The American Locomotive Company pioneered the multi-purpose "road switcher" design in 1941 with its 1000 hp RS-1. Alco's designers added a second, shorter hood to a basic switcher to make room for a steam boiler for passenger train heat. The short hood also afforded the crew additional accident protection. Smoother-riding trucks made the RS-1 suitable for the higher road speeds that would be daunting in a typical switcher. Although EMD's later GP7 and GP9 sold better and really established the road switcher as a universal locomotive, the RS-1 had the longest production run of any American-made diesel. The last new RS-1 left Alco's shops in 1960.

Interestingly, the first two years of RS-1 production went to the military. The 13 units that had been delivered to American railroads were requisitioned from their owners, and, along with 144 additional engines, were sent to Iran, Russia, and U.S. Army posts. These RS-1s were fitted with three-axle trucks to make them suitable for lighter rail on overseas roads. A group that plied the Trans-Iranian Railroad became known as "the diesels that saved Russia" because they brought in food and other supplies after the Luftwaffe had crippled Russian shipping. These engines later became the prototype for Russia's own early diesels.

Check out this model of America's first road switcher and we think you'll agree it offers Premier-level detailing at a Rail-King price. Walkways have metal handrails and etched safety tread to prevent your 1/48-scale crewmen from slipping on a wet surface. End pilots have separately-added uncoupling levers. On the cab sides you'll find legible Alco builder's plates. Grab irons are separately added metal parts, as are the rooftop handles that allowed shop crews to remove roof panels for major repairs. Additional metal details include a horn, etched brass roof walkway, and a bell mounted under the frame.

Our RS-1 features dual pickup rollers on each truck, making this model nearly stall-proof on any three-rail O gauge switches. Throttle down as low as three scale miles per hour with a heavy freight or commuter train and maintain that speed as long as you wish, thanks to Proto-Speed Control. Listen to the authentic chant of a first-generation Alco 244 motor, rumbling with an offbeat gait that sounds like it could use a tune-up. While other manufacturers have offered the RS-1, no other O gauge model runs more smoothly or dependably, sounds as good, or is more fun to operate.

Alco C-628



RAILKING
scale

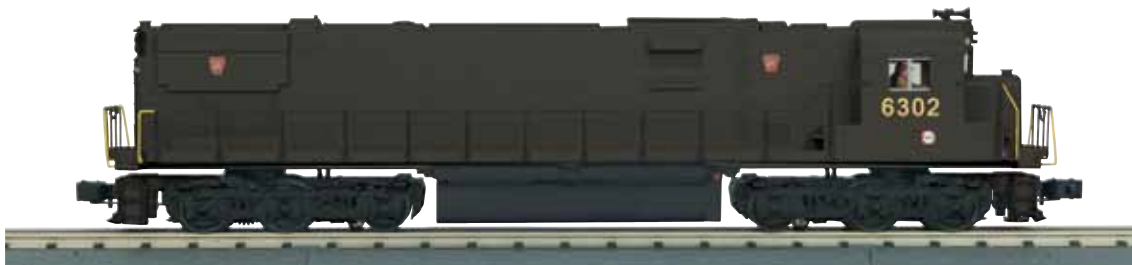
Features

- Intricately Detailed ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- (2) Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- Lighted Cab Interior
- Illuminated Number Boards
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust Unit
- Onboard DCC Receiver
- Locomotive Speed Control In Scale MPH Increments
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 18" x 2 1/2" x 3 3/4"
- Operates On O-31 Curves





Delaware & Hudson - C-628 Diesel
30-20242-1 Proto-Sound 3.0 \$329.95



Pennsylvania - C-628 Diesel
30-20243-1 Proto-Sound 3.0 \$329.95



Lehigh Valley - C-628 Diesel
30-20244-1 Proto-Sound 3.0 \$329.95



Southern Pacific - C-628 Diesel
30-20245-1 Proto-Sound 3.0 \$329.95

The Century series was Alco's last stand. Like Baldwin's Sharknose diesels a decade before, the Century lineup, introduced in 1963, was a final attempt by one of America's big three steam builders to stay relevant in the diesel market. Just three years earlier, former Alco partner General Electric had inaugurated the second generation of diesel power with its innovative U25B, and GE would soon usurp Alco as the number two firm in the locomotive business — a business dominated by an auto maker. With its back against the wall, Alco resorted to sheer muscle to try to win the day.

In the early 1960s, the generation of engines that had dieselized America was beginning to wear out. As manufacturers marketed second generation replacement power, one of their key selling points was "unit reduction" — replacement of lower-power first generation units with a smaller number of new, higher-power units. Compared with its 2500 hp rivals, GE's U25 and EMD's GP35, Alco's C-628 ("Century series, 6-axle, 2800 hp") was a beast — at least 30 tons heavier and nearly five feet longer than either of its competitors, and easily able to outpull them both. Alco's claim that the C-628 was "the most powerful single-engine diesel locomotive ever built in the United States" was no idle boast.

In an attempt to address dependability issues that had dogged earlier Alco diesels, Alco's designers incorporated numerous reliability improvements into the C-628 and its four-axle companions in the Century series — including pressurized air circulation in the engine room to keep out dirt (an idea pioneered on GE's U-boats) and a claimed 8 years between major engine overhauls. Alco's salesmen boasted that the C-series would cut operating costs by a whopping 44% versus a 10-year-old engine.

Unfortunately, however, the game had already been lost. With EMD having a firm grip on the market and GE coming up fast, the C-628, the best-selling model in the Century lineup, sold only 186 units from 1963-1968, compared with over 1300 GP35s and nearly 500 U25Bs. Most C-628 sales were to existing Alco customers, who were largely pleased with the engine's 70 mph top speed and ability to haul tremendous loads. On roads with lighter track structure, however, the Alco's tremendous weight and power proved damaging to the rails, hurting sales and causing some roads like the Monon to sell their units within a few years.

But in many cases, the rugged engines outlasted the company that built them and even the first railroads that owned them. The Pennsy's C-628s were passed to the Penn Central and, along with the Lehigh Valley's units, to Conrail in 1976, where they served another two years before retirement. And in 1973, the Chicago and North Western purchased the Norfolk and Western's C-628 fleet and ran it for another 14 years. Alco, meanwhile, had shuttered its Schenectady locomotive plant in 1969 and sold its designs to its Canadian cousin, the Montreal Locomotive Works. After many changes in corporate ownership, Alco designs are still alive today in India, where a large number of diesels are driven by descendants of the same Alco 251 diesel motor that powered the Century series.

FM Trainmaster



Features

- Intricately Detailed Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- (2) Engineer Cab Figures
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- Lighted Cab Interior
- Illuminated Number Boards and Marker Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust Unit
- Onboard DCC Receiver
- Locomotive Speed Control In Scale MPH Increments
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 17" x 2 5/8" x 3 7/8"
- Operates On O-31 Curves





FM Demonstrator - FM Trainmaster Diesel Engine

30-20238-1	Proto-Sound 3.0	\$329.95
30-20238-3	Non-Powered	\$179.95



Wabash - FM Trainmaster Diesel Engine

30-20239-1	Proto-Sound 3.0	\$329.95
30-20239-3	Non-Powered	\$179.95



Jersey Central - FM Trainmaster Diesel Engine

30-20240-1	Proto-Sound 3.0	\$329.95
30-20240-3	Non-Powered	\$179.95



Virginian - FM Trainmaster Diesel Engine

30-20241-1	Proto-Sound 3.0	\$329.95
30-20241-3	Non-Powered	\$179.95

Fairbanks Morse got into the locomotive business because it made submarine engines. FM's unique opposed-piston diesel engine powered about half the U.S. Navy's World War II submarine fleet and developed a great reputation for reliability; the adaptation to railroad equipment during and after the war seemed like a natural transition.

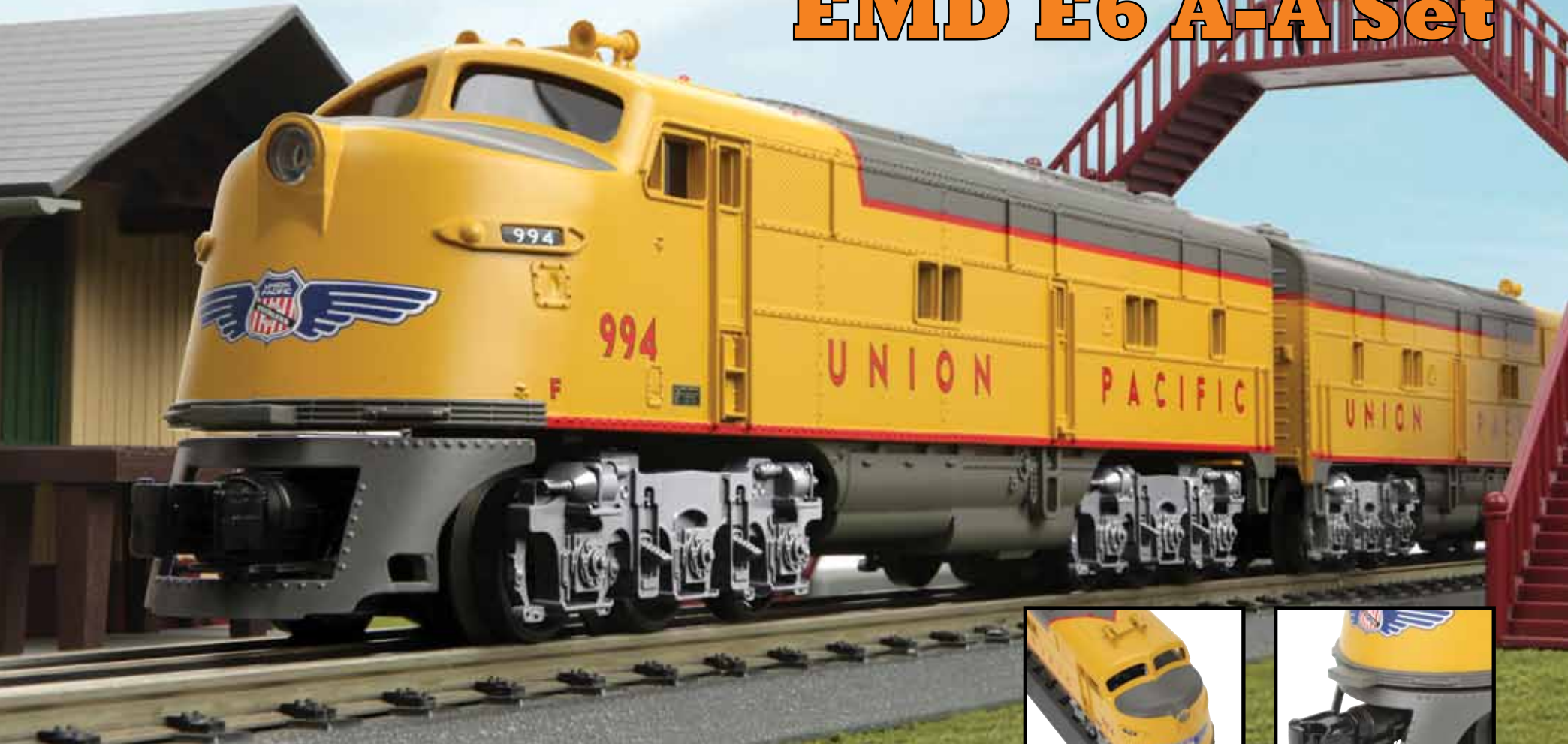
In the opposed-piston motor, each cylinder had a piston at either end and the combustion chamber in the middle. There were no valves or cylinder heads. Intake and exhaust occurred through holes in the cylinder walls. The upper and lower banks of pistons each powered a separate crankshaft, and the two crankshafts were linked together to power the locomotive. While this sounds like a complex way to build an engine, the O.P. diesel in fact had several advantages over a conventional motor: fewer moving parts, terrific acceleration, and about double the horsepower per cylinder.

In 1953 the O.P. engine reached its zenith in the Trainmaster. Introduced at the Railroad Manufacturers' Supply Association show that year, FM's new locomotive took the show by storm. At 2400 horsepower, it was the most powerful single-motored diesel locomotive of its era and had a brawny body to match its bold name. Emblazoned in bright yellow and red, four Trainmaster demonstrators barnstormed the country and walked away with any consist the railroads threw at them. For one brief moment, Fairbanks Morse looked like a contender.

Ultimately, however, the opposed-piston engine proved ill-suited to locomotive use. The bone-jarring railroad environment was much rougher on the motor than a submarine cushioned by an ocean. The top crankshaft proved prone to oil leakage. Perhaps most important, maintenance was a nightmare. Whereas a single bad cylinder in an Electro-Motive diesel could be accessed by pulling off one cylinder head, a cylinder repair in an O.P. engine required removal of the top crankshaft and removal or disconnection of the entire top bank of cylinders — which also meant the roof of the locomotive had to come off. Ultimately, only 127 Trainmasters were sold to 11 U.S. and Canadian railroads.

In the world of O gauge railroading, however, the Trainmaster was a hit from the moment it went on the market in the mid-1950's. The engine's massive size and tremendous pulling power have made it one of the most-loved engines among 3-rail operators for nearly half a century. The Trainmaster returns to the RailKing Scale lineup in 2014 complete with the digital sound, amazing slow speed capability, and variable smoke output that make Proto-Sound 3.0 the best sound and control system in O gauge. Our model also features crew figures in the cab, LED illuminated number boards, headlights and front and rear marker lights.

EMD E6 A-A Set



Features

- Intricately Detailed ABS Bodies
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Horn
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- (2) Precision Flywheel-Equipped Motors In Powered A-Unit
- Onboard DCC Receiver
- Locomotive Speed Control In Scale MPH Increments
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 29 1/4" x 2 1/2" x 3 5/8"
- Operates On O-31 Curves



In the mid-1930s, as the Electro-Motive Division of General Motors was trying to interest railroads in diesel passenger power, there was a lot of experimentation in exterior design. Looking at EMD's worm-like yellow and brown Union Pacific M-10000, its gleaming stainless steel Burlington Zephyr, or the boxy, just-plain-ugly early Santa Fe units, it's apparent that here was a new function looking for its form. The first generation of road diesels found its form in 1937, when the initial E-units, built for the B&O, inaugurated the classic "covered wagon" cab unit design that would last for two decades on both freight and passenger diesels.

The earliest E-units were each virtually custom made, with less than 20 units produced of models EA through E5. With the E6, EMD settled on a standardized passenger unit and began to produce it in large quantities. Starting in 1939, 92 A-units and 26 matching B-units were built, before the war effort arrested production of all passenger diesels in 1942. The E6 was the last passenger diesel to sport the beautiful, rakish, streamlined EMD nose so characteristic of the 1930s. When the war ended, EMD resumed production of the E-Series with the E7, which featured the "bulldog" nose introduced earlier on the model FT freight diesel.

Now you can enjoy the beauty and glamour of the seminal E6 streamliners in the colorful schemes of some of America's greatest railroads. Imagine the excitement of hearing station announcements and squealing brakes as your train glides to a stop, followed by the hustle and bustle of passengers disembarking and boarding. Moments later, the conductor's departure call pierces the din, the locomotive's bell begins to ring, and your train is off again for faraway places. It's all possible thanks to Proto-Sound 3.0. Only M.T.H. offers such a complete array of sounds and other features to bring the drama of prototype railroading onto your home layout.



Atlantic Coast Line - E-6 AA Diesel Engine Set
 30-20250-1 Proto-Sound 3.0 \$369.95
 30-20250-3 Non-Powered B-Unit \$119.95

Add A Matching Passenger Set
 See Page 64



Union Pacific - E-6 AA Diesel Engine Set
 30-20252-1 Proto-Sound 3.0 \$369.95
 30-20252-3 Non-Powered B-Unit \$119.95



Add A Matching Passenger Set
 See Page 65



Pennsylvania - E-6 AA Diesel Engine Set
 30-20253-1 Proto-Sound 3.0 \$369.95
 30-20253-3 Non-Powered B-Unit \$119.95

Add A Matching Passenger Set
 See Page 65



Great Northern - E-6 AA Diesel Engine Set
 30-20251-1 Proto-Sound 3.0 \$369.95
 30-20251-3 Non-Powered B-Unit \$119.95

Add A Matching Passenger Set
 See Page 64

Baldwin AS-616 Road Switcher



RAILKING
scale

Features

- Intricately Detailed ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- (2) Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- Lighted Cab Interior
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust Unit
- Onboard DCC Receiver
- Locomotive Speed Control In Scale MPH Increments
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 14 1/2" x 2 1/2" x 3 3/4"
- Operates On O-31 Curves





Bessemer & Lake Erie - AS-616 Diesel Engine
30-20230-1 Proto-Sound 3.0 \$329.95



Western Maryland - AS-616 Diesel Engine
30-20231-1 Proto-Sound 3.0 \$329.95



Norfolk Southern - AS-616 Diesel Engine
30-20232-1 Proto-Sound 3.0 \$329.95



Milwaukee Road - AS-616 Diesel Engine
30-20233-1 Proto-Sound 3.0 \$329.95

Built from 1950–1954, the AS-616 was Baldwin’s best-selling and final stab at the burgeoning road switcher market, which had been pioneered by Alco’s RS-1 and came to be dominated by EMD’s GP7 and GP9. In theory — and in practice with EMD Geeps — a road switcher was the perfect all-around diesel, equally adept at low-speed yard work or hustling mainline freight. And indeed, AS-616 stood for “All-Service, 6 axle, 1600 horsepower” But the AS-616, like all Baldwin diesels, became typecast by its owners in one particular role: low-speed lugging of heavy loads, both in the yard and in mainline drag freight service.

This role stemmed from the De La Vergne diesel motors that powered all Baldwin units. Acquired by Baldwin in 1931, the De La Vergne Engine Company had started life in 1880 making mechanical refrigeration machines for breweries. Its power plant for Baldwin’s locomotives was unique among diesels of its time. In order to make the fuel burn slower and give their 4-cycle engine a longer power stroke, De La Vergne’s designers used massive cylinders more than a foot in diameter and added a separate combustion chamber above each cylinder. To allow the fuel more time to burn, they ran the engine at a maximum speed of 625 rpm — just over half the speed of most competitive diesels. In the October 1936 issue of Baldwin Locomotives Magazine, the company claimed that “slow combustion gives low fuel consumption, absence of smoke, quick pick-up, and smooth idling.”

Ultimately the massive De La Vergne motor proved to be both a blessing and a curse. Teamed up with equally heavy-duty traction motors supplied by Westinghouse, Baldwin’s prime mover found its niche in low-speed, heavy tonnage lugging assignments, where engine crews admired Baldwin diesels because they just wouldn’t quit. But those were just the types of assignments in which crews tended to abuse equipment and push an engine to its limits. As a result, Baldwin engines eventually developed a reputation for high maintenance costs. The early VO-1000 switcher, with its normally aspirated 8-cylinder engine, was one of Baldwin’s most dependable locomotives; but the turbocharged models that succeeded it, including the AS-616, were plagued by problems that included excessive piston wear and chronic oil leaks. In the early 1950s, when diesel power was new and railroads were trying engines from all manufacturers, 19 U.S. and Latin American railroads purchased 221 AS-616s (including 7 cab-less B-units). But by the middle of the decade, it was clear that Baldwin was no longer a contender in the diesel business, and in 1956 the nation’s oldest locomotive builder threw in the towel.

Relive the excitement and variety of the early diesel years with the RailKing Scale AS-616. Thanks to Proto-Sound 3.0, our model features authentic Baldwin prime mover sounds and the ability to duplicate the low-speed lugging power of its prototype — as well as the ability to hustle along virtually as fast as you care to run it.

SD60



RAILKING
scale

Features

- Intricately Detailed Durable ABS Body
- Metal Chassis
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Handrails and Horn
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- Onboard DCC Receiver
- Locomotive Speed Control In Scale MPH Increments
- 1:48 Scale Proportions
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust Unit
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 18 1/8" x 2 15/16" x 4 1/4"
- Operates On O-31 Curves





Canadian National - SD60 Diesel Engine
 30-20234-1 Proto-Sound 3.0 \$329.95
 30-20234-3 Non-Powered \$179.95



CSX - SD60 Diesel Engine
 30-20235-1 Proto-Sound 3.0 \$329.95
 30-20235-3 Non-Powered \$179.95



Indiana Railroad - SD60 Diesel Engine
 30-20237-1 Proto-Sound 3.0 \$329.95
 30-20237-3 Non-Powered \$179.95

Conrail - SD60 Diesel Engine
 30-20236-1 Proto-Sound 3.0 \$329.95
 30-20236-3 Non-Powered \$179.95



Introduced in the mid-1980s, the SD60 and its four-axle sister, the GP60, were the first EMD diesels to incorporate computer technology and onboard diagnostics to aid the engineer. Under the hood was a new 16-cylinder model 710 prime mover rated at 3800 horsepower. While the SD60 looked almost identical to the SD50 introduced just four years earlier, under the hood virtually everything had changed. Problems with the SD50 had led EMD to a total redesign that introduced the firm's third generation of diesel locomotives.

The earlier SD50's model 645 prime mover was working so close to its limitations that the motor required a major overhaul every two years — twice as often as the motor in the previous SD-40 and SD40-2 locomotives. Responding to customer complaints, EMD developed the stronger, more reliable model 710 prime mover introduced in the SD60 series.

Like all RailKing Scale diesels, the SD60 sports prototypical 1:48 scale dimensions, two motors, and the incredible sounds and features of Proto-Sound 3.0. Operators will find no better locomotives for mainline work than these great pulling machines. Our industry-leading Proto-Speed Control allows unprecedented slow-speed performance, no matter what the terrain or load. Programmed with an incredible array of digital sounds, the Proto-Sound 3.0 system gives users more interaction and excitement than any other control system — including remote uncoupling anywhere on your layout, even in conventional control.

PCC Streetcar



Features

- Intricately Detailed Durable ABS Body
- Directionally Controlled Headlight
- Die-Cast Truck Sides
- Authentic Paint Scheme
- Precision Flywheel-Equipped Motor
- Lighted Interior
- Illuminated Destination Sign
- Lighted Tail Lights
- Metal Wheels, Axles and Gears
- Locomotive Speed Control In Scale MPH Increments
- Metal Chassis
- Proto-Sound 3.0 With The Digital Command System Featuring Station Stop Proto-Effects
- Measures: 11 1/2" x 2 1/2" x 3 3/8"
- Operates On O-27 Curves





Pittsburgh - PCC Electric Streetcar
30-5133-1 Proto-Sound 3.0 \$229.95



Newark Public Service - PCC Electric Streetcar
30-5134-1 Proto-Sound 3.0 \$229.95



Brooklyn - PCC Electric Streetcar
30-5135-1 Proto-Sound 3.0 \$229.95



Cincinnati - PCC Electric Streetcar
30-5136-1 Proto-Sound 3.0 \$229.95

As the United States entered the Great Depression in 1929, the nation's trolley systems were already in a depression of their own. Ridership was plummeting as automobiles and an improving road system stole droves of passengers away from the rails. And those passengers who still chose to ride the streetcars were not having a great experience. Of the 74,000 trolleys they rode every day, fully 54,000 were worn out or obsolete.

In an attempt to save the flagging urban transit business, a group of executives formed the Electric Railway Presidents Conference Committee, or ERPCC. Composed of 28 transit and interurban railways and 26 manufacturers, the ERPCC's mission was to come up with a car that would save the industry. In early 1930, the Committee hired Dr. Clarence F. Hirschfeld, head of research for Detroit Edison, as its chief engineer and began to use the Brooklyn & Queens Transit Corp. as its test lab. By February 1935 the designs for the new car were complete.

The PCC car, which took its name from the Committee, addressed two key issues: comfort and style. A control system developed by GE and Westinghouse gave the PCC smooth, rapid acceleration, compared with the jerky ride of the old streetcars. Hirschfeld's team also developed new truck and wheel designs that absorbed vibrations and bumps in the track. Heating, ventilation, and braking were also much improved over older cars. And these patented innovations were enclosed in a body design that looked decades newer than anything else on municipal rails — and was adaptable to various configurations to suit the needs of different cities.

Ultimately, neither the PCC nor any other trolley could prevent the automobile from dominating public transportation in America. But the PCC design proved successful enough — and rugged enough — to operate as long as half a century in some locations. PCCs are still working today in a number of cities, including San Francisco, where the F-Market line operates a historic fleet decorated for many of the cities that originally ran these cars.

Proto-Sound 3.0 technology makes RailKing trolleys unique and incredibly fun to operate. Throttle down as low as 3 scale miles per hour and the PCC will maintain its speed regardless of curves or grades. Hear the operator announce authentic station stops in a proper regional dialect. For hands-off operation, create a trolley route with up to six automatic stops to pick up and drop off passengers.

Did You Know?

North America's roster of 4,902 PCC cars, built by St. Louis Car Company and Pullman-Standard, was dwarfed by the fleet that operated behind the Iron Curtain. Using PCC technology but different carbody designs, Tatra of Czechoslovakia manufactured over 15,000 cars for use in Russia and other Soviet Bloc nations. The largest North American owners were Pittsburgh, Chicago, and Toronto, each with over 650 cars.

IRT R-26 Subway Set



Features

Set Features

- 4-Car Consist with (1) Powered Car, (3) Non-Powered Cars

Powered Car Features

- Intricately Detailed Durable ABS Body
- Die-Cast Truck Sides
- Metal Chassis
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Prototypical Rule 17 Lighting

- Directionally Controlled Constant Voltage LED Headlights
- Lighted Cab Interiors
- (2) Precision Flywheel-Equipped Motors
- Onboard DCC Receiver
- Locomotive Speed Control In Scale MPH Increments
- Equipped With Proto-Sound 3.0 Featuring Station Stop Proto-Effects

Non-Powered Car Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Overhead Interior Lighting
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Authentic Paint Scheme
- Detailed Car Interiors
- Stamped Metal Floors
- Detailed Car Undercarriage



Metropolitan Transportation Authority (Red Bird) - R-26 4-Car Subway Set
30-20254-1 Proto-Sound 3.0 \$469.95



Metropolitan Transportation Authority (Red Bird) - R-26 2-Car Subway Add-On Set
30-20254-3 Non-Powered \$159.95



Metropolitan Transportation Authority (Blue & Silver) - R-26 2-Car Subway Add-On Set
30-20255-3 Non-Powered \$159.95



Metropolitan Transportation Authority (Blue & Silver) - R-26 4-Car Subway Set
30-20255-1 Proto-Sound 3.0 \$469.95

On June 1, 1940, the City of New York acquired the two subway systems it didn't already own — the IRT (Interborough Rapid Transit Co.) and the BMT (Brooklyn-Manhattan Transit Corp.) — and consolidated them with the city-owned IND (Independent Subway System). It was readily apparent that the city's fleet of aging subway cars was desperately in need of replacement, and immediately after World War II, management began to develop a new car that would be standard throughout the system and incorporate the latest advances in subway design. This effort was complicated by the fact that portions of the IRT had tighter clearances than the IND and BMT, so all future designs would incorporate a shorter, narrower IRT version.

Beginning with contract R-10, and IRT-sized contract R-12 delivered in 1948, the new cars featured welded steel bodies, fluorescent lighting that made them considerably brighter than prewar cars, and seating made of velon, a new plastic material that replaced the rattan seating of older cars. A major improvement was a new type of brake system known as Straight Air Motor Car Electric-Pneumatic Emergency (SMEE), which combined ordinary air brakes with dynamic braking, in which a car's electric motors, by having their polarities reversed, were converted to generators in order to slow the car. This significantly reduced

brake shoe wear and maintenance costs. Beginning with the R-12, the postwar IRT cars were known as the SMEE fleet.

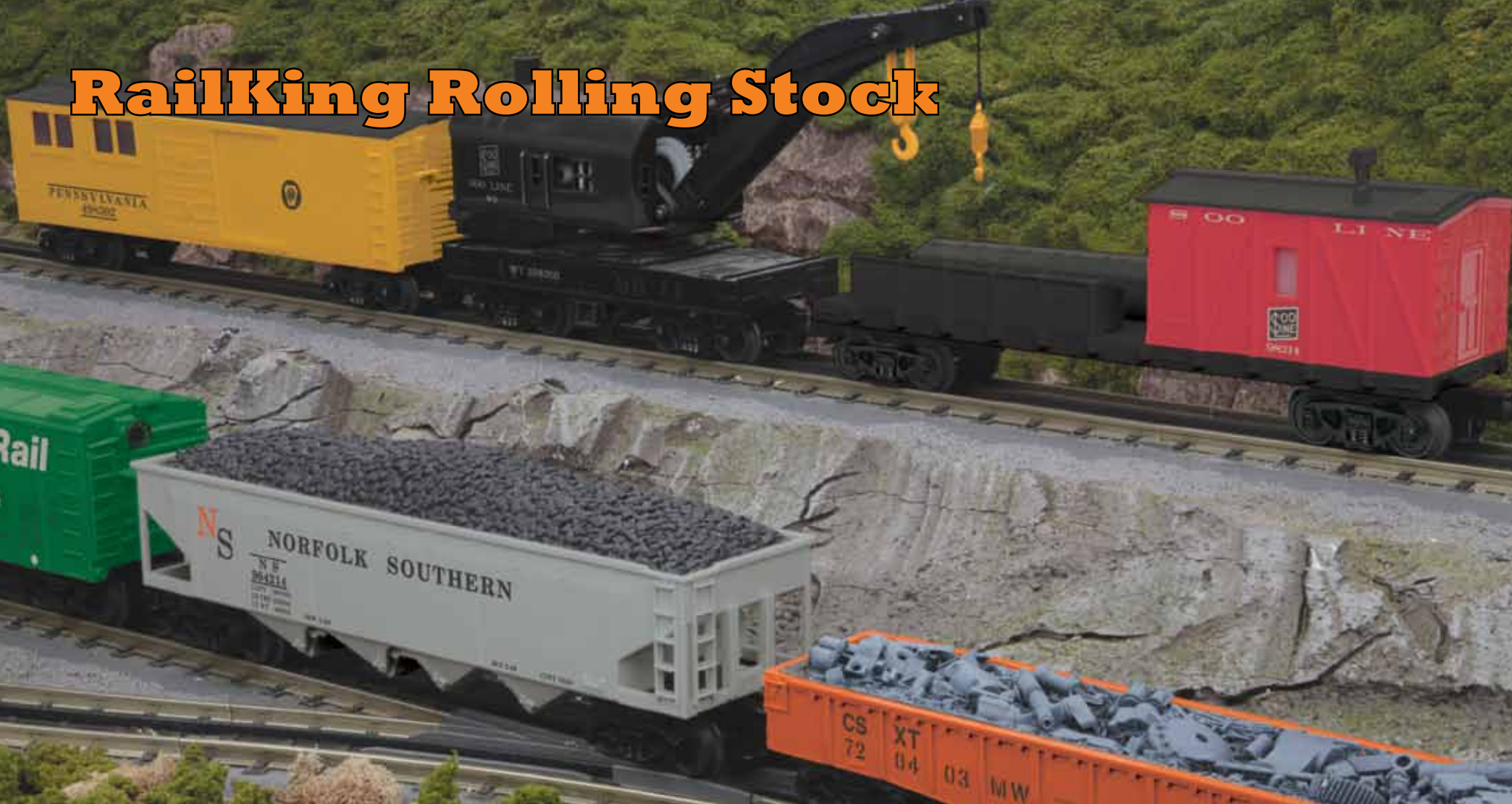
By the mid-1950s, however, the car designs that had seemed modern after the war were showing their age, and tension had developed in the New York City Transit Authority between those who wanted to keep building the postwar designs and those, including Chairman Charles ("Choo-Choo Charlie") Patterson, who were pushing to incorporate new technologies already in widespread use elsewhere. The 110 new cars delivered by American Car and Foundry (ACF) in 1959-60 under contract R-26 were a stopgap measure, built to the outmoded postwar standards but still a great improvement on the prewar cars they replaced.

Nonetheless, the R-26 cars did introduce some firsts. They were the first cars with hard fiberglass seats to cut down on vandalism (how times had changed since the rattan seat era!). And they were the first New York cars that did not have an operating cab at both ends. The R-26s ran as "semi-permanent pairs," with operator controls at the No. 1 end only and conductor controls at the No. 2 end. To save both cost and weight, the even-numbered car in the

pair carried much of the electrical equipment while the odd-numbered car held the air brake compressor. Delivered in a plain olive drab paint scheme, the R-26s were compatible other SMEE cars, and by the mid-1960s were often intermixed with R-12, R-17, and R-21 cars, which have also been offered as M.T.H. models. In the early 1970s, the R-26 cars along with other SMEE cars were repainted in the MTA's new blue and silver paint scheme. Air conditioning was installed in the early 1980s, along with a short-lived beige and orange color scheme, followed in 1982-83 by a less-than-successful white scheme that was intended to discourage taggers.

The aging R-26 cars got a new lease on life 1985-86. Shipped to Morrison-Knudsen in Hornell, New York under the General Overhaul (GOH) program, they returned to the City as completely rebuilt cars in the new Redbird paint scheme, the oldest-built cars in the Redbird fleet. They continued to serve New York's commuters for more than a decade, until the final R-26 cars were retired in 2002. Like most of the Redbird fleet, the R-26s were not scrapped, but "reefed." Up and down the east coast, their stripped bodies were dumped offshore to create artificial reefs to provide homes for marine life.

RailKing Rolling Stock



High quality, traditionally sized RailKing Freight and Passenger Cars are fashioned with detailed bodies sporting colorful paint schemes that appeal to all levels of O Gauge railroading enthusiasts. An enormous variety of RailKing Freight Cars are available from which to choose, including many different car types and roadnames each mounted atop sprung, die-cast metal trucks with metal wheels, axles and operating metal couplers.

RailKing Passenger Cars are available in the popular 60' Streamlined and Madison style bodies. Configured in 4-car, 2-car and single-car configurations, each type features car interior detail, overhead interior lighting, end-of-car diaphragms and intricate under-car detail. All configurations are mounted atop die-cast metal 4 or 6-wheel trucks, each configured like our freight cars with operating metal couplers, metal wheels and metal axles.

Designed to bring authenticity and smooth performing operation to any O Gauge layout, modelers will find no finer O Gauge value than RailKing Freight and Passenger Cars. No matter what era or part of the country you are modeling, RailKing is sure to have something for you.

Operating Rolling Stock



CSX - Dump Car w/Operating Bay
30-79454 \$69.95



BNSF - Dump Car w/Operating Bay
30-79453 \$69.95



Santa Fe - Operating Log Dump Car
30-79451 \$69.95



New York Central - Operating Log Dump Car
30-79452 \$69.95

Features

- Durable ABS Intricately Detailed Bodies
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Decorative Brake Wheels
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Operates With Any Operating Track Section
- Operates With Any Transformer
- Dump Car Measures: 12" x 2 5/8" x 2 7/16"
- Log Dump Car Measures: 12" x 2 5/8" x 2 11/16"
- Operates On O-31 Curves



Boxcar



New York Central - Boxcar
30-74783 \$49.95



CP Rail - Boxcar
30-74784 \$49.95



Delaware & Hudson - Boxcar
30-74786 \$49.95



Santa Fe - Boxcar
30-74785 \$49.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Detailed Brake Wheel
- Sliding Car Doors
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Unit Measures: 11 1/2" x 2 3/8" x 2 5/16"
- Operates On O-27 Curves



19th Century 34' Box Car



Western Maryland - 19th Century 34' Box Car
30-74787 \$49.95



Wabash - 19th Century 34' Box Car
30-74788 \$49.95



Long Island - 19th Century 34' Box Car
30-74790 \$49.95



Bessemer & Lake Erie - 19th Century 34' Box Car
30-74789 \$49.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Separate Metal Handrails
- Sliding Car Doors
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Measures: 9 11/16" x 2 7/16" x 3 7/16"
- Operates On O-27 Curves



40' Double Door Box Car



Western Maryland - 40' Double Door Box Car
30-74792 \$49.95



Great Northern - 40' Double Door Box Car
30-74791 \$49.95



Penn Central - 40' Double Door Box Car
30-74793 \$49.95



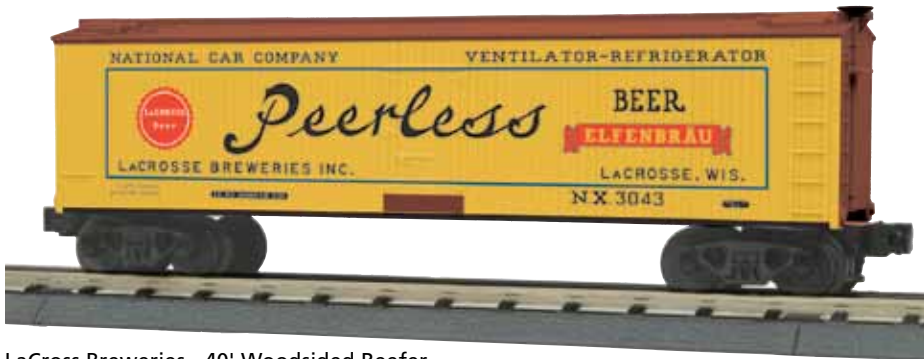
Erie - 40' Double Door Box Car
30-74794 \$49.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Sliding Car Doors
- Decorative Brake Wheels
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Measures: 11 1/2" x 2 1/2" x 3 7/16"
- Operates On O-31 Curves



40' Woodsided Reefer



LaCross Breweries - 40' Woodsided Reefer
30-78176 \$49.95



OTOE - 40' Woodsided Reefer
30-78173 \$49.95



Strained Vegetables - 40' Woodsided Reefer
30-78174 \$49.95



Great Falls Beer - 40' Woodsided Reefer
30-78175 \$49.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Stamped Metal Floors
- Decorative Brake Wheels
- Measures: 11 5/8 x 2 1/2 x 3 3/16
- Operates On O-27 Curves



Tank Car



Staley - Tank Car
30-73426 \$54.95



Sterling Fuels - Tank Car
30-73425 \$54.95



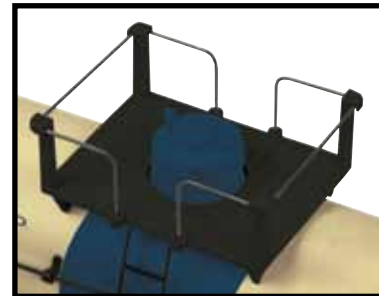
GATX - Tank Car
30-73423 \$54.95



Victor Chemical Works - Tank Car
30-73424 \$54.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Detailed Brake Wheel
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Unit Measures: 10 3/8" x 2 3/8" 3 13/16"
- Operates On O-27 Curves



3-Dome Tank Car



Mobile - 3-Dome Tank Car
30-73419 \$54.95



Derby Oil Company - 3-Dome Tank Car
30-73420 \$54.95



Sunray - 3-Dome Tank Car
30-73421 \$54.95



Sherwood Refining - 3-Dome Tank Car
30-73422 \$54.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Measures: 10 1/4" x 2 3/8" x 3 9/16"
- Operates On O-27 Curves



33K Gallon Tank Car



Philgas - 33K Gallon Tank Car
30-73427 \$54.95



Firestone - 33K Gallon Tank Car
30-73428 \$54.95



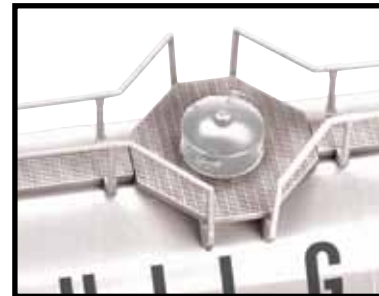
Citgo - 33K Gallon Tank Car
30-73430 \$54.95



Suburban Propane - 33K Gallon Tank Car
30-73429 \$54.95

Features

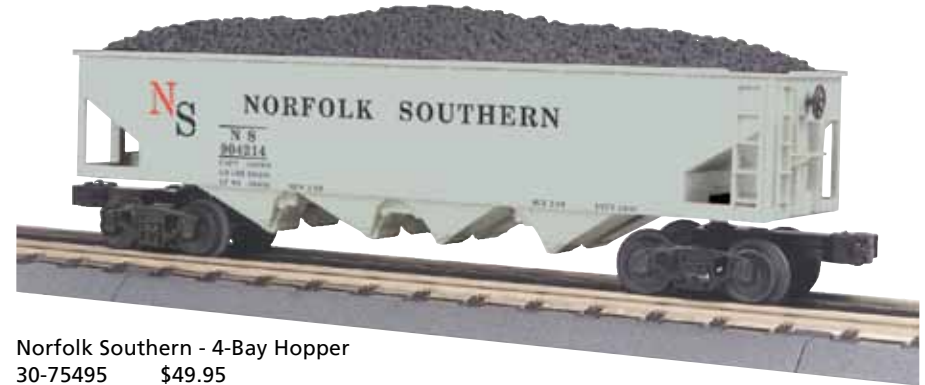
- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Measures: 14 3/4" x 2 3/8" x 3 3/4"
- Operates On O-31 Curves



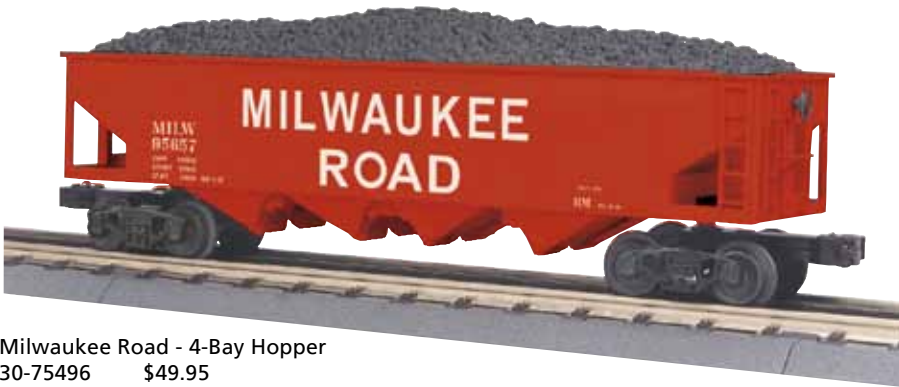
4-Bay Hopper



Chesapeake & Ohio - 4-Bay Hopper
30-75494 \$49.95



Norfolk Southern - 4-Bay Hopper
30-75495 \$49.95



Milwaukee Road - 4-Bay Hopper
30-75496 \$49.95



Denver Rio Grande - 4-Bay Hopper
30-75497 \$49.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Detailed Brake Wheel
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Unit Measures: 11 3/4" x 2 1/2" x 2 3/4"
- Operates On O-31 Curves



4-Bay Cylindrical Hopper Car



BNSF - 4-Bay Cylindrical Hopper Car
30-75490 \$54.95



Canada - 4-Bay Cylindrical Hopper Car
30-75491 \$54.95



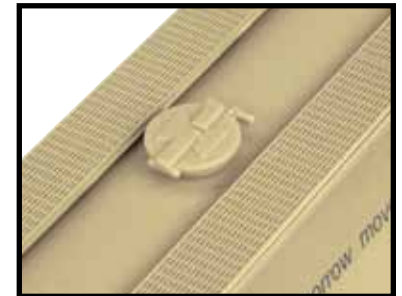
Saskatchewan - 4-Bay Cylindrical Hopper Car
30-75493 \$54.95



CSX - 4-Bay Cylindrical Hopper Car
30-75492 \$54.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Detailed Brake Wheel
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Unit Measures: 11 1/4" x 2 1/2" x 3 3/8"
- Operates On O-31 Curves



Ore Car

RailKing Rolling Stock



Virginian - Ore Car
30-75498 \$49.95



Southern - Ore Car
30-75501 \$49.95



Central of Georgia - Ore Car
30-75499 \$49.95



Norfolk Southern- Ore Car
30-75500 \$49.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Detailed Brake Wheel
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Unit Measures: 7 1/4" x 2 9/16" x 3 1/8"
- Operates On O-27 Curves



Crane Car and Tender



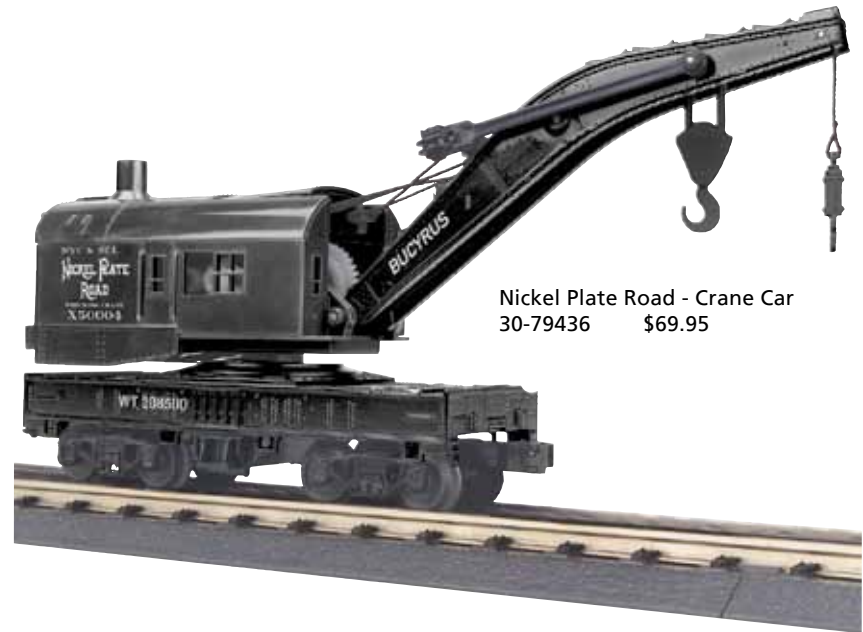
CSX - Crane Car
30-79435 \$69.95



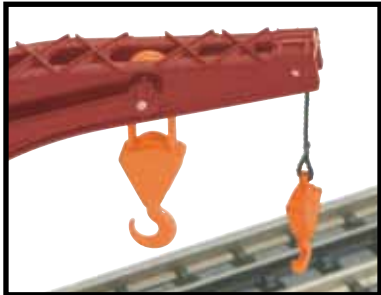
CSX - Crane Tender
30-79439 \$54.95



Nickel Plate Road - Crane Tender
30-79440 \$54.95



Nickel Plate Road - Crane Car
30-79436 \$69.95





SOO Line - Crane Car
30-79438 \$69.95



SOO Line - Crane Tender
30-79442 \$54.95



Lehigh Valley - Crane Tender
30-79441 \$54.95



Lehigh Valley - Crane Car
30-79437 \$69.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Detailed Brake Wheel
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Crane Features Manually Operated Crane Hook & Boom
- Crane Tender Features Operating Interior Lighting
- Crane Measures: 17 5/8" x 2 5/8" x 4"
- Crane Tender Measures: 11 1/2" x 2 5/16" x 4"
- Crane Operates On O-31 Curves
- Crane Tender Operates On O-27 Curves

Bunk Car



Long Island - Bunk Car
30-79447 \$54.95



NASA - Bunk Car
30-79448 \$54.95



Alaska - Bunk Car
30-79449 \$54.95



Pennsylvania - Bunk Car
30-79450 \$54.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Interior Lighting
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Measures: 11 1/2" x 2 1/2" x 4"
- Operates On O-27 Curves



Depressed Center Flat Car with Transformer Load



General Electric - Depressed Center Flat Car with Transformer Load
30-76576 \$49.95



Buffalo & Pittsburgh - Depressed Center Flat Car with Transformer Load
30-76577 \$49.95



TTX - Depressed Center Flat Car with Transformer Load
30-76579 \$49.95



Chicago NorthWestern - Depressed Center Flat Car with Transformer Load
30-76578 \$49.95

Features

- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Removable Transformer Load
- Intricately Detailed Durable ABS Body
- Measures: 12 7/8" x 2 1/4" x 3 1/8"
- Operates On O-27 Curves



Husky Stack Car



Indiana Railroad - Husky Stack Car
30-76580 \$64.95



Iowa Interstate - Husky Stack Car
30-76581 \$64.95



CP Rail - Husky Stack Car
30-76583 \$64.95



Canadian National - Husky Stack Car
30-76582 \$64.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Decorative Brake Wheels
- Removable Containers
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Measures: 14 3/4" x 2 5/16" x 5"
- Operates On O-31 Curves



Flat Car with Wheel Set



Norfolk Southern - Flat Car with Wheel Set
30-76573 \$49.95



Pennsylvania - Flat Car with Wheel Set
30-76572 \$49.95



CSX - Flat Car with Wheel Set
30-76574 \$49.95



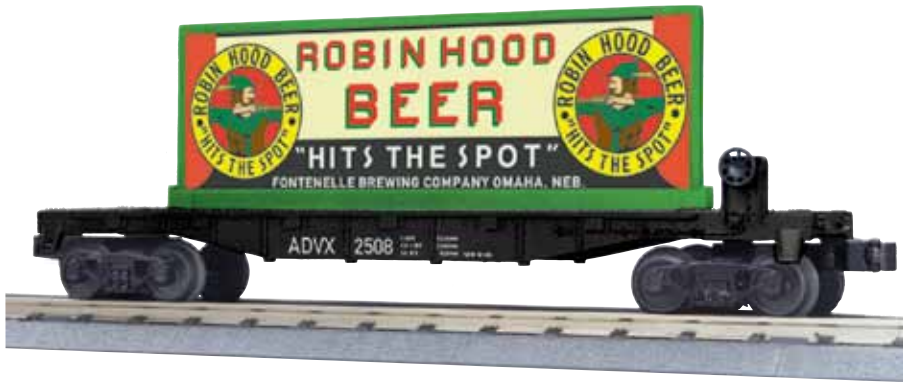
U.S. Army - Flat Car with Wheel Set
30-76575 \$49.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (8) Removable Wheel Sets
- Measures: 11 5/8" x 2 1/4" x 3 5/8"
- Operates On O-27 Curves



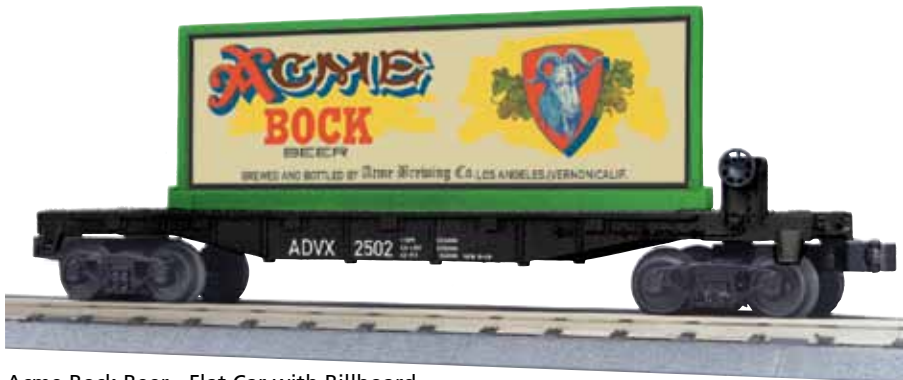
Flat Car with Billboard



Robin Hood Beer - Flat Car with Billboard
30-76569 \$49.95



Long Island - Flat Car with Billboard
30-76568 \$49.95



Acme Bock Beer - Flat Car with Billboard
30-76571 \$49.95



Esslinger's Lager Beer - Flat Car with Billboard
30-76570 \$49.95

Features

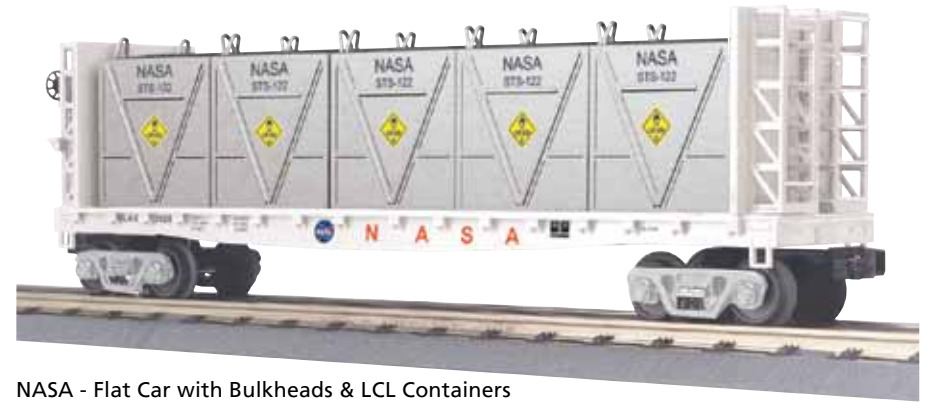
- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Measures: 11 5/8" x 2 1/4" x 3 5/8"
- Operates On O-27 Curves



Flat Car with Bulkheads & LCL Containers



Alaska - Flat Car with Bulkheads & LCL Containers
30-76564 \$59.95



NASA - Flat Car with Bulkheads & LCL Containers
30-76565 \$59.95



Westinghouse - Flat Car with Bulkheads & LCL Containers
30-76567 \$59.95



U.S. Army - Flat Car with Bulkheads & LCL Containers
30-76566 \$59.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Decorative Brake Wheels
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (5) Removable LCL Containers
- Measures: 11 5/8" x 2 1/4" x 3 3/4"
- Operates On O-31 Curves



Heavy Duty Snowplow



Norfolk Southern - Heavy Duty Snowplow
30-79444 \$49.95



White Pass - Heavy Duty Snowplow
30-79445 \$49.95



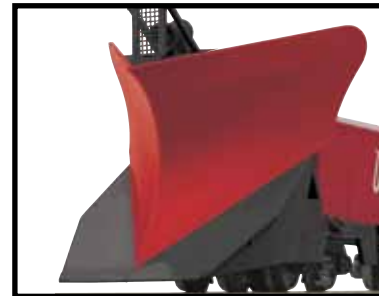
Christmas - Heavy Duty Snowplow
30-79446 \$49.95



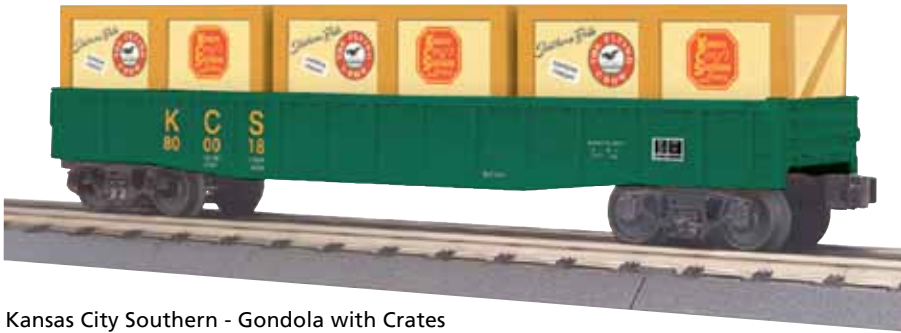
Pennsylvania - Heavy Duty Snowplow
30-79443 \$49.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Measures: 13" x 3 1/2" x 3 7/16"
- Operates On O-31 Curves



Gondola with Crates



Kansas City Southern - Gondola with Crates
30-72134 \$54.95



New Haven - Gondola with Crates
30-72136 \$54.95



Chessie - Gondola with Crates
30-72135 \$54.95



Norfolk & Western - Gondola with Crates
30-72137 \$54.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Decorative Brake Wheels
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (3) Removable Crates
- Measures: 11 15/16 x 2 3/16 x 1 11/16
- Operates On O-27 Curves



Gondola with Junk Load

CSX - Gondola with Junk Load
30-72139 \$49.95



British Columbia - Gondola with Junk Load
30-72138 \$49.95

Union Pacific - Gondola with Junk Load
30-72141 \$49.95



Frisco - Gondola with Junk Load
30-72140 \$49.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Decorative Brake Wheels
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Removable Junk Load
- Measures: 11 7/8" x 2 3/16" x 1 11/16"
- Operates On O-27 Curves



Woodsided Caboose



New York Central - Woodsided Caboose
30-77252 \$59.95



Great Northern - Woodsided Caboose
30-77253 \$59.95



Pittsburgh & Lake Erie - Woodsided Caboose
30-77254 \$59.95



Santa Fe - Woodsided Caboose
30-77255 \$59.95

Features

- Intricately Detailed Durable ABS Body
- Stamped Metal Floors
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Operating Die-Cast Metal Couplers
- Operating Interior Lighting
- Near-Scale Proportions
- Measures: 10" x 2 3/4" x 4"
- Operates On O-27 Curves



Steel Caboose



Norfolk & Western - Steel Caboose
30-77256 \$59.95



Western Maryland - Steel Caboose
30-77257 \$59.95



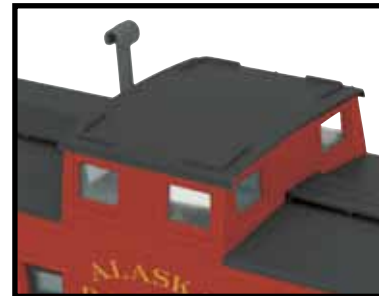
Denver Rio Grande - Steel Caboose
30-77259 \$59.95



Alaska - Steel Caboose
30-77258 \$59.95

Features

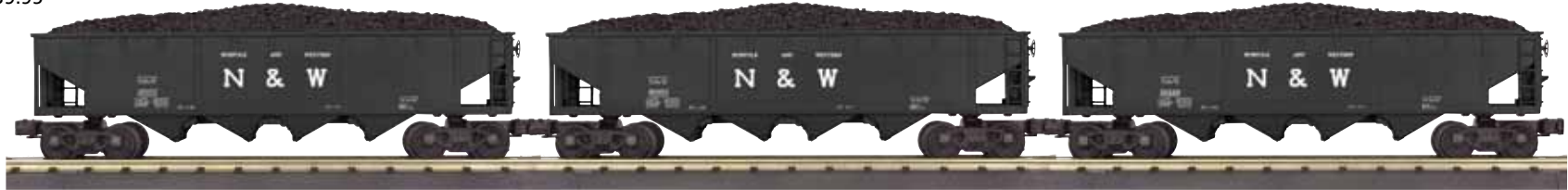
- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Near-Scale Proportions
- Overhead Interior Lighting
- Measures: 10 1/4 x 2 1/2 x 4 1/4
- Operates On O-27 Curves



3-Car 4-Bay Hopper Set



Pennsylvania - 3-Car 4-Bay Hopper Set
30-7079 \$139.95



Norfolk & Western - 3-Car 4-Bay Hopper Set
30-7080 \$139.95



Bessemer & Lake Erie - 3-Car 4-Bay Hopper Set
30-7081 \$139.95



Pittsburgh & Lake Erie - 3-Car 4-Bay Hopper Set
30-7082 \$139.95

Features

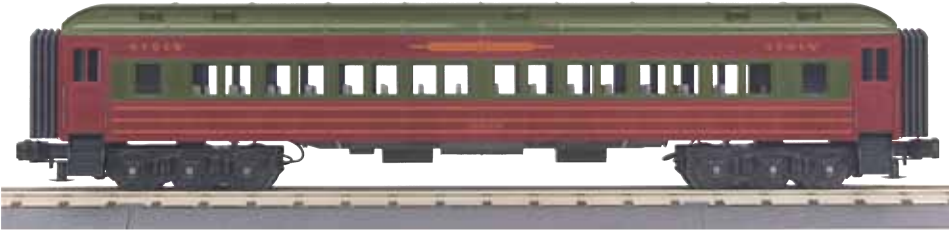
- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Decorative Brake Wheels
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles



Passenger Cars



New York Ontario & Western - 4-Car 60' Madison Passenger Set
30-69191 \$249.95



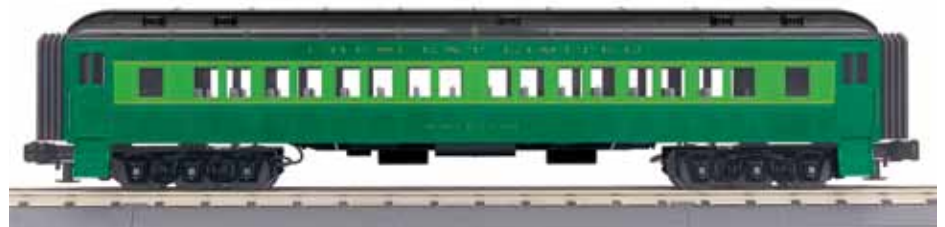
New York Ontario & Western - 60' Madison Coach
30-69193 \$64.95



New York Ontario & Western - 2-Car 60' Madison Combine/Diner Set
30-69192 \$129.95



Southern - 2-Car 60' Madison Combine/Diner Set
30-69195 \$129.95



Southern - 60' Madison Coach
30-69196 \$64.95



Southern - 4-Car 60' Madison Passenger Set
30-69194 \$249.95

Madison Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Detailed Car Interior
- Overhead Interior Lighting
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- End-of-Car Diaphragms
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Die-Cast 6-Wheel Trucks
- Each Car Measures: 16 11/16" x 2 5/8" x 4 5/16"
- Operates On O-31 Curves





Long Island - 2-Car 60' Madison Combine/Diner Set
30-69201 \$129.95



Long Island - 4-Car 60' Madison Passenger Set
30-69200 \$249.95



Long Island - 60' Madison Coach
30-69202 \$64.95



Milwaukee Road - 60' Madison Coach
30-69199 \$64.95



Milwaukee Road - 2-Car 60' Madison Combine/Diner Set
30-69198 \$129.95



Milwaukee Road - 4-Car 60' Madison Passenger Set
30-69197 \$249.95

Passenger Cars



New York Central - 4-Car 60' Streamlined Passenger Set
30-67809 \$249.95



New York Central - 60' Streamlined Full-Length Vista Dome Car
30-67812 \$69.95



New York Central - 60' Streamlined Coach
30-67811 \$64.95



New York Central - 2-Car 60' Streamlined Sleeper/Diner Set
30-67810 \$129.95



Great Northern - 4-Car 60' Streamlined Passenger Set
30-67817 \$249.95



Great Northern - 2-Car 60' Streamlined Sleeper/Diner Set
30-67818 \$129.95



Great Northern - 60' Streamlined Coach
30-67819 \$64.95



Great Northern - 60' Streamlined Full-Length Vista Dome Car
30-67820 \$69.95



Atlantic Coast Line - 2-Car 60' Streamlined Sleeper/Diner Set
30-67814 \$129.95



Atlantic Coast Line - 60' Streamlined Full-Length Vista Dome Car
30-67816 \$69.95



Atlantic Coast Line - 4-Car 60' Streamlined Passenger Set
30-67813 \$249.95

Atlantic Coast Line - 60' Streamlined Coach
30-67815 \$64.95



Streamlined Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Detailed Car Interior
- Overhead Interior Lighting
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- End-of-Car Diaphragms
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 4-Car Sets Feature: (1) Baggage, (1) Coach, (1) Vista Dome, (1) Observation
- 4-Car Set Measures:
68 3/4" x 2 5/8" x 3 5/16"
- Operates On O-31 Curves



Union Pacific - 2-Car 60' Streamlined Sleeper/Diner Set
30-67822 \$129.95



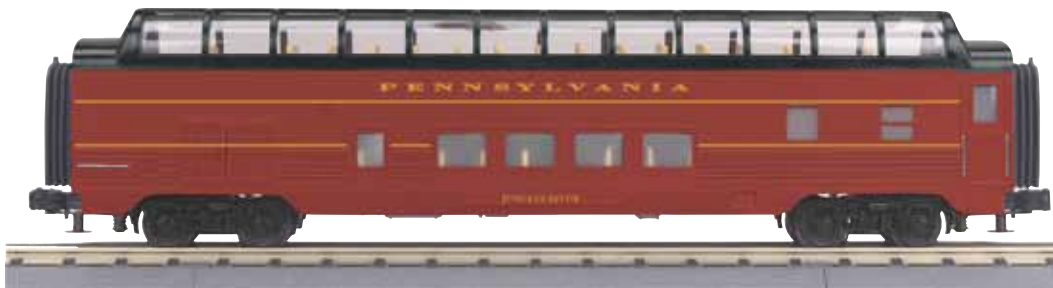
Union Pacific - 60' Streamlined Coach
30-67823 \$64.95



Union Pacific - 60' Streamlined Full-Length Vista Dome Car
30-67824 \$69.95



Union Pacific - 4-Car 60' Streamlined Passenger Set
30-67821 \$249.95



Pennsylvania - 60' Streamlined Full-Length Vista Dome Car
30-67828 \$69.95



Pennsylvania - 2-Car 60' Streamlined Sleeper/Diner Set
30-67826 \$129.95



Pennsylvania - 60' Streamlined Coach
30-67827 \$64.95



Pennsylvania - 4-Car 60' Streamlined Passenger Set
30-67825 \$249.95

Premier

O scale model railroaders, whether they be 3-rail or 2-rail fans, who have or plan to have a premier model railroad will find choosing an M.T.H. Premier Line locomotive or rolling stock item a worthy choice. Our steam, diesel and electric locomotives are unmatched in value and performance. Almost all of our Premier Line models can be configured for use on 2-rail or 3-rail track and come in multiple cab numbers, making M.T.H. Premier Line products the most versatile O scale products produced today.

Premier steam engines are the gold standard in O Scale railroading. These beautifully detailed 1:48 scale locomotives display the highest standards of craftsmanship, realistic detail, and solid construction. Each is configured with a smooth, powerful drive train that performs like no other. Every Premier steamer features a die-cast boiler and tender, precision flywheel-equipped motor, ProtoSmoke system with billowing smoke prototypically timed to its drive wheel revolutions, and realistic lighting effects — all of which make for an exciting and realistic operating experience.

Many Premier diesels feature metal handrails and grill details and additional features such as moveable roof fans, operating marker lights, and illuminated number boards. Every one of our engines features a precisely designed body and a crisp, detailed paint scheme modeled closely to the original. This careful attention to detail does not stop with the appearance of the models. Each Premier locomotive features a world-class drive train capable of operating at incredibly slow speeds in command mode, even while pulling long strings of cars.

Premier locomotives were introduced to fulfill the needs of 3-rail model railroaders, operators, and collectors for whom accuracy, quality, and detail are essential. And while the authenticity of detail is designed to please the most discriminating of model railroaders, many Premier locomotives are now equipped with an industry-exclusive feature that allows our locomotives to run on 2-rail or 3-rail track.

Dubbed Proto-Scale 3-2™, locomotives so equipped can be quickly configured for 2-rail or 3-rail operation by removing or adding the 3-rail pickups and flipping a power pickup switch to allow power to

flow through one side of the locomotive's drive wheels or through the track's center rail. Because the onboard Proto-Sound 3.0 electronics can operate on AC or DC power and are equipped with both DCC and DCS receivers, operators now have an unprecedented number of ways to operate their locomotives. No other manufacturer today can match the number of operating modes found in an M.T.H. locomotive equipped with Proto-Sound 3.0.

Models equipped with Proto-Scale 3-2 are offered in two flavors, Hi-Rail Wheels or Scale Wheels. Operators planning on operating exclusively on a 2-rail empire should select the latter while 3-rail operators will find the Hi-Rail Wheel versions to be their best option. 3-Rail Scale Operators whose layouts feature wide curves will also find the Scale Wheel models, especially diesel locomotives with their fixed pilots to be worthy of their consideration.

Because space is limited on each of our catalog pages, Premier Line enthusiasts should refer to our website (www.mthtrains.com) to find each product's complete feature list and available cab numbers or car names.

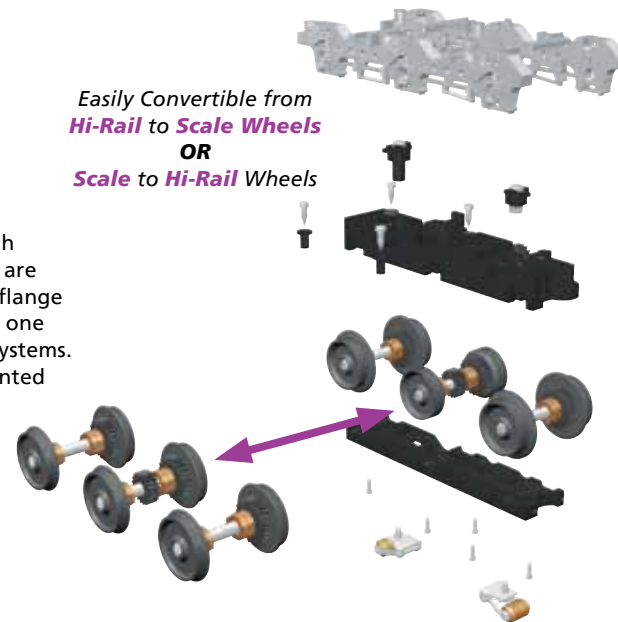
PROTO-SCALE™
3-2

Proto-Scale 3-2™

Operate on 3-Rail or 2-Rail Track with AC or DC Power!

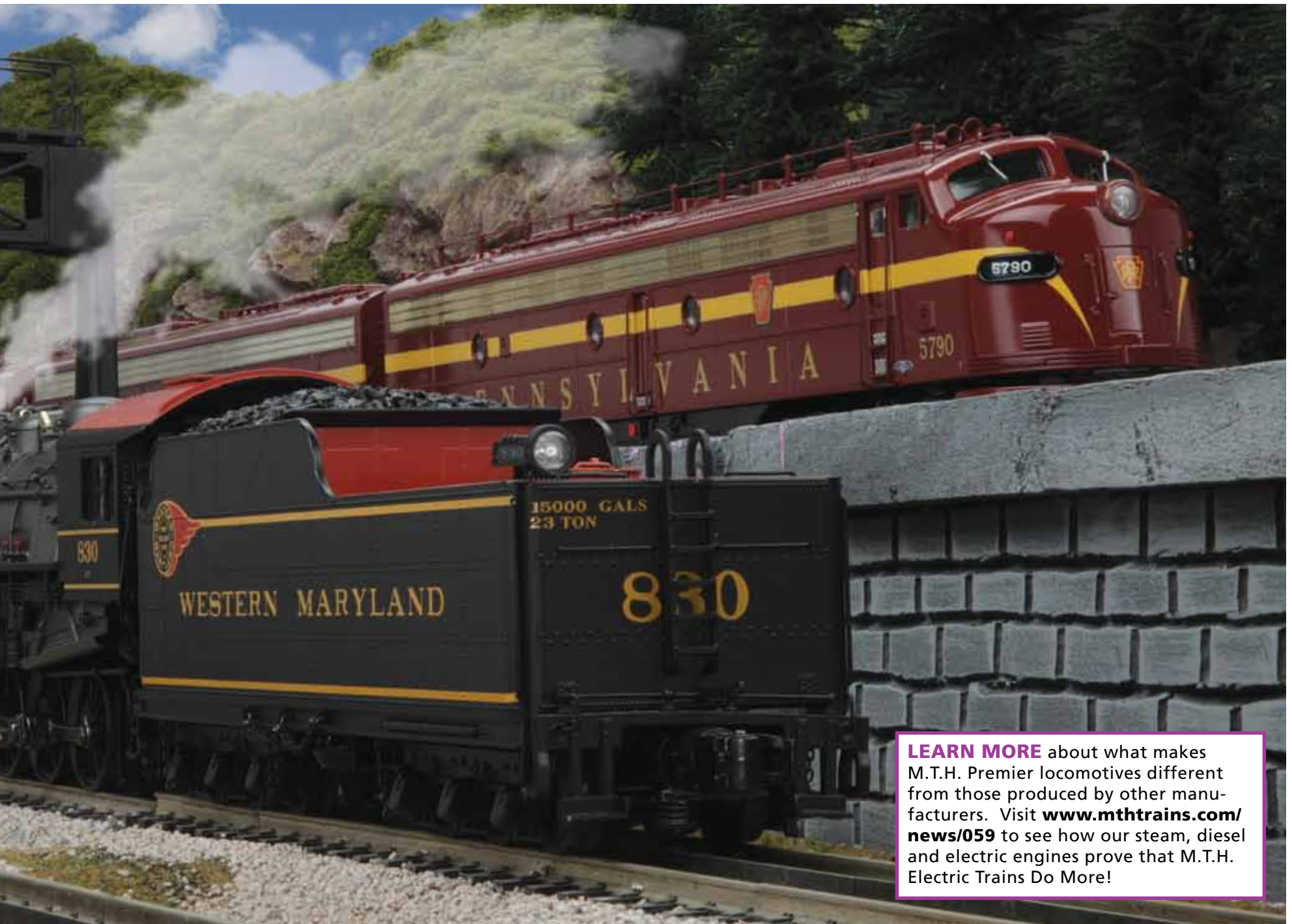
Many Premier steam and diesel engines in this catalog are equipped with Proto-Scale 3-2, a unique M.T.H. feature that allows you to run the same engine on 2-rail or 3-rail track, under AC or DC power. Engines cataloged with hi-rail wheels are intended primarily for 3-rail operators, while engines with scale wheels are aimed at 2-rail DC operators as well as 3-rail AC operators looking for more scale realism. Scale-Wheeled versions of diesels have more-realistic fixed pilots, while Hi-Rail versions have swinging pilots to negotiate smaller-radius curves. The conversion wheel kits listed on page 175 offer

additional versatility. Each kit contains enough wheel sets for (2) power trucks. Scale wheels are polished, turned metal with scale treads and flange height, and are mounted on metal axles with one insulated side for use on 2-rail O Scale track systems. Two wheel sets in each kit contain a pre-mounted drive gear.



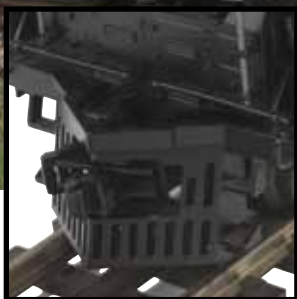
Easily Convertible from
Hi-Rail to *Scale Wheels*
OR
Scale to *Hi-Rail* Wheels





LEARN MORE about what makes M.T.H. Premier locomotives different from those produced by other manufacturers. Visit www.mthtrains.com/news/059 to see how our steam, diesel and electric engines prove that M.T.H. Electric Trains Do More!

Union Pacific FEF-3 4-8-4 Northern



Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Die-Cast Locomotive and Tender Trucks
- Engineer and Fireman Figures
- Metal Handrails and Whistle
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Kadee Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating Firebox Glow
- Operating Class Lights
- Lighted Cab Interior
- Operating MARS Light
- Operating Tender Back-up Light
- Powerful 7-Pole Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:48 Scale Proportions
- Onboard DCC Receiver
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station or Freight Yard Proto-Effects
- Measures: 30 1/4" x 2 3/4" x 4"
- Operates On O-72 Curves



Union Pacific (Two-Tone Gray w/Yellow Stripes)
FEF-3 4-8-4 Northern Steam Engine
20-3532-1 Proto-Sound 3.0 \$1199.95

Add A Matching Passenger Set
See Page 125 & 127

For seven decades, 4-8-4 Northern No. 844 has served the Union Pacific Railroad — first in two-tone grey hauling the *Overland Limited*, *Portland Rose*, and other crack passenger trains; then as a fast freighter dressed in black; and for more than half a century, in its owner's words, "as Union Pacific's ambassador of goodwill." Having never been retired since its birth in 1944, No. 844 is the oldest continuously operating steam locomotive in the United States.



Union Pacific (Two-Tone Gray w/Silver Stripes)
FEF-3 4-8-4 Northern Steam Engine
20-3533-1 Proto-Sound 3.0 \$1199.95

Add A Matching Passenger Set
See Page 125 & 127

Classified by the UP as an FEF-3 (for "Four Eight Four," third version), No. 844 and its FEF-class siblings had their origin in a 1937 incident involving what was then the reigning passenger power on the UP, the 4-8-2 Mountain. As related by author Brian Hollingsworth, "One day in 1937, a 7000-class 4-8-2 had the temerity to demonstrate the lack of steaming power inherent in the type, on a train with UP President William Jeffers' business car on the rear. Even while the party was waiting out on the prairies for rescue, a dialogue by telegram went on with Alco in far-off Schenectady, with a view to getting something better."¹



Union Pacific (Black) - FEF-3 4-8-4 Northern Steam Engine
20-3534-1 Proto-Sound 3.0 \$1199.95

Add A Matching Passenger Set
See Page 125 & 127

The result was a group of 45 FEF-class 4-8-4s that, like other exemplary Northern of the period, represented the ultimate expression of the art of steam locomotive design. Delivered in three orders as classes FEF-1, FEF-2, and FEF-3 in 1937, 1939, and 1944 respectively, they regularly cruised at over 100 mph and were known on occasion to reach their design limit of 110 mph. To reduce the reciprocating mass of their main and side rods — always a design issue with high speed steamers — they were fitted with unique tapered rods. The side rod bearings on each of their 80" drivers were also specially designed to reduce strain and allow higher speeds. Like the Niagaras that Alco would design just a few years later for the New York Central, the FEF class had a massive cast steel frame, roller bearings on all axles, and a clean, uncluttered boiler atypical for an American locomotive.



Union Pacific
Die-Cast Auxiliary Water Tender
20-3558 Hi-Rail Wheels \$249.95



Union Pacific
Die-Cast Auxiliary Water Tender
20-3559 Hi-Rail Wheels \$249.95



Union Pacific
Die-Cast Auxiliary Water Tender
20-3560 Hi-Rail Wheels \$249.95

¹ Brian Hollingsworth, *The Illustrated Encyclopedia of the World's Steam Passenger Locomotives*, Salamander Books Ltd. 1982

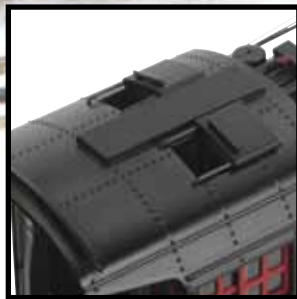


Union Pacific - FEF-3 Northern Streamlined Passenger Set
20-3535-1 \$1349.95



Union Pacific - FEF-3 Northern Express Reefer Set
20-3536-1 \$1349.95

Y-3 2-8-8-2 Mallet



Features

- Die-Cast Boiler and Tender Body
- 1:48 Scale Proportions
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Powerful 7-Pole Precision Flywheel-Equipped Motor
- Remote Controlled Proto-Coupler
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Bell
- Metal Whistle
- Lighted Cab Interior
- Locomotive Speed Control In Scale MPH Increments
- Synchronized Puffing ProtoSmoke System
- Wireless Drawbar
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Freight Yard Proto-Effects
- Measures: 30" x 2 3/4" x 4 1/4"
- Operates On O-72 Curves



The Y-3 offers model railroaders a unique opportunity: the chance to prototypically operate a massive Norfolk & Western articulated alongside Pennsy, Santa Fe, Union Pacific or Virginian equipment.

The story begins during World War I, when the U.S. government nationalized the railroads and the United States Railroad Administration (USRA) was charged with designing a series of standardized, government-issue locomotives. Conveniently, the Norfolk & Western Railway's delegate to the design committee for the USRA heavy articulated showed up with a full set of blueprints for his own road's Y-2 2-8-8-2. Happily, the N&W was already in the forefront of articulated design. The Y-2 used smaller cylinders and a higher boiler pressure than competitive engines, to provide higher freight speeds than the 20 mph maximum of traditional articulateds of the time. Like most early 20th century articulateds, the Y-2 followed Anatole Mallet's original concept of using steam twice: supplying high pressure boiler steam to one set of drivers, and exhausting that steam into larger cylinders that drove the second set of drivers. (In later decades, supplying high pressure boiler steam to all four cylinders would become more common.)

And so the N&W's Y-2, with some improvements, became the prototype for the USRA 2-8-8-2. The government allocated 50 engines to the N&W, where they became class Y-3 when delivered in 1919 from Alco and Baldwin — too late to help with the war effort, but successful enough that the N&W ordered 30 more copies from Alco in 1923. As delivered, they sported eight-wheel tenders and twin cross-compound air pumps on the smokebox front. In the late 1920s, they were modernized with larger 12-wheel tenders and a Worthington feed water heater on the left side of the boiler; to balance the weight, the air pumps were moved to the right side of the boiler.

By the next World War, however, the Y-3 design was showing its age and the N&W was beginning to build its ultimate 2-8-8-2, the Y-6b. With other railroads in need of power for the war effort, the N&W sold off 19 of its Y-3 class. Six went to the Pennsylvania Railroad, where they became class HH1, working on drag freights between Hagerstown, MD and Harrisburg, PA during the war and later in Ohio until retirement in 1947-49. The Union Pacific bought five and used them for two years as class MC-57 in Wyoming. On the Santa Fe, eight Y-3s became helper engines on the Raton Pass through the Sangre de Cristo Mountains between Colorado and New Mexico. After the war, seven of the Santa Fe engines returned back east to again haul coal out of the Appalachians, this time for the Virginian Railway through the mid-1950s. The remaining N&W Y-3s, meanwhile, served out their later years in heavy switching and yard duty until retirement around 1958.



Norfolk & Western - 2-8-8-2 Y3 Steam Engine
20-3510-1 Proto-Sound 3.0 \$1499.95



Pennsylvania - 2-8-8-2 Y3 Steam Engine
20-3511-1 Proto-Sound 3.0 \$1499.95



Santa Fe - 2-8-8-2 Y3 Steam Engine
20-3512-1 Proto-Sound 3.0 \$1499.95



Baltimore & Ohio - 2-8-8-2 Y3 Steam Engine
20-3537-1 Proto-Sound 3.0 \$1499.95



Denver Rio Grande - 2-8-8-2 Y3 Steam Engine
20-3538-1 Proto-Sound 3.0 \$1499.95



Norfolk & Western - 2-8-8-2 Y-3 Freight Set
20-3515-1 Proto-Sound 3.0 \$1649.95



Pennsylvania - 2-8-8-2 Y-3 Freight Set
20-3516-1 Proto-Sound 3.0 \$1649.95

New York Central S-1b 4-8-4 Niagara



Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive and Tender Trucks
- Engineer and Fireman Figures
- Metal Handrails and Whistle
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Kadee Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage Headlight
- Operating Firebox Glow
- Operating Marker Lights
- Lighted Cab Interior
- Operating Tender Back-up Light
- Powerful 7-Pole Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:48 Scale Proportions
- Onboard DCC Receiver
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station or Freight Yard Proto-Effects
- Measures: 29 3/4" x 3 7/8" x 2 3/4"
- Operates On O-72 Curves





New York Central - 4-8-4 Niagara Steam Engine
20-3539-1 Proto-Sound 3.0 \$1199.95

**Add A Matching
Passenger Set**
See Page 124 & 129

**Add A Matching
Passenger Set**
See Page 124 & 129



New York Central - 4-8-4 Niagara Steam Engine
20-3540-1 Proto-Sound 3.0 \$1199.95

In the late 1930s and early 1940s, the American steam passenger locomotive reached its zenith in a stable of 4-8-4 Northerns that served across the nation. The Union Pacific FEF-3, Norfolk and Western J, Southern Pacific GS-4 and others of their ilk represented the ultimate development of the steam engine, with a combination of power, speed, endurance and mechanical beauty that would not be seen again. And many observers would agree that the last to be built, the New York Central Niagara, was likely the best.

To speed passengers over the NYC's 4-track, 928-mile raceway between New York and Chicago, the NYC's Chief Mechanical Engineer, Paul Kiefer, specified an engine with 6000 cylinder horsepower (5000 drawbar horsepower) and near-constant availability — a significant improvement on the Hudsons and Mohawks then reigning on the Water Level Route. World War II production restrictions dictated that the new engine be dual service, although it ultimately would be most remembered as a fast passenger locomotive. Like the NYC's other signature engines, it would take its name from a river and have a characteristic long, low

look — the result of having to fit within the NYC's maximum height of 15'2", a full foot shorter than the loading gauge of most American railroads.

The designers at American Locomotive Company (Alco) in Schenectady, NY would fit the largest possible boiler into that loading gauge, so large that the sand dome had to be recessed into the boiler top and the smoke stack was a mere stub — hence the use of smoke lifters, or "elephant ears," on either side of the smokebox, which only added to the engine's handsomeness. The steam dome was eliminated by the use of a perforated pipe instead. In many other respects, the Niagara was a direct descendant of the Union Pacific FEF-3s that Alco had recently completed, including its smooth boiler with few added appliances — uncommon in the U.S. but the norm in British design — and its massive 14-wheel centipede tender. To make it possible to fly from New York to Chicago with only one coal stop, the Niagara's tender had an extra-large coal bunker; the resultant smaller water tank was no problem, as the engine could scoop water from pans between the rails at 80 mph.

Delivered in 1945-46, the Niagara fleet was miniscule in comparison to the Central's hundreds of Hudsons and Mohawks — just 27 locomotives, including the class S-1a prototype, 25 class S-1b production engines, and an experimental class S-2a with poppet cylinder valves replacing the normal Baker valve gear. Yet the Niagaras were the premier power for 12 trains daily each way between Grand Central Station and the Windy City, from the *20th Century Limited* to the *Commodore Vanderbilt* and the *Chicagoan*. The Niagaras' six-days-per-week running schedule, averaging 26,000 miles per month, demanded that maintenance be performed with the precision of a grand prix pit crew. One result was the use of gangs of "hot men" in asbestos suits to enter the firebox with the fire dropped but the engine still in steam, clean tubes and flues, make minor repairs to the brick arches and grates, and return the engine to service.

In a 1946 road trial and cost comparison against the Central's EMD E7's, the Niagara's abilities proved close enough to the new diesels to make EMD's sales reps squirm. Nonetheless, the die had been cast and all Niagaras were retired by July 1956, with none lasting into preservation.



New York Central - 4-8-4 Niagara Streamlined Passenger Set
20-3541-1 Proto-Sound 3.0 \$1349.95



New York Central - 4-8-4 Niagara Express Reefer Set
20-3542-1 Proto-Sound 3.0 \$1349.95

Reading T-1 4-8-4 Northern



Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive Trucks
- Engineer and Fireman Figures
- Metal Handrails and Bell
- Metal Whistle
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Kadee Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage Headlight
- Operating Firebox Glow
- Operating Numberboard Lights
- Lighted Cab Interior
- Operating Tender Back-up Light
- Powerful 7-Pole Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:48 Scale Proportions
- Onboard DCC Receiver
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station or Freight Yard Proto-Effects
- Measures: 28" x 3 7/8" x 2 3/4"
- Hi-Rail Version Operates On O-42 Curves
- Scale Version Operates On 54" Radius Curves





Reading (Black) - 4-8-4 T-1 Steam Locomotive

20-3543-1	Hi-Rail Wheels	\$1199.95
22-3543-2	Scale Wheels	\$1199.95

Add A Matching Passenger Set
See Page 129



Reading (Ramble) - 4-8-4 T-1 Steam Locomotive

20-3544-1	Hi-Rail Wheels	\$1199.95
22-3544-2	Scale Wheels	\$1199.95

Add A Matching Passenger Set
See Page 129



American Freedom - 4-8-4 T-1 Steam Locomotive

20-3547-1	Hi-Rail Wheels	\$1199.95
22-3547-2	Scale Wheels	\$1199.95

Add A Matching Passenger Set
See Page 126



Chessie - 4-8-4 T-1 Steam Locomotive

20-3546-1	Hi-Rail Wheels	\$1199.95
22-3546-2	Scale Wheels	\$1199.95

Add A Matching Passenger Set
See Page 128



Reading Blue Mountain - 4-8-4 T-1 Steam Locomotive

20-3545-1	Hi-Rail Wheels	\$1199.95
22-3545-2	Scale Wheels	\$1199.95



Chessie - 4-8-4 T-1 Steam Passenger Set

20-3548-1	Proto-Sound 3.0	\$1349.95
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Reading Blue Mountain - 4-8-4 T-1 Steam Freight Set

20-3549-1	Proto-Sound 3.0	\$1349.95
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Handsome and powerful examples of steam's last hurrah, the Reading's thirty T-1 Northern's had a rather humble birth. In need of faster, more modern freight power, the Reading rebuilt thirty old 2-8-0 Consolidations into new 4-8-4's in its own shops between 1945 and 1947, using a combination of reclaimed Consolidation parts and new parts from Baldwin Locomotive Works and other vendors. The new engines retained the Reading's characteristic wide Wooten firebox, originally designed for the hard, slow-burning culm that was readily available in the region as a cheap by-product of anthracite coal mining; by the 1940s, however, the Reading's Wooten fireboxes had been converted to burn softer bituminous coal like the steamers on other American roads.

While the T-1s served the Reading well until the end of steam in 1956, their real fame came after the railroad had dieselized. In 1959 the Reading revived an old tradition of "Reading Rambles" and, to the delight of railfans and the general public, began running steam-powered rambles through the Pennsylvania countryside. With three restored "T-hogs" and another as standby power, the Reading ran fifty rambles before the program ended in October, 1964.

While all four engines survive to this day, the most famous of the group is no. 2101. A plaque on the engine, which now resides in the Baltimore & Ohio Railroad Museum in Baltimore, MD, tells her story after the rambles: "... She was saved from the scrapper's torch by E.L. Striegel [a scrap dealer] of Baltimore, MD. She lay idle until 1975 when purchased by American Freedom Train founder Ross E. Rowland, Jr. Two hundred men and women, largely volunteers, rebuilt her in 32 days to pull the American Freedom Train... She is a living example of the finest in American mechanical genius."

Looking for an assignment for 2101 after the Freedom Train, Ross Rowland sold the Chessie System on the idea of using her to celebrate the 150th anniversary of the Baltimore and Ohio. Dressed up in Chessie System colors, she served in excursion service until 1979, when she was badly damaged in a roundhouse fire. No longer road-worthy, the 2101 was cosmetically restored and retired to the B&O Museum.

Designed from scale drawings supplied by the Reading Company Technical & Historical Society, our die-cast model features numerous added-on details, including opening sand dome hatches, as well as the accurate sound of a T-1 whistle. For 2014, the T-hogs return to the Premier lineup in the excursion colors they wore in the 1970s and beyond. The 2101 wears her Chessie Steam Special garb, and the 2102, rescued from the scrapper by Bill Benson of Steam Tours Inc., wears the Blue Mountain & Reading name she wore in fan trip service from 1985 into the early 1990s.

Western Maryland H-9 2-8-0



Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive Trucks
- Engineer and Fireman Figures
- Metal Handrails and Bell
- Metal Whistle
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Kadee Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage Headlight
- Operating Firebox Glow
- Operating Marker Lights
- Operating Numberboard Lights
- Lighted Cab Interior
- Operating Tender Back-up Light
- Powerful Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:48 Scale Proportions
- Onboard DCC Receiver
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- With The Digital Command System Featuring Passenger Station or Freight Yard Proto-Effects
- Measures: 19 1/4" x 3 3/4" x 3 3/4"
- Hi-Rail Version Operates On O-42 Curves
- Scale Version Operates On 31" Radius Curves



Western Maryland (Graphite) - 2-8-0 H-9 Consolidation Steam Engine

20-3550-1	Hi-Rail Wheels	\$899.95
22-3550-2	Scale Wheels	\$899.95



Western Maryland (Black) - 2-8-0 H-9 Consolidation Steam Engine

20-3551-1	Hi-Rail Wheels	\$899.95
22-3551-2	Scale Wheels	\$899.95

**Add A Matching
Passenger Set**
See Page 125



Pittsburgh & Lake Erie (NYC) - 2-8-0 H-9 Consolidation Steam Engine

20-3552-1	Hi-Rail Wheels	\$899.95
22-3552-2	Scale Wheels	\$899.95



Illinois Central - 2-8-0 H-9 Consolidation Steam Engine

20-3553-1	Hi-Rail Wheels	\$899.95
22-3553-2	Scale Wheels	\$899.95



Western Maryland - 2-8-0 H-9 Freight Set

20-3554-1	Proto-Sound 3.0	\$1049.95
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The Western Maryland's forte was moving heavy freight trains briskly through challenging territory. Railfans called it the Wild Mary and the road called itself the Fast Freight Line; both nicknames were appropriate. Using some of the nation's most modern steam power, the WM wrestled coal out of the Appalachian Mountains to its own tidewater terminal on the Chesapeake Bay. It also offered shippers the shortest route from the Great Lakes to the Atlantic seaboard. The road was known for keeping its motive power well maintained and freshly painted.

To help move coal out of the West Virginia and Maryland mountains, the Wild Mary bought the H-9 class of heavy Consolidations from Baldwin in 1921. Born in the late 1800's, the 2-8-0 Consolidation wheel arrangement ultimately became one of the most popular freight engines of the steam era, reaching its peak use about the time the H-9s were constructed.

Built just before the dawning of "super-power" steam that combined power and speed, the H-9s were designed for brute strength. Weighing in at over 150 tons, they developed 71,500 pounds of tractive effort, more than enough power to pull a 100-car, 7,800-ton train. The Western Maryland ultimately obtained 50 of these coal-hauling powerhouses, and several served until the end of steam in 1954.

The 2014 edition of this muscular steamer sports the distinctive "fireball" logo of the Western Maryland. Freight enthusiasts can also choose from two other road names. As with all 2014 Premier Line steam locomotives, the H-9 comes equipped with the awesome sounds and features of Proto-Sound 3.0 and the versatility of Proto-Scale 3-2.

K4s Pacific





Pennsylvania - 4-6-2 K-4s Steam Engine
20-3469-1 Hi-Rail Wheels \$899.95

On perhaps the greatest railroad ever, no steam locomotive was more revered than the legendary Pennsylvania K-4s Pacific. Evolving from a program begun in 1914 to develop heavy freight and passenger classes utilizing common boiler designs, the K-4s was an instant success. From 1917 to 1928, a total of 425 units were built at the Juniata and Baldwin Shops.

The 4-6-2 K-4s became the Pennsylvania's principal passenger hauler, possessing a consummate blend of speed and power. Often double-headed on east coast limiteds in front of a Pullman consist, the K-4s was a common and beautiful sight on the Pennsylvania's rails, and became synonymous with that railroad's steam power.

For 2014, M.T.H. offers the legendary K4s in two of its most unusual paint schemes. No. 5409 portrays one of the 10 Pacifics painted in the Pennsy's signature tuscan red in 1927, to match the locomotives with the railroad's standard passenger car colors. Nearly a decade later, No. 3768 was streamlined by Raymond Loewy, famous for the magic he had worked on the GG1 electric, to head the all-new version of the *Broadway Limited*, the Pennsy's premier New York - Chicago express. She also served on other name trains like the *Spirit of St. Louis* as well.

Features

- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Remote Controlled Proto-Coupler
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Bell
- Metal Whistle
- Operating Marker Lights
- Lighted Cab Interior
- Synchronized Puffing ProtoSmoke System
- Operating Tender Back-up Light
- Locomotive Speed Control
- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Precision Flywheel-Equipped Motor
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Wireless Drawbar
- Real Coal Load
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 22" x 2 3/4" x 3 7/8"
- K-4s Hi-Rail Version Operates On O-42 Curves
- Streamlined K-4s Hi-Rail Version Operates On O-72 Curves



Pennsylvania -4-6-2 K-4s Streamlined Steam Engine
20-3473-1 Hi-Rail Wheels \$899.95



Pennsylvania - K-4 Streamlined Passenger Set
20-3482-1 Proto-Sound 3.0 \$1049.95

Jersey Central P47 4-6-2 Pacific



Features

- Die-Cast Boiler and Tender Body
- 1:48 Scale Proportions
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Remote Controlled Proto-Coupler
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Bell
- Metal Whistle
- Operating Class Lights
- Lighted Cab Interior
- Operating Tender Back-up Light
- Locomotive Speed Control In Scale MPH Increments
- Synchronized Puffing ProtoSmoke System
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Precision Flywheel-Equipped Motor
- Real Coal Load
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station Proto-Effects
- Measures: 23" x 2 5/8" x 3 11/16"
- Hi-Rail Version Operates On O-36 Curves
- Scale Version Operates On 42" Radius Curves



Jersey Central (Blue Comet) - 4-6-2 P47 Baldwin Pacific Steam Engine

20-3461-1	Hi-Rail Wheels	\$899.95
20-3461-2	Scale Wheels	\$899.95



Jersey Central (Black) - 4-6-2 P47 Baldwin Pacific Steam Engine

20-3462-1	Hi-Rail Wheels	\$899.95
20-3462-2	Scale Wheels	\$899.95

At the very apex of the Roaring Twenties, just months before the 1929 stock market crash, the Central Railroad of New Jersey inaugurated its twice-daily *Blue Comet* service between Jersey City and Atlantic City. Heading the fast, luxurious trains were the CNJ's nearly-new Baldwin-built P47 Heavy Pacifics. Three locomotives — painted in a beautiful blue livery with nickel trim, carrying the train's name on a bronze plate under the feed water heater, and numbered 831, 832 and 833 — covered *The Blue Comet's* fast schedule along the Jersey shoreline. Two sister engines were assigned to lesser CNJ name trains: No. 834 in green pulled *The Bullet* while No. 835 in black livery hauled *The Queen of the Valley*.

The Blue Comet consist was painted in blue to symbolize the sea and sky of the Jersey shore, with a cream window band to represent both the shoreline's pristine sand and a comet streaking through the heavens. In a departure from normal railroad practice, the cars carried the train name rather than the railroad name on their letterboards. The rolling stock consisted of rebuilt coaches and diners trailed by an open-platform brass-railed observation, with each car named for a different comet. *The Blue Comet* was also the first train east of the Mississippi to be equipped with roller bearing trucks.

Joshua Lionel Cowen is said to have been a frequent customer on *The Blue Comet*, and he certainly memorialized

the train far beyond its native Jersey shores. His Standard Gauge *Blue Comet* is perhaps the most well-known and desired Standard Gauge toy train ever built, and its popularity continues today, long after the prototype succumbed to competition from the automobile in 1941.

Our incredibly detailed model of the P47 returns to the Premier lineup for 2014, upgraded with Proto-Sound 3.0 and a wireless drawbar. Add it to your layout in one of two original CNJ liveries, or opt for a *Blue Comet* set at a very attractive price.



Jersey Central - 4-6-2 P47 Blue Comet Steam Passenger Set

20-3460-1	Proto-Sound 3.0	\$1049.95
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EMD SD70ACe



Scale Wheel Model Shown

Features

- Intricately Detailed ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Die-Cast Fixed Pilot*
- Metal Chassis
- Metal Handrails and Horn
- Moveable Roof Fans
- Metal Body Side Grilles
- Detachable Snow Plow
- (2) Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Kadee Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlight
- Lighted Cab Interior
- Illuminated Number Boards
- Operating Ditch Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust Unit
- Onboard DCC Receiver
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 18 1/2" x 2 5/8" x 4"
- Hi-Rail Version Operates On O-42 Curves
- Scale Wheel Version Operates On 42" Radius Curves

**Found on Scale Wheel Versions Only. Hi-Rail Versions Feature Articulated Die-Cast Pilot*



The SD70ACe is Electro-Motive Division's hope for the future. While designed to meet the Environmental Protection Agency's Tier-2 emissions requirements that took effect on January 1, 2005, this replacement for the SD70MAC also seems to have a higher purpose: to recapture the lead in North American locomotive sales that EMD lost to General Electric in 1987.

Under the hood beats a third-generation model 710 diesel with 4300 horsepower; only slight modifications were needed to make the model 710 meet new emission standards. With 5000 such motors in service worldwide and a reputation for dependability, EMD reasoned that shop crews would prefer familiar technology.

Other than the prime mover, however, virtually every element of the SD70ACe has been re-thought to create a 21st century locomotive. Ergonomics were a prime consideration. The engine's angular nose offers the crew far better visibility than most other locomotives, and the cab is comfortable for engineers of almost any size. Digital screens provide a range of information on what is happening both inside the locomotive and out on the road. The cab easily accommodates a crew of three — an important factor in a modern world without cabooses. And there is, of course, a cupholder for the engineer.

The SD70ACe also offers, in EMD's words, "outstanding improvements in maintainability." All electrical wires are on the right side of the locomotive and all piping is on the left, with most pipes and wires routed under the frame so they can be serviced by a man standing outside the engine — rather than crawling around at the bottom of the engine room. The number of electrical components has been drastically reduced while access to the remaining parts has been seriously improved. And the time between service intervals has been doubled, from every three months to every six months.

After a year of testing on the road and at the Association of American Railroads' test track in Pueblo, CO, the first SD70ACe's ('e' stands for "enhanced") were delivered to CSX Transportation in 2004. At the present time, mainline American railroads generally maintain dual fleets of locomotives. AC power is used for heavy coal hauling and hotshot intermodal traffic because AC traction motors offer higher starting tractive effort with the same horsepower. Less expensive, traditional DC power is used for more mundane duties. But with the SD70ACe, Electro-Motive hopes it may have the 21st Century successor to its 1949 Geep — a locomotive that can be nearly all things to all railroads.

Did You Know?

IntelliTrain, an option on the SD70ACe, uses cellular and GPS technology to allow a railroad's maintenance department to monitor operating conditions and problems as they occur out on the road — making diagnosis and repair considerably easier.

Each road name available in three different road numbers

Where Prototypical



BNSF - SD70ACe Diesel Engine
 20-20426-1 Hi-Rail Wheels \$499.95
 22-20426-2 Scale Wheels \$499.95



George Bush - SD70ACe Diesel Engine
 20-20427-1 Hi-Rail Wheels \$499.95
 22-20427-2 Scale Wheels \$499.95



Chicago North Western - SD70ACe Diesel Engine
 20-20428-1 Hi-Rail Wheels \$499.95
 22-20428-2 Scale Wheels \$499.95



Electro Motive - SD70ACe Diesel Engine
 20-20429-1 Hi-Rail Wheels \$499.95
 22-20429-2 Scale Wheels \$499.95

Electro Motive - SD70ACe Diesel Engine
 20-20430-1 Hi-Rail Wheels \$499.95
 22-20430-2 Scale Wheels \$499.95

SD-9043MAC



Features

- Intricately Detailed ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Moveable Roof Fans
- Metal Body Side Grilles
- Detachable Snow Plow
- (2) Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Kadee Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlight
- Lighted Cab Interior
- Illuminated Number Boards
- Operating Ditch Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust Unit
- Onboard DCC Receiver
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 20 1/2" x 2 3/4" x 3 7/8"
- Operates On O-42 Curves



Union Pacific - SD-9043MAC Diesel Engine
20-20434-1 Proto-Sound 3.0 \$499.95

In the horsepower race of the 1990s - which turned out to be a passing fad - the Holy Grail became a 6000 hp diesel. But neither EMD nor GE had a prime mover capable of being upgraded to that size. As a stopgap measure, EMD added four cylinders to its proven model 710 engine to create the 5000 hp, 20 cylinder, 80 foot long SD80MAC in 1995. Conrail was the only taker, rostering all 30 units produced and later passing them on to successor CSX.

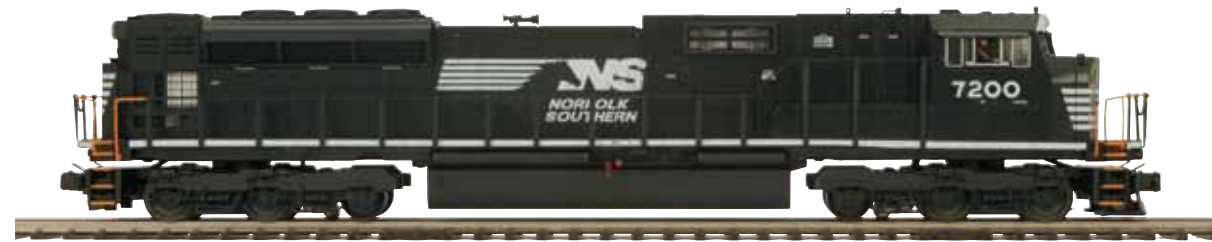
Other railroads waited for EMD to deliver its all-new power plant, the 6000 hp "H" engine, EMD's first four-stroke diesel. When the H engine was delayed, EMD offered what was intended to be a temporary solution: its new SD90MAC locomotive, designed for the H engine but temporarily powered with a 4300 hp, 16-cylinder model 710 engine. The hybrid "SD9043MAC" was externally the same as the SD80MAC and sold rather well - much better than the 6000 hp version when it finally arrived. As it turned out, American railroads decided a 4300-4400 hp diesel was a more versatile building block for multiple-unit consists, and the craze for 6000 hp engines faded. The SD9043MACs were never upgraded to the H engine. Today most 6000 hp SD90MACs are gradually being withdrawn from service while the "temporary" 710-powered SD9043s soldier on. And while the H engine was not a great success in the United States, it has gained a foothold in China and other overseas markets.



Indiana Railway - SD-9043MAC Diesel Engine
20-20431-1 Proto-Sound 3.0 \$499.95



CIT Rail - SD-9043MAC Diesel Engine
20-20435-1 Proto-Sound 3.0 \$499.95



Norfolk Southern - SD-80MAC Diesel Engine
20-20433-1 Proto-Sound 3.0 \$499.95



Each road name available in three different road numbers

Where Prototypical

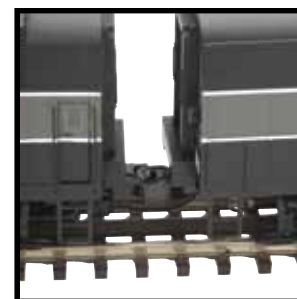
Conrail - SD-80MAC Diesel Engine
20-20432-1 Proto-Sound 3.0 \$499.95

Baldwin RF-16 Sharknose



Features

- Intricately Detailed ABS Bodies
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Moveable Roof Fans
- Metal Body Side Grilles
- (2) Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant voltage LED Headlights
- Lighted Cab Interior
- Illuminated Number Boards
- Lighted Marker Lights
- (2) Precision Flywheel Equipped Motors in A and B Unit
- Operating ProtoSmoke Diesel Exhaust Unit
- Onboard DCC Receiver
- Locomotive Speed Control In Scale MPH Increments
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 28 7/8" x 2 1/2" x 3 7/8"
- Operates On O-31 Curves



The distinctive Sharknoses were Baldwin's last and best attempt to field a competitive cab unit, after the disappointing performance and reliability of earlier models like its 24-wheeled Centipedes. The Sharks were also the only diesels to base their looks on a steam locomotive, borrowing their nose from the streamlined, Raymond Loewy-styled Pennsy T1's, some of which had been built in Baldwin's Eddystone, PA erecting halls.

The first Sharknoses were a small group of 6-axle passenger units, purchased only by Baldwin loyalist Pennsylvania Railroad in 1948, followed by a 1500 horsepower, 4-axle freight version. The final iteration, and the prototype for our model, was the RF-16 ("road freight, 1600hp") produced from 1950-1953. By that time, however, EMD and Alco had virtually sewed up the road diesel market, and the only takers for RF-16s were the New York Central, Baltimore & Ohio, and Pennsy. What they got, however, was one of the best low-speed haulers in dieseldom. As the late Al Stauffer put it in *Pennsy Power II*, "When there was coal or ore to be moved, there were usually Sharks around. The Sharks weren't known for speed, but their tenacity for keeping heavy trains moving regardless of grade made them a favorite with a whole generation of hoggers. The speed indicator would sit for minutes at a time barely above zero, yet those sharks would keep pulling, often unlike their EMD competitors."

Baldwin exited the diesel business in 1956, and the Sharks were gradually retired in the next decade as maintenance became more difficult. The B&O ended their use in 1962, followed by the Pennsy's stable of over 100 A and B-units in 1966. Nine NYC units found their way to the power-starved Monongahela Railway in 1967. While most were scrapped by 1971, the last two existing Sharks were rescued from the scrap dealer by the Delaware and Hudson in 1974. Despite a cracked crankcase on one unit and other age-related issues, a contemporary account confirms that the legendary Baldwin lugging ability had not dimmed with time. On at least one occasion in D&H pusher service, the Baldwins' engineer advanced the throttle to the point where the two elderly diesels were pushing the entire 8000-plus ton train and giving the head end engines a kick in the rear. Sold by the D&H in 1978, the units are reputed to be stored inoperable in Michigan — so perhaps someday we may yet witness again the distinctive look and low-rpm rumble of a Sharknose in action.



New York Central - Sharknose AB Diesel Set
 20-20408-1 Proto-Sound 3.0 \$659.95
 20-20408-3 Non-Powered A Unit \$199.95



Pennsylvania - Sharknose AB Diesel Set
 20-20406-1 Proto-Sound 3.0 \$659.95
 20-20406-3 Non-Powered A Unit \$199.95



Delaware & Hudson - Sharknose AB Diesel Set
 20-20405-1 Proto-Sound 3.0 \$659.95
 20-20405-3 Non-Powered A Unit \$199.95



Baltimore & Ohio - Sharknose AB Diesel Set
 20-20407-1 Proto-Sound 3.0 \$659.95
 20-20407-3 Non-Powered A Unit \$199.95

Learn more:
 Read about the De La Vergne diesel motor at the heart of Baldwin's low speed lugging ability in our history of the Baldwin AS-616 on page 29.

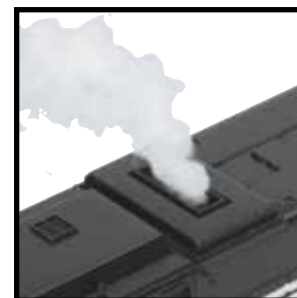
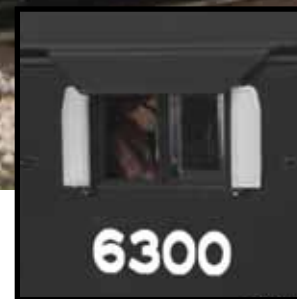
SD50



Features

- Directionally Controlled Headlights
- Intricately Detailed ABS Body
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Die-Cast Fixed Pilot*
- (2) Remotely Controlled Proto-Couplers
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Horn
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Lighted Cab Interior
- Illuminated Number Boards
- Lighted Marker Lights
- (2) Engineer Cab Figures
- Metal Body Side Grilles
- Operating ProtoSmoke Diesel Exhaust Unit
- Moveable Roof Fan Blades
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 17 3/4" x 3 3/4" x 2 1/2"
- Hi-Rail Version Operates On O-42 Curves
- Scale Wheel Version On 42" Radius Curves

**Found on Scale Wheel Versions Only. Hi-Rail Versions Feature Articulated Die-Cast Pilot*



EMD's "50 Series" diesel locomotives of the mid-1980s were the product of the most extensive testing in the company's 50-year history. Both the four-axle, four-motor GP50 and the six-axle, six-motor SD50 utilized a new control system that substantially increased hauling capacity and reduced engine noise levels.

The 3500 hp SD50 measured just 30" longer than the SD40-2 it replaced but differed substantially in appearance. Gone were the front and rear "porches" of the SD40-2 and the dynamic brake blisters on the sides of its hood. Under the SD50's longer hood, the dynamic brakes, which generate a lot of heat, were relocated from a position over the hot engine to a cleaner, cooler area just behind the cab.

The SD50 also introduced EMD's new "Super Series" control system, which included a radar unit for measuring true ground speed and electronic monitoring of the electrical equipment. A primary benefit of the new control system was its ability to maximize rail adhesion by automatically applying short bursts of sand as needed to maintain traction. The system allowed three SD50s to do the work of four older locomotives.

Each road name available in three different road numbers

Where Prototypical



Denver Rio Grande - SD50 Diesel Engine
 20-20425-1 Hi-Rail Wheels \$499.95
 22-20425-2 Scale Wheels \$499.95



Chicago North Western - SD50 Diesel Engine
 20-20422-1 Hi-Rail Wheels \$499.95
 22-20422-2 Scale Wheels \$499.95



Norfolk Southern - SD50 Diesel Engine
 20-20423-1 Hi-Rail Wheels \$499.95
 22-20423-2 Scale Wheels \$499.95

Chessie - SD50 Diesel Engine
 20-20424-1 Hi-Rail Wheels \$499.95
 22-20424-2 Scale Wheels \$499.95



E-8 A-B-A Set



Features

- Directionally Controlled Headlights
- Intricately Detailed ABS Bodies
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Remotely Controlled Proto-Couplers
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Horn
- (2) Precision Flywheel-Equipped Motors In Each A Unit
- Locomotive Speed Control In Scale MPH Increments
- Lighted Cab Interiors
- Illuminated Number Boards
- Lighted Marker Lights
- (2) Engineer Cab Figures In Each A Unit
- Moveable Roof Fan Blades
- Metal Body Side Grilles
- (2) Operating ProtoSmoke Diesel Exhaust Units
- Onboard DCC Receiver
- Proto-Sound 3.0 With The Digital Command System
Featuring Passenger Station Proto-Effects
- Set Measures: 53" x 2 1/2" x 3 1/2"
- Operates On O-31 Curves



Southern Pacific - E-8 A-B-A Diesel Engine Set
 20-20397-1 Proto-Sound 3.0 \$799.95
 20-20397-3 Non-Powered B-Unit \$199.95

Add A Matching Passenger Set

See Page 126



Pennsylvania - E-8 A-B-A Diesel Engine Set
 20-20398-1 Proto-Sound 3.0 \$799.95
 20-20398-3 Non-Powered B-Unit \$199.95

Add A Matching Passenger Set

See Page 124 & 128

In the mid-1930's, as the Electro-Motive Division of General Motors was trying to interest railroads in diesel passenger power, there was a lot of experimentation in exterior design. Looking at EMD's worm-like yellow and brown Union Pacific M-10000, its gleaming stainless steel Burlington Zephyr, or the boxy, just-plain-ugly early Santa Fe units, it's apparent that here was a new function looking for its form. The first generation of road diesels found its form in 1937 when the initial E-units, built for the B&O, inaugurated the classic "covered wagon" cab unit design that would last for two decades on both freight and passenger diesels.

The earliest E-units were each virtually custom-made, with less than 20 units produced of models EA through E5. The prewar E6 was the first mass-produced passenger diesel and the last to sport the rakish, streamlined EMD nose so characteristic of the 1930s. After the war, the new E7 adopted the "bulldog" nose introduced earlier on the FT freight diesel. With the rollout of the E8 in 1949, the E-unit, America's most popular passenger diesel, reached its final visual form — just in time for the last hurrah of the American passenger train. With twin motors to ensure reliability and six-wheel trucks that rode like a Cadillac, the E8 was an engineer's dream. For hoggers who had not

long ago worked in steam locomotives, the clean cab of an E-unit with its lofty, panoramic view of the road ahead was not hard to get used to.

The E8 returns to the Premier line in 2014 in paint schemes from the golden age of passenger travel as well as the less-luxurious period that followed.

Did You Know?

The 2250 hp E-8 was one of a long line of EMD engines, including the BL2 and F-3, to use the 567-series prime mover.



New York Central - E-8 A-B-A Diesel Engine Set
 20-20399-1 Proto-Sound 3.0 \$799.95
 20-20399-3 Non-Powered B-Unit \$199.95

Add A Matching Passenger Set

See Page 129



Norfolk & Western - E-8 A-B-A Diesel Engine Set
 20-20400-1 Proto-Sound 3.0 \$799.95
 20-20400-3 Non-Powered B-Unit \$199.95

Add A Matching Passenger Set

See Page 125

SD40-2



Features

- Intricately Detailed ABS Body
- Colorful Paint Scheme
- Metal Chassis
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Wheels, Axles and Gears
- (2) Remotely Controlled Proto-Couplers
- Metal Handrails and Horn
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Directionally Controlled Headlights
- Lighted Cab Interior
- Illuminated Number Boards

- Lighted Marker Lights
- (2) Engineer Cab Figures
- Moveable Roof Fan Blades
- Metal Body Side Grilles
- Operating ProtoSmoke Diesel Exhaust Unit
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Proto-Sound 3.0 With The Digital Command System Featuring: Freight Yard Proto-Effects
- Measures: 17 1/2" x 2 5/8" x 3 7/8"
- Operates On O-42 Curves



Offering better reliability and lower maintenance costs than the higher powered SD-45, EMD's SD40-2 enjoyed a long production run of 3,100 units. The 3,000 horsepower diesel was the primary motive power for many railroads throughout the 1970's and 80's.

One of the most striking features of the EMD workhorse was its long "back porch" or decking that extended in front and behind the locomotive's cab. These porches differentiated the SD40-2 from its earlier cousin, the SD35 and were the result of the SD40-2's requirement for a longer frame, which helped increase the locomotive's tractive effort.

As one of the most popular road engines for EMD, the SD40-2 has been well represented in the O Gauge marketplace in the past. M.T.H.'s Premier Line SD40-2 offers the user more features and value than any other model. Fully equipped with Proto-Sound® 3.0, operating smoke, Proto-Speed Control™ and incredible details ensure that this engine operates as well as it looks.

Did You Know?

Introduced on January 1, 1972, the SD40-2 had become the best-selling 6-axle road switcher in history by December 31, 1978.



Indiana Railroad - SD40-2 Diesel Engine
20-20409-1 Proto-Sound 3.0 \$479.95



Milwaukee Road - SD40-2 Diesel Engine
20-20412-1 Proto-Sound 3.0 \$479.95

**Each road name available in
three different road numbers**

Where Prototypical



Kansas City Southern - SD40-2 Diesel Engine
20-20411-1 Proto-Sound 3.0 \$479.95

CSX - SD40-2 Diesel Engine
20-20410-1 Proto-Sound 3.0 \$479.95



F3 A-B-A Set



Features

- 1:48 Scale Proportions
- Directionally Controlled Headlights
- Intricately Detailed ABS Bodies
- Metal Wheels, Axles and Gears
- Metal Chassis
- Metal Handrails
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Lighted Cab Interiors
- Illuminated Number Boards
- Lighted Marker Lights
- (2) Engineer Cab Figures In Each A Unit
- Moveable Roof Fan Blades
- (2) Operating ProtoSmoke Diesel Exhaust Units
- Die-Cast Truck Sides
- Die-Cast Fixed Pilots*
- (2) Remotely Controlled Proto-Couplers
- Onboard DCC Receiver
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 40 1/4" x 2 5/8" x 3 3/4"
- Hi-Rail Version Operates On O-31 Curves
- Scale Version Operates On 31" Radius Curves

*Found on Scale Wheel Versions Only. Hi-Rail Versions Feature Articulated Die-Cast Pilot



Lehigh Valley - F-3 A-B-A Diesel Set

20-20401-1	Hi-Rail Wheels	\$799.95
22-20401-2	Scale Wheels	\$799.95
20-20401-3	Non-Powered B-Unit	\$199.95



Great Northern - F-3 A-B-A Diesel Set

20-20402-1	Hi-Rail Wheels	\$799.95
22-20402-2	Scale Wheels	\$799.95
20-20402-3	Non-Powered B-Unit	\$199.95



Lackawanna - F-3 A-B-A Diesel Set

20-20403-1	Hi-Rail Wheels	\$799.95
22-20403-2	Scale Wheels	\$799.95
20-20403-2	Non-Powered B-Unit	\$199.95



SOO Line - F-3 A-B-A Diesel Set

20-20404-1	Hi-Rail Wheels	\$799.95
22-20404-2	Scale Wheels	\$799.95
20-20404-3	Non-Powered B-Unit	\$199.95

From 1942-1945, Electro Motive Division's F-unit was the only road freight diesel built in America. While the War Production Board limited competitors Alco and Baldwin to diesel switcher and steam locomotive production during World War II, EMD's 1,350 hp FT became a runaway best-seller. By war's end, Electro Motive had a lead over its competitors that would last until they closed their doors.

With production restrictions lifted and the U.S. economy humming with pent-up demand, railroads clamored for new diesels to replace a steam fleet exhausted by wartime traffic. In July 1946, EMD introduced a new model F-unit, the F3. Horsepower was upgraded to 1,500 and lessons learned on the FT gave the F3 better reliability and lower maintenance. Under the hood throbbed an improved 567-series V-12 engine. With 567 inches of displacement per cylinder, this same engine would power virtually the entire first generation of EMD diesel locomotives.

The F3 hit the market in an era when almost every boy in America wanted toy trains for Christmas, and F3 models quickly became a hot topic in letters to Santa. Such was the desire of railroads for publicity that Lionel® convinced the Santa Fe, the New York Central, and EMD to share the tooling costs for its top-of-the line F3. Even today, half a century later, the Santa Fe F-unit remains an icon of railroading to the American public.

Capture the excitement of the first-generation diesel era with this full-scale Premier model. With four flywheel-equipped motors, the M.T.H. F3 duplicates the bulldog tenacity of its prototype. Proto-Sound 3.0 offers authentic EMD 567 prime mover sounds, a first-generation diesel horn and bell, crew and station sounds, adjustable smoke volume, and the ability to maintain any speed down to 3 scale miles per hour. Our model features the see-through "chicken wire" screens and rectangular rooftop dynamic brake grilles that characterize most F3s, as well as a host of added-on details - including legible builder's plates, grab irons, multiple-unit hoses, rooftop lift rings, see-through rooftop fans, steam generator exhaust stack (for passenger car heating), windshield wipers, and trucks with separately-applied spring hangers, brake cylinders, and air pipes.

Dash 8



Scale Wheel Model Shown

Features

- Die-Cast Truck Sides, Pilots and Fuel Tank
- Intricately Detailed ABS Body
- Authentic Paint Scheme
- Metal Body Side Grilles
- Moveable Roof Fan Blades
- Metal Chassis
- Metal Handrails and Decorative Horn
- Die-Cast Fixed Pilot*
- Directionally Controlled Headlights
- Metal Wheels, Axles and Gears
- (2) Remotely Controlled Proto-Couplers
- (2) Precision Flywheel-Equipped Motors
- Lighted Cab Interior
- Illuminated Number Boards
- Operating ProtoSmoke Diesel Exhaust Unit
- (2) Engineer Cab Figures
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 17 3/4" x 2 1/2" x 4"

- Hi-Rail Version Operates On O-42 Curves
- Scale Wheel Version On 42" Radius Curves

**Found on Scale Wheel Versions Only. Hi-Rail Versions Feature Articulated Die-Cast Pilot*



In the late 1980s, as General Electric and General Motors' Electro-Motive Division engaged in heated competition (that continues today) for market share in the high horsepower category, GE announced its Dash 8 line of diesel locomotives. Although the first demonstrator version had only 3,200 hp, most of the Dash-8s had 4,000 hp when delivered and were therefore designated Dash 8-40. Because GE builds its diesel locomotives in five modules, it was able to customize its Dash 8s for each buyer to an unusual degree.

Some railroads ordered their Dash 8s with conventional cabs, while others opted for the wider North American or comfort cabs, identified by a "W" in the engine name. Some Dash 8s have 4-wheel trucks - denoted with a "B" - while a Dash 8-40C has 6-wheel trucks. This variety meant that these diesels, which were designed for fast freight duty, also found a home in Amtrak passenger service. Despite their many differences, all Dash 8s share microprocessor control. The microprocessor, a small computer, regulates rpm, fuel injection volume, generator excitation, and many other operational features to make the Dash 8s run more efficiently than any diesels before them.

M.T.H. is proud to produce a superbly detailed replica of the Dash 8 model that found its niche in high-speed intermodal service, the Dash 8-40C - 4000 horsepower, 6-wheel trucks, standard cab - as well as the Dash 8-40CW, which features the wider North American or comfort cab. Like their prototypes built between 1987 and 1994, these models are a perfect choice to power the hottest trains on your railroad.



BNSF - Dash 8 Diesel
 20-20417-1 Hi-Rail Wheels \$499.95
 22-20417-2 Scale Wheels \$499.95



Norfolk Southern - Dash 8 Diesel
 20-20418-1 Hi-Rail Wheels \$499.95
 22-20418-2 Scale Wheels \$499.95



CSX - Dash 8 Diesel
 20-20419-1 Hi-Rail Wheels \$499.95
 22-20419-2 Scale Wheels \$499.95

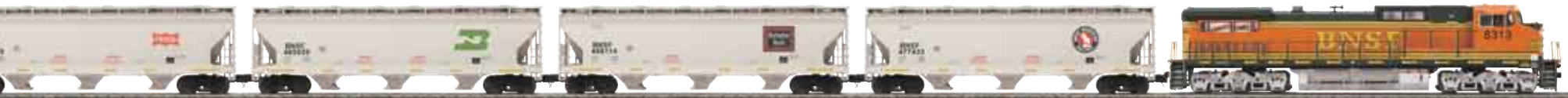


Conrail - Dash 8 Diesel
 20-20420-1 Hi-Rail Wheels \$499.95
 22-20420-2 Scale Wheels \$499.95

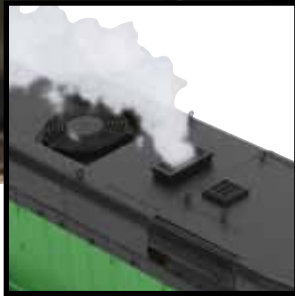
**Each road name available
 in three different
 road numbers**

Where Prototypical

BNSF - Dash-8 Diesel Freight Boxed Set
 20-20421-1 Proto-Sound 3.0 \$749.95



EMD GP30



Features

- (2) Remotely Controlled Proto-Couplers
- Metal Chassis
- (2) Precision Flywheel-Equipped Motors
- Illuminated Number Boards
- Intricately Detailed ABS Body
- Directionally Controlled Headlights
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Authentic Paint Scheme
- Metal Handrails and Horn
- Lighted Cab Interior
- Lighted Marker Lights
- (2) Engineer Cab Figures
- Spinning Roof Fans
- Metal Body Side Grilles
- Operating ProtoSmoke Diesel Exhaust Unit
- Metal Wheels, Axles and Gears
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 15" x 2 3/4" x 4 1/4"
- Operates On O-31 Curves

**Each road name
available in
three different
road numbers**

Where Prototypical



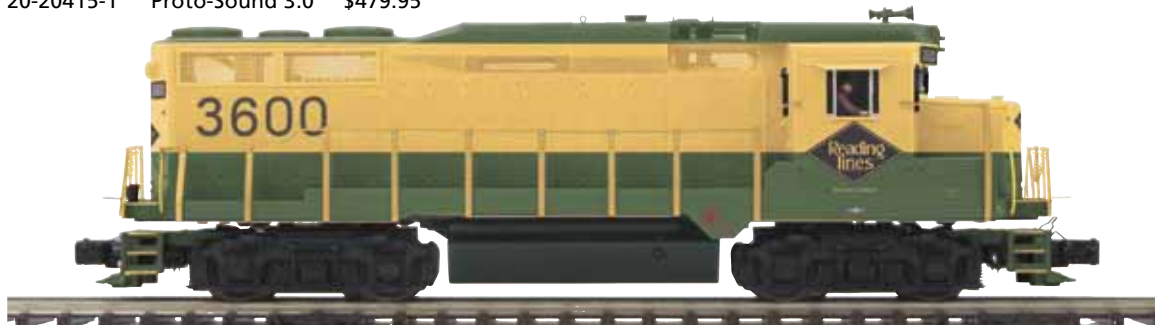
Burlington Northern - GP30 Diesel Engine
20-20413-1 Proto-Sound 3.0 \$479.95



Union Pacific - GP30 Diesel Engine
20-20414-1 Proto-Sound 3.0 \$479.95



Canadian Pacific - GP30 Diesel Engine
20-20415-1 Proto-Sound 3.0 \$479.95



Reading - GP30 Diesel Engine
20-20416-1 Proto-Sound 3.0 \$479.95

In the summer of 1960, EMD's sales team got an unpleasant surprise. General Electric, which had divorced partner Alco in 1953 and was thought to be making only export switchers, had suddenly fielded an American road switcher. Worse yet, GE's upstart U25B, regarded today as the first of the second-generation diesels, was more powerful, more modern, and required less maintenance than EMD's flagship offering, the GP20. Perhaps fortunately for EMD, the railroad industry was in a slump at the time; as the designers at La Grange rushed a competitive model into production, not a single U-boat was sold that first year.

To create a new engine in a short time frame, EMD's designers borrowed the frame and trucks from the GP20 and uprated its 2000 hp 567 diesel to 2250 hp — still 250 hp short of the U25B. They also borrowed one of the U25B's most revolutionary features: a centralized air cooling system with a self-cleaning filter that pressurized the engine room to keep out dust and dirt. This replaced the myriad air filters in older diesels and significantly reduced maintenance.

To fit the pressurized air system and other upgrades into the existing GP20 frame, the only place to go was up. EMD stacked the air system, turbocharger and electrical gear behind the cab, and a higher carbody was needed, giving the new engine a unique profile not seen before or since in the EMD lineup. For styling assistance, EMD turned to the GM Automotive Styling Center in Troy MI. The result was a unique cab roof profile and a characteristic rooftop hump, to house the intakes for the central air system and dynamic brake cooling.

According to EMD's normal naming practice, the new engine should have been called the GP22 — but that hardly sounded competitive with the U25B. So the marketing department dubbed the new model the GP30, claiming it had 30 distinct improvements over the GP20.

In fact, the GP30 turned out to be an excellent locomotive. During a production run of just over two years, from July 1961-November 1963, 948 units were sold to railroads across America, nearly double the quantity of U25Bs sold during six years of production. Although slightly less powerful, the Geep was a known quantity, with an engine and other parts familiar to virtually every railroad's maintenance department. Advertised by EMD as a combination "high speed and heavy drag" locomotive, the GP30 immediately took over from first generation diesels as premier mainline freight power. Although bumped to lesser service by more powerful engines later in life, many served over four decades, considerably longer than the expected service life of a diesel. Some railroads, like the Burlington Northern and Chessie System, operated rebuild programs that upgraded old GP30s to higher specs and kept them running late into the 20th century.

Veranda Turbine & Tender Set



Features

- Detailed Die-Cast Locomotive & Tender Bodies
- Die-Cast Metal Chassis
- Authentic Paint Scheme & Cab Numbers
- Constant Voltage, Directional Headlights
- Prototypical Rule 17 Lighting
- Die-Cast Metal Truck Sides, Fuel Tank & Pilot
- Die-Cast Metal Fuel Tender
- Detailed Cab Interior
- (4) Powerful Flywheel Equipped Motors
- Detailed Handrails and Decorative Bell
- Decorative Detailed Horn
- (2) Cab Figures
- Operating ProtoSmoke System
- (2) Remotely Controlled Proto-Couplers™
- Locomotive Speed Control In Scale MPH Increments
- On-Board DCC Receiver
- Proto-Sound® 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures:
17 1/2" x 2 5/8" x 3 7/8"
- Operates On O-72 Curves



Union Pacific (Small Tender Lettering) Veranda Turbine Freight Set
20-20167-1 Proto-Sound 3.0 \$999.95



Union Pacific (Small Tender Lettering)
Veranda Turbine & Tender Set
20-20165-1 Proto-Sound 3.0 \$899.95

4 Powerful Motors



Union Pacific Veranda Turbine
20-20163-1 Proto-Sound 3.0 \$799.95



Union Pacific (Large Tender Lettering) Veranda Turbine & Tender Set
20-20164-1 Proto-Sound 3.0 \$899.95



Union Pacific (Large Tender Lettering) Veranda Turbine Freight Set
20-20166-1 Proto-Sound 3.0 \$999.95

Add the brute strength of the Veranda Turbine to your roster and assign it to your heaviest freight consists as the UP did. Operate the locomotive alone as it was originally delivered in 1954, or with the fuel tender added a year later.

The prototype turbines were the 1950s manifestation of the Union Pacific's ongoing love affair with massive, larger-than-life locomotives — a family line of giant UP power that began with the 9000-class 4-12-2 steamers, continued with the Challengers, Big Boys, and gas turbines, and ended with the DDA40X Centennial diesels. More than many other roads, the UP also loved to experiment — witness its early-1900s sponsorship of the McKeen car, a cross between a torpedo boat and a passenger car. In that context, the UP's ownership of the world's only significant fleet of gas turbines, basically turbojet engines on wheels, seems only natural.

In the late 1940s, even as it was building diesels in partnership with Alco, General Electric was experimenting with ways to apply its aircraft jet engine technology to railroading. Its gas turbine electric (GTEL) was basically a diesel engine with a large turbine replacing the diesel as the prime mover. In a turbine, intake air is compressed by spinning turbine blades and fed into combustion chambers, where fuel is added and

ignited, as in a jet engine. The hot exhaust gases spin the blades of another turbine that powers one or more generators, which produce electricity to power diesel-type traction motors. Compared with diesels of the period, GE's GTEL put three times as much power (4500hp) in one locomotive, had significantly fewer moving parts, and did not vibrate like a diesel. The major drawback was a voracious appetite for fuel.

After two years of testing GE's prototype, the Union Pacific ordered its first ten GTELs in 1951. The engines were designed to burn Bunker C oil, a byproduct of petroleum distillation that was almost considered waste material. The low cost of Bunker C more than compensated for the turbines' high consumption, although the oil was so thick it had to be heated to 240 degrees Fahrenheit to flow through the fuel system.

The new turbines, nicknamed "Big Blows" for their jet-like sound, were assigned mainly to the UP's 992-mile division from Council Bluffs, Iowa to Ogden, Utah. Almost immediately, they were hauling nearly 10% of the road's total freight shipments. The turbines were so successful that an order for 15 second-generation engines was placed even before the entire first order had been received.

Delivered in 1954 and numbered 61-75, the new engines were nicknamed "Verandas" for their outside walkways, which allowed the crew to avoid walking through a noisy engine room. Other differences from the first-generation turbines included dynamic brakes and air intakes on the roof, rather than the carbody sides. Nearly the entire floor of the engines was a massive 7500-gallon fuel tank, which gave a range of about 400 miles. In 1955, the addition of fuel tenders rebuilt from scrapped 9000-class steamers enabled the turbines to cover the entire division without refueling. Most of the GTELs were later equipped to run in multiple units with diesels; GP9s, some of which had also been retrofitted to run on Bunker C, were most commonly allied with turbines.

By the early 1960s, however, the turbines' use of Bunker C fuel had changed from an advantage to a problem. The plastics industry had found new uses for the former waste product and its price skyrocketed. At the same time, the corrosive nature of the fuel led many of the turbines to develop engine problems. The Verandas were retired in 1963-64 in favor of newer 8500hp Big Blows, and the UP's entire turbine program was finished by 1970.

50' Boxcar



Burlington Northern - 50' Boxcar
20-93636 \$59.95



Santa Fe - 50' Boxcar
20-93635 \$59.95



Pennsylvania - 50' Boxcar
20-93637 \$59.95



Rail Box - 50' Boxcar
20-93638 \$59.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Decorative Brake Wheels
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Sliding Car Doors
- 1:48 Scale Dimensions
- Measures: 14 1/2" x 2 5/8" x 4 3/16"
- Operates On O-31 Curves

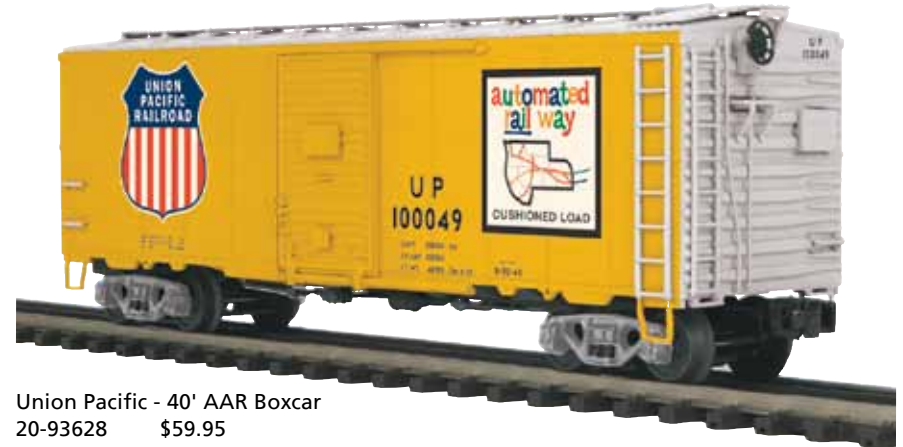


40' AAR Boxcar

Premier Rolling Stock



Alaska - 40' AAR Boxcar
20-93627 \$59.95



Union Pacific - 40' AAR Boxcar
20-93628 \$59.95



New York Central - 40' AAR Boxcar
20-93629 \$59.95



Western Maryland - 40' AAR Boxcar
20-93630 \$59.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Decorative Brake Wheels
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Sliding Car Doors
- 1:48 Scale Dimensions
- O Scale Kadee Compatible Coupler Mounting Pads
- Measures: 11 5/8" x 2 5/8" x 3 3/4"
- Operates On O-31 Curves



40' USRA Double Sheathed Boxcar



New York Central - 40' USRA Double Sheathed Boxcar
20-93633 \$59.95



Lackawanna - 40' USRA Double Sheathed Boxcar
20-93631 \$59.95



Rock Island - 40' USRA Double Sheathed Boxcar
20-93634 \$59.95



Wabash - 40' USRA Double Sheathed Boxcar
20-93632 \$59.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Decorative Brake Wheels
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Sliding Car Doors
- 1:48 Scale Dimensions
- O Scale Kadee Compatible Coupler Mounting Pads
- Measures: 11 5/8" x 2 5/8" x 3 3/4"
- Operates On O-31 Curves



40' Steel Sided Reefer

Premier Rolling Stock



New York Central - 40' Steel Sided Reefer
20-94256 \$59.95



Milwaukee Road - 40' Steel Sided Reefer
20-94255 \$59.95



Santa Fe - 40' Steel Sided Reefer
20-94258 \$59.95



Pacific Fruit Express - 40' Steel Sided Reefer
20-94257 \$59.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Decorative Brake Wheels
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Opening Car Doors
- O Scale Kadee Compatible Coupler Mounting Pads
- Measures: 11 3/4" x 2 9/16" x 3 1/2"
- Operates On O-31 Curves



36' Woodsided Reefer



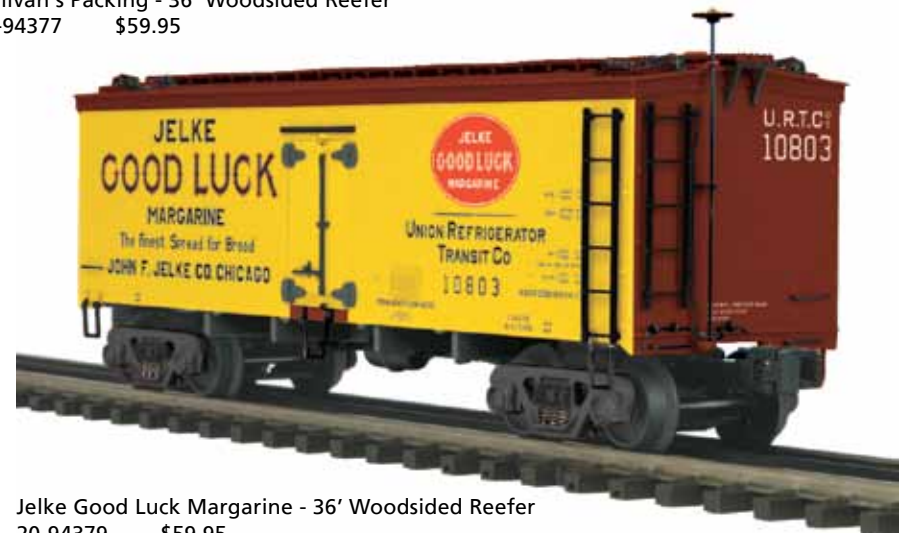
Robert & Oake Meats - 36' Woodsided Reefer
20-94376 \$59.95



Sullivan's Packing - 36' Woodsided Reefer
20-94377 \$59.95



Hillsboro Pale Beer - 36' Woodsided Reefer
20-94378 \$59.95



Jelke Good Luck Margarine - 36' Woodsided Reefer
20-94379 \$59.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Decorative Brake Wheels
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Opening Car Doors
- O Scale Kadee Compatible Coupler
- Mounting Pads
- Opening Roof Hatches
- Measures: 10 3/4" x 2 1/8" x 3 1/4"
- Operates On O-31 Curves



4-Bay Hopper Car

Premier Rolling Stock



Denver Rio Grande Western - 4-Bay Hopper Car
20-97783 \$59.95



Reading & Northern - 4-Bay Hopper Car
20-97781 \$59.95



BNSF - 4-Bay Hopper Car
20-97784 \$59.95



Bessemer & Lake Erie - 4-Bay Hopper Car
20-97782 \$59.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- O Scale Kadee Compatible Coupler Mounting Pads
- Measures: 13 1/4" x 2 5/8" x 3"
- Operates On O-31 Curves



70-ton 3-Bay Hopper Car



New Haven - 70-ton 3-Bay Hopper Car
20-97787 \$59.95



Norfolk & Western - 70-ton 3-Bay Hopper Car
20-97785 \$59.95



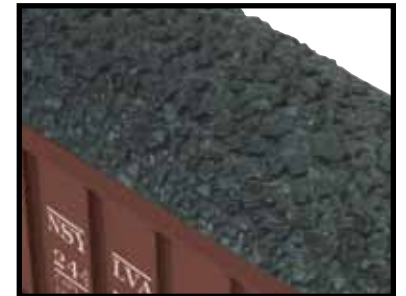
Reading - 70-ton 3-Bay Hopper Car
20-97788 \$59.95



Pennsylvania - 70-ton 3-Bay Hopper Car
20-97786 \$59.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- O Scale Kadee Compatible Coupler Mounting Pads
- Measures: 11" x 2 5/8" x 2 3/4"
- Operates On O-31 Curves



Coalporter Hopper Car

Premier Rolling Stock



CSX - Coalporter Hopper Car
20-97789 \$59.95



Burlington Northern - Coalporter Hopper Car
20-97790 \$59.95



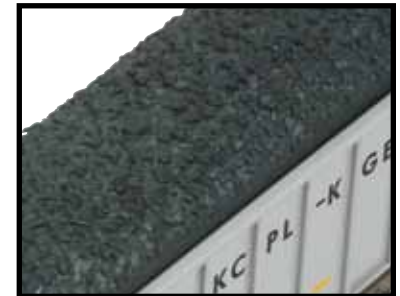
American Electric Power - Coalporter Hopper Car
20-97791 \$59.95



Kansas City Power and Light Company - Coalporter Hopper Car
20-97792 \$59.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Operating Interior Lighting
- Die-Cast 4-Wheel Trucks
- Colorful, Attractive Paint Schemes
- Operating Die-Cast Metal Couplers
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- O Scale Kadee Compatible Coupler Mounting Pads
- Measures: 13 1/8" x 2 5/8" x 3 3/8"
- Operates On O-31 Curves



3-Bay Centerflow Hopper



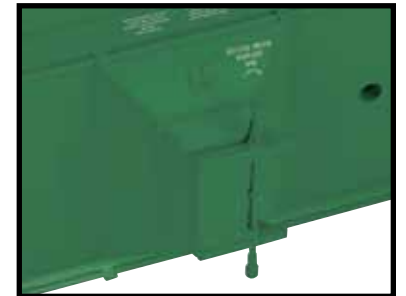
BNSF (Spokane Portland & Seattle) - 3-Bay Centerflow Hopper
20-97801 \$64.95



BNSF (Burlington) - 3-Bay Centerflow Hopper
20-97802 \$64.95



BNSF (Burlington Northern) - 3-Bay Centerflow Hopper
20-97803 \$64.95





BNSF (Frisco) - 3-Bay Centerflow Hopper
20-97797 \$64.95



Iowa Interstate - 3-Bay Centerflow Hopper
20-97800 \$64.95



BNSF (Great Northern) - 3-Bay Centerflow Hopper
20-97798 \$64.95



Reading & Northern - 3-Bay Centerflow Hopper
20-97799 \$64.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- O Scale Kadee Compatible Coupler Mounting Pads
- Measures: 13 7/8" x 2 11/16" x 3 7/8"
- Operates On O-31 Curves

Tank Car



Kansas City Southern - Tank Car
20-96250 \$59.95



Long Island - Tank Car
20-96251 \$59.95



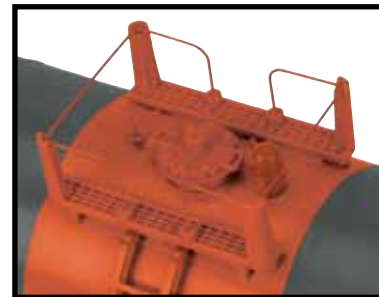
Conrail - Tank Car
20-96253 \$59.95



Pittsburgh & Lake Erie - Tank Car
20-96252 \$59.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Separate Metal Handrails
- O Scale Kadee Compatible Coupler Mounting Pads
- Measures: 12" x 2 3/4" x 4 3/16"
- Operates On O-27 Curves



Husky Stack Car

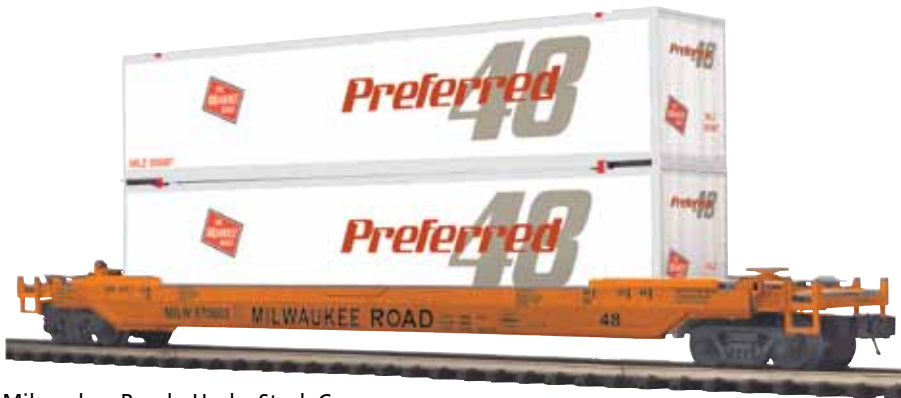
Premier Rolling Stock



TTX - Husky Stack Car
20-95116 \$69.95



Canadian National - Husky Stack Car
20-95115 \$69.95



Milwaukee Road - Husky Stack Car
20-95117 \$69.95



Union Pacific - Husky Stack Car
20-95118 \$69.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- (2) 48' Detailed Containers
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Measures: 18 3/4 x 2 9/16 x 5 9/16
- Operates On O-54 Curves



Flat Car with 40' Container



CXS - Flat Car with 40' Container
20-98984 \$64.95



Norfolk Southern - Flat Car with 40' Container
20-98983 \$64.95



BNSF - Flat Car with 40' Container
20-98985 \$64.95



CP Rail - Flat Car with 40' Container
20-98986 \$64.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- (1) 40' Container
- O Scale Kadee Compatible Coupler Mounting Pads
- Measures: 14 1/2" x 2 1/2" x 4 1/2"
- Operates On O-31 Curves



75' Depressed Flat Car with Transformer

Premier Rolling Stock



Pennsylvania - 75' Depressed Flat Car with Transformer
20-98987 \$69.95



Pittsburgh & Lake Erie - 75' Depressed Flat Car with Transformer
20-98988 \$69.95



TTX - 75' Depressed Flat Car with Transformer
20-98989 \$69.95



General Electric - 75' Depressed Flat Car with Transformer
20-98990 \$69.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Colorful, Attractive Paint Schemes
- Operating Die-Cast Metal Couplers
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Detailed Generator Load
- 1:48 Scale Dimensions
- Measures: 19 1/2" x 2 1/2" x 4 7/8"
- Operates On O-54 Curves



Jordan Spreader



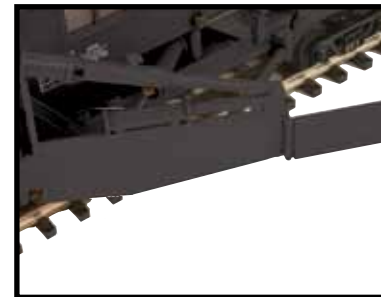
Norfolk Southern - Jordan Spreader
20-98991 \$69.95



CSX - Jordan Spreader
20-98992 \$69.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Operating Interior Lighting
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Coupler
- Colorful, Attractive Paint Schemes
- Decorative Brake Wheels
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Operating Headlight
- Moveable Plow Wings
- Measures: 12 3/4" x 2 11/16" x 4 1/4"
- Operates On O-31 Curves



Gondola Car with Junk Load



Alaska - Gondola Car with Junk Load
20-98979 \$59.95



Florida East Coast - Gondola Car with Junk Load
20-98980 \$59.95



Long Island - Gondola Car with Junk Load
20-98982 \$59.95



British Columbia - Gondola Car with Junk Load
20-98981 \$59.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- O Scale Kadee® Compatible Coupler Mounting Pads
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Removeable Junk Load
- Measures: 14 5/8 x 2 5/8 x 3 15/16"
- Operates On O-31 Curves



Bay Window Caboose



Chessie - Bay Window Caboose
20-91432 \$64.95



Baltimore & Ohio - Bay Window Caboose
20-91434 \$64.95



Indiana Railroad - Bay Window Caboose
20-91435 \$64.95



Union Pacific - Bay Window Caboose
20-91436 \$64.95



New York Central - Bay Window Caboose
20-91433 \$64.95



Features

- Intricately Detailed Durable ABS Body
- Detailed Car Interior
- Brakeman Figure
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Caboose Interiors With Overhead Lighting
- Separate Metal Handrails
- Decorative Brake Wheels
- Measures: 10 3/4" x 2 3/4" x 4"
- Operates On O-31 Curves

N-6b Caboose

Premier Rolling Stock



Pennsylvania - N-6b Caboose
20-91440 \$64.95



Boston & Maine - N-6b Caboose
20-91438 \$64.95



Long Island - N-6b Caboose
20-91439 \$64.95



New Haven - N-6b Caboose
20-91437 \$64.95

Features

- Intricately Detailed Durable ABS Body
- Detailed Car Interior
- Brakeman Figure
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Caboose Interiors With Overhead Lighting
- Separate Metal Handrails
- Decorative Brake Wheels
- O Scale Kadee Compatible Coupler Mounting Pads
- Measures: 9" x 2 7/8" x 4 1/16"
- Operates On O-31 Curves



4-Bay Hopper 6-Car Set



Reading & Northern - 4-Bay Hopper 6 Car Set

20-90844	Car Nos. 7252, 7250, 7265, 7268, 7276, 7274	\$329.95
20-90845	Car Nos. 7249, 7244, 7234, 7237, 7228, 7224	\$329.95



Bessemer & Lake Erie - 4-Bay Hopper 6 Car Set

20-90846	Car Nos. 65005, 65008, 65022, 65024, 65034, 65039	\$329.95
20-90847	Car Nos. 65003, 65006, 65028, 65023, 65030, 65035	\$329.95



Denver Rio Grande Western - 4-Bay Hopper 6 Car Set

20-90848	Car Nos. 16244, 16248, 16250, 16253, 16268, 16262	\$329.95
20-90849	Car Nos. 16220, 16222, 16234, 16236, 16245, 16243	\$329.95



BNSF - 4-Bay Hopper 6 Car Set

20-90850	Car Nos. 616348, 616350, 616516, 616520, 617323, 617464	\$329.95
20-90851	Car Nos. 617631, 617635, 618487, 618484, 615944, 615956	\$329.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- O Scale Kadee Compatible Coupler Mounting Pads
- Unit Measures: 13 1/4" x 2 5/8" x 3"
- Operates On O-31 Curves



70-ton 3-Bay Hopper 6-Car Set

Premier Rolling Stock



Norfolk & Western - 70-ton 3-Bay Hopper 6-Car Set

20-90852 Car No.: 76845, 76843, 76850, 76856, 76862, 76866 \$329.95

20-90853 Car No.: 76824, 76822, 76835, 76830, 76846, 76849 \$329.95



Pennsylvania - 70-ton 3-Bay Hopper 6-Car Set

20-90854 Car No.: 244765, 244768, 244773, 244777, 244783, 244785 \$329.95

20-90855 Car No.: 244789, 244782, 244795, 244792, 244800, 244804 \$329.95



New Haven - 70-ton 3-Bay Hopper 6-Car Set

20-90856 Car No.: 80122, 80126, 80130, 80135, 80144, 80145 \$329.95

20-90857 Car No.: 80146, 80148, 80152, 80155, 80160, 80163 \$329.95



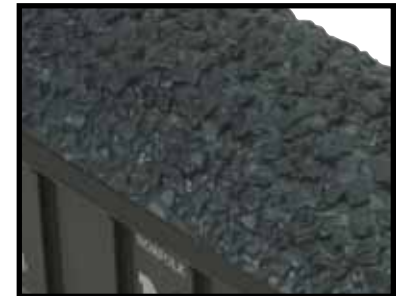
Reading - 70-ton 3-Bay Hopper 6-Car Set

20-90858 Car No.: 60820, 60829, 60832, 60838, 60845, 60844 \$329.95

20-90859 Car No.: 60822, 60824, 60833, 60835, 60840, 60848 \$329.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions



Coalporter Hopper 6-Car Set



CSX - Coalporter Hopper 6-Car Set

20-90860 Car Nos.: 393284, 393287, 393293, 393290, 393277, 393273 \$329.95
 20-90861 Car Nos.: 393280, 393286, 393296, 393298, 393272, 393274 \$329.95



Burlington Northern - Coalporter Hopper 6-Car Set

20-90862 Car Nos.: 534145, 534159, 534162, 534167, 534174, 534195 \$329.95
 20-90863 Car Nos.: 534149, 534152, 534160, 534171, 534186, 534199 \$329.95



American Electric Power - Coalporter Hopper 6-Car Set

20-90864 Car Nos.: 4782, 4793, 4818, 4826, 4835, 4843 \$329.95
 20-90865 Car Nos.: 4784, 4796, 4817, 4832, 4838, 4845 \$329.95

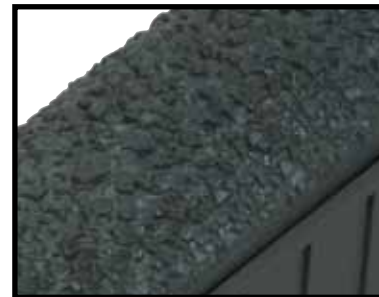


Kansas City Power and Light Company - Coalporter Hopper 6-Car Set

20-90866 Car Nos.: 795008, 795014, 795020, 795037, 795041, 795069 \$329.95
 20-90867 Car Nos.: 795003, 795017, 795025, 795038, 795053, 795074 \$329.95

Features

- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Separate Metal Handrails
- Decorative Brake Wheels
- Intricately Detailed Durable ABS Bodies
- O Scale Kadee Compatible Coupler Mounting Pads
- 1:48 Scale Dimensions



40' AAR Box Car 6-Car Set



Alaska - 40' AAR Box Car 6-Car Set

20-90868	Nos. 10482, 10484, 10475, 10477, 10463, 10460	\$329.95
20-90869	Nos. 10465, 10469, 10453, 10450, 10444, 10448	\$329.95



Union Pacific - 40' AAR Box Car 6-Car Set

20-90870	Nos. 100044, 100048, 100050, 100052, 100063, 100067	\$329.95
20-90871	Nos. 100045, 100047, 100055, 100058, 100060, 100062	\$329.95



New York Central - 40' AAR Box Car 6-Car Set

20-90872	Nos. 174992, 174995, 174980, 174981, 174977, 174974	\$329.95
20-90873	Nos. 174991, 174999, 174984, 174982, 174970, 174973	\$329.95



Western Maryland - 40' AAR Box Car 6-Car Set

20-90874	Nos. 29162, 29160, 29188, 29186, 29193, 29198	\$329.95
20-90875	Nos. 29169, 29165, 29184, 29182, 29199, 29196	\$329.95

Features

- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- O Scale Kadee Compatible Coupler Mounting Pads
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Separate Metal Handrails
- Decorative Brake Wheels
- Intricately Detailed Durable ABS Bodies
- Sliding Car Doors
- 1:48 Scale Dimensions
- Each Car Individually Numbered
- Operates On O-31 Curves
- Each Car Measures 11 1/2" x 2 5/8" x 3 3/4"



Passenger Cars



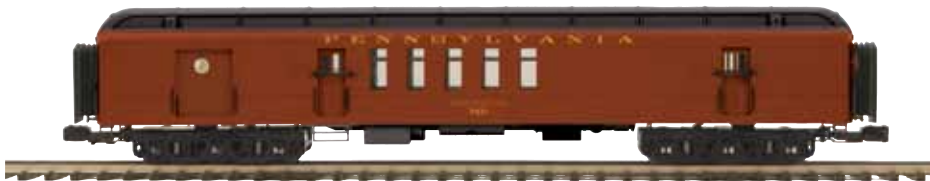
Pennsylvania - 2-Car 70' Madison Combine/Diner Passenger Set
20-41013 \$189.95



Pennsylvania - 2-Car 70' Madison Baggage/Coach Passenger Set
20-44013 \$189.95



Pennsylvania - 5-Car 70' Madison Passenger Set
20-40013 \$449.95



Pennsylvania - 70' Madison RPO Passenger Car
20-42013 \$99.95



New York Central - 70' Madison RPO Passenger Car
20-42014 \$99.95



New York Central - 2-Car 70' Madison Combine/Diner Passenger Set
20-41014 \$189.95

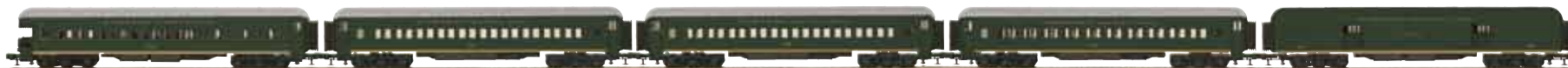


New York Central - 2-Car 70' Madison Baggage/Coach Passenger Set
20-44014 \$189.95



New York Central - 5-Car 70' Madison Passenger Set
20-40014 \$449.95





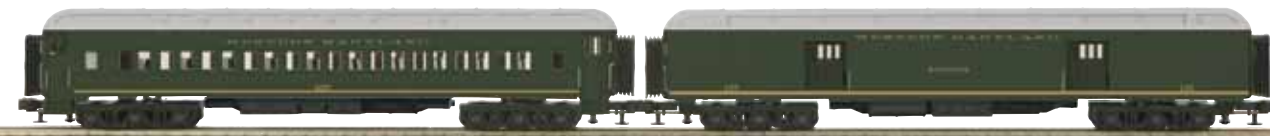
Western Maryland - 5-Car 70' Madison Passenger Set
20-40016 \$449.95

Features

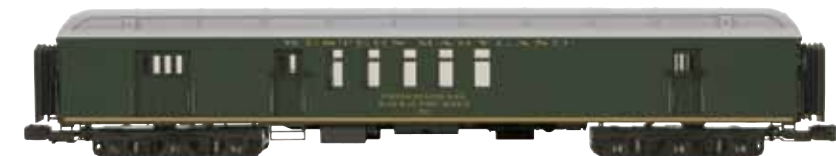
- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Detailed Car Interior
- Overhead Interior Lighting
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- End-of-Car Diaphragms
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 10 Passenger Figures In Each Coach
- Detailed Car Undercarriage
- Sliding Baggage Car Doors
- 5-Car Sets Feature (1) Baggage, (3) Coaches, (1) Observation
- Die-Cast 6-Wheel Trucks
- 5-Car Set Measures: 95" x 2 7/16" x 3 1/2"
- Operates On O-42 Curves



Western Maryland - 2-Car 70' Madison Combine/Diner Passenger Set
20-41016 \$189.95



Western Maryland - 2-Car 70' Madison Baggage/Coach Passenger Set
20-44016 \$189.95



Western Maryland - 70' Madison RPO Passenger Car
20-42016 \$99.95



Union Pacific - 70' Madison RPO Passenger Car
20-42015 \$99.95



Union Pacific - 2-Car 70' Madison Combine/Diner Passenger Set
20-41015 \$189.95



Union Pacific - 2-Car 70' Madison Baggage/Coach Passenger Set
20-44015 \$189.95



Union Pacific - 5-Car 70' Madison Passenger Set
20-40015 \$449.95

Passenger Cars



Southern Pacific - 70' Full Length Vista Dome Passenger Car (Ribbed Sides)
20-67244 \$99.95



Southern Pacific - 2-Car 70' ABS Sleeper/Diner Passenger Set (Ribbed Sides)
20-66244 \$189.95



Southern Pacific - 5-Car 70' Passenger Set (Ribbed Sides)
20-65244 \$449.95



Southern Pacific - 2-Car 70' Baggage/Coach Passenger Set (Ribbed Sides)
20-69244 \$189.95



Southern Pacific - 70' RPO Passenger Car (Ribbed Sides)
20-68244 \$99.95



American Freedom - 5-Car 70' Passenger Set (Smooth Sides)
20-65247 \$449.95



American Freedom - 70' Full Length Vista Dome Passenger Car (Smooth Sides)
20-67247 \$99.95



American Freedom - 2-Car 70' ABS Sleeper/Diner Passenger Set (Smooth Sides)
20-66247 \$189.95



American Freedom - 2-Car 70' Baggage/Coach Passenger Set (Smooth Sides)
20-69247 \$189.95





Norfolk & Western - 5-Car 70' Passenger Set (Smooth Sides)
20-65245 \$449.95



Norfolk & Western - 2-Car 70' ABS Sleeper/Diner Passenger Set (Smooth Sides)
20-66245 \$189.95



Norfolk & Western - 70' Full Length Vista Dome Passenger Car (Smooth Sides)
20-67245 \$99.95



Norfolk & Western - 2-Car 70' Baggage/Coach Passenger Set (Smooth Sides)
20-69245 \$189.95



Norfolk & Western - 70' RPO Passenger Car (Smooth Sides)
20-68245 \$99.95



Union Pacific - 70' RPO Passenger Car (Smooth Sides)
20-68246 \$99.95



Union Pacific - 2-Car 70' ABS Sleeper/Diner Passenger Set (Smooth Sides)
20-66246 \$189.95



Union Pacific - 70' Full Length Vista Dome Passenger Car (Smooth Sides)
20-67246 \$99.95



Union Pacific - 2-Car 70' Baggage/Coach Passenger Set (Smooth Sides)
20-69246 \$189.95



Union Pacific - 5-Car 70' Passenger Set (Smooth Sides)
20-65246 \$449.95

Passenger Cars



Pennsylvania - 70' Full Length Vista Dome Passenger Car (Ribbed Sides)
20-67243 \$99.95



Pennsylvania - 2-Car 70' Baggage/Coach Passenger Set (Ribbed Sides)
20-69243 \$189.95



Pennsylvania - 5-Car 70' Passenger Set (Ribbed Sides)
20-65243 \$449.95



Chessie - 70' RPO Passenger Car (Smooth Sides)
20-68249 \$99.95



Chessie - 2-Car 70' ABS Sleeper/Diner Passenger Set (Smooth Sides)
20-66249 \$189.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Detailed Car Interior
- Overhead Interior Lighting
- Die-Cast Sprung Metal 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- End-of-Car Diaphragms
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 10 Passenger Figures In Each Coach
- 1:48 Scale Dimensions
- Detailed Car Undercarriage
- Sliding Baggage Car Doors
- 5-Car Sets Feature: (1) Baggage, (3) Coaches, (1) Observation
- 5-Car Set Measures: 95" x 2 7/16" x 3 1/2"
- Sleeper/Diner Set Measures: 38" x 2 7/16" x 3 1/2"
- Operates On O-42 Curves



Pennsylvania - 2-Car 70' ABS Sleeper/Diner Passenger Set (Ribbed Sides)
20-66243 \$189.95



Pennsylvania - 70' RPO Passenger Car (Ribbed Sides)
20-68243 \$99.95



Chessie - 2-Car 70' Baggage/Coach Passenger Set (Smooth Sides)
20-69249 \$189.95



Chessie - 70' Full Length Vista Dome Passenger Car (Smooth Sides)
20-67249 \$99.95



Long Island - 5-Car 70' Passenger Set (All-Coach Commuter Set, Smooth Sides)
20-65248 \$449.95



New York Central - 5-Car 70' Passenger Set (Smooth Sides)
20-65241 \$449.95



New York Central - 2-Car 70' ABS Sleeper/Diner Passenger Set (Smooth Sides)
20-66241 \$189.95

New York Central - 70' RPO Passenger Car (Smooth Sides)
20-68241 \$99.95



New York Central - 2-Car 70' Baggage/Coach Passenger Set (Smooth Sides)
20-69241 \$189.95



New York Central - 70' Full Length Vista Dome Passenger Car (Smooth Sides)
20-67241 \$99.95



Reading - 5-Car 70' Passenger Set (Smooth Sides)
20-65242 \$449.95



Reading - 70' Full Length Vista Dome Passenger Car (Smooth Sides)
20-67242 \$99.95



Reading - 2-Car 70' ABS Sleeper/Diner Passenger Set (Smooth Sides)
20-66242 \$189.95



Reading - 2-Car 70' Baggage/Coach Passenger Set (Smooth Sides)
20-69242 \$189.95



Reading - 70' RPO Passenger Car (Smooth Sides)
20-68242 \$99.95



2014 European Lineup

Until now, European O gauge hobbyists have often had to choose between models that look realistic and models that run well. M.T.H. Electric Trains is one of the only model railroading manufacturers to deliver accurate, highly detailed scale models that run superbly and have more features than any previous O gauge trains - all at attractive pricing.

M.T.H. locomotives feature on-board DCC, full compatibility with all 2-rail and 3-rail AC and DC operating systems, scale detailing, vivid sounds, synchronized puffing smoke in steam engines, steady speeds down to 3 scale miles per hour, and a choice of 4 coupling systems.

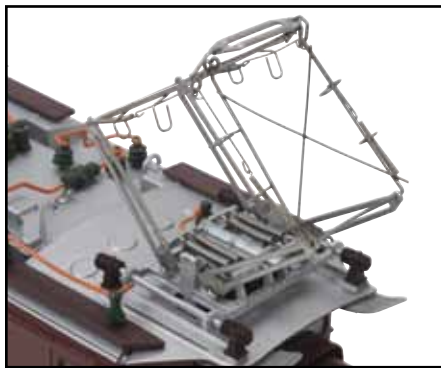
O scale model railroaders, whether they be 3-rail or 2-rail fans, who have or plan to have a premier model railroad will find choosing an M.T.H. Premier Line locomotive or rolling stock item a worthy choice. Our steam and electric locomotives are unmatched in value and performance and our passenger and freight cars can withstand the scrutiny of many a seasoned modeler. Almost all of our Premier Line European models can be configured for use on 2 or 3-rail track and come in multiple cab numbers making M.T.H. Premier Line products the most versatile O scale products produced today.

Premier steam engines are the gold standard in O Scale railroading. These beautifully detailed 1:43.5 to 1:45 scale locomotives display the highest standards of craftsmanship, realistic detail, and solid construction. Each is configured with a smooth, powerful drive-train that performs like no other. Every Premier steamer features a die-cast boiler

and tender, comes equipped with a flywheel-equipped motor, pours billowing smoke from the ProtoSmoke system prototypically timed with the drive wheels revolutions, and is outfitted with lighting effects that make for a realistic operating experience.

M.T.H. European Premier electrics feature metal handrails and grill details and additional operating features such as motorized pantographs, operating marker lights, and illuminated number boards. Every one of our engines features a precisely designed body and a crisp, detailed paint scheme modeled closely to the original. This careful attention to detail does not stop with the appearance of the models. Each Premier electric locomotive features a world class drive train capable of operating at incredibly slow speeds when run in command mode yet ensuring consistent performance when pulling long strings of cars.

Premier locomotives were introduced to fulfill the needs of established model railroaders, operators, and collectors for whom accuracy, quality, and detail are essential. And while the authenticity of detail is designed to please the most discriminating of model railroaders the onboard Proto-Sound 3.0 electronics - capable of operating on AC or DC power and in command mode under DCC and DCS protocols gives M.T.H. operators an unprecedented number of ways to run their locomotives. No other manufacturer today can match the number of operating modes as those found in an M.T.H. locomotive equipped with Proto-Sound 3.0.





LEARN MORE about what makes M.T.H. Premier locomotives different from those produced by other manufacturers. Visit www.mthtrains.com/news/059 to see why our steam, diesel and electric engines are why M.T.H. Electric Trains Do More!

DR/DB 44 Class "Jumbo"



Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive and Tender Trucks
- Engineer and Fireman Figures
- Metal Handrails and Decorative Whistle
- Sprung Buffers
- NEM 310 Metal Wheels
- (2) Hook & Chain Coupler Assemblies
- NEM 365 Lenz Coupler & Pocket Assembly
- Constant Voltage Boiler Lighting
- Lighted Cab Interior
- Operating Tender Lights
- Operating Running Board Lights
- 5-Pole Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar w/Close Coupling Option
- 1:45 Scale Proportions
- Onboard DCC Receiver
- CE Rated
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station or Freight Yard Proto-Effects
- Measures: 531mm X 98mm X 68mm
- Hi-Rail Wheels Operate On O-54 Curves
- Scale Wheels Operate On 36" Radius Curves

* Scale Wheel Models Only
** Hi-Rail Wheel Models Only

The long history of the Class 44 (*Baureihe 44* or *BR 44* in German) begins with the nationalization of the German railways in 1920. The newly formed *Deutsche Reichsbahn* (DR) had taken over more than 120 different locomotive types from the various former state railways. As in the United States during World War I and in Great Britain after World War II, nationalization of the railways brought about the desire for a standard series of locomotives that could be built in large quantities and efficiently operated and maintained, with as many common components as possible. The result was the Standard Engines (*Einheitslokomotiven*), which became the basis for development and construction of German locomotives for more than 20 years. Among the most successful of the Standard Engines was the ten-coupled BR 44, which would become Germany's standard heavy freight locomotive from the late 1930s to the end of steam.

To put the maximum amount of power on the rails, the BR 44's designers gave it ten relatively small 55" (1400 mm) drive wheels and three cylinders, with the two outside cylinders driving the third axle and the inside cylinder driving the second axle. Delivering 2000 horsepower, the heavy freighter had a top speed of 80 kph (48 mph). Like its less powerful two-cylinder sister, the BR 43, the BR 44 was designed for the DR's new, heavier standard axle loading of 20 tons. (In the U. S., by comparison, heavy freight engines were more likely to have eight rather than ten drivers and driver axle loads of around 35 tons.)

After more than three years of development, the first BR 43s and BR 44s were outshopped in 1926 — ten locomotives of each class. As the two-cylinder BR 43 was more economical to operate, the onset of the Great Depression halted further production of the BR 44. Eventually, however, the two-cylinder motion of the BR 43 proved more stressful to the engine frame and other components, and series production of the BR 44 resumed in 1937, with Wagner smoke deflectors and new welded 2'2" T34 tenders.

As the nation's premier heavy freight hauler, the BR 44 became one of only a handful of steam locomotives prioritized for wartime production. By the end of series production in 1944, nearly 2000 BR 44s had been produced by 14 factories in Germany and occupied territories. A so-called "austerity" version, with simplified wartime construction, was the BR 44 Ük; notable spotting features included the omission of both the smoke deflectors and the forward cab side windows. (As many routes in Germany and occupied territories had not yet been upgraded to accept 20-ton axle loads, wartime production also included large numbers of lighter ten-coupled steamers to serve areas where the BR 44 couldn't go.) After World War II, 1,242 BR 44s found their way to the West German *Deutsche Bundesbahn* (DB) and 355 engines to East Germany's *Deutsche Reichsbahn* (DR). These included a final ten locomotives assembled in 1949 from existing parts. The BR 44s were urgently needed for the reconstruction of the country and soon got modernized. The DB attached Witte smoke deflectors, replaced the air pumps, and added new headlights. The DR just changed the smoke deflectors and experimented with coal-dust fired engines. Both German railways converted part of their engines to oil burners.

During this period, the big locomotives acquired the nickname "Jumbos" — as strong, untiring, and good-natured beasts of burden. During the German *Wirtschaftswunder* ("economic miracle"), the Jumbos were significant contributors to the recovery and the success of German industry. They hauled heavy ore and coal trains as well as mixed freights with manufactured goods over long routes and steep gradients. A legendary train was the *Langer Heinrich* ("Long Henry") of the 1960s and '70s, a 4000-ton ore train from the North Sea coast to the industrial Ruhr region. BR 44 engines were in regular service until the end of steam in Germany — 1977 in the West and 1981 in the East.

The Class 44 had also been built in occupied France from 1942 onward. Some of these engines were later transferred to the SNCF as war reparations. In 1946, French locomotive factories built 226 more engines with minor modifications. Rostered by the SNCF as series 150X, they were the most powerful and the heaviest steam freight engines in France. They were assigned to industrial transport in the EST region (in green livery) and in the NORD region (in black livery). Forty-eight engines were sold to Turkish Railways in 1955, and all the rest were withdrawn from service by 1965 as France converted to electric traction.

New for 2014, M.T.H. is proud to introduce these superbly detailed BR 44 models, reproducing the power, dependability, and sheer drama that have endeared the Jumbos to generations of railfans. Heavy die-cast metal construction and a powerful electronically controlled drive system offer enormous tractive effort and superior running qualities. Each version accurately replicates how the BR 44 looked in a particular era. And thanks to ProtoSound 3.0, we can see, hear, and feel the dynamics of these massive engines, with smooth operation from a crawl to full throttle, synchronized puffing smoke, conventional or command operation with DCC or M.T.H.'s Digital Command System (DCS), and distinctive three-cylinder exhaust notes and other sounds recorded from an actual BR 44. The M.T.H. Jumbos bring back the steam era as a thrilling experience for our senses in the gorgeous size of O gauge.



SNCF - 150 X Era IIIa Steam Engine with DCC/DCS Proto-Sound 3.0

20-3528-1	Hi-Rail Wheels	\$1399.95
22-3528-2	Fine Scale Wheels	\$1399.95



DB - BR 44 Era IIIb Steam Engine with DCC/DCS Proto-Sound 3.0

20-3529-1	Hi-Rail Wheels	\$1399.95
22-3529-2	Fine Scale Wheels	\$1399.95



DRG - BR 44 Era IIc Steam Engine with DCC/DCS Proto-Sound 3.0

20-3530-1	Hi-Rail Wheels	\$1399.95
22-3530-2	Fine Scale Wheels	\$1399.95



DB - BR 044 Era IV Steam Engine with DCC/DCS Proto-Sound 3.0

20-3531-1	Hi-Rail Wheels	\$1399.95
22-3531-2	Fine Scale Wheels	\$1399.95

2-3-1E Chapelon Pacific



Features

- Die-Cast Boiler and Tender Body
- 1:43.5 Scale Proportions
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Boiler Lighting
- Die-Cast Truck Sides
- 5-Pole Precision Flywheel-Equipped Motor
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails
- Metal Whistle
- Lighted Cab Interior
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Synchronized Puffing ProtoSmoke System
- Wireless Drawbar
- Remotely Controlled Proto-Coupler** on Tender
- Kadee-Compatible Coupler Mounting Pad
- NEM 310/311 Standard Fine Scale Wheels*
- NEM 365 Coupler Pocket*
- Sprung Buffers
- European NEM Fine Scale Coupler
- Built-In DCC Receiver
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station Proto-Effects
- Unit Measures: 23 1/4" x 2 5/8" x 4" 590mm x 66mm x 102mm
- Hi-Rail Wheels Operate on 0-42 Curves
- Scale Wheels Operate On 42" Radius Curves

* Scale Wheel Models Only
** Hi-Rail Wheel Models Only





SNCF Black - 2-3-1 Chapelon Pacific Steam Engine with DCC/DCS Proto-Sound 3.0
 20-3555-1 Hi-Rail Wheels \$1299.95
 22-3555-2 Fine Scale Wheels \$1299.95



Nord Brown - 2-3-1 Chapelon Pacific Steam Engine with DCC/DCS Proto-Sound 3.0
 20-3556-1 Hi-Rail Wheels \$1299.95
 22-3556-2 Fine Scale Wheels \$1299.95

**Add Matching
 Passenger Cars**
 See Page 158



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www.mthtrains.com



SNCF Green - 2-3-1 Chapelon Pacific Steam Engine with DCC/DCS Proto-Sound 3.0
 20-3557-1 Hi-Rail Wheels \$1299.95
 22-3557-2 Fine Scale Wheels \$1299.95



Orient Express - 2-3-1 Pacific Streamlined Passenger Set
 20-3561-1 Hi-Rail Wheels \$1599.95
 22-3561-2 Fine Scale Wheels \$1599.95

The history of locomotives is the story of an ever-increasing need for speed and power, as trains became heavier and schedules more demanding. On France's Paris-Orleans (PO) Railway in the mid-1920s, management saw electrification as the answer, and development of new steam locomotives came to a halt. But André Chapelon, a young development engineer, had different ideas. He persuaded his superiors to let him drastically rebuild one of the PO's aging Pacifics, and the result cemented his reputation as one of the greatest locomotive designers ever. Chapelon analyzed the design of the steam engine from end to end, from the cold water in the tender to the steam exiting the stack. He modified the boiler and firebox to produce more steam with the same amount of fuel, and opened up nearly every steam passage to improve the flow of steam in and out of the cylinders. Testing proved his rebuilt engine delivered 85% more horsepower and was more efficient to operate — music to the ears of the very managers who had resisted his ideas for years.

The success of the original engine, No. 3566, led the PO to rebuild 31 additional Pacifics. When the Nord Railway tested a Chapelon Pacific against its own best power in 1931 and found the Chapelon superior, it too ordered 20 of the "miracle" rebuilds from the PO's shops. And when the PO ran out of engines to rebuild and sell to other railroads, the Nord ordered an additional 28 Chapelon-design Pacifics from other locomotive builders. Chapelons headed many of the most famous French trains, from the Paris-Calais section of the *Flèche d'Or* (Golden Arrow) to the first leg of the Paris-Istanbul *Orient Express*. To this day, the Chapelon Pacific is considered a high point of French locomotive design, for its combination of speed, power, and economy.

The Chapelon Pacific returns to the Premier lineup for 2014 in chocolate-brown 1930s Nord livery and two SNCF post-nationalization schemes. Our model is based on preserved engine 3.1192, built for the Nord in 1936 and preserved today at the Cité du Train in Mulhouse, France. With over 260 added-on engine and tender detail parts, this is one of the most superbly detailed locomotives we have ever made.

SNCF 141P Mikado



Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive and Tender Trucks
- Engineer and Fireman Figures
- Metal Handrails and Whistle
- Sprung Buffers
- NEM 340 Metal Wheels
- (2) Hook & Chain Coupler Assemblies
- Remotely Controlled Proto-Coupler* on Tender
- Kadee-Compatible Coupler Mounting Pad
- Constant Voltage Headlight
- Operating Firebox Glow
- Lighted Cab Interior
- Operating Tender Back-up Light
- 5-Pole Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar w/Close Coupling Option
- 1:43.5 Scale Proportions
- Onboard DCC Receiver
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Proto-Sound 3.0 With The Digital Command System
- Featuring Quillable Whistle With Passenger Station Proto-Effects
- Unit Measures: 531mm X 98mm X 68mm
- Hi-Rail Wheels Operate on O-54 Curves
- Scale Wheels Operate on 45" Radius Curves

* Hi-Rail Wheel Models Only



The 2-8-2 wheel arrangement — a 141 configuration according to the French who count axles rather than wheels — was the most common steam locomotive configuration on French rails. Beginning in 1945 and lasting for 30 years, France's nationalized railroad was dominated by the American and Canadian built SNCF 141R class with a total of 1,323 locomotives entering service.

In fact, 1,340 141R units were ordered and built from the shops of Lima Locomotive Works, American Locomotive Company, Baldwin Locomotive Works, Montreal Locomotive Works and the Canadian Locomotive company at a rate of nearly three locomotives per day. Sixteen of the 141R's never made it to France, sinking in a violent storm off the coast of Newfoundland in 1947. A seventeenth unit was lost in Marseille Harbor.

Though the 141R was the most populous of the 2-8-2 Mikado class found in France, the most powerful was the 318-strong 141P class. Boasting nearly 3,300 horsepower, the 141P was among the most efficient steam locomotives in the world thanks to its compound design. Burning 30% less fuel and using 40% less water than their 141R counterparts should have endeared them to the railroads' accountants, but they were unable to compete with the 141R when it came to reliability — attested to by the fact that all 318 units were scrapped while the 141R class remained in service until the end of steam in 1975.

The 141P marks the third French locomotive to be released by M.T.H. Electric Trains following on the heels of the 231 Chapelon and Class 241A. Outfitted with Proto-Sound 3.0, the 141P can operate conventionally under AC or DC power or in command mode under DCC or DCS control. Equipped with high-quality digital sound, LED contant voltage lighting, hi-rail or fine scale wheels and synchronized puffing smoke timed to the drive wheels' revolutions, this 141P will be a favorite on any O scale model railroad.

**Add Matching
Passenger Cars**
See Page 160



Argentan - 141P Mikado Steam Engine with DCC/DCS Proto-Sound 3.0
20-3487-1 Hi-Rail Wheels \$1199.95
20-3487-2 Fine Scale Wheels \$1199.95



Chaumont - 141P Mikado Steam Engine with DCC/DCS Proto-Sound 3.0
20-3488-1 Hi-Rail Wheels \$1199.95
20-3488-2 Fine Scale Wheels \$1199.95



Le Mans - 141P Mikado Steam Engine with DCC/DCS Proto-Sound 3.0
20-3489-1 Hi-Rail Wheels \$1199.95
20-3489-2 Fine Scale Wheels \$1199.95



Noisy Le Sec - 141P Mikado Steam Engine with DCC/DCS Proto-Sound 3.0
20-3490-1 Hi-Rail Wheels \$1199.95
20-3490-2 Fine Scale Wheels \$1199.95



Venissieux - 141P Mikado Steam Engine with DCC/DCS Proto-Sound 3.0
20-3491-1 Hi-Rail Wheels \$1199.95
20-3491-2 Fine Scale Wheels \$1199.95

TRAXX Electric



Features

- Intricately Detailed ABS Body
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides and Pilots
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Horn
- Directionally Controlled Headlights
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- (2) Remotely Controlled Proto-Couplers**
- Kadee-Compatible Coupler Mounting Pads
- Lighted Cab Interior
- (2) Engineer Cab Figures
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Metal Body Side Grilles
- NEM 310/311 Standard Fine Scale Wheels*
- NEM 365 Coupler Pocket*
- NEM 362 Lenz® Compatible Coupler Included*
- European NEM Fine Scale Couplers Included
- Sprung Buffers
- LED Lighting Effects
- On Board DCC Receiver
- (2) Motorized Pantographs (2 inside units on locomotives with more than 2 pantographs)
- Catenary or Track Power Selector Switch
- 1:45 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring German Language Freight Yard Proto-Effects
- Measures: 16 3/16" x 2 1/2" x 4 5/16" 411mm x 64mm x 110mm
- Hi-Rail Wheels Operate On O-72 Curves
- Scale Wheels Operate On 42" Radius Curves

* Scale Wheel Models Only
 ** Hi-Rail Wheel Models Only



Veolia Transport Germany - TRAXX P160 AC2 Electric Engine

20-5633-1	Hi-Rail Wheels	\$449.95
20-5633-2	Scale Wheels	\$499.95

Operating, Motorized Pantographs



Railion European - TRAXX F140 AC1 Electric Engine

20-5634-1	Hi-Rail Wheels	\$449.95
20-5634-2	Scale Wheels	\$499.95
20-5634-3	Non-Powered Hi-Rail Wheels	\$219.95



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CrossRail - TRAXX P140 AC2 Electric Engine

20-5648-1	Hi-Rail Wheels	\$449.95
20-5648-2	Scale Wheels	\$499.95

Add Matching Freight Cars

See Page 150-151 & 156-157

Since the dawn of the Orient Express in 1883, Europeans have dreamed of a rail network that would transcend national borders. For more than a century, the best that that could be accomplished was the handoff of passenger or freight consists from one national rail system to another, usually stopping at the border to change motive power. Even when most of the continent went to overhead wires to supply motive power, voltage and current were often different from one country to another. Today, however, all that is changing. Sporting service names like "EuroCity" and slogans like "Connecting Europe," electric engines glide seamlessly and swiftly across borders, and carriers offer freight and passenger services that span many nations.

With locomotive and car manufacturing facilities on four continents, Bombardier has emerged as a leader in the manufacture of equipment for these multinational rail carriers. Starting with electric locomotive technology developed by German firm Adtranz, which Bombardier acquired in 2001, Bombardier developed the TRAXX family of electric and diesel locomotives for service across Europe. TRAXX electrics feature modular construction and can be configured to run on multiple voltages and both AC and DC. Leading purchasers have included freight carriers with multinational networks, including Cargo, the freight division of the Swiss Federal Railways that runs through Germany, Switzerland, and Italy, and Railion, which spans Denmark, the Netherlands, Germany, Switzerland, and Italy.

The TRAXX electric offers a near-perfect combination of speed, safety, and practicality. Its streamlined shape is designed for aerodynamics but also for economical construction, being composed almost entirely of flat surfaces. The ends are raked at an angle that slices through the air — but a steeper, more streamlined angle was avoided in order to minimize air turbulence between the engine and the following car. The controls, of course, are fully computerized with myriad safety systems. With up to 800 horsepower being delivered to each of its eight wheels, wheelslip control on the TRAXX was mandatory. Another system automatically ensures adherence to speed restrictions and track-side signals.

But the most practical feature of the TRAXX electric has nothing to do with speed or safety. It turns out the engine's smooth, flat sides make a perfect rolling billboard, either for publicizing the owner or selling ad space for additional revenue. The most complex images can be printed on a heavy plastic foil and applied neatly to the engine, and changed easily when necessary. Passenger engines based on the same platform have carried graphics publicizing rock musicals, vacation destinations, and even UNICEF.

Each Model Available In
Prototypical Cab Numbers
Visit www.mthtrains.com/europe
To Learn More

TRAXX Electric



Connecting Europe - TRAXX F140 AC-1 Electric Engine

20-5654-1	Hi-Rail Wheels	\$449.95
20-5654-2	Scale Wheels	\$499.95
20-5654-3	Non-Powered Hi-Rail Wheels	\$219.95



Cargo - TRAXX F140 AC-1 Electric Engine

20-5653-1	Hi-Rail Wheels	\$449.95
20-5653-2	Scale Wheels	\$499.95
20-5653-6	Non-Powered Scale Wheels	\$229.95



MRCE displok - TRAXX F140 AC-1 Electric Engine

20-5655-2	Scale Wheels	\$499.95
20-5655-3	Non-Powered Hi-Rail Wheels	\$219.95
20-5655-6	Non-Powered Scale Wheels	\$229.95



Railion - TRAXX F140 AC-1 Electric Engine

20-5656-1	Hi-Rail Wheels	\$449.95
20-5656-2	Scale Wheels	\$499.95
20-5656-3	Non-Powered Hi-Rail Wheels	\$219.95
20-5656-6	Non-Powered Scale Wheels	\$229.95

Taurus ES-64 Electric



Features

- Intricately Detailed ABS Body
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides and Pilots
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Horn
- Directionally Controlled Headlights
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- (2) Remotely Controlled Proto-Couplers**
- Kadee-Compatible Coupler Mounting Pads
- Lighted Cab Interior
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- (2) Engineer Cab Figures
- Metal Body Side Grilles
- NEM 310/311 Standard Fine Scale Wheels*
- NEM 365 Coupler Pocket*
- NEM 362 Lenz® Compatible Coupler Included*
- European NEM Fine Scale Couplers Included
- Sprung Buffers
- LED Lighting Effects
- On Board DCC Receiver
- (2) Motorized Pantographs (2 inside units on locomotives with more than 2 pantographs)
- Catenary or Track Power Selector Switch
- 1:45 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 16 3/8" x 2 1/2" x 3 3/8"
- Hi-Rail Wheels Operate On O-72 Curves
- Scale Wheels Operate On 42" Radius Curves

* Scale Wheel Models Only
** Hi-Rail Wheel Models Only

Introduced to the European market in 2000, the Taurus ES 64 U2 Electric was developed as a universal electric locomotive, topping out at a speed of 230km/h. This multipurpose engine has become one of the most influential representatives of Dispolok GmbH, a Siemens Transportation System subsidiary, making leasing options available to a host of different rail operators.

Thanks to liberalization, the freight market had created the ability for anyone to start their own rail company, thus increasing competition and dropping prices. Leasing thrived as the market for cheaper secondhand vehicles expanded. Due to this increase, Siemens came up with an appealing alternative for operators, allowing them to lease the newest, most state-of-the-art locomotives on a flexible basis.



Dispolok.com - Taurus ES-64-U2 Electric Engine

20-5649-1	Hi-Rail Wheels	\$449.95
20-5649-2	Scale Wheels	\$499.95

Each Model Available In
Prototypical Cab Numbers
Visit www.mthtrains.com/europe
To Learn More



OBB - Taurus ES-64-U2 Electric Engine

20-5652-2	Scale Wheels	\$499.95
20-5652-3	Non-Powered Hi-Rail Wheels	\$219.95

**Add Matching
Freight Cars**
See Page 150-151 & 156-157

Hupac - Taurus ES-64-U2 Electric Engine

20-5650-1	Hi-Rail Wheels	\$449.95
20-5650-2	Scale Wheels	\$499.95
20-5650-3	Non-Powered Hi-Rail Wheels	\$219.95



DB Railion - Taurus ES-64-U2 Electric Engine

20-5651-1	Hi-Rail Wheels	\$449.95
20-5651-2	Scale Wheels	\$499.95
20-5651-3	Non-Powered Hi-Rail Wheels	\$219.95

Crocodile Electric



Features

- Intricately Detailed Die-Cast Metal Body
- Directionally Controlled Headlights
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides and Pilots
- (2) Remotely Controlled Proto-Couplers**
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Horn
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Lighted Cab Interior
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- (2) Engineer Cab Figures
- Metal Body Side Grilles
- European NEM Fine Scale Couplers Included
- NEM 310/311 Fine Scale Wheels*
- NEM 365 Coupler Pocket*
- NEM 362 Lenz® Compatible Coupler Included*
- Sprung Buffers
- (2) Motorized Pantographs
- Catenary or Track Power Selector Switch
- LED Lighting Effects
- On Board DCC Receiver
- 1:45 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring German Language Passenger Station Proto-Effects
- Measures: 17 9/16" x 2 1/2" x 3 3/4" 419mm x 64mm x 95mm
- Hi-Rail Wheels Operate On O-54 Curves
- Scale Wheels Operate On 36" Radius Curves

* Scale Wheel Models Only
 ** Hi-Rail Wheel Models Only



Tuscan and Black - Ce 6/8^{II} Crocodile Electric Engine
 20-5667-1 Hi-Rail Wheels \$899.95
 20-5667-2 Scale Wheels \$899.95

Add Matching Freight Cars See Page 148-152

Dark Green and Gray - Ce 6/8^{II} Crocodile Electric Engine
 20-5668-1 Hi-Rail Wheels \$899.95
 20-5668-2 Scale Wheels \$899.95



In a country famous for mountain railroading, the Gotthard route is the greatest challenge, the one by which the Swiss Federal Railways measures its locomotives. Constructed at a cost of more than 200 lives, the Gotthard line snakes its way around spiral tunnels, across more than a thousand bridges and open passages, and through narrow mountain valleys, culminating in a 2.6% climb to the 9-mile-long Gotthard Tunnel — the longest in the world when it was opened in 1882. The Gotthard was the stumping ground for the 2-10-0 “Elephants,” the largest steam engines ever used in Switzerland. But when the decision was made to electrify the route, the Elephants were replaced by Crocodiles.

To conquer the Gotthard’s tight turns and steep grades, Swiss Locomotive and Machine Works (SLM) designed a freight locomotive in three articulated sections: a double-ended center section housing two engineer’s stations, twin pantographs, and the huge high voltage transformer; and two end sections, each with two electric motors powering a single jackshaft that transmitted power to the 53” drivers, using steam-locomotive-type drive rods. The jackshaft drive was dictated by the motors available at the time, which were too large to be

truck-mounted as in later designs. The nickname “crocodile” (krokodil in German) arose from the engine’s long articulated “snouts.”

In the 33 first-generation engines built in 1919–21, the powered jackshaft drove a main rod that was connected to both the first set of drivers and a second idler jackshaft. The 18 second-generation crocodiles, built in 1925–26, used a simpler arrangement with the powered jackshaft driving a main rod connected to the third set of drivers. In Swiss parlance, the two generations of engines were designated Ce 6/8^{II} and Ce 6/8^{III} (C for their speed range, maximum 40 mph (“A” being the fastest); e for electric; 6 indicating 6 driven axles; 8 signifying 8 axles total). Many were upgraded in the 1940s and ‘50s, raising their top speed to 47 mph and changing their class designation to Be 6/8. All crocodiles were delivered in brown paint, but many were later repainted green. Initial practice was to run with both pantographs raised, but some engines were later refitted with improved pans that allowed single-pantograph operation. The hugely successful Crocodiles ruled the Gotthard route into the 1950s, when they were displaced by newer power. Many worked into the 1970s on less strenuous routes and switching, and several have been preserved.

For American modelers, the Crocodile is perhaps the single most recognizable European locomotive, having been imported as a Märklin model in several scales since the 1930s. Like the Lionel Santa Fe F3, the Märklin HO Crocodile was a top of the line model that many boys of the 1950s and ‘60s dreamed of, but few actually owned. If you were one of those boys (or even if you weren’t), this Premier model offers the chance to own the most detailed, smoothest running O gauge model of this iconic mountain goat ever made.

Did You Know?

The Gotthard Base Tunnel, currently under construction, will bore through the Alps at nearly ground level, almost 2000 feet below the existing Gotthard Tunnel. The new high-speed route will feature the world’s longest tunnel (35.4 miles) when it opens around 2018.



See It In Action At
www.mthtrains.com

E94 Crocodile Electric



Features

- Intricately Detailed Die-Cast Body
- Die-Cast Truck Sides and Pilots
- Die-Cast Metal Chassis
- Metal Handrails and Horn
- (2) Engineer Cab Figures
- Authentic Paint Scheme
- Sprung Buffers
- Metal Wheels, Axles and Gears
- NEM 340 Metal Wheels
- (2) Remote Controlled Proto-Couplers*
- Kadee Compatible Coupler Mounting Pads
- Directionally Controlled Constant voltage LED Headlights
- Lighted Cab Interior
- (2) Precision Flywheel-Equipped Motors
- Motorized Operating Pantographs
- Catenary or Track Power Selector Switch
- Onboard DCC Receiver
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:45 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 413mm X 69.5mm X 99.85mm
- Hi-Rail Wheels Operate On O-54 Curves
- Scale Wheels Operate On 36" Radius Curves

** Hi-Rail Wheel Models Only*



Austrian OBB (Green) - E94 Crocodile Electric Engine With Proto-Sound 3.0

- | | | |
|-----------|----------------|----------|
| 20-5671-1 | Hi-Rail Wheels | \$899.95 |
| 20-5671-2 | Scale Wheels | \$899.95 |



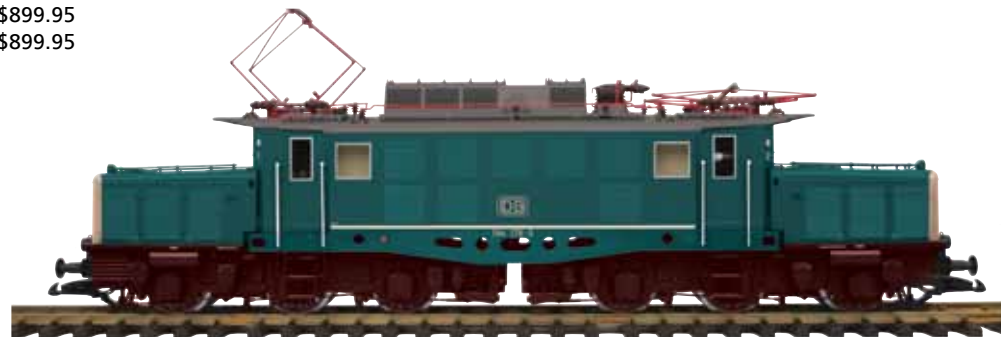
Austrian OBB (Orange) - E94 Crocodile Electric Engine With Proto-Sound 3.0

- | | | |
|-----------|----------------|----------|
| 20-5672-1 | Hi-Rail Wheels | \$899.95 |
| 20-5672-2 | Scale Wheels | \$899.95 |



German DB (Green) - E94 Crocodile Electric Engine With Proto-Sound 3.0

- | | | |
|-----------|----------------|----------|
| 20-5673-1 | Hi-Rail Wheels | \$899.95 |
| 20-5673-2 | Scale Wheels | \$899.95 |



German DB (Blue) - E94 Crocodile Electric Engine With Proto-Sound 3.0

- | | | |
|-----------|----------------|----------|
| 20-5674-1 | Hi-Rail Wheels | \$899.95 |
| 20-5674-2 | Scale Wheels | \$899.95 |

Whether referred to as an E94 or BR 194 or Iron Pig, the German-bred E94 electric freight locomotive was developed to tackle the steep grades of Southern Germany just as the more famous Swiss Crocodiles were created to combat the Gotthard line in Switzerland. Equipped with just six axles, weighing over 120 tons and measuring nearly 19 meters in length, the "German Alligator" could haul a 1,000 ton train up a 1.6% grade.

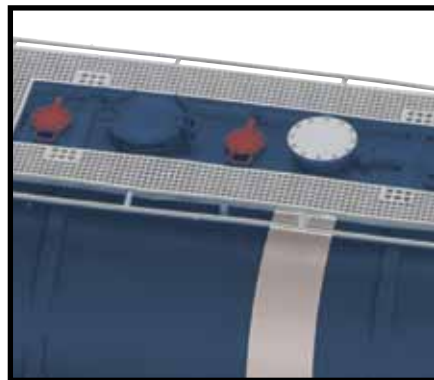
A total of 200 locomotives were constructed with the majority going to the Deutsche Reichsbahn Gesellschaft. Most of the production occurred in the early years of World War II in Austria and Germany. At the war's conclusion, most went to the Deutsche Bundesbahn (DB) and the Austrian Federal Railways. The final units rolled out of the locomotive shops in 1953 with some units lasting in service for 50 years. In fact, some still run today, controlled by various clubs and museums.

The E94 designers drew heavily on the locomotive's predecessor, the E93, but the electrical systems were significantly different thanks to the incorporation of rheostatic braking which required a higher locomotive stance in order to house the enclosure for the braking resistors. Each locomotive truck utilized three traction motors mounted parallel to the drive axles via a sprung suspension mount — a traditional drive train often found on street cars.

The center section of the E94 is supported on the truck frames on large pivots, giving the locomotive an articulated appearance and its popular "Alligator" nickname. The center section contains the main transformer fed from overhead pantographs that pull power from the catenary lines centered above the rail line. A passageway inside the center section allows crew members to traverse the locomotive from one end to the other.

Like our popular Swiss Crocodile introduced in 2012, this all-new die-cast O Scale model is fully outfitted with digital sound, LED lighting and motorized operating pantographs, and is available in both 3-Rail high-rail wheeled versions and 2-rail Fine Scale wheeled versions. Our Proto-Scale 3-2 feature allows either version to be configured to run on 2-rail or 3-rail track. Choose from four exciting liveries, two in Deutsche Bundesbahn schemes and two in Austrian Federal Railway colors.

European Rolling Stock



European Modern Kesselwagen (Tank Car)



ARAL - European Modern Kesselwagen
 20-99050 Hi-Rail Wheels \$79.95
 22-99050 Fine Scale Wheels \$79.95
 ARAL - 6-Car European Modern Kesselwagen (Tank Car) Set
 20-90948 Hi-Rail Wheels \$449.95
 22-90948 Fine Scale Wheels \$449.95



DHL - European Modern Kesselwagen
 20-99051 Hi-Rail Wheels \$79.95
 22-99051 Fine Scale Wheels \$79.95
 DHL - 6-Car European Modern Kesselwagen (Tank Car) Set
 20-90949 Hi-Rail Wheels \$449.95
 22-90949 Fine Scale Wheels \$449.95



On Rail - European Modern Kesselwagen
 20-99053 Hi-Rail Wheels \$79.95
 22-99053 Fine Scale Wheels \$79.95
 On Rail - 6-Car European Modern Kesselwagen (Tank Car) Set
 20-90951 Hi-Rail Wheels \$449.95
 22-90951 Fine Scale Wheels \$449.95



Ermewa - European Modern Kesselwagen
 20-99052 Hi-Rail Wheels \$79.95
 22-99052 Fine Scale Wheels \$79.95
 Ermewa - 6-Car European Modern Kesselwagen (Tank Car) Set
 20-90950 Hi-Rail Wheels \$449.95
 22-90950 Fine Scale Wheels \$449.95

European Modern Kesselwagen (Tank Car)



Wascosa Petroplus - European Modern Kesselwagen
 20-99033 Hi-Rail Wheels \$79.95
 22-99033 Fine Scale Wheels \$79.95
 Wascosa Petroplus - 6-Car European Modern Kesselwagen Set
 20-90932 Hi-Rail Wheels \$449.95
 22-90932 Fine Scale Wheels \$449.95



VTG - European Modern Kesselwagen
 20-99034 Hi-Rail Wheels \$79.95
 22-99034 Fine Scale Wheels \$79.95
 VTG - 6-Car European Modern Kesselwagen Set
 20-90933 Hi-Rail Wheels \$449.95
 22-90933 Fine Scale Wheels \$449.95



Jet - European Modern Kesselwagen
 20-99035 Hi-Rail Wheels \$79.95
 22-99035 Fine Scale Wheels \$79.95
 Jet - 6-Car European Modern Kesselwagen Set
 20-90934 Hi-Rail Wheels \$449.95
 22-90934 Fine Scale Wheels \$449.95



Shell - European Modern Kesselwagen
 20-99036 Hi-Rail Wheels \$79.95
 22-99036 Fine Scale Wheels \$79.95
 Shell - 6-Car European Modern Kesselwagen Set
 20-90935 Hi-Rail Wheels \$449.95
 22-90935 Fine Scale Wheels \$449.95



BP - European Modern Kesselwagen
 20-99017 Hi-Rail Wheels \$79.95
 20-99021 Fine Scale Wheels \$79.95
 BP - 6-Car European Modern Kesselwagen Set
 20-90916 Hi-Rail Wheels \$449.95
 20-90920 Fine Scale Wheels \$449.95



Wascosa - European Modern Kesselwagen
 20-99019 Hi-Rail Wheels \$79.95



Wascosa OMV - European Modern Kesselwagen
 20-99020 Hi-Rail Wheels \$79.95
 20-99024 Fine Scale Wheels \$79.95
 Wascosa OMV - 6-Car European Modern Kesselwagen Set
 20-90919 Hi-Rail Wheels \$449.95



GATX - European Modern Kesselwagen
 20-99018 Hi-Rail Wheels \$79.95
 20-99022 Fine Scale Wheels \$79.95
 GATX - 6-Car European Modern Kesselwagen Set
 20-90917 Hi-Rail Wheels \$449.95
 20-90921 Fine Scale Wheels \$449.95



Features

- Intricately Detailed Durable ABS Body
- Die-Cast Metal Underframe
- Metal Wheels and Axles
- Die-Cast 2-Wheel Trucks
- Hi-Rail Wheeled Cars Include Scale European Couplers and Dummy American Knuckle Couplers
- See-Through Top Walkways
- Detailed Unloading Pipes and Brake System
- Realistic Paint Scheme
- Needle-Point Axles
- 1:45 Scale Dimensions
- O Scale Kadee® Compatible Coupler Mounting Pads
- Sprung Buffers
- NEM 365 Coupler Pocket*
- NEM 362 Lenz® Compatible Coupler Included*
- European NEM Fine Scale Couplers Included*
- Hi-Rail Wheels Operate On O-31 Curves
- NEM 310/311 Standard Fine Scale Wheels Operate On 31" Radius Curves

* Scale Wheel Models Only

European Bierwagen (Beer Reefer)



Brauerei Warteck Basel - European Bierwagen

20-99041 Hi-Rail Wheels \$69.95

22-99041 Fine Scale Wheels \$69.95

Bierbrauerei Falken - 6-Car European Bierwagen Set

20-90940 Hi-Rail Wheels \$389.95

22-90940 Fine Scale Wheels \$389.95



Schützengarten - European Bierwagen

20-99043 Hi-Rail Wheels \$69.95

22-99043 Fine Scale Wheels \$69.95

Bierbrauerei Falken - 6-Car European Bierwagen Set

20-90942 Hi-Rail Wheels \$389.95

22-90942 Fine Scale Wheels \$389.95



Maggi - European Kühlwagen für Nahrungsmittel

20-99042 Hi-Rail Wheels \$69.95

22-99042 Fine Scale Wheels \$69.95

Maggi - 6-Car European Kühlwagen für Nahrungsmittel Set

20-90941 Hi-Rail Wheels \$389.95

22-90941 Fine Scale Wheels \$389.95



Bierbrauerei Falken - European Bierwagen

20-99044 Hi-Rail Wheels \$69.95

22-99044 Fine Scale Wheels \$69.95

Bierbrauerei Falken - 6-Car European Bierwagen Set

20-90943 Hi-Rail Wheels \$389.95

22-90943 Fine Scale Wheels \$389.95



Brasserie du Cardinal - European Bierwagen
 20-99002 Hi-Rail Wheels \$69.95
 20-99006 Fine Scale Wheels \$69.95
 Brasserie du Cardinal - 6-Car European Bierwagen Set
 20-90905 Fine Scale Wheels \$389.95



Feldschloesschen - European Bierwagen
 20-99004 Hi-Rail Wheels \$69.95
 20-99008 Fine Scale Wheels \$69.95
 Feldschloesschen - 6-Car European Bierwagen Set
 20-90903 Hi-Rail Wheels \$389.95
 20-90907 Fine Scale Wheels \$389.95



Brauerei Loewengarten - European Bierwagen
 20-99003 Hi-Rail Wheels \$69.95
 20-99007 Fine Scale Wheels \$69.95
 Brauerei Loewengarten - 6-Car European Bierwagen Set
 20-90902 Hi-Rail Wheels \$389.95
 20-90906 Fine Scale Wheels \$389.95



Biere Beauregard - European Bierwagen
 20-99001 Hi-Rail Wheels \$69.95
 20-99005 Fine Scale Wheels \$69.95
 Biere Beauregard - 6-Car European Bierwagen Set
 20-90900 Hi-Rail Wheels \$389.95
 20-90904 Fine Scale Wheels \$389.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Realistic Paint Scheme
- Die-Cast Metal Underframe
- Highly Detailed Brake System
- Opening Doors
- Metal Grab Irons
- Hi-Rail Wheeled Cars Include Scale European Couplers and Dummy American Knuckle Couplers
- Needle-Point Axles
- 1:45 Scale Dimensions
- O Scale Kadee® Compatible Coupler Mounting Pads
- Sprung Buffers
- European NEM Fine Scale Couplers Included*
- NEM 365 Coupler Pocket*

- NEM 362 Lenz® Compatible Coupler Included*
- Hi-Rail Wheels Operate On O-31 Curves
- NEM 310/311 Standard Fine Scale Wheels Operate On 31" Radius Curves

* Scale Wheel Models Only



European Gedeckter Güterwagen (Boxcar)



SBB CFF - European Gedeckter Guterwagen
 20-99045 Hi-Rail Wheels \$69.95
 22-99045 Fine Scale Wheels \$69.95
 SBB CFF - 6-car European Gedeckter Guterwagen Set
 20-90944 Hi-Rail Wheels \$389.95
 22-90944 Fine Scale Wheels \$389.95



SBB CFF - European Gedeckter Guterwagen
 20-99046 Hi-Rail Wheels \$69.95
 22-99046 Fine Scale Wheels \$69.95
 SBB CFF - 6-car European Gedeckter Guterwagen Set
 20-90945 Hi-Rail Wheels \$389.95
 22-90945 Fine Scale Wheels \$389.95



SBB CFF - European Gedeckter Guterwagen
 20-99047 Hi-Rail Wheels \$69.95
 22-99047 Fine Scale Wheels \$69.95
 SBB CFF - 6-car European Gedeckter Guterwagen Set
 20-90946 Hi-Rail Wheels \$389.95
 22-90946 Fine Scale Wheels \$389.95



SBB CFF - European Gedeckter Guterwagen
 20-99048 Hi-Rail Wheels \$69.95
 22-99048 Fine Scale Wheels \$69.95
 SBB CFF - 6-car European Gedeckter Guterwagen Set
 20-90947 Hi-Rail Wheels \$389.95
 22-90947 Fine Scale Wheels \$389.95



SBB-CFF - European Gedeckter Guterwagen
 20-99012 Hi-Rail Wheels \$69.95
 20-99016 Fine Scale Wheels \$69.95
 SBB-CFF - 6-Car European Gedeckter Guterwagen Set
 20-90912 Fine Scale Wheels \$389.95



SBB-CFF - European Gedeckter Guterwagen
 20-99011 Hi-Rail Wheels \$69.95
 20-99015 Fine Scale Wheels \$69.95
 Sihital Zurich Uetliberg Bahn - 6-Car European Gedeckter Guterwagen Set
 20-90913 Fine Scale Wheels \$389.95



SBB-CFF - European Gedeckter Guterwagen
 20-99010 Hi-Rail Wheels \$69.95
 20-99014 Fine Scale Wheels \$69.95
 SBB-CFF - 6-Car European Gedeckter Guterwagen Set
 20-90915 Fine Scale Wheels \$389.95



SBB-CFF - European Gedeckter Guterwagen
 20-99009 Hi-Rail Wheels \$69.95
 SBB-CFF - 6-Car European Gedeckter Guterwagen Set
 20-90914 Fine Scale Wheels \$389.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Realistic Paint Schemes
- Die-Cast Metal Underframe
- Highly Detailed Brake System
- Opening Doors
- Metal Grab Irons
- Hi-Rail Wheeled Cars Include Scale European Couplers and Dummy American Knuckle Couplers
- 1:45 Scale Dimensions
- O Scale Kadee® Compatible Coupler Mounting Pads
- Sprung Buffers
- European NEM Fine Scale Couplers Included*
- NEM 365 Coupler Pocket*
- NEM 362 Lenz® Compatible Coupler Included*
- Hi-Rail Wheels Operate On O-31 Curves
- NEM 310/311 Standard Fine Scale Wheels Operate On 31" Radius Curves

* Scale Wheel Models Only



European Modern Offener Güterwagen (Gondola)



DB Cargo - European Modern Offener Güterwagen
 20-99037 Hi-Rail Wheels \$79.95
 22-99037 Fine Scale Wheels \$79.95
 DB Cargo - 6-Car European Modern Offener Güterwagen Set
 20-90936 Hi-Rail Wheels \$439.95
 22-90936 Fine Scale Wheels \$439.95



DB - European Modern Offener Güterwagen
 20-99039 Hi-Rail Wheels \$79.95
 22-99039 Fine Scale Wheels \$79.95
 DB - 6-Car European Modern Offener Güterwagen Set
 20-90938 Hi-Rail Wheels \$439.95
 22-90938 Fine Scale Wheels \$439.95



OBB Rail Cargo Austria - European Modern Offener Güterwagen
 20-99040 Hi-Rail Wheels \$79.95
 22-99040 Fine Scale Wheels \$79.95
 OBB Rail Cargo Austria - 6-Car European Modern Offener Güterwagen Set
 20-90939 Hi-Rail Wheels \$439.95
 22-90939 Fine Scale Wheels \$439.95



SBB CFF - European Modern Offener Güterwagen
 20-99038 Hi-Rail Wheels \$79.95
 22-99038 Fine Scale Wheels \$79.95
 SBB CFF - 6-Car European Modern Offener Güterwagen Set
 20-90937 Hi-Rail Wheels \$439.95
 22-90937 Fine Scale Wheels \$439.95



DB Cargo - European Modern Offener Guterwagen

- 20-99025 Hi-Rail Wheels \$79.95
- 20-99029 Fine Scale Wheels \$79.95

DB Cargo - 6-Car European Modern Offener Guterwagen Set

- 20-90928 Fine Scale Wheels \$439.95



Niederlandischen Eisenbahnen - European Modern Offener Guterwagen

- 20-99026 Hi-Rail Wheels \$79.95
- 20-99030 Fine Scale Wheels \$79.95

Niederlandischen Eisenbahnen - 6-Car European Modern Offener Guterwagen Set

- 20-90929 Fine Scale Wheels \$439.95



Railion - European Modern Offener Guterwagen

- 20-99027 Hi-Rail Wheels \$79.95
- 20-99031 Fine Scale Wheels \$79.95

Railion - 6-Car European Modern Offener Guterwagen Set

- 20-90930 Fine Scale Wheels \$439.95



SBB-CFF - European Modern Offener Guterwagen

- 20-99028 Hi-Rail Wheels \$79.95

Features

- Intricately Detailed Durable ABS Body
- Die-Cast Metal Underframe
- Metal Wheels and Axles
- Die-Cast 2-Wheel Trucks
- Hi-Rail Wheeled Cars Include Scale European Couplers and Dummy American Knuckle Couplers
- Realistic Paint Scheme
- Detailed Brake System
- Needle-Point Axles
- 1:45 Scale Dimensions
- O Scale Kadee® Compatible Coupler Mounting Pads
- Sprung Buffers
- European NEM Fine Scale Couplers Included*
- NEM 365 Coupler Pocket*
- NEM 362 Lenz® Compatible Coupler Included*
- Hi-Rail Wheels Operate On O-31 Curves
- NEM 310/311 Standard Fine Scale Wheels Operate On 31" Radius Curves

* Scale Wheel Models Only



European Passenger Cars



Orient Express (Blue) - 5-Car Orient Express Passenger Set

20-60004	Hi-Rail Wheels	\$599.95
20-60004-2	Scale Wheels	\$599.95



Orient Express (Blue) - 5-Car Orient Express Add-On Passenger Set

20-60022	Hi-Rail Wheels	\$599.95
20-60023	Fine Scale Wheels	\$599.95



Orient Express (Brown) - 5-Car Orient Express Add-On Passenger Set

20-60024	Hi-Rail Wheels	\$599.95
20-60025	Fine Scale Wheels	\$599.95



Orient Express (Brown) - 5-Car Orient Express Passenger Set

20-60020	Hi-Rail Wheels	\$599.95
20-60021	Fine Scale Wheels	\$599.95



Premier European Passenger Cars

European Passenger Cars



SNCF - 5-Car OCEM Passenger Car Set
 20-60019 Hi-Rail Wheels \$599.95
 20-60019-2 Fine Scale Wheels \$599.95



SNCF - 5-Car OCEM Passenger Car Set
 20-60026 Hi-Rail Wheels \$599.95
 22-60026 Fine Scale Wheels \$599.95



PLM - 5-Car OCEM Passenger Car Set
 20-60027 Hi-Rail Wheels \$599.95
 22-60027 Fine Scale Wheels \$599.95



Deutsche Reichsbahn - 5-Car Rheingold Standard Passenger Set
 20-60017 Hi-Rail Wheels \$599.95
 20-60018 Fine Scale Wheels \$599.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 2-Wheel Trucks
- Operating Die-Cast Metal Couplers (Hi-Rail Only)
- Colorful, Attractive Paint Scheme
- Fast-Angle Hi-Rail Wheel Sets
- Detailed Interiors With Overhead LED Lighting
- Separate Metal Handrails
- Needle-Point Axles
- 1:45 Scale Dimensions
- O Scale Kadee Compatible Coupler Mounting Pads
- Sprung Buffers
- European NEM Fine Scale Couplers Included*
- NEM 365 Coupler Pocket*
- NEM 362 Lenz® Compatible Coupler Included*
- Hi-Rail Wheels Operate On O-72 Curves
- NEM 310/311 Standard Fine Scale Wheels Operate On 84" Radius Curves

* Scale Wheel Models Only



See It In Action At
www.mthtrains.com



POWER UP

with the Best Transformers in O Gauge



100 Watts

Z-1000™ AC Transformer
40-1000 \$109.95
With 14 Volt Accessory Port

Whether you operate with conventional AC power or the M.T.H. Digital Command System (DCS), our UL-approved transformers offer the best way to power your layout. Choose the 100-watt Z-1000™ for a small- to medium-sized layout, or step up to the 400-watt, feature-laden Z-4000®, the most powerful UL-approved transformer in the hobby. All M.T.H. transformers offer:

- Incredibly smooth, wide range throttle for precise speed control
- Bell and whistle/horn buttons that work with all makes of locomotives
- Fast-acting circuit breakers to protect your equipment
- Continuous useable wave power output compatible with all AC-powered engines

Z-500™ AC Transformer
40-500 \$69.95

Designed for smaller layouts, the Z-500 offers the same control features as the Z-1000 but with less power.



RailKing Controller Set
40-750C \$59.95

Includes Z-500/Z-750 transformer controller, RealTrax lock-on (40-1003), RealTrax wire harness (40-1015)



Z-DC1 Transformer
40-200 \$29.95

A perfect small DC power supply to power up accessory lights, the ZDC1 includes a smooth-feeling power knob atop its UL-approved enclosure.

- U.L. Approved
- 20 Watts DC Max Power Output
- Smooth Operating Throttle Knob
- Built-In Circuit Breaker Protection



100-Watt Accessory AC Power Supply
40-1000a \$89.95

- Ideal for powering accessories, or for DCS users who don't need a conventional transformer
- TIU/Barrel Jack adapter available separately for easy connection to DCS Track Interface Unit (TIU)
- 18-volt track power output
- 14-volt accessory output



Proto-Sound 2.0 Battery Charger
50-1019 \$19.95



6' Mini-to-Mini Cable
50-1009 \$9.95



AA NiCad Proto-Sound Battery
50-1024 \$11.95



TIU/TMCC-Legacy
6' Connector Cable
50-1032 \$24.95



Proto-Sound Battery
50-1008 \$11.95



Z-DC24 24-Watt Power Supply
50-240 \$17.95

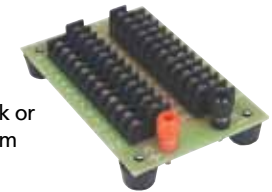


TIU/Barrel Jack Adapter Cable
50-1017 \$10.95



DCS Companion

60-1279
Digital Version \$12.95
Soft Cover \$29.95
Available as a soft cover book or a pdf download — order from www.mthtrains.com



24-Port Terminal Block
50-1020 \$34.95

12-Port Terminal Block
50-1014 \$24.95

400 Watts!

The Most Powerful Listed Transformer!

Learn More About It

The instruction manual for every M.T.H. transformer is available at www.mthtrains.com. Just look up the transformer in our Product Search feature.

Smooth-operating, wide-range **dual throttles**

Overload indicator

Smooth-operating, wide-range **dual throttles**

Dual ammeters

show how much current each throttle is using and warn of potential overloads

Power-on indicator

Bell and whistle/horn buttons compatible with all AC engines

Dual digital voltmeters show how much power you're putting on the track

Programming button for original Proto-Sound and QSI® AC sound systems

Internal cooling fan

Rear Panel Outputs

UL Approved, patented design for continuous and safe maximum allowable power output at a sustained 18 volts RMS at 10 amps for each throttle.

Direction button for each channel

On-off switch with Accidental Startup Protection: If throttles are not in Off position when Z-4000 is turned on, no power will be applied to the track.

Z-4000® Transformer

40-4000 \$ 459.95

Two AC throttles, each with its own complete set of controls, plus 10-volt and 14-volt AC accessory outputs



0-22 Volts
Track Power
(10 AMP)

10-Volt
Accessory
Power
(3 AMP)

14-Volt
Accessory
Power
(3 AMP)

0-22 Volts
Track Power
(10 AMP)

Accepts bare wires, spade lugs, or banana plugs (recommended) for easy connections

WHY THE OR LISTING?

To protect our customers and their trains, M.T.H. Electric Trains is committed to manufacturing safe, UL or CSA approved transformers and power supplies. By subjecting our transformers to the strenuous tests and requirements of Underwriters Laboratories and/or CSA, M.T.H. helps ensure that our products meet the same requirements as other consumer electronics sold today. When choosing a new transformer, model railroaders should only look for those that have received a UL or CSA listing.

ScaleTrax™

Three-Rail Trains Look — and Run — Better on ScaleTrax



It's not about the track. Railroading is about huge machinery that makes the ground shake when it goes by. In model railroading, the track is a stage setting that should make your trains look more real and more massive — and no three-rail track does that better than ScaleTrax, the lowest-profile, best-running 3-rail O gauge track system.

Compare our track with 3-rail track systems from Atlas O and Ross Custom Switches, and check out the advantages of ScaleTrax

Track Features

- Solid, rust-proof nickel silver rails
- Durable ABS ties for years of use
- Easy, snap-together assembly
- Built-in electrical connections eliminate need for rail joiners or track pins
- Built-in Lockon receptacle in every track section
- Non-derailing switches
- Snap-in, reversible switch motors work on either side of track
- Compatible with virtually all three-rail locomotives and cars

Learn more about it: Download our new 16-page ScaleTrax brochure. Click the ScaleTrax logo at the bottom of our home page, www.mthtrains.com



More Realism

Prototypically scaled, lower profile rail and ties make your locomotives and rolling stock look more massive on ScaleTrax.



Lionel Tubular



Gargraves



Atlas



ScaleTrax

Lower Cost

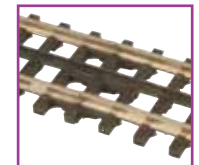
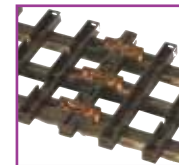
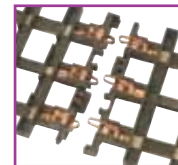
ScaleTrax track and switches are more affordable than comparable Atlas and Ross products.

Smaller Third Rail

The thinnest, lowest-profile center rail of any major track brand gives ScaleTrax a more realistic look.

Better Electrical Contact

Concealed, large, spring-loaded contacts deliver more secure electrical connections between track sections.



Smoother Switches

Thanks to our ramped and beveled frog and lower profile rail, ScaleTrax offers the smoothest-rolling switches in O gauge.




Easier-To-Use Flex Track

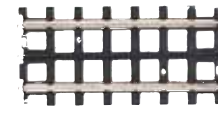
Low-profile rail and ties make ScaleTrax flex easier to bend than other brands.

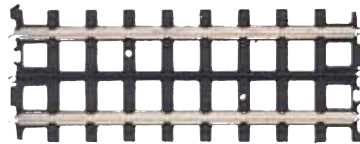


STRAIGHT, FLEX & OPERATING TRACK SECTIONS

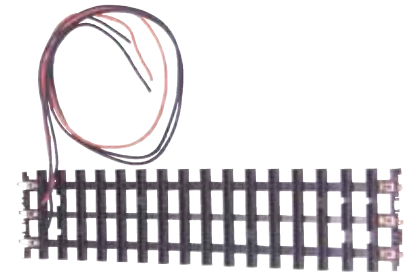

 ScaleTrax™ - 1.75" Track Section
 45-1011 \$2.49
 ScaleTrax™ - 1.75" Track Section 4-Pack
 45-1011-4 \$10.25


 ScaleTrax™ - 5.0" Track Section
 45-1013 \$3.99



 ScaleTrax™ - 4.25" Track Section
 45-1012 \$3.99
 ScaleTrax™ - 4.25" Track Section 2-Pack
 45-1012-2 \$8.99



 ScaleTrax™ - 5.5" Track Section
 45-1014 \$3.99
 ScaleTrax™ - 5.5" Track Section 2-Pack
 45-1014-2 \$8.99


 ScaleTrax™ - 10" Straight Track Section
 45-1001 \$4.99

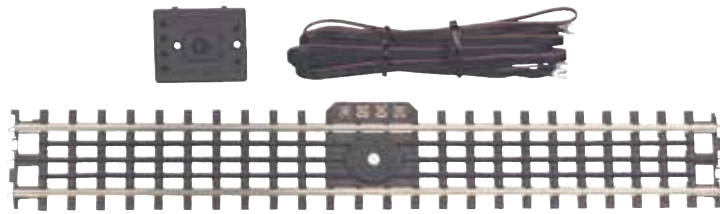


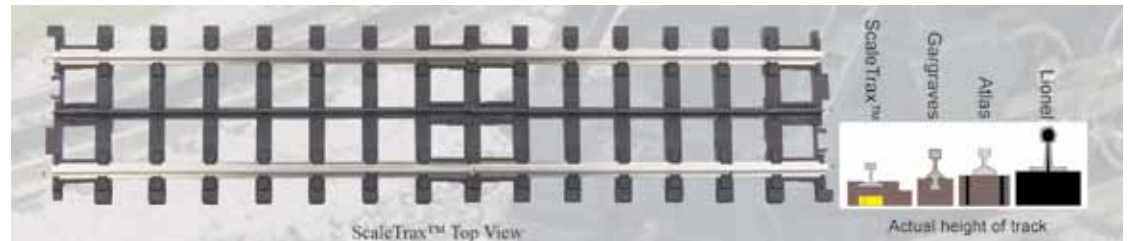
ScaleTrax™ - Lockon (Track Not Included)
 45-1033 \$4.25
 Each FlexTrack Section Requires 1 Lockon


 ScaleTrax™ - 30" Track Section
 45-1019 \$13.99


 ScaleTrax™ - 30" FlexTrack Section
 45-1049 \$13.99

Lowest Profile, Most Realistic 3-Rail Track in O Gauge!


 ScaleTrax™ - 15" Operating Track Section
 45-1035 \$24.95

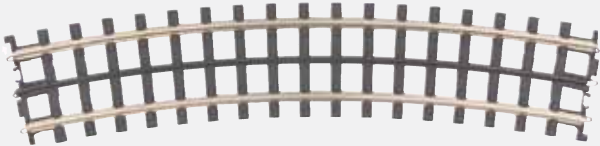


Curved Track Sections



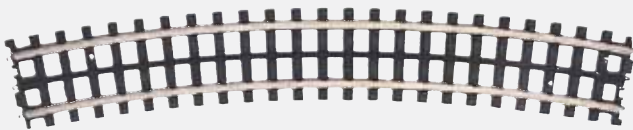
ScaleTrax™ - O-31 Curved Track Section
45-1002 \$4.99

It takes **EIGHT O-31 CURVES** to make a circle.



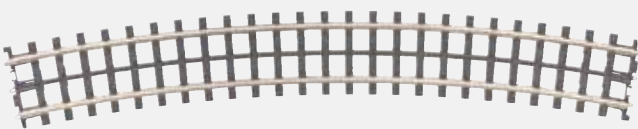
ScaleTrax™ - O-54 Curved Track Section
45-1007 \$5.29

It takes **SIXTEEN O-54 CURVES** to make a circle.



ScaleTrax™ - O-72 Curved Track Section
45-1010 \$5.99

It takes **SIXTEEN O-72 CURVES** to make a circle.



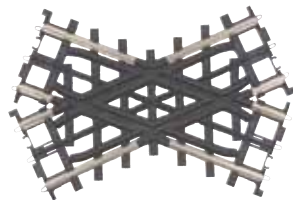
ScaleTrax™ - O-80 Curved Track Section
45-1034 \$6.99

It takes **SIXTEEN O-80 CURVES** to make a circle.

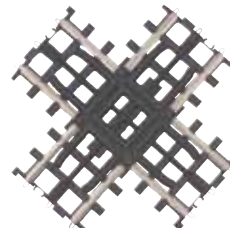
Crossovers



ScaleTrax™ - 22.5 Degree Crossing
45-1015 \$24.95

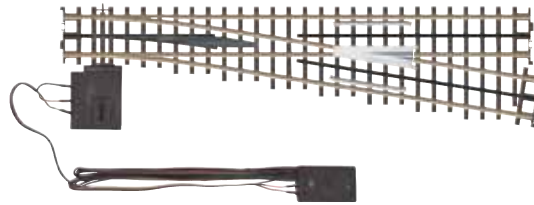


ScaleTrax™ - 45 Degree Crossing
45-1006 \$19.95



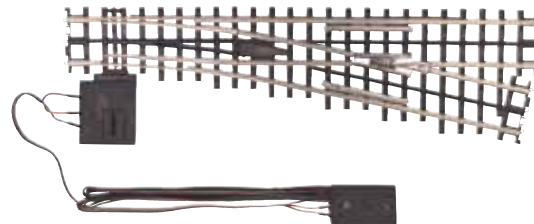
ScaleTrax™ - 90 Degree Crossing
45-1005 \$19.95

Switches



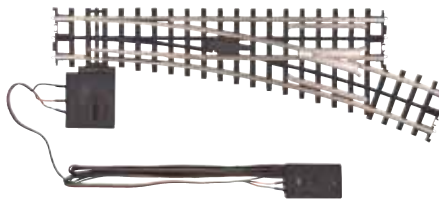
ScaleTrax™ - No. 6 Right Hand Switch
45-1053 \$89.95

ScaleTrax™ - No. 6 Left Hand Switch
45-1052 \$89.95



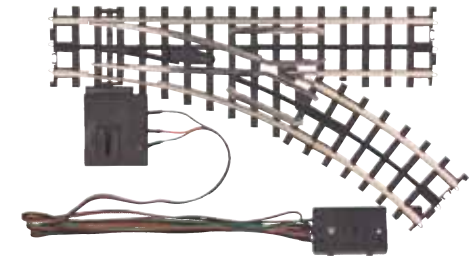
ScaleTrax™ - No. 4 Right Hand Switch
45-1051 \$89.95

ScaleTrax™ - No. 4 Left Hand Switch
45-1050 \$89.95



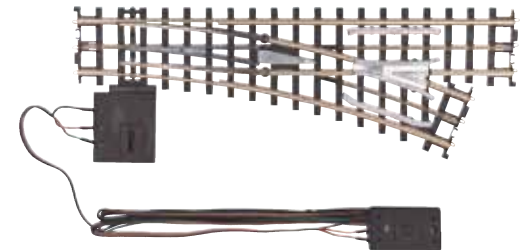
ScaleTrax™ - O-72 Right Hand Switch
45-1020 \$79.95

ScaleTrax™ - O-72 Left Hand Switch
45-1021 \$79.95



ScaleTrax™ - O-31 Right Hand Switch
45-1004 \$69.95

ScaleTrax™ - O-31 Left Hand Switch
45-1003 \$69.95



ScaleTrax™ - O-54 Right Hand Switch
45-1009 \$79.95

ScaleTrax™ - O-54 Left Hand Switch
45-1008 \$79.95

Accessories



ScaleTrax™ - Bumper
45-1025 \$15.95

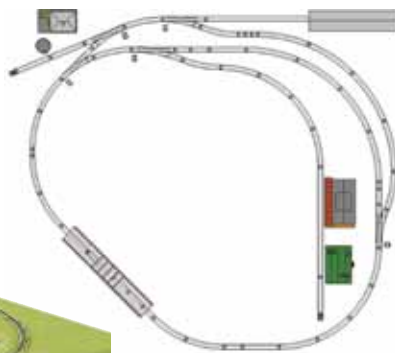


ScaleTrax™ - ITAD
45-1028 \$34.95
(Infrared Track Activation Device, used to activate signals and trackside accessories)

ScaleTrax™ Layout Packages

Don't have the time or inclination to design your own layout? Check out ScaleTrax layout packages, featuring track plans designed by Dave Hikel, renowned West Coast custom layout builder. Each package includes all the track and switches needed to build a complete layout. For details and track plans, click the ScaleTrax logo at the bottom of the M.T.H. home page, www.mthtrains.com. Order the ScaleTrax components from any M.T.H. Authorized Retailer and M.T.H. will drop ship your order directly from Maryland. If you prefer to design your own plan, use RR Track layout design software and take your design to any M.T.H. Authorized Retailer and we will drop ship the order for them.

8x9 Spare Room & Pacific RR



ScaleTrax™ Pieces 45-1105

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	9	\$44.91
45-1007	O-54 curve	\$5.29	19	\$100.51
45-1008	O-54 LH switch	\$79.95	1	\$79.95
45-1009	O-54 RH switch	\$79.95	3	\$239.85
45-1010	O-72 curve	\$5.99	7	\$41.93
45-1011	1.75 inch straight	\$2.49	5	\$12.45
45-1012	4.25 inch straight	\$3.99	3	\$11.97
45-1013	5 inch straight	\$3.99	2	\$7.98
45-1014	5.5 inch straight	\$3.99	2	\$7.98
45-1019	30 inch straight	\$13.99	2	\$27.98
45-1020	O-72 RH switch	\$79.95	1	\$79.95
45-1025	bumper	\$15.95	2	\$31.90
45-1033	lock-on	\$4.25	8	\$34.00
45-1034	O-80 curve	\$6.99	1	\$6.99
45-1105		PACKAGE TOTAL: \$689.95		

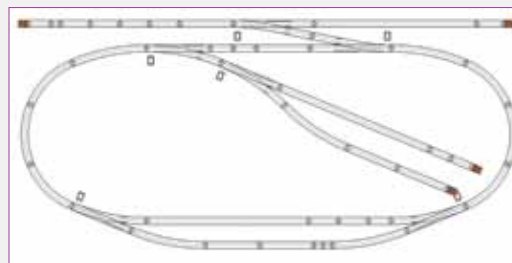


Roosevelt Junction

Roosevelt Junction starts small at just 4 ft. by 8 ft., but can grow in four phases to reach an awesome 8 ft. by 16 ft. railroading empire. Each 4 ft. by 8 ft. phase adds new operating possibilities. As you grown in the O Gauge railroading hobby, your layout can grow with you.

Roosevelt Junction - Phase 1

Roosevelt Junction begins as a small railroad with lots of fun. Sidings on both sides of the mainline allow for interesting switching operations between an engine yard and freights sidings. The mainline allows for continuous running when you want to sit back and watch the trains. The passing siding is long enough to accomidate most starter set trains, allowing two trains to pass each other.



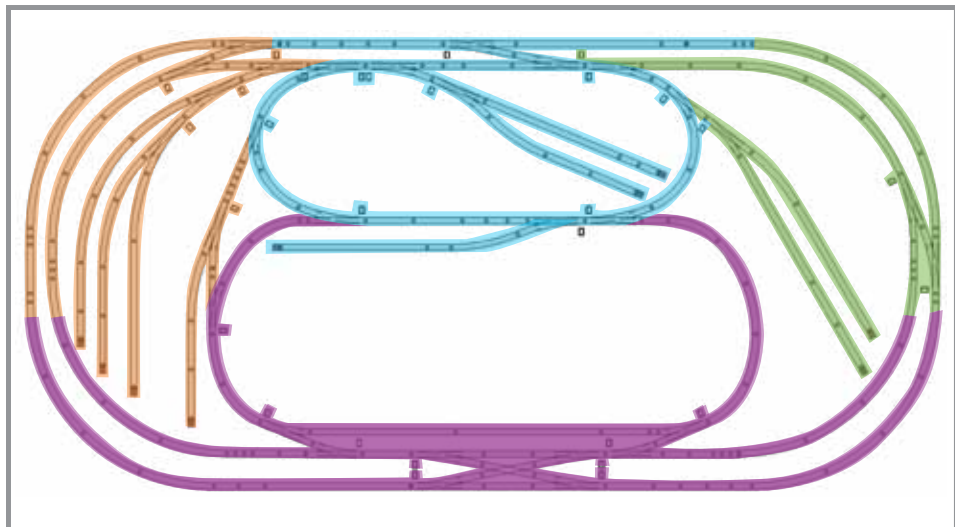
The O gauge layout that grows!

Build Roosevelt Junction in four phases.

ScaleTrax™ Pieces 45-1101

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	6	\$29.94
45-1002	O-31 curve	\$4.99	6	\$29.94
45-1010	O-72 curve	\$5.99	5	\$29.95
45-1011	1.75 inch straight	\$2.49	3	\$7.47
45-1012	4.25 inch straight	\$3.99	6	\$23.94
45-1013	5 inch straight	\$3.99	1	\$3.99
45-1014	5.5 inch straight	\$3.99	6	\$23.94
45-1019	30 inch straight	\$13.99	3	\$41.97
45-1020	O-72 RH switch	\$79.95	3	\$239.85
45-1021	O-72 LH switch	\$79.95	1	\$79.95
45-1025	bumper	\$15.95	4	\$63.80
45-1033	lock-on	\$4.25	6	\$25.50
45-1051	#4 RH switch	\$89.95	2	\$179.90
45-1101		PACKAGE TOTAL: \$739.95		

Roosevelt Junction



Roosevelt Junction - Phase 2

The second phase of Roosevelt junction adds numerous operating possibilities. The mainline doubles in length, yard capacity nearly triples, and a reversing wye allows entire trains to change direction.

ScaleTrax™ Pieces 45-1102

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	3	\$14.97
45-1002	O-31 curve	\$4.99	3	\$14.97
45-1003	O-31 LH switch	\$49.95	1	\$49.95
45-1007	O-54 curve	\$5.29	3	\$15.87
45-1009	O-54 RH switch	\$79.95	1	\$79.95
45-1010	O-72 curve	\$5.99	11	\$65.89
45-1011	1.75 inch straight	\$2.49	11	\$27.39
45-1012	4.25 inch straight	\$3.99	2	\$7.98
45-1013	5 inch straight	\$3.99	3	\$11.97
45-1019	30 inch straight	\$13.99	2	\$27.98
45-1020	O-72 RH switch	\$79.95	6	\$479.70
45-1021	O-72 LH switch	\$79.95	2	\$159.90
45-1025	bumper	\$15.95	4	\$63.80
45-1033	lock-on	\$4.25	7	\$29.75
45-1034	O-80 curve	\$6.99	1	\$6.99
45-1102	PACKAGE TOTAL: \$969.95			

Roosevelt Junction - Phase 3

The third phase of Roosevelt junction adds still more operating possibilities. The mainline again doubles in length and a long two-track spur is added making a perfect location for engine sheds or dead-end sidings.

ScaleTrax™ Pieces 45-1103

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	6	\$29.94
45-1002	O-31 curve	\$4.99	2	\$9.98
45-1004	O-31 RH switch	\$49.95	1	\$49.95
45-1007	O-54 curve	\$5.29	2	\$10.58
45-1009	O-54 RH switch	\$79.95	1	\$79.95
45-1010	O-72 curve	\$5.99	5	\$29.95
45-1011	1.75 inch straight	\$2.49	5	\$12.45
45-1012	4.25 inch straight	\$3.99	1	\$3.99
45-1014	5.5 inch straight	\$3.99	1	\$3.99
45-1019	30 inch straight	\$13.99	2	\$27.98
45-1020	O-72 RH switch	\$79.95	2	\$159.90
45-1021	O-72 LH switch	\$79.95	1	\$79.95
45-1025	bumper	\$15.95	1	\$15.95
45-1033	lock-on	\$4.25	3	\$12.75
45-1034	O-80 curve	\$6.99	3	\$20.97
45-1103	PACKAGE TOTAL: \$519.95			

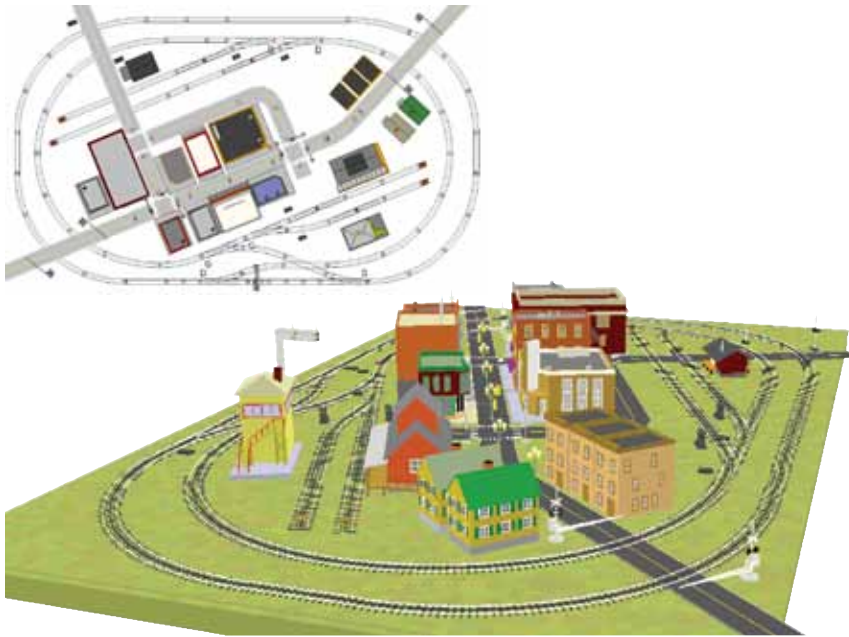
Roosevelt Junction - Phase 4

The fourth and final addition to Roosevelt Junction transforms the layout into a hi-rail empire. The layout now sports a double track mainline with minimum O-72 curves as well as an interior O-31 loop allowing independent operations of three trains. Carefully located crossovers permit east access from either O-72 mainline into the yards. Three yard spurs connect to the mains with O-72 or larger curves so that even the largest articulated locomotives will feel right at home in Roosevelt Junction.

ScaleTrax™ Pieces 45-1104

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	5	\$24.95
45-1007	O-54 curve	\$5.29	1	\$5.29
45-1008	O-54 LH switch	\$79.95	2	\$159.90
45-1009	O-54 RH switch	\$79.95	2	\$159.90
45-1010	O-72 curve	\$5.99	10	\$59.90
45-1011	1.75 inch straight	\$2.49	8	\$19.92
45-1013	5 inch straight	\$3.99	3	\$11.97
45-1014	5.5 inch straight	\$3.99	5	\$19.95
45-1015	22.5 deg crossing	\$24.95	1	\$24.95
45-1019	30 inch straight	\$13.99	2	\$27.98
45-1033	lock-on	\$4.25	5	\$21.25
45-1034	O-80 curve	\$6.99	4	\$27.96
45-1050	#4 LH switch	\$89.95	2	\$179.90
45-1051	#4 RH switch	\$89.95	2	\$179.90
45-1104	PACKAGE TOTAL: \$869.95			

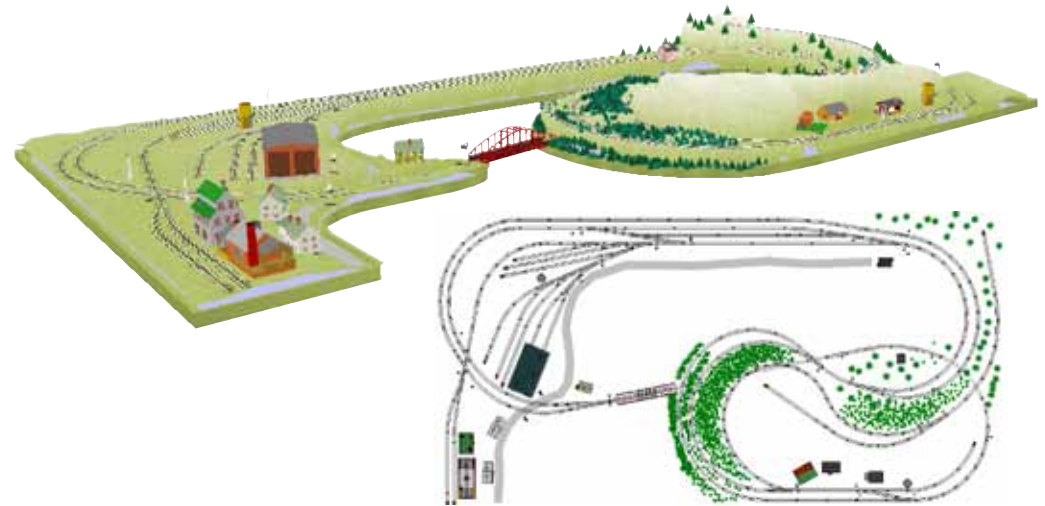
6x10 Main Street



ScaleTrax™ Pieces 45-1107

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	10	\$49.90
45-1007	O-54 curve	\$5.29	30	\$158.70
45-1008	O-54 LH switch	\$79.95	3	\$239.85
45-1009	O-54 RH switch	\$79.95	3	\$239.85
45-1010	O-72 curve	\$5.99	2	\$11.98
45-1011	1.75 inch straight	\$2.49	3	\$7.47
45-1012	4.25 inch straight	\$3.99	5	\$19.90
45-1013	5 inch straight	\$3.99	2	\$7.98
45-1015	22.5 deg crossing	\$24.95	1	\$24.95
45-1019	30 inch straight	\$13.99	3	\$41.97
45-1025	bumper	\$15.95	4	\$63.80
45-1034	O-80 curve	\$6.99	4	\$27.96
45-1035	15" uncoupling section	\$24.95	4	\$99.80
45-1107	PACKAGE TOTAL: \$939.95			

12x24 Timber Mountain



ScaleTrax™ Pieces 45-1106

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	14	\$69.86
45-1006	45 deg crossing	\$19.95	2	\$39.90
45-1007	O-54 curve	\$5.29	10	\$52.90
45-1010	O-72 curve	\$5.99	41	\$245.59
45-1011	1.75 inch straight	\$2.49	4	\$9.96
45-1012	4.25 inch straight	\$3.99	5	\$19.95
45-1013	5 inch straight	\$3.99	1	\$3.99
45-1014	5.5 inch straight	\$3.99	2	\$7.98
45-1019	30 inch straight	\$13.99	30	\$419.70
45-1020	O-72 RH switch	\$79.95	1	\$79.95
45-1021	O-72 LH switch	\$79.95	5	\$399.75
45-1025	bumper	\$15.95	11	\$175.45
45-1033	lock-on	\$4.25	30	\$127.50
45-1034	O-80 curve	\$6.99	22	\$153.78
45-1049	30 inch flex	\$13.99	23	\$321.77
45-1050	#4 LH switch	\$89.95	3	\$269.85
45-1051	#4 RH switch	\$89.95	5	\$449.75
45-1052	#6 LH switch	\$89.95	4	\$359.80
45-1053	#6 RH switch	\$89.95	3	\$269.85
45-1106	PACKAGE TOTAL: \$3299.95			

RealTrax[®] Rugged — Realistic — Reliable

REALTRAX[®]
BY M.T.H. ELECTRIC TRAINS

It takes **EIGHT O-31 CURVES** to make a circle.
It takes **TWELVE O-42 CURVES** to make a circle.
It takes **SIXTEEN O-54 CURVES** to make a circle.
It takes **SIXTEEN O-72 CURVES** to make a circle.
It takes **SIXTEEN O-82 CURVES** to make a circle.

At M.T.H. we believe a track system should allow your model railroad empire to grow. The RealTrax system includes 72 different components for maximum expansion capabilities. You'll find bridges, curves of all sizes, elevated and graduated trestles, crossovers, and every straight and curved configuration you'll need to create your own model railroad empire. And every piece of RealTrax is rugged, realistic, and reliable so you can have fun running your trains.

Rugged

Because most toy train empires begin on a carpet or floor, RealTrax is designed to hold up to the rigors of childhood play. Strong snap-together connections make it easy to assemble or change a layout in minutes. And the built-in roadbed helps keep dirt on the floor away from the wheels and gears of your trains.

Realistic

With its realistic cross-ties and ballasted roadbed, RealTrax looks like the mainline track used by heavy freights and high-speed passenger trains. Unlike older O gauge track with a round cross section, RealTrax uses flat-top "T"-rail like a real railroad.

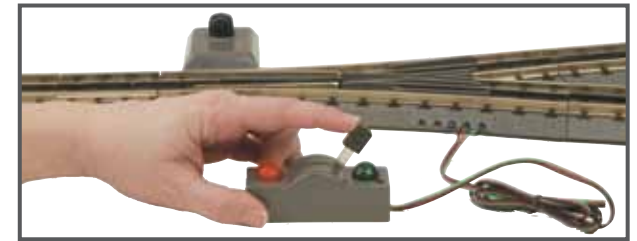
Reliable

Nickel silver rail ensures that RealTrax will never rust. Spring-loaded phosphor bronze contacts provide superior electrical connections between track sections. The contacts are spring loaded to maintain

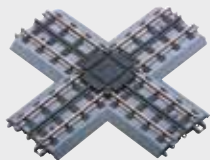


a solid connection over time and are highly resistant to corrosion of any kind. Similar materials are used in many electrical connections around your home, such as lamps, battery-operated appliances, and electrical outlets.

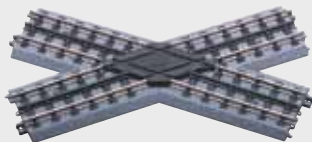
RealTrax switches feature the same durable construction as regular RealTrax sections and utilize long-lasting switch motors that provide precise throws every time. The reversible motor mechanism quickly snaps onto the other side of the switch if space is a problem. No disassembly of the switch is required! Lighted switch controllers allow you to throw a switch remotely from a distance, and lights on the controller indicate which direction the switch is thrown — green for straight and red for curved.



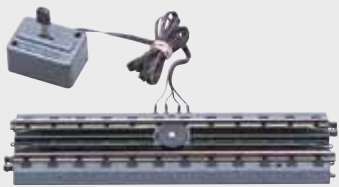
Crossovers & Operating Sections



RealTrax - 90*
Crossover Track
40-1006 \$24.99



RealTrax - 45* Cross-
over Track
40-1007 \$24.99



RealTrax - Operating
Track Section
40-1008 \$29.95

Straight & Curved Track Sections



RealTrax - 30" Straight Track Section
40-1019 \$12.99



RealTrax - 10" Ground Track (2 pieces per pack)
40-1068-2 \$8.99
(features removable jumper connecting 2 outer rails)



RealTrax - 5.0" Track Section
40-1016 \$3.99
40-1016-2 (2 Pcs) \$8.49



RealTrax - 10" Straight Track Section
40-1001 \$4.49
RealTrax - 10" Straight Track Section (4 Pcs)
40-1001-4 \$17.99



RealTrax - 5.5" Track Section
40-1012 \$3.99
40-1012-2 (2 Pcs) \$8.49



RealTrax - O-82 Curved Track Section
40-1082 \$5.99



RealTrax - 3.5" Track Section
40-1018 \$3.99
40-1018-2 (2 Pcs) \$8.49



RealTrax - 4.25" Track Section
40-1017 \$3.99
40-1017-2 (2 Pcs) \$8.49



RealTrax - O-72 Curved Track Section
40-1010 \$5.99



RealTrax - O-42 Half Curve Track
40-1045 \$4.49
40-1045-2 (2 Pcs) \$8.99



RealTrax - O-54 Half Curve Track
40-1057 \$4.99
40-1057-2 (2 Pcs) \$8.99



RealTrax - O-31 Half Curve Track
40-1022 \$3.99
40-1022-2 (2 Pcs) \$8.49



RealTrax - O-54 Curved Track Section
40-1054 \$4.99



RealTrax - Adapter Track Section
40-1011 \$8.99
Tubular track not included



RealTrax - O-31 Curved Track Section
40-1002 \$4.49
40-1002-4 (4 Pcs) \$17.99

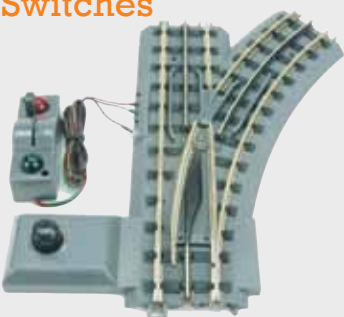


RealTrax - O-72 Half Curved Track Section
40-1049 \$4.99

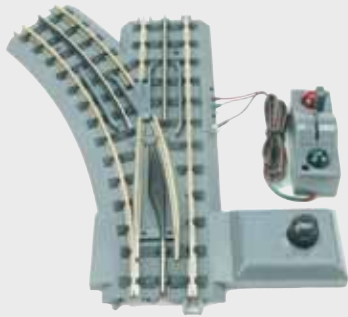


RealTrax - O-42 Curved Track Section
40-1042 \$4.99
40-1042-2 (2 Pcs) \$8.99

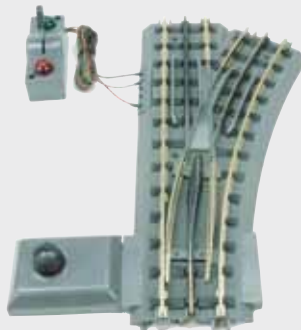
Switches



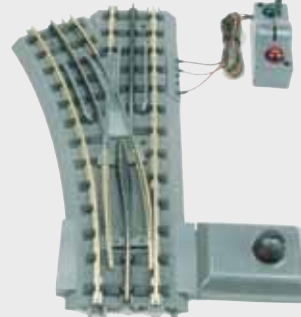
RealTrax - O-31 Switch (RH)
40-1004 \$64.95



RealTrax - O-31 Switch (LH)
40-1005 \$64.95



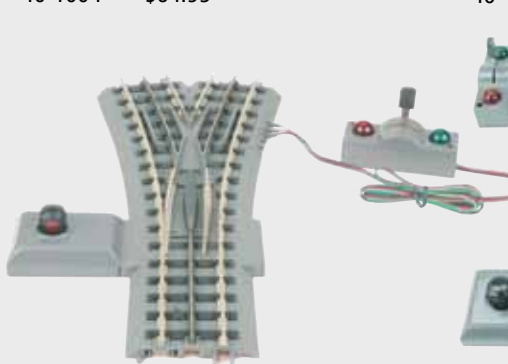
RealTrax - O-42 Switch (RH)
40-1043 \$74.95



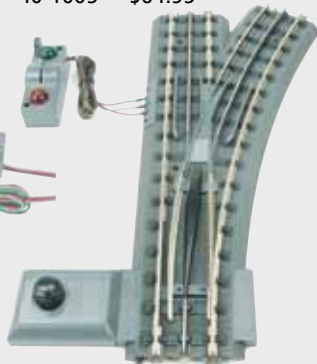
RealTrax - O-42 Switch (LH)
40-1044 \$74.95



RealTrax - 10" Insulated Straight Track Section Set
40-1029 \$8.99



RealTrax - O-72 Wye Switch
40-1068 \$89.95



RealTrax - O-54 Switch (RH)
40-1055 \$79.95



RealTrax - O-54 Switch (LH)
40-1056 \$79.95



RealTrax - O-72 Switch (RH)
40-1020 \$89.95



RealTrax - O-72 Switch (LH)
40-1021 \$89.95

Catenary System



RealTrax - 8-Piece
Catenary System
40-1035 \$149.95

RealTrax - 4-Piece
Add-On Catenary System
40-1036 \$79.95

The RealTrax® Catenary System and RealTrax Catenary Expander are O Gauge's only ready-to-use catenary systems that setup in minutes! Simply position the authentic-looking catenary poles and wires per your layout's requirements, and enjoy the realism of a fully functional easy-to-use catenary system.

8-Piece System Features:

- Compatible with RealTrax® or any other O-Gauge Track
- Removable RealTrax® Lock-On Base Connection
- Thumbscrew Power Terminals
- Adjustable Pole Spacing
- Adjustable Messenger Beam Height
- Adjustable Wire Positioning
- Base Mounting Screws Included

Catenary Hardware Pack
40-1039 \$19.95

This Pack Contains: (4) Messenger Expander Plates, (4) Messenger Extension Plates, (16) Screws, (16) Star Lock-Washers, (16) Nuts

100 WATT POWER SUPPLY!



Power & Track Pack
40-1071 \$169.95



O Steel Arch Bridge - Rust
40-1103 \$79.95
O Steel Arch Bridge - Silver
40-1101 \$79.95
O Steel Arch Bridge - Black
40-1105 \$79.95

Bridges Now Compatible with Lionel® Fastrack™



O Subway
Trestle Bridge
40-1148 \$34.95



O Bridge Girder - Rust
40-1104 \$34.95
O Bridge Girder - Silver
40-1102 \$34.95
O Bridge Girder - Black
40-1106 \$34.95



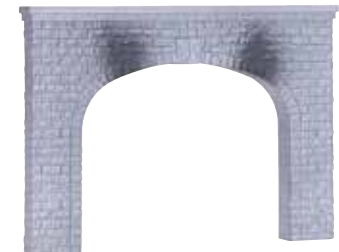
O 2-Track Bridge Girder - Rust
40-1110 \$39.95
O 2-Track Bridge Girder - Silver
40-1108 \$39.95
O 2-Track Bridge Girder - Black
40-1112 \$39.95



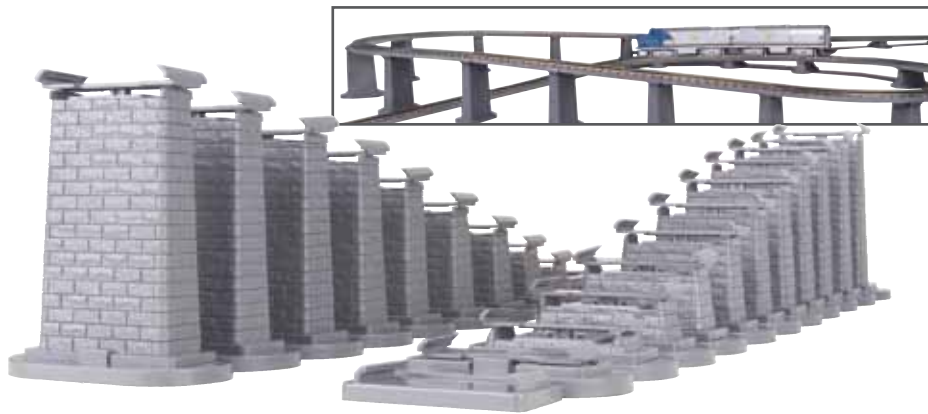
O 2-Track Steel Arch Bridge - Rust
40-1109 \$99.95
O 2-Track Steel Arch Bridge - Silver
40-1107 \$99.95
O 2-Track Steel Arch Bridge - Black
40-1111 \$99.95



Tunnel Portal - Single
40-9014 \$14.95



Tunnel Portal - Double
40-9015 \$19.95



RealTrax - 24-Piece Graduated Trestle System
40-1033 \$54.95

RealTrax - 24-Piece Graduated Trestle System For Lionel Fastrack
40-1113 \$54.95



RealTrax - 8-Piece Elevated Trestle System
40-1034 \$34.95

RealTrax - 8-Piece Elevated Trestle System For Lionel Fastrack
40-1134 \$34.95

RealTrax - Lighted Lockon
40-1003 \$5.99

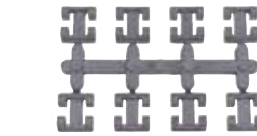


RealTrax - Track Activation Device (I.T.A.D.)
40-1028 \$24.95
(Allows passing train to activate signals or trackside accessories)



8 Piece Elevated Subway Trestle Set
40-1047 \$34.95

8 Piece Elevated Subway Trestle Set For Lionel Fastrack
40-1157 \$39.95



RealTrax - Track Clips (24)
40-1041 \$7.95

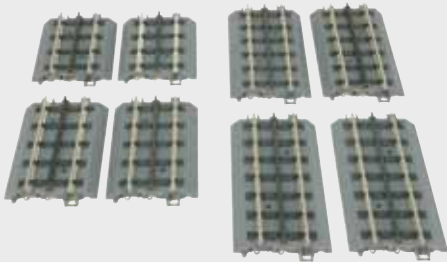


RealTrax - Non-Slip Track Pads (50/pack)
40-1046 \$7.95



RealTrax - Lighted Bumper
40-1024 \$14.95

Layout Builders



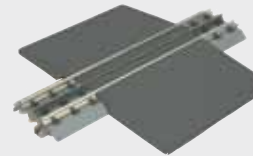
RealTrax - Layout Builder (8 Pcs)
40-1023 \$29.95
(Contains: (2) 3.5" Half Tracks, (2) 4.25" Half Tracks, (2) 5.0" Half Tracks, (2) 5.5" Half)



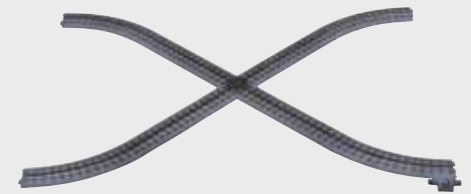
RealTrax - Right Hand Track Siding Layout Builder
40-1027 \$89.95
(Contains (1) Right-Hand O-31 Switch, (4) 10" Straights, (1) O-31 Curve, (1) RealTrax™ Bumper)



RealTrax - Left Hand Track Siding Layout Builder
40-1026 \$89.95
(Contains (1) Left-Hand O-31 Switch, (4) 10" Straights, (1) O-31 Curve, (1) RealTrax Bumper)



RealTrax - Grade Crossing
40-1009 \$9.95



RealTrax - Figure 8 Layout Builder
40-1025 \$59.95
(Contains: (4) O-31 Curves, (4) 10" Straights, (1) Lighted Lockon, (1) 90 Degree Crossover)



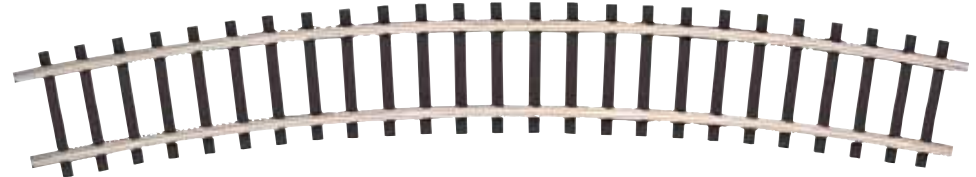
RealTrax - O-72 Wye Switch Spur Layout Builder
40-1069 \$149.95

ScaleTrax

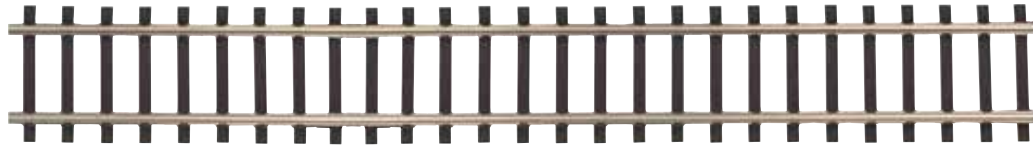
2-Rail O-Scale Track

ScaleTrax™ by M.T.H. Electric Trains is the ultimate 2-rail track system that detail-oriented 2-rail modelers have been looking for. Code 128 rails, authentically detailed ABS track ties and strong, nickel-silver rails mate up to other 2-rail code 128 track.

- Solid, Rust-Proof Nickel Silver Track Rails
- Code 128 Rail
- Durable ABS Plastic Rail Ties
- Nickel Silver Rail Joiners
- Unit Measures:



ScaleTrax - 2-Rail 36" (914.4mm) Radius Curved Track Section
45-2036 \$8.99



ScaleTrax - 2-Rail 17" (444.1mm) Straight Track Section
45-2017 \$7.99



ScaleTrax - 2-Rail 22" (558.4mm) Radius Curved Track Section
45-2022 \$7.99

ProtoSmoke™ Fluid (7 oz.)

60-1045	Unscented	\$15.95
60-1046	Christmas	\$15.95
60-1047	Coal	\$15.95
60-1048	Diesel	\$15.95
60-1049	Woodburning	\$15.95



ProtoSmoke™ Fluid (50 ml)

60-1051	Assortment	\$189.95
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(36) 50 ml ProtoSmoke™ Fluid Bottles, 3 each of 12 Different Scents

60-1051A	Christmas	\$5.29
60-1051B	Coal	\$5.29
60-1051C	Diesel	\$5.29
60-1051D	Wood Burning	\$5.29
60-1051E	Coffee	\$5.29
60-1051G	Vanilla	\$5.29
60-1051H	Candy Cane	\$5.29
60-1051I	Barbeque	\$5.29
60-1051J	Pipe Smoke	\$5.29
60-1051K	Cinnamon Roll	\$5.29
60-1051L	Apple Pie	\$5.29
60-1051M	Unscented	\$5.29
60-1051N	Lemon	\$5.29

Accessories



Parts Maintenance Kit
60-1365 \$399.95



A perfect service solution for every modeler who owns a large fleet of M.T.H. O Gauge locomotives. Kit includes traction tires, replacement bulbs, smoke units, speakers, pickup rollers, wire harnesses, couplers and much, much more.

O-Gauge or 2-Rail O Scale Couplers & Trucks

End-Of-Train-Device Roller Bearing Freight Truck

This long requested accessory can convert any M.T.H. Premier Line freight car to an end-of-train car in just minutes.

The all die-cast sprung roller bearing truck includes a center-rail pickup roller that powers a bright flashing LED, reproducing the end-of-train effect found on modern freight drags.



The ETD truck easily mounts to your existing freight cars in just a few minutes.

Features:

- Die-Cast Construction
- Fully Assembled
- Self-Powered Strobe Light
- Mounts To Any M.T.H. Freight Car
- Unit Measures: 1" High

White End-of-Train-Device Roller Bearing Freight Truck
20-89013 \$24.95
Yellow End-of-Train-Device Roller Bearing Freight Truck
20-89010 \$24.95

Conversion Wheel Kits

Ps2 Proto-Scale 3-2™ 4-Wheel Truck Scale Wheel Set Kit
20-89005 \$39.95
Ps2 Proto-Scale 3-2™ 6-Wheel Truck Scale Wheel Set Kit
20-89006 \$59.95
Ps2 Proto-Scale 3-2™ 4-Wheel Truck Hi-Rail Wheel Set Kit
20-89008 \$39.95
Ps2 Proto-Scale 3-2™ 6-Wheel Truck Hi-Rail Wheel Set Kit
20-89009 \$59.95

Locomotive Drawbar Sets

Proto-Sound 3.0 6-Pin Wireless Drawbar Set 1
20-89020 \$29.95
Contains 3 Drawbar Sizes: 25mm, 30mm, 45mm
Proto-Sound 3.0 6-Pin Wireless Drawbar Set 2
20-89021 \$29.95
Contains 3 Drawbar Sizes: 30mm, 35mm, 50mm



Proto-Sound 2.0 Wireless Drawbar Set
20-89011 \$29.95
Contains 3 Drawbar Sizes: 30mm, 35mm, 40mm

3-Rail

Railking 3-Rail Die-Cast Sprung Metal Bettendorf Freight Car Two Truck Pack
30-89001 \$19.95

Railking 3-Rail Die-Cast Sprung Metal Roller Bearing Freight Car Two Truck Pack
30-89002 \$19.95



Premier 3-Rail Die-Cast Sprung Metal Bettendorf Freight Car Two Truck Pack
20-89003 \$24.95

Premier 3-Rail Die-Cast Sprung Metal Roller Bearing Freight Car Two Truck Pack
20-89004 \$24.95



Premier 2-Rail

2-Rail Die-Cast Sprung Metal Lightweight Passenger Car Two Truck Pack
20-89007 \$29.95



2-Rail Heavyweight Passenger Car Two Truck Pack*
20-89014 \$29.95



2-Rail 64' Woodsided Passenger Car Two Truck Pack*
20-89012 \$29.95



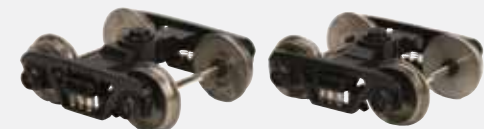
2-Rail Bettendorf Caboose Truck Pack*
20-89015 \$24.95



2-Rail Die-Cast Sprung Metal Bettendorf Freight Car Two Truck Pack
20-89001 \$19.95



2-Rail Die-Cast Sprung Metal Roller Bearing Freight Car Two Truck Pack
20-89002 \$24.95



*Includes Removable 3-Rail Couplers

MTH Railroaders Club

Join The M.T.H. Railroaders Club

There are **TEN** different types of memberships, based on the style of model railroading that most interests you.

RailKing Membership



30-76561 MTHRRC Flat Car with Trailer
RailKing Membership is \$50.00

Premier Membership



20-97319 Pillsbury - PS-2CD High-Side Hopper Car
Premier Membership is \$55.00

Lionel Corp. StD. Gauge Membership



11-30166 Lionel Corporation No. 216 Std. Gauge Coal Car
Lionel Corp. 200 Series Membership is \$120.00

Tinplate O Gauge Membership



10-8085 MTHRRC No. 2814 O Gauge Box Car
Tinplate 2800 Series Membership is \$90.00

Tinplate StD. Gauge Membership



10-2244 MTHRRC No. 216 Std. Gauge Coal Car
Tinplate 200 Series Membership is \$120.00

Lionel Corp. O Gauge Membership



11-70100 Lionel Corporation No. 2814 O Gauge Box Car
Lionel Corp. 2800 Series Membership is \$90.00

S-Gauge Membership



35-75033 Duluth Missabe & Iron Range Ore Car
S-Gauge Membership is \$55.00

One-Gauge Membership



70-75032 Pennsylvania Power & Light 4-Bay Hopper
One-Gauge Membership is \$100.00

HO Membership



80-97021 Pennsylvania USRA
55-Ton Steel Twin Hopper Car
HO Membership is \$30.00

Basic Membership

60-1000 - The Basic Club Membership does not include a club car
Basic Membership is \$25.00

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JOIN ONLINE! IT'S EASY — JUST GO TO **WWW.MTHTRAINS.COM**



As a member of the M.T.H. RailRoders Club you'll receive:

Limited-Edition Club Car

Each year we produce beautifully decorated cars exclusively for our Club members. Members automatically receive the car that matches their Club membership (RailKing, Premier, Tinplate Traditions or One Gauge) and have the option to collect other Club cars as well.

RailWare™ Software



Use your computer to design track layouts, search the database of all M.T.H. products, look at our past catalogs, listen to Proto-Sound 3.0 train effects, and much more. This DVD retails for \$79.95, but is yours FREE as a Club member.

The CrossingGate™ Club Magazine



You will receive our full-color Club magazines, jam-packed with product news, ideas from other members, rail history, & step-by-step articles explaining how M.T.H. technology can bring your railroad to life.

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Show the world your membership in this elite group of model railroaders with your high-quality embossed membership card & beautiful enameled lapel pin.

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You'll have the option to purchase uncataloged members-only engines and rolling stock, and take advantage of members-only discounts on select cataloged items.

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Club Members get all M.T.H. catalogs earlier than other mailing list members, via First-Class mailings, so they can order from their local train store before the best items are sold out.

Proto-Sound 2.0 Upgrade Kits

Club Web Site

RealTrax®, Z-750™, Z-4000®, Z-1000™, DCS™ and the MTH Numbering System and all others indicated throughout this catalog.

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® 2.0 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™), 7,210,656 (Sound), 6,662,917 (2/3Rail), 7,210,656 (Internet Downloads, Music & Doppler), 6,655,640 (Smoke Synchronization)
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.
HO Coupler 7,694,834 Bi-Directional Communication 8262034

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Carry on the M.T.H. Tradition with Memorabilia and Collectibles

MTH Promotional DVD

This interactive DVD is packed full of sights & sounds guaranteed to make you rethink how far the hobby of model railroading has come. You'll learn about some of the most innovative products ever produced & marvel at the sophistication of a product line unmatched by other model train manufacturers.



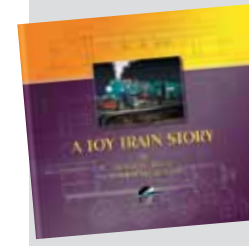
Previous Year Club Cars

MTHRRC members can still obtain earlier produced MTHRRC cars by visiting the MTHRRC pages on the website. Only MTHRRC members can get these cars!



A Toy Train Story

This comprehensive book is a must for collectors & other lovers of toy trains. 350 pages & 1900 color photos, hard cover. Add this book to your membership for only \$25.00 (50% off the \$49.95 cover price)!



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