



EMT
ELECTRIC TRAINS

2016 Volume 2 *RailKing & Premier O Gauge Trains*



Still “The One Toy Happy Childhood”

In the early decades of the 20th century, *Popular Mechanics* magazine proclaimed the toy train was “The One Toy That Guarantees a Happy Childhood.” Fast forward a hundred years and another icon of the popular press, *The Wall Street Journal*, is running this headline: “‘End of the Line for Model Trains? Aging Hobbyists Trundle On.’” We believe the evidence says the *Journal* got it wrong.

We are indeed an aging hobby. But at the *World’s Great Hobby* and other train shows we attend on a regular basis, we see tens of thousands of people coming out on a Saturday or Sunday to see and buy model trains — and a huge number of them are parents with young children who are fascinated by our hobby.

Looking at the displays at these shows, the quality and variety of products, from engines and rolling stock to structures and scenery, is better and more varied than it has ever been, with 21st century advances in materials and technology clearly evident in our hobby. Who would have thought, for example, that you’d be able to run a model of a half-century-old train — with sounds and smoke — from a telephone with a TV screen that you can carry in your pocket!



The value of model railroading has not dimmed. Whether you’re a child or an adult, there’s still a lot of happiness to be gained from building something with your own hands, making it operate, and sharing it with your friends — creating a world of your own in three dimensions, rather than on a computer screen.

The Blue Comet Award returns

It is up to us, however, to pass the torch. In an era when public exposure to trains and model railroading is much lower than it used to be, the only way this hobby will continue is if we pass it on to younger generations. Toward that end, we are pleased to



announce the revival of the Blue Comet Award, our annual award to the person or organization who does the most to promote the O gauge hobby to the general public.

Rules for entering the sixth annual Blue Comet competition, with the winners to be announced in the spring of 2017 and the award to be presented at the October 2017 York TCA show, will be announced soon. Winners and runners up from previous years will be eligible to enter again.

Something for everyone

As further evidence of the ongoing vitality of our hobby, we offer this, our latest catalog. More than any other O Gauge manufacturer, we be-

lieve our product line offers something for everyone.

If it’s passenger trains you like, check out our Chesapeake & Ohio Greenbrier steamer for the *George Washington*, the road’s flagship overnight passenger train that delivered on its then-new slogan, “Sleep like a kitten and arrive fresh as a daisy.” Or model part of the Pennsy’s vast commuter operation with our G5s ten-wheeler, designed for the fast acceleration needed in commuter service.



That Guarantees a — or Adulthood



If you're a Santa Fe fan, take a look at our 2900 Class Northern, which held down the longest timetabled steam run in the world without a change of engines, pulling trains like the *Chief* between Chicago and the West Coast. Model the streamliners of the 1950s and 60s with our RailKing E8 diesels and colorful matching passenger cars.

gleaming stainless steel of the original, as well as Low-V subways from the early 20th century and the ubiquitous PCC streetcar.

And for something totally different, the European section of this catalog offers highly detailed models of French, Swiss and German motive power and cars. Whatever your taste in O Gauge model railroading, we've tried to put something in this catalog that will interest you.

And now, without further ado, we invite you to turn the page and see for yourself what we have to offer in this, our 36th 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.



If it's brute strength you like to model, take a look at our Premier Union Pacific 4-6-6-4 Challenger, offered for the first time with a steaming quillable whistle with variable intensity smoke. Fans of modern diesels will want to check out our RailKing Imperial General Electric and Electro-Motive Diesel locomotives, including the whimsical Christmas and Halloween versions. To complement these engines, this catalog also offers a wide variety of freight and passenger cars at competitive prices.



For subway fans, we offer New York's futuristic R-11 train in a plated finish that duplicates the


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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, was North America's first production model with a smoking whistle — a feature we introduced last year in our O Gauge Big Boy.

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, offers a full 1:64 S Scale product line featuring track, rolling stock and locomotives. The smaller Proto-Sound 3.0 electronics that we developed for our S Gauge engines made possible the tiny O Gauge GE 44-ton diesel that we announced last year.

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



RAILKING
ONE-GAUGE TRAINS
BY M.T.H. ELECTRIC TRAINS™

Celebrate Lionel Corporation Tinplate!

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

LIONEL ELECTRIC TRAINS
MODEL RAILROAD ACCESSORIES
LIONEL CORPORATION TINPLATE



TINPLATE TRADITIONS

By MTH Electric Trains



About Our Product Lines

Premier engines and cars 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 diesel exhaust 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.

Tinplate Traditions models are constructed using the same techniques employed in the Lionel Corporation Tinplate lineup but feature products of non-Lionel vintage, including reproductions of Ives and Dorfan locomotives and accessories as well as unique reproductions like the monorail originally produced by a company called Detroit-Leland.

Märklin Tinplate reproductions stem from a licensing arrangement created in 2014. Our first product, the Leipzig Station, comes packaged in a vintage Märklin-themed box complete with the world-famous Märklin bicycle logo. Featuring hand soldering, stunning deco and modular components that ensure the station sets up quickly, the Leipzig Station may be one of the finest tinplate reproductions we've ever released.

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.

Proto-Sound 3.0[®] The Richest Set of Features

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.

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.

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.



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, or motor sound for a particular diesel. 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.

UNMATCHED SPEED CONTROL

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

LIGHTING EFFECTS

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

MULTIPLE UNIT CAPABILITY

In DCS command mode, all locomotives set to the same 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.

in Model Railroading

FULL COMPATIBILITY WITH ALL OPERATING SYSTEMS

Right out of the box, every O Gauge Proto-Sound 3.0 engine is compatible with all operating systems: conventional AC or DC, DCC, and our own Digital Command System (DCS).*

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.

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.

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.

*RailKing locomotives require installation of a simple DCS/DCC switch in order to operate on DCC.

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 (3)
- Rear Coupler (3)
- 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

(3) If Equipped

Diesel/Electric Features

- Headlight/Backup Light
- Bell
- Horn
- Start-up/Shut-down
- Passenger Station/Freight Yard Sounds
- All Other Lights (On/Off)
- Master Volume
- Front Coupler (7)
- Rear Coupler (7)
- 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)
- Pantograph Auto/Manual (4)
- Front Pantograph Up/Down (4)
- Rear Pantograph 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

(7) If Equipped



Simply the Best Way

DCS is **SIMPLE** to use.

It's **ACCESSABLE** from any iOS or Android smart phone, tablet or the included remote.

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

It can **DO MORE** for less money than other command control systems.

It's why you'll have **MORE FUN** operating your trains than ever before.

It can run over 5700* 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 0 SCALE ACCESSORY OR SWITCH**. It can **CREATE SCENES AND ROUTES** that are triggered with one push of a button.

* Number of different Proto-Sound 2.0 and 3.0 engines cataloged through the 2016 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 a DCS remote.



DCS Remote Control System
50-1001 \$349.95
Includes handheld and TIU

DCS Remote Control Handheld Unit
50-1002 \$169.95



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



DCS Wi-Fi Interface Unit (WIU)
50-1034 \$179.95



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

to Run 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 \$259.95

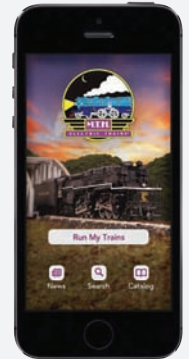
DCS Commander Controller (without power supply)
50-1028 \$179.95



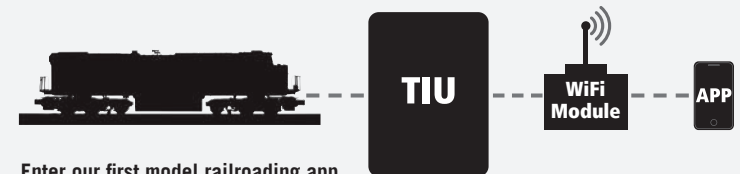
DCS Remote Commander Set
50-1033 \$59.95

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

This year we released smart phone and table apps that allow operators to run their trains from Apple iOS or Android phones or tablets. That means your Apple iPhone or Samsung Galaxy can do one more thing we only dreamed about fifteen years ago when we introduced DCS. 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.



See A Demo At www.mthtrains.com

WHAT CAN YOUR REMOTE DO?

RailKing

The Best Value in O Gauge



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
- Hand-painted engineer cab 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:

- Die-Cast Metal Boiler, Chassis and Tender
- 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.

IMPERIAL
SERIES

USRA 4-6-2 Pacific



Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Die-Cast Locomotive and Tender Trucks
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- Remote-Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Class Lights
- LED-Illuminated Cab with Painted Backhead Gauges, LED Firebox Glow and Hand-Painted Engineer and Fireman Figures
- Legible Builders' Plates
- Real Tender Coal Load
- Tender Truck Safety Chains
- Powerful Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCS/DCC Decoder
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 21" x 2 7/16" x 3 11/16"
- Operates On O-31 Curves

Some Imperial upgrades are not shown in photos



New York Central - 4-6-2 Pacific Steam Engine
30-1677-1 Proto-Sound 3.0 \$449.95



Great Northern - 4-6-2 Pacific Steam Engine
30-1680-1 Proto-Sound 3.0 \$449.95



Burlington - 4-6-2 Pacific Steam Engine
30-1681-1 Proto-Sound 3.0 \$449.95

Alaska - 4-6-2 Pacific Steam Engine
30-1682-1 Proto-Sound 3.0 \$449.95



Union Pacific - 4-6-2 Pacific Steam Engine
30-1679-1 Proto-Sound 3.0 \$449.95



Pennsylvania - 4-6-2 Pacific Steam Engine
30-1678-1 Proto-Sound 3.0 \$449.95

The Pacific was *the* passenger locomotive of the early twentieth century. It was the next logical development of the turn-of-the-century 4-6-0 Ten Wheelers and 4-4-2 Atlantics. A four-wheel lead truck allowed the Pacific to track well at high passenger speeds, a two-wheel trailing truck supported a bigger firebox than was possible with a 4-6-0 and, as passenger car construction evolved from wood to steel, six drivers delivered enough power to pull an 800-900 ton train of heavyweight cars. Higher drivers gave a Pacific more speed but less power than a freight engine of similar size.

The first true Pacific, according to most accounts, was delivered in 1902 to the Missouri Pacific, hence the name Pacific. The British version of the story, however, credits New Zealand Railways with ordering the first Pacifics from Baldwin Locomotive Works in 1901, and claims the name derived from their subsequent shipment across the Pacific Ocean. In any case, the 4-6-2 became the dominant North American passenger locomotive, with about 6800 engines built in the U.S. and Canada by 1930. Pick any name train of the 1920s or '30s and the chances are it was led by a Pacific. With the advent of the super power steam era in the late 1920s, larger Hudsons and Northerns came into prominence, especially on the New York Central and in mountainous territory west of the Mississippi. But in much of the country the Pacific remained the primary passenger hauler until the end of steam.

Our RailKing model replicates the USRA Pacific, developed during World War I by the United States Railroad Administration and considered by many to be one of the best-designed Pacifics ever built. Perhaps the handsomest Pacific ever constructed, the Southern Railway's green and silver Ps-4, was based on the USRA design and is today a centerpiece exhibit in the Smithsonian Institution's National Museum of American History in Washington, D.C.

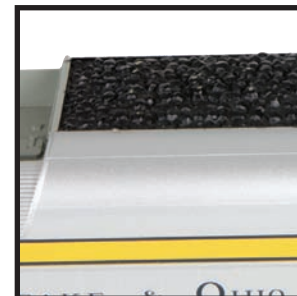
C&O L-1 4-6-4 Hudson



IMPERIAL
SERIES

Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Die-Cast Locomotive and Tender Trucks
- Metal Handrails
- Metal Wheels and Axles
- Remote-Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- LED-Illuminated Class Lights
- LED-Illuminated Cab with Painted Backhead Gauges, LED Firebox Glow and Hand-Painted Engineer and Fireman Figures
- Operating LED Tender Back-up Light
- Real Tender Coal Load
- Tender Truck Safety Chains
- Powerful Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCS/DCC Decoder
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 20 3/4" x 2 1/2" x 3 5/8"
- Operates On 0-31 Curves

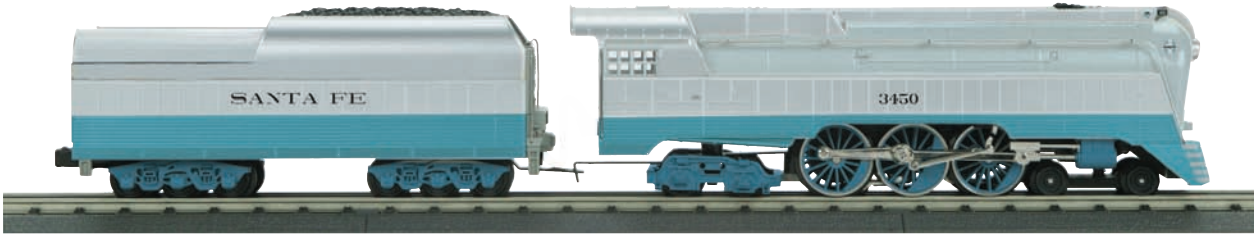


Some Imperial upgrades are not shown in photos

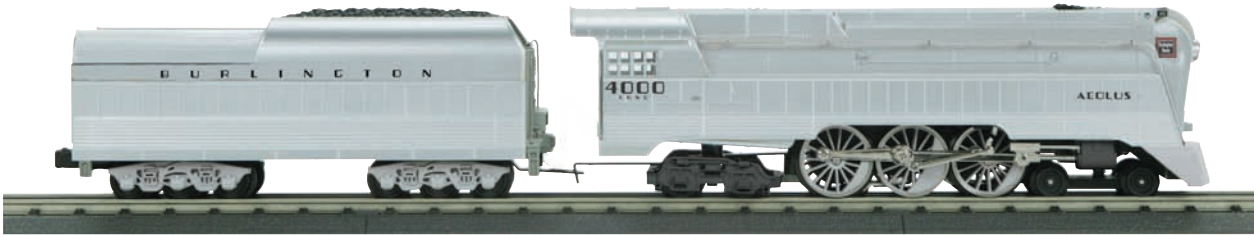


Chesapeake & Ohio - 4-6-4 Streamlined Hudson Steam Engine
30-1693-1 Cab No. 493 \$459.95

Add Matching Hudson Passenger Sets - See Page 71



Santa Fe - 4-6-4 Streamlined Hudson Steam Engine
30-1695-1 \$459.95



Chicago, Burlington & Quincy - 4-6-4 Streamlined Hudson Steam Engine
30-1694-1 \$459.95



Southern - 4-6-4 Streamlined Hudson Steam Engine
30-1696-1 \$459.95

While the C&O's "Yellowbelly" Hudsons were not the most numerous, most famous, or even the most beautiful streamlined Hudsons, they arguably got the last laugh. Chesapeake & Ohio Yellowbelly No. 490 is the only surviving Hudson from the golden age of Art Deco streamlined steam engines, and resides comfortably today at the Baltimore & Ohio Railroad Museum in Baltimore, Maryland.

The C&O's four L-1 Hudsons started life in 1926 as Alco-built Pacifics. In 1946-47 the railroad's Huntington shops used their boilers and fireboxes to build streamlined steamers to haul connecting sections of the *Chessie*, the C&O's new daytime domeliner planned for the Washington to Cincinnati route. The Hudsons' tenders were shaped to blend in with the new Budd streamliners, and the steamers' orange and fluted stainless steel finish matched the sides and letterboards of the new train.

Unfortunately, by the time Budd delivered the 46 spectacular Chessie cars in 1948, the railroad's fortunes had turned. The *Chessie* was quietly canceled without ever turning a wheel, and its cars scattered to other railroads and lesser C&O assignments. The streamlined Hudsons were repainted in yellow, acquired the nickname "Yellowbellies" from their crews, and assigned to other passenger trains. By 1950 three of the engines were out of service, but No. 490 soldiered on until Saturday, June 7, 1953, when it led a National Railway Historical Society excursion to Charlottesville, Va. that turned out to be the last C&O steam run into or out of Washington, D.C. Preserved in the Chesapeake and Ohio Historical Collection, No. 490 came to the B&O Museum in 1971.

Returning to the M.T.H. RailKing lineup for the first time since 2006, the C&O Yellowbelly for 2016 comes fully equipped with Proto-Sound 3.0, including synchronized puffing smoke timed to four chuffs and puffs per driver revolution — a standard M.T.H. feature for the past 15 years. Available in authentic Chesapeake & Ohio livery, the model is also offered in three other schemes for the Santa Fe, Southern, and Chicago, Burlington & Quincy.

Hiawatha F7 4-6-4 Hudson



IMPERIAL
SERIES

Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Die-Cast Locomotive and Tender Trucks
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- Remote-Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Class Lights
- LED-Illuminated Cab with Painted Backhead Gauges, LED Firebox Glow
- and Hand-Painted Engineer and Fireman Figures
- Legible Builders' Plates
- Operating LED Tender Backup Light
- Real Tender Coal Load
- Tender Truck Safety Chains
- Powerful Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCS/DCC Decoder
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 22 5/16" x 2 1/2" x 3 3/4"
- Operates On 0-31 Curves





Milwaukee Road - 4-6-4 Hiawatha Hudson Steamer
30-1683-1 Proto-Sound 3.0 \$459.95



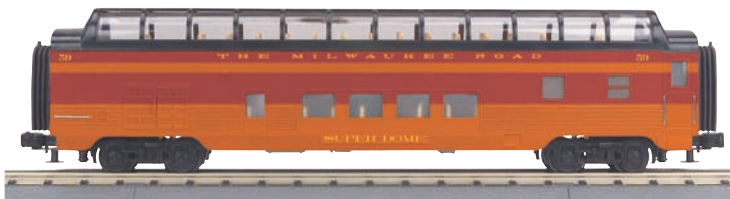
Milwaukee Road - 2-Car 60' Streamlined Sleeper/Diner
30-67860 \$149.95

Did You Know?

The F7 was capable of running at up to 125 miles per hour. This prompted a proposal to increase the cruising speed of the Hiawatha from 90 to 105 miles per hour along the Chicago-to-Milwaukee route. However, a gentleman's agreement between the three railroads competing along the route prevented the increase, as trains on the other two roads did not have the ability to reach such speeds.



Milwaukee Road - 60' Streamlined ABS Coach
30-67861 \$74.95



Milwaukee Road - 60' Streamlined ABS Full-Length Vista Dome
30-67862 \$79.95



Milwaukee Road - 4-Car 60' Streamlined Passenger Set
30-67859 \$299.95

With the bold slogan "Nothing Faster on Rails," the Milwaukee Road inaugurated its Chicago-Twin Cities *Hiawatha* passenger service on May 29, 1935. Pressured by intense competition on the route between Chicago and Minneapolis/St. Paul — including the Burlington's pioneering diesel *Zephyrs* — the Milwaukee Road had turned to the American Locomotive Company to design the fastest steam locomotives of the day. The results did not disappoint.

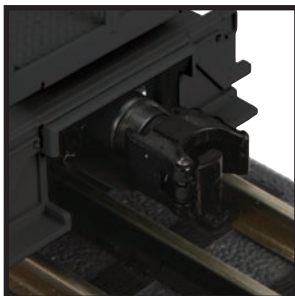


The *Hiawathas* were initially headed by oil burning Alco 4-4-2 Atlantics created specifically for intense 100 mile per hour daily operations. The engines and their entire trains were renowned for their colorful, aerodynamic styling by industrial designer Otto Kuhler — who lamented, however, that "I did get disgusted every time an uninitiated person asked me, 'Is that a diesel?'" The *Hiawathas* seduced passengers with luxurious surroundings that included the Tip Top Tap Room, the first standup cocktail bar on American rails.

The popularity of the service soon mandated longer trains and larger locomotives. Enter the Kuhler-styled coal-burning F7 4-6-4 Hudsons turned out by Alco in 1938. Among the heaviest Hudsons ever built, the massive F7s outclassed the more-famous New York Central J-series Hudsons in almost every way: larger firebox, higher boiler pressure, taller drivers (84"), and more power at speed. Unlike the NYC Hudsons, however, the F7s were born just as their technology was dying. Within a decade, the F7s and their trains were replaced by diesel-powered *Hiawathas* magnificently styled by designer Brooks Stevens. Sadly, none of the steam-powered *Hiawathas* were preserved.

Fortunately, your O gauge railroad can recreate the sights and sounds of this legendary train. Last seen in the RailKing line in 2005, the *Hiawatha* Hudson features die-cast locomotive and tender construction and the latest M.T.H. features, including synchronized puffing Proto-Smoke, *Hiawatha* arrival and departure announcements, and the incredible sounds and performance of Proto-Sound 3.0.

EMD SW1 Switcher



Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- (2) Handpainted 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
- (2) Precision Flywheel-Equipped Motors
- Onboard DCC/DCS Decoder
- 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
- Unit Measures: 12" x 2 3/4" x 4"
- Operates On O-27 Curves





Southern - SW1 Diesel Switcher
30-20374-1 Proto-Sound 3.0 \$319.95



Boston & Maine - SW1 Diesel Switcher
30-20375-1 Proto-Sound 3.0 \$319.95



Lehigh Valley - SW1 Diesel Switcher
30-20376-1 Proto-Sound 3.0 \$319.95

Illinois Central - SW1 Diesel Switcher
30-20377-1 Proto-Sound 3.0 \$319.95



The birth of the SW1 in January 1939 was a historic moment for the Electro-Motive Corporation. The tiny switcher ("S" for six hundred horsepower, "W" for welded frame) was EMC's first truly mass-produced loco, the first with Electro-Motive's own electrical gear, and the first mass-produced engine powered by the 567 diesel motor — which would become the backbone of first-generation American diesel power. Popular with railroads large and small, the SW1 stayed in production for 15 years, and many remained in service for three or more decades.

Our RailKing Scale SW1 offers Premier level details at a RailKing price. Separately added metal detail parts include front, side, and rear handrails; bell and horn; grab irons to allow access to the top of the hood; and handles for the sandbox lid on the front pilot (which doubled as a convenient seat for yard brakemen). Built to full 1/48 scale proportions, this model also offers authentic, legible EMD builder's plates and directionally operating front and rear headlights. Single or dual exhaust stacks, per individual prototypes, are also featured.

Our SW1 includes dual pickup rollers on each truck, making this model nearly stall-proof on any three-rail O gauge switches, despite its short wheelbase. Throttle down as low as three scale miles per hour to muscle a heavy cut of freight or passenger cars around your terminal — and maintain that speed as long as you wish, thanks to Proto-Speed Control and twin flywheel-equipped motors. Listen to the authentic chant of a first-generation EMD 567 motor. Pick up and drop off cars wherever you like, with remotely activated front and rear Proto-Couplers. Our full-scale, fully featured model of this tiny EMD workhorse offers everything you could want in a hard-working yard switcher.

Did You Know?

In 1941, General Motors, owner of both Electro-Motive Corporation (EMC) and diesel manufacturer Winton Engine Co., merged the two firms to form the Electro-Motive Division of General Motors (EMD).

EMD SD60



Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- (2) Handpainted 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
- LED-Illuminated Number Boards
- Flashing LED Ditch Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- 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 1/8" x 2 15/16" x 4 1/4"
- Operates On O-31 Curves





EMD Demonstrator - SD60 Diesel Engine
 30-20378-1 Proto-Sound 3.0 \$329.95
 30-20378-3 Non-Powered \$199.95



Chicago and North Western - SD60 Diesel Engine
 30-20379-1 Proto-Sound 3.0 \$329.95
 30-20379-3 Non-Powered \$199.95



Susquehanna - SD60 Diesel Engine
 30-20380-1 Proto-Sound 3.0 \$329.95
 30-20380-3 Non-Powered \$199.95

SOO Line - SD60 Diesel Engine
 30-20381-1 Proto-Sound 3.0 \$329.95
 30-20381-3 Non-Powered \$199.95



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.

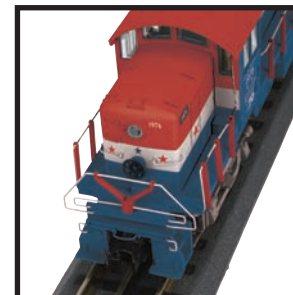
Like all RailKing Scale diesels, the SD60 sports prototypical 1:48 scale dimensions, two motors, and the incredible sounds and features of Proto-Sound 3.0. Operators will find no better locomotives for mainline work than these great pulling machines. Our industry-leading Proto-Speed Control allows unprecedented 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 the layout, even in conventional control.

Alco RS-1



Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- (2) Handpainted 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
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- 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" x 2 1/2" x 4"
- Operates On O-31 Curves

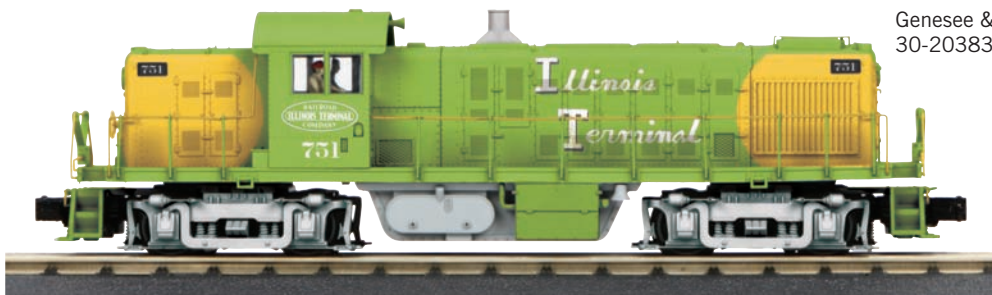




Milwaukee Road - Alco RS-1 Diesel Engine
30-20382-1 Proto-Sound 3.0 \$329.95



Genesee & Wyoming - Alco RS-1 Diesel Engine
30-20383-1 Proto-Sound 3.0 \$329.95



Illinois Terminal - Alco RS-1 Diesel Engine
30-20384-1 Proto-Sound 3.0 \$329.95



Spokane Portland & Seattle - Alco RS-1 Diesel Engine
30-20385-1 Proto-Sound 3.0 \$329.95



Long Island - Alco RS-1 Diesel Engine
30-20386-1 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 RailKing 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.

FM Train Master



Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- (2) Handpainted 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
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- LED-Illuminated Class and Marker Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- 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





Southern Pacific - FM Train Master Diesel
 30-20387-1 Proto-Sound 3.0 \$329.95
 30-20387-3 Non-Powered \$199.95



Chessie - FM Train Master Diesel
 30-20388-1 Proto-Sound 3.0 \$329.95
 30-20388-3 Non-Powered \$199.95



Pennsylvania - FM Train Master Diesel
 30-20389-1 Proto-Sound 3.0 \$329.95
 30-20389-3 Non-Powered \$199.95



Canadian Pacific - FM Train Master Diesel
 30-20390-1 Proto-Sound 3.0 \$329.95
 30-20390-3 Non-Powered \$199.95

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: less 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. 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 more than half a century. The Trainmaster returns to the RailKing Scale lineup in 2016 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 and LED-illuminated headlights, number boards, class lights and marker lights.

EMD E8 A-A Set



Features

- Intricately Detailed, Durable ABS Bodies
- Die-Cast Truck Sides, Pilots and Fuel Tank
- 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
- (2) Precision Flywheel-Equipped Motors
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 29 3/4" x 2 1/2" x 3 1/2"
- Operates On O-31 Curves





Illinois Central - E8 A-A Diesel Set
 30-20391-1 Proto-Sound 3.0 \$399.95
 30-20391-3 Non-Powered B-Unit \$149.95

Add Matching Passenger Sets - See Page 68-70



New York Central - E8 A-A Diesel Set
 30-20392-1 Proto-Sound 3.0 \$399.95
 30-20392-3 Non-Powered B-Unit \$149.95



Alaska - E8 A-A Diesel Set
 30-20393-1 Proto-Sound 3.0 \$399.95
 30-20393-3 Non-Powered B-Unit \$149.95



Norfolk & Western - E8 A-A Diesel Set
 30-20394-1 Proto-Sound 3.0 \$399.95
 30-20394-3 Non-Powered B-Unit \$149.95



In the mid-1930's, as the Electro-Motive Division of General Motors was trying to interest railroads in diesel passenger power, it experimented a lot with 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 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 hoppers 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.

Returning to the RailKing line in 2016, our E8 brings you the authentic sounds of EMD prime movers, plus the ability to announce your departure and start your train so gently you won't spill the water in the diner — and then accelerate up to scale speeds of over 100 mph, just like the prototype.

GE ES44AC Diesel



IMPERIAL
SERIES



Burlington Northern (BNSF Heritage) - Bay Window Caboose
30-77296 \$64.95

Burlington (BNSF Heritage) - Gondola Car with Crates
30-72174 \$59.95

Model the ground-shaking, high horsepower drama of modern railroading with General Electric's Evolution Series ES44AC. At the heart of the Evolution Series is a diesel motor designed specifically to comply with new Environmental Protection Agency regulations: the turbocharged four-cycle, 12-cylinder GEVO-12. While producing the same 4400 horsepower as its 16-cylinder FDL-series predecessor, the GEVO-12 uses less fuel and spits out 40% fewer emissions. Each of its cylinders displaces 950 cubic inches, more than twice as much as an entire Corvette V-8.

GE claims the EVOs are "the most fuel-efficient, most environmentally friendly diesel locomotives in history... If every freight train in North America were pulled by an Evolution Series

Locomotive, the reduction of smog-producing pollutants would be like removing 48 million cars from the road each year." Everything about these locomotives has been examined, questioned, and re-thought, generating 25 new U.S. patents in the process. Today ES44ACs are rostered by every one of the Class 1 railroads in North America: Union Pacific, BNSF, CSX, Norfolk Southern, Kansas City Southern, Canadian National, and Canadian Pacific.

Our superbly detailed, top-of-the-line RailKing Imperial model of this modern freight mover features a full range of locomotive sounds recorded from an actual ES44AC. Outfitted with twin powerful flywheel-equipped motors, all-metal wheels and gears, and our revolutionary Proto-Speed Control, our ES44AC will haul

long freights at any speed from a crawl to full throttle. Remotely activated front and rear Proto-Couplers allow you to pick up and drop off freight wherever you like. Additional Imperial features on the ES44AC include operating diesel exhaust smoke and flashing ditch lights.

The ES44AC on these pages is one of hundreds owned by the BNSF Railway, which stretches from Chicago to the West coast and is America's second-largest railroad. The matching cars shown here commemorate earlier railroads now merged into the BNSF, including the Burlington Northern, Santa Fe, Burlington and Great Northern.

BNSF - Flat Car with 40' Trailer
30-76657 \$64.95



**Build Your Own Set -
All Components Sold
Separately**



BNSF - Flat Car with
Bulkheads & Lumber Load
30-76647 \$59.95

Features

- Intricately Detailed Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis, Handrails and Horn
- (2) Handpainted Engineer Cab Figures
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Number Boards and Cab Interior
- Flashing LED Ditch Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Locomotive Speed Control In Scale MPH Increments
- Near-Scale Sizing
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 17" x 2 1/2" x 3 3/4"
- Operates On O-31 Curves



Great Northern Oil (BNSF Heritage) - Modern Tank Car
30-73483 \$54.95

BNSF - ES44AC Diesel
30-20365-1 Proto-Sound 3.0 \$339.95

GE ES44AC Diesel



IMPERIAL
SERIES



Long Island - Bay Window Caboose
30-77295 \$64.95

Long Island - Gondola Car with Crates
30-72173 \$59.95

The Long Island Rail Road, "The Route of the Dashing Commuter," was originally built to connect New York City with Boston. In the 1830s and '40s, when an all-overland route was considered impractical, LIRR trains brought travelers to the eastern tip of Long Island, where they boarded a ferry for Connecticut and then finished their journey on a train to Boston. The New Haven Railroad put an end to that in 1850, with its new all-rail route following the New England coastline.

Forced to look for other business, the Long Island evolved as its home territory changed from farmland into a commuter suburb of New York. In 1900, the Pennsylvania Railroad, the self-proclaimed "Standard Railroad of the World," bought a controlling interest in the Long Island, so it could feed commuters into the grand new terminal it was building in Manhattan. For more than half a century, Long Island engines and rolling stock were basically Pennsy equipment with different paint schemes. In the late 1950s and early '60s, the LIRR introduced Dashing Dan and

Dashing Dottie logos to publicize its services as "The Route of the Dashing Commuter."

Unprofitable though it turned out to be, the commuter business was viewed as essential by the State of New York, and it purchased the LIRR from the Pennsy in 1966. Today the Long Island is the busiest commuter railroad in North America, serving more than 330,000 passengers daily, as well as the oldest U.S. railroad still operating under its original name and charter.

Less well-known is the fact that the Long Island has operated freight service throughout its history — including one of the earliest examples of what would later be called intermodal shipping. From 1885-1893, Long Island farmers could ship their loaded wagons to Manhattan markets on Long Island Rail Road flatcars. Teamsters rode in their own coach on the farmers' specials, while their horses traveled in stable cars.

Since 1997, freight service on the LIRR has been operated under contract by the New York & Atlantic Railway, connecting to the mainland via CSX's ex-New Haven tracks over the famed Hell Gate Bridge. Our Long Island version of the ES44AC allows you to model an alternate universe, in which the Route of the Dashing Commuter still operates its own freight service, running 21st century locomotives painted in its classic "Goodfellow colors" first introduced in the mid-1950s.

Build Your Own Set - All Components Sold Separately



Long Island - Flat Car with Bulkheads & Lumber Load
30-76646 \$59.95



Long Island - Flat Car with 40' Trailer
30-76656 \$64.95



Long Island - Modern Tank Car
30-73482 \$54.95

Long Island - ES44AC Diesel
30-20364-1 Proto-Sound 3.0 \$339.95

**Learn More About The ES44AC Diesel
On Page 27**

GE ES44AC Diesel



IMPERIAL
SERIES



Southern - Bay Window Caboose
30-77294 \$64.95

Southern - Gondola Car with Crates
30-72172 \$59.95



Southern - Flat Car with 40' Trailer
30-76659 \$64.95

The Norfolk Southern operates a fleet of 20 Heritage freight diesels, honoring “fallen flag” railroads that have been merged into the NS. The ES44AC shown on these pages honors the Southern Railway, whose freight cars proudly carried the slogan “Southern Gives a Green Light to Innovation.”

On its Heritage diesel website, the NS honors the Southern’s history: “Southern Railway originated as the South Carolina Canal and Rail Road Company in 1827. On Christmas Day, 1830, it put into service the nation’s first regularly scheduled steam passenger train, “The Best Friend of Charleston.” Southern was incorporated in 1894 from the reorganization and consolidation of numerous predecessors, and absorbed another 68 railroad companies over the next six years. Our Southern Railway Heritage unit was unveiled in Chicago on July 15, 2006.”

**Build Your Own Set -
All Components Sold Separately**



Southern - Flat Car with Bulkheads & Lumber Load
30-76649 \$59.95



Southern - Modern Tank Car
30-73481 \$54.95

Southern - ES44AC Diesel
30-20363-1 Proto-Sound 3.0 \$339.95

**Learn More About The ES44AC Diesel
On Page 27**

GE ES44AC Diesel



IMPERIAL
SERIES



Chessie (CSX Heritage) - Bay Window Caboose
30-77297 \$64.95

Western Maryland (CSX Heritage) - Gondola with Crates
30-72175 \$59.95

The ES44AC shown on these pages is one of hundreds owned by CSX Transportation, one of the two Class 1 railroads that dominate rail transportation east of the Mississippi. The matching cars shown here commemorate earlier railroads now merged into CSX, including the Chesapeake & Ohio, Chessie, Seaboard Coast Line and Western Maryland.



CSX - Flat Car with Bulkheads & Lumber Load
30-76648 \$59.95



CSX - Flat Car with 40' Trailer
30-76658 \$64.95

**Build Your Own Set -
All Components Sold Separately**



Seaboard Coast Line (CSX Heritage) - Modern Tank Car
30-73484 \$54.95

CSX - ES44AC Diesel
30-20366-1 Proto-Sound 3.0 \$339.95

**Learn More About The ES44AC Diesel
On Page 27**

GE ES44AC Engine & Caboose Set



IMPERIAL
SERIES

Features

- Intricately Detailed Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis, Handrails and Horn
- (2) Handpainted Engineer Cab Figures
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Number Boards and Cab Interior
- Flashing LED Ditch Lights
- Flashing LED Chase Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Locomotive Speed Control In Scale MPH Increments
- Near-Scale Sizing
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 17" x 2 1/2" x 3 3/4"
- Operates On 0-31 Curves

Halloween - ES44AC Imperial Diesel & Caboose Set
30-20359-1 Proto-Sound 3.0 \$399.95





Christmas - ES44AC Imperial Diesel & Caboose Set
30-20360-1 Proto-Sound 3.0 \$399.95

Red Flashing Charging Lights!

Celebrate your favorite seasons all year long with these holiday-themed ES44AC engine and caboose sets. In addition to authentic engine sounds recorded from an actual ES44AC, the Christmas set features holiday-themed station announcements, and the Halloween set's sound effects will turn your next trip into a scary nighttime experience.

Both engines feature colored chase lights along the side walkways, modeled on battery charging lights on General Electric's Evolution Hybrid ES44AC demonstrator. See video of the Halloween version in action by searching on its item number on mthtrains.com

Learn More About the Prototype ES44AC on Page 27



Orange Flashing Charging Lights!



EMD SD70ACe Diesel



IMPERIAL
SERIES



Conrail (NS Heritage) - Bay Window Caboose
30-77298 \$64.95

Reading (NS Heritage) - Gondola Car with Crates
30-72176 \$59.95

The SD70ACe is Electro-Motive Diesel'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 rethought to create a 21st-century lo-

comotive. 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 cup holder for the engineer.

This RailKing Imperial SD70ACe is accurately decorated for the Norfolk Southern, one of the two railroads that today dominate rail transportation east of the Mississippi. The matching Conrail, Reading and Norfolk and Western rolling stock on these pages commemorate "fallen flag" railroads that are today part of the NS system. Our near-scale model of the SD70ACe is a full 17" in length, yet operates comfortably on O-31 curves. Under the

hood of the Proto-Sound 3.0 version is the same sound and control system found in our more expensive Premier model of this locomotive - complete with sounds recorded from an actual Union Pacific SD70ACe. Additional Imperial features include operating diesel exhaust smoke and flashing ditch lights. If you're looking for realism and a lot of fun at a RailKing price, it doesn't get any better than this!

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.

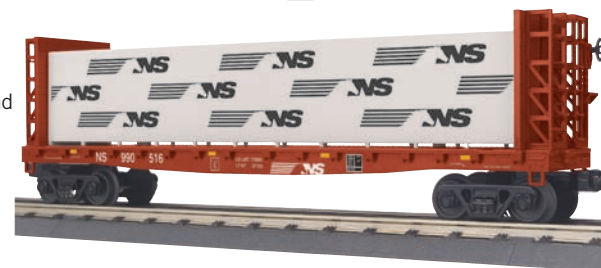
**Build Your Own Set -
All Components Sold Separately**

Features

- Intricately Detailed Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis, Handrails and Horn
- (2) Handpainted Engineer Cab Figures
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Number Boards and Cab Interior
- Flashing LED Ditch Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Locomotive Speed Control In Scale MPH Increments
- Near-Scale Sizing
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 17" x 2 1/2" x 3 3/4"
- Operates On O-31 Curves



Norfolk Southern - Flat Car with 40' Trailer
30-76660 \$64.95



Norfolk Southern - Flat Car with Bulkheads & Lumber Load
30-76650 \$59.95



Norfolk Southern - Modern Tank Car
30-73485 \$54.95

Norfolk Southern - SD70ACe Diesel
30-20367-1 Proto-Sound 3.0 \$339.95

EMD SD70ACe Diesel



IMPERIAL
SERIES



New York Central - Bay Window Caboose
30-77300 \$64.95

New York Central - Gondola Car with Crates
30-72178 \$59.95

In its heyday, the New York Central System, along with its rival the Pennsylvania Railroad, dominated rail transportation in the Northeast and the upper Midwest. While the Pennsy fought its way westward over the Appalachian Mountains, the Central took an easier route, up the Hudson River Valley and along the shores of the Great Lakes. Its overnight Pullman services were advertised as “The Water Level Route — You Can Sleep.”

For more than half a century, the New York Central was home to perhaps the most famous passenger train in the world, the *Twentieth Century Limited*. Every afternoon a red carpet was unfurled in New York’s Grand Central Terminal, welcoming passengers aboard the overnight service to Chicago — and giving rise to the expression “red carpet treatment.” For shippers, the Central’s Pacemaker freight service promised the same level of attention to their needs.

While the New York Central is long gone — having disappeared first into the Penn Central, then Conrail, and then Norfolk Southern and CSX — one NYC locomotive remains in revenue service today. Painted in the lightning stripe scheme worn by the diesels pulling the *Twentieth Century Limited*, SD70ACe diesel No. 1066 is part of Norfolk Southern’s Heritage fleet, honoring 20 “fallen flag” railroads that are today part of the NS system. Our RailKing Imperial model of No. 1066 is offered with matching cars in a variety of historic NYC paint schemes.



New York Central - Flat Car with 40' Trailer
30-76662 \$64.95



New York Central - Flat Car with Bulkheads & Lumber Load
30-76652 \$59.95

**Build Your Own Set -
All Components Sold Separately**



New York Central - Modern Tank Car
30-73487 \$54.95



New York Central - SD70ACe Diesel
30-20369-1 Proto-Sound 3.0 \$339.95

**Learn More About The SD70ACe Diesel
On Page 37**

EMD SD70ACe Diesel



IMPERIAL
SERIES



Missouri Pacific (UP Heritage) - Bay Window Caboose
30-77299 \$64.95

Denver & Rio Grande Western (UP Heritage) - Gondola Car with Crates
30-72177 \$59.95



Union Pacific - Flat Car with Bulkheads & Lumber Load
30-76651 \$59.95

On May 10, 1869, the Union Pacific and Central Pacific railroads met at Promontory Point, Utah to complete the first transcontinental railroad. Wagon trains and clipper ships were no longer the only way to the West Coast. More than a century later, the Central Pacific is gone but the Union Pacific is the largest railroad in North America, with more than 8,000 locomotives, 100,000 freight cars, and 32,000 miles of track in 23 states. Due to shared motive power agreements with other railroads, its famous Armour Yellow diesels can be spotted anywhere from Los Angeles to Boston.

Proud of its long history, the UP also operates a Heritage Fleet of locomotives that includes Challenger No. 3985, the world's largest operating steam locomotive, and a fleet of Heritage diesels honoring "fallen flag" railroads that are now part of the UP system. On this page we offer flag-themed UP diesel No. 8355 along with matching cars commemorating earlier railroads now merged into the Union Pacific, including the Katy, Southern Pacific, Missouri Pacific and Denver & Rio Grande Western.

**Build Your Own Set -
All Components Sold
Separately**



Union Pacific - Flat Car with 40' Trailer
30-76661 \$64.95



Southern Pacific (UP Heritage) - Modern Tank Car
30-73486 \$54.95

Union Pacific - SD70ACe Diesel
30-20368-1 Proto-Sound 3.0 \$339.95

**Learn More About The SD70ACe Diesel
On Page 37**

EMD SD70ACe Diesel



IMPERIAL
SERIES

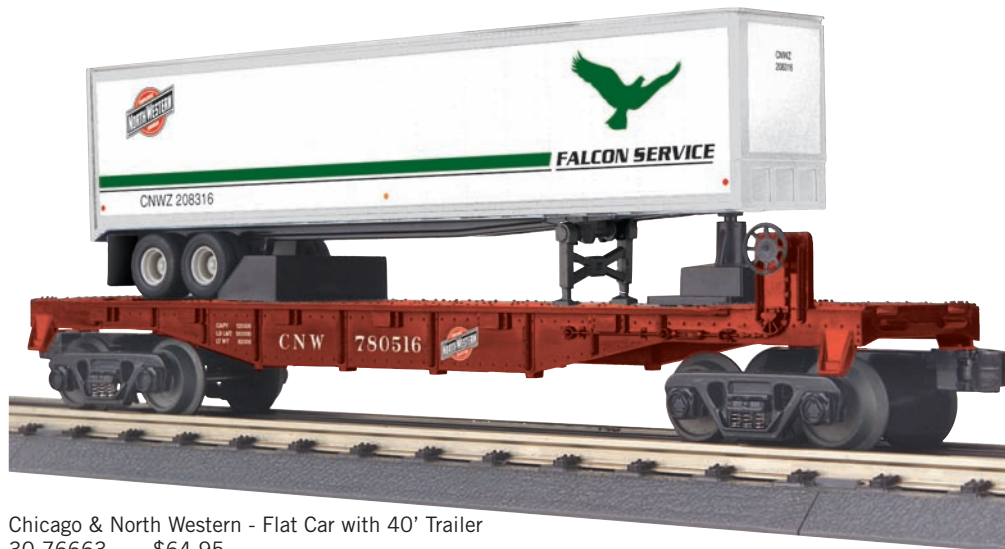


Chicago & North Western - Bay Window Caboose
30-77301 \$64.95

Chicago & North Western - Gondola Car with Crates
30-72179 \$59.95

The Union Pacific operates a fleet of six Heritage freight diesels, honoring “fallen flag” railroads that have been merged into the UP. The Chicago and North Western Heritage unit shown on these pages was unveiled in Chicago on July 15, 2006. On its website, the UP notes that “The Chicago & North Western was a road of contrasts — serving Chicago commuters, Michigan iron mines and Illinois coal fields. It amassed a sprawling network of branch lines throughout the Midwest and established the industry’s first safety campaign by coining the phrase ‘Safety First.’

“The line also was a key link between Chicago and the West. Chicago & North Western was the first railroad to connect with Union Pacific at Council Bluffs in 1867, and in 1984, partnered with UP to open a connector line to the coal fields in Wyoming’s Powder River Basin — enabling the region to become a major U.S. energy source. The Chicago & North Western and Union Pacific merged in 1995.”



Chicago & North Western - Flat Car with 40' Trailer
30-76663 \$64.95



Chicago & North Western - Flat Car
with Bulkheads & Lumber Load
30-76653 \$59.95

**Build Your Own Set -
All Components Sold
Separately**



Chicago & North Western - Modern Tank Car
30-73488 \$54.95

Chicago & North Western - SD70ACe Diesel
30-20370-1 Proto-Sound 3.0 \$339.95

**Learn More About The SD70ACe Diesel
On Page 37**

EMD SD70ACe Engine & Caboose Set



IMPERIAL
SERIES

Features

- Intricately Detailed Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis, Handrails and Horn
- (2) Handpainted Engineer Cab Figures
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Number Boards and Cab Interior
- Flashing LED Ditch Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Locomotive Speed Control In Scale MPH Increments
- Near-Scale Sizing
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 17" x 2 1/2" x 3 3/4"
- Operates On O-31 Curves

Norfolk Southern (Veterans) -
SD70ACe Imperial Diesel & Caboose Set
30-20362-1 Proto-Sound 3.0 \$399.95





Norfolk Southern (First Responders) - SD70ACe Imperial Diesel & Caboose Set
30-20361-1 Proto-Sound 3.0 \$399.95

Model the ground-shaking, high horsepower drama of modern railroading with these Imperial SD70ACe models, dressed in paint schemes based on Norfolk Southern diesels honoring veterans and first responders.

The SD70ACe is Electro-Motive Diesel'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 rethought 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 cup holder for the engineer.

The RailKing Imperial SD70ACe is accurately decorated in modern motive power paint schemes. Our near-scale model is a full 17" in length, yet operates comfortably on O-31 curves. Under the hood of the Proto-Sound 3.0 version is the same sound and control system found in our more expensive Premier model of this locomotive - complete with sounds recorded from an actual Union Pacific SD70ACe. Additional Imperial features include operating diesel exhaust smoke and flashing ditch lights. If you're looking for realism and a lot of fun at a RailKing price, it doesn't get any better than this!

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.



The Texas Special



RAILKING
scale



Texas Special - 60' Streamlined Observation
30-67916 \$74.95

Texas Special - 60' Streamlined Vista Dome Car
30-67915 \$74.95

From the World War I era to the mid-1950s, *The Texas Special* was the way to travel from the Midwest to the Southwest in style. A joint venture of the Missouri-Kansas-Texas Railroad (the Katy) and the St. Louis-San Francisco Railway (the Frisco), it was the flagship of both railroads — Trains # 1 and # 2 in opposite directions — joining St. Louis with San Antonio, stopping in Dallas and Austin along the way and offering a separate section to Fort Worth. With connecting sleeper service to New York via the Pennsylvania Railroad and Washington, D.C. via the Baltimore & Ohio, *The Texas Special* offered one of the shortest routes between financial centers on the east coast and those in Texas.

With great fanfare, the Katy and Frisco upgraded the train to a diesel streamliner in 1948, with engines sporting the heralds of both railroads and a large Lone Star on the nose. More well-heeled travelers rode the overnight train in Pullman sleepers, while budget-conscious patrons slept in reclining-seat coaches. The service proved so popular that the original 14-car train sets, with car names honoring famous Texans like David Crockett, Sam Houston and Stephen F. Austin, were frequently expanded to 20 cars.

Relive the glory days of railroad travel with this deluxe consist, headed by a dual-motored RailKing Scale Electro-Motive F3 diesel. Enjoy the warm glow from the lighted passenger car interiors, warn bystanders out of the way with the locomotive's air horn and bell, and activate station arrival and departure announcements for *The Texas Special*.

Features

RailKing Scale F3 Diesel Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Metal Chassis, Truck Sides, Pilot and Fuel Tank
- Metal Wheels, Axles and Gears
- LED-Illuminated Headlight, Cab Interior and Number Boards
- (2) Handpainted Cab Figures
- (2) Remote-Controlled Proto-Couplers
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 13 1/2" x 2 5/8" x 3 3/4"
- Operates on O-31 Curves

Passenger Car Features

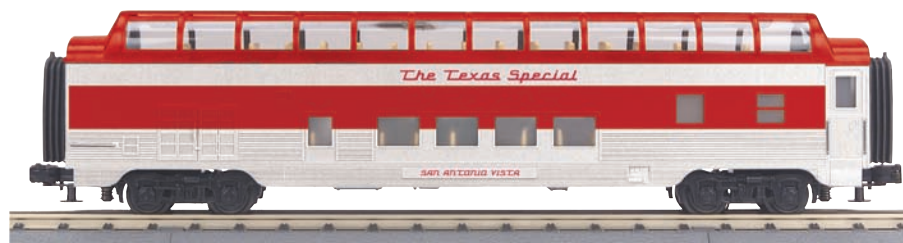
- Intricately Detailed, Durable ABS Body
- Stamped Metal Floor
- Die-Cast 4-Wheel Trucks
- Metal Wheels and Axles
- Needlepoint Axles
- Detailed, Lighted Interior
- Operating Die-Cast Metal Couplers
- End-of-Car Diaphragms
- Colorful, Attractive Paint Scheme
- Car Measures: 16 11/16" x 2 5/8" x 3 5/16"
- Operates on O-31 Curves



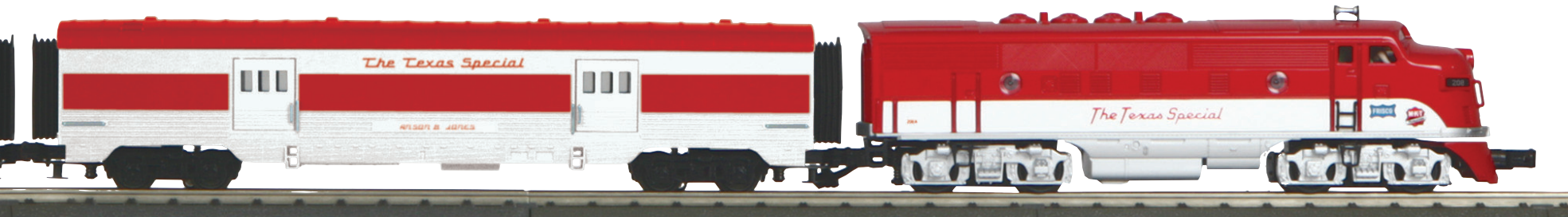
Texas Special - 2-Car 60' Streamlined Sleeper/Diner
30-67905 \$149.95



Texas Special - 60' Streamlined Coach
30-67906 \$74.95



Texas Special - 60' Streamlined Full-Length Vista Dome
30-67907 \$79.95



Texas Special - 60' Streamlined Baggage Car
30-67914 \$74.95

Texas Special - Scale F-3 Diesel
30-20373-1 Proto-Sound 3.0 \$329.95

EMD F3 Diesel



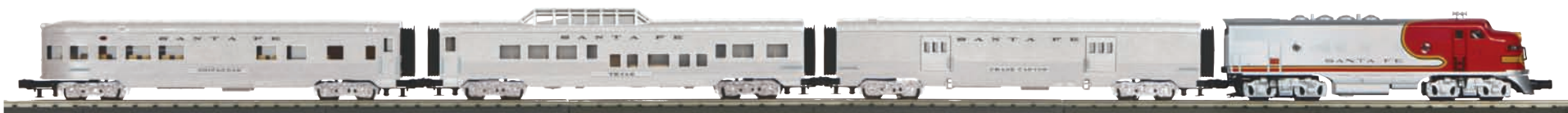
RAILKING
scale

Build Your Own Set - All Components Sold Separately



Pennsylvania - 60' Streamlined Observation
30-67913 \$74.95

Pennsylvania - 60' Streamlined Vista Dome Car
30-67912 \$74.95



Santa Fe - 60' Streamlined Observation
30-67910 \$74.95

Santa Fe - 60' Streamlined Vista Dome Car
30-67909 \$74.95

Santa Fe - 60' Streamlined Baggage Car
30-67908 \$74.95

Santa Fe *Chief* - Scale F-3 Diesel
30-20371-1 Proto-Sound 3.0 \$329.95

**See Page 47 for
Diesel and Passenger Car
Features**



Santa Fe - 60' Streamlined Coach
30-67900 \$74.95



Santa Fe - 60' Streamlined Full-Length Vista Dome
30-67901 \$79.95



Santa Fe - 2-Car 60' Streamlined Sleeper/Diner
30-67899 \$149.95



Pennsylvania - 60' Streamlined Coach
30-67903 \$74.95



Pennsylvania - 60' Streamlined Full-Length Vista Dome
30-67904 \$79.95



Pennsylvania - 2-Car 60' Streamlined Sleeper/Diner
30-67902 \$149.95



Pennsylvania - 60' Streamlined Baggage Car
30-67911 \$74.95

Pennsylvania *Liberty Limited* - Scale F-3 Diesel
30-20372-1 Proto-Sound 3.0 \$329.95

PCC Electric Streetcar



Features

- Intricately Detailed, Durable ABS Body
- Metal Chassis
- Die-Cast Truck Sides
- Metal Wheels, Axles and Gears
- Precision Flywheel-Equipped Motor
- Authentic Paint Scheme
- Directionally Controlled LED Headlight
- LED-Illuminated Interior
- LED-Illuminated Destination Sign
- LED-Illuminated Tail Lights
- Locomotive Speed Control In Scale MPH Increments
- 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

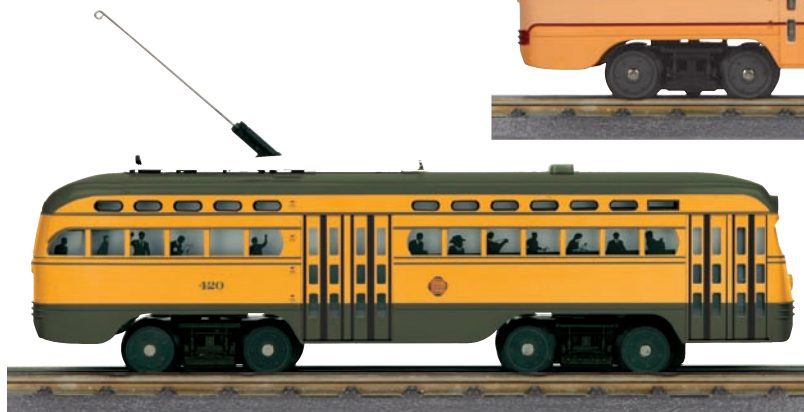




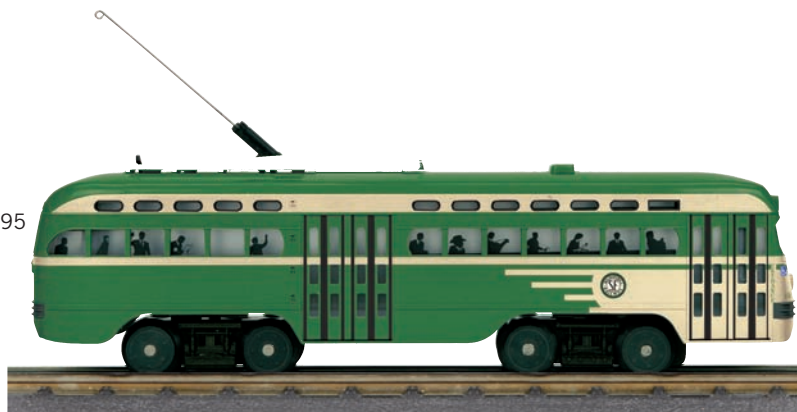
Port Authority Transit - PCC Electric Streetcar
30-5152-1 Proto-Sound 3.0 \$239.95



Cleveland - PCC Electric Streetcar
30-5153-1 Proto-Sound 3.0 \$239.95



Twin Cities - PCC Electric Streetcar
30-5154-1 Proto-Sound 3.0 \$239.95



San Francisco - PCC Electric Streetcar
30-5155-1 Proto-Sound 3.0 \$239.95

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 LO-V Subway



Metropolitan Transportation Authority (Red) - LO-V 4-Car Subway Set
30-20396-1 Proto-Sound 3.0 \$479.95



Metropolitan Transportation Authority (Green) - LO-V 4-Car Subway Set
30-20395-1 Proto-Sound 3.0 \$479.95

Did You Know?

The IRT Division of the New York subway was the first built, and its narrower tunnels require smaller cars than the BMT and IND Divisions.



Metropolitan Transportation Authority (Green) - LO-V 2-Car Subway Set
30-20395-3 Non Powered Add-On \$159.95

Features

Set Features

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

Powered Car Features

- Intricately Detailed, Durable ABS Body
- Die-Cast 4-Wheel Trucks
- Metal Chassis
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Prototypical Rule 17 Lighting

- LED-Illuminated Headlights
- (2) Precision Flywheel-Equipped Motors
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- Equipped With Proto-Sound 3.0 Featuring Station Stop Proto-Effects
- Each Car Measures 14 5/8" x 2 1/4" x 3 1/8"
- Operates On 0-31 Curves

Non-Powered Car Features

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



Metropolitan Transportation Authority (Red) - LO-V 2-Car Subway Set
30-20396-3 Non Powered Add-On \$159.95



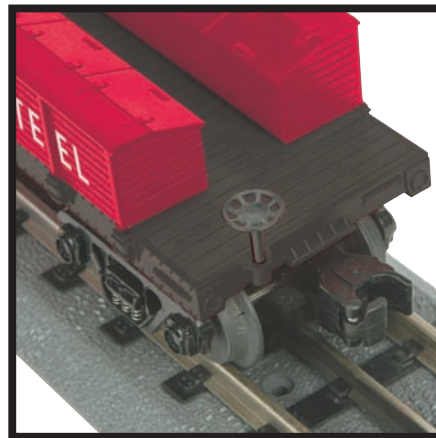
As the IRT (Interborough Rapid Transit) subway expanded in New York City, the need for additional equipment prompted the ordering of 600 low voltage type motor cars. One hundred of these cars came from Pullman in 1916 and 1917, while the remaining 500 were purchased from American Car and Foundry in 1924. An additional 510 non-powered trailer cars entered service between 1916 and 1922. Typical of subway equipment of their day, the steel-sided cars featured rattan seating and rather dim overhead lighting.

The LO-V cars, as the low voltage equipment came to be known, used a low voltage controller, or throttle, to control the high voltage that actually powered the car. This marked a dramatic improvement in safety for the motorman, who in previous HI-V cars had his hand on a controller directly connected to 600 volts of direct current on the third rail. The LO-V cars incorporated a master controller powered by a 32-volt battery, enabling the motorman to control the 600 volts passing through the DC group switches located under the car without fear of electrocution. The LO-V cars served for nearly four decades before being replaced by new cars with plush seating and bright fluorescent lighting.

The RailKing LO-V subway set features transit stop simulation available only from M.T.H. Designed specifically for our municipal transit cars, the unique Proto-Sound 3.0 transit program features Station Stop Proto-Effects, allowing you to program the train to stop automatically at designated station stops, even in Conventional Mode. When configured to run on automatic, the LO-V subway stops itself at locations you define and calls out station names that you select in advance; the subway essentially runs itself. And when you program the LO-V for an out-and-back route, it even reverses itself and heads back downtown when it reaches the end of the line — stopping along the way at each station to broadcast the name of the stop and the hustle and bustle of passengers coming and going.

RailKing Freight





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 road names, each riding on die-cast metal sprung trucks with metal wheels, axles and operating metal couplers.

RailKing passenger cars are available in the popular 60' Streamlined and Madison style bodies. Offered 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 passenger cars ride on die-cast metal 4-wheel or 6-wheel trucks, each configured like our freight cars with operating metal couplers, metal wheels and metal axles.

If you're looking for durable, authentic, smooth operating rolling stock for your O Gauge layout, you'll find no finer value than RailKing freight and passenger cars. No matter what era or part of the country you model, RailKing is sure to have something for you.

FREIGHT CAR FEATURES

- Intricately Detailed, Durable ABS Bodies
- Metal Wheels and Axles
- Die-Cast Sprung Metal 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Operating Interior Caboose Lighting
- Detailed Brake Wheels
- Sliding Box Car Doors

PASSENGER CAR FEATURES

- Durable ABS Intricately Detailed Bodies
- Metal Wheels and Axles
- Overhead Interior Lighting
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- End-of-Car Diaphragms
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Detailed Car Interiors

Box Car



Susquehanna - Box Car
30-74870 \$54.95



NASA - Box Car
30-74871 \$54.95



Tropicana - Box Car
30-74872 \$54.95



Timken - Box Car
30-74873 \$54.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Near-Scale Proportions
- Measures: 11 1/2" x 2 3/8" x 2 5/16"
- Operates On O-27 Curves



Rounded Roof Box Car



Hood's Dairy - Rounded Roof Box Car
30-74863 \$54.95



Baltimore & Ohio - Rounded Roof Box Car
30-74865 \$54.95



Sheffield Farms - Rounded Roof Box Car
30-74864 \$54.95



Railway Express Agency - Rounded Roof Box Car
30-74862 \$54.95



Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Near-Scale Proportions
- Unit Measures: 11 5/8" x 2 1/2" x 3 1/2"
- Operates On O-31 Curves

40' Double Door Box Car



Nickel Plate Road - 40' Double Door Box Car
30-74858 \$54.95



Denver Rio Grande - 40' Double Door Box Car
30-74860 \$54.95



Reading - 40' Double Door Box Car
30-74859 \$54.95



Jersey Central - 40' Double Door Box Car
30-74861 \$54.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Near-Scale Proportions
- Measures: 13 3/8" x 2 3/8" x 3 7/16"
- Operates On 0-31 Curves



Gondola with Log Load



Great Northern - Gondola Car w/Log Load
30-72183 \$54.95



Pittsburgh & Lake Erie - Gondola Car w/Log Load
30-72180 \$54.95



Illinois Central - Gondola Car w/Log Load
30-72181 \$54.95



Reading - Gondola Car w/Log Load
30-72182 \$54.95

Features

- Intricately Detailed, Durable ABS Body
- Colorful, Attractive Paint Scheme
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- (6) Removable Logs
- Near-Scale Proportions
- Measures: 11 7/8" x 2 3/16" x 1 11/16"
- Operates On O-27 Curves



Stock Car



Lehigh Valley - Stock Car
30-74866 \$54.95



Alaska - Stock Car
30-74868 \$54.95



Texas & Pacific - Stock Car
30-74869 \$54.95



Long Island - Stock Car
30-74867 \$54.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Near-Scale Proportions
- Measures: 11 5/8" x 2 1/2" x 3 3/8"
- Operates On O-31 Curves



Bunk Car



Norfolk Southern - Bunk Car
30-79626 \$59.95



CP Rail - Bunk Car
30-79627 \$59.95



Chicago North Western - Bunk Car
30-79629 \$59.95



New York Central - Bunk Car
30-79628 \$59.95



Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Separate Metal Handrails
- Near-Scale Proportions
- Unit Measures: 13 3/8" x 2 3/8" x 3 7/16"
- Operates On O-31 Curves

Tank Car



BNSF - Tank Car
30-73493 \$59.95



Globe Gasoline - Tank Car
30-73494 \$59.95



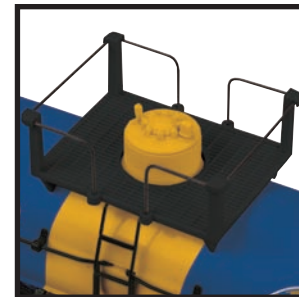
Union 76 - Tank Car
30-73495 \$59.95



California Oil Company - Tank Car
30-73496 \$59.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Separate Metal Handrails
- Near-Scale Proportions
- Measures: 13 3/8" x 2 3/8" x 3 7/16"
- Operates On 0-31 Curves



3-Dome Tank Car



Railway Express Agency - 3-Dome Tank Car
30-73490 \$59.95



Columbia Oil - 3-Dome Tank Car
30-73491 \$59.95



Esso - 3-Dome Tank Car
30-73492 \$59.95



Nickel Plate Road - 3-Dome Tank Car
30-73489 \$59.95



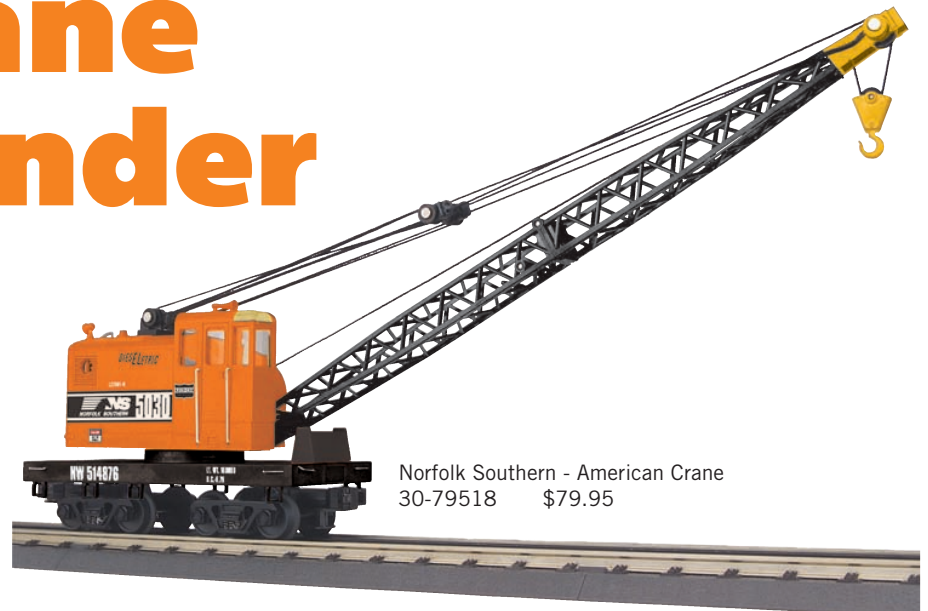
Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Separate Metal Handrails
- Near-Scale Proportions
- Unit Measures: 13 3/8" x 2 3/8" x 3 7/16"
- Operates On O-31 Curves

American Crane and Crane Tender



Norfolk Southern - Crane Tender
30-79522 \$59.95



Norfolk Southern - American Crane
30-79518 \$79.95



Buffalo & Pittsburgh - American Crane
30-79519 \$79.95



Buffalo & Pittsburgh - Crane Tender
30-79523 \$59.95





American Steel - Crane Tender
30-79525 \$59.95



American Steel - American Crane
30-79521 \$79.95



Great Northern - American Crane
30-79520 \$79.95



Great Northern - Crane Tender
30-79524 \$59.95



Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Separate Metal Handrails
- Near-Scale Proportions
- Crane Measures: 17 5/8" x 2 5/8" x 4"
- Tender Measures: 11 1/2" x 2 5/16" x 4"
- Operates On O-31 Curves

Ore Car



Spokane Portland & Seattle - Ore Car
30-75558 \$54.95



NASA - Ore Car
30-75560 \$54.95



Seaboard Coast Line - Ore Car
30-75559 \$54.95



Atlantic Coast Line - Ore Car
30-75561 \$54.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Separate Metal Handrails
- Near-Scale Proportions
- Measures: 7 1/4" x 2 9/16" x 3 1/8"
- Operates On 0-27 Curves



Steel Caboose



Southern Pacific - Steel Caboose
30-77304 \$64.95



Susquehanna - Steel Caboose
30-77303 \$64.95



Chicago North Western - Steel Caboose
30-77305 \$64.95



Spokane Portland & Seattle - Steel Caboose
30-77302 \$64.95



Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Separate Metal Handrails
- Near-Scale Proportions
- Measures: 9 1/4" x 2 1/2" x 4 3/4"
- Operates On O-27 Curves

Passenger Cars



Burlington - 60' Madison Coach
30-69217 \$74.95



Burlington - 2-Car 60' Madison Combo/Diner Set
30-69216 \$149.95



Burlington - 4-Car 60' Madison Passenger Set
30-69215 \$299.95



Illinois Central - 60' Streamlined Full-Length Vista Dome
30-67924 \$79.95



Illinois Central - 60' Streamlined Coach
30-67923 \$74.95



Illinois Central - 2-Car 60' Streamlined Sleeper/Diner
30-67922 \$149.95



Illinois Central - 4-Car 60' Streamlined Passenger Set
30-67921 \$299.95



Long Island - 4-Car 60' Streamlined Passenger Set
30-67917 \$299.95



Long Island - 2-Car 60' Streamlined Sleeper/Diner
30-67918 \$149.95



Long Island - 60' Streamlined Coach
30-67919 \$74.95



Long Island - 60' Streamlined Full-Length Vista Dome
30-67920 \$79.95



New York Central - 60' Streamlined Coach
30-67927 \$74.95



New York Central - 60' Streamlined Full-Length Vista Dome
30-67928 \$79.95



New York Central - 2-Car 60' Streamlined Sleeper/Diner
30-67926 \$149.95



New York Central - 4-Car 60' Streamlined Passenger Set
30-67925 \$299.95



Passenger Cars



Alaska - 4-Car 60' Streamlined Passenger Set
30-67929 \$299.95



Alaska - 2-Car 60' Streamlined Sleeper/Diner
30-67930 \$149.95



Alaska - 60' Streamlined Full-Length Vista Dome
30-67932 \$79.95



Norfolk & Western - 60' Streamlined Full-Length Vista Dome
30-67936 \$79.95



Alaska - 60' Streamlined Coach
30-67931 \$74.95



Norfolk & Western - 60' Streamlined Coach
30-67935 \$74.95



Norfolk & Western - 2-Car 60' Streamlined Sleeper/Diner
30-67934 \$149.95



Norfolk & Western - 4-Car 60' Streamlined Passenger Set
30-67933 \$299.95



Southern - 60' Streamlined ABS Coach
30-67869 \$74.95

Southern - 4-Car 60' Streamlined ABS Passenger Set
30-67867 \$299.95



Southern - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67868 \$149.95



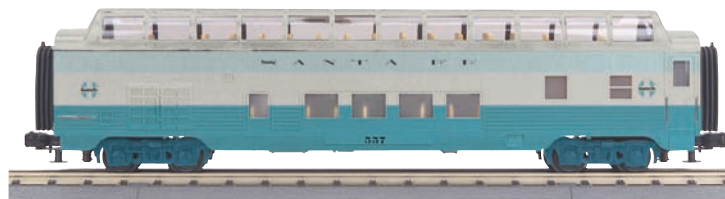
Southern - 60' Streamlined ABS Full-Length Vista Dome
30-67870 \$79.95



Santa Fe - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67872 \$149.95



Santa Fe - 60' Streamlined ABS Coach
30-67873 \$74.95



Santa Fe - 60' Streamlined ABS Full-Length Vista Dome
30-67874 \$79.95



Santa Fe - 4-Car 60' Streamlined ABS Passenger Set
30-67871 \$299.95



Chesapeake & Ohio - 60' Streamlined ABS Full-Length Vista Dome
30-67866 \$79.95



Chesapeake & Ohio - 60' Streamlined ABS Coach
30-67865 \$74.95



Chesapeake & Ohio - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67864 \$149.95



Chesapeake & Ohio - 4-Car 60' Streamlined ABS Passenger Set
30-67863 \$299.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- 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
- Detailed Car Interiors
- 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

Premier Line



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 class 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.

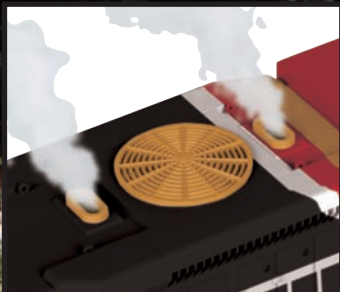
Premier locomotives were introduced to fulfill the needs of 3-rail model railroaders, operators, and collectors for whom accuracy,

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.



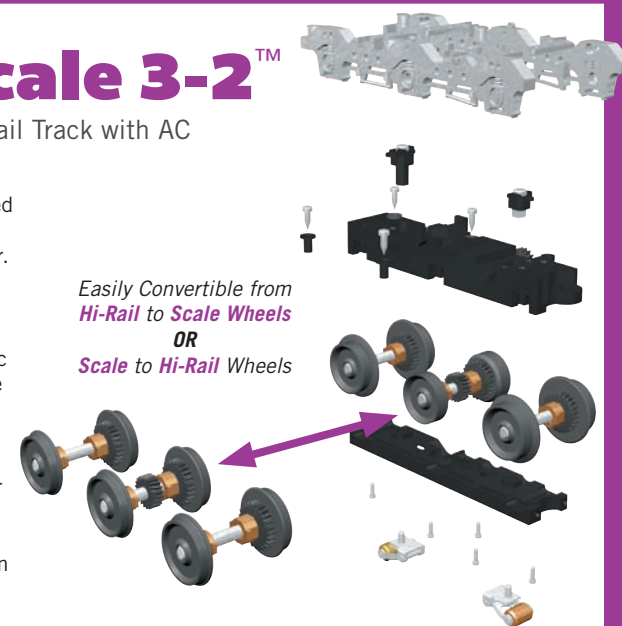
PROTO-SCALE™
3-2

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 158 offer additional versatility. Each kit contains enough wheel sets for (2) diesel 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 wheelsets in each kit contain a pre-mounted drive gear.

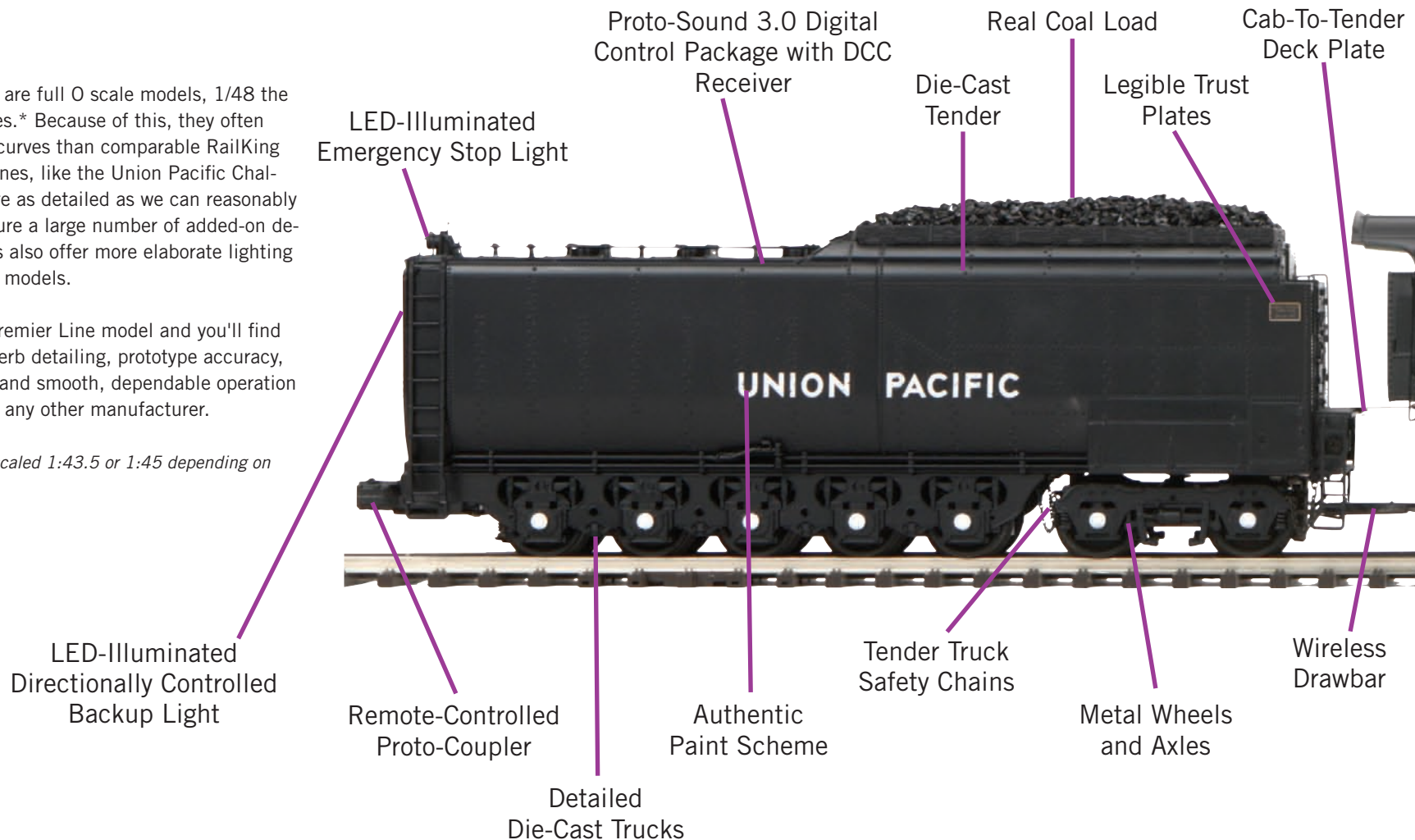


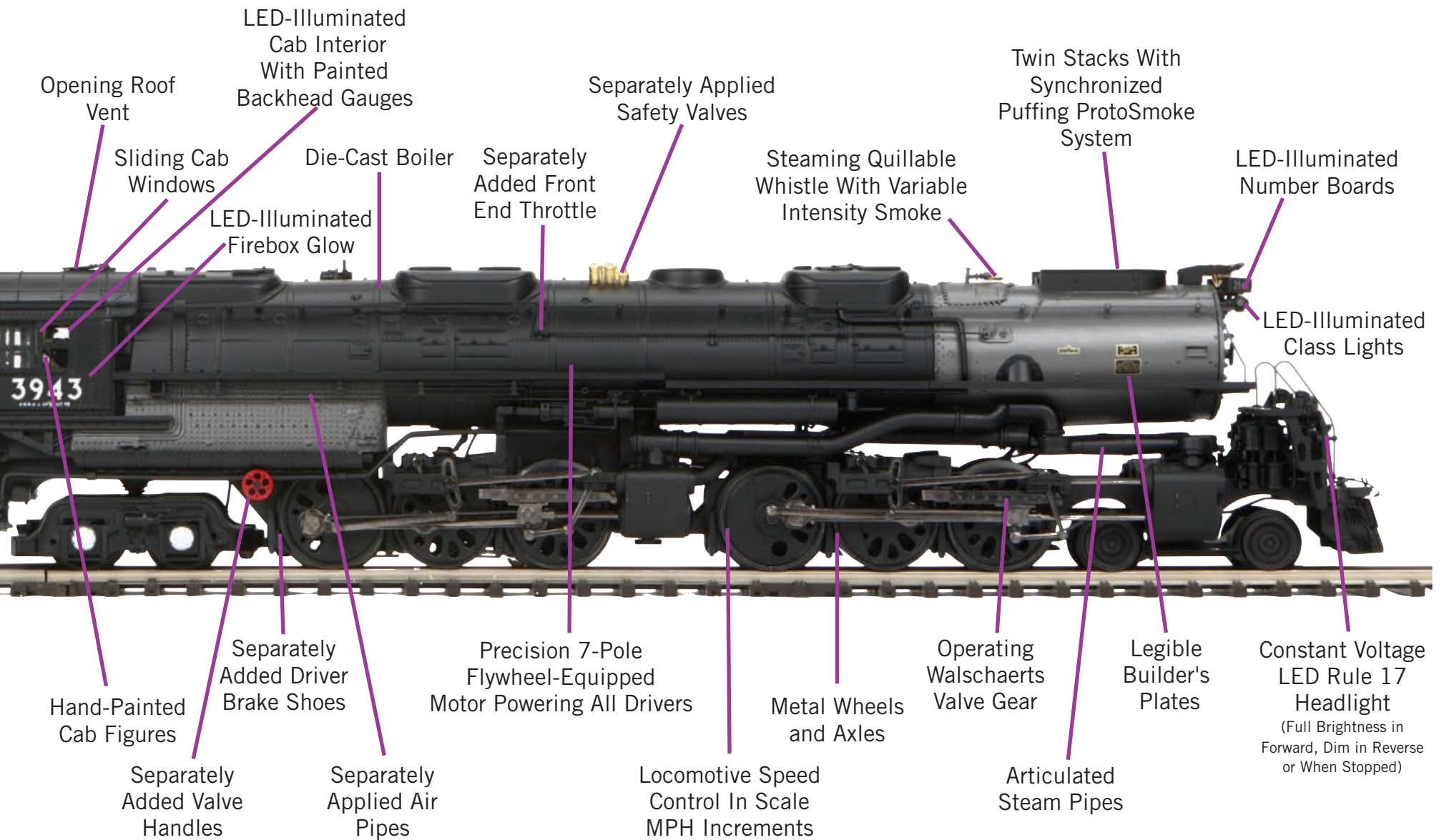
Anatomy of a Premier Steam Engine

Premier Line engines are full O scale models, 1/48 the size of their prototypes.* Because of this, they often require larger radius curves than comparable RailKing models. Premier engines, like the Union Pacific Challenger shown here, are as detailed as we can reasonably make them, and feature a large number of added-on details. Premier engines also offer more elaborate lighting effects than RailKing models.

Look closely at any Premier Line model and you'll find a combination of superb detailing, prototype accuracy, rugged construction, and smooth, dependable operation that is unmatched by any other manufacturer.

**European models are scaled 1:43.5 or 1:45 depending on prototype*



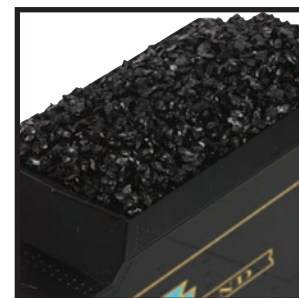


4-6-0 G-5s



Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive And Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- Remote-Controlled Proto-Coupler
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Firebox Glow
- LED-Illuminated Cab Interior
- LED-Illuminated Class And Marker Lights
- Operating Tender LED Back-up Light
- Powerful Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:48 Scale Dimensions
- Onboard DCC/DCS Decoder
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station Proto-Effects
- Measures: 20" x 2 1/2" x 4 1/8"
- Operates On O-31 Curves



When the first G5s rolled out of the Juniata shops in 1923, the Pennsylvania Railroad hadn't built a 4-6-0 in more than two decades. The reigning queens of mainline passenger service were high-speed E6s Atlantics and K4s Pacifics; lesser duties like commuter runs were delegated to hand-me-down locomotives serving out their last years before retirement. In the early 1920s, however, the need for secondary passenger power outstripped the supply, and the Pennsy found itself in need of a new commuter engine.

In response, its Mechanical Engineer William F. Kiesel, Jr. took the boiler from an E6s Atlantic and designed one of the largest and most powerful ten-wheelers ever built. Smaller drive wheels than an Atlantic and the lack of a trailing truck concentrated more engine weight on the drivers and produced an engine with great power and acceleration but a lower top speed — ideal qualities for the constant stop-and-start duties of a commuter engine. Like the I1s Decapod, the G5s was infamous among engineers as a rough-riding steed; famed locomotive historian Alvin Stauffer stated bluntly, "Riding qualities were sacrificed for power when Pennsy designed these G5s Ten Wheelers."

Although the ninety G5s' served all over the Pennsy, the greatest concentrations were found around Chicago, Pittsburgh — where they were nicknamed "Pittsburgh commuter engines" — and in New Jersey. Pennsy subsidiary Long Island Railroad owned an additional 31 G5s engines that were a familiar sight to New York City commuters.

In his book *Pennsy Power*, Stauffer also noted that "The G5s at times assumed the role of backwoods branchline meanderer." He cites an example of a G5s-led milk train that ran 145 miles daily through rural Pennsylvania, trailing an old combine at the end for the occasional passenger — which sometimes included a hunter that the crew would let off at a clearing in the woods. Fan trips as early as the 1930s also were headed by ten-wheelers: "'Off the Beaten Track' excursions covering branch lines frequently drew G5s power, since larger engines were prohibited." Work trains were another assignment too menial for mainline power but fine for the versatile G5s, which often elicited adjectives such as "gutsy," "squat," "tough," or "husky."

Accurate in almost every detail except the prototype's rough ride, the G5s returns to the Premier line for 2016, updated with new features including Proto-Sound 3.0 with quillable whistle and wireless drawbar. Add this Pennsy stalwart to your layout for commuter, fan trip, branch line or work train duties.



Pennsylvania - 4-6-0 G-5s Steam Engine
20-3657-1 Proto-Sound 3.0 \$999.95



Long Island - 4-6-0 G-5s Steam Engine
20-3659-1 Proto-Sound 3.0 \$999.95

Add Matching Passenger Cars - See Page 126

Did You Know?

The Railroad Museum of Pennsylvania in Strasburg is home to restored G5s No. 5741, which was built in the Juniata Shops in November, 1924.



Pennsylvania - 4-6-0 G-5s Steam Engine
20-3658-1 Proto-Sound 3.0 \$999.95

4-6-0 Camelback



Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive And Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- Remote-Controlled Proto-Coupler
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Firebox Glow
- LED-Illuminated Cab Interior
- LED-Illuminated Class Lights
- Operating Tender LED Back-up Light
- Powerful Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:48 Scale Dimensions
- Onboard DCC/DCS Decoder
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station Proto-Effects
- Measures: 17 3/4" x 2 1/2" x 4 1/8"
- Hi-Rail Version Operates On O-31 Curves
- Scale Wheel Version Operates On 42" Radius Curves



Jersey Central - 4-6-0 Camelback Steam Engine with Proto-Sound 3.0
 20-3661-1 Hi-Rail Wheels \$999.95
 22-3661-2 Scale Wheels \$999.95

**Add Matching
 Passenger Cars -
 See Page 124 - 126**



New York Ontario & Western - 4-6-0 Camelback Steam Engine with Proto-Sound 3.0
 20-3662-1 Hi-Rail Wheels \$999.95
 22-3662-2 Scale Wheels \$999.95



Erie - 4-6-0 Camelback Steam Engine with Proto-Sound 3.0
 20-3663-1 Hi-Rail Wheels \$999.95
 22-3663-2 Scale Wheels \$999.95



Reading - 4-6-0 Camelback Steam Engine with Proto-Sound 3.0
 20-3664-1 Hi-Rail Wheels \$999.95
 22-3664-2 Scale Wheels \$999.95



Lackawanna - 4-6-0 Camelback Steam Engine with Proto-Sound 3.0
 20-3665-1 Hi-Rail Wheels \$999.95
 22-3665-2 Scale Wheels \$999.95



Baltimore & Ohio - 4-6-0 Camelback Steam Engine with Proto-Sound 3.0
 20-3666-1 Hi-Rail Wheels \$999.95
 22-3666-2 Scale Wheels \$999.95

Coal is coal, right? Not exactly. Early steam engines burned wood in part because the common coal of the time, rock-hard anthracite, burned too slow for use in locomotives. The discovery of vast reserves of softer, faster-burning bituminous coal in the mid-1800s began the switch to coal as America's primary locomotive fuel. Anthracite, meanwhile, which burns with a smaller flame and little smoke, gained widespread use for home heating.

But one characteristic of anthracite mining was that close to 20% of production wound up as finely-ground, low-quality waste, or culm, that accumulated in huge heaps outside the mines. In the 1870s, John E. Wooten of the Philadelphia & Reading Rail Road determined to explore the potential of culm as a cheap locomotive fuel. The result was the Wooten firebox, based on a large grate, or firebox floor, two to three times the size of a conventional grate and burning culm in a very thin layer. Whereas most engines of the time had a narrow firebox placed between the rear drivers, the Wooten firebox extended out over the drivers and was as wide as clearances allowed. This, of course, made space in the cab rather tight, and designers soon moved the cab forward and placed it over the boiler barrel, which was smaller in diameter than the Wooten firebox. The result was the Camelback or "Mother Hubbard" style of locomotive, with the engineer in the cab and the fireman back on the tender deck shoveling culm into the rear of the engine. By the late 1800s more than 40 roads rostered Mother Hubbards; among the largest users were the New York Ontario & Western, the Jersey Central, and its parent the Reading.

As opposed to a normal locomotive where "engineer, fireman, and controls were simply three parts of one thing," British author Brian Reed noted in *Locomotives in Profile* that "Firing a Mother Hubbard was no kind of job at all. The tallow-pot [fireman] was alone, and he had almost no range of vision. He could see the driving cab and the line ahead only if he hung well out sideways, and ... it was difficult for him to determine if there was anything wrong in the cab... With the tender bucketing along behind the engine with a most decided motion of its own, he had to shovel up to two tons of culm an hour from one vehicle to another."

The engineer didn't have it much better. He was squeezed up against the hot boiler with the controls alongside him, rather than spread across the backhead as on a normal steamer. "Side rods breaking beneath his feet were even more disastrous than a fracture in a normal engine, and there was much less chance of living to tell the tale in the enginemen's bunk house." No wonder that safety concerns led the Interstate Commerce Commission to ban the construction of new Mother Hubbards in 1918.

Returning in 2016, our Premier Mother Hubbard replicates the Central Railroad of New Jersey's Class L8s 780-series 4-6-0s, the Jersey Central's final group of camelbacks. Although not a favorite of crews, these 1918 Baldwin products were remarkably long-lived workhorses, serving as fast freight and later as commuter engines until the end of steam in 1954.

AT&SF 2900 Class 4-8-4 Northern



Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Die-Cast Locomotive Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- Remote-Controlled Proto-Coupler
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Firebox Glow
- Lighted LED Cab Interior
- Operating Tender LED Back-up Light
- Powerful Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:48 Scale Dimensions
- Onboard DCC/DCS Decoder
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station Proto-Effects
- Measures: 32 1/2" x 2 7/8" x 3 1/2"
- Operates On O-72 Curves



Santa Fe - 4-8-4 Northern Steam Engine with Proto-Sound 3.0
20-3667-1 Hi-Rail Wheels \$1199.95

Add Matching Passenger Cars - See Page 128



Santa Fe - 4-8-4 Northern Steam Engine with Proto-Sound 3.0
20-3668-1 Hi-Rail Wheels \$1199.95



Santa Fe - 4-8-4 Northern Steam Engine with Proto-Sound 3.0
20-3669-1 Hi-Rail Wheels \$1199.95



Santa Fe - 4-8-4 Northern Steam Engine with Proto-Sound 3.0
20-3670-1 Hi-Rail Wheels \$1199.95

The 4-8-4 Northern was arguably the apex of the American steam passenger locomotive, the ultimate combination of power and speed. No wonder that an inordinate number of the engines most renowned among railfans and modelers are 4-8-4s: think Southern Pacific Daylight, Norfolk and Western J, Union Pacific FEF-3, New York Central Niagara, or C&O Greenbrier, for example.

The wheel arrangement had its origin in late 1926 on the Northern Pacific Railway, giving it naming rights. Just months later, Baldwin delivered the Santa Fe's initial 4-8-4s, answering the need for bigger power to keep up with heavier trains and more demanding schedules. Compared with the road's existing 4-8-2 Mountain types, the Northern's could pull 33% more tonnage while using 19% less coal. At the head of the *Chief*, the *Scout*, the *Grand Canyon Limited* and the *California Limited*, the Santa Fe's 4-8-4s ruled the rugged terrain from Kansas City to Los Angeles, leaving the plains east of Kansas City to lesser power like 4-6-2s and 4-6-4s. Between K.C. and L.A., the Santa Fe's Northern's held down the world's longest scheduled steam run without a change of locomotive: 1,760 miles over Raton Pass with its 3½% grade, or 1,790 miles via Amarillo. Along the way, a single engine experienced 12 crew changes, 16 water stops and almost as many fuel stops. Officially rated at 90 mph, the Northern's were known to frequently hit 100.

The 2900 Class was the final expression of the Santa Fe 4-8-4, delivered by Baldwin Locomotive Works in 1943-44. Like most of their older siblings, the 2900s burned oil and rode on 80" Boxpok drivers with Timken roller bearings. Due to wartime rationing of lightweight, high-strength alloys, heavier metals were used in some areas, making the 2900s the heaviest Northern's ever built. They could pull 26 passenger cars on level track and 15 up a 2% grade. In freight service during the war and later, after diesels took over as passenger power, they could hustle 100 or more cars over level track. An unusual feature of the engines was an extendable smokestack, which could be raised when traveling over wide-open spaces to direct smoke away from the cab.

More so than most other railroads, the Santa Fe was generous in donating retired steam engines to lineside communities. As a result, nine of its Northern's remain today, including six of the 2900 class. Number 3751, the very first Santa Fe 4-8-4, is in operating condition, and number 2926 is expected to steam for the first time in preservation this year. You can follow the progress of the volunteer group restoring it in Albuquerque, New Mexico at www.nmslrhs.org.

4-6-4 Royal Hudson



Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- O Scale Kadee-Compatible Coupler Mounting Pads
- Remote-Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Firebox Glow
- Lighted LED Cab Interior
- Operating Tender LED Back-up Light
- Powerful Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:48 Scale Dimensions
- Onboard DCC/DCS Decoder
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station Proto-Effects
- Unit Measures: 24" x 2 1/2" x 4"
- Hi-Rail Version Operates On 0-42 Curves
- Scale Wheel Version Operates On 42" Radius Curves





Canadian Pacific - 4-6-4 Royal Hudson Steam Engine with Proto-Sound 3.0
 20-3671-1 Hi-Rail Wheels \$1199.95
 22-3671-2 Scale Wheels \$1199.95

**Add a Matching Passenger Set
 See Page 126**



Southern - 4-6-4 Royal Hudson Steam Engine with Proto-Sound 3.0
 20-3672-1 Hi-Rail Wheels \$1199.95
 22-3672-2 Scale Wheels \$1199.95



British Columbia - 4-6-4 Royal Hudson Steam Engine with Proto-Sound 3.0
 20-3673-1 Hi-Rail Wheels \$1199.95
 22-3673-2 Scale Wheels \$1199.95



Canadian Pacific - 4-6-4 Royal Hudson Steam Engine with Proto-Sound 3.0
 20-3674-1 Hi-Rail Wheels \$1199.95
 22-3674-2 Scale Wheels \$1199.95

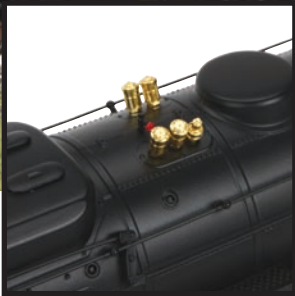
**Add a Matching Passenger Set
 See Page 127**

In 1939 King George VI, accompanied by his wife Queen Elizabeth, became the first reigning British monarch to visit Canada. For 31 days Their Majesties toured their Canadian Dominion from coast to coast in a 12-car train described by the Canadian Pacific as "regal in appearance, luxurious in interior decorations and appointments," and "in every way a home and a castle." The King, being something of a railroad buff, occasionally rode in the cab, and after one such cab ride the Queen was heard to remark, "That was a thrilling experience." The Canadian National used four different locomotives to handle the eastbound leg of the trip. The Canadian Pacific, however, handled its 3,224-mile westbound leg with a single locomotive, streamlined Hudson No. 2850, except for some assistance over mountain passes. In recognition of 2850's flawless performance, the Canadian Pacific was granted permission to designate its entire class of streamlined Hudsons as "Royal Hudsons," with the engines wearing the royal family crown on their running boards. If ever a locomotive was granted knighthood, this was it.

Returning in 2016, the Canadian Pacific Royal Hudson joins the Premier lineup in four authentic paint schemes. Engine 2850 wears the blue livery and royal coats of arms applied for their Majesties visit. Authentic, matching cars with royal crowns and coats of arms are listed in the Premier passenger car section, including the multiple observation cars used on the actual train. Hudson 2851 led the pilot train that preceded the royal train on its journey, bearing members of the press and other personnel. Correct cars for the pilot train are also offered.

Hudson 2850, the original Royal Hudson, is preserved today at the Canadian Railway Museum in Saint-Constant, Quebec, on Montreal's south shore. Engine 2839 was retired by the CP in 1960 and restored for service in the Southern Railway's steam program, where it hauled excursions in the late 1970s and early 1980s and performed in the movie Coal Miner's Daughter. Restored once again, it resides today in the Nethercutt Collection Museum in San Sylmar, California. Royal Hudson 2860 became a tourist icon of British Columbia, leading steam excursions for 25 years until a forced retirement in 1999. Restored in 2006, it steamed for years at the West Coast Railway Heritage Park in Squamish, BC, where it is today being restored to operation again.

4-6-6-4 Challenger



Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Coal Tenders Feature Real Coal Load
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- Remote-Controlled Proto-Coupler
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- LED-Illuminated Firebox Glow
- LED-Illuminated Class Lights
- LED-Illuminated Number Boards
- LED-Illuminated Cab Interior
- Operating Tender LED Back-up Light
- Powerful 7-Pole Precision Flywheel-Equipped Skew-Wound Motor
- Synchronized Puffing ProtoSmoke System
- Steaming Quillable Whistle*
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:48 Scale Dimensions
- Onboard DCC/DCS Decoder
- 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
- Unit Measures: 32" x 3 1/8" x 4 1/8"
- Hi-Rail Version Operates On O-72 Curves
- Scale Wheel Version Operates On 72" Radius Curves

* Requires DCS Digital Command System



Union Pacific (Black) (Coal Tender) - 4-6-6-4 Challenger Steam Engine w/Proto-Sound 3.0

20-3680-1	Hi-Rail Wheels	\$1599.95
22-3680-2	Scale Wheels	\$1599.95

Features Steaming Quillable Whistle With Variable Intensity Smoke

The first Challengers were conceived in 1936 as fast freight engines to replace the Union Pacific's fleet of three-cylinder 4-12-2 locomotives. With an extra center cylinder for added power and a top speed of 45 mph, the 4-12-2s had been successful freight engines when built in 1926. But a decade later they were considered slow and difficult to maintain. So American Locomotive Works (Alco) was commissioned to build what became one of the most successful fleets of articulated engines on any railroad. Forty Challengers were built in the 1930s. The pressure of wartime traffic brought an order for 65 more with bigger tenders and many minor improvements.

The Challengers were steam power at its zenith. They incorporated all the technology that represented super-power steam, including roller bearings on all axles and drive rods — but none of the foolishness that characterized some of the desperate efforts to save steam in the post-war years. Most Challengers were assigned to freight duty, but a number were designated for passenger service, hustling 20-car trains across mountains and deserts to California and Oregon at speeds up to 70mph.

It was in a roundabout way that six Challengers ordered by the UP ended up hauling coal through the Appalachians for the Clinchfield Railroad. In the midst of World War II, the War Production Board refused the Rio Grande's request to order new articulateds of its own design from Baldwin Locomotive Works. Instead, the Board diverted the last six Challengers in UP's order to the Rio Grande — which turned up its nose at the locos and decided to lease them for the duration rather than buying them. After war's end, the Rio Grande returned the unwanted engines to the government. In 1947, the War Assets Administration sold the orphan locos to the Atlantic Coast Line and Louisville & Nashville Railroads, which put the Challengers to work on their jointly-owned subsidiary, the Clinchfield, Carolina & Ohio. Thus a group of engines intended to speed over western deserts and mountains ended up thundering through Appalachia.

Did You Know?

The UP apparently expected to get the remaining six Challengers they had ordered after the war — but the U.S. government, who owned them, stored them in Salt Lake City until striking the deal that sent them to the Clinchfield.



Union Pacific (Two-Tone Gray w/Silver Stripes) (Oil Tender) - 4-6-6-4 Challenger Steam Engine w/Proto-Sound 3.0

20-3681-1	Hi-Rail Wheels	\$1599.95
22-3681-2	Scale Wheels	\$1599.95



Clinchfield - 4-6-6-4 Challenger Steam Engine w/Proto-Sound 3.0

20-3682-1	Hi-Rail Wheels	\$1599.95
22-3682-2	Scale Wheels	\$1599.95



Denver & Rio Grande Western - 4-6-6-4 Challenger Steam Engine w/Proto-Sound 3.0

20-3683-1	Hi-Rail Wheels	\$1599.95
22-3683-2	Scale Wheels	\$1599.95



Union Pacific (Two-Tone Gray w/Yellow Stripes) (Oil Tender) - 4-6-6-4 Challenger Steam Engine w/Proto-Sound 3.0

20-3684-1	Hi-Rail Wheels	\$1599.95
22-3684-2	Scale Wheels	\$1599.95

Add a Matching Passenger Set - See Page 129

C&O Class J-3a 4-8-4 Greenbrier



Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- O Scale Kadee-Compatible Coupler Mounting Pads
- Remote-Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- LED-Illuminated Firebox Glow
- LED-Illuminated Class Lights
- LED-Illuminated Number Boards
- LED-Illuminated Cab Interior
- Operating Tender LED Back-up Light
- Powerful 7-Pole Precision Flywheel-Equipped Skew-Wound Motor
- Locomotive Speed Control In Scale MPH Increments
- Synchronized Puffing ProtoSmoke System
- Wireless Drawbar
- 1:48 Scale Dimensions
- Onboard DCC/DCS Decoder
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station Proto-Effects
- Unit Measures: 29" x 2 5/8" x 4"
- Operates On O-54 Curves





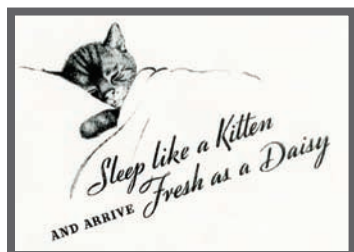
Chesapeake & Ohio (Presidential Express) - 4-8-4 Greenbrier Steam Engine
20-3675-1 Proto-Sound 3.0 \$1199.95

Learn more about No. 614 at co614.com



Chesapeake & Ohio - 4-8-4 Greenbrier Steam Engine
20-3676-1 Proto-Sound 3.0 \$1199.95

**Add a Matching Passenger Set
See Page 129**



**Add a Matching
Passenger Set
See Page 128**



Chesapeake & Ohio - 4-8-4 Greenbrier Steam Engine
20-3677-1 Proto-Sound 3.0 \$1199.95



Chessie (Safety Train) - 4-8-4 Greenbrier Steam Engine
20-3678-1 Proto-Sound 3.0 \$1199.95



Chessie - 4-8-4 Greenbrier Steam Engine
20-3679-1 Proto-Sound 3.0 \$1199.95



Chessie (Safety Train) - Auxiliary Die-Cast Water Tender II
20-3686 Hi-Rail Wheels \$249.95



Chessie - Auxiliary Die-Cast Water Tender II
20-3685 Hi-Rail Wheels \$249.95

Advertising its route as “The Rhine, the Alps, and the Battlefield Line,” the Chesapeake & Ohio Railway proudly served up Southern hospitality and glorious scenery to travelers between tidewater Virginia and the heart of the Midwest. In the early 1930s, to entice passengers during the depths of the Great Depression, it re-equipped its *Fast Flying Virginian*, inaugurated the *Sportsman*, and added a new flagship limited, “The *George Washington*, the most wonderful train in the world, created by the Chesapeake and Ohio to celebrate the two hundredth birthday anniversary of the father of transportation in America.” Traveling overnight between Washington and Cincinnati, the *George* featured Pullman and reclining-seat coach accommodations and delivered on the road’s new advertising slogan, “Sleep like a kitten and arrive fresh as a daisy.”

To haul these air-conditioned trains on fast schedules over the Allegheny and Blue Ridge Mountains, the C&O turned to a familiar resource for a new engine. Along with the Nickel Plate Road, the Pere Marquette, and the Erie Railroad, the C&O was part of a group of railroads controlled by the Van Sweringen brothers of Cleveland, Ohio. Under the leadership of talented designer John Black, an Advisory Mechanical Committee designed engines for the Van Sweringen roads and turned out some of the finest locomotives of the super power era. Just a year after the AMC’s famed Nickel Plate Berkshire took to the rails in 1934, its first Class J-3 4-8-4s for C&O passenger service were delivered by the Lima Locomotive Works in Lima, Ohio. Rather than calling them Northerns as western roads had done, the C&O named its 4-8-4s Greenbriers after a West Virginia river and The Greenbrier, a C&O-owned resort that was a favorite of U.S. presidents.

The new engines proved so satisfactory that the C&O continued to order them well into the diesel era. Our model represents the last group, Class J-3a delivered in 1948. With nearly 3500 cylinder horsepower and the ability to haul 13 heavyweight cars up a 1.5% grade, the J-3a’s represented the last hurrah of steam power. Capable of nearly 80 mph, they boasted roller bearings on more surfaces than any previous C&O steamers; BoxPok drivers for less “dynamic augment,” or hammer blow on the rails (a characteristic of steam power); and a Franklin high-speed trailing truck booster — a miniature steam engine that added power for starting heavy loads.

While most of the Greenbriers went to scrap after retirement in the mid-1950s, J-3a No. 614 was preserved at the B&O Railroad Museum until Ross Roland brought it back to life to power the *Chessie Safety Express* in 1980-81 and then years of fan trip service, where Ross was known to occasionally take the throttle and show fans what 70 mph behind a steamer was like. Although 614 is not currently in steam, it resides today at the Greenbrier Resort, painted for a *Presidential Express* planned to take to the rails in the future.

Did You Know?

The Greenbriers were originally planned to have a streamlined shroud like the C&O’s 4-6-4 “Yellowbelly” Hudsons.

AC4400CW



Features

- Intricately Detailed, Durable 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) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- O Scale Kadee-Compatible Coupler Mounting Pads
- (2) Remote-Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlight
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- Flashing LED Ditch Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- 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
- Unit Measures: 19 1/2" x 2 1/2" x 4"
- Hi-Rail Version Operates On 0-42 Curves
- Scale Wheel Version Operates On 36" Radius Curves

From the dawn of dieselization through its first six decades, virtually every American diesel locomotive used DC traction motors. By the early 1990s, however, a series of technological advances allowed designers to tap the inherent superiority of AC traction — namely, the ability of an AC motor to start a heavier load than a DC motor, with the same prime mover. The superior adhesion of AC power touched off a new horsepower race because, with the same number of wheels, AC traction could put more horsepower on the rails.

Two years behind rival EMD, General Electric entered the AC traction business in June 1993 with the AC4400CW — 4400 horsepower, “C” for 3-axle trucks, and “W” for wide North American cab. The new engine was basically an AC version of the Dash 9-44CW introduced the same year. The key external difference between the two engines is the large box behind the cab on the left side of the AC 4400CW, which houses much of the AC traction electronics.

Although General Electric’s AC power arrived on the scene later, its AC engines have outsold those made by EMD. One reason may be GE’s use of one inverter bank per traction motor, a design that allows the crew to cut out a single malfunctioning motor and still retain more than 80% of a locomotive’s function. On a comparable EMD AC-powered engine, an entire truck has to be taken offline if one of its three motors fails.

One area of weakness for GE was its high adhesion trucks, which were generally acknowledged to be inferior to EMD’s steerable radial truck. Later model AC4400CWs feature GE’s own version of a steerable truck, which improves adhesion on curves.

Now you can bring the brute strength of the AC4400CW to your own freight operations. This model offers the industry-leading features you expect in a Premier diesel: awesome sounds, superb detailing, see-through body grilles, a wealth of added-on details, and smooth operation at any throttle setting from a crawl to high-speed mainline service.



- Union Pacific (Flag) - AC4400CW Diesel Engine w/Proto-Sound 3.0, Cab No. 5588
 20-20641-1 Hi-Rail Wheels \$499.95
 22-20641-2 Scale Wheels \$499.95
 Union Pacific (Flag) - AC4400CW Diesel Engine w/Proto-Sound 3.0, Cab No. 5602
 20-20642-1 Hi-Rail Wheels \$499.95
 22-20642-2 Scale Wheels \$499.95



- Kansas City Southern - AC4400CW Diesel Engine w/Proto-Sound 3.0, Cab No. 4534
 20-20639-1 Hi-Rail Wheels \$499.95
 22-20639-2 Scale Wheels \$499.95



- CSX (Chessie) - AC4400CW Diesel Engine w/Proto-Sound 3.0, Cab No. 366
 20-20632-1 Hi-Rail Wheels \$499.95
 22-20632-2 Scale Wheels \$499.95
 CSX (Seaboard Coast Line) - AC4400CW Diesel Engine w/Proto-Sound 3.0, Cab No. 256
 20-20633-1 Hi-Rail Wheels \$499.95
 22-20633-2 Scale Wheels \$499.95
 CSX (L&N) - AC4400CW Diesel Engine w/Proto-Sound 3.0, Cab No. 323
 20-20634-1 Hi-Rail Wheels \$499.95
 22-20634-2 Scale Wheels \$499.95



- Norfolk Southern - AC4400CW Diesel Engine w/Proto-Sound 3.0, Cab No. 4000
 20-20635-1 Hi-Rail Wheels \$499.95
 22-20635-2 Scale Wheels \$499.95
 Norfolk Southern - AC4400CW Diesel Engine w/Proto-Sound 3.0, Cab No. 4001
 20-20636-1 Hi-Rail Wheels \$499.95
 22-20636-2 Scale Wheels \$499.95



- BNSF - AC4400CW Diesel Engine w/Proto-Sound 3.0, Cab No. 600
 20-20637-1 Hi-Rail Wheels \$499.95
 22-20637-2 Scale Wheels \$499.95
 BNSF - AC4400CW Diesel Engine w/Proto-Sound 3.0, Cab No. 608
 20-20638-1 Hi-Rail Wheels \$499.95
 22-20638-2 Scale Wheels \$499.95

- Kansas City Southern - AC4400CW Diesel Engine w/Proto-Sound 3.0, Cab No. 4572
 20-20640-1 Hi-Rail Wheels \$499.95
 22-20640-2 Scale Wheels \$499.95

EMD GP38-2



Features

- Intricately Detailed, Durable 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) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- O Scale Kadee-Compatible Coupler Mounting Pads
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- LED-Illuminated Class And Marker Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- 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
- Unit Measures: 15 1/2" x 2 3/4" x 4"
- Hi-Rail Version Operates On 0-31 Curves
- Scale Wheel Version Operates On 31" Radius Curves



Seaboard Systems (Family Lines System - Gray) - GP38-2 Diesel Engine With Proto-Sound 3.0, Cab No. 6059
 20-20643-1 Hi-Rail Wheels \$499.95
 22-20643-2 Scale Wheels \$499.95
 Seaboard Systems (Family Lines System - Gray) - GP38-2 Diesel Engine With Proto-Sound 3.0, Cab No. 6054
 20-20644-1 Hi-Rail Wheels \$499.95
 22-20644-2 Scale Wheels \$499.95



New York Container Terminal - GP38-2 Diesel Engine With Proto-Sound 3.0
 20-20645-1 Hi-Rail Wheels \$499.95
 22-20645-2 Scale Wheels \$499.95



Canadian Pacific - GP38-2 Diesel Engine With Proto-Sound 3.0
 20-20646-1 Hi-Rail Wheels \$499.95
 22-20646-2 Scale Wheels \$499.95



Detroit Toledo & Ironton - GP38-2 Diesel Engine With Proto-Sound 3.0
 20-20647-1 Hi-Rail Wheels \$499.95
 22-20647-2 Scale Wheels \$499.95



Norfolk Southern (First Responders) - GP38-2 Diesel Engine With Proto-Sound 3.0
 20-20648-1 Hi-Rail Wheels \$499.95
 22-20648-2 Scale Wheels \$499.95

Produced from 1972 to 1986, the GP38-2 helped inaugurate Electro-Motive's "Dash-2" series of locomotives and became one of EMD's all-time best sellers. With over 2200 engines sold throughout North America, rare was the railroad that did not roster these reliable, second-generation EMD workhorses.

Building on the success of the GP38 introduced in 1966, the Dash-2 model looked almost identical on the outside but incorporated a host of internal upgrades that lowered exhaust emissions and improved reliability, ease of maintenance, and tractive effort. Most significant was the replacement of the maze of hard-wired circuits, switches, interlocks, and relays — which had characterized first-generation diesels and had been the source of many of their service issues — with modular, solid-state electronics. Other improvements toughened the pistons, rings, and bearings of the 2000-horsepower, non-turbocharged model 645 prime mover.

The result was an engine so hard working and dependable that it became as common on American railroads as the F-unit was in the 1950s and '60s. *Trains* magazine recognized this in 1982 by designating B&O GP38 (a pre-Dash-2 model) as the All American Diesel; the engine resides today in the Baltimore & Ohio Railroad Museum, repainted in its 1982 Chessie System colors. Many GP38-2s have soldiered on for more than three decades and remain in service today on short lines and regional railroads.

While our Premier model is not the only O gauge version of this second-generation stalwart, it offers the best combination of detail, realism, and performance of any 1/48 scale GP38-2. Added-on detail parts include windshield wipers, metal see-thru body grilles, lift rings, metal grab irons and handrails, and see-thru rooftop fan housings, as well as brake cylinders, air pipes, and swing hangers on our super-detailed Blomberg trucks.

And in command mode with the DCS system, you can create a lashup combining one or more GP38-2s with other Proto-Sound 2.0 and 3.0 first- or second-generation power — and run them all from a single throttle just like the prototype.

SD45 Low Hood



Features

- Intricately Detailed, Durable 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) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- LED-Illuminated Class And Marker Lights
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- 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
- Unit Measures: 17 1/4" x 3 3/4" x 2 3/4"
- Hi-Rail Version Operates On O-42 Curves
- Scale Wheel Version Operates On 42" Radius Curves



Like the Pontiac GTO, the SD45 was a mid-60s General Motors muscle car. Stuffed under its brick-like hood was the largest diesel motor made up to that time, a turbo-charged, 20-cylinder, Electro-Motive Division model 645E. The Great Northern took delivery of the first SD45 in May of 1966 and promptly painted the nickname "Hustle Muscle" on its flanks. The name said it all: the SD45 was heavy freight power, intended for long trains and high speeds. And it had the muscular looks to match, with flared radiators capping a long body that filled every inch of its frame — as opposed to its baby brother, the SD40, which had an open "porch" at each end of the engine.

Unfortunately, the 20-cylinder motor turned out to have a major flaw: a tendency to break its own crankshaft. Even so, a large number of Class 1 railroads rostered the engine, with 1,260 units sold between 1966 and 1971. The Santa Fe, Burlington Northern, Pennsy, and Southern Pacific each owned more than 100 of the heavy freighters. Looking at the order quantities, one can see that the SD45 marked the beginning of a large-scale shift toward six-axle freight engines on



Pennsylvania - SD45 Low Hood Diesel Engine w/Proto-Sound 3.0, Cab No. 6153

20-20649-1 Hi-Rail Wheels \$499.95

22-20649-2 Scale Wheels \$499.95

Pennsylvania - SD45 Low Hood Diesel Engine w/Proto-Sound 3.0, Cab No. 6191

20-20650-1 Hi-Rail Wheels \$499.95

22-20650-2 Scale Wheels \$499.95



Northern Pacific - SD45 Low Hood Diesel Engine w/Proto-Sound 3.0, Cab No. 3601

20-20653-1 Hi-Rail Wheels \$499.95

22-20653-2 Scale Wheels \$499.95

Northern Pacific - SD45 Low Hood Diesel Engine w/Proto-Sound 3.0, Cab No. 3605

20-20654-1 Hi-Rail Wheels \$499.95

22-20654-2 Scale Wheels \$499.95

American railroads. Before the late '60s, adding a third axle to a truck was mainly an expedient to spread out an engine's weight for service on lighter rail, particularly branch lines. But with the SD45 and its contemporaries, railroads began favoring the six-axle engine as a way to get more power on the rails for heavier mainline trains. Despite the initial crankshaft problems, many SD45s served their original owners for decades, as well as successor railroads like Conrail and the BNSF, and later went on to new lives at smaller, secondary roads.

Our Premier model of this heavy hauler offers an outstanding combination of detail, realism, and performance. Added-on detail parts include windshield wipers, lift rings, metal grab irons and handrails, see-thru rooftop fan housings, and walkways with safety tread. Thanks to Proto-Speed Control, this model can dig in and haul long trains at any speed from a crawl to full throttle. And in command mode with the DCS system, you can create a lashup combining one or more SD45s with any other Proto-Sound 2.0 or 3.0 locomotives, and run them all from a single throttle just like the prototype.

Did You Know?

Several SD45s have been preserved, including engine 400, the original GN Hustle Muscle. Repainted in its original Omaha Orange and Pullman Green, it resides today in working condition at the Minnesota Transportation Museum in St. Paul.



Delaware & Hudson - SD45 Low Hood Diesel Engine w/Proto-Sound 3.0, Cab No. 802

20-20651-1 Hi-Rail Wheels \$499.95

22-20651-2 Scale Wheels \$499.95

Delaware & Hudson - SD45 Low Hood Diesel Engine w/Proto-Sound 3.0, Cab No. 803

20-20652-1 Hi-Rail Wheels \$499.95

22-20652-2 Scale Wheels \$499.95



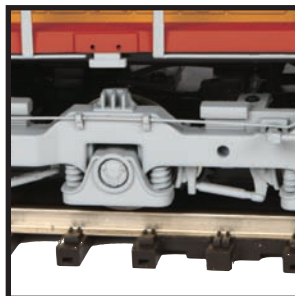
Norfolk Southern (Erie Lackawanna Heritage) -

SD45 Low Hood Diesel Engine w/Proto-Sound 3.0, Cab No. 1700

20-20655-1 Hi-Rail Wheels \$499.95

22-20655-2 Scale Wheels \$499.95

GE Dash-9



Features

- Intricately Detailed, Durable 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) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- O Scale Kadee-Compatible Coupler Mounting Pads
- (2) Remote-Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- Flashing LED Ditch Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- Legible Builders Plates
- 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
- Unit Measures: 18 3/4" x 2 3/4" x 3 7/8"
- Hi-Rail Version Operates On 0-42 Curves
- Scale Wheel Version Operates On 42" Radius Curves



Norfolk Southern (Operation Lifesaver) - Dash-9 Diesel Engine With Proto-Sound 3.0, Cab No. 9255

20-20656-1	Hi-Rail Wheels	\$499.95
22-20656-2	Scale Wheels	\$499.95



Norfolk Southern - Dash-9 Diesel Engine With Proto-Sound 3.0, Cab No. 9254

20-20657-1	Hi-Rail Wheels	\$499.95
22-20657-2	Scale Wheels	\$499.95

Norfolk Southern - Dash-9 Diesel Engine With Proto-Sound 3.0, Cab No. 9253

20-20658-1	Hi-Rail Wheels	\$499.95
22-20658-2	Scale Wheels	\$499.95

Santa Fe - Dash-9 Diesel Engine With Proto-Sound 3.0, Cab No. 614

20-20659-1	Hi-Rail Wheels	\$499.95
22-20659-2	Scale Wheels	\$499.95

Santa Fe - Dash-9 Diesel Engine With Proto-Sound 3.0, Cab No. 630

20-20660-1	Hi-Rail Wheels	\$499.95
22-20660-2	Scale Wheels	\$499.95



Union Pacific (Flag) - Dash-9 Diesel Engine With Proto-Sound 3.0, Cab No. 9807

20-20661-1	Hi-Rail Wheels	\$499.95
22-20661-2	Scale Wheels	\$499.95

Union Pacific (Flag) - Dash-9 Diesel Engine With Proto-Sound 3.0, Cab No. 9816

20-20662-1	Hi-Rail Wheels	\$499.95
22-20662-2	Scale Wheels	\$499.95

BNSF - Dash-9 Diesel Engine With Proto-Sound 3.0, Cab No. 1123

20-20663-1	Hi-Rail Wheels	\$499.95
22-20663-2	Scale Wheels	\$499.95

BNSF - Dash-9 Diesel Engine With Proto-Sound 3.0, Cab No. 981

20-20664-1	Hi-Rail Wheels	\$499.95
22-20664-2	Scale Wheels	\$499.95



For the first six decades of the diesel era, the main goal of locomotive design was higher horsepower. Introduced in 1993, GE's 4400 hp Dash 9 and its AC-motored sibling, the AC4400CW, were three times as powerful as a typical first-generation diesel and had 10% more horsepower than their immediate predecessor, the Dash 8. A couple years later, GE and then EMD introduced 6000 hp engines, the first single-unit diesels to equal the power of the last and best steamers.

But what was thought to be a breakthrough turned out to be a flop. By the late 1990s, North American railroads had rejected the 6000 hp concept and concluded that the 4300-4400 hp diesel was the Goldilocks locomotive — not too big, not too small, but a versatile, just-right building block for multiple-unit lashups. The horsepower race was over.

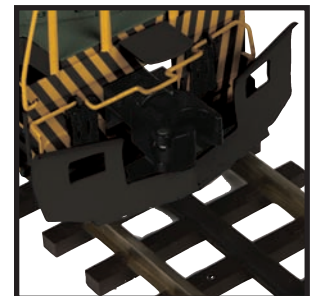
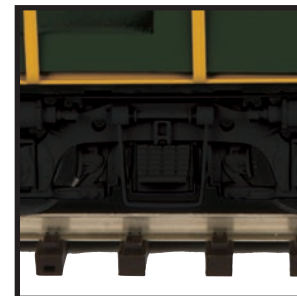
The Dash 9, accordingly, turned out to be a best-seller. More than 3600 engines were sold by the end of production in 2004, and most are still hauling freight today. The Dash 9 was the last and best of GE's third-generation diesels; it exemplified the modern locomotive at the turn of the 20th century, with microprocessors ensuring that its 4400 horses were working as efficiently and as often as possible. It rode on GE's brand-new HiAd™ trucks (for high adhesion), with computerized wheelslip control. Also new was a split cooling system that reduced temperatures and prolonged engine life. The Dash 9's wide-nosed North American cab, an option on earlier diesels, was standard equipment, solidifying the new look in road diesels. The Dash 9 was also the first GE diesel not offered with four-wheel trucks, recognizing that 6-axle, 4400 hp freight power was the new normal.

EMD GP30



Features

- Intricately Detailed, Durable 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) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Cab Interior
- LED-Illuminated Class Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- 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
- Unit Measures: 15" x 2 3/4" x 4 1/4"
- Operates On O-31 Curves





CSX (Modern Blue) - GP-30 Diesel Engine With Proto-Sound 3.0
 20-20673-1 Cab No. 2308 \$499.95
 20-20674-1 Cab No. 2285 \$499.95



Burlington - GP-30 Diesel Engine With Proto-Sound 3.0
 20-20667-1 Cab No. 940 \$499.95
 20-20668-1 Cab No. 948 \$499.95

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 diesels, 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.



Reading - GP-30 Diesel Engine With Proto-Sound 3.0
 20-20669-1 Cab No. 3610 \$499.95
 20-20670-1 Cab No. 3619 \$499.95



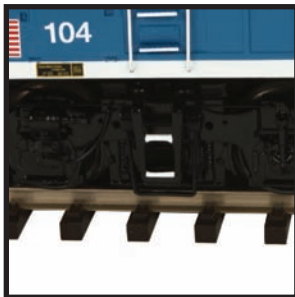
Santa Fe (Yellow & Blue Warbonnet) - GP-30 Diesel Engine With Proto-Sound 3.0
 20-20665-1 Cab No. 3200 \$499.95
 20-20666-1 Cab No. 3209 \$499.95



New York Central - GP-30 Diesel Engine With Proto-Sound 3.0
 20-20671-1 Cab No. 2191 \$499.95
 20-20672-1 Cab No. 2194 \$499.95

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.

EMD F40PH



Features

- Intricately Detailed, Durable 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) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- O Scale Kadee-Compatible Coupler Mounting Pads
- Metal Wheels, Axles and Gears
- Legible Builders Plates
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- LED-Illuminated Class and Marker Lights
- Flashing LED Ditch Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Locomotive Speed Control In Scale MPH Increments
- Onboard DCC/DCS Decoder
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Unit Measures: 15 1/4" x 2 1/2" x 4 1/16"
- Hi-Rail Wheels Operate On 0-31 Curves
- Scale Wheels Operate On 31" Radius Curves



VIA Rail - F40PH Diesel Engine With Proto-Sound 3.0,
Cab No. 6412
20-20678-1 Hi-Rail Wheels \$479.95
22-20678-2 Scale Wheels \$479.95

VIA Rail - F40PH Diesel Engine With Proto-Sound 3.0,
Cab No. 6428
20-20679-1 Hi-Rail Wheels \$479.95
22-20679-2 Scale Wheels \$479.95



MBTA - F40PH Diesel Engine With Proto-Sound 3.0,
Cab No. 1053
20-20680-1 Hi-Rail Wheels \$479.95
22-20680-2 Scale Wheels \$479.95

MBTA - F40PH Diesel Engine With Proto-Sound 3.0,
Cab No. 1066
20-20681-1 Hi-Rail Wheels \$479.95
22-20681-2 Scale Wheels \$479.95



Metra (City of Chicago) - F40PH Diesel Engine With Proto-Sound 3.0, Cab No. 104

20-20675-1 Hi-Rail Wheels \$479.95

22-20675-2 Scale Wheels \$479.95

Metra (City of North Chicago) - F40PH Diesel Engine With Proto-Sound 3.0, Cab No. 154

20-20676-1 Hi-Rail Wheels \$479.95

22-20676-2 Scale Wheels \$479.95

Metra (City of West Chicago) - F40PH Diesel Engine With Proto-Sound 3.0, Cab No. 137

20-20677-1 Hi-Rail Wheels \$479.95

22-20677-2 Scale Wheels \$479.95



Amtrak (Phase IV) - F40PH Diesel Engine With Proto-Sound 3.0, Cab No. 393

20-20682-1 Hi-Rail Wheels \$479.95

22-20682-2 Scale Wheels \$479.95

Amtrak (Phase IV) - F40PH Diesel Engine With Proto-Sound 3.0, Cab No. 409

20-20683-1 Hi-Rail Wheels \$479.95

22-20683-2 Scale Wheels \$479.95



Amtrak (Phase III) - F40PH Diesel Engine With Proto-Sound 3.0, Cab No. 204

20-20684-1 Hi-Rail Wheels \$479.95

22-20684-2 Scale Wheels \$479.95

Amtrak (Phase III) - F40PH Diesel Engine With Proto-Sound 3.0, Cab No. 251

20-20685-1 Hi-Rail Wheels \$479.95

22-20685-2 Scale Wheels \$479.95

The F40PH was designed for Amtrak as a commuter and medium-haul engine, to complement its long-haul fleet of SDP40F diesels. But when the SDP40Fs fell from grace due to poor reliability, a rough ride and derailment issues, the F40PH became the backbone of Amtrak's locomotive fleet for decades.

Introduced in 1976, the F40PH was essentially a passenger version of the mid-1960s GP40 freight diesel. It shared the earlier engine's turbocharged V-16 3000 hp (later updated to 3200 hp) model 645 motor, and added an HEP (head-end power) generator for passenger lights, heat and air conditioning. An enclosed cowl afforded en-route, all-weather access to the F40PH's engine room if necessary.

In short order, commuter railroads across the United States and Canada followed Amtrak into EMD's order books for this versatile, reliable engine. While Amtrak's fleet was bumped from service in the 2000s by new Genesis diesels, F40PHs remain in use on Via Rail Canada, owner of the largest fleet north of the border, as well as Chicago commuter operator Metra, the largest commuter rail purchaser. Daily Boston-area riders are just now saying goodbye to the MBTA's F40PH fleet, as it's replaced by new engines built by MotivePower Inc. in Boise, Idaho.

Did You Know?

The F40PHs were nicknamed "Screamers" because their engines run at a high rpm even at rest, in order to power the HEP generator that keeps the passenger cars comfortable.

Add Matching Passenger Sets For All F40PH Diesels See Pages 128 & 130

Alco FA-2



Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Moveable Roof Fans
- Metal Body Side Grilles
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- O Scale Kadee-Compatible Coupler Mounting Pads
- (2) Remote Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- LED-Illuminated Class Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- 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 or Passenger Station Proto-Effects
- Unit Measures: 13" x 2 5/8" x 3 3/4"
- Operates On O-31 Curves



Union Pacific - FA-2 A-Unit Diesel Engine w/Proto-Sound 3.0
 20-20686-1 Cab No. 1629 \$449.95
 20-20687-1 Cab No. 1630 \$449.95



Union Pacific - FA-2 B-Unit Diesel (Non-Powered)
 20-20686-3 Cab No. 1618 \$169.95
 20-20687-3 Cab No. 1642 \$169.95

Union Pacific - FA-2 A Unit Non-Powered Diesel Engine
 20-20686-4 Cab No. 1632 \$199.95



Long Island - FA-2 A-Unit Diesel Engine w/Proto-Sound 3.0
 20-20688-1 Cab No. 602 \$449.95
 20-20689-1 Cab No. 601 \$449.95



Long Island - FA-2 B-Unit Diesel (Non-Powered)
 20-20688-3 \$169.95
 20-20689-3 \$169.95

Long Island - FA-2 A-Unit Non-Powered Diesel Engine
 20-20688-4 Cab No. 600 \$199.95



Santa Fe - FA-2 A-Unit Diesel Engine w/Proto-Sound 3.0
 20-20690-1 Cab No. 95 \$449.95
 20-20691-1 Cab No. 96 \$449.95



Santa Fe - FA-2 B-Unit Diesel (Non-Powered)
 20-20690-3 \$169.95
 20-20691-3 \$169.95

Santa Fe - FA-2 A-Unit Non-Powered Diesel Engine
 20-20690-4 Cab No. 97 \$199.95



Baltimore & Ohio - FA-2 A-Unit Diesel Engine w/Proto-Sound 3.0
 20-20692-1 Cab No. 4007 \$449.95
 20-20693-1 Cab No. 4002 \$449.95



Baltimore & Ohio - FA-2 B-Unit Diesel (Non-Powered)
 20-20692-3 Cab No. 4214 \$169.95
 20-20693-3 Cab No. 4213 \$169.95

Baltimore & Ohio - FA-2 A-Unit Non-Powered Diesel Engine
 20-20692-4 Cab No. 4005 \$199.95

The American Locomotive Company, one of the nation's premier steam locomotive builders, joined forces with Schenectady, New York neighbor General Electric to build the first standardized diesel-electric locomotives in the 1920s. But when the diesel revolution began in earnest after World War II, Alco seemed doomed to forever playing second fiddle to industry leader EMD.

Observers frequently point to reliability problems with Alco's 1600 hp model 244 diesel motor as the cause. But one wonders today if Alco's problem was really its motor, or EMD's commanding sales lead. During World War II, EMD had been the only company permitted to manufacture road diesels, and shop crews nationwide had learned to service the EMD 567 prime mover. Perhaps a lack of familiarity led to lesser-quality maintenance of Alco motors; as evidence, Alco fans today point to the New Haven, an all-Alco railroad that got great service from its Alco fleet while others complained.

In any case, the brawny good looks of Alco's FA and PA cab units have endeared them to railfans and modelers for more than half a century. Both were styled by Ray Patten, General Electric's head of industrial design, who a decade earlier had received a Lord and Taylor award for a cooking range design "as slightly as a grand piano." Many would argue that Alco's FA-1 and successor FA-2 diesels were both handsomer and more powerful-looking than their major competitors, EMD's F3 and F7 "covered wagons." A signature feature of Alco cab units was the striking ribbed grille surrounding the headlight.

While Alco FAs were sold primarily as freight haulers, they did have room for a passenger-service steam generator at the rear of the engine compartment. Compared with the FA-1, the FA-2 was slightly longer to accommodate a larger steam generator and just a bit more powerful, developing 1600 hp. Alco built FA-2s and cabless FB-2 boosters from 1950 through 1956.

Did You Know?

The FA was offered as an FPA model with optional passenger gearing, but only the Canadian National bought that version.

R-11 Subway



Features

- Intricately Detailed, Durable ABS Bodies
- Die-Cast Truck Sides
- Metal Chassis
- Metal Wheels, Axles and Gears
- Authentic Paint Scheme
- Directionally Controlled LED Headlights and Tail Lights
- LED-Illuminated Destination Signs
- Detailed, LED-Illuminated Interiors
- Hand-Painted Passenger Figures
- (1) Remote-Controlled Proto-Coupler on Powered Unit
- (2) Precision Flywheel-Equipped Motors in Powered Unit
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- 1:48 Scale Proportions
- Proto-Sound 3.0 With the Digital Command System Featuring Station Stop Proto-Effects™
- 2-Car Set Measures: 32 1/4" x 2 1/2" x 3 3/8"
- 4-Car Set Measures: 63 1/2" x 2 1/2" x 3 3/8"
- Operates on 0-42 Curves

At its introduction in 1949, the R-11 was billed — accurately — as the Train of the Future: "Expectations are high for construction of the Second Avenue subway and the futuristic new subway cars that will run on it. Made from gleaming stainless steel, the cars have a range of modern innovations: round porthole windows that would look at home on a rocket ship; high-tech air purification systems that use ultraviolet lamps to kill germs; illuminated route maps on the wall; and — incredible as it seems — public address systems that make clear, intelligible announcements."

The New York Board of Transportation, predecessor of today's Metropolitan Transportation Authority, took delivery of ten R-11 subway cars from the Budd Company, the prototypes of a 400-car fleet to run on the planned Second Avenue subway. Having recently convinced the nation's railroads that stainless steel streamliners were the cars of the future, Budd saw the R-11 as an opportunity to make a similar conquest in the subway

business. Styled by industrial designer Otto Kuhler, the bright and shiny R-11, with its equally large windows for seated passengers and standees, stood in stark contrast to the darkly painted, dingy cars of the era. In part because polio was a concern at the time, the R-11 was equipped with a ventilation system that brought in outside air and ran it past "precipitron" sterilizing lamps (ultraviolet lamps) to kill germs. The inviting interiors featured faux wicker plastic upholstery and another modern innovation, fluorescent lighting

Unfortunately, construction didn't start on the Second Avenue subway for another 58 years, and the ten prototype R-11s were the only ones ever built. Unable to mate with any of New York's other car types, the R-11s wandered the system from one assignment to another, including the Canarsie line and the Franklin Avenue shuttle. It would be another 15 years before New York would order another stainless steel car, the R-32, also from Budd. In a 1965 rebuild, the R-11's saw their warm interi-

ors replaced with hard fiberglass seats, but gained the ability to operate with other cars, and in 1977 they were retired. One survives today in the New York Transit Museum

Our Premier R-11 accurately recreates the futuristic look of the original, complete with shiny plated exterior, and features transit stop simulation available only from M.T.H. Designed specifically for our municipal transit cars, the unique Proto-Sound 3.0 transit program features Station Stop Proto-Effects, allowing you to program the train to stop automatically at designated station stops, even in Conventional Mode. When configured to run on automatic, the R-11 stops itself at locations you define and calls out station names that you select in advance; the train essentially runs itself. And when you program the R-11 for an out-and-back route, it reverses itself and heads back downtown when it reaches the end of the line — stopping along the way at each station to broadcast the name of the stop and the hustle and bustle of passengers coming and going.



Metropolitan Transportation - R-11 4-Car Subway Set with Proto-Sound 3.0
20-20694-1 \$629.95

Plated Exterior Finish!



Metropolitan Transportation - R-11 2-Car Subway Set Add-On (Non-Powered)
20-20694-3 \$219.95

Learn more about it

For more information on the R-11 and the entire New York City transit system, visit www.nycsubway.org

Box Car



Lackawanna - 40' Box Car
20-93686 \$64.95



New York Central - 40' Box Car
20-93685 \$64.95



Norfolk Southern - 40' Box Car
20-93684 \$64.95



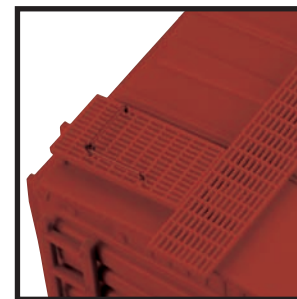
Reading - 40' Box Car
20-93683 \$64.95

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
- Separate Metal Handrails

- Fast-Angle Wheel Sets
- Needle-Point Axles
- Sliding Car Doors
- 1:48 Scale Dimensions
- Unit Measures: 11 5/8" x 2 5/8" x 3 3/4"
- Operates On 0-31 Curves

**Each Roadname Available
in 2 Car Numbers**



50' High Cube Box Car



Norfolk Southern - 50' High Cube Box Car
20-93688 \$69.95



Montana Rail Link - 50' High Cube Box Car
20-93689 \$69.95

**Each Roadname Available
in 2 Car Numbers**



Union Pacific - 50' High Cube Box Car
20-93687 \$69.95



Canadian National - 50' High Cube Box Car
20-93690 \$69.95

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
- (2) Operating Die-Cast Metal Couplers
- O Scale Kadee-Compatible Coupler Mounting Pads
- Detailed Brake Wheel
- Separate Metal Handrails
- Sliding Car Doors
- 1:48 Scale Dimensions
- Unit Measures:
14 1/2" x 2 5/8" x 4 3/16"
- Operates On O-31 Curves

Easily Convert to 2-Rail!

2-Rail Die-Cast Sprung Metal Roller Bearing Freight Car Two Truck Pack
20-89002 \$24.95



50' Ps-1 Double Door Box Car

*Each Roadname Available
in 2 Car Numbers*



Milwaukee Road - 50' Ps-1 Double Door Box Car
20-93691 \$69.95



Great Northern - 50' Ps-1 Double Door Box Car
20-93692 \$69.95



Chesapeake & Ohio - 50' Ps-1 Double Door Box Car
20-93693 \$69.95



Jersey Central - 50' Ps-1 Double Door Box Car
20-93694 \$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
- 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
- Unit Measures:
14 1/2" x 4 5/8" x 4 3/16"
- Operates On O-31 Curves

Easily Convert to 2-Rail!

2-Rail Die-Cast Sprung Metal
Bettendorf Freight Car Two Truck Pack
20-89001 \$24.95



Stock Car



Southern Pacific - Steel Sided Stock Car
20-94526 \$64.95



Burlington - Steel Sided Stock Car
20-94527 \$64.95



Atlantic Coast Line - Steel Sided Stock Car
20-94528 \$64.95



Baltimore & Ohio - Steel Sided Stock Car
20-94529 \$64.95

**Each Roadname Available
in 2 Car Numbers**

Features

- Intricately Detailed, Durable ABS Body
- Colorful, Attractive Paint Scheme
- Stamped Metal Floors
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Separate Metal Handrails
- Sliding Car Doors
- 1:48 Scale Dimensions
- Unit Measures:
11 5/8" x 2 11/16" x 3 13/16"
- Operates On O-31 Curves



Tank Car



Buffalo Gasoline - Tank Car
20-96268 \$64.95



Nourse Motor Oil - Tank Car
20-96269 \$64.95



Pathfinder Petroleum - Tank Car
20-96270 \$64.95



Long Island - Tank Car
20-96271 \$64.95

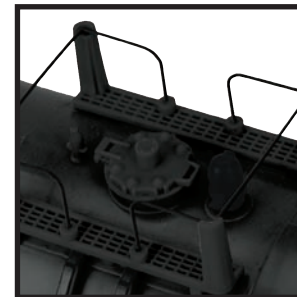
**Each Roadname Available
in 2 Car Numbers**

Features

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

Easily Convert to 2-Rail!

2-Rail Die-Cast Sprung Metal Roller Bearing Freight Car Two Truck Pack
20-89002 \$24.95



8000 Gallon Tank Car



Southern - 8000 Gallon Tank Car
20-96733 \$59.95



Alaska - 8000 Gallon Tank Car
20-96734 \$59.95



Reading - 8000 Gallon Tank Car
20-96735 \$59.95



Denver & Rio Grande - 8000 Gallon Tank Car
20-96736 \$59.95

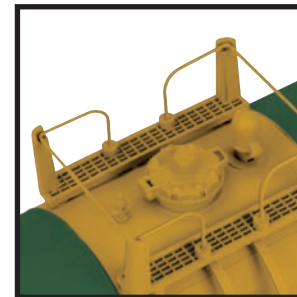
**Each Roadname Available
in 2 Car Numbers**

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- O Scale Kadee-Compatible Coupler Mounting Pads
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Separate Metal Handrails
- 1:48 Scale Dimensions
- Unit Measures: 9 1/16 x 2 3/4 x 3 7/8
- Operates On O-27 Curves

Easily Convert to 2-Rail!

2-Rail Die-Cast Sprung Metal Roller Bearing Freight Car Two Truck Pack
20-89002 \$24.95



70-ton 3-Bay Hopper



Chesapeake & Ohio - 70-ton 3-Bay Hopper Car
20-97842 \$64.95



Pennsylvania - 70-ton 3-Bay Hopper Car
20-97843 \$64.95



Clinchfield - 70-ton 3-Bay Hopper Car
20-97844 \$64.95



Seaboard - 70-ton 3-Bay Hopper Car
20-97845 \$64.95

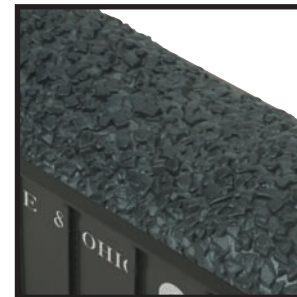
**Each Roadname Available
in 2 Car Numbers**

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
- Unit Measures: 11" x 2 5/8" x 2 3/4"
- Operates On O-31 Curves

Easily Convert to 2-Rail!

2-Rail Die-Cast Sprung Metal
Bettendorf Freight Car Two Truck Pack
20-89001 \$24.95



4-Bay Hopper



Alaska - 4-Bay Hopper Car
20-97846 \$64.95

**Each Roadname Available
in 2 Car Numbers**



Erie Lackawanna - 4-Bay Hopper Car
20-97847 \$64.95



Detroit Toledo & Ironton - 4-Bay Hopper Car
20-97848 \$64.95



Delaware & Hudson - 4-Bay Hopper Car
20-97849 \$64.95

Features

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

Easily Convert to 2-Rail!

2-Rail Die-Cast Sprung Metal Roller Bearing Freight Car Two Truck Pack
20-89002 \$24.95



Coalporter Hopper



CSX - Coalporter Hopper Car
20-97850 \$69.95



BNSF - Coalporter Hopper Car
20-97851 \$69.95

**Each Roadname Available
in 2 Car Numbers**



Norfolk Southern - Coalporter Hopper Car
20-97852 \$69.95



Trinity Leasing - Coalporter Hopper Car
20-97853 \$69.95

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
- Unit Measures:
13 1/8" x 2 5/8" x 3 3/8"
- Operates On 0-31 Curves

Easily Convert to 2-Rail!

2-Rail Die-Cast Sprung Metal Roller Bearing Freight Car Two Truck Pack
20-89002 \$24.95



2-Bay Centerflow Hopper



BNSF - 2-Bay Centerflow Hopper
20-97854 \$64.95



Conrail - 2-Bay Centerflow Hopper
20-97855 \$64.95



ACF Demo - 2-Bay Centerflow Hopper
20-97856 \$64.95



Montana Rail Link - 2-Bay Centerflow Hopper
20-97857 \$64.95

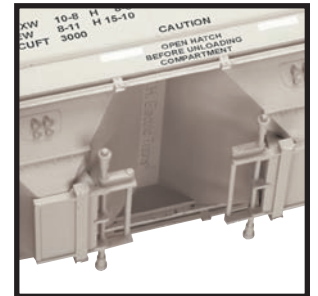
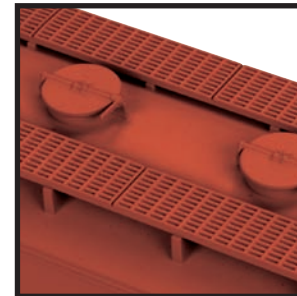
**Each Roadname Available
in 2 Car Numbers**

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- O Scale Kadee-Compatible Coupler Mounting Pads
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Separate Metal Handrails
- 1:48 Scale Dimensions
- Unit Measures:
10 1/8" x 2 11/16" x 3 3/4"
- Operates On O-31 Curves

Easily Convert to 2-Rail!

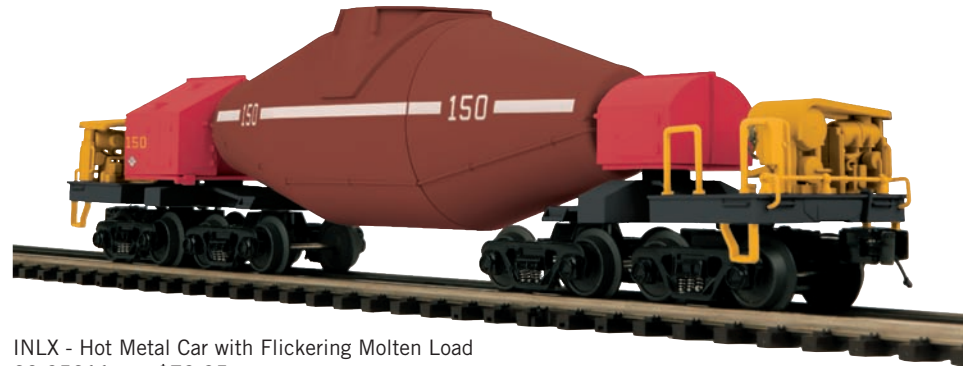
2-Rail Die-Cast Sprung Metal Roller Bearing Freight Car Two Truck Pack
20-89002 \$24.95



Hot Metal Car w/Flickering Molten Load



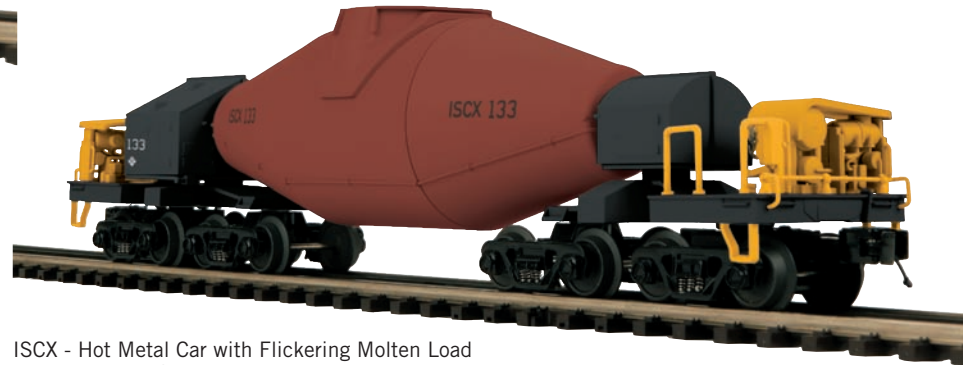
United States - Hot Metal Car with Flickering Molten Load
20-95210 \$79.95



INLX - Hot Metal Car with Flickering Molten Load
20-95211 \$79.95



MTSX - Hot Metal Car with Flickering Molten Load
20-95212 \$79.95



ISCX - Hot Metal Car with Flickering Molten Load
20-95213 \$79.95

**Each Roadname Available
in 2 Car Numbers**

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
- Flickering Molten Load Inside Barrel
- Operates With Any AC or DC Transformer
- O Scale Kadee Compatible Coupler Mounting Pads
- Unit Measures:
15 1/4" x 2 3/4" x 3 5/8"
- Operates On 0-31 Curves

Easily Convert to 2-Rail!

2-Rail Die-Cast Sprung Metal Roller Bearing Freight Car Two Truck Pack
20-89002 \$24.95



Flat Car w/Bulkheads w/ Covered Wood Load



Spokane Portland & Seattle - Flat Car w/Bulkheads w/Covered Wood Load
20-95198 \$69.95



Pittsburgh & Lake Erie - Flat Car w/Bulkheads w/Covered Wood Load
20-95199 \$69.95



Great Northern - Flat Car w/Bulkheads w/Covered Wood Load
20-95200 \$69.95



Illinois Central - Flat Car w/Bulkheads w/Covered Wood Load
20-95201 \$69.95

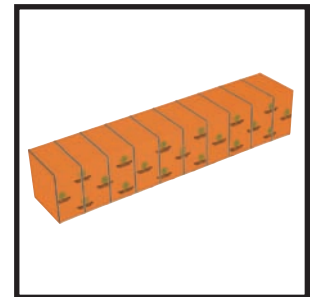
**Each Roadname Available
in 2 Car Numbers**

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
- Removeable Covered Wood Load
- 1:48 Scale Dimensions
- O Scale Kadee Compatible Coupler Mounting Pads
- Unit Measures: 14 5/8" x 2 3/4" x 4"
- Operates On O-31 Curves

Easily Convert to 2-Rail!

2-Rail Die-Cast Sprung Metal
Bettendorf Freight Car Two Truck Pack
20-89001 \$24.95



47' TTX Heavy Duty Flat Car w/Transformer

**Each Roadname Available
in 2 Car Numbers**



Norfolk Southern - 47' TTX Heavy Duty Flat Car w/Transformer
20-95182 \$69.95



Union Pacific - 47' TTX Heavy Duty Flat Car w/Transformer
20-95183 \$69.95



Kansas City Southern - 47' TTX Heavy Duty Flat Car w/Transformer
20-95184 \$69.95



Canadian National - 47' TTX Heavy Duty Flat Car w/Transformer
20-95185 \$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
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Removable Transformer Load
- O Scale Kadee Compatible Coupler Mounting Pads
- 1:48 Scale Dimensions
- Unit Measures:
16 1/2" x 2 11/16" x 2 1/8"
- Operates On O-42 Curves

Easily Convert to 2-Rail!

2-Rail Die-Cast Sprung Metal Roller Bearing Freight Car Two Truck Pack
20-89002 \$24.95



47' TTX Heavy Duty Flat Car w/Cover



Missouri Pacific - 47' TTX Heavy Duty Flat Car w/Cover
20-95186 \$69.95



NASA - 47' TTX Heavy Duty Flat Car w/Cover
20-95187 \$69.95



U.S. Army - 47' TTX Heavy Duty Flat Car w/Cover
20-95188 \$69.95



CSX - 47' TTX Heavy Duty Flat Car w/Cover
20-95189 \$69.95

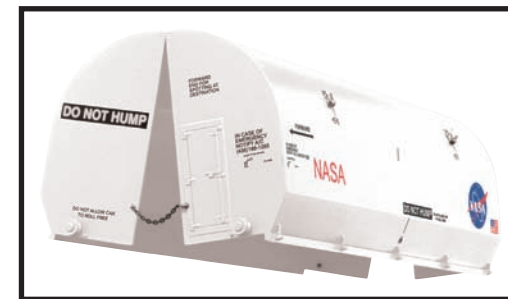
**Each Roadname Available
in 2 Car Numbers**

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Separate Metal Handrails
- Detailed Opening Load Cover
- (2) Operating Die-Cast Metal Couplers
- 1:48 Scale Dimensions
- Unit Measures:
16 1/2" x 2 11/16" x 2 1/8"
- Operates On O-42 Curves

Easily Convert to 2-Rail!

2-Rail Die-Cast Sprung Metal Roller Bearing Freight Car Two Truck Pack
20-89002 \$24.95



O Scale Crane and Tender



Chicago North Western - O Scale Crane
20-95190 \$79.95



Norfolk & Western - O Scale Crane
20-95191 \$79.95



Santa Fe - O Scale Crane
20-95192 \$79.95



Southern Pacific - O Scale Crane
20-95193 \$79.95

**Each Roadname Available
in 2 Car Numbers**



Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Colorful, Attractive Paint Schemes
- Operating Die-Cast Metal Couplers
- Moveable Hook & Boom
- Fast-Angle Wheel Sets
- Needle-Point Axles

- 1:48 Scale Dimensions
- Separate Metal Handrails
- Die-Cast 6-Wheel Trucks
- Crane Measures: 18 1/2" x 2 5/8" x 4 1/8"
- Tender Measures: 14 1/2" x 2 5/8" x 3 15/16"
- Operates On 0-31 Curves



Norfolk & Western - O Scale Crane Tender
20-95195 \$64.95



Chicago North Western - O Scale Crane Tender
20-95194 \$64.95

**Each Roadname Available
in 2 Car Numbers**



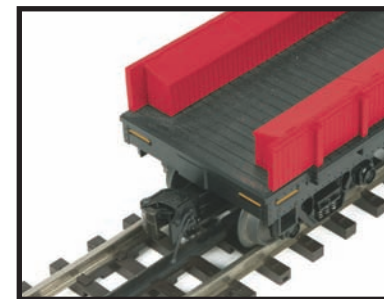
Southern Pacific - O Scale Crane Tender
20-95197 \$64.95



Santa Fe - O Scale Crane Tender
20-95196 \$64.95

Easily Convert to 2-Rail!

2-Rail Die-Cast Sprung Metal
Bettendorf Freight Car Two Truck Pack
20-89001 \$24.95



Gondola Car w/ LCL Cement Containers



Western Maryland - Gondola Car w/LCL Cement Containers
20-95209 \$69.95



Alaska - Gondola Car w/LCL Cement Containers
20-95206 \$69.95



Chesapeake & Ohio - Gondola Car w/LCL Cement Containers
20-95207 \$69.95



Long Island - Gondola Car w/LCL Cement Containers
20-95208 \$69.95

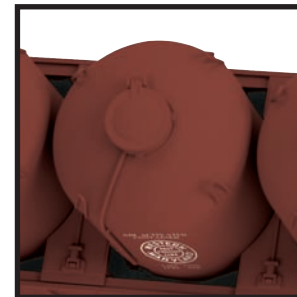
**Each Roadname Available
in 2 Car Numbers**

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- O Scale Kadee-Compatible Coupler Mounting Pads
- Detailed Brake Wheel
- Separate Metal Handrails
- (5) Removeable Cement Containers
- 1:48 Scale Dimensions
- Unit Measures:
14 5/8 x 2 5/8 x 3 15/16"
- Operates On O-31 Curves

Easily Convert to 2-Rail!

2-Rail Die-Cast Sprung Metal
Bettendorf Freight Car Two Truck Pack
20-89001 \$24.95



Gondola Car w/Cover



TTX - Gondola Car w/Cover
20-95202 \$59.95



BNSF - Gondola Car w/Cover
20-95203 \$59.95



Norfolk Southern - Gondola Car w/Cover
20-95204 \$59.95



Union Pacific - Gondola Car w/Cover
20-95205 \$59.95

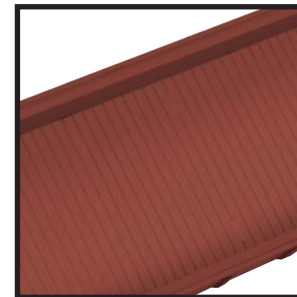
**Each Roadname Available
in 2 Car Numbers**

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
- Removeable Cover
- Unit Measures:
14 5/8 x 2 5/8 x 2 9/16"
- Operates On O-31 Curves

Easily Convert to 2-Rail!

2-Rail Die-Cast Sprung Metal Roller
Bearing Freight Car Two Truck Pack
20-89002 \$24.95



Extended Vision Caboose



BNSF - Extended Vision Caboose
20-91583 \$69.95



Great Northern - Extended Vision Caboose
20-91584 \$69.95



Southern Railroad Company New Jersey - Extended Vision Caboose
20-91585 \$69.95



Delaware & Hudson - Extended Vision Caboose
20-91586 \$69.95

**Each Roadname Available
in 2 Car Numbers**

Features

- Intricately Detailed, Durable ABS Body
- Stamped Metal Floors
- Detailed Car Interior
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- O Scale Kadee-Compatible Coupler Mounting Pads
- (2) Operating Die-Cast Metal Couplers
- Caboose Interiors With Overhead Lighting
- Detailed Brake Wheel
- Separate Metal Handrails
- Brakeman Figure
- 1:48 Scale Dimensions
- Unit Measures: 10 3/4" x 2 3/4" x 4"
- Operates On O-31 Curves

Easily Convert to 2-Rail!

2-Rail Roller Bearing Caboose Truck Pack
20-89016 \$24.95



Bay Window Caboose



CSX (B&O 185th Anniversary) - Bay Window Caboose
20-91587 \$69.95



Norfolk Southern (Conrail Heritage) - Bay Window Caboose
20-91588 \$69.95



Reading & Northern - Bay Window Caboose
20-91589 \$69.95

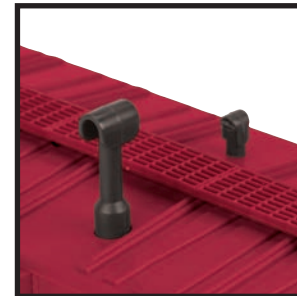


Seaboard System - Bay Window Caboose
20-91590 \$69.95

**Each Roadname Available
in 2 Car Numbers**

Features

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



Passenger Cars



Jersey Central - 70' Madison RPO Passenger Car
20-42029 \$99.95



Jersey Central - 2-Car 70' Madison Comb/Din Passenger Set
20-41029 \$199.95



Jersey Central - 5-Car 70' Madison Passenger Set
20-40029 \$469.95



Jersey Central - 2-Car 70' Madison Baggage/Coach Passenger Set
20-44029 \$199.95



Erie - 70' Madison RPO Passenger Car
20-42030 \$99.95



Erie - 2-Car 70' Madison Comb/Din Passenger Set
20-41030 \$199.95



Erie - 5-Car 70' Madison Passenger Set
20-40030 \$469.95

Features

- Intricately Detailed, Durable ABS Bodies
- Metal Wheels and Axles
- Detailed Car Interior
- Overhead Interior LED 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
- Die-Cast 4-Wheel or 6-Wheel Trucks
- 5-Car Sets Feature (1) Baggage, (3) Coaches or (2) Coaches and (1) Dome Car, and (1) Observation
- 5-Car Set Measures: 95" x 2 7/16" x 3 1/2"
- Operates On O-42 Curves



Erie - 2-Car 70' Madison Baggage/Coach Passenger Set
20-44030 \$199.95





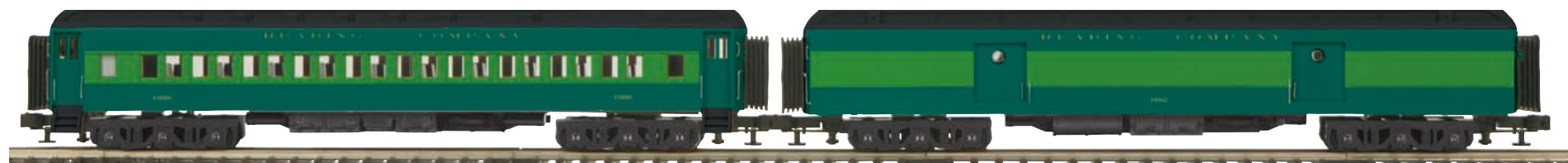
Reading - 5-Car 70' Madison Passenger Set
20-40031 \$469.95



Reading - 2-Car 70' Madison Comb/Din Passenger Set
20-41031 \$199.95



Reading - 70' Madison RPO Passenger Car
20-42031 \$99.95



Reading - 2-Car 70' Madison Baggage/Coach Passenger Set
20-44031 \$199.95



Baltimore & Ohio - 2-Car 70' Madison Comb/Din Passenger Set
20-41033 \$199.95



Baltimore & Ohio - 70' Madison RPO Passenger Car
20-42033 \$99.95



Baltimore & Ohio - 2-Car 70' Madison Baggage/Coach Passenger Set
20-44033 \$199.95



Baltimore & Ohio - 5-Car 70' Madison Passenger Set
20-40033 \$469.95

Passenger Cars



Canadian Pacific - 2-Car 70' Madison Observation/Observation Set
20-44035 \$199.95



Canadian Pacific - 70' Madison Observation Car
20-42035 \$99.95



Canadian Pacific - 2-Car 70' Madison Comb/Din Passenger Set
20-41035 \$199.95



Canadian Pacific - 5-Car 70' Madison Passenger Set
20-40035 \$469.95



Pennsylvania - 2-Car 70' Madison Comb/Din Passenger Set
20-41026 \$199.95



Pennsylvania - 2-Car 70' Madison Baggage/Coach Passenger Set
20-44026 \$199.95



Pennsylvania - 5-Car 70' Madison Passenger Set
20-40026 \$469.95



Pennsylvania - 70' Madison RPO Passenger Car
20-42026 \$99.95



Long Island - 70' Madison RPO Passenger Car
20-42027 \$99.95



Long Island - 2-Car 70' Madison Comb/Din Passenger Set
20-41027 \$199.95



Long Island - 2-Car 70' Madison Baggage/Coach Passenger Set
20-44027 \$199.95



Long Island - 5-Car 70' Madison Passenger Set
20-40027 \$469.95



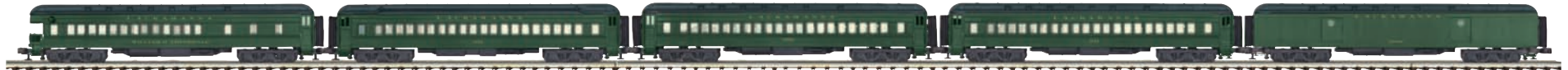
Lackawanna - 70' Madison RPO Passenger Car
20-42032 \$99.95



Lackawanna - 2-Car 70' Madison Baggage/Coach Passenger Set
20-44032 \$199.95



Lackawanna - 2-Car 70' Madison Comb/Din Passenger Set
20-41032 \$199.95



Lackawanna - 5-Car 70' Madison Passenger Set
20-40032 \$469.95



Canadian Pacific - 2-Car 70' Madison Comb/Din Passenger Set
20-41034 \$199.95



Canadian Pacific - 2-Car 70' Madison Baggage/Coach Passenger Set
20-44034 \$199.95



Canadian Pacific - 5-Car 70' Madison Passenger Set
20-40034 \$469.95



Canadian Pacific - 70' Madison RPO Passenger Car
20-42034 \$99.95



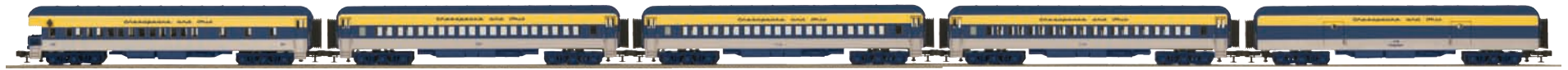
Chesapeake & Ohio - 70' Madison RPO Passenger Car
20-42021 \$99.95



Chesapeake & Ohio - 2-Car 70' Madison Comb/Din Passenger Set
20-41021 \$199.95



Chesapeake & Ohio - 2-Car 70' Madison Baggage/Coach Passenger Set
20-44021 \$199.95



Chesapeake & Ohio - 5-Car 70' Madison Passenger Set
20-40021 \$459.95

Passenger Cars



Santa Fe - 70' Streamlined Full Length Vista Dome Passenger Car (Ribbed Sided)
20-67280 \$99.95



Santa Fe - 2-Car 70' Streamlined Baggage/Coach Passenger Set (Ribbed Sided)
20-69280 \$199.95



Santa Fe - 2-Car 70' Streamlined Slpr/Diner Passenger Set (Ribbed Sided)
20-66280 \$199.95



Santa Fe - 5-Car 70' Streamlined Passenger Set (Ribbed Sided)
20-65280 \$469.95



Santa Fe - 70' Streamlined RPO Passenger Car (Ribbed Sided)
20-68280 \$99.95



VIA Rail - 2-Car 70' Streamlined Slpr/Diner Passenger Set (Ribbed Sided)
20-66281 \$199.95



VIA Rail - 5-Car 70' Streamlined Passenger Set (Ribbed Sided)
20-65281 \$469.95



VIA Rail - 70' Streamlined Full Length Vista Dome Passenger Car (Ribbed Sided)
20-67281 \$99.95



VIA Rail - 70' Streamlined RPO Passenger Car (Ribbed Sided)
20-68281 \$99.95



VIA Rail - 2-Car 70' Streamlined Baggage/Coach Passenger Set (Ribbed Sided)
20-69281 \$199.95



Chessie - 70' Streamlined RPO Passenger Car (Smooth Sided)
20-68277 \$99.95



Chessie - 5-Car 70' Streamlined Passenger Set (Smooth Sided)
20-65277 \$469.95



Chessie - 70' Streamlined Full Length Vista Dome Passenger Car (Smooth Sided)
20-67277 \$99.95



Union Pacific - 70' ABS Baggage Car (Smooth)
20-61032 \$129.95



Union Pacific - 70' Streamlined Full Length Vista Dome Passenger Car (Smooth Sided)
20-67263 \$99.95



Union Pacific - 5-Car 70' Streamlined Passenger Set (Smooth Sided)
20-65263 \$469.95



Union Pacific - 2-Car 70' Streamlined Baggage/Coach Passenger Set (Smooth Sided)
20-69263 \$199.95



Chesapeake & Ohio - 2-Car 70' Streamlined Baggage/Coach Passenger Set (Smooth Sided)
20-69279 \$199.95



Chesapeake & Ohio - 2-Car 70' Streamlined Slpr/Diner Passenger Set (Smooth Sided)
20-66279 \$199.95



Chesapeake & Ohio - 5-Car 70' Streamlined Passenger Set (Smooth Sided)
20-65279 \$469.95



Chessie - 2-Car 70' Streamlined Slpr/Diner Passenger Set (Smooth Sided)
20-66277 \$199.95



Chessie - 2-Car 70' Streamlined Baggage/Coach Passenger Set (Smooth Sided)
20-69277 \$199.95



Union Pacific - 70' Streamlined RPO Passenger Car (Smooth Sided)
20-68263 \$99.95



Union Pacific - 2-Car 70' Streamlined Slpr/Diner Passenger Set (Smooth Sided)
20-66263 \$199.95



Chesapeake & Ohio - 70' Streamlined Full Length Vista Dome Passenger Car (Smooth Sided)
20-67279 \$99.95



Chesapeake & Ohio - 70' Streamlined RPO Passenger Car (Smooth Sided)
20-68279 \$99.95

Passenger Cars



Amtrak - 4-Car Scale Bi-Level Passenger Set
20-61022 \$429.95



Amtrak - 2-Car Scale Bi-Level Passenger Set
20-61023 \$219.95



Amtrak - 2-Car Scale Bi-Level Passenger Set
20-61025 \$219.95



Amtrak - 4-Car Scale Bi-Level Passenger Set
20-61024 \$429.95



Metra - 4-Car Scale Bi-Level Passenger Set
20-61026 \$429.95



Metra - 2-Car Scale Bi-Level Passenger Set
20-61027 \$219.95



Metra - 2-Car Scale Bi-Level Passenger Set
20-61029 \$219.95



Metra - 4-Car Scale Bi-Level Passenger Set
20-61028 \$429.95



MBTA - 4-Car Scale Bi-Level Passenger Set
20-61030 \$429.95



MBTA - 2-Car Scale Bi-Level Passenger Set
20-61031 \$219.95

2016 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 with a flywheel-equipped motor, pours billowing smoke from the ProtoSmoke system prototypically timed with the drive wheel 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 — give M.T.H. operators an unprecedented number of ways to run 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.

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
- Handpainted Engineer and Fireman Figures
- Metal Handrails and Whistle
- Sprung Buffers
- NEM 310 Metal Wheels
- (2) Hook & Chain Coupler Assemblies
- NEM 365 Lenz Coupler & Pocket Assembly
- Constant Voltage LED Boiler Lighting
- LED Lighted Cab Interior
- Operating LED Tender Lights
- Operating LED 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 Freight Yard Proto-Effects
- Measures: 531mm x 98mm x 68mm
- Hi-Rail Wheels Operate On 0-54 Curves
- Scale Wheels Operate On 36" Radius Curves



**Wooden Stationary
Display Base Included**

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.

M.T.H. is proud to offer 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.



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

22-3529-2 Fine Scale Wheels \$1399.95



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

22-3530-2 Fine Scale Wheels \$1399.95



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

22-3531-2 Fine Scale Wheels \$1399.95

SNCF 141P Mikado



Features

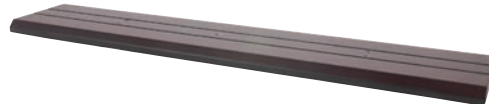
- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails and Whistle
- Sprung Buffers
- NEM 340 Metal Wheels
- (2) Hook & Chain Coupler Assemblies
- Remotely Controlled Proto-Coupler* on Tender
- Kadee-Compatible Coupler Mounting Pad

- Constant Voltage LED Headlight
- LED Operating Firebox Glow
- LED Lighted Cab Interior
- Operating LED 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*

Wooden Stationary Display Base Included



The 2-8-2 wheel arrangement — a 141 configuration in French parlance, which counts 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 Constant 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 140**



Argentan - 141P Mikado Steam Engine with DCC/DCS Proto-Sound 3.0
20-3487-1 Hi-Rail Wheels \$1299.95
20-3487-2 Fine Scale Wheels \$1299.95



Chaumont - 141P Mikado Steam Engine with DCC/DCS Proto-Sound 3.0
20-3488-1 Hi-Rail Wheels \$1299.95
20-3488-2 Fine Scale Wheels \$1299.95



Le Mans - 141P Mikado Steam Engine with DCC/DCS Proto-Sound 3.0
20-3489-1 Hi-Rail Wheels \$1299.95
20-3489-2 Fine Scale Wheels \$1299.95



Noisy Le Sec - 141P Mikado Steam Engine with DCC/DCS Proto-Sound 3.0
20-3490-1 Hi-Rail Wheels \$1299.95
20-3490-2 Fine Scale Wheels \$1299.95



Venissieux - 141P Mikado Steam Engine with DCC/DCS Proto-Sound 3.0
20-3491-1 Hi-Rail Wheels \$1299.95
20-3491-2 Fine Scale Wheels \$1299.95

Crocodile Electric



Features

- Intricately Detailed, Die-Cast Metal Body
- Directionally Controlled LED 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
- LED Lighted Cab Interior
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- (2) Handpainted 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 Freight Yard 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
20-5667-2 Scale Wheels \$899.95

Dark Green and Gray - Ce 6/8^{III} Crocodile Electric Engine
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 stomping 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 im-

ported 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



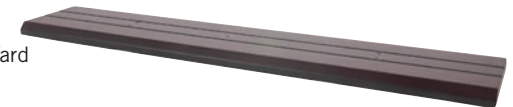
Features

- Intricately Detailed, Die-Cast Body
- Die-Cast Truck Sides and Pilots
- Die-Cast Metal Chassis
- Metal Handrails and Horn
- (2) Handpainted 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
- LED 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 0-54 Curves
- Scale Wheels Operate On 36" Radius Curves

** Hi-Rail Wheel Models Only*

Wooden Stationary Display Base Included





See It In Action At
www.mthtrains.com



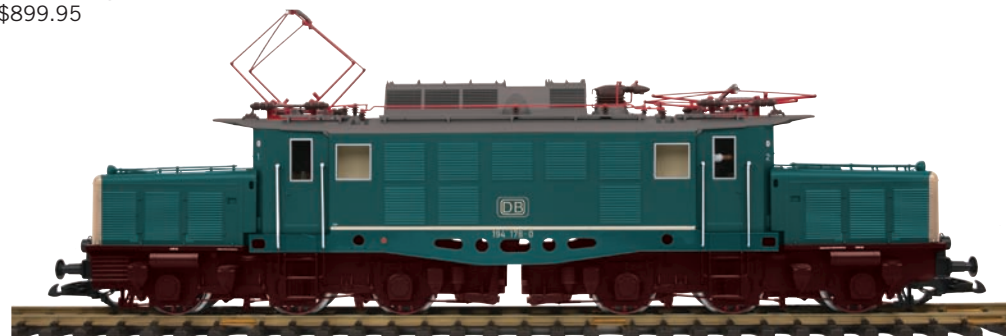
Austrian OBB (Green) - E94 Crocodile Electric Engine With Proto-Sound 3.0
 20-5671-1 Hi-Rail Wheels \$899.95



Austrian OBB (Orange) - E94 Crocodile Electric Engine With Proto-Sound 3.0
 20-5672-1 Hi-Rail Wheels \$899.95



German DB (Green) - E94 Crocodile Electric Engine With Proto-Sound 3.0
 20-5673-1 Hi-Rail Wheels \$899.95



German DB (Blue) - E94 Crocodile Electric Engine With Proto-Sound 3.0
 20-5674-1 Hi-Rail 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 Passenger Cars



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



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



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 4-Wheel Trucks
- Operating Die-Cast Metal Couplers (Hi-Rail Only)
- Colorful, Attractive Paint Scheme

- Fast-Angle Hi-Rail Wheel Sets
- Sprung Buffers
- Detailed Interiors With Overhead LED Lighting
- Separate Metal Handrails
- Needle-Point Axles
- 1:43.5 Scale Dimensions (French cars)

- 1:45 Scale Dimensions (German Cars)
- O Scale Kadee Compatible Coupler Mounting Pads
- European NEM Fine Scale Couplers Included*
- NEM 362 Lenz® Compatible Coupler Included*

- NEM 365 Coupler Pocket*
- Hi-Rail Wheels Operate On O-72 Curves
- NEM 310/311 Standard Fine Scale Wheels Operate On 84" Radius Curves

* Scale Wheel Models Only



European Passenger Cars

These all-new LMS passenger cars are patterned after the D1930 and D1910 Coach 1st and Brake/Coach 1st of LMS' Standard Period III era. Six cars featured the Coronation Scot Blue and Silver livery seen on page 143, but most carried the simpler maroon or cream livery found on the LMS and British Railways. With but two exceptions, all of these cars survived until 1965.

Each car is accurately numbered according to prototype and car type. You'll find these details by visiting www.mthtrains.com and searching for the item number.



British Railways (Maroon) - 2-Car LMS Standard Passenger Set
22-60051 (Fine Scale Wheels) \$229.95

British Railways (Maroon) - 2-Car LMS Standard Passenger Set
22-60052 (Fine Scale Wheels) \$229.95



British Railways (Maroon) - 4-Car LMS Standard Passenger Set
22-60050 (Fine Scale Wheels) \$449.95

ALL-NEW TOOLING



British Railways (Maroon) - LMS Standard Passenger Car
22-60053 (Fine Scale Wheels) \$114.95

British Railways (Maroon) - LMS Standard Passenger Car
22-60054 (Fine Scale Wheels) \$114.95



British Railways (Cream) - LMS Standard Passenger Car
22-60048 (Fine Scale Wheels) \$114.95

British Railways (Cream) - LMS Standard Passenger Car
22-60049 (Fine Scale Wheels) \$114.95



British Railways (Cream) - 2-Car LMS Standard Passenger Set
22-60046 (Fine Scale Wheels) \$229.95



British Railways (Cream) - 2-Car LMS Standard Passenger Set
22-60047 (Fine Scale Wheels) \$229.95



British Railways (Cream) - 4-Car LMS Standard Passenger Set
22-60045 (Fine Scale Wheels) \$449.95



Coronation Scot - 4-Car LMS Standard Passenger Set
22-60055 (Fine Scale Wheels) \$449.95



Coronation Scot - 2-Car LMS Standard Passenger Set
22-60056 (Fine Scale Wheels) \$229.95

Coronation Scot - 2-Car LMS Standard Passenger Set
22-60057 (Fine Scale Wheels) \$229.95



London, Midland & Scottish Railway - LMS Standard Passenger Car
22-60063 (Fine Scale Wheels) \$114.95

London, Midland & Scottish Railway - LMS Standard Passenger Car
22-60064 (Fine Scale Wheels) \$114.95



Coronation Scot - LMS Standard Passenger Car
22-60058 (Fine Scale Wheels) \$114.95

Coronation Scot - LMS Standard Passenger Car
22-60059 (Fine Scale Wheels) \$114.95



London, Midland & Scottish Railway - 2-Car LMS Standard Passenger Set
22-60061 (Fine Scale Wheels) \$229.95

London, Midland & Scottish Railway - 2-Car LMS Standard Passenger Set
22-60062 (Fine Scale Wheels) \$229.95



London, Midland & Scottish Railway - 4-Car LMS Standard Passenger Set
22-60060 (Fine Scale Wheels) \$449.95



POWER UP

with the Best Transformers in O Gauge



Z-1000™ AC Transformer
40-1000 \$129.95
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 \$89.95

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



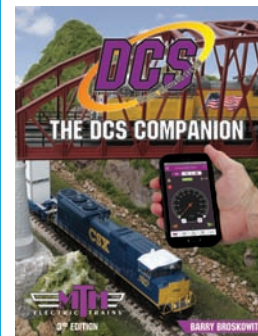
Proto-Sound Battery
50-1008 \$11.95



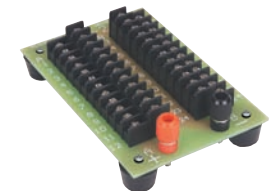
Z-DC24 24-Watt Power Supply
50-240 \$17.95



TIU/Barrel Jack Adapter Cable
50-1017 \$10.95



DCS Companion
60-1386
Digital Version \$14.95
Soft Cover \$34.95
Available as a soft cover book or a pdf download — order from www.mthtrains.com



24-Port Terminal Block
50-1020 \$37.95
12-Port Terminal Block
50-1014 \$27.95

400 Watts! The Most Powerful UL 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

Dual digital voltmeters show how much power you're putting on the track

Bell and whistle/horn buttons compatible with all AC engines

Programming button for original Proto-Sound and QSI® AC sound systems

Rear Panel 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

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.

Internal cooling fan

Z-4000® Transformer
40-4000 \$479.95

Two AC throttles, each with its own complete set of controls, plus 10-volt and 14-volt AC accessory outputs

WHY THE UL OR SP 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

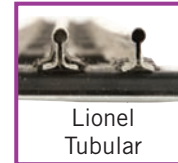
- Solid, rust-proof nickel silver rails
- Durable ties for years of use
- Easy, snap-together assembly
- Built-in electrical connections eliminate need for rail joiners or track pins
- Built-in Lockon receptacle in every track section
- Non-derailing switches
- Snap-in, reversible switch motors work 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

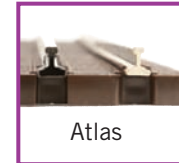
Prototypically scaled, lower profile rail and ties make your locomotives and rolling stock look more massive on ScaleTrax.



Lionel
Tubular



Gargraves



Atlas



ScaleTrax

Lower Cost

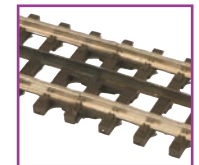
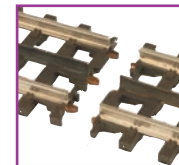
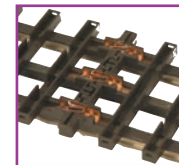
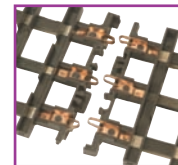
ScaleTrax track and switches are more affordable than comparable Atlas and Ross products.

Smaller Third Rail

The thinnest, lowest-profile center rail of any major track brand gives ScaleTrax a more realistic look.

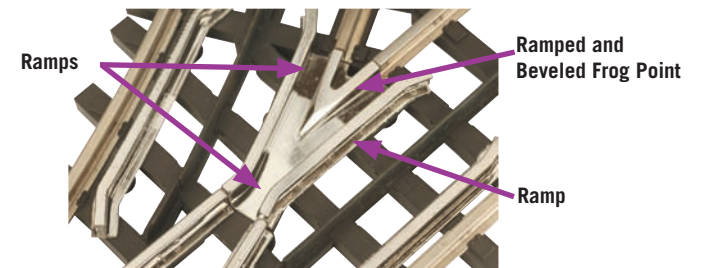
Better Electrical Contact

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

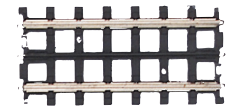
Low-profile rail and ties make ScaleTrax flex easier to bend than other brands.

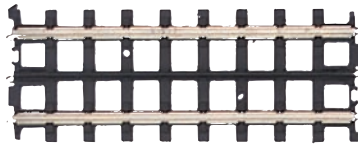


STRAIGHT, FLEX & OPERATING TRACK SECTIONS

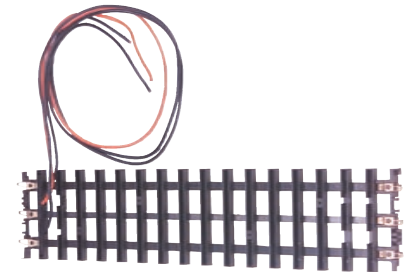

 ScaleTrax™ - 1.75" Track Section
 45-1011 \$2.49
 ScaleTrax™ - 1.75" Track Section 4-Pack
 45-1011-4 \$10.25


 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

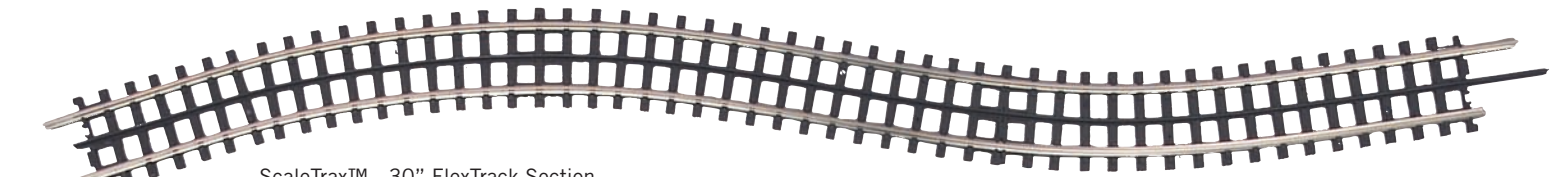

 ScaleTrax™ - 5.5" Track Section
 45-1014 \$3.99
 ScaleTrax™ - 5.5" Track Section 2-Pack
 45-1014-2 \$8.99


 ScaleTrax™ - 10" Straight Track Section
 45-1001 \$4.99

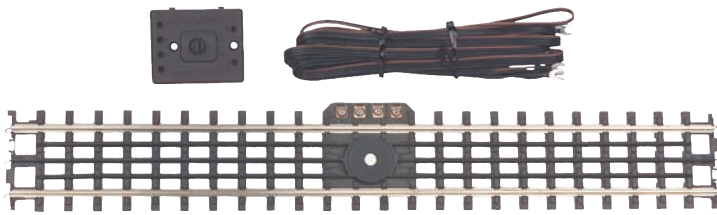


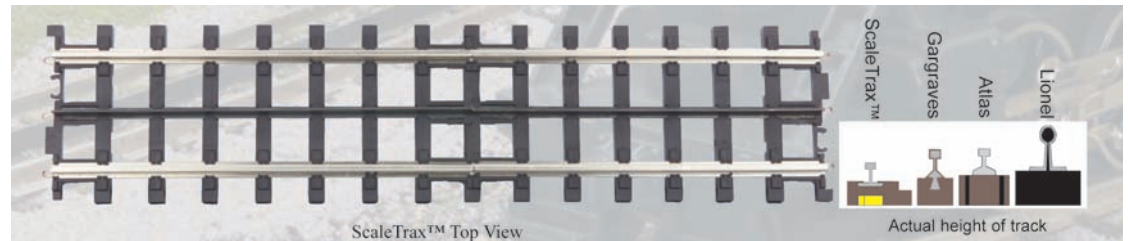
ScaleTrax™ - Lockon (Track Not Included)
 45-1033 \$4.25
 Each FlexTrack Section Requires 1 Lockon


 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!

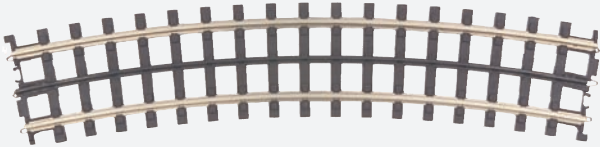

 ScaleTrax™ - 15" Operating Track Section
 45-1035 \$24.95



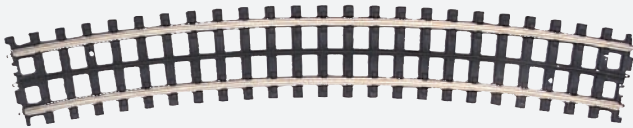
Curved Track Sections



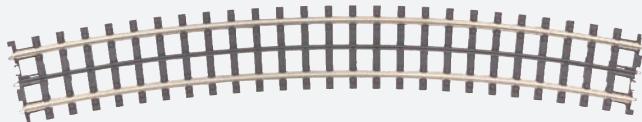
ScaleTrax™ - 0-31 Curved Track Section
45-1002 \$4.99
It takes **EIGHT 0-31 CURVES** to make a circle.



ScaleTrax™ - 0-54 Curved Track Section
45-1007 \$5.29
It takes **SIXTEEN 0-54 CURVES** to make a circle.



ScaleTrax™ - 0-72 Curved Track Section
45-1010 \$5.99
It takes **SIXTEEN 0-72 CURVES** to make a circle.

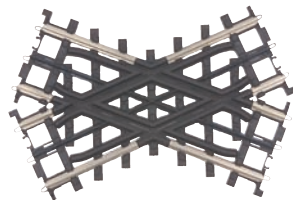


ScaleTrax™ - 0-80 Curved Track Section
45-1034 \$6.99
It takes **SIXTEEN 0-80 CURVES** to make a circle.

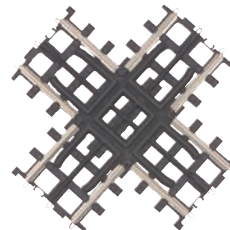
Crossovers



ScaleTrax™ - 22.5 Degree Crossing
45-1015 \$24.95

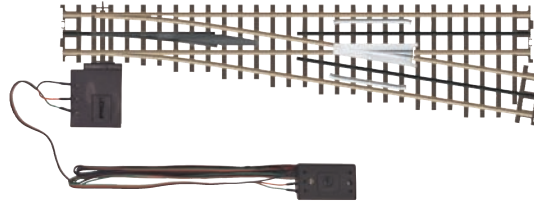


ScaleTrax™ - 45 Degree Crossing
45-1006 \$19.95

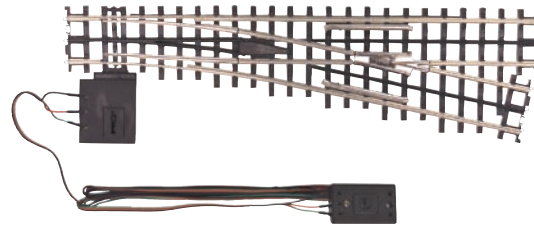


ScaleTrax™ - 90 Degree Crossing
45-1005 \$19.95

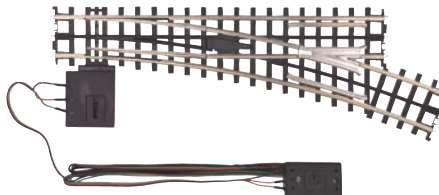
Switches



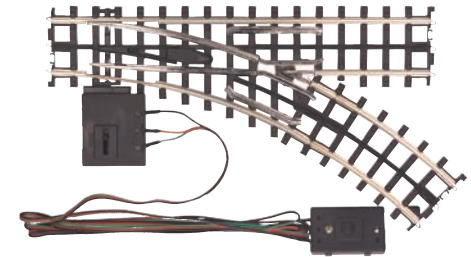
ScaleTrax™ - No. 6 Right Hand Switch
45-1053 \$89.95
ScaleTrax™ - No. 6 Left Hand Switch
45-1052 \$89.95



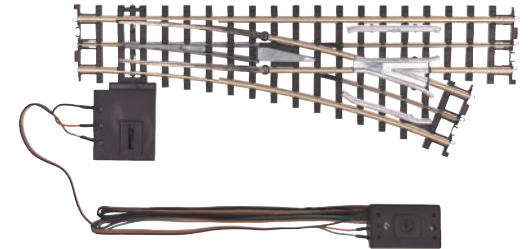
ScaleTrax™ - No. 4 Right Hand Switch
45-1051 \$89.95
ScaleTrax™ - No. 4 Left Hand Switch
45-1050 \$89.95



ScaleTrax™ - 0-72 Right Hand Switch
45-1020 \$79.95
ScaleTrax™ - 0-72 Left Hand Switch
45-1021 \$79.95



ScaleTrax™ - 0-31 Right Hand Switch
45-1004 \$69.95
ScaleTrax™ - 0-31 Left Hand Switch
45-1003 \$69.95



ScaleTrax™ - 0-54 Right Hand Switch
45-1009 \$79.95
ScaleTrax™ - 0-54 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.

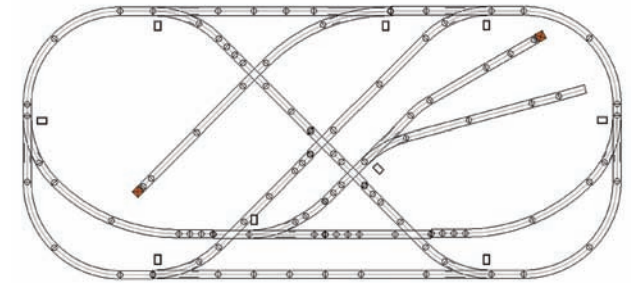
4x8 M.T.H. Tradeshow Layout

Like towns across America this layout plan features a bustling Main Street that has grown up around it's railroads. Whether you want to see a movie, make a bank deposit, go shopping for model trains, pickup the latest railroad shipments at the freight warehouse, or have some documents shredded, this little town has it all. This featured showroom layout can be found at M.T.H. headquarters in Columbia, Maryland and makes appearances at some of the train shows we attend each year.

Now's your chance to recreate an M.T.H. Tradeshow Layout of your very own. The layout includes all the track components you need. Just assemble on to your own layout platform and you'll have created an awesome layout featuring the most realistic O Gauge track you can buy today.

ScaleTrax™ Pieces 45-1108

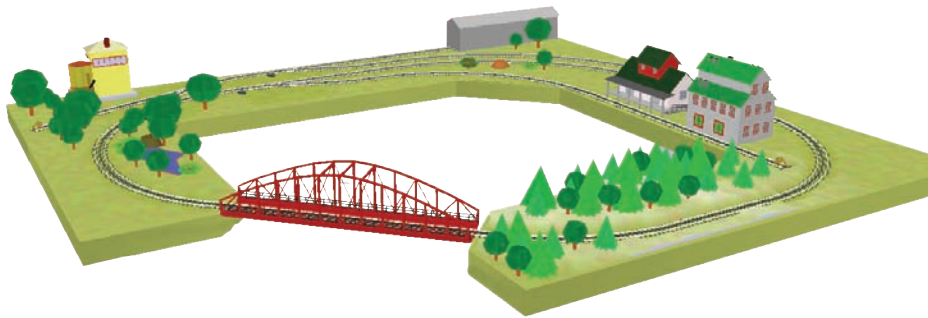
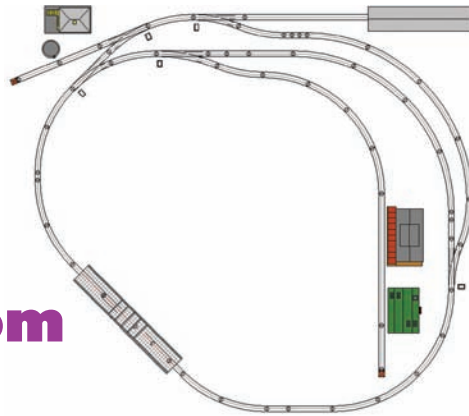
Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	8	\$39.92
45-1002	0-31 curve	\$4.99	8	\$39.92
45-1003	0-31 LH switch	\$49.95	4	\$199.80
45-1004	0-31 RH switch	\$49.95	4	\$199.80
45-1005	90 deg crossing	\$19.95	3	\$59.85
45-1006	45 deg crossing	\$19.95	2	\$39.90
45-1007	0-54 curve	\$5.29	5	\$26.45
45-1008	0-54 LH switch	\$79.95	1	\$79.95
45-1011	1.75 inch straight	\$2.49	24	\$59.76
45-1012	4.25 inch straight	\$3.99	7	\$27.93
45-1013	5 inch straight	\$3.99	5	\$19.95
45-1014	5.5 inch straight	\$3.99	10	\$39.90
45-1025	bumper	\$15.95	3	\$47.85
45-1033	lock-on	\$4.25	4	\$17.00
PACKAGE TOTAL: \$855.90				



**Recreate
the MTH
Tradeshow
Layout!**



8x9 Spare Room & Pacific RR



ScaleTrax™ Pieces

45-1105

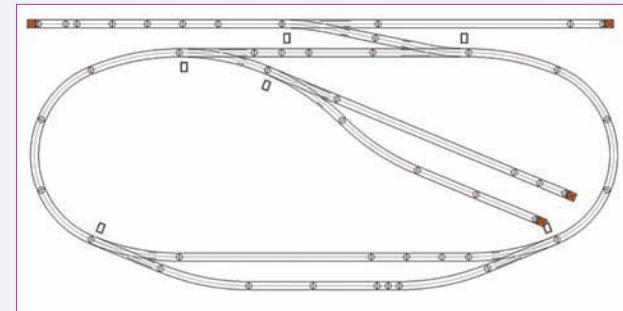
Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	9	\$44.91
45-1007	0-54 curve	\$5.29	19	\$100.51
45-1008	0-54 LH switch	\$79.95	1	\$79.95
45-1009	0-54 RH switch	\$79.95	3	\$239.85
45-1010	0-72 curve	\$5.99	7	\$41.93
45-1011	1.75 inch straight	\$2.49	5	\$12.45
45-1012	4.25 inch straight	\$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	0-72 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	0-80 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!

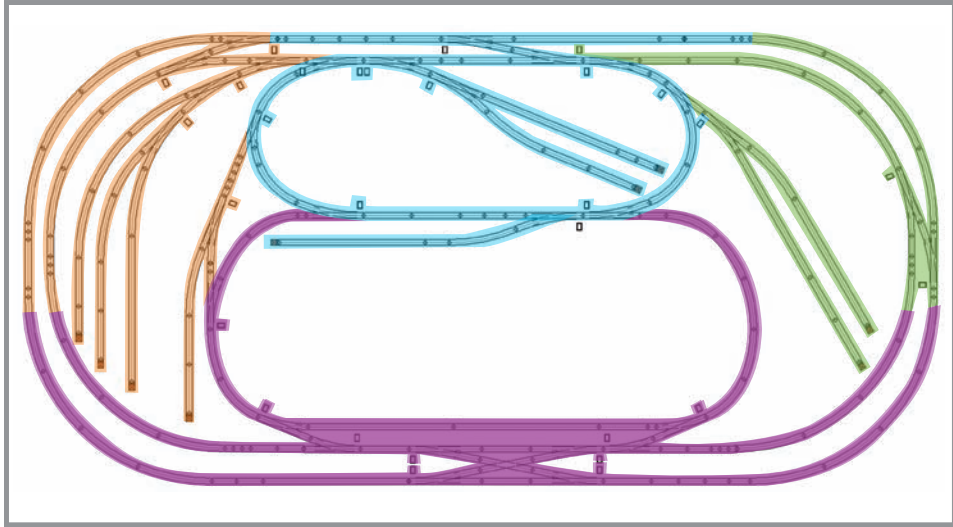
Build Roosevelt Junction in four phases.

ScaleTrax™ Pieces

45-1101

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	6	\$29.94
45-1002	0-31 curve	\$4.99	6	\$29.94
45-1010	0-72 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	0-72 RH switch	\$79.95	3	\$239.85
45-1021	0-72 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	0-31 curve	\$4.99	3	\$14.97
45-1003	0-31 LH switch	\$49.95	1	\$49.95
45-1007	0-54 curve	\$5.29	3	\$15.87
45-1009	0-54 RH switch	\$79.95	1	\$79.95
45-1010	0-72 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	0-72 RH switch	\$79.95	6	\$479.70
45-1021	0-72 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	0-80 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	0-31 curve	\$4.99	2	\$9.98
45-1004	0-31 RH switch	\$49.95	1	\$49.95
45-1007	0-54 curve	\$5.29	2	\$10.58
45-1009	0-54 RH switch	\$79.95	1	\$79.95
45-1010	0-72 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	0-72 RH switch	\$79.95	2	\$159.90
45-1021	0-72 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	0-80 curve	\$6.99	3	\$20.97
45-1103	PACKAGE TOTAL: \$519.95			

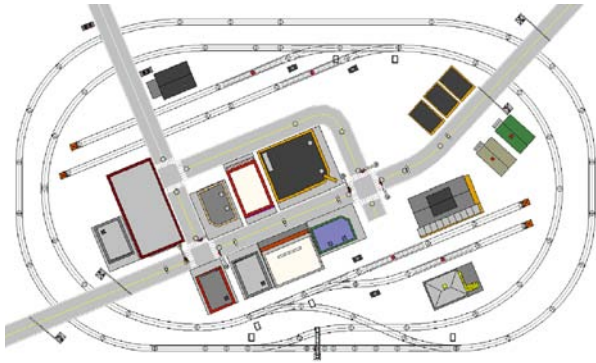
Roosevelt Junction - Phase 4

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 0-72 curves as well as an interior 0-31 loop allowing independent operations of three trains. Carefully located crossovers permit east access from either 0-72 mainline into the yards. Three yard spurs connect to the mains with 0-72 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	0-54 curve	\$5.29	1	\$5.29
45-1008	0-54 LH switch	\$79.95	2	\$159.90
45-1009	0-54 RH switch	\$79.95	2	\$159.90
45-1010	0-72 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	0-80 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			

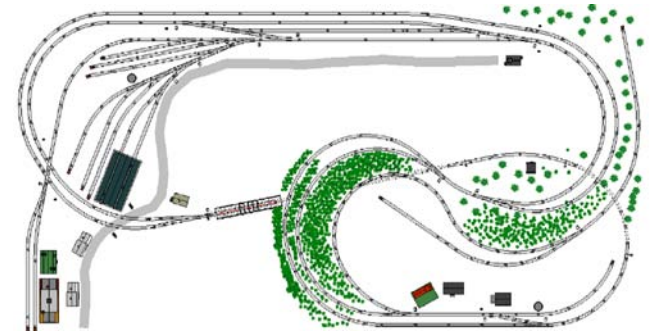
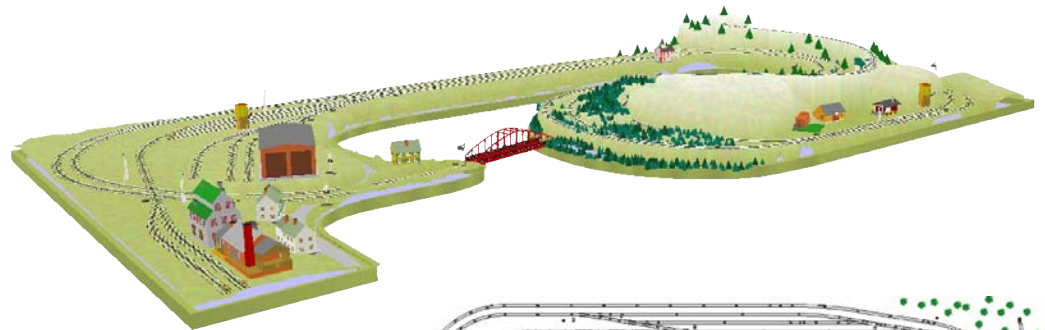
6x10 Main Street



ScaleTrax™ Pieces 45-1107

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	10	\$49.90
45-1007	0-54 curve	\$5.29	30	\$158.70
45-1008	0-54 LH switch	\$79.95	3	\$239.85
45-1009	0-54 RH switch	\$79.95	3	\$239.85
45-1010	0-72 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	0-80 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

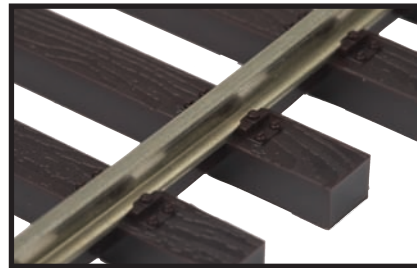


ScaleTrax™ Pieces 45-1106

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	0-54 curve	\$5.29	10	\$52.90
45-1010	0-72 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	0-72 RH switch	\$79.95	1	\$79.95
45-1021	0-72 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	0-80 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			

ScaleTrax

2-Rail 0-Scale Track

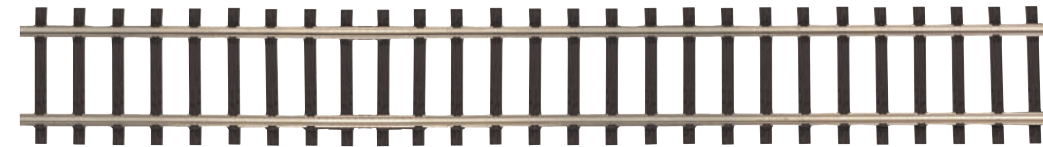


ScaleTrax™ by M.T.H. Electric Trains is the ultimate 2-rail track system that detail-oriented 2-rail modelers have been looking for. Code 128 rails, authentically detailed track ties and strong, nickel-silver rails mate up to other 2-rail code 128 track.

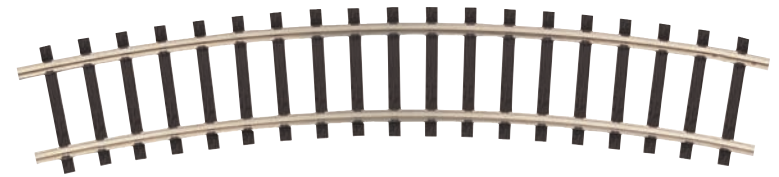
- Solid, Rust-Proof Nickel Silver Track Rails
- Code 128 Rail
- Durable Plastic Rail Ties
- Nickel Silver Rail Joiners
- Unit Measures:



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

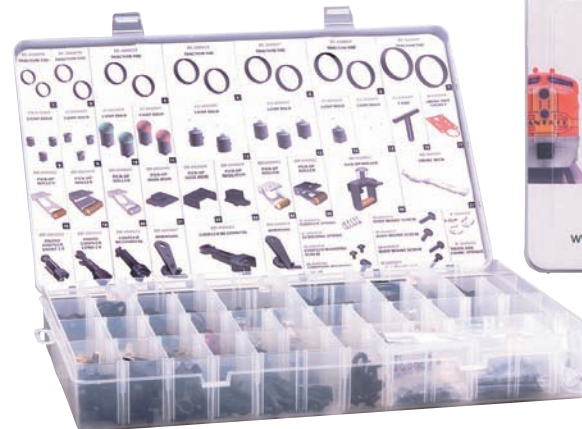
ProtoSmoke™ Fluid (7 oz.)		
60-1045	Unscented	\$15.95
60-1046	Christmas	\$15.95
60-1047	Coal	\$15.95
60-1048	Diesel	\$15.95
60-1049	Woodburning	\$15.95



ProtoSmoke™ Fluid (50 ml)
60-1051 Assortment \$189.95
(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.

RealTrax®

Rugged – Realistic – Reliable

REALTRAX®
BY M.T.H. ELECTRIC TRAINS

It takes **EIGHT 0-31 CURVES** to make a circle.
 It takes **TWELVE 0-42 CURVES** to make a circle.
 It takes **SIXTEEN 0-54 CURVES** to make a circle.
 It takes **SIXTEEN 0-72 CURVES** to make a circle.
 It takes **SIXTEEN 0-82 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

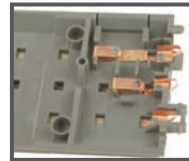
Because most toy train empires begin on a carpet or floor, RealTrax is designed to hold up to the rigors of childhood play. Strong snap-together connections make it easy to assemble or change a layout in minutes. And the built-in roadbed helps keep dirt on the floor away from the wheels and gears of 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.

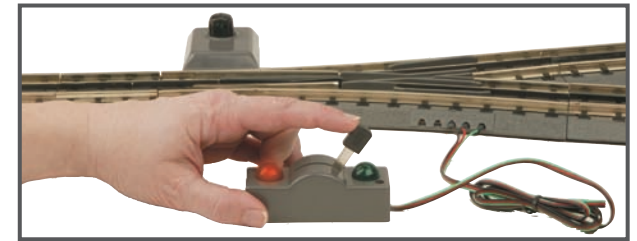
Reliable

Nickel silver rail ensures that RealTrax will never rust. Spring-loaded phosphor bronze contacts provide superior electrical connections between track sections. The

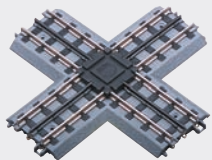


contacts are spring loaded to maintain a solid connection over time and are highly resistant to corrosion of any kind. Similar materials are used in many electrical connections around your home, such as lamps, battery-operated appliances, and electrical outlets.

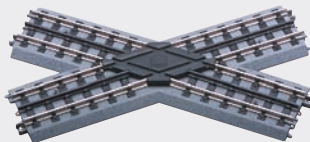
RealTrax switches feature the same durable construction as regular RealTrax sections and utilize long-lasting switch motors that provide precise throws every time. The reversible motor mechanism quickly snaps onto the other side of the switch if space is a problem. No disassembly of the switch is required! 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.



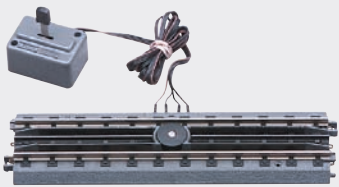
Crossovers & Operating Sections



RealTrax - 90° Cross-over 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 - 10" Straight Track Section
40-1001 \$4.49
RealTrax - 10" Straight Track Section (4 Pcs)
40-1001-4 \$17.99



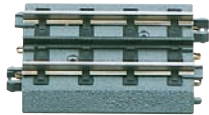
RealTrax - 5.0" Track Section
40-1016 \$3.99
40-1016-2 (2 Pcs) \$8.49



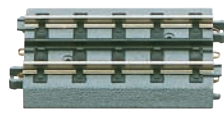
RealTrax - 5.5" Track Section
40-1012 \$3.99
40-1012-2 (2 Pcs) \$8.49



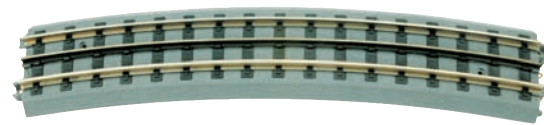
RealTrax - O-82 Curved Track Section
40-1082 \$5.99



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



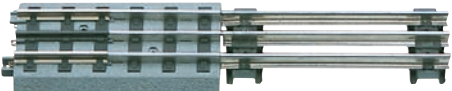
RealTrax - O-54 Half Curve Track
40-1057 \$4.99
40-1057-2 (2 Pcs) \$8.99



RealTrax - O-31 Half Curve Track
40-1022 \$3.99
40-1022-2 (2 Pcs) \$8.49

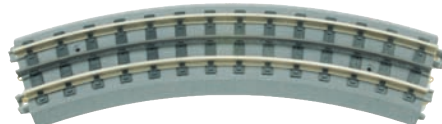


RealTrax - O-54 Curved Track Section
40-1054 \$4.99



RealTrax - Adapter Track Section
40-1011 \$8.99

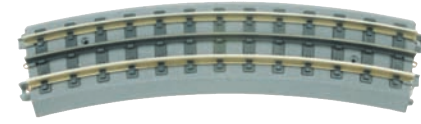
Tubular track not included



RealTrax - O-31 Curved Track Section
40-1002 \$4.49
40-1002-4 (4 Pcs) \$17.99

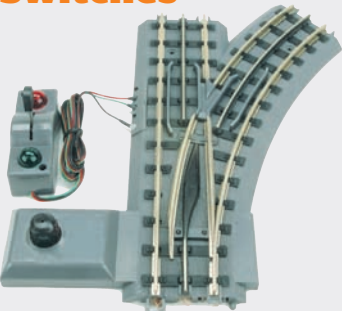


RealTrax - O-72 Half Curved Track Section
40-1049 \$4.99

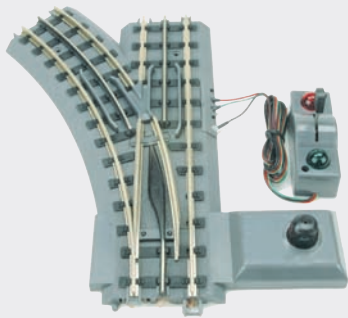


RealTrax - O-42 Curved Track Section
40-1042 \$4.99
40-1042-2 (2 Pcs) \$8.99

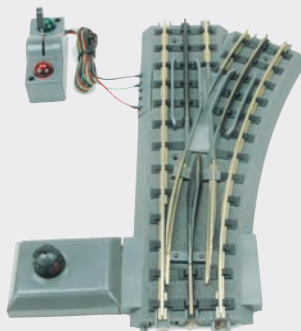
Switches



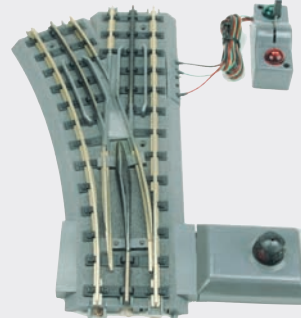
RealTrax - O-31 Switch (RH)
40-1004 \$64.95



RealTrax - O-31 Switch (LH)
40-1005 \$64.95



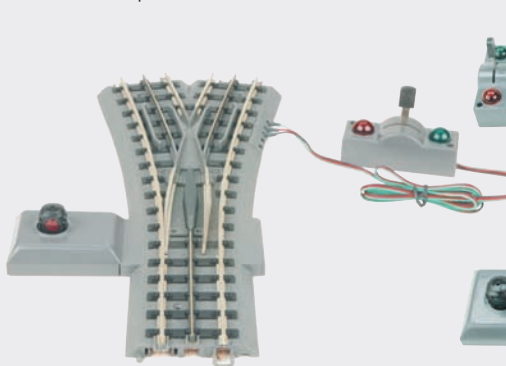
RealTrax - O-42 Switch (RH)
40-1043 \$74.95



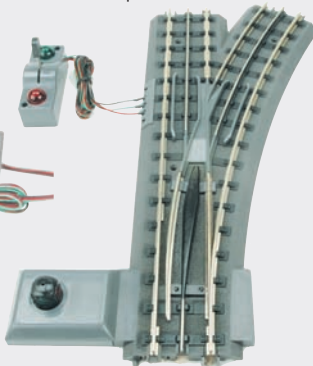
RealTrax - O-42 Switch (LH)
40-1044 \$74.95



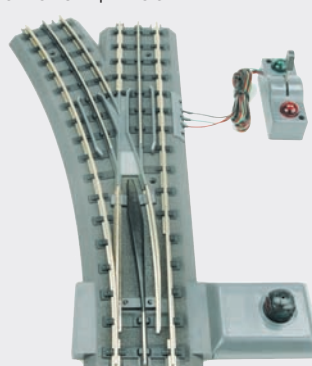
RealTrax - 10" Insulated Straight Track Section Set
40-1029 \$8.99



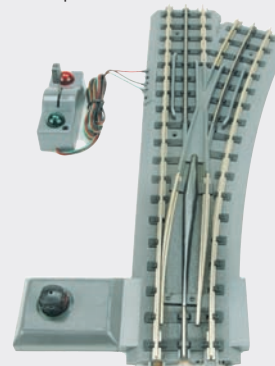
RealTrax - O-72 Wye Switch
40-1068 \$89.95



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



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 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



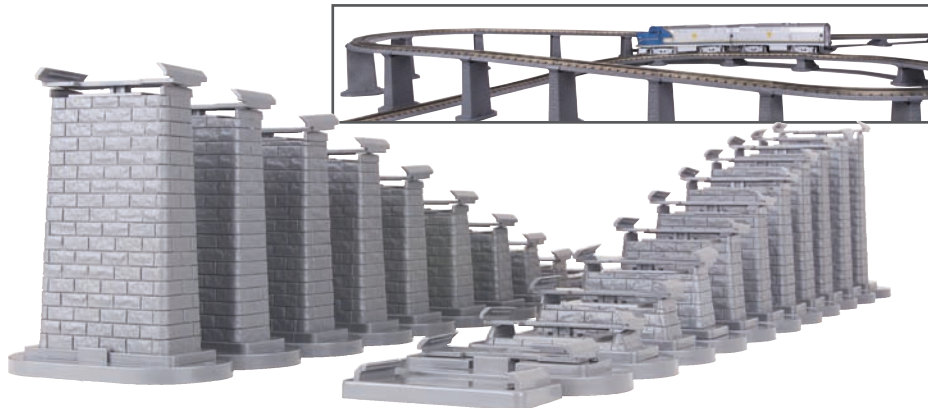
Tunnel Portal - Single
40-9014 \$14.95



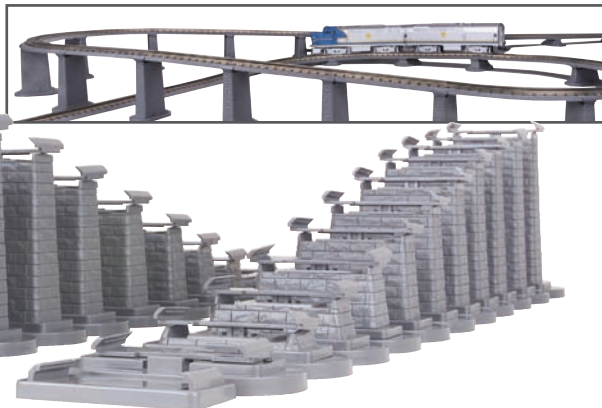
Tunnel Portal - Double
40-9015 \$19.95



O Bridge Girder - Rust
40-1104 \$34.95
O Bridge Girder - Silver
40-1102 \$34.95
O Bridge Girder - Black
40-1106 \$34.95



RealTrax - 24-Piece Graduated Trestle System
40-1033 \$54.95



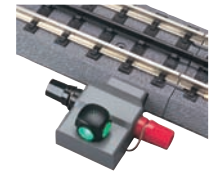
RealTrax - 24-Piece Graduated Trestle System For Lionel Fastrack
40-1113 \$54.95



RealTrax - 8-Piece Elevated Trestle System
40-1034 \$34.95

RealTrax - 8-Piece Elevated Trestle System For Lionel Fastrack
40-1134 \$34.95

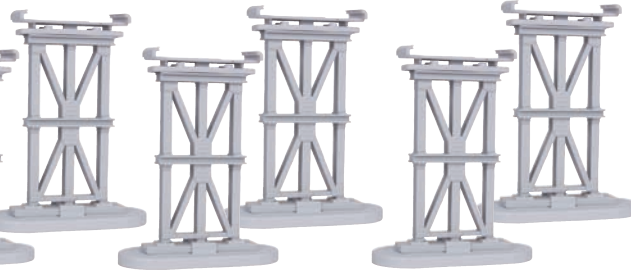
RealTrax - Lighted Lockon
40-1003 \$5.99



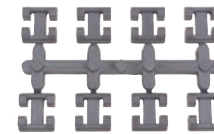
RealTrax - Track Activation Device (I.T.A.D.)
40-1028 \$24.95
(Allows passing train to activate signals or trackside accessories)



8 Piece Elevated Subway Trestle Set
40-1047 \$34.95



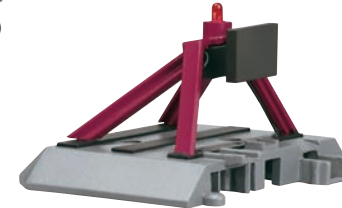
8 Piece Elevated Subway Trestle Set For Lionel Fastrack
40-1157 \$39.95



RealTrax - Track Clips (24)
40-1041 \$7.95

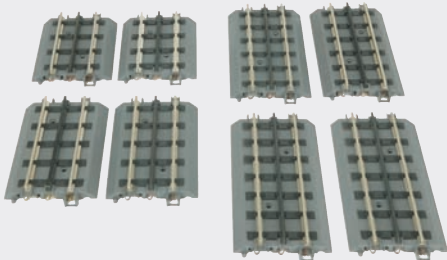


RealTrax - Non-Slip Track Pads (50/pack)
40-1046 \$7.95



RealTrax - Lighted Bumper
40-1024 \$14.95

Layout Builders



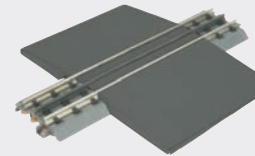
RealTrax - Layout Builder (8 Pcs)
40-1023 \$29.95
(Contains: (2) 3.5" Half Tracks, (2) 4.25" Half Tracks, (2) 5.0" Half Tracks, (2) 5.5" Half)



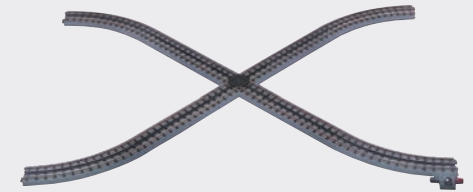
RealTrax - Right Hand Track Siding Layout Builder
40-1027 \$89.95
(Contains (1) Right-Hand O-31 Switch, (4) 10" Straights, (1) O-31 Curve, (1) RealTrax™ Bumper)



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
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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

Kadee Couplers

No. 804 Kadee Coupler & Draft Gear
Box Set (Plastic)
20-89018 \$4.75

No. 805 Kadee Coupler & Draft Gear Box Set (Metal)
20-89019 \$4.75



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

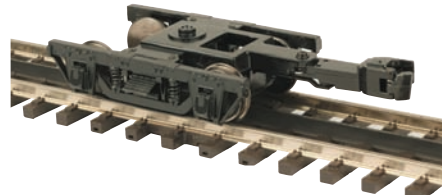


Premier 2-Rail

2-Rail Die-Cast Sprung Metal Lightweight Passenger Car
Two Truck Pack
20-89007 \$29.95



2-Rail 64' Woodsided Passenger Car Two Truck Pack*
20-89012 \$29.95



2-Rail Die-Cast Sprung Metal Bettendorf Freight Car
Two Truck Pack
20-89001 \$24.95



3-Rail

Railking 3-Rail Die-Cast Sprung Metal
Bettendorf Freight Car Two Truck Pack
30-89001 \$19.95

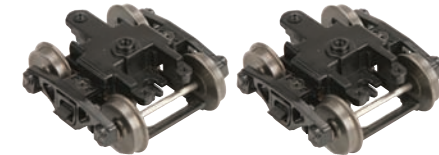
Railking 3-Rail Die-Cast Sprung Metal
Roller Bearing Freight Car Two Truck Pack
30-89002 \$19.95



2-Rail Heavyweight Passenger Car Two Truck Pack*
20-89014 \$29.95



2-Rail Bettendorf Caboose Truck Pack*
20-89015 \$24.95



2-Rail Roller Bearing Caboose Truck Pack
20-89016 \$24.95



2-Rail Die-Cast Sprung Metal Roller Bearing Freight Car
Two Truck Pack
20-89002 \$24.95



*Includes Removable 3-Rail Couplers

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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

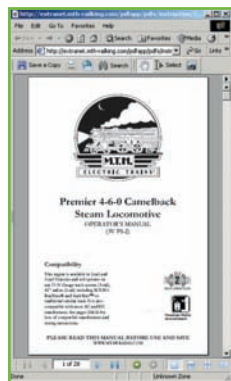


M.T.H. Online



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Misplaced an instruction manual or just want to know how a product works? Use Product Search to look up the item and view its instruction manual.



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WHEN IS IT COMING?

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ARE YOU GOING TO MAKE?

View the last several M.T.H. Catalogs online. Or click on Video to see M.T.H. products in action.

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The Service area of our site allows you to email a question to our factory technicians or find which of our 150+ local service centers is closest to you.

WHAT REPAIR PART DO I NEED?

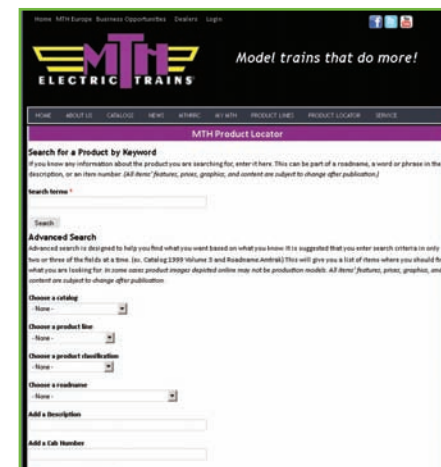
Use Product Search to find exploded diagrams and parts lists for M.T.H. locomotives and accessories, and then order the parts online or by phone.

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Follow the link to the protosound2.com Web site for DCS and Proto-Sound information — and a list of Authorized DCS Demo Centers where you can try DCS hands-on.

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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.
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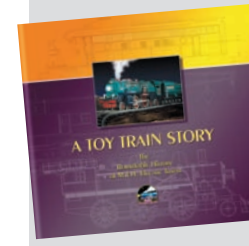
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