

2009

volume two

RAILKING & PREMIER O GAUGE MODEL TRAINS

MTHE
ELECTRIC TRAINS®



What We've Been Up To

Model railroading has always been an escape, a source of pleasure away from our daily routine. We think that escape is even more important in tough economic times, although you may have less money to spend on a hobby. What we're doing to help combat the recession is give you more for your money, offer inexpensive ways to enjoy your hobby, and continue to deliver more exciting new products than any other O gauge manufacturer.

MORE FOR YOUR MONEY

In this catalog, we've done our best to hold the line on prices. You'll find most items are the same price they've been for awhile — and significantly less expensive than comparable items from other O gauge manufacturers. For example, while the detail level on Premier engines continues to improve, single-unit diesels are still under \$450, including our new GenSet locomotive, the latest in low-emissions "Green" power. As they have been for many years, three-unit Premier diesels with four motors are priced under \$700.

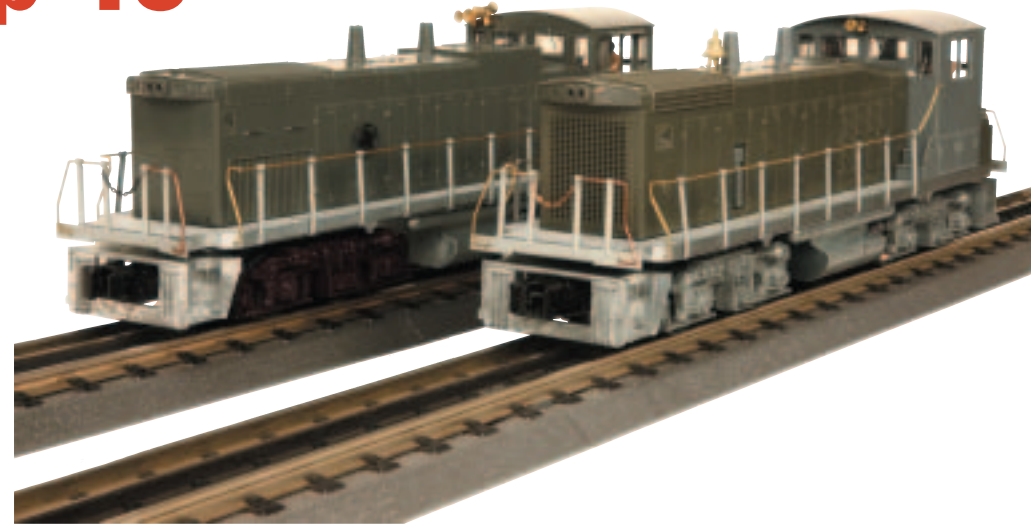
Our newest RailKing Scale and RailKing Imperial diesels have detailing that approaches

the level of our Premier models, but remain priced around \$300 — check out the EMD SD70ACe, Electro-Motive SW1, ALCo RS-11, and EMD MP15DC in this catalog. We've continued our tradition of offering selected RailKing and Premier train sets for just \$100 more than the price of the engine, with a number of those sets highlighted on the following pages.

For a less expensive way to add to your railroad, look at the competitive prices of our rolling stock. RailKing freight cars still cost less than \$50, and all have die-cast trucks and couplers. Most Premier freight cars retail for \$59.95 or less, yet have a detail level that rivals cars costing far more. Our newly tooled, super-detailed Premier general service gondola, for example, is available in all-steel or composite wood/steel versions at just \$49.95.

RECENT ARRIVALS

M.T.H. has delivered more new items since our last catalog than any other O gauge manufacturer. From brand-new Premier tooling, we've delivered the General Electric ES44AC and ES44DC diesels, the latest in modern main-line power; the Jersey Central camelback, the most detailed O gauge version yet of this odd but endearing steam locomotive; and our first European model, the French Chapelon Pacific that pulled the Orient Express. In the RailKing



line, our first Imperial diesel, the SD70ACe, debuted late in 2008 at \$299.95; with the same authentic sounds as our Premier version of this engine, as well as exhaust smoke and operating ditch lights, we think this is one of the best values in the RailKing lineup.

COMING SOON

Shown here are pre-production samples of several newly tooled items arriving in the coming months: our general service drop-bottom gondola; the MP15AC and -DC, EMD's last end-cab switchers; high-nose and low-nose versions of the RS-11, ALCo's ill-fated attempt to compete with EMD's Geeps (the low-nose version will be introduced in a future catalog); and the most powerful steamer ever to run in England, the LMS Princess Coronation Class 4-6-2. We think you'll agree that when it comes to introducing new products, nobody else in the O gauge market comes close to what we're doing.

WHAT'S NEW IN THIS CATALOG

As always, this catalog announces new models we've never offered before, upgrades of previous models, and paint schemes appearing for the first time in O scale.





Northern R-2 articulated, which delivered more tractive effort than a UP Big Boy, and the diminutive New York Central 999, once the fastest steam locomotive in the land. We've also re-released the sold-out Chapelon Pacific and added a new paint scheme.

If you haven't already done so, we invite you now to turn the page and see for yourself what we have to offer. 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.

As mentioned earlier, the GenSet diesel is new to the Premier line, offered in six road names. The recently released GE ES44AC appears in five new paint schemes, including the experimental Evolution Hybrid trailed by a General Electric laboratory car. For earlier GE power, we've cataloged new paint schemes for the Dash 8 narrow nose diesel and a newly-tooled Dash 8-40CW, which features the wider "North American comfort cab." Returning to the Premier line in upgraded versions are the massive Great



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To receive the latest updates on catalog items, sign up for our weekly e-newsletter. Go to the News link at the top of our home page, www.mthtrains.com.

Proto-Sound® 2.0

THE RICHEST SET OF FEATURES IN MODEL RAILROADING

Whether you operate with a conventional transformer or in command mode with DCS™ (M.T.H.'s Digital Command System), the Proto-Sound® 2.0 system found in every locomotive in this catalog offers more realism, more fun, and more variety than any other locomotive control system in any scale.

VIVID ENGINE SOUNDS

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

STATION SOUNDS

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



EXTRAORDINARY SLOW SPEED CAPABILITY

Proto-Sound engines can throttle down as slow as three scale miles per hour, highball down the main line, and maintain any speed in between. In DCS mode 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.

SPEED CONTROL

The Proto-Speed Control™ built into Proto-Sound 2.0 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.

MULTIPLE UNIT CAPABILITY

In DCS command mode, all locomotives set to the same speed — 37 scale miles per hour, for example — will move at virtually the same speed. This makes it easy to double or even triple-head nearly any combination of Proto-Sound 2.0 locomotives.

LIGHTING EFFECTS

Proto-Sound locomotives feature a variety of prototypical lighting effects. Depending on the locomotive, these may include constant-brightness headlights, illuminated number boards, marker lamps, firebox glow in many steam locomotives, and operating Mars lights or oscillating ditch lights (where appropriate) on diesels. In DCS operation, many of these lighting effects can be individually controlled.

GREAT SMOKE

Proto-Sound steam engines and diesels 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 a DCS handheld.



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. And many M.T.H. diesels feature exhaust smoke output based on speed, just like the real thing!

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.

REMOTE UNCOUPLING

Proto-Sound steam and diesel engines offer remote uncoupling anywhere on your layout, controlled from your transformer or DCS remote. The opening of the coupler is accompanied by the hiss of air hoses parting and the clank of the coupler knuckle opening.

COMMAND CONTROL

Add the M.T.H. Digital Command System (DCS) to your railroad and enjoy the command control capability built into every Proto-Sound 2.0 locomotive. Operate up to 99 engines on the same track at the same time with individual control over each engine. For more information on command control and DCS, see the next page or go to www.protosound2.com.

UPDATED ENGINE FEATURES

Using a DCS system, any Proto-Sound 2.0 engine can be updated with new sounds or features without ever taking the engine apart or even off the track. Simple downloads of new Proto-Sound sound sets from the M.T.H. Web site mean your engine will never be obsolete. It can change from a passenger loco to a freight loco or get a new whistle or horn in just minutes.

BI-DIRECTIONAL COMMUNICATION

Proto-Sound 2.0 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. Imagine querying a Proto-Sound 2.0 locomotive to find out how many scale miles it's run or how many hours it's been powered up. How about checking out the strength of the DCS signal on the track or measuring the track voltage at a trouble spot? What about learning how long your track is in scale miles? All of this is possible today, but only in a Proto-Sound 2.0 equipped locomotive when operated using the DCS Digital Command System.

About Our Product Lines

In this catalog you'll find two of the five M.T.H. product lines, our O Gauge Premier and RailKing lines. While they differ in detail level and price, under the shell they're very much the same. Every engine in this catalog shares the same Proto-Sound 2.0 or later electronics and the same quality M.T.H. construction. Premier and RailKing O Gauge engines can be run together on your railroad in conventional or DCS command mode.

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

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

RailKing One Gauge equipment offers 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, 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. Unlike Premier and RailKing models, these are not meant to be accurate reproductions of real trains. 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 nostalgic era.

The **M.T.H. HO** product line is our newest venture, with locomotives sporting the absolute latest in cutting-edge digital electronics for the HO market. **3**



SIMPLY TO RUN

THIS REMOTE IS **SIMPLE**.

IT SPEAKS **ENGLISH, NOT ICONS**.

IT CAN BE **OPERATED EASILY WITH ONE HAND**.

IT CAN BE **UPGRADED FOR FREE** OVER THE INTERNET.



It can run over 1000* Proto-Sound® 2.0 engines and every Lionel®, Atlas, Weaver, and Third Rail 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.

WHAT CAN YOUR REMOTE DO?

* Number of different Proto-Sound® 2.0 engines cataloged through the 2009 Volume 2 MTH catalog.

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

Remote Shown Actual Size

THE BEST WAY A RAILROAD™

Command Control Explained

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

In the DCS system, commands such as speed, direction, and sound control are sent as radio signals from the handheld throttle to a TIU (track interface unit). The TIU translates those radio signals into digital information that is sent through the rails and picked up by a receiver in the appropriate engine — telling it to go, for

example, 37 miles per hour, blow the whistle, smoke more heavily, or any other command. DCS locomotives can also send information back to the handheld to let the operator know what they're doing.

A unique feature of DCS is the ability to control the other major command systems used by 3-rail O gauge modelers, Lionel's TrainMaster® Command Control (TMCC®) and Legacy™ systems. With the addition of a Lionel command base, the DCS handheld can control engines from all systems on the same track at the same time.

The new TIU/TMCC-Legacy Connector Cable also allows you to run both the DCS and Legacy systems simultaneously on your layout, using both the DCS and Legacy handheld remotes.

DCS COMMANDER: Get into DCS on a budget

Ideal for small layouts running two or three Proto-Sound 2.0 locomotives**. Learn more about it in the 2009 RailKing Train Set catalog — or use our online Product Search feature to see more information and read the instruction manual.



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

**Requires Proto-Sound 2.0 locomotives with onboard 3-volt system, which can be identified by their square battery-charging jack; see the operator's manual for exact jack location.

Also available:
DCS Commander Controller (w/o power supply)
50-1028 \$149.95

INTUITIVE MENUS ALLOW YOU TO
PROGRAM, SELECT, AND
CONTROL ENGINES, SWITCHES,
AND ACCESSORIES.

1 Go to the engine setup menu

▶ ADD ENGINE
EDIT ENGINE
DELETE ENGINE
MENU:ENGINE SETUP

2 Choose your engine type

▶ ADD NTH ENGINE
ADD TMCC ENGINE
MENU:ADD ENGINE

3 DCS will "look" for Proto-Sound® or TMCC command-equipped engines on your layout. When it finds one, it adds it onto your remote and tells you when it's done.

CONGRATULATIONS
YOU SUCCESSFULLY
ADDED AN NTH ENGINE

SNPH: 10
1:1 PRR S1
NHC SCS S01 LIN →

TMCC operation requires a TMCC command base & DCS TIU/TMCC cable



DCS Remote Control System
(Contains Handheld and TIU)
50-1001 \$299.95



**DCS Remote Control -
Handheld Unit**
50-1002 \$149.95



DCS Track Interface Unit (TIU)
50-1003 \$179.95



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



TIU/TMCC-Legacy 6' Connector Cable
50-1032 \$19.95

NEW!



6' Mini-to-Mini Cable
50-1009 \$9.95



Proto-Sound 2.0 Battery Charger
50-1019 \$14.95



TIU/Barrel Jack Adapter Cable
50-1017 \$9.95



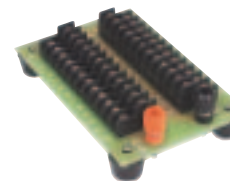
TIU/TMCC 6' Connector Cable
50-1018 \$19.95



Proto-Sound Battery
50-1008 \$9.95



AA NiCad Proto-Sound® Battery
50-1024 \$9.95



24-Port Terminal Block
50-1020 \$29.95



Video Guide To DCS - DVD
60-1191 \$19.95

12-Port Terminal Block
50-1014 \$19.95

BENEFITS

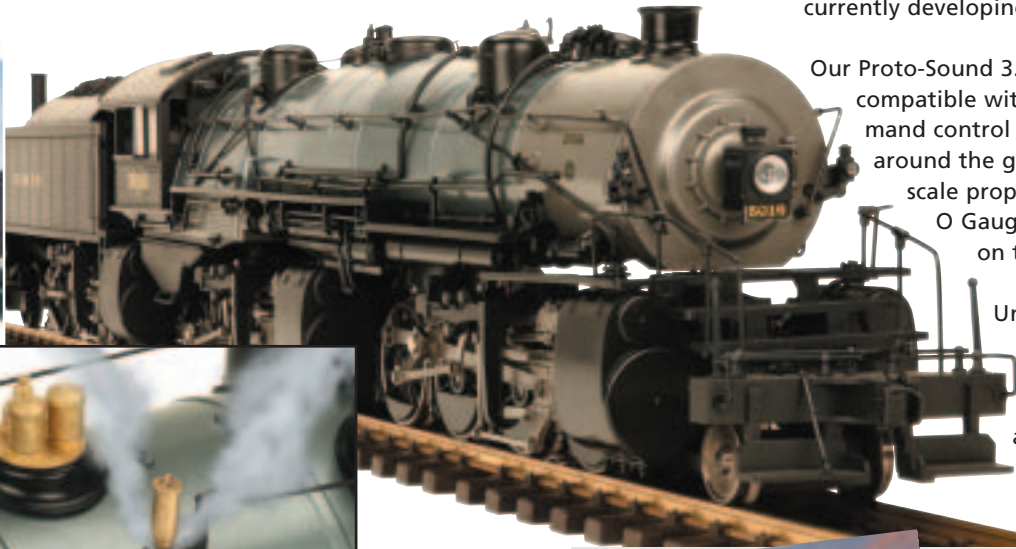
From Other M.T.H. Product Lines

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

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

Our Proto-Sound 3.0 HO engines have smaller electronics compatible with both our DCS system and the DCC command control system popular with 2-rail modelers around the globe. Our HO diesels have operating, scale proportioned Proto-Couplers that — like their O Gauge brethren — can be triggered anywhere on the layout.

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.

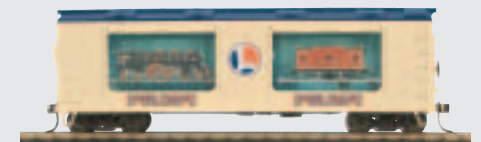


Celebrate Lionel Corporation Tinplate!

Modelers in other scales can celebrate Lionel Corporation Tinplate, the newest M.T.H. product line, with these HO and One Gauge freight cars. The new HO Operating Action Car was inspired by Lionel's 1950s aquarium car and features moving, backlit images of classic tinplate trains.



Lionel Corporation Tinplate
One Gauge 4-Bay Hopper
70-75023 \$89.95



Lionel Corporation Tinplate
HO Operating Action Car
81-99009 \$54.95

RailKing®

The Best Value in O Gauge



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.

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

- Separate marker 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



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 w/operating couplers
- Precision flywheel-equipped motors
- Synchronized Puffing Proto-Smoke™-equipped steam locomotives



First appearing in 1995 and now encompassing more than 5,000 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 subcategories: RailKing, RailKing Scale, and RailKing Imperial.



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

- Full 1/48 O scale proportions
- Additional grab iron detail
- Authentic, legible builder's plates
- Cab interior lighting
- Locomotive engineer figures
- Diesel cab interior detail
- Operating diesel smoke 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 O scale trains.

New to Model Railroading? Check out the RailKing Ready-To-Run Train Set Catalog



4-6-4 ROYAL HUDSON STEAM ENGINE



Features

- Die-Cast Metal Chassis
- Metal Wheels and Axles
- Die-Cast Truck Sides
- Precision Flywheel-Equipped Motor
- Remote Controlled Proto-Coupler™
- Colorful Paint Scheme
- Metal Handrails and Bell
- Die-Cast Boiler and Tender Body
- Constant Voltage Headlight
- Locomotive Speed Control In Scale MPH Increments
- Synchronized Puffing ProtoSmoke™ System
- Accurate, Legible Builder's Plates
- Truck Safety Chains On Tender
- Operating Marker Lights
- Operating Firebox Glow
- Operating Tender Back-up Light
- Proto-Sound® 2.0 With The Digital Command System Featuring Passenger Station Proto-Effects™
- Unit Measures: 20" x 2 1/2" x 3 1/2"
- Operates On O-31 Curves

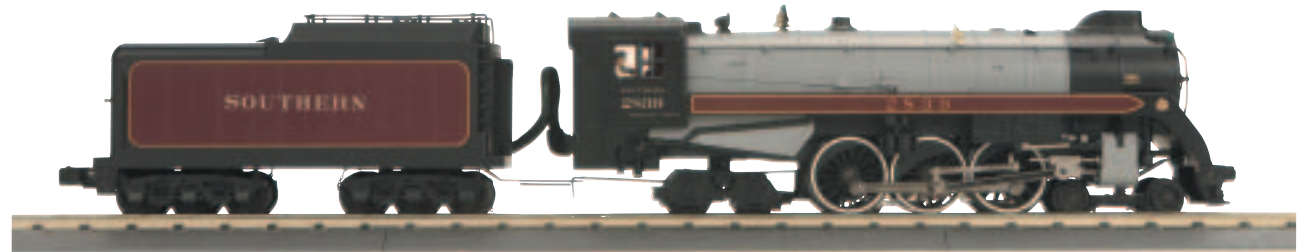


In 1939 King George VI, accompanied by his wife Queen Elizabeth, became the first reigning British monarch to visit Canada. For 31 days Their Majesties toured their Canadian Dominion from coast to coast in a 12-car train described by the Canadian Pacific as "regal in appearance, luxurious in interior 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.

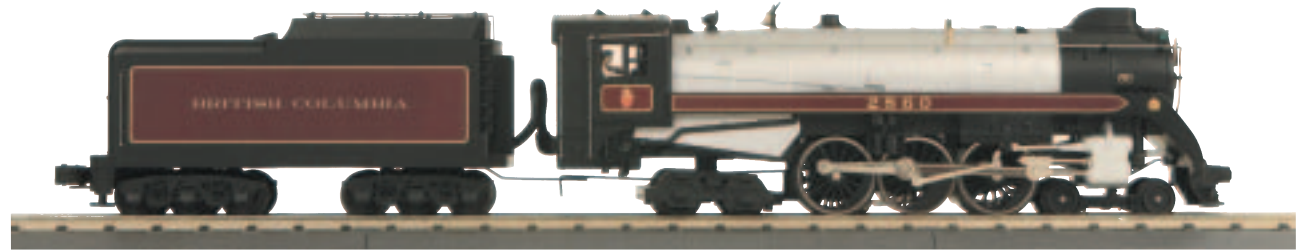
The Canadian Pacific Royal Hudson rejoins the RailKing Imperial lineup for 2009 in four authentic paint schemes. Engine 2850 wears the blue livery and royal coats of arms applied for Their Majesties visit. Matching cars with royal crowns and coats of arms are also available. Hudson 2851 led the pilot train that preceded the royal train on its journey, bearing members of the press and other personnel. Canadian Pacific cars for the pilot train are offered as well. 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 steams today at West Coast Railway Heritage Park in Squamish, BC.



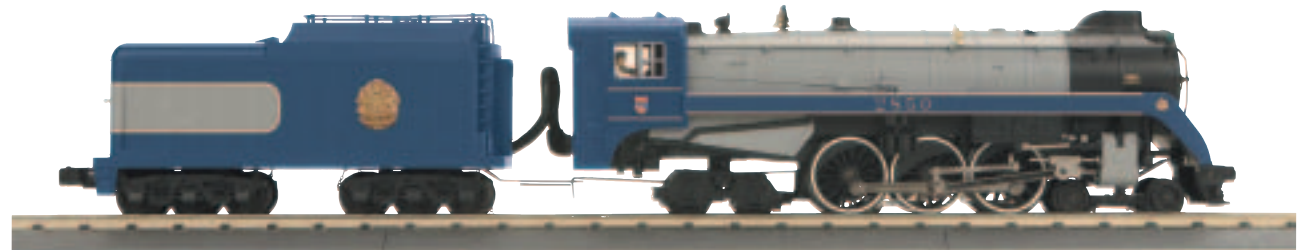
Canadian Pacific - Imperial 4-6-4 Royal Hudson Steam Engine
30-1515-1 Proto-Sound 2.0 \$429.95



Southern - Imperial 4-6-4 Royal Hudson Steam Engine
30-1516-1 Proto-Sound 2.0 \$429.95



British Columbia - Imperial 4-6-4 Royal Hudson Steam Engine
30-1517-1 Proto-Sound 2.0 \$429.95



Canadian Pacific (Royal Tour 1939) - Imperial 4-6-4 Royal Hudson Steam Engine
30-1518-1 Proto-Sound 2.0 \$429.95

2-8-4 BERKSHIRE STEAM ENGINE



Features

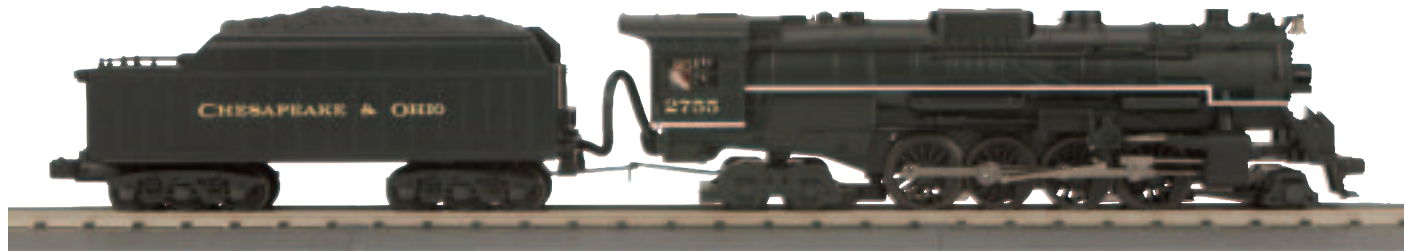
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Precision Flywheel-Equipped Motor
- Metal Handrails and Bell
- Decorative Metal Whistle
- Die-Cast Boiler and Tender Body
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Remote Controlled Proto-Coupler
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Engineer and Fireman Figures
- Proto-Sound 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 22 1/2" x 2 1/2" x 3 3/8"
- Operates On O-31 Curves

In the 1920s, increased competition meant that railroads had to come up with new ways of doing business if they hoped to remain successful. Up to that time, most freight was moved by connecting as many cars as possible to a locomotive and having the steam engine heave and drag them along (called "drag freight"). Some railroads decided to compete more effectively by increasing the speed, not the capacity, of their freight trains. The Lima Locomotive Works' 2-8-4 Berkshire steamer, introduced in 1925 and named for the Massachusetts mountains where it was demonstrated, helped make this happen. The Berkshire was dubbed a "Super Power" engine because its larger firebox and other related elements (which necessitated the 4-wheel trailing truck) greatly increased the engine's steam-making capacity. And more steam capacity meant more power and more speed. In all, 611 Berkshires were built as heavy mainline power for nearly 20 Class 1 railroads. They were a huge success and remained in service on U.S. rails until 1958, well into the diesel era.

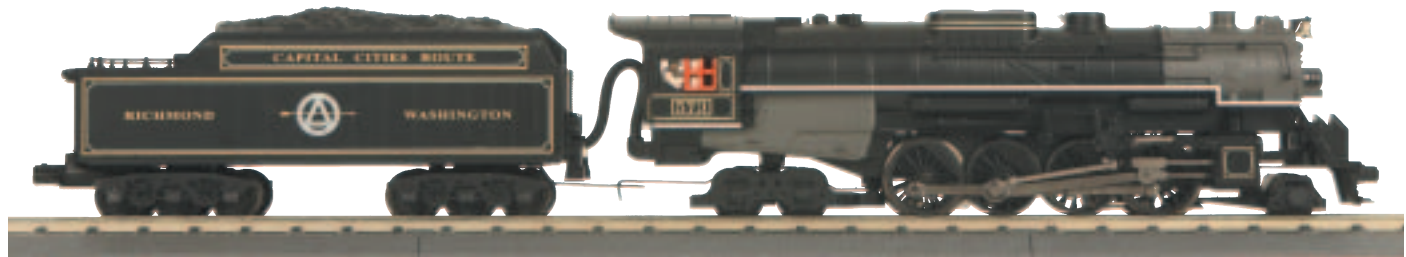
MTH is pleased to offer the RailKing Berkshire in four roadnames: Nickel Plate, Erie, Richmond Fredericksburg & Potomac, and Chesapeake & Ohio.



Nickel Plate Road - 2-8-4 Berkshire Steam Engine
30-1519-1 Proto-Sound 2.0 \$429.95



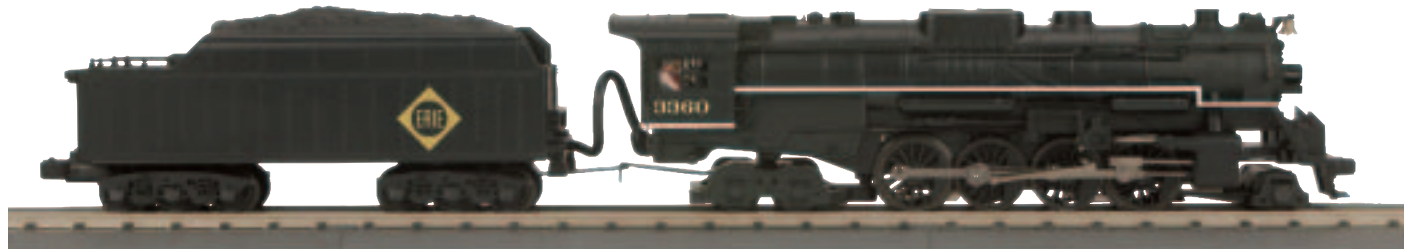
Chesapeake & Ohio - 2-8-4 Berkshire Steam Engine
30-1520-1 Proto-Sound 2.0 \$429.95



Richmond Fredericksburg & Potomac - 2-8-4 Berkshire Steam Engine
30-1521-1 Proto-Sound 2.0 \$429.95

Did You Know?

The first 2-8-4 was built with 63" drivers, but railroads soon discovered that it had so much more steam capacity than previous freight engines it could power larger — and therefore faster — drivers, and subsequent models had 69"-70" drivers. Cruising speeds averaged about 55 mph.



Erie - 2-8-4 Berkshire Steam Engine
30-1522-1 Proto-Sound 2.0 \$429.95



IMPERIAL
SERIES

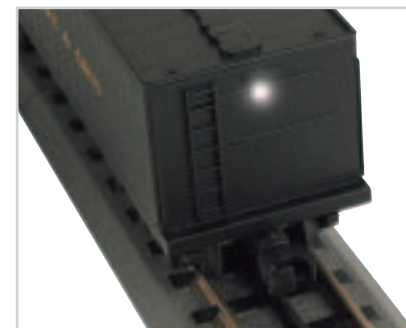
Features

- Die-Cast Boiler and Tender Body
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- (2) Precision Flywheel Equipped Motors
- Remote Controlled Proto-Coupler®
- Metal Handrails
- Operating Tender Back-up Light
- Locomotive Speed Control In Scale MPH Increments

- Engineer and Fireman Figures
- Real Coal Load
- Synchronized Puffing ProtoSmoke™ System
- Proto-Sound 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 27 3/8" x 2 5/8" x 3 5/16"
- Operates On O-31 Curves

Did You Know?

Almost half the Alleghenies, which the War Production Board allowed to continue being built throughout World War II, were equipped with steam heat and signal lines for passenger service. These were sometimes used for troop trains.



By 1940, C&O was looking for some new muscle to push, pull, and drag coal loads over the mountains between West Virginia and the eastern seaboard. Lima Locomotive Works knew they could design something that would fill C&O's needs even better than the big-boilered Texas 2-10-4s the railroad considered buying. The result was the 7500 horsepower 2-6-6-6 Allegheny, named for the mountain range it had to conquer and the most powerful articulated ever built. The six-wheeled trailing truck that gave this locomotive a new wheel design was necessary because the firebox was located completely behind the drivers.

Not only did engineers have to add an extra set of wheels to the trailing truck, but they had to give the tender an unusual fourth pair of wheels on the rear truck. The Class H-8 Alleghenies required huge tenders carrying 25,000 gallons of water and 25 tons of coal. But because they still had to fit on the C&O's 115-foot turntables, the tank was made taller in the rear. The extra weight required extra wheels to support it. Other railroads, like the Virginian Railroad, that had to traverse similar mountainous territory also bought Alleghenies.

M.T.H. proudly returns the Allegheny to the RailKing line, upgraded with Imperial features including real coal load, legible builder's plates, LED-illuminated classification lights, tender truck safety chains, painted backhead gauges and valves, cab interior light, and scale-detailed whistle, bell, generator, and safety valves.



Chesapeake & Ohio - Imperial 2-6-6-6 Allegheny Steam Engine
30-1504-1 Proto-Sound 2.0 \$699.95



Chesapeake & Ohio - Imperial 2-6-6-6 Allegheny Steam Engine
30-1505-1 Proto-Sound 2.0 \$699.95



Great Northern - Imperial 2-6-6-6 Allegheny Steam Engine
30-1506-1 Proto-Sound 2.0 \$699.95



Norfolk and Western - Imperial 2-6-6-6 Allegheny Steam Engine
30-1507-1 Proto-Sound 2.0 \$699.95

RAILKING STEAM LOCOMOTIVES

Learn more about them! For more information on any M.T.H. locomotive, search on its item number on our home page, www.mthtrains.com.



Norfolk & Western
4-6-2 Forty-Niner Steam Engine
30-1440-1 Proto-Sound 2.0 \$399.95



Pittsburgh & Lake Erie
0-8-0 Imperial Steam Engine
30-1471-1 Proto-Sound 2.0 \$399.95



Southern - 0-6-0 Imperial USRA Steam Switcher
30-1500-1 Proto-Sound 2.0 \$399.95



SEE THEM IN
ACTION
ON THE WEB



New York Central

4-6-4 Imperial Empire State Express Steam Engine
30-1490-1 Proto-Sound 2.0 \$429.95



Pennsylvania - 2-10-0 Imperial Decapod Steam Engine
30-1503-1 Proto-Sound 2.0 \$429.95



Pennsylvania - 2-10-0 Imperial Decapod Steam Engine
30-1502-1 Proto-Sound 2.0 \$429.95

RAILKING STEAM SETS

GREAT DEALS: Each of these sets offers a fully-featured RailKing steamer and a complete set of cars — for only \$100 more than the price of the engine. This represents a considerable savings over the combined retail prices of the set contents.



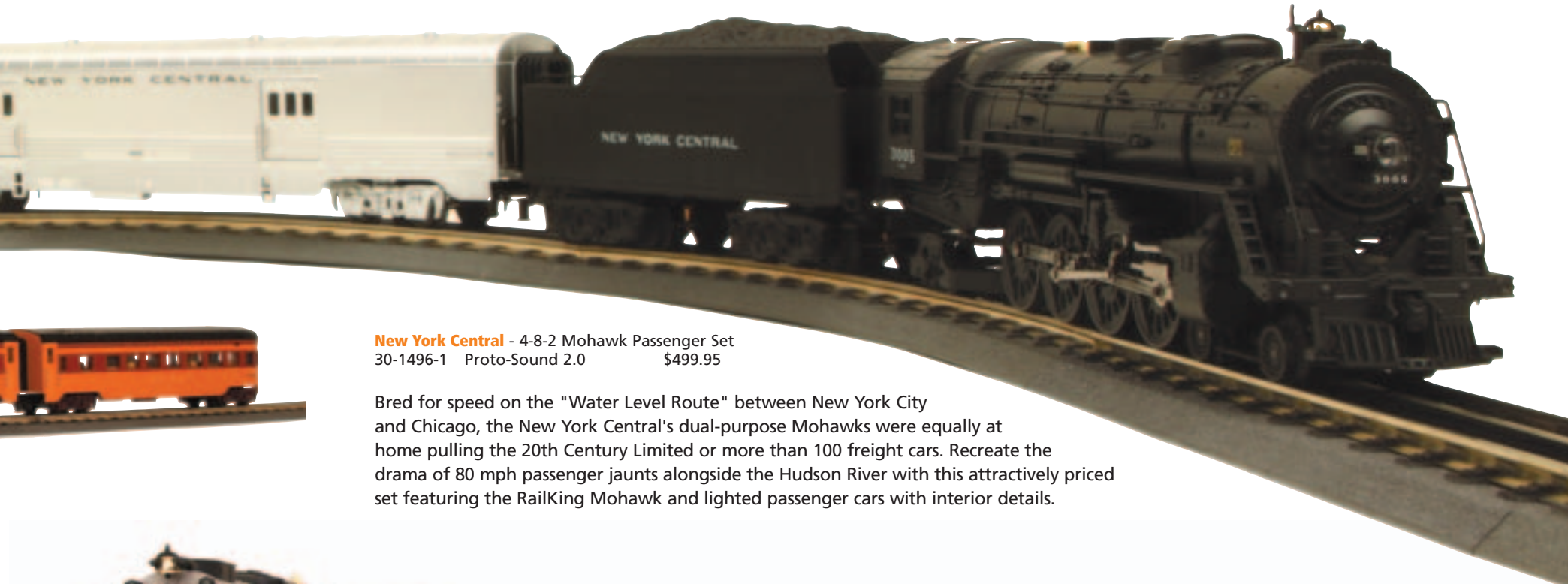
Milwaukee Road - 4-6-4 Hiawatha Passenger Set
30-1489-1 Proto-Sound 2.0 \$499.95

Advertised with the bold slogan “Nothing Faster on Rails,” the Milwaukee Road’s Hiawathas seduced passengers with luxurious surroundings that included the Tip Top Tap Room, the first standup cocktail bar on American rails. When the popularity of the Chicago-Twin Cities service mandated longer trains and larger locomotives, the Milwaukee Road turned to ALCo to design the massive F7 Hudsons, which outclassed the more-famous New York Central 4-6-4s in almost every way: larger firebox, taller drivers, and more power at speed. For the finest in steam passenger service, add this colorful speedster to your railroad.



New York Central - 4-8-2 L-3 Mohawk Freight Set
30-1497-1 Proto-Sound 2.0 \$499.95

Known as Mountains on other railroads but called Mohawks on the Water Level Route, 4-8-2s were the backbone of high-speed freight service on the New York Central. Shortly after World War II, the NYC painted a large number of boxcars in a striking vermilion-and-grey scheme to advertise its premier Pacemaker freight service, connecting New York City with upstate destinations.



New York Central - 4-8-2 Mohawk Passenger Set
 30-1496-1 Proto-Sound 2.0 \$499.95

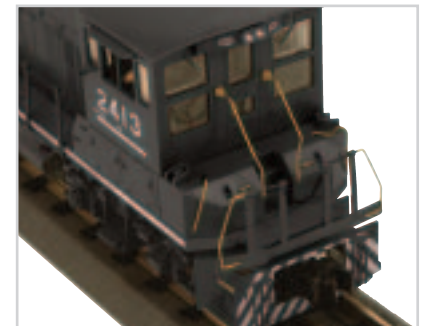
Bred for speed on the "Water Level Route" between New York City and Chicago, the New York Central's dual-purpose Mohawks were equally at home pulling the 20th Century Limited or more than 100 freight cars. Recreate the drama of 80 mph passenger jaunts alongside the Hudson River with this attractively priced set featuring the RailKing Mohawk and lighted passenger cars with interior details.



Union Pacific - 4-8-4 Imperial Big Boy Freight Set
 30-1513-1 Proto-Sound 2.0 \$799.95

In many ways, the Union Pacific Big Boy is the symbolic locomotive of the American West, as big and powerful as the country it sped through. Relive the excitement of lifting a trainload of California produce over Utah's Wasatch Mountains, bound for markets in Chicago and points east, with this two-motored RailKing Big Boy and its train of Pacific Fruit Express reefers.

EMD MP15DC DIESEL ENGINE



Features

- Intricately Detailed ABS Body
- Colorful Paint Scheme
- Die-Cast Metal Chassis
- Metal Handrails and Horn
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Cab Figures
- Directionally Controlled Headlights
- Metal Wheels, Axles and Gears
- (2) Remotely Controlled Proto-Couplers
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Proto-Sound 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 13" x 2 1/4" x 4 1/4"
- Operates On O-31 Curves

NOTE that photos depict RailKing MP15AC tooling, while actual production models will have correct DC-version features, including front-mounted radiator and air intakes. (See unpainted MP15DC photo in catalog intro.)

The MP15 was the last in a line of EMD end-cab switchers that stretched back to the prewar SW1. By the time the MP15 debuted in 1974, the multipurpose road switcher, descended from the Alco RS-series and the EMD GP7, had become the universal locomotive. The cab unit was already a dinosaur and the single-purpose yard engine was rapidly headed for extinction. To create a more versatile switcher, EMD gave the MP15 a longer frame than its predecessor, the SW1500, in order to fit it with the same Blomberg trucks as a road engine. Those better-riding trucks, along with more weight, a larger fuel capacity, and bigger sandboxes, made the MP15 suitable for road duty as well as switching, and allowed EMD to sell more than 500 units before the last MP15 was delivered in 1987.

The MP15 came in two flavors, traditional and modern. The MP15DC used traditional electrical gear and shared the front-mounted radiator and air intakes that had characterized all previous EMD end-cab switchers. It was basically a beefed-up SW1500. The MP15AC, however, incorporated EMD's Dash 2 technology, with solid-state transistors and circuit boards replacing the wiring, switches, and relays found in earlier diesels.

The MP15AC's cooling system was borrowed from the "Tunnel Motors" EMD had created for the Southern Pacific. The front of the hood was plain, like the rear of a Tunnel Motor, and the radiator air intakes were moved to the sides of the hood, low and at the front of the engine. Not surprisingly, the Southern Pacific was the first customer to order an MP15AC. Because the Dash 2 technology was relatively new and some railroads found it unnecessarily expensive for a lowly switcher, EMD continued to make both the DC and AC versions of the MP15 for most of its production run, and sales for the two models were about equal.

New for 2009, M.T.H. introduces this full-scale DC version of the last and largest of the end-cab switchers. In contrast with the MP15AC cataloged in 2008 Volume One, this model replicates the more-traditional MP15DC with its front-mounted radiator and air intakes. Like its prototype, this RailKing Scale engine is equally at home doing slow-speed yard duty or hauling commuters or freight along your main line.

NEW!



Amtrak - MP15DC Diesel Engine
30-2938-1 Proto-Sound 2.0

\$299.95

NEW!



BNSF - MP15DC Diesel Engine
30-2941-1 Proto-Sound 2.0

\$299.95

NEW!



Norfolk Southern - MP15DC Diesel Engine
30-2939-1 Proto-Sound 2.0

\$299.95

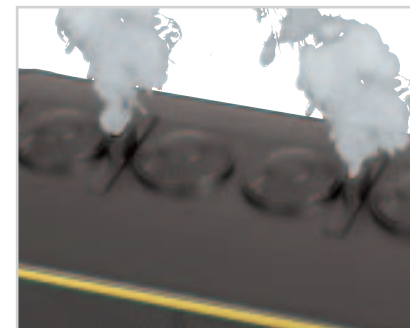
NEW!



Genesee & Wyoming - MP15DC Diesel Engine
30-2940-1 Proto-Sound 2.0

\$299.95

ELECTRO-MOTIVE F3 A-B-A DIESEL ENGINE



Features

- Colorful Paint Scheme
- Die-Cast Metal Chassis
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Wheels, Axles and Gears
- (2) Precision Flywheel Equipped Motors In Powered A Unit
- (2) Remotely Controlled Proto-Couplers (one per A Unit)
- Directionally Controlled Headlights
- Intricately Detailed ABS Bodies
- Locomotive Speed Control In Scale MPH Increments
- Engineer Cab Figure In Each A Unit
- Operating Smoke Unit In Powered A Unit
- Proto-Sound 2.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Unit Measures: 40 1/4" x 2 5/8" x 3 3/4"
- Operates On O-31 Curves

When the prototype railroads began to dieselize in the 1940s, model train manufacturers soon followed, recognizing that boys wanted models of the newest trains they were seeing on real railroads. One of the initial toy train forays into dieseldom was a Lionel replica of the best-selling diesel of the day, the F3 "covered wagon" made by the Electro-Motive Division of General Motors.

Recognizing that EMD and the railroads were anxious to publicize their modern motive power, General Motors, the Santa Fe Railroad, and the New York Central Railroad helped share the cost of dies for the original models in exchange for having their names on engines that appeared on virtually every boy's holiday wish list for years. In the end, it seems the Santa Fe got the best deal, as its red, yellow, and silver "warbonnet" F3s remained a popular fixture on model railroad locomotives longer than any other railroad livery.

To this day, the F3 diesels of the late 1940s and early 1950s are recognized as some of the best toys ever produced. Virtually full O gauge scale models, they were tremendously dependable, highly detailed for their time, and terrific pullers.

Postwar and RailKing Scale fans will no doubt want to order this stellar M.T.H. replica of model railroading's most famous diesel. The look and feel of the classic original is faithfully reproduced, right down to the die-cast metal chassis. Under the hood, however, lies the power and performance of ProtoSound® 2.0, twin fly-wheel-equipped motors, and Proto-Smoke, offering today's model railroaders an operating experience that boys of the 1950s could only dream about.



Milwaukee Road - F3 A-B-A Diesel Engine
30-2943-1 Proto-Sound 2.0 \$499.95



Baltimore & Ohio - F3 A-B-A Diesel Engine
30-2942-1 Proto-Sound 2.0 \$499.95



Western Pacific - F3 A-B-A Diesel Engine
30-2945-1 Proto-Sound 2.0 \$499.95

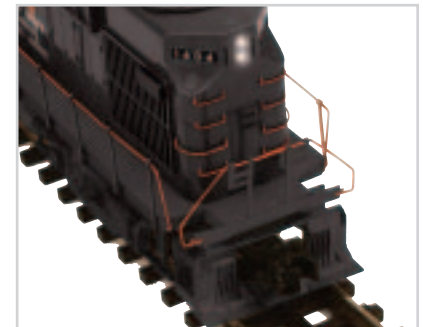
Did You Know?

In a December 1950 radio show, famed comedian Jack Benny wrote a letter to Dear Santa Fe, saying "Christmas is almost here and it would make me happy if you gave me a train." While the railroad did not give Benny the real train he asked for, its publicity department did send him a Lionel model of the F3.



Wabash - F3 A-B-A Diesel Engine
30-2944-1 Proto-Sound 2.0 \$499.95

ALCO RS-11 HIGH HOOD DIESEL ENGINE



Features

- Intricately Detailed ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Horn
- (2) Cab Figures
- Directionally Controlled Headlights
- Metal Wheels, Axles and Gears
- (2) Remotely Controlled Proto-Couplers
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Proto-Sound 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 14 7/8" x 2 1/2" x 4 1/16"
- Operates On O-31 Curves

Did You Know?

Experienced engineers loved the road switcher cab because, unlike the new streamliners, it felt like home to them. The crew in a Geep or RS-11 running long hood forward sat near the back of the engine, looking out over the power plant with a lot of machinery between them and any potential collision — just like a steam engine. Even running short hood forward, the engineer's view was out past the engine's nose, similar to a steamer.

The RS-11 was Alco's answer to the hugely popular Electro-Motive Geep. Alco had, after all, invented the road switcher: a multipurpose engine with great visibility fore and aft, capable of anything from slow-speed switching to full-throttle mainline hauling. And in the late 1940s and early '50s, Alco's pioneering RS-1 and RS-3 had sold well. But Alco's 1600 hp model 244 motor had acquired a reputation for unreliability, and the Electro-Motive GP7 and GP9, copying the road switcher concept, became the runaway best-sellers of first-generation diesels.

One wonders today if Alco's problem was really its motor or EMD's commanding sales lead. Back in 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 RS-11 addressed the reliability issue with a new Model 251 V-12 motor, offering 50 more horsepower than the contemporary GP9. At least a dozen Class 1 railroads in the U.S., Canada, and Mexico bought the new engine after it was introduced in 1956. Some used it in passenger service with an optional train heat boiler. Later a low-nose version with better forward visibility was offered. But while the RS-11 was a good locomotive, the race had already been lost. Sales numbered in the hundreds while Geeps sold by the thousands. Some RS-11 orders were simply fallout from EMD's success — when they couldn't make Geeps fast enough, Alco got the overflow orders.

Alco soldiered on for another decade, introducing its Century series of locomotives, but the RS-11 turned out to be the last Alco diesel that sold in significant numbers. In 1969 Alco shuttered its Schenectady locomotive plant and sold its designs to its Canadian cousin, the Montreal Locomotive Works. After many changes in corporate ownership, Alco designs are still alive today in India, where a large number of diesels are powered by descendants of the Alco 251 diesel motor.

Our RailKing Scale RS-11 can offer stiff competition for the Geeps and F-units on your railroad — or, like the prototype, you can mix them together in lashups, thanks to Proto-Sound 2.0 technology. Our RS-11 features the distinctive notched-nose look of its prototype, remote Proto-Couplers™ front and rear, the authentic chant of an Alco prime mover, and Proto-Speed Control for tremendous pulling power at any speed from a crawl to full throttle.



Lehigh Valley - RS-11 High Hood Diesel Engine
 30-2934-1 w/Proto-Sound 2.0 \$299.95
 30-2934-3 Non-Powered \$149.95



Southern Pacific - RS-11 High Hood Diesel Engine
 30-2937-1 w/Proto-Sound 2.0 \$299.95
 30-2937-3 Non-Powered \$149.95



Conrail - RS-11 High Hood Diesel Engine
 30-2935-1 w/Proto-Sound 2.0 \$299.95
 30-2935-3 Non-Powered \$149.95



New Haven - RS-11 High Hood Diesel Engine
 30-2936-1 w/Proto-Sound 2.0 \$299.95
 30-2936-3 Non-Powered \$149.95



BALDWIN VO-1000 DIESEL ENGINE



Features

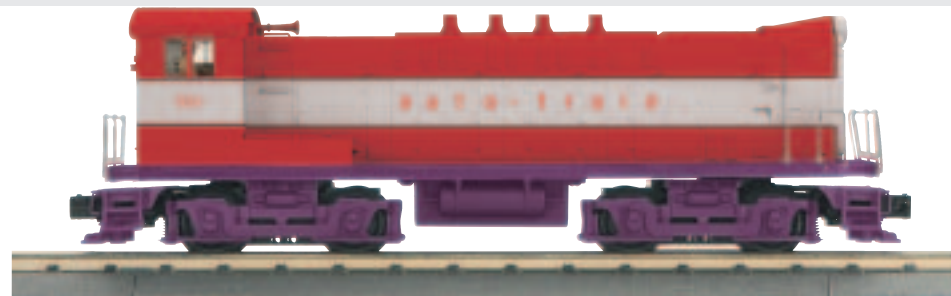
- Intricately Detailed ABS Body
- Colorful Paint Scheme
- Die-Cast Metal Chassis
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Directionally Controlled Headlights
- Metal Wheels, Axles and Gears
- (2) Remotely Controlled Proto-Couplers
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- (2) Cab Figures
- Proto-Sound 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 14 1/2" x 2 1/2" x 3 1/2"
- Operates On O-31 Curves

The Baldwin Locomotive Works had been building steam engines for a century before it sold its first production diesel in 1937. While most of Baldwin's diesels were ultimately disappointments to its customers, the engines' unique looks won the hearts of American railfans and modelers. Nothing else on rails looked like the baby-faced 24-wheeled Centipedes or the Raymond Loewy-styled Sharknoses. The distinctive VO-1000, perhaps the most muscular looking of all first-generation diesel switchers, was Baldwin's most successful product. The U.S. military and over 30 class one railroads bought 548 copies of the 1000 hp. engine between 1939 and 1946.

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

Ultimately the massive De La Vergne motor proved to be both a blessing and a curse. Teamed up with equally heavy-duty traction motors supplied by Westinghouse, Baldwin's prime mover found its niche in low-speed lugging assignments, which it handled relatively well. But those were just the types of assignments in which crews tended to abuse equipment and push an engine to its limits. As a result, Baldwin engines eventually developed a reputation for high maintenance costs. The VO-1000 switcher, with its normally aspirated 8-cylinder engine, was actually one of Baldwin's most dependable locomotives, and many served for decades. The turbocharged models that succeeded the VO-1000, however, were plagued with problems that included excessive piston wear. By 1956 it was clear that Baldwin was no longer a contender in the diesel business, and the nation's oldest locomotive builder threw in the towel.

Relive the excitement and variety of the early diesel years with the RailKing Scale VO-1000. Thanks to Proto-Sound 2.0, our model features authentic Baldwin prime mover sounds and the ability to duplicate the low-speed lugging power of its prototype — as well as the ability to hustle along virtually as fast as you care to run it.



Auto Train - VO-1000 Diesel Engine
30-2930-1 Proto-Sound 2.0 \$299.95



Nickel Plate Road - VO-1000 Diesel Engine
30-2932-1 Proto-Sound 2.0 \$299.95



Pennsylvania - VO-1000 Diesel Engine
30-2931-1 Proto-Sound 2.0 \$299.95



Chicago & North Western - VO-1000 Diesel Engine
30-2933-1 Proto-Sound 2.0 \$299.95

FM TRAINMASTER DIESEL ENGINE



Features

- Directionally Controlled Headlights
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Remotely Controlled Proto-Couplers
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Decorative Horn
- (2) Precision Flywheel-Equipped Motors
- Intricately Detailed ABS Body
- (2) Cab Figures
- Locomotive Speed Control In Scale MPH Increments
- Operating Smoke Unit
- Illuminated Number Boards
- LED-Illuminated Front and Rear Marker Lights
- Proto-Sound 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects

- Unit Measures: 17" x 2 5/8" x 3 7/8"
- Operates On O-31 Curves



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 nearly half a century. The Trainmaster returns to the RailKing Scale lineup in 2009 complete with the digital sound, amazing slow speed capability, and variable smoke output that make Proto-Sound 2.0 the best sound and control system in O gauge.



Southern Pacific - FM Trainmaster Diesel Engine
 30-2929-1 Proto-Sound 2.0 \$299.95
 30-2929-3 Non-Powered \$149.95



Virginian - FM Trainmaster Diesel Engine
 30-2926-1 Proto-Sound 2.0 \$299.95
 30-2926-3 Non-Powered \$149.95

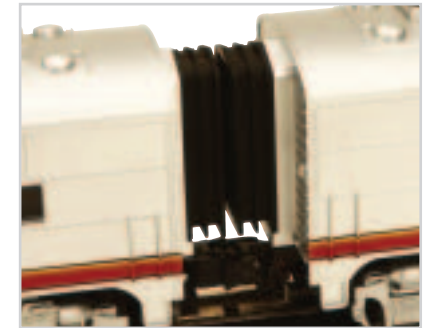


Jersey Central - FM Trainmaster Diesel Engine
 30-2928-1 Proto-Sound 2.0 \$299.95
 30-2928-3 Non-Powered \$149.95



Chessie - FM Trainmaster Diesel Engine
 30-2927-1 Proto-Sound 2.0 \$299.95
 30-2927-3 Non-Powered \$149.95

ELECTRO-MOTIVE E6 A-A DIESEL ENGINE



Features

- Intricately Detailed ABS Bodies
- Directionally Controlled Headlights
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Remotely Controlled Proto-Couplers
- Colorful Paint Scheme
- Metal Chassis
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Proto-Sound 2.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Unit Measures: 29 1/4" x 2 1/2" x 3 5/8"
- Operates On O-31 Curves

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

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

Now you can enjoy the beauty and glamour of the seminal E6 streamliners in the colorful schemes of some of America's great railroads. Imagine the excitement of hearing station announcements and squealing brakes as your train glides to a stop, followed by the hustle and bustle of passengers disembarking and boarding. Moments later, the conductor's departure call pierces the din, the locomotive's bell begins to ring, and your train is off again for faraway places. It's all possible thanks to Proto-Sound 2.0. Only M.T.H. offers such a complete array of sounds and other features to bring the drama of prototype railroading onto your home layout.



Santa Fe - E6 A-A Diesel Engine
 30-2950-1 Proto-Sound 2.0 \$349.95
 30-2950-3 Non-Powered B-Unit \$119.95



Burlington - E6 A-A Diesel Engine
 30-2951-1 Proto-Sound 2.0 \$349.95
 30-2951-3 Non-Powered B-Unit \$119.95



Southern - E6 A-A Diesel Engine
 30-2952-1 Proto-Sound 2.0 \$349.95
 30-2952-3 Non-Powered B-Unit \$119.95



Missouri Pacific - E6 A-A Diesel Engine
 30-2953-1 Proto-Sound 2.0 \$349.95
 30-2953-3 Non-Powered B-Unit \$119.95



EMD SD70ACE DIESEL ENGINE



Features

- Constant Voltage Directional Headlight
- Intricately Detailed ABS Body
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Horn
- (2) Precision Flywheel-Equipped Motors
- (2) Operating Metal Couplers

- Operating Horn & Bell
- Measures: 17" x 2 1/2" x 3 3/4"
- Operates On O-31 Curves

Proto-Sound® 2.0 Models Add:

- Proto-Sound® 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™

- (2) Remotely Controlled Proto-Couplers™
- Locomotive Speed Control In Scale MPH Increments
- Operating Ditch Lights
- Operating Smoke Unit



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

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

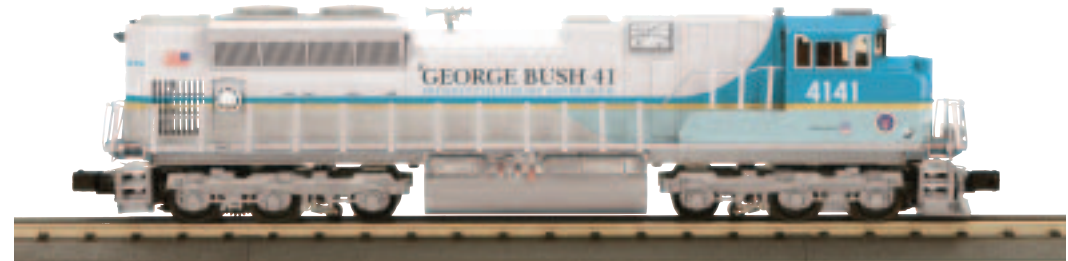
Other than the prime mover, however, virtually every element of the SD70ACe has been rethought to create a 21st-century locomotive. Ergonomics were a prime consideration. The engine's angular nose offers the crew far better visibility than most other locomotives, and the cab is comfortable for engineers 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 cupholder for the engineer.

The M.T.H. SD70ACe is our first RailKing Imperial diesel, 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 2.0 version is 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 on the Proto-Sound version 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!



Florida East Coast - Imperial SD70ACe Diesel Engine

30-2946-1	Proto-Sound 2.0	\$299.95
30-2946-0	Horn & Bell	\$229.95



George H.W. Bush - Imperial SD70ACe Diesel Engine

30-2947-1	Proto-Sound 2.0	\$299.95
30-2947-0	Horn & Bell	\$229.95



Electro Motive Division - Imperial SD70ACe Diesel Engine

30-2948-1	Proto-Sound 2.0	\$299.95
30-2948-0	Horn & Bell	\$229.95



Union Pacific - Imperial SD70ACe Diesel Engine

30-2949-1	Proto-Sound 2.0	\$299.95
30-2949-0	Horn & Bell	\$229.95

ELECTRO-MOTIVE SW1 DIESEL ENGINE



Features

- Intricately Detailed ABS Body
- Colorful Paint Scheme
- Die-Cast Metal Chassis
- Directionally Controlled Headlights
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Remotely Controlled Proto-Couplers
- Metal Handrails and Decorative Horn
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Proto-Sound 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 12" x 2 3/4" x 4"
- Operates On O-31 Curves

CHECK OUT THE DETAILS!

Our SW1 offers Premier-level details at a RailKing price: walkways with etched safety tread; separate, added-on railings and grab irons on the hood and cab; numerous end railings; and separate, added-on handles on the front deck sandbox lid.

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 has everything you'd want in a switcher: front and rear remote Proto-Couplers, smooth performance at any speed down to 3 scale miles per hour, dual-motor power, and authentic EMD sounds.



Rock Island - SW1 Diesel Switcher
30-2923-1 Proto-Sound 2.0 \$299.95

Jersey Central Lines - SW1 Diesel Switcher
30-2922-1 Proto-Sound 2.0 \$299.95

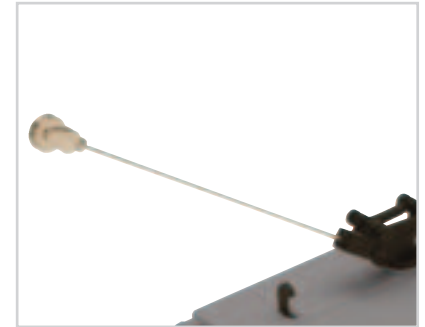


Chesapeake & Ohio - SW1 Diesel Switcher
30-2924-1 Proto-Sound 2.0 \$299.95



Great Northern - SW1 Diesel Switcher
30-2925-1 Proto-Sound 2.0 \$299.95

BRILL SEMI-CONVERTIBLE TROLLEY



Features

- Directionally Controlled Headlights
- Intricately Detailed ABS Body
- Metal Wheels, Axles and Gears
- Moveable Trolley Pole
- Die-Cast Truck Sides & Pilots
- Colorful Paint Scheme
- Precision Flywheel-Equipped Motor
- Locomotive Speed Control In Scale MPH Increments
- Lighted Interior
- Proto-Sound 2.0 With The Digital Command System Featuring Transit Stop Proto-Effects
- Unit Measures: 10 5/16" x 2 1/8" x 3 13/16"
- Operates On O-31 Curves

In 1869, the year that rails first joined America's east and west coasts, two German immigrants skilled in cabinetmaking founded the J.G. Brill Company in Philadelphia. At first, John George Brill and his son George Martin Brill built any kind of rail passenger vehicle, including horse-drawn streetcars, cable cars, and passenger cars for steam railroads.

The firm's fortunes improved dramatically in the mid-1880s, however, when it began to concentrate on the booming streetcar market. And as the twentieth century dawned, Brill became a leader as the streetcar business matured and consolidated. The firm absorbed many of its competitors, including the American Car Company in St. Louis, the G.C. Kuhlman Car Company in Cleveland, the John Stephenson Company in Elizabeth, New Jersey, and the Wason Manufacturing Company in Springfield, Massachusetts. These acquisitions gave the Brill Company access to strategically located plants in most parts of the country.

Brill was also known for technological innovation. One of its earliest notable designs was the patented Brill Convertible Car; removable side panels enabled the same trolley to be an open car in warm weather and a closed car in colder seasons. Later, the patented semi-convertible design enabled the removable panels to be stored in the car's roof. Other Brill innovations included the "Narragansett" car, an open car with a patented two-step running board to facilitate boarding by women in tight skirts; heavy steel high-speed articulated cars built in 1926 for the Washington, Baltimore & Annapolis interurban; and lightweight, high-speed Bullet cars developed in 1930.

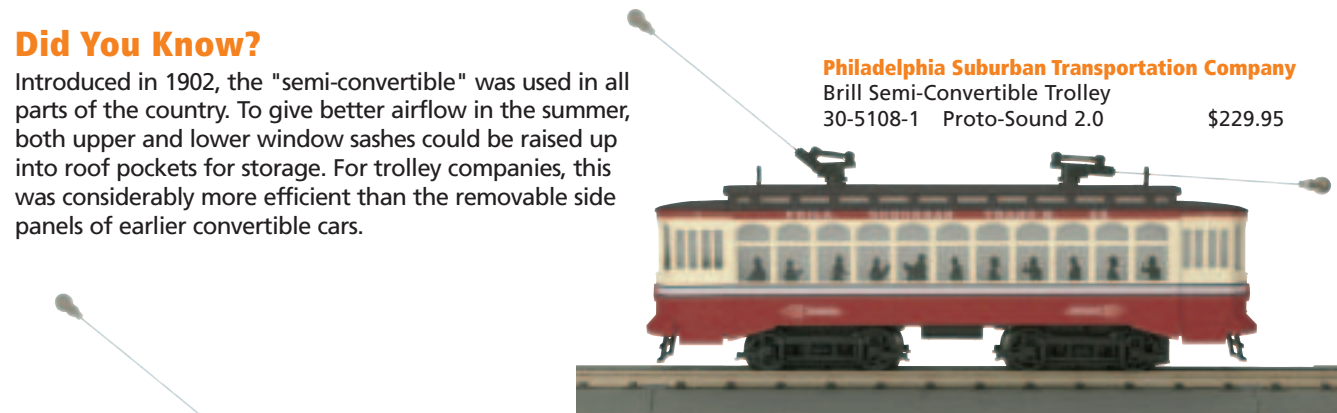
The RailKing Brill Semi-Convertible Trolley is equipped with the Proto-Sound 2.0 transit program, whose unique features make creating an automatic trolley run simple and fun — even in Conventional Mode. When configured to run on automatic, the Brill Semi-Convertible stops itself at locations you define and calls out station names that you select in advance.



New York Transit - Brill Semi-Convertible Trolley
30-5106-1 Proto-Sound 2.0 \$229.95



Pittsburgh - Brill Semi-Convertible Trolley
30-5107-1 Proto-Sound 2.0 \$229.95



Philadelphia Suburban Transportation Company
Brill Semi-Convertible Trolley
30-5108-1 Proto-Sound 2.0 \$229.95



Municipal Transportation Authority
Brill Semi-Convertible Trolley
30-5109-1 Proto-Sound 2.0 \$229.95

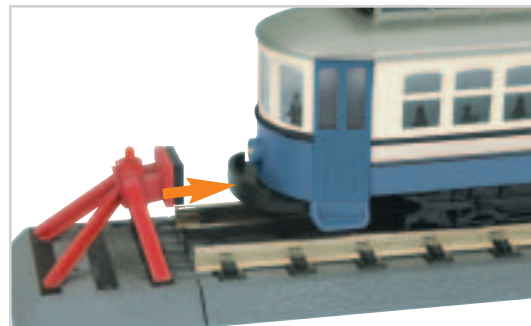
Did You Know?
Introduced in 1902, the "semi-convertible" was used in all parts of the country. To give better airflow in the summer, both upper and lower window sashes could be raised up into roof pockets for storage. For trolley companies, this was considerably more efficient than the removable side panels of earlier convertible cars.

BUMP-N-GO TROLLEY



Features

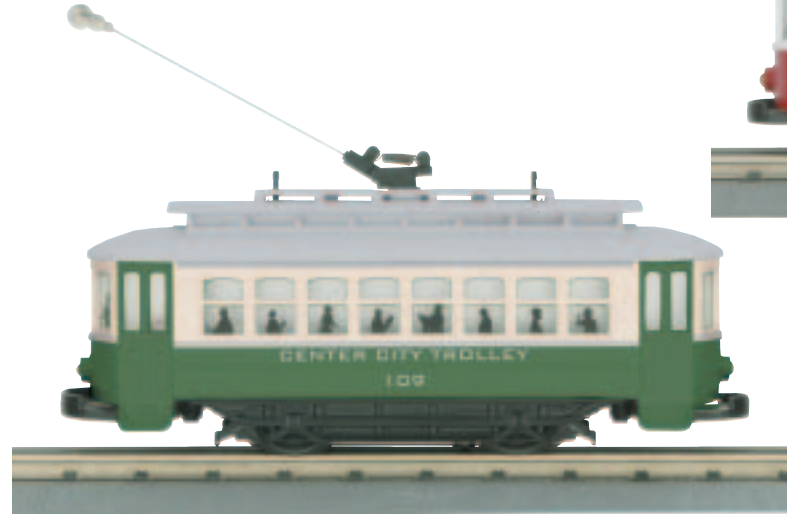
- Intricately Detailed ABS Body
- Metal Wheels, Axles and Gears
- Colorful Paint Scheme
- Precision Motor
- Lighted Interior
- Moveable Power Pole
- Automatic Reversing Bumpers
- Unit Measures: 8 1/4" x 2 3/8" x 3 1/3"
- Operates On O-27 Curves



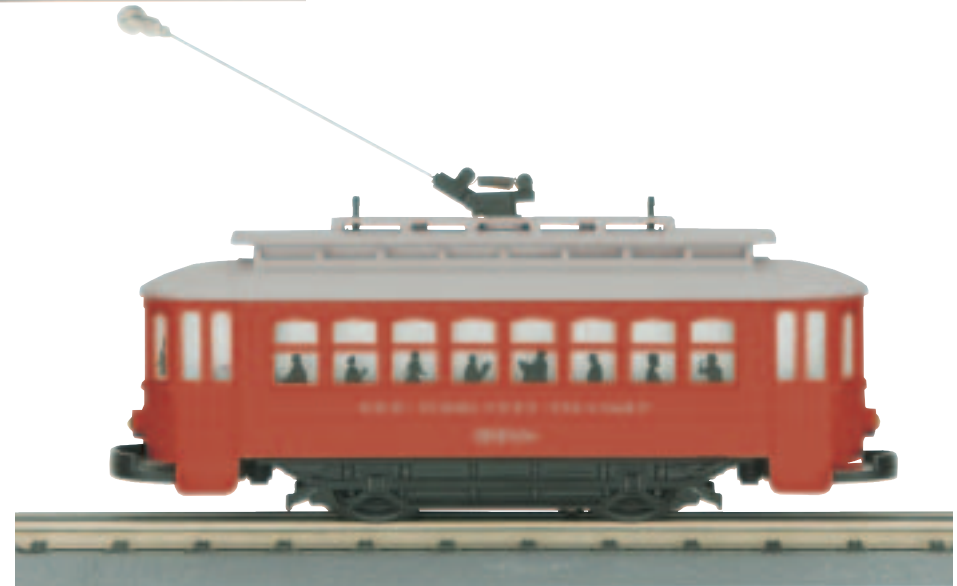
Introduce someone you love to model railroading with the magic of a Bump-n-Go Trolley.

The colorful trolley features a lighted interior, metal wheels and gears and a long-lasting motor. The unit operates on any O Gauge track system and features an Automatic Bumper Reversing Mechanism (ABRM) that changes the car's direction when it hits a track bumper.

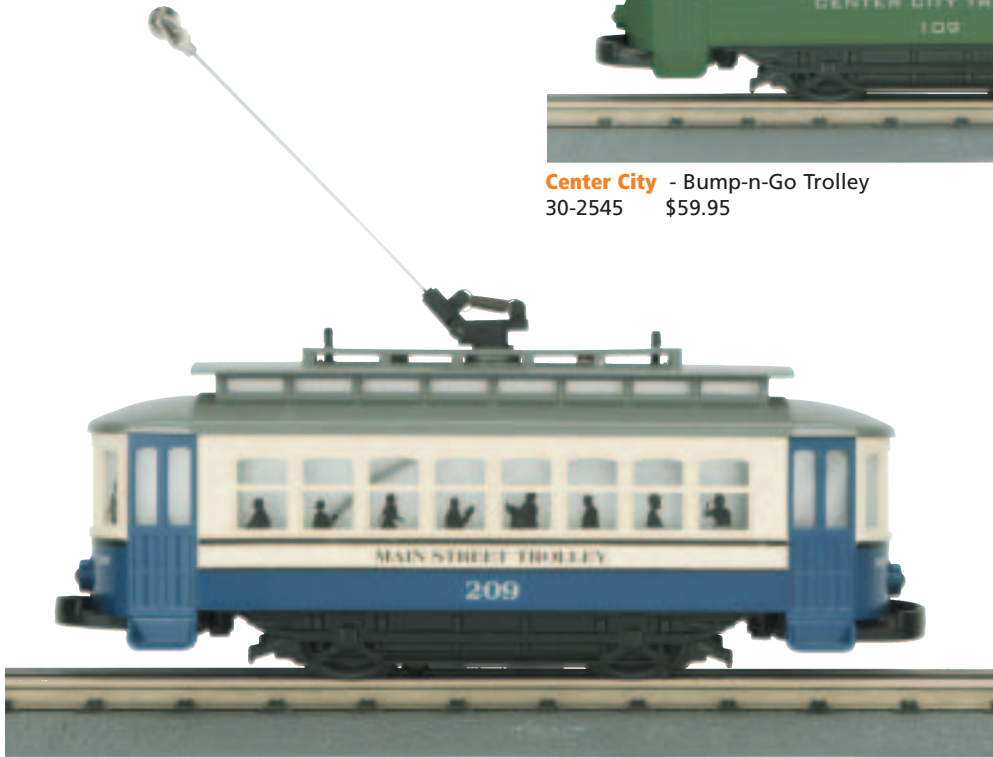
Pittsburgh - Bump-n-Go Trolley
30-2585 \$59.95



Center City - Bump-n-Go Trolley
30-2545 \$59.95

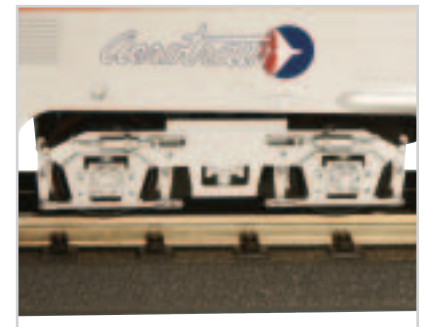
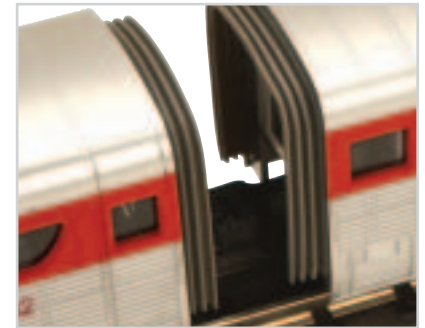


New York Transit - Bump-n-Go Trolley
30-2596 \$59.95



Main Street - Bump-n-Go Trolley
30-2562 \$59.95

AEROTRAIN DIESEL PASSENGER SET



Features

Set Features

- Two-Motored Lead Unit
- 3-Car Consist
- Operates On O-31 Track
- Measures: 45 3/4" x 2 1/2" x 3 3/4"

Powered Unit Features

- Colorful Paint Scheme
- Metal Chassis
- Die-Cast Truck Sides

- Metal Wheels, Axles and Gears
- (2) Precision Flywheel-Equipped Motors
- Directionally Controlled Headlight
- Intricately Detailed ABS Body
- Locomotive Speed Control
- Proto-Sound 2.0 With The Digital Command System Featuring Passenger Station Proto-Effects

Car Features

- Intricately Detailed Durable ABS Bodies
- Die-Cast Trucks
- Attractive Deco Scheme
- Detailed, Lighted Car Interiors
- Metal Wheels and Axles



Pennsylvania - Aerotrains Diesel Passenger Set
30-2954-1 Proto-Sound 2.0 \$399.95

Like Budd's RDC car, GM's Aerotrains was a postwar attempt to help railroads turn a profit on passenger service. But the Aerotrains promised a lot more and delivered much less. In June 1955, while the Aerotrains was still being designed, a General Motors press release predicted that "this crack new 100-mile-an-hour streamliner" would run from New York to Boston in 2½ hours — faster than today's Acela. Even before it was delivered, a New York Central magazine ad claimed "This Train Will Save an Industry," and the Pennsylvania Railroad's 1956 calendar featured a painting of the Aerotrains titled "Dynamic Progress."

The Aerotrains was in fact a mixture of off-the-shelf GM parts with futuristic ideas and styling. The idea was to create a fast, fuel-efficient train that would be cheap to purchase and operate, allowing railroads to compete with

autos and airplanes on medium-haul trips of 200–700 miles. The Aerotrains' 40-seat coaches were based on GM intercity bus bodies, complete with lavatory at one end and baggage compartments under the seating area. Like buses of the time, each four-wheeled coach rode on an air bellows suspension, unlike normal passenger cars that rode on metal springs. Under the hood, the Aerotrains' engine was a 1200-horsepower EMD switcher, re-gearred for speeds up to 100 mph. The styling borrowed heavily from General Motors cars of the era, with the observation car almost a dead ringer for the back end of the 1955 Chevy Nomad station wagon.

In early 1956, the two prototype Aerotrains entered service on the Pennsy between Philadelphia and Pittsburgh, and on the New York Central between

Chicago and Detroit. It soon became apparent that the air bellows suspension was fine at bus speeds but utterly inadequate for a high-speed train. Above 60 mph, the lightweight cars shook horribly; one wag noted that if the trains had operated at or near their top speed, "any surviving passengers would have been approaching the condition of Jello." After less than a year of service, the test trains were returned to GM. In 1957 they were sold to the Rock Island, which used them in lower-speed commuter service in the Chicago suburbs until their 1966 retirement. For 2009, this highly detailed RailKing model allows you to relive the Pennsylvania's hopes for the Aerotrains in high-speed service — without the rough ride.



Pennsylvania - Aerotrains Coach, Car No. 305
30-6166 \$49.95



Pennsylvania - Aerotrains Coach, Car No. 308
30-6170 \$49.95

Did You Know?

Upon their retirement in 1966, the two Aerotrains were donated to the National Railroad Museum in Green Bay Wisconsin and the Museum of Transportation in St. Louis, where you can see them today. Although the Aerotrains were not popular with passengers, their styling — which once appeared futuristic and today looks retro — has made them tremendously popular with model railroaders. An HO model introduced by Varney in the 1950s has sold thousands of copies and is still available today from Bowser Manufacturing.

50' Modern Box Car



Montana Rail Link - 50' Modern Box Car
30-74564 \$44.95



BNSF - 50' Modern Box Car
30-74562 \$44.95



Chicago NorthWestern - 50' Modern Box Car
30-74563 \$44.95



Boston & Maine - 50' Modern Box Car
30-74561 \$44.95

Details

- Unit Measures: 12 7/8" x 2 9/16" x 3 9/16"
- Operates On O-31 Curves



Reefer



Boote's Hatcheries - Reefer Car
30-78100 \$42.95



Borden's Fine Cheese - Reefer Car
30-78101 \$42.95



Mid West Catsup - Reefer Car
30-78102 \$42.95



Morell - Reefer Car
30-78103 \$42.95

Details

- Unit Measures: 11 5/8" x 2 1/2" x 3 3/16"
- Operates On O-27 Curves



40' Double-Door Box Car



Union Pacific - 40' Double-Door Box Car
30-74565 \$42.95



CP Rail - 40' Double-Door Box Car
30-74568 \$42.95



Southern Pacific - 40' Double-Door Box Car
30-74566 \$42.95



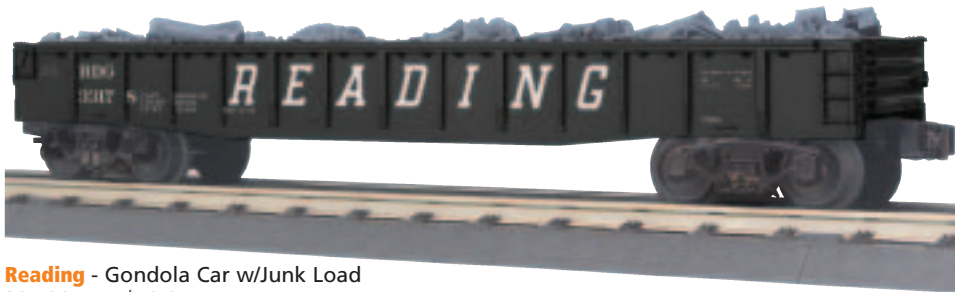
Canadian National - 40' Double-Door Box Car
30-74567 \$42.95

Details

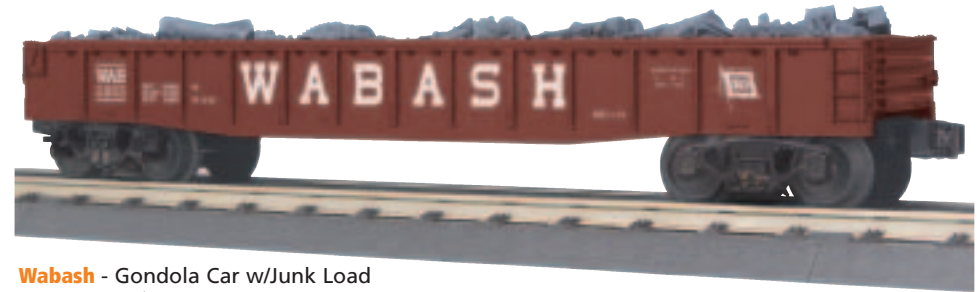
- Unit Measures: 11 1/2" x 2 1/2" x 3 7/16"
- Operates On O-31 Curves



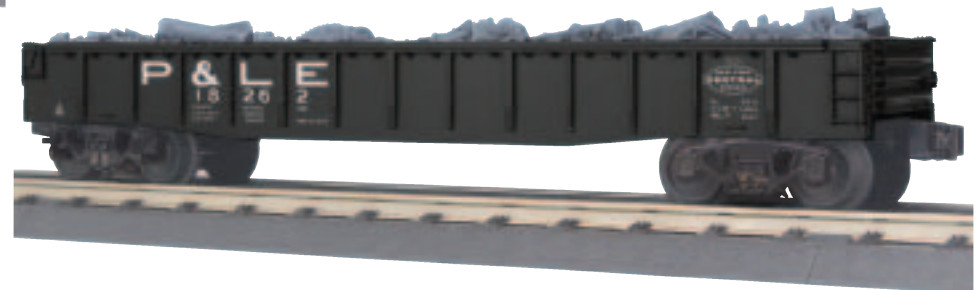
Gondola Car w/Junk Load



Reading - Gondola Car w/Junk Load
30-72044 \$42.95



Wabash - Gondola Car w/Junk Load
30-72045 \$42.95



Pittsburgh & Lake Erie - Gondola Car w/Junk Load
30-72046 \$42.95



Duluth Missabe & Iron Range - Gondola Car w/Junk Load
30-72047 \$42.95

Details

- Unit Measures: 11 15/16" x 2 3/16" x 1 11/16"
- Operates On O-27 Curves



33K Gallon Tank Car



Suburban Propane - 33K Gallon Tank Car
30-73303 \$44.95



Union Texas Petroleum - 33K Gallon
Tank Car
30-73306 \$44.95



Gulf - 33K Gallon Tank Car
30-73304 \$44.95



Sherritt - 33K Gallon Tank Car
30-73305 \$44.95

Details

- Unit Measures: 14 3/4" x 2 3/8" x 3 3/4"
- Operates On O-31 Curves



Stock Car



Chicago St. Paul Minneapolis & Omaha - Stock Car
30-7176 \$39.95



CP Rail - Stock Car
30-7179 \$39.95



Northern Pacific - Stock Car
30-7177 \$39.95



Union Pacific - Stock Car
30-7178 \$39.95

Details

- Unit Measures: 11 5/8" x 2 1/2" x 3 3/8"
- Operates On O-27 Curves



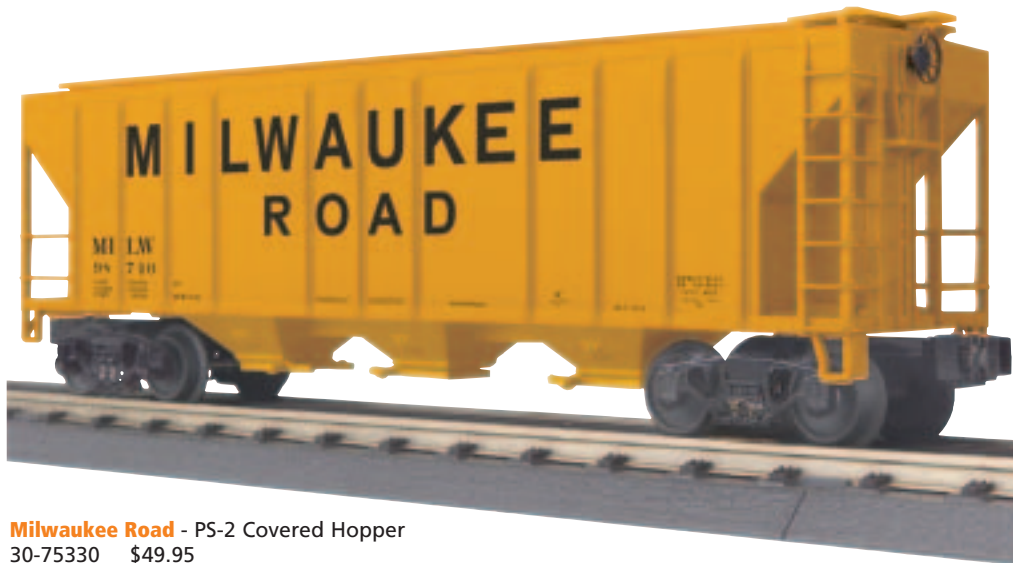
PS-2 Covered Hopper



Union Pacific - PS-2 Covered Hopper
30-75327 \$49.95



Illinois Central Gulf - PS-2 Covered Hopper
30-75329 \$49.95



Milwaukee Road - PS-2 Covered Hopper
30-75330 \$49.95



SOO Line - PS-2 Covered Hopper
30-75328 \$49.95

Details

- Unit Measures: 11 1/4" x 2 1/2" x 3 3/8"
- Operates On O-31 Curves



4-Bay Hopper



Milwaukee Road - 4-Bay Hopper
30-75334 \$39.95



Chesapeake & Ohio - 4-Bay Hopper
30-75333 \$39.95



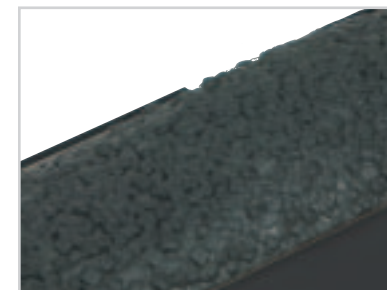
Lackawanna - 4-Bay Hopper
30-75336 \$39.95



Boston & Maine - 4-Bay Hopper
30-75335 \$39.95

Details

- Unit Measures: 11 3/4" x 2 1/2" x 2 3/4"
- Operates On O-27 Curves



Passenger Cars



Burlington - 60' Streamlined ABS Full-Length Vista Dome Car
30-67513 \$54.95



Burlington - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67511 \$99.95



Burlington - 60' Streamlined ABS Coach
30-67512 \$49.95



Burlington - 4-Car 60' Streamlined ABS Passenger Set
30-67510 \$199.95

Details

- Intricately Detailed, Durable ABS 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
- Needle-Point Axles
- Detailed Car Interiors
- 4-Car Sets Feature: (1) Baggage, (1) Coach, (1) Vista Dome, (1) Observation
- Set Measures: 68 3/4" x 2 5/8" x 3 5/16"
- Operates On O-31 Curves



Santa Fe - 60' Streamlined ABS Coach
30-37508 \$49.95



Santa Fe - 60' Streamlined ABS Full-Length Vista Dome Car
30-67509 \$54.95



Santa Fe - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67507 \$99.95



Santa Fe - 4-Car 60' Streamlined ABS Passenger Set
30-67506 \$199.95



Southern - 4-Car 60' Streamlined ABS Passenger Set
30-67514 \$199.95



Southern - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67515 \$99.95



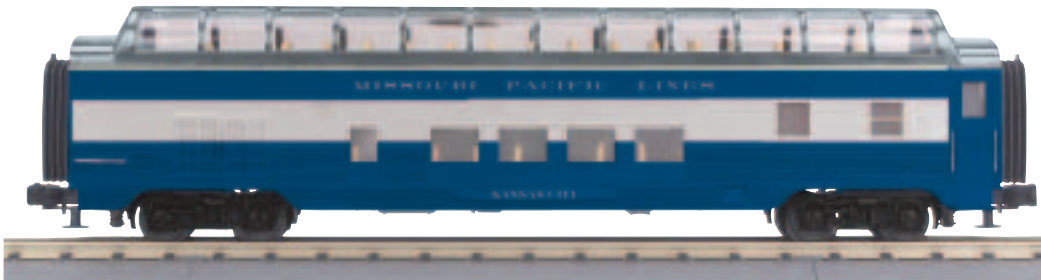
Southern - 60' Streamlined ABS Coach
30-67516 \$49.95



Missouri Pacific - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67519 \$99.95



Missouri Pacific - 4-Car 60' Streamlined ABS Passenger Set
30-67518 \$199.95



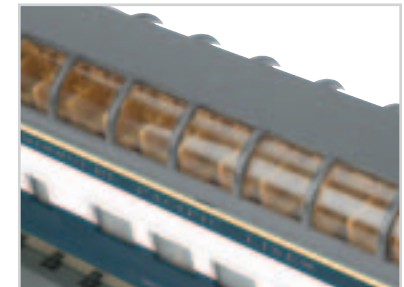
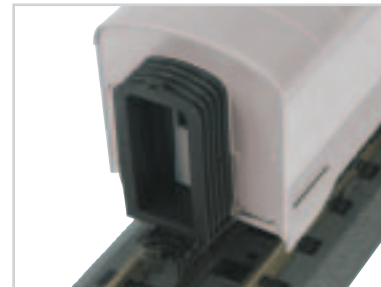
Missouri Pacific - 60' Streamlined ABS Full-Length Vista Dome Car
30-67521 \$54.95



Southern - 60' Streamlined ABS Full-Length Vista Dome Car
30-67517 \$54.95



Missouri Pacific - 60' Streamlined ABS Coach
30-67520 \$49.95



ANATOMY OF A PREMIER LOCOMOTIVE

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 General Electric ES44DC 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 or 1:45 depending on prototype

Metal Handrails

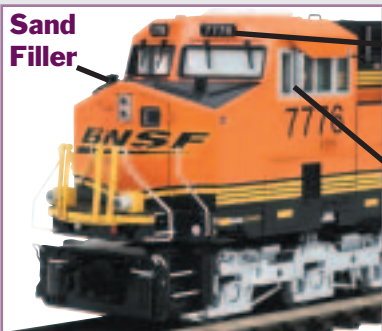
Safety Tread on End Steps

All Wheels Powered

Etched Metal Safety Tread On Walkways

Authentic Paint Scheme

Die-Cast Fuel Tank Sight Gauges



Sand Filler

Illuminated Number Boards

Side View Mirror



Brake Cylinders & Air Lines

Sanding pipes



GPS Receiver

Sun Shades



Warning Placards

Die-Cast Air Tanks With Separately-Added Metal Pipes



Operating Smoke

See-Through Metal Grills



Handrails & Safety Chains

Hand Brake



OF DETAIL, REALISM, AND PERFORMANCE

4-8-2 L-3 & L-4 MOHAWK STEAM ENGINES



Features

- Die-Cast Boiler and Tender Body
- Die-Cast Metal Chassis
- Authentic Paint Scheme & Cab Numbers
- Constant Voltage Headlight
- Detailed Cab Interior
- Metal Handrails, Bell, and Whistle
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Locomotive Cab-To-Tender Deck Plate
- Detailed Tender Undercarriage
- Metal Wheels and Axles
- Die-Cast Truck Sides
- Precision Flywheel-Equipped Motor
- Wireless Drawbar
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Remote Controlled Proto-Coupler
- Engineer and Fireman Figures
- Operating Firebox Glow
- Real Coal Load
- Removable Smoke Deflectors On L-3c and L-4b Models
- Proto-Sound 2.0 With The Digital Command System Featuring Quillable Whistle and Passenger Station or Freight Yard Proto-Effects
- 1:48 Scale Proportions
- Unit Measures: 28 1/4" x 3 7/8" x 2 5/8"
- Hi-Rail Wheels Operate On O-54 Curves
- Scale Wheels Operate On 54" Radius Curves

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

As the Depression waned in the late 1930s and traffic picked up, the need arose for a dual service locomotive that could augment the Hudson fleet and hustle freight as well. The answer was the 80 mph class L-3 Mohawks, delivered from 1940-1942. With over 5000 horsepower on tap and the largest tender yet seen on a Central locomotive, they were equally at home pulling the *20th Century Limited* or more than 100 freight cars. ALCo-built class L-3a Mohawks were dual service steamers with roller bearings on all axles. Class L-3b engines, built by both ALCo and Lima, and class L-3c built by ALCo, were fast freight locomotives.

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

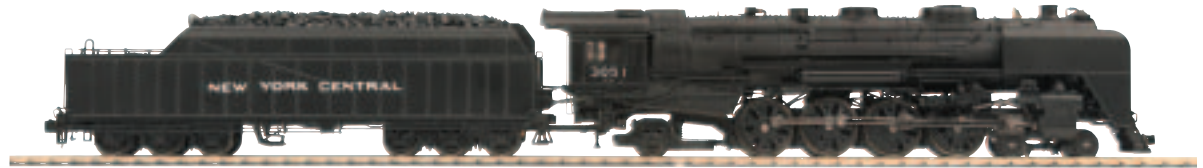
New for 2009, M.T.H. introduces our Premier model of this NYC racehorse, offering accurate detail for each subclass of L-3 and L-4. Removable elephant ears on L-3c and L-4b versions allow you to model them before or after smoke deflectors were applied. And like the prototype, these engines are dual purpose: using our optional DCS System, you can change your Mohawk's sound set from passenger to freight or vice versa with a free Internet download. Check out the details on this accurate, full-scale, smooth-running model; we think you'll agree it's a "must-have" for any NYC fan.



New York Central - 4-8-2 L-3a Mohawk Steam Engine
20-3372-1 Hi-Rail Wheels \$1099.95
20-3372-2 Scale Wheels \$1099.95



New York Central - 4-8-2 L-3b Mohawk Steam Engine
20-3373-1 Hi-Rail Wheels \$1099.95
20-3373-2 Scale Wheels \$1099.95



New York Central - 4-8-2 L-3c Mohawk Steam Engine
20-3374-1 Hi-Rail Wheels \$1099.95
20-3374-2 Scale Wheels \$1099.95



New York Central - 4-8-2 L-4a Mohawk Steam Engine
20-3375-1 Hi-Rail Wheels \$1099.95
20-3375-2 Scale Wheels \$1099.95



New York Central - 4-8-2 L-4b Mohawk Steam Engine
20-3376-1 Hi-Rail Wheels \$1099.95
20-3376-2 Scale Wheels \$1099.95



New York Central - L-4a Mohawk Freight Set
20-3377-1 w/Proto-Sound 2.0 \$1199.95

2-3-1E CHAPELON PACIFIC STEAM ENGINE



Features

- Die-Cast Boiler and Tender Body
- 1:43.5 Scale Proportions
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Real Coal Load
- Precision Flywheel-Equipped Motor
- Tender supplied with remote-controlled Proto-Coupler, scale European-style coupler, and Ace Trains-compatible coupler
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Whistle
- Lighted Cab Interior
- Locomotive Speed Control
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- Synchronized Puffing ProtoSmoke™ System
- Wireless Drawbar
- Includes Uninstalled European Couplers
- Proto-Sound 2.0 With The Digital Command System Featuring Passenger Station Proto-Effects in French
- Unit Measures: 23 1/8" x 3 13/16" x 2 3/4"
- Hi-Rail Wheels Operate On O-54 Curves
- Scale Wheels Operate On 40" Radius Curves

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

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

Following a sold-out first run, the Chapelon Pacific returns to the Premier line in 2009 in chocolate-brown 1930s Nord livery, two SNCF post-nationalization schemes, and a new grey paint scheme offered for the first time. With over 260 added-on engine and tender detail parts, this is one of the most superbly detailed locomotives we have ever made.

Learn More About It

For more information on the Chapelon Pacific, the *Orient Express*, and the *Golden Arrow*, search on the item number for any of these engines on www.mthtrains.com.



SNCF Black - 2-3-1 Chapelon Pacific Steam Engine
 20-3343-1 Hi-Rail Wheels \$1099.95
 20-3343-2 Scale Wheels \$1099.95

SNCF versions have removable Golden Arrow smokebox sign



SNCF Green - 2-3-1 Chapelon Pacific SNCF Green Steam Engine
 20-3344-1 Hi-Rail Wheels \$1099.95
 20-3344-2 Scale Wheels \$1099.95



Nord Brown - 2-3-1 Chapelon Pacific Steam Engine
 20-3345-1 Hi-Rail Wheels \$1099.95
 20-3345-2 Scale Wheels \$1099.95



SNCF Gray - 2-3-1E Chapelon Pacific Steam Engine
 20-3388-1 Hi-Rail Wheels \$1099.95
 20-3388-2 Scale Wheels \$1099.95



Orient Express - 5-Car Orient Express Passenger Set
 20-60004 \$499.95

Orient Express - 5-Car Orient Express Passenger Set (2-Rail)
 20-60004-2 \$499.95

DUCHESS CLASS STEAM ENGINE



Features

- Die-Cast Boiler and Tender Body
- 1:43.5 Scale Proportions
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Real Coal Load
- Precision Flywheel-Equipped Motor
- Remote Controlled Proto-Coupler™
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Whistle
- Lighted Cab Interior
- Locomotive Speed Control
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- Synchronized Puffing ProtoSmoke™ System
- Wireless Drawbar
- Includes Uninstalled European Couplers
- Proto-Sound 2.0 With The Digital Command System Featuring With Passenger Station Proto-Effects
- Unit Measures: 23 7/16" x 2 11/16" x 4 5/16"
- Hi-Rail Wheels Operate On O-54 Curves
- Scale Wheels Operate On 42" Radius Curves

In the years before World War II, Londoners had at least two ways to get to Scotland in style. From Kings Cross, one could speed up the East Coast main to Edinburgh on the LNER's Flying Scotsman, behind one of Nigel Gresley's handsome Pacifics — perhaps a streamlined A4 or maybe an older, apple-green A3. Or one could depart instead from Euston station on the LMS and fly northward to Glasgow on the Coronation Scot or the Royal Scot behind the most powerful steam locomotives in the land, William Stanier's Princess Coronation Class 4-6-2's.

While the London, Midland & Scottish was the largest of England's four major railways, its motive power department had been hobbled by internal rivalries, a legacy from the several railways that combined in 1923 to form the LMS. Locomotive designer William Stanier, with a direct line to the president of the railroad, was hired in 1932 to resolve those problems. He brought the LMS from an also-ran to a leader in British engine design. Stanier's crowning achievement was the four-cylinder Duchess Coronation Class Pacifics, also known as the Princess Coronation Class. In contrast with American designers, who generally shunned engines with more than two cylinders as being too hard to maintain, Europeans often used three or four cylinders to produce a more balanced engine that was easier on the track. In Stanier's design, the Walschaert's valve gear on the outside cylinders also drove the valves on the inside cylinders, through a set of rocker arms.

To Stanier's chagrin, the first examples of the class wore a streamlined shroud to match the Coronation Scot train they were designed to haul. Various described as an upside-down bathtub or a sausage, the streamlining was omitted on later engines in the class, revealing muscular lines that looked particularly handsome in LMS crimson lake livery with gilt lining. In the British tradition, all of these passenger engines were named. No. 6234, Duchess of Abercorn, set an all-time record for British steam when she recorded 3,300 horsepower in February 1939.

Relive the glory days of LMS and British Railways express passenger service with our superbly detailed Duchess Coronation Class Pacific, complete with sounds recorded from the prototype Duchess of Sutherland, synchronized puffing smoke with a correct eight chuffs per driver revolution, and station sounds for appropriate British name trains.



British Railways - Duchess Class Duchess of Buccleuch Steam Engine

20-3367-1	Hi-Rail Wheels	\$1199.95
20-3367-2	Scale Wheels	\$1199.95



London, Midland and Scottish Railway - Duchess Class Duchess of Montrose Steam Engine

20-3370-1	Hi-Rail Wheels	\$1199.95
20-3370-2	Scale Wheels	\$1199.95



British Railways - Duchess Class Duchess of Abercorn Steam Engine

20-3369-1	Hi-Rail Wheels	\$1199.95
20-3369-2	Scale Wheels	\$1199.95



British Railways - Duchess Class Duchess of Atholl Steam Engine

20-3371-1	Hi-Rail Wheels	\$1199.95
20-3371-2	Scale Wheels	\$1199.95



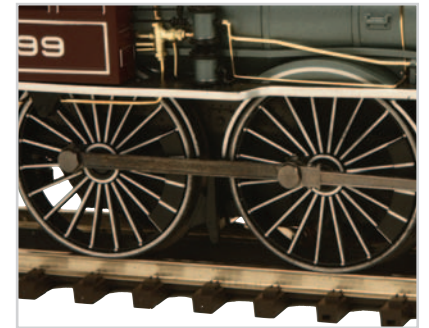
London, Midland and Scottish Railway - Duchess Class Duchess of Sutherland Steam Engine

20-3368-1	Hi-Rail Wheels	\$1199.95
20-3368-2	Scale Wheels	\$1199.95

**ADD A SET
OF BRITISH
PASSENGER
CARS!**

See Page 114

NO. 999 EMPIRE STATE EXPRESS STEAM ENGINE



Features

- Die-Cast Boiler and Tender Body
- 1:48 Scale Proportions
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Engineer and Fireman Figures
- Metal handrails, bell, and whistle
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Synchronized Puffing ProtoSmoke System
- Lighted Cab Interior
- Precision Flywheel-Equipped Motor
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Real Coal Load
- Proto-Sound 2.0 With The Digital Command System Featuring: Quillable Whistle With Passenger Station Proto-Effects
- Unit Measures: 16 3/4" x 3 3/4" x 2 1/2"
- Hi-Rail Wheels Operate On O-42 Curves
- Scale Wheels Operate On 42" Radius Curves

In the late 19th century, railroading was the premier high-tech industry, and world's fairs were the place to compete for bragging rights. So as the 1893 World's Columbian Exposition approached, the New York Central & Hudson River Railroad prepared to grab the title of fastest vehicle on earth. In great secrecy at the railroad's West Albany shops, master mechanic William Buchanan directed the construction of a hot-rod 4-4-0 American-type with monstrous drivers more than seven feet in diameter. Named simply "999," the engine exuded class. Her hand-polished Russian iron boiler was highlighted with shining brass trim and piping; her gleaming cab was fashioned of mahogany and maple; and the name of her train was emblazoned boldly on her tender in two-and-a-half-foot-high gold leaf lettering: "Empire State Express."

On May 9, 1893, Buchanan turned his creation over to engineer Charlie Hogan to see what she could do. Son of a railroad foreman, Hogan had begun his career with the New York Central at age 14, as a water boy, and would later rise to superintendent of motive power. On that fine May day, he took control of the 999 in Rochester, New York, and opened the throttle for the run to Buffalo. Calculating his time and distance, railroad officials estimated he had reached 102 miles per hour. They decided to try for an official record the next day.

So it was that on May 10, the 999 headed toward Buffalo again, this time with a cargo of railroad officials and newspaper reporters. With fireman Al Elliot madly shoveling coal into the firebox, engineer Hogan opened the throttle all the way. Using stopwatches and counting mileposts, observers on the train determined the 999 had blasted through the Village of Crittenden at 112.5 miles per hour.

That summer, Charlie Hogan and the 999 — the first man-made vehicle to exceed 100 mph — were the toast of the Chicago world's fair. Toy train companies put "999" on the cab of every possible steam locomotive. And amusement park railroads around the globe, in places as far away as Thailand and South Africa, bought over 3,000 live steam versions of the engine.

Critics and researchers later disputed the 999's record, claiming the engine was incapable of reaching 100 mph, and we may never know for sure her actual speed that May afternoon. But one thing is certain: for many years after the World's Columbian Exposition, the 999, along with her sister New York Central 4-4-0s with somewhat smaller drivers, held down one of the fastest regular passenger schedules on the planet. Five years after the fair, an article in Scientific American stated that "Locomotive No. 999 and the Empire State Express... opened the present remarkable era of fast, long distance express trains. [They] will always

figure conspicuously in the annals of the world's railroads as being the first to maintain a regular schedule speed of over 52 miles an hour for an unprecedented distance and for runs of unprecedented length between stops."

The 999 herself was eventually rebuilt with smaller, less slippery drivers and alternated between regular service and appearances at later world's fairs. In 1962 she was donated to the Chicago Museum of Science and Industry, which stands on the site of the 1893 fair. The restored 999 is today exhibited in the company of another speed and distance record holder, the 1934 Pioneer Zephyr.

For 2009 the 999 returns to the Premier line, upgraded with a quillable whistle, a smaller, more prototypical tender, and other detail improvements. Available with either the 86 inch drivers that set a land speed record or the smaller drivers she wore in regular service, our model of the 999 has all the industry-leading features you expect in an MTH Premier model: loads of separate, added-on detail parts, elaborate period paint scheme, speed control to reproduce the prototype engine's full speed range, synchronized puffing smoke, and Proto-Sound® 2.0 with passenger station announcements for the actual route of the Empire State Express.

NEW TOOLING!



New York Central - 4-4-0 Empire State Express Steam Engine

20-3385-1	Hi-Rail Wheels	\$699.95
20-3385-2	Scale Wheels	\$699.95

ADD A SET OF PASSENGER CARS!

See Page 115

NEW TOOLING!



New York Central - 4-4-0 Empire State Express Steam Engine

20-3386-1	Hi-Rail Wheels	\$699.95
20-3386-2	Scale Wheels	\$699.95

2-8-8-2 R-2 STEAM ENGINE



On James J. Hill's transcontinental railroad, the massive R-2 was king of the road. Although often lumped with the "robber barons" of the late nineteenth century, Hill built the Great Northern Railway without the government land grants and political shenanigans used by many of his contemporaries. One of his crowning achievements, according to author Burton Folsom, was his conquest of the Rocky Mountains "by finding the legendary Marias Pass. Lewis and Clark had described a low pass through the Rockies back in 1805; but later no one seemed to know whether it really existed or, if it did, where it was. Hill wanted the best gradient so much that he hired a man to spend months searching western Montana for this legendary pass. He did in fact find it, and the ecstatic Hill shortened his route by almost 100 miles."

Decades later, it was the Marias Pass that the R-2 was designed to roam, hustling freight over the easiest traverse of the Rockies enjoyed by any of the northern transcontinental railroads. Assembled in the Great Northern's own shops in 1929 and 1930, the R-2s benefited from the "superpower" steam technology developed in the late 1920s; they were the largest 2-8-8-2s ever built and exerted more tractive effort (pulling force) than a Union Pacific Big Boy or a DM&IR Yellowstone. In fast freight service between Whitefish and Havre, Montana, the R-2s could handle

trains of almost any length, limited only by the strength of couplers and draft gear and the response time of the air brake system. (As train length increases, it takes longer for a brake application by the engineer to reach the final car on the train.)

Hard use during World War II led to cracks in many R-2 boilers, and all 16 engines in the class received new ALCo boilers in 1947-48. Soon after, F-unit diesels replaced the articulateds on the Marias Pass route, and the R-2s moved east to haul iron ore from Minnesota's mines. By 1958, when the final R-2s were retired, the Great Northern and the Norfolk & Western were the last American railroads to roster articulated power.

The R-2 returns to the Premier lineup for 2009, upgraded with additional details, wireless drawbar, and cab-to-tender deck plate. Featuring authentic articulated engine sounds and pulling power to rival the prototype, our model captures all the signature Great Northern details — including pilot-mounted headlight, massive smokebox-mounted air pumps, all-weather cab, Vanderbilt-style oil tender, and Belpaire firebox.

Features

- Die-Cast Boiler and Tender Body
- 1:48 Scale Proportions
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Precision Flywheel-Equipped Motor
- Remote Controlled Proto-Coupler
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Bell
- Metal Whistle
- Lighted Cab Interior
- Locomotive Speed Control In Scale MPH Increments
- Synchronized Puffing ProtoSmoke System
- Wireless Drawbar
- Proto-Sound 2.0 With The Digital Command System Featuring Quillable Whistle and Freight Yard Proto-Effects
- Unit Measures: 30" x 2 3/4" x 4 1/4"
- Operates On O-72 Curves



Great Northern - 2-8-8-2 R-2 Steam Engine
20-3384-1 w/Proto-Sound 2.0 \$1399.95



Great Northern - 2-8-8-2 R-2 Steam Engine Freight Set
20-3387-1 w/Proto-Sound 2.0 \$1499.95

ADD ADDITIONAL ORE CARS! See Page 111

PREMIER STEAM ENGINES

Learn more about them! For more information on any M.T.H. locomotive, search on its item number on our home page, www.mthtrains.com.



SEE THEM IN
ACTION
ON THE WEB



Pittsburgh Shawmut & Northern
2-10-0 Russian Decapod Steam Engine
20-3310-1 Hi-Rail Wheels \$999.95



Western Maryland - 2-10-0 Russian Decapod Steam Engine
20-3311-1 Hi-Rail Wheels \$999.95



Norfolk & Western - 4-8-4 J Steam Locomotive
20-3363-1 Hi-Rail Wheels \$1099.95



British Columbia - 4-6-4 Royal Hudson Steam Engine
20-3312-1 Hi-Rail Wheels \$999.95



Reading - 4-6-0 Camelback Steam Engine
20-3359-1 Hi-Rail Wheels \$899.95



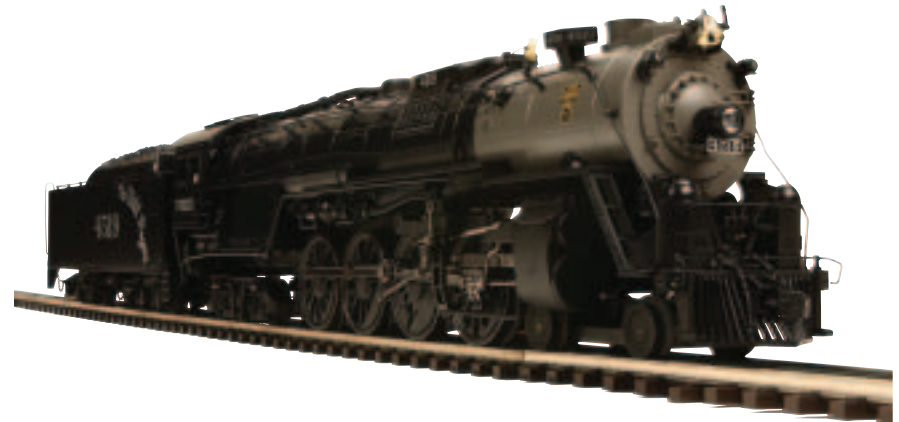
Canadian Pacific - 4-6-4 Royal Hudson Steam Engine
20-3315-1 Hi-Rail Wheels \$999.95



Jersey Central - 4-6-0 Camelback Steam Engine
20-3356-1 Hi-Rail Wheels \$899.95



Atlantic Coast Line - 4-8-4 Northern Steam Engine
20-3316-1 Proto-Sound 2.0 \$1095.95



Frisco/Will Rogers - 4-8-4 Northern Steam Engine
20-3320-1 Proto-Sound 2.0 \$1095.95

SD70MAC DIESEL ENGINE



Features

- Directionally Controlled Headlights
- Intricately Detailed ABS Body
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Remotely Controlled Proto-Couplers™
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Horn
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Lighted Cab Interior
- Illuminated Number Boards
- Lighted Marker Lights
- (2) Engineer Cab Figures
- Moveable Roof Fan Blades
- Metal Body Side Grilles
- Operating Ditch Lights
- Operating Smoke Unit
- Proto-Sound 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 18 1/2" x 2 5/8" x 4"
- Hi-Rail Wheels Operate on O-42 Curves
- Scale Wheels Operate on 31" Radius Curves

In 1993, GM's Electro-Motive Division (EMD) introduced the new SD70 Series of engines, which come in the standard direct-current (DC) and alternating-current (AC) models. One glance at the design of this engine reveals the enormous technological gains in railroading. The SD70 boasts a 32-bit 16MHz control micro-processor named the EM2000. This computer works with the Integrated Cab Electronics (ICE) system to collect, analyze, and display a range of accurate-to-the-second information, such as speed, amps, throttle position, air brake operation, and cab signals. All of this information is displayed on full-color liquid crystal displays that replace the gauges and indicators found on earlier diesels. The 70 Series also employs the HTRC (high-traction three-axle radial) truck that reduces rolling resistance in curves and lateral loads and therefore reduces wear on wheels. EMD estimates this will increase wheel life by 20 percent. These innovations led to brisk sales of both the SD70M (DC version) and SD70MAC (AC version) through 2004, when these models were replaced by the SD70M-2 and SD70ACe.

The SD70MAC returns to the Premier Line roster for 2009 in four attractive roadnames. Like all Premier Line diesel locomotives, each locomotive is equipped with Proto-Sound 2.0, comes in multiple cab numbers and features redesigned Proto-Scale 3-2 conversion trucks that can be quickly adapted for a 2-rail layout.

POWERED UNITS AVAILABLE IN THREE ROAD NUMBERS

CSX - SD70MAC Diesel Engine		
20-2958-1 Hi-Rail Wheels		\$429.95
20-2958-3 Non-Powered		\$199.95



Alaska - SD70MAC Diesel Engine		
20-2955-1 Hi-Rail Wheels		\$429.95
20-2955-3 Non-Powered		\$199.95



BNSF - SD70MAC Diesel Engine		
20-2956-1 Hi-Rail Wheels		\$429.95
20-2956-3 Non-Powered		\$199.95



BNSF - SD70MAC Diesel Engine		
20-2957-1 Hi-Rail Wheels		\$429.95
20-2957-3 Non-Powered		\$199.95



3GS-21B GENSET DIESEL ENGINE



Features

- Directionally Controlled Headlights
- Intricately Detailed ABS Body
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Remotely Controlled Proto-Couplers™
- Authentic Paint Scheme
- Metal Handrails and Horn
- (2) Precision Flywheel-Equipped Motors
- Lighted Cab Interior
- Illuminated Number Boards
- (2) Cab Figures
- Spinning Roof Fans
- Operating Ditch Lights
- Operating Smoke Unit
- Metal Body Side Grilles
- Metal Chassis
- Locomotive Speed Control
- Proto-Sound 3-2™ 3-Rail/2-Rail Conversion Capable
- Proto-Sound 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 15 5/8" x 4 1/8" x 2 5/8"
- Hi-Rail Wheels Operate on O-31 Curves
- Scale Wheels Operate on 42" Radius Curves

POWERED UNITS AVAILABLE IN THREE ROAD NUMBERS

Known also as an Ultra Low Emissions Locomotive (ULEL), the GenSet engine was the brainchild of Mike Iden of the Union Pacific. Looking to reduce fuel consumption and emissions, Iden envisioned a diesel locomotive with multiple engine/generator sets, each of which would turn on only when needed. Working with diesel builder and remanufacturer National Railway Equipment, Iden created an experimental prototype that proved its worth in 2005 and spawned a new type of road switcher — the ultimate "smart" locomotive.

Today's NRE 3GS-21B — 3 Genset, 2100 horsepower, B-truck (4 wheels) — is perhaps the perfect marriage of heavy machinery and computers. Each of its three 700-horsepower GenSets turns on only when a microprocessor senses it's needed. At idle (which is a majority of the time for a switcher), only one engine runs, and even that turns off after a certain period of inactivity. Unlike traditional railroad diesels that require an elaborate startup procedure, the Cummins diesels used in GenSets are based on a truck engine design that can be started up instantly. When the locomotive is under load, the second and third GenSets power up and down as needed. The result is a locomotive that delivers fuel savings of 40% and more, compared with traditional yard and road switchers, and an 80% reduction in noxious emissions. No wonder that many GenSet purchases have been funded with government grants targeted at making the air more breathable.

New for 2009, these NRE "Engines of Change" feature the superb level of detail you expect in a Premier model, as well as Cummins diesel recordings from an actual 3GS-21B and, like the prototype, the sound of additional GenSets coming on line as you advance the throttle. If you're running the latest low-emissions EMD and GE diesels on your main line, you'll surely want a GenSet or two for your branch line or yard.



NEW!

BNSF - NRE 3GS-21B Genset Diesel Engine
 20-20001-1 Hi-Rail Wheels \$429.95
 20-20001-2 Scale Wheels \$449.95

NEW!

CSX - NRE 3GS-21B Genset Diesel Engine
 20-20002-1 Hi-Rail Wheels \$429.95
 20-20002-2 Scale Wheels \$449.95



NEW!

Norfolk Southern - NRE 3GS-21B Genset Diesel Engine
 20-20003-1 Hi-Rail Wheels \$429.95
 20-20003-2 Scale Wheels \$449.95

NEW!

U.S. Army - NRE 3GS-21B Genset Diesel Engine
 20-20004-1 Hi-Rail Wheels \$429.95
 20-20004-2 Scale Wheels \$449.95



NEW!

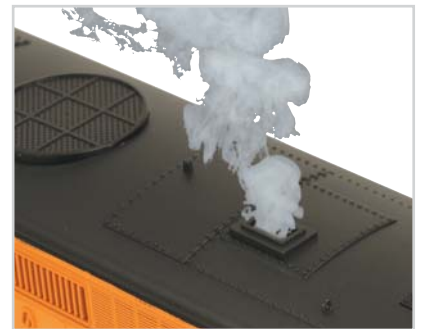
Union Pacific - NRE 3GS-21B Genset Diesel Engine
 20-20005-1 Hi-Rail Wheels \$429.95
 20-20005-2 Scale Wheels \$449.95

NEW!

NRE DEMO - NRE 3GS-21B Genset Diesel Engine
 20-20006-1 Hi-Rail Wheels \$429.95
 20-20006-2 Scale Wheels \$449.95



ALCO PA A-B-A DIESEL SET



Features

- (2) Remotely Controlled Proto-Couplers™
- Metal Chassis
- Illuminated Number Boards
- Directionally Controlled Headlights
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Authentic Paint Scheme
- Metal Handrails and Horn
- Lighted Marker Lights
- Moveable Roof Fan Blades
- Metal Body Side Grilles
- Intricately Detailed ABS Bodies
- Metal Wheels, Axles and Gears
- (2) Precision Flywheel-Equipped Motors In Each A Unit
- Lighted Cab Interiors
- (2) Engineer Cab Figures In Each A Unit
- Locomotive Speed Control in Scale MPH Increments
- (2) Operating Smoke Units
- Operating MARS Light (where Prototypical)
- Proto-Sound 2.0 With The Digital Command System Featuring Passenger Station Proto-Effects™
- Unit Measures: 50 1/2" x 2 5/8" x 3 3/4"
- Operates On O-31 Curves



The PA was Alco's glamour girl. While Electro-Motive's E-units easily beat Alco's passenger engine in terms of popularity, the PA is widely regarded as the most beautiful first-generation diesel — period. Perhaps no other locomotive looked so right at the head of the streamlined trains of the late forties and fifties that were the last hurrah of American long-distance passenger service. The 294 PA's and cabless PB's built between 1946 and 1953 powered some of America's most famous name trains, from the Pennsylvania's *Broadway Limited* to the New Haven's *Merchants' Limited*.

The muscular PA profile and its elegant nose, with the characteristic grille around the headlight, were designed by Ray Patten, General Electric's head of industrial design. At the time, GE and Alco were partners in the locomotive business, with GE making the electrical

equipment for all Alco diesels. Patten's design was described as "a locomotive so distinctive and so powerful looking that it actually helps railroads sell their services to passengers and shippers."

Under the hood of the PA beat a 16-cylinder model 244 prime mover that developed 2000 hp. Depending on their gearing, PAs could hustle a passenger consist along at up to 100 mph.

Barely a year after the engine's 1946 debut, a PA named "Spirit of 1776" departed from Cameron, VA with one of the most precious cargos ever to travel American rails. Guarded by a crew of 27 Marines, the American Freedom Train carried the original documents of the Declaration of Independence, the Constitution, and other hallmarks of American freedom on a 17-month

tour of all 48 states. Speaking from the train's observation platform, President Truman remarked that the train "has documents in it that will convince you that your Government is the greatest and the best Government in the world, if you don't already believe that way." At one of the train's stops, the nation's oldest living former slave would view the original Gettysburg Address; when Memphis and Birmingham insisted that visitors to the train be segregated, the train passed those cities by. A quarter-century later, the path blazed by PA 1776 would be followed by a second American Freedom Train celebrating the country's 200th anniversary — pulled, interestingly, by three of the steam locomotives that the Alco PA had helped to retire.

For more information on the 1947 American Freedom Train, go to www.freedomtrain.org.



Union Pacific - Alco PA A-B-A Diesel Set
 20-2970-1 w/Proto-Sound 2.0 \$699.95
 20-2970-3 Non-Powered \$159.95

Southern - Alco PA A-B-A Diesel Set
 20-2968-1 w/Proto-Sound 2.0 \$699.95
 20-2968-3 Non-Powered \$159.95



ADD MATCHING PASSENGER CARS!

See Page 116 & 117



Denver & Rio Grande - Alco PA A-B-A Diesel Set
 20-2969-1 w/Proto-Sound 2.0 \$699.95
 20-2969-3 Non-Powered \$159.95

1947 American Freedom Train - Alco PA Passenger Set
 20-2967-1 w/Proto-Sound 2.0 \$699.95

EXPAND YOUR SET WITH A 2-CAR ADD-ON SET

See Page 115





ALCO S-2 SWITCHER

Features

- Directionally Controlled Headlights
- Intricately Detailed ABS Body
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Remotely Controlled Proto-Couplers™
- Colorful Paint Scheme
- Die-Cast Metal Chassis
- Metal Handrails and Horn
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control in Scale MPH Increments
- Lighted Cab Interior
- Illuminated Number Boards
- (2) Engineer Cab Figures
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- Operating Smoke Unit
- Proto-Sound 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 12" x 2 3/4" x 3 3/4"
- Operates On O-31 Curves



Buoyed by a moratorium on competing diesel switcher manufacturing during World War II, the American Locomotive Company was able to cement itself as the premier switch engine manufacturer of its day with the release of its S Model engines beginning in 1940.

Designed to replace the hi-hood Alco diesel switchers of the previous decade, the low-hood S-1 thru S-6 models were incredibly successful, with over 3,200 produced by 1961. Just over 1,500 S-2s were produced, outfitted with a turbocharged 1,000 horsepower 6 cylinder diesel engine that greatly improved upon the nearly 700 horsepower S-1. In fact, the S-2 proved to be the most successful of all the S Model switchers, capable of mainline passenger or freight work in addition to the usual yard work handled by most switch engines.

Returning to the M.T.H. Premier Line in all-new schemes, the Also S-2 may be one of the finest O Scale switchers ever produced. One listen to its Proto-Sound 2.0 locomotive start-up sequence, followed by a quick run in the switch yard, is proof-positive that this is one serious little locomotive.



Boston & Maine - Alco S-2 Switcher Diesel Engine
20-2938-1 w/Proto-Sound 2.0 \$399.95



Lehigh Valley - Alco S-2 Switcher Diesel Engine
20-2939-1 w/Proto-Sound 2.0 \$399.95



U.S. Army - Alco S-2 Switcher Diesel Engine
20-2941-1 w/Proto-Sound 2.0 \$399.95



POWERED UNITS AVAILABLE IN THREE ROAD NUMBERS

Quebec Central - Alco S-2 Switcher Diesel Engine
20-2940-1 w/Proto-Sound 2.0 \$399.95



EMD FT A-B-A DIESEL SET

Features

- Die-Cast Truck Sides, Pilots and Fuel Tanks
- Moveable Roof Fan Blades
- Metal Body Side Grilles
- Intricately Detailed ABS Bodies
- Metal Wheels, Axles and Gears
- Metal Chassis
- Metal Handrails and Horn
- Lighted Cab Interiors
- (2) Precision Flywheel-Equipped Motors In Each A Unit
- Locomotive Speed Control In Scale MPH Increments
- Illuminated Number Boards
- Lighted Marker Lights
- (2) Engineer Cab Figures In Each A Unit
- (2) Operating Smoke Units
- (2) Remotely Controlled Proto-Couplers™
- Proto-Sound 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 38 1/4" x 2 5/8" x 3 3/4"
- Operates On O-31 Curves



The EMD-built FT freight diesel was born in November 1939 in the La Grange, IL, General Motors plant. Number 103, the four-unit FT demonstrator, didn't take any baby steps. It immediately started an 11-month, 35-state tour, logging 83,764 miles on 20 Class I railroads. Wherever it went, the FT beat the railroads' best steam engines at every task. By the end of the tour, steam was, for all practical purposes, dead. As famed *Trains* magazine editor David P. Morgan later put it, the FT was "the diesel that did it."

The FT demonstrator was made up of four units, each with a 16-cylinder engine that hammered out 1350

horsepower. The demonstrator's combined rating of 5400 hp was similar to that of many "superpower" steam engines, but the FT made far more efficient use of its power. The A units at either end were 48'3" long and the cabless B units were 48'1" in length. Initially, EMD built FTs in semi-permanently coupled A-B pairs, but the A-B-A arrangement was an alternative.

Redesigned Blomberg trucks on our Premier FT include separately-applied truck springs, air brake cylinders, air lines, and speed recorder cable. Modular molds enable models to have the correct roof fans, horns, grab irons, and headlight and number board placement for each

individual road name. End and pilot details include added-on hoses. Paint colors are accurately researched. We think you'll agree that our upgraded F-units set a new standard of detail and accuracy for 3-rail carbody diesels.

Did You Know?

The original FT demonstrator was sold to the Southern Railway and soldiered on for 20 more years. The lead unit, Southern #6100, is today a National Historic Mechanical Engineering Landmark, preserved at the National Museum of Transport in St. Louis.



Seaboard - FT A-B-A Diesel Set
 20-2973-1 w/Proto-Sound 2.0 \$699.95
 20-2973-3 Non-Powered B-Unit \$159.95

Erie - FT A-B-A Diesel Set
 20-2971-1 w/Proto-Sound 2.0 \$699.95
 20-2971-3 Non-Powered B-Unit \$159.95



Missouri Pacific - FT A-B-A Diesel Set
 20-2974-1 w/Proto-Sound 2.0 \$699.95
 20-2974-3 Non-Powered B-Unit \$159.95



New York Ontario & Western - FT A-B-A Diesel Set
 20-2972-1 w/Proto-Sound 2.0 \$699.95
 20-2972-3 Non-Powered B-Unit \$159.95



ES44AC DIESEL ENGINE

Features

- (2) Remotely Controlled Proto-Couplers™
- Metal Chassis
- (2) Precision Flywheel-Equipped Motors
- Illuminated Number Boards
- Intricately Detailed ABS Body
- Directionally Controlled Headlights
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Authentic Paint Scheme
- Metal Handrails and Horn
- Lighted Cab Interior
- (2) Engineer Cab Figures
- Moveable Roof Fans
- Metal Body Side Grilles
- Locomotive Speed Control In Scale MPH Increments
- Operating Ditch Lights
- Operating Smoke Unit
- Metal Wheels, Axles and Gears
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- Proto-Sound 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 19 1/2" x 2 1/2" x 4"
- Hi-Rail Wheels Operate on O-42 Curves
- Scale Wheels Operate on 42" Radius Curves

**POWERED UNITS AVAILABLE
IN THREE ROAD NUMBERS**



With a wave of consolidation behind it, North American railroading is once again a good business to be in. Freight traffic is booming. Locomotive orders are coming in at a record pace from the Big Six roads that dominate rail transportation on the continent: Union Pacific, BNSF, CSX, Norfolk Southern, Canadian National, and Canadian Pacific. And the two remaining diesel builders are locked in a battle to become the locomotive supplier for the 21st century. EMD, newly independent and no longer a division of General Motors, is represented by the AC-traction-motored SD70ACe and its DC-traction sibling, the SD70M-2. General Electric's standard bearers are the EVOs, the Evolution Series ES44AC and ES44DC.

At the heart of the Evolution Series is a brand new prime mover, the 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. GE claims the EVOs are "the most fuel-efficient, most environmentally friendly diesel locomotives in history." Everything about these locomotives has been examined, questioned, and re-thought, generating 25 new U.S. patents in the process. And every Big Six railroad has ponied up to buy them, with the BNSF currently rostering the largest EVO fleet.

Like all Premier locomotives, the new ES44AC offers O scale's finest combination of detail, realism, and performance. Listen to the chant of an authentic GEVO-12 motor, and throttle down as low as three scale miles per hour so you can admire the details as the Evolution Series glides by: see-through fans and grilles, walkways with safety tread, opening doors with working door handles, and a host of other separately applied metal details.

Did You Know?

Fully loaded, an Evolution Series diesel carries 5000 gallons of diesel fuel, 450 gallons of lube oil, and 400 gallons of cooling water



Kansas City Southern - ES44AC Diesel Engine
 20-2982-1 Hi-Rail Wheels \$429.95
 20-2982-2 Scale Wheels \$449.95
 20-2982-3 Non-Powered \$199.95



CSX - ES44AC Diesel Engine
 20-2983-1 Hi-Rail Wheels \$429.95
 20-2983-2 Scale Wheels \$449.95
 20-2983-3 Non-Powered \$199.95



Canadian National - ES44AC Diesel Engine
 20-2984-1 Hi-Rail Wheels \$429.95
 20-2984-2 Scale Wheels \$449.95
 20-2984-3 Non-Powered \$199.95



Norfolk Southern - ES44AC Diesel Engine
 20-2985-1 Hi-Rail Wheels \$429.95
 20-2985-2 Scale Wheels \$449.95
 20-2985-3 Non-Powered \$199.95



GE U30C DIESEL ENGINE

Features

- Intricately Detailed ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Horn
- (2) Cab Figures
- Metal Body Side Grilles
- Directionally Controlled Headlights
- Metal Wheels, Axles and Gears
- (2) Remotely Controlled Proto-Couplers™
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Lighted Cab Interior
- Illuminated Number Boards
- Lighted Marker Lights
- Operating Smoke Unit
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- Proto-Sound® 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 17 1/2" x 2 1/2" x 4 5/16"
- Hi-Rail Wheels Operate on O-42 Curves
- Scale Wheels Operate on 31" Radius Curves



In 1953, Alco and General Electric went their separate ways, ending the partnership that had produced some of the handsomest first-generation diesel units, the FA and PA. Seven years later, GE was back in the market with the U25B, its first self-produced road locomotive and the product of an intensive research and development effort. By 1963, GE sales surpassed those of its former partner, and the company became a serious threat to EMD's market dominance. The nation's diesel builders were locked in a horsepower race as railroads bought second-generation power to replace the first-generation diesels that had killed the steam engine. In 1966, General Electric introduced the six-axle, 3000 hp U30C, aimed directly at EMD's equally powerful SD40.

While the U30C did not outsell the SD40, it became General Electric's best-selling "U-boat." It set the stage for GE to pull ahead of EMD in diesel sales by 1983, and stay ahead to this day. Over the course of a 10-year production run, nearly 600 U30Cs were sold to 17 class one railroads, while other roads such as Conrail acquired them in mergers. Union Pacific and Burlington Northern owned the largest fleets, with BN using its U30Cs to haul coal from the massive Powder River Basin deposits in Montana and Wyoming. Many U30Cs served nearly three decades before retirement in the early 1990s. GE's most popular Universal-series diesel returns to the M.T.H. lineup, with all the features you expect in a Premier diesel: superb detailing; accurate paint schemes; bold, prototypical sounds; and smooth, steady operation at any speed from a crawl to full throttle.

Chessie - GE U30C Diesel Engine	
20-2845-1 Hi-Rail Wheels	\$429.95
20-2845-2 Scale Wheels	\$449.95
20-2845-3 Non-Powered	\$199.95



POWERED UNITS AVAILABLE IN THREE ROAD NUMBERS

Pennsylvania - GE U30C Diesel Engine	
20-2847-1 Hi-Rail Wheels	\$429.95
20-2847-2 Scale Wheels	\$449.95
20-2847-3 Non-Powered	\$199.95



Southern Pacific - GE U30C Diesel Engine	
20-2848-1 Hi-Rail Wheels	\$429.95
20-2848-2 Scale Wheels	\$449.95
20-2848-3 Non-Powered	\$199.95



Milwaukee Road - GE U30C Diesel Engine	
20-2846-1 Hi-Rail Wheels	\$429.95
20-2846-2 Scale Wheels	\$449.95
20-2846-3 Non-Powered	\$199.95



DASH 8-40C NARROW NOSE DIESEL ENGINE



Features

- Die-Cast Truck Sides, Pilots and Fuel Tank
- Intricately Detailed ABS Body
- Authentic Paint Scheme
- Metal Body Side Grilles
- Moveable Roof Fan Blades
- Metal Chassis
- Metal Handrails and Horn
- Directionally Controlled Headlights
- Metal Wheels, Axles and Gears
- (2) Remotely Controlled Proto-Couplers™
- (2) Precision Flywheel-Equipped Motors
- Lighted Cab Interior
- Illuminated Number Boards
- Operating Smoke Unit
- (2) Engineer Cab Figures
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Proto-Sound 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 17 3/4" x 2 1/2" x 4"
- Hi-Rail Wheels Operate on O-42 Curves
- Scale Wheels Operate on 31" Radius Curves

In the late 1980s, as General Electric and General Motors' Electro-Motive Division engaged in heated competition (that continues today) for market share in the high horsepower category, GE announced its Dash 8 line of diesel locomotives. Although the first demonstrator version had only 3,200 hp, most of the Dash-8s had 4,000 hp when delivered and were therefore designated Dash 8-40. Because GE builds its diesel locomotives in five modules, it was able to customize its Dash 8s for each buyer to an unusual degree. Some railroads ordered their Dash 8s with conventional cabs, while others opted for the wider North American or comfort cabs, identified by a "W" in the engine name. Some Dash 8s have 4-wheel trucks — denoted with a "B" — while a Dash 8-40C has 6-wheel trucks. This variety meant that these diesels, which were designed for fast freight duty, also found a home in Amtrak passenger service. Despite their many differences, all Dash 8s share microprocessor control. The microprocessor, a small computer, regulates rpm, fuel injection volume, generator excitation, and many other operational features to make the Dash 8s run more efficiently than any diesels before them.

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

Union Pacific - Dash 8-40C Narrow Nose Diesel Engine

20-2950-1	Hi-Rail Wheels	\$429.95
20-2950-2	Scale Wheels	\$449.95
20-2950-3	Non-Powered	\$199.95



CSX - Dash 8-40C Narrow Nose Diesel Engine

20-2948-1	Hi-Rail Wheels	\$429.95
20-2948-2	Scale Wheels	\$449.95
20-2948-3	Non-Powered	\$199.95

**POWERED UNITS AVAILABLE
IN THREE ROAD NUMBERS**



Conrail - Dash 8-40C Narrow Nose Diesel Engine

20-2947-1	Hi-Rail Wheels	\$429.95
20-2947-2	Scale Wheels	\$449.95
20-2947-3	Non-Powered	\$199.95



CSX - Dash 8-40C Narrow Nose Diesel Engine

20-2949-1	Hi-Rail Wheels	\$429.95
20-2949-2	Scale Wheels	\$449.95
20-2949-3	Non-Powered	\$199.95



DASH 8-40CW COMFORT CAB DIESEL ENGINE



Features

- Die-Cast Truck Sides, Pilots and Fuel Tank
- Intricately Detailed ABS Body
- Authentic Paint Scheme
- Metal Body Side Grilles
- Moveable Roof Fans
- Metal Chassis
- Metal Handrails and Horn
- Directionally Controlled Headlights
- Metal Wheels, Axles and Gears
- (2) Remotely Controlled Proto-Couplers™
- (2) Precision Flywheel-Equipped Motors
- Lighted Cab Interior
- Illuminated Number Boards
- Operating Smoke Unit
- (2) Engineer Cab Figures
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Proto-Sound 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 17 3/4" x 2 1/2" x 4"
- Hi-Rail Wheels Operate on O-42 Curves
- Scale Wheels Operate on 31" Radius Curves

See previous page for information on the prototype Dash 8s

**NEW TOOLING!****Canadian National** - Dash 8-40CW Diesel Engine

20-2942-1	Hi-Rail Wheels	\$429.95
20-2942-2	Scale Wheels	\$449.95
20-2942-3	Non-Powered	\$199.95

NEW TOOLING!**CSX** - Dash 8-40CW Diesel Engine

20-2943-1	Hi-Rail Wheels	\$429.95
20-2943-2	Scale Wheels	\$449.95
20-2943-3	Non-Powered	\$199.95

**NEW TOOLING!****Norfolk Southern** - Dash 8-40CW Diesel Engine

20-2944-1	Hi-Rail Wheels	\$429.95
20-2944-2	Scale Wheels	\$449.95
20-2944-3	Non-Powered	\$199.95

NEW TOOLING!**Union Pacific** - Dash 8-40CW Diesel Engine

20-2946-1	Hi-Rail Wheels	\$429.95
20-2946-2	Scale Wheels	\$449.95
20-2946-3	Non-Powered	\$199.95

**Did You Know?**

The microprocessor in the prototype Dash 8 recognizes if its 16-cylinder engine is overheating in a tunnel, as opposed to a malfunction on the open rails, and allows it to keep operating at full power for ten minutes so the crew doesn't find itself stranded in a tunnel.

**NEW TOOLING!****Santa Fe** - Dash 8-40CW Diesel Engine

20-2945-1	Hi-Rail Wheels	\$429.95
20-2945-2	Scale Wheels	\$449.95
20-2945-3	Non-Powered	\$199.95

EMD GP38-2 DIESEL ENGINE



Features

- (2) Remotely Controlled Proto-Couplers™
- Metal Chassis
- (2) Precision Flywheel-Equipped Motors
- Illuminated Number Boards
- Intricately Detailed ABS Body
- Directionally Controlled Headlights
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Authentic Paint Scheme
- Metal Handrails and Horn
- Lighted Marker Lights
- (2) Cab Figures
- Moveable Roof Fan
- Metal Body Side Grilles
- Operating Smoke Unit
- Metal Wheels, Axles and Gears
- Lighted Cab Interior
- Locomotive Speed Control In Scale MPH Increments
- Proto-Sound 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 15 1/2" x 2 3/4" x 4"
- Operates On O-31 Curves
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable

POWERED UNITS AVAILABLE IN THREE ROAD NUMBERS

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, see-thru rooftop fan housings, and 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 first- or second-generation power, and run them from a single throttle just like the prototype.



Boston & Maine - GP38-2 Diesel Engine

20-2951-1	Hi-Rail Wheels	\$399.95
20-2951-3	Non-Powered	\$199.95



Burlington Northern - GP38-2 Diesel Engine

20-2952-1	Hi-Rail Wheels	\$399.95
20-2952-3	Non-Powered	\$199.95



Canadian Pacific - GP38-2 Diesel Engine

20-2953-1	Hi-Rail Wheels	\$399.95
20-2953-3	Non-Powered	\$199.95



Delaware & Hudson - GP38-2 Diesel Engine

20-2954-1	Hi-Rail Wheels	\$399.95
20-2954-3	Non-Powered	\$199.95

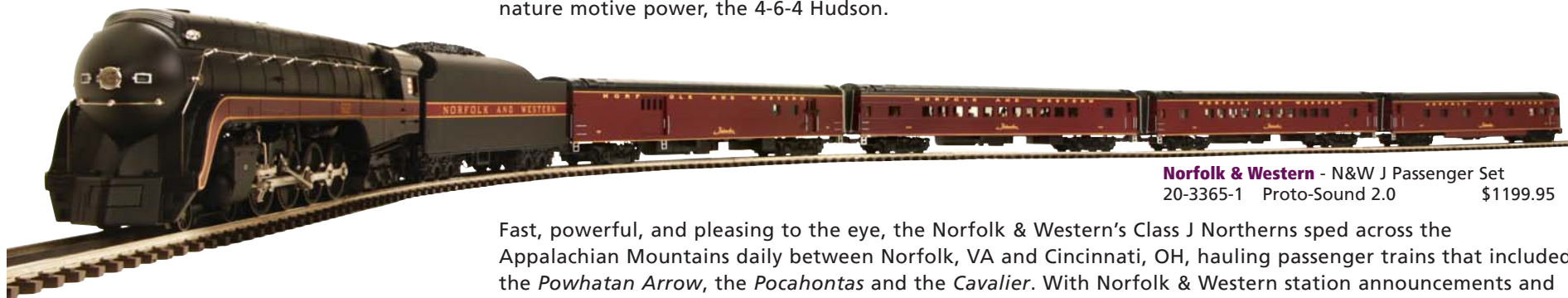
PREMIER SPECIALTY SETS

GREAT DEALS: Each of these sets offers a fully-featured Premier locomotive and a complete set of cars — for only \$100 more than the price of the engine. This represents a considerable savings over the combined retail prices of the set contents.



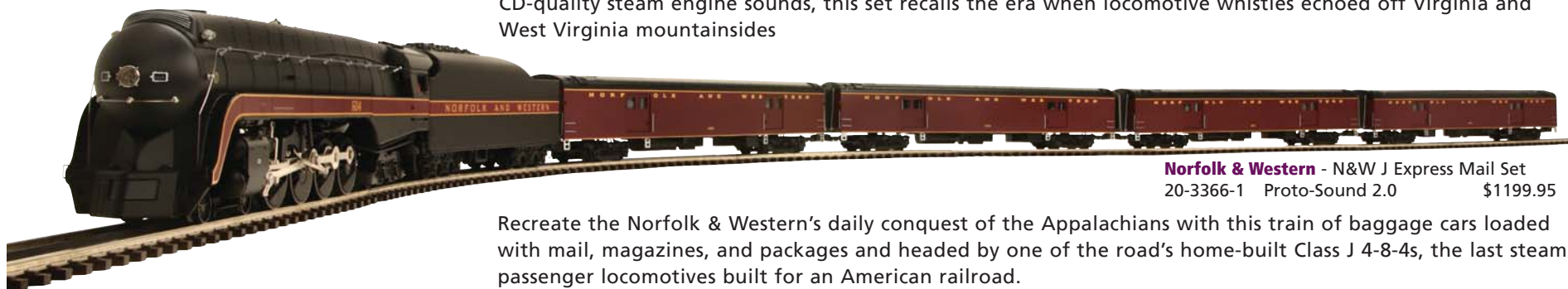
New York Central - - 4-6-4 J1e *Motor Queen* Passenger Set
20-3324-1 Proto-Sound 2.0 \$1099.95

In the late 1920s, several New York Central trains offered a preview of the deluxe coach trains that would later become a trend. One of the handsomest was the *Motor Queen* between Cincinnati and Detroit (named, oddly enough, after the Detroit product that would soon become the train's chief competition). Decorated in rich brown and fawn and trimmed with pinstripes, the *Motor Queen* offered a separate smoking area, bucket seats in the coaches and, of course, an open platform observation. Relive the magic of deluxe daytime travel in the era of the speakeasy and the Charleston with this *Motor Queen* set led by the New York Central's signature motive power, the 4-6-4 Hudson.



Norfolk & Western - N&W J Passenger Set
20-3365-1 Proto-Sound 2.0 \$1199.95

Fast, powerful, and pleasing to the eye, the Norfolk & Western's Class J Northern's sped across the Appalachian Mountains daily between Norfolk, VA and Cincinnati, OH, hauling passenger trains that included the *Powhatan Arrow*, the *Pocahontas* and the *Cavalier*. With Norfolk & Western station announcements and CD-quality steam engine sounds, this set recalls the era when locomotive whistles echoed off Virginia and West Virginia mountainsides



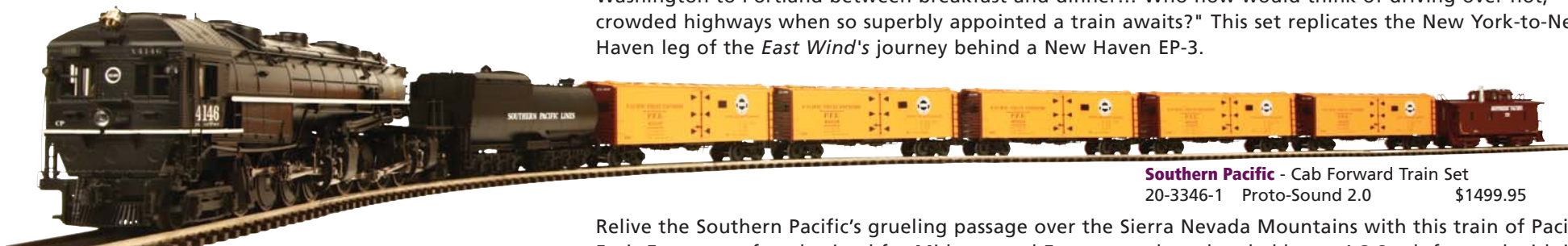
Norfolk & Western - N&W J Express Mail Set
20-3366-1 Proto-Sound 2.0 \$1199.95

Recreate the Norfolk & Western's daily conquest of the Appalachians with this train of baggage cars loaded with mail, magazines, and packages and headed by one of the road's home-built Class J 4-8-4s, the last steam passenger locomotives built for an American railroad.



New Haven - The East Wind - EP-3 Passenger Set
20-5631-1 Proto-Sound 2.0 \$899.95

In the summer of 1940, the Pennsylvania, New Haven, Boston and Maine, and Maine Central Railroads cooperated to court travelers to Maine and New Hampshire. "A daytime flyer — breezing from Washington to Portland between breakfast and dinner... Who now would think of driving over hot, crowded highways when so superbly appointed a train awaits?" This set replicates the New York-to-New Haven leg of the *East Wind's* journey behind a New Haven EP-3.



Southern Pacific - Cab Forward Train Set
20-3346-1 Proto-Sound 2.0 \$1499.95

Relive the Southern Pacific's grueling passage over the Sierra Nevada Mountains with this train of Pacific Fruit Express reefers destined for Midwest and Eastern markets, headed by an AC-6 cab forward with its distinctive flat-front cab and rounded Vanderbilt tender.



Chicago & North Western - E-4 Streamlined Hudson Passenger Set
20-3325-1 Proto-Sound 2.0 \$1099.95

Dubbed "Everybody's Limited," the *Challenger* offered comfortable but budget-priced passenger service between Chicago and the west coast. Operated jointly by the Chicago and North Western and the Union Pacific, the train offered both Pullman and coach accommodations and "three meals for under a dollar a day." During the late 1930s and 1940s, the *Challenger's* passage over the C&NW was often headed by the road's ALCo-built, streamlined E-4 Hudsons, arguably some of the handsomest steamers in the Midwest.



Pennsylvania - P5a Box Cab Beer Train Set
20-5636-1 Proto-Sound 2.0 \$899.95

Liven up your layout with this colorful collection of beer reefers hauled by the Pennsy's premier electric freighter, the P5a Box Cab.

Premier Freight: CHECK OUT THE DETAILS!



If you haven't handled a Premier freight car in a while, take another look. Throughout the Premier line, we've ramped up the realism with additional detailing and more added-on parts. The Union Pacific CA-1 caboose shown here, for example, features a wealth of separately applied handrails, grab irons, and ladders, as well as the wood-beam passenger trucks installed to address union complaints about rough riding. For those desiring a more true-to-scale-look, this car and many others feature Kadee®-compatible coupler mounting pads. And under all M.T.H. freight cars you'll find the smoothest-rolling trucks in O gauge, complete with hidden uncoupling plates, not old-fashioned thumbtacks.

In addition, virtually all Premier freight cars are available in two road numbers. For more detail photos of any Premier freight car, search on its item number on the M.T.H. home page, www.mthtrains.com.



Operating Freight

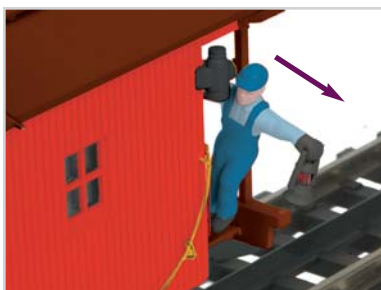


Reading - N-6b Caboose w/Operating Signal Man
20-91303 \$89.95



Western Maryland - N-6b Caboose w/Operating Signal Man
20-91302 \$89.95

SIGNAL MAN LEANS OUT WITH LIGHTED LANTERN



- Unit Measures: 9" x 2 7/8" x 4 1/16"
- Operates On O-31 Curves



Pacific Fruit Express - Operating Reefer
20-94221 \$99.95



American Refrigerator Transit Co. - Operating Reefer
20-94220 \$99.95

DOOR OPENS, FROST ESCAPES, WORKMAN PUSHES OUT LOADS



- Unit Measures: 11 5/8" x 2 3/4" x 3 9/16"
- Operates On O-31 Curves



See 'em in ACTION by searching on each car's item number on www.mthtrains.com.

40' Box Car



Rutland - 40' Box Car
20-93459 \$49.95



Baltimore & Ohio - 40' Box Car
20-93460 \$49.95



Jersey Central - 40' Box Car
20-93461 \$49.95



Nickel Plate Road - 40' Box Car
20-93462 \$49.95

Details

- Opening Doors
- Unit Measures: 11 1/2" x 2 5/8" x 3 3/4"
- Operates on O-31 Curves

Each Premier Freight Car Available In Two Road Numbers



40' USRA Double-Sheathed Box Car



New York Central - 40' USRA Double-Sheathed Box Car
20-93446 \$49.95



Boston & Maine - 40' USRA Double-Sheathed Box Car
20-93445 \$49.95



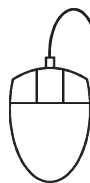
Duluth Missabe & Iron Range - 40' USRA Double-Sheathed Box Car
20-93447 \$49.95



Toronto Hamilton & Buffalo - 40' USRA Double-Sheathed Box Car
20-93448 \$49.95

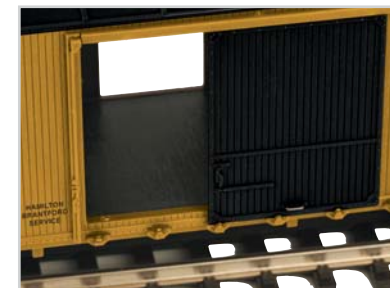
Details

- O Scale Kadee® Compatible Mounting Pad
- Opening Doors
- Unit Measures: 11 5/8" x 2 5/8" x 3 3/4"
- Operates on O-31 Curves



SEE IT
ON THE WEB

Check out the details! For additional detail photos of any Premier freight car, search on its item number on our home page, www.mthtrains.com.



40' USRA Single-Sheathed Box Car



Maine Central - 40' USRA Single-Sheathed Box Car
20-93474 \$49.95



Philadelphia & Reading - 40' USRA Single-Sheathed Box Car
20-93471 \$49.95



Chicago & NorthWestern - 40' USRA Single-Sheathed Box Car
20-93473 \$49.95



Clinchfield - 40' USRA Single-Sheathed Box Car
20-93472 \$49.95

Details

- O Scale Kadee® Compatible Mounting Pad
- Opening Doors
- Unit Measures: 11 5/8" x 2 5/8" x 3 3/4"
- Operates on O-31 Curves



50' High Cube Box Car



TTX - 50' High Cube Box Car
20-93463 \$54.95



COE Rail - 50' High Cube Box Car
20-93464 \$54.95



Tomahawk Railway - 50' High Cube Box Car
20-93466 \$54.95



Canadian America - 50' High Cube Box Car
20-93465 \$54.95

Details

- O Scale Kadee® Compatible Mounting Pad
- Opening Doors
- Unit Measures: 14 1/2" x 2 5/8" x 4 3/16"
- Operates on O-31 Curves



SEE IT
ON THE WEB

Check out the details! For additional detail photos of any Premier freight car, search on its item number on our home page, www.mthtrains.com.



40' AAR Box Car



Pennsylvania - 40' AAR Box Car
20-93467 \$49.95



Chicago Burlington & Quincy - 40' AAR Box Car
20-93468 \$49.95



New York Central - 40' AAR Box Car
20-93469 \$49.95



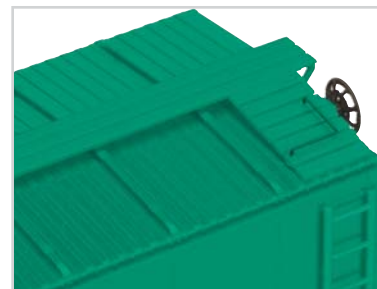
Spokane Portland & Seattle - 40' AAR Box Car
20-93470 \$49.95

Details

- O Scale Kadee® Compatible Mounting Pad
- Opening Doors
- Unit Measures: 11 1/2" x 2 5/8" x 3 3/4"
- Operates on O-31 Curves



Check out the details! For additional detail photos of any Premier freight car, search on its item number on our home page, www.mthtrains.com.



40' Steel-Sided Reefer



Coors - 40' Steel-Sided Reefer
20-94218 \$54.95

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Budweiser - 40' Steel-Sided Reefer
20-94216 \$54.95

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Harley-Davidson - 40' Steel-Sided Reefer
20-94217 \$54.95

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Iowa Beef Packers- 40' Steel-Sided Reefer
20-94219 \$49.95

Details

- O Scale Kadee® Compatible Mounting Pad
- Opening Doors and Roof Hatches
- Unit Measures: 11 3/4" x 2 9/16" x 3 1/2"
- Operates on O-31 Curves



36' Woodsided Reefer



Nye and Nissen - 36' Woodsided Reefer
20-94353 \$49.95



Nuckolls Packing Co. - 36' Woodsided Reefer
20-94352 \$49.95



St. Ansgar Produce Co. - 36' Woodsided Reefer
20-94350 \$49.95



Charles Wolf Packing Co. - 36' Woodsided Reefer
20-94351 \$49.95

Details

- O Scale Kadee® Compatible Mounting Pad
- Opening Doors
- Unit Measures: 10 3/4" x 2 3/8" x 3 1/4"
- Operates on O-31 Curves



Ore Car



Pittsburgh & West Virginia - Ore Car
20-97236 \$42.95



SOO Line - Ore Car
20-97238 \$42.95



Burlington Northern - Ore Car
20-97237 \$42.95



Great Northern - Ore Car
20-97235 \$42.95

Details

- O Scale Kadee® Compatible Mounting Pad
- Unit Measures: 7 1/8" x 2 9/16" x 3 5/16"
- Operates on O-27 Curves



SEE IT
ON THE WEB

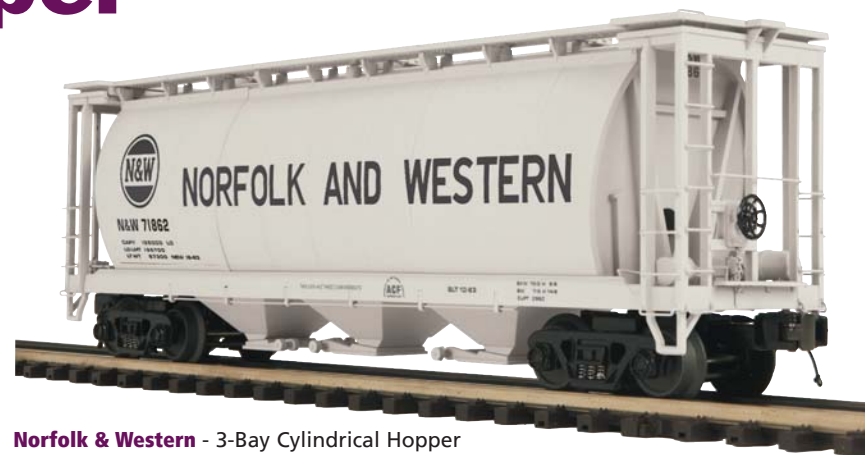
Check out the details! For additional detail photos of any Premier freight car, search on its item number on our home page, www.mthtrains.com.



3-Bay Cylindrical Hopper



Chessie - 3-Bay Cylindrical Hopper
20-97689 \$49.95



Norfolk & Western - 3-Bay Cylindrical Hopper
20-97690 \$49.95



Toledo Peoria & Western - 3-Bay Cylindrical Hopper
20-97692 \$49.95



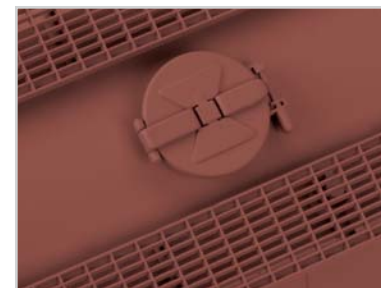
Conrail - 3-Bay Cylindrical Hopper
20-97691 \$49.95

Details

- O Scale Kadee® Compatible Mounting Pad
- Unit Measures: 12 1/16" x 2 11/16" x 3 13/16"
- Operates on O-31 Curves



Check out the details! For additional detail photos of any Premier freight car, search on its item number on our home page, www.mthtrains.com.



2-Bay Offset Hopper



Chesapeake & Ohio - 2-Bay Offset Hopper
20-97696 \$49.95



Lackawanna - 2-Bay Offset Hopper
20-97693 \$49.95



Bessemer & Lake Erie - 2-Bay Offset Hopper
20-97695 \$49.95



Central Railroad of Pennsylvania - 2-Bay Offset Hopper
20-97694 \$49.95

Details

- O Scale Kadee® Compatible Mounting Pad
- Unit Measures: 9 1/2" x 2 1/2" x 3"
- Operates on O-31 Curves

**Each Premier Freight Car
Available In Two Road Numbers**



2-Bay Fish Belly Hopper



Wabash - 2-Bay Fish Belly Hopper
20-97244 \$49.95



Pennsylvania - 2-Bay Fish Belly Hopper
20-97243 \$49.95



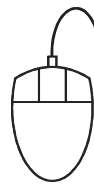
Southern - 2-Bay Fish Belly Hopper
20-97245 \$49.95



New Haven - 2-Bay Fish Belly Hopper
20-97246 \$49.95

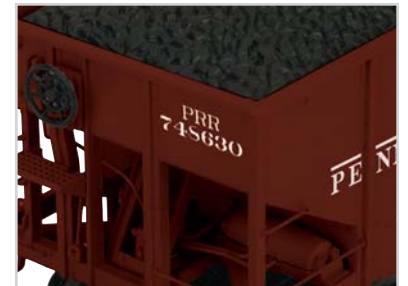
Details

- O Scale Kadee® Compatible Mounting Pad
- Unit Measures: 9 1/4" X 2 5/8" X 3"
- Operates on O-31 Curves



SEE IT
ON THE WEB

Check out the details! For additional detail photos of any Premier freight car, search on its item number on our home page, www.mthtrains.com.



Coalporter Hopper



New York Central - Coalporter Hopper
20-97239 \$54.95



BNSF - Coalporter Hopper
20-97240 \$54.95

**EACH CAR EQUIPPED WITH A
ROTATING COUPLER**



CSX - Coalporter Hopper
20-97241 \$54.95



American Electric Power AEPX - Coalporter Hopper
20-97242 \$54.95

Details

- Rotating Coupler For Rotary Dump Operations
- O Scale Kadee® Compatible Mounting Pad
- Unit Measures: 13 1/8" x 2 5/8" x 3 3/8"
- Operates on O-31 Curves



50-Ton Composite Drop-Bottom Gondola



NEW TOOLING!

Union Pacific - 50-Ton Composite Drop-Bottom Gondola

20-98085 \$49.95



NEW TOOLING!

Southern Pacific - 50-Ton Composite Drop-Bottom Gondola

20-98086 \$49.95



NEW TOOLING!

Santa Fe - 50-Ton Composite Drop-Bottom Gondola

20-98088 \$49.95



NEW TOOLING!

Rock Island - 50-Ton Composite Drop-Bottom Gondola

20-98087 \$49.95

These intricately detailed new gondolas, in both all-steel and composite versions, are based on general service (GS) gondolas built for the Southern Pacific and Union Pacific in the mid to late 1940s. GS gons carry materials such as gravel, coal, pipe, and logs. While the UP composite cars were built during the war

to conserve steel, the SP ordered composite wood/steel cars after the war to save weight when transporting lighter loads such as wood chips and sugar beets. In later years, composite cars were often rebuilt with steel sides. Our models feature detailed, non-operating, drop-bottom doors and door mechanisms.



55-Ton All-Steel Drop-Bottom Gondola



NEW TOOLING!

Great Northern - 55-Ton All-Steel Drop-Bottom Gondola
20-98089 \$49.95



NEW TOOLING!

Northern Pacific - 55-Ton All-Steel Drop-Bottom Gondola
20-98090 \$49.95



NEW TOOLING!

Denver & Rio Grande Western - 55-Ton All-Steel Drop-Bottom Gondola
20-98092 \$49.95



NEW TOOLING!

Milwaukee Road - 55-Ton All-Steel Drop-Bottom Gondola
20-98091 \$49.95

Details

- O Scale Kadee® Compatible Mounting Pad
- Unit Measures: 11 1/2" X 2 5/8" X 2 1/2"
- Operates on O-31 Curves



SEE IT
ON THE WEB

Check out the details! For additional detail photos of any Premier freight car, search on its item number on our home page, www.mthtrains.com.



Tank Car



Great Northern Oil - Tank Car
20-96186 \$49.95



Hooker Chemicals - Tank Car
20-96187 \$49.95



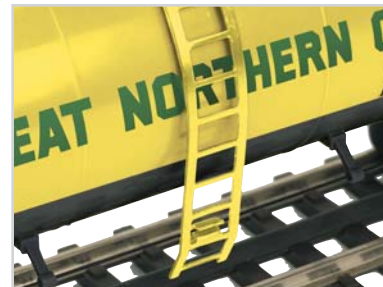
ADM - Tank Car
20-96189 \$49.95



Sucre Lantic - Tank Car
20-96188 \$49.95

Details

- O Scale Kadee® Compatible Mounting Pad
- Unit Measures: 12" x 2 3/4" x 4 3/16"
- Operates on O-31 Curves



8000 Gallon Tank Car



Vulcan - 8000 Gallon Tank Car
20-96190 \$49.95



Ethyl - 8000 Gallon Tank Car
20-96191 \$49.95



ACF Industries - 8000 Gallon Tank Car
20-96193 \$49.95



Wyandotte Chemicals - 8000 Gallon Tank Car
20-96192 \$49.95

Details

- O Scale Kadee® Compatible Mounting Pad
- Unit Measures: 9 1/16" x 2 3/4" x 3 7/8"
- Operates On O-27 Curves



SEE IT
ON THE WEB

Check out the details! For additional detail photos of any Premier freight car, search on its item number on our home page, www.mthtrains.com.



Husky Stack Car



Pacer Stacktrain - Husky Stack car
20-95082 \$59.95



Pennsylvania - Husky Stack car
20-95084 \$59.95

Details

- O Scale Kadee® Compatible Mounting Pad
- Unit Measures: 18 3/4" x 2 9/16" x 5 9/16"
- Operates on O-54 Curves



Trailer Train - Husky Stack car
20-95081 \$59.95



Burlington Northern - Husky Stack car
20-95083 \$59.95



Corrugated Auto Carrier



CSX - Corrugated Auto Carrier
20-98700 \$59.95



Burlington Northern - Corrugated Auto Carrier
20-98702 \$59.95



Southern - Corrugated Auto Carrier
20-98701 \$59.95



Louisville & Nashville - Corrugated Auto Carrier
20-98699 \$59.95

Each Premier Freight Car Available In Two Road Numbers

Details

- O Scale Kadee® Compatible Mounting Pad
- Unit Measures: 20 1/8" x 2 5/8" x 5 1/16"
- Operates on O-54 Curves



SEE IT
ON THE WEB

Check out the details! For additional detail photos of any Premier freight car, search on its item number on our home page, www.mthtrains.com.



Flat Car with 48' Trailer



Milwaukee Road - Flat Car with 48' Trailer
20-98694 \$54.95



CP Rail - Flat Car with 48' Trailer
20-98691 \$54.95



Erie Lackawanna - Flat Car with 48' Trailer
20-98693 \$54.95



Family Lines System - Flat Car with 48' Trailer
20-98692 \$54.95

Details

- O Scale Kadee® Compatible Mounting Pad
- Unit Measures: 14 1/2" x 2 1/2" x 4 1/2"
- Operates on O-31 Curves



Flat Car with PUP Trailers



New York Central - Flat Car with (2) PUP Trailers
20-98695 \$59.95



Canadian National - Flat Car with (2) PUP Trailers
20-98696 \$59.95



Northern Pacific - Flat Car with (2) PUP Trailers
20-98698 \$59.95



Milwaukee Road - Flat Car with (2) PUP Trailers
20-98697 \$59.95

Details

- Unit Measures: 14 1/2" x 2 1/2" x 4 1/2"
- Operates on O-42 Curves



SEE IT
ON THE WEB

Check out the details! For additional detail photos of any Premier freight car, search on its item number on our home page, www.mthtrains.com.



CA-1 Woodsided Caboose



Union Pacific OSL - CA-1 Woodsided Caboose
20-91290 \$59.95



Union Pacific - CA-1 Woodsided Caboose
20-91291 \$59.95



Northwestern Pacific - CA-1 Woodsided Caboose
20-91293 \$59.95



Union Pacific - CA-1 Woodsided Caboose
20-91292 \$59.95

Details

- Lighted, Detailed Interior
- Unit Measures: 10 3/8" x 2 1/2" x 3 5/8"
- Operates on O-31 Curves



Bobber Caboose



New York Ontario & Western - Bobber Caboose
20-91297 \$44.95



Pennsylvania - Bobber Caboose
20-91295 \$44.95



New York Central - Bobber Caboose
20-91296 \$44.95



Santa Fe - Bobber Caboose
20-91294 \$44.95

Details

- Lighted, Detailed Interior
- Unit Measures: 6 5/8" x 2 5/8" x 3 1/2"
- Operates On O-27 Curves



SEE IT
ON THE WEB

Check out the details! For additional detail photos of any Premier freight car, search on its item number on our home page, www.mthtrains.com.



Extended Vision Caboose



Atlantic Coast Line - Extended Vision caboose
20-91298 \$59.95



BNSF - Extended Vision caboose
20-91300 \$59.95

Details

- Lighted, Detailed Interior
- Unit Measures: 10 3/4" x 2 3/4" x 4"
- Operates on O-31 Curves



SEE IT
ON THE WEB

Check out the details! For additional detail photos of any Premier freight car, search on its item number on our home page, www.mthtrains.com.



Conrail - Extended Vision caboose
20-91301 \$59.95



Chesapeake & Ohio - Extended Vision caboose
20-91299 \$59.95



6-Car Ore Car Set



Great Northern - 6-Car Ore Car Set

20-90497 (#92575, 92566, 92542, 92581, 92587, 92550) \$219.95

20-90498 (#92573, 92567, 92562, 92588, 92570, 92586) \$219.95



Pittsburgh & West Virginia - 6-Car Ore Car Set

20-90499 (#902, 906, 910, 914, 928, 922) \$219.95

20-90500 (#908, 912, 916, 924, 930, 932) \$219.95

2-Car Spine Car Set with Two 48' Containers



Chicago and North Western - 2-Car Spine Car Set w/(2) 48' Containers

20-95085 \$99.95

CSX - 2-Car Spine Car Set w/(2) 48' Containers

20-95087 \$99.95



Maersk - 2-Car Spine Car Set w/(2) 48' Containers

20-95086 \$99.95



Florida East Coast - 2-Car Spine Car Set w/(2) 48' Containers

20-95088 \$99.95



50-Ton Composite Drop-Bottom Gondola Set



Union Pacific - 50-Ton Composite Drop-Bottom Gondola Set

20-90501 (#64152, 64155, 64159, 64170, 64161, 64168) \$269.95

20-90502 (#64144, 64150, 64166, 64173, 64187, 64164) \$269.95



Southern Pacific - 50-Ton Composite Drop-Bottom Gondola Set

20-90503 (#150450, 150482, 150457, 150463, 150477, 150490) \$269.95

20-90504 (#150458, 150486, 150455, 150467, 150474, 150489) \$269.95



Rock Island - 50-Ton Composite Drop-Bottom Gondola Set

20-90505 (#185055, 185059, 185067, 185064, 185079, 185088) \$269.95

20-90506 (#185050, 185053, 185062, 185065, 185076, 185082) \$269.95



Santa Fe - 50-Ton Composite Drop-Bottom Gondola Set

20-90507 (#175244, 175232, 175236, 175244, 175250, 175258) \$269.95

20-90508 (#175249, 175230, 175234, 175248, 175253, 175251) \$269.95

Details

- O Scale Kadee® Compatible Coupler Mounting Pad
- Each Car Measures: 11 1/2" X 2 5/8" X 2 1/2"
- Operates on O-31 Curves



55-Ton All-Steel Drop-Bottom Gondola Set



Northern Pacific - 55-Ton All-Steel Drop-Bottom Gondola Set

20-90511 (#53212, 53210, 53209, 53201, 53228, 53232) \$269.95

20-90510 (#53203, 53215, 53207, 53236, 53222, 53239) \$269.95



Denver & Rio Grande Western - 55-Ton All-Steel Drop-Bottom Gondola Set

20-90515 (#93020, 93026, 93116, 93045, 93052, 93037) \$269.95

20-90516 (#47138, 47130, 47159, 47155, 47167, 47143) \$269.95



Milwaukee Road - 55-Ton All-Steel Drop-Bottom Gondola Set

20-90513 (#93020, 93026, 93116, 93045, 93052, 93037) \$269.95

20-90514 (#93028, 93021, 93010, 93044, 93058, 93162) \$269.95



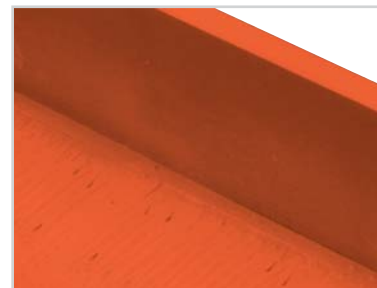
Great Northern - 55-Ton All-Steel Drop-Bottom Gondola Set

20-90509 (#75068, 75062, 75020, 75024, 75018, 75035) \$269.95

20-90510 (#75022, 75036, 75012, 75042, 75034, 75039) \$269.95

Details

- O Scale Kadee® Compatible Coupler Mounting Pad
- Each Car Measures: 11 1/2" X 2 5/8" X 2 1/2"
- Operates on O-31 Curves



LMS Standard Passenger Cars



London, Midland & Scottish Railway - LMS Standard Passenger Car
20-60007 \$109.95

British Railways - LMS Standard Passenger Car (Crimson & Cream; Not Illustrated)
20-60010 \$109.95

British Railways - LMS Standard Passenger Car (Maroon; Not Illustrated)
20-60013 \$109.95

London, Midland & Scottish Railway - LMS Standard Baggage Car
20-60006 \$109.95

British Railways - LMS Standard Baggage Car (Crimson & Cream; Not Illustrated)
20-60009 \$109.95

British Railways - LMS Standard Baggage Car (Maroon; Not Illustrated)
20-60012 \$109.95



London, Midland & Scottish Railway - 4-Car LMS Standard Passenger Set
20-60005 \$429.95

British Railways- 4-Car LMS Standard Passenger Set (Crimson & Cream; Not Illustrated)
20-60008 \$429.95

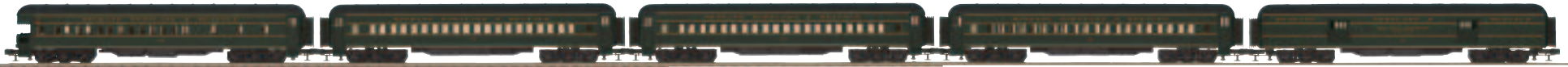
British Railways- 4-Car LMS Standard Passenger Set (Maroon; Not Illustrated)
20-60011 \$429.95

Details

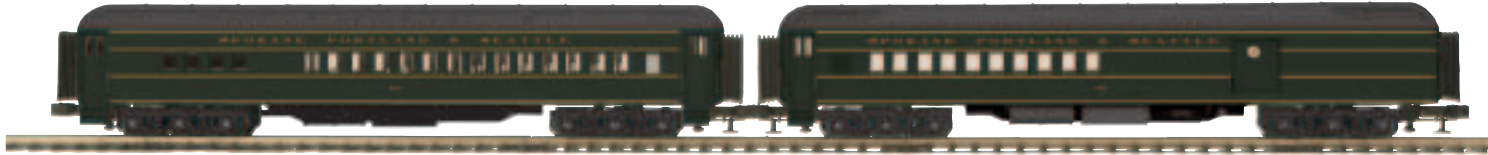
- 4-Car Sets Feature (1) Baggage, (3) Coaches
- Operates On O-42 Curves



Premier Passenger Cars

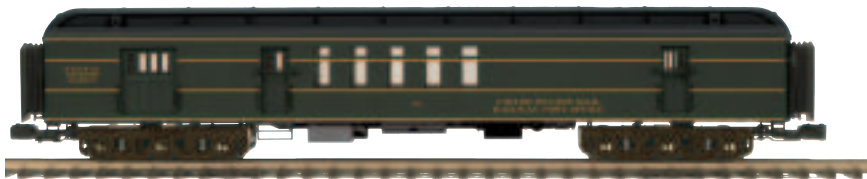


Spokane Portland & Seattle - 5-Car 70' Madison Passenger Set
20-40004 \$399.95



Spokane Portland & Seattle - 2-Car 70'
Madison Comb/Din Passenger Set
20-41004 \$159.95

Spokane Portland & Seattle - 2-Car 70'
Madison Baggage/Coach Passenger Set
20-44004 \$159.95



Spokane Portland & Seattle - 70' Madison RPO Passenger Car
20-42004 \$89.95



Georgia 300 (Inauguration Car)- 70' Madison Observation Car
20-4301 \$89.95

Used by Presidents Jimmy Carter, George H.W. Bush, Bill Clinton, and Barack Obama, who rode this car from Philadelphia to Washington for his recent inauguration, following the last leg of Lincoln's 1861 rail trip to his inauguration.



American Freedom - 2-Car 70' Madison Coach/Coach Passenger Set
20-69003 \$159.95



New York Central - 3-Car 64' Woodsided
Passenger Add-On Set
20-62030 \$259.95

Streamlined Passenger Cars



Union Pacific - 5-Car 70' ABS Passenger Set (Smooth)
20-65148 \$399.95



Union Pacific - 2-Car 70' ABS Baggage/Coach Passenger Set (Smooth)
20-69148 \$159.95



Union Pacific - 2-Car 70' ABS Slpr/Diner Passenger Set (Smooth)
20-66148 \$159.95



Union Pacific - 70' ABS RPO Passenger Car (Smooth)
20-68148 \$89.95



Union Pacific - 70' ABS Full Length Vista Dome Passenger Car (Smooth)
20-67148 \$89.95



Southern - 2-Car 70' ABS Slpr/Diner Passenger Set (Smooth)
20-66149 \$159.95

Details

- 5-Car Set Features: (1) Baggage, (2) Coaches, (1) Vista Dome, (1) Observation
- Each Car Measures: 19" x 2 7/16" x 3 1/2"
- Operates On O-42 Curves



Southern - 70' ABS Full Length Vista Dome Passenger Car (Smooth)
20-67149 \$89.95



Denver & Rio Grande - 5-Car 70' ABS Passenger Set (Smooth)
20-65150 \$399.95



Denver & Rio Grande - 2-Car 70' ABS Baggage/Coach Passenger Set (Smooth)
20-69150 \$159.95



Denver & Rio Grande - 2-Car 70' ABS Slpr/Diner Passenger Set (Smooth)
20-66150 \$159.95



Denver & Rio Grande - 70' ABS RPO Passenger Car (Smooth)
20-68150 \$89.95



Denver & Rio Grande - 70' ABS Full Length Vista Dome Passenger Car (Smooth)
20-67150 \$89.95



Southern - 5-Car 70' ABS Passenger Set (Smooth)
20-65149 \$399.95



Southern - 2-Car 70' ABS Baggage/Coach Passenger Set (Smooth)
20-69149 \$159.95



Southern - 70' ABS RPO Passenger Car (Smooth)
20-68149 \$89.95

POWER UP with the best transformers in O Gauge!



100 Watts

Z-1000™ Transformer

40-1000 \$99.95

With 14 Volt Accessory Port
Also supplied with most RailKing Ready-to-Run sets, the Z-1000 is the smoothest-operating, most powerful train set transformer in O gauge.

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

WHY THE LISTING?

To protect our customers and their trains, M.T.H. Electric Trains is committed to manufacturing safe, UL-approved transformers and power supplies. By subjecting our transformers to the strenuous tests and requirements of Underwriters Laboratories, 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 listing.

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.



100-Watt Accessory Power Supply

40-1000A \$79.95

- Ideal for powering accessories, or for DCS users who don't need a conventional transformer
- 18-volt track power output
- 14-volt accessory output
- TIU/Barrel Jack adapter available separately for easy connection to DCS Track Interface Unit

50 Watts



Z-500™ Transformer

40-500 \$59.95

Designed for smaller layouts, the Z-500 offers the same control features as the Z-1000 but with less power.

400 Watts! The Most Powerful Listed Transformer!

Overload indicator

Smooth-operating, wide-range **dual throttles**

Dual ammeters show how much current each throttle is using and warn of potential overloads

Bell and whistle-horn buttons compatible with all AC engines

Internal cooling fan

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

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.

Smooth-operating, wide-range **dual throttles**

Power-on indicator

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

Rear Panel Outputs

0~22 Volts Track Power (10 AMP)

10-Volt Accessory Power (5 AMP)

14-Volt Accessory Power (5 AMP)

0~22 Volts Track Power (10 AMP)

Accepts bare wires, spade lugs, or banana plugs (recommended) for easy connections

Z-4000® Transformer

40-4000 \$429.95
 Two throttles, each with its own complete set of controls, plus 10-volt and 14-volt accessory outputs

Take Another Look at ScaleTrax™

ScaleTrax™ by M.T.H. Electric Trains is the ultimate track system that detail-oriented 3-rail modelers have been looking for. No longer will an O Gauge modeler have to accept excessively tall or heavy-looking track, because ScaleTrax offers maximum accuracy and the exceptional quality of M.T.H. products. It's perfect for creating an authentic-looking 3-rail layout.

COMPARE ScaleTrax with other 3-rail track systems and see what we have to offer:

More Realism

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

Smaller Third Rail

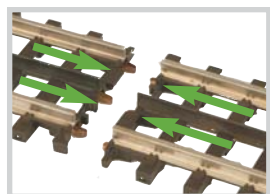
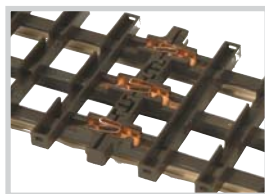
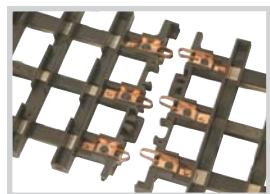
The thinnest, lowest-profile center rail of any major track brand gives ScaleTrax a more prototypical look.

Better Electrical Contact

Concealed, large, spring-loaded contacts deliver more secure electrical connections between track sections.

Affordable

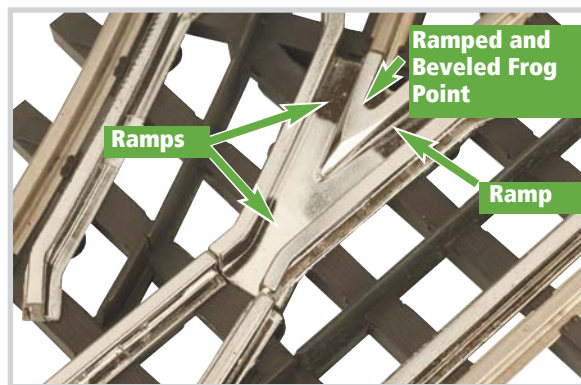
ScaleTrax prices have remained the same for 9 years!



Easy Snap-Together Assembly

Smoother Switches

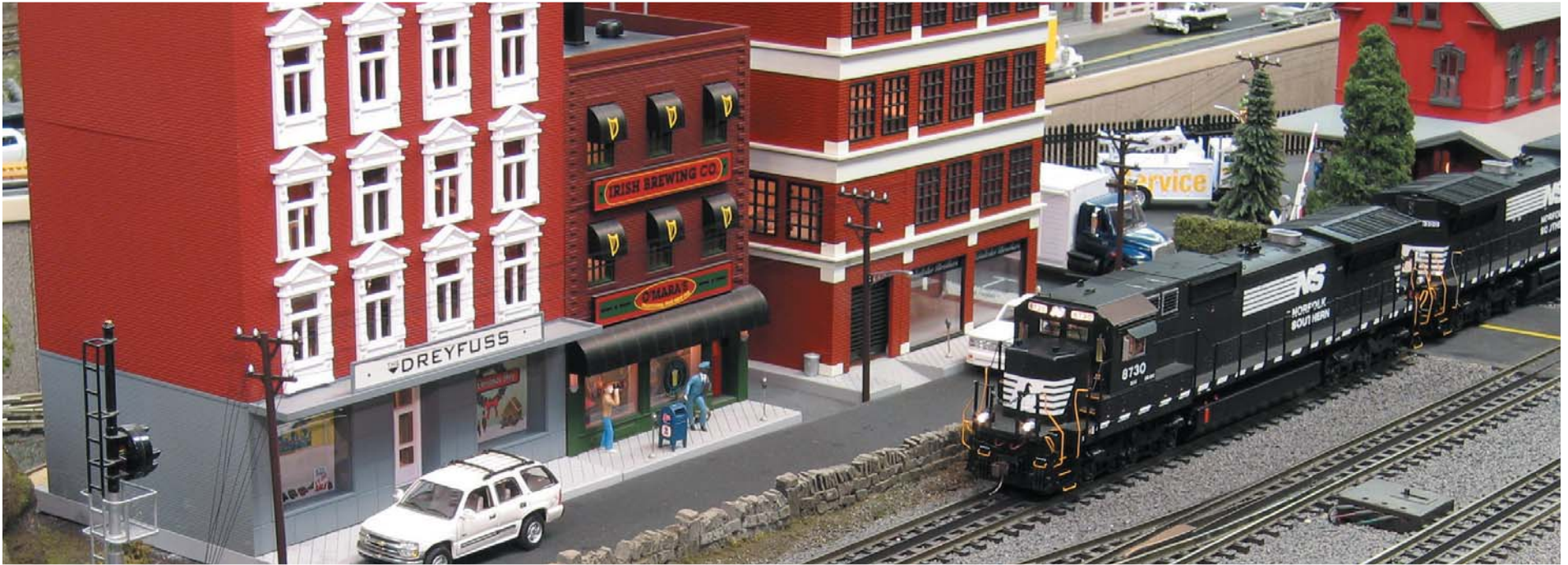
Thanks to our ramped and beveled frog, ScaleTrax offers the smoothest-rolling switches in O gauge.



Easier-to-use Flex Track

Low-profile rail and ties make ScaleTrax flex easier to bend without kinking.





SCALETRAX[™]
BY M.T.H. ELECTRIC TRAINS

Learn More About It

View our comprehensive ScaleTrax FAQ at:

WWW.MTHTRAINS.COM

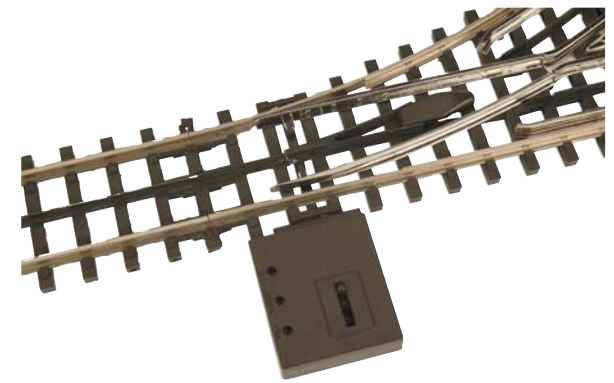
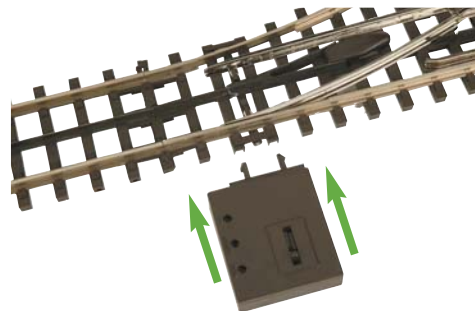
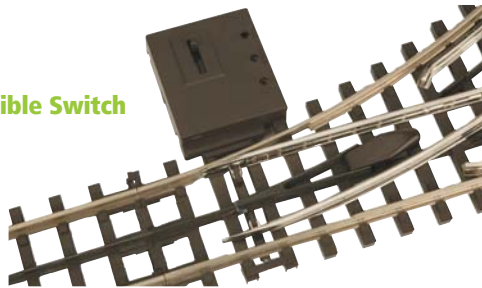
Track Features

- Solid, Rust-Proof Nickel Silver Rails
- Low-Profile Rail Height For A Realistic Appearance
- Durable, ABS Ties For Years of Use
- Snap-Together Assembly
- Built-In Electrical Connections Eliminate Need For Rail Joiners or Track Pins
- Assembles In Minutes Without Any Special Tools
- Built-In Lockon Connector Receptacle In Every Track Section
- Available In Wide Selection of Curves and Straight Sections
- Compatible With Most Manufacturers' Locomotives and Cars

Special thanks to Rich Battista of the Black Diamond Railway for sharing his layout photos. Learn more about Rich's layout and his Black Diamond Railway video and see more examples of ScaleTrax in action by visiting:

WWW.TOYTRAINSONTRACKS.COM

Snap-In Reversible Switch Motors



ScaleTrax

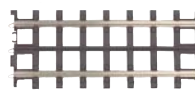
STRAIGHT, FLEX & OPERATING TRACK SECTIONS

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

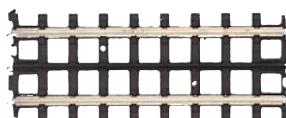
SCALETRAX™

BY M.T.H. ELECTRIC TRAINS

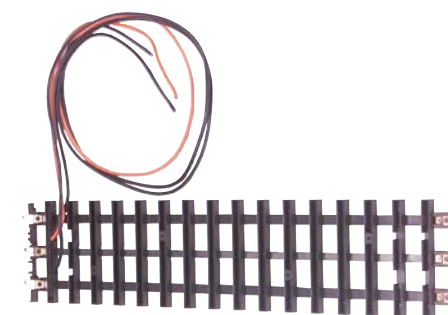
 ScaleTrax™ - 1.75" Track Section
 45-1011 \$2.49
 ScaleTrax™ - 1.75" Track Section 4-Pack
 45-1011-4 \$9.99

 ScaleTrax™ - 5.0" Track Section
 45-1013 \$3.50
 ScaleTrax™ - 5.0" Track Section 2-Pack
 45-1013-2 \$7.99

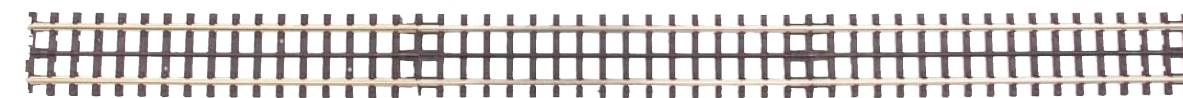
 ScaleTrax™ - 4.25" Track Section
 45-1012 \$3.50
 ScaleTrax™ - 4.25" Track Section 2-Pack
 45-1012-2 \$7.99

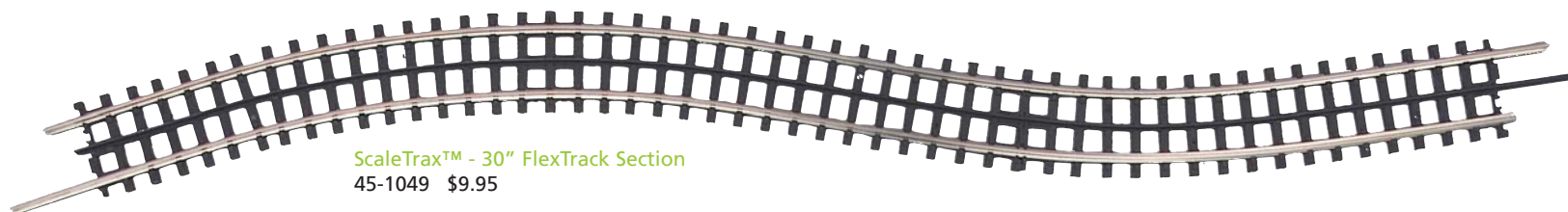
 ScaleTrax™ - 5.5" Track Section
 45-1014 \$3.50
 ScaleTrax™ - 5.5" Track Section 2-Pack
 45-1014-2 \$7.99

 ScaleTrax™ - 10" Straight Track Section
 45-1001 \$3.99



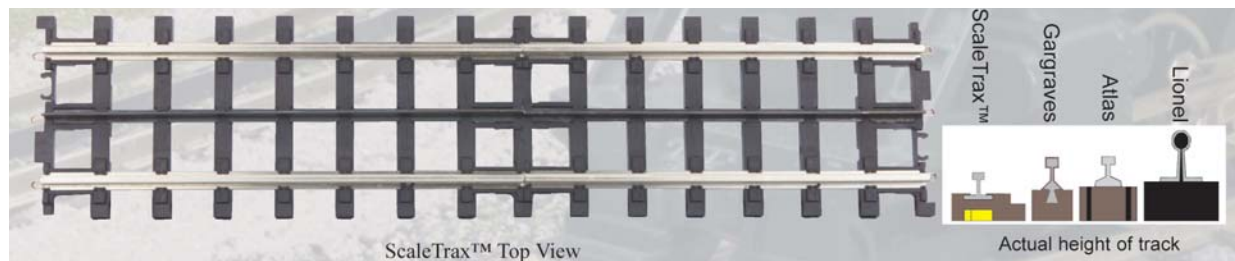
ScaleTrax™ - Lockon (Track Not Included)
 45-1033 \$3.99
 Each FlexTrack Section Requires 1 Lockon

 ScaleTrax™ - 30" Track Section
 45-1019 \$10.99

 ScaleTrax™ - 30" FlexTrack Section
 45-1049 \$9.95

Lowest Profile, Most Realistic 3-Rail Track in O Gauge!

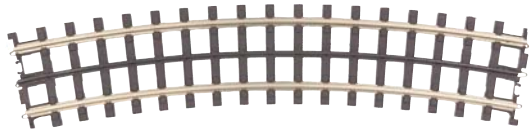
 ScaleTrax™ - 15" Operating Track Section
 45-1035 \$19.95



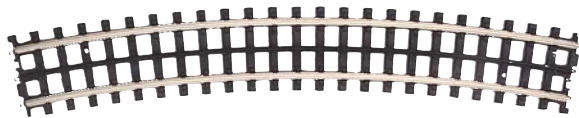
CURVED TRACK SECTIONS



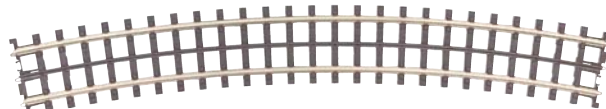
ScaleTrax™ - O-31 Curved Track Section
45-1002 \$3.99



ScaleTrax™ - O-54 Curved Track Section
45-1007 \$3.99



ScaleTrax™ - O-72 Curved Track Section
45-1010 \$4.99



ScaleTrax™ - O-80 Curved Track Section
45-1034 \$5.99

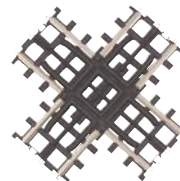
CROSSOVERS



ScaleTrax™ - 22.5 Degree Crossing
45-1015 \$19.95

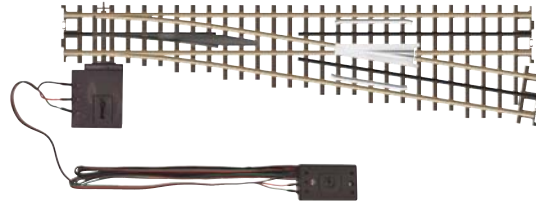


ScaleTrax™ - 45 Degree Crossing
45-1006 \$19.95

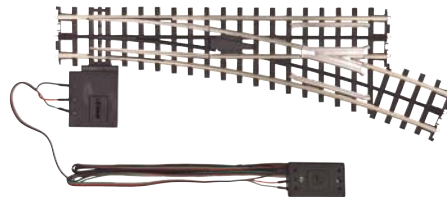


ScaleTrax™ - 90 Degree Crossing
45-1005 \$19.95

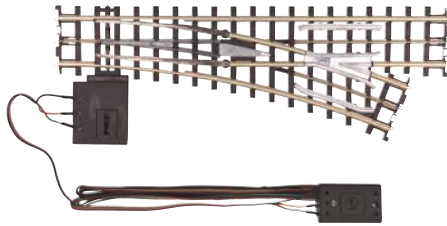
SWITCHES



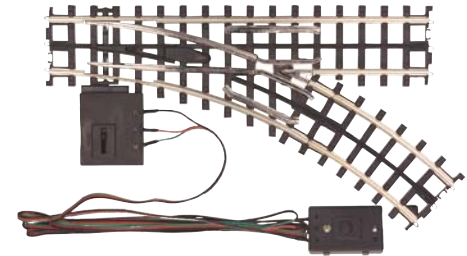
ScaleTrax™ - No. 6 Right Hand Switch
45-1053 \$69.95
ScaleTrax™ - No. 6 Left Hand Switch
45-1052 \$69.95



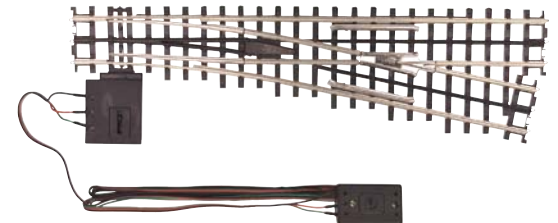
ScaleTrax™ - O-72 Right Hand Switch
45-1020 \$49.95
ScaleTrax™ - O-72 Left Hand Switch
45-1021 \$49.95



ScaleTrax™ - O-54 Right Hand Switch
45-1009 \$49.95
ScaleTrax™ - O-54 Left Hand Switch
45-1008 \$49.95



ScaleTrax™ - O-31 Right Hand Switch
45-1004 \$49.95
ScaleTrax™ - O-31 Left Hand Switch
45-1003 \$49.95



ScaleTrax™ - No. 4 Right Hand Switch
45-1051 \$59.95
ScaleTrax™ - No. 4 Left Hand Switch
45-1050 \$59.95

ACCESSORIES



ScaleTrax™ - Bumper
45-1025 \$15.95

ScaleTrax™ - ITAD
45-1028 \$29.95
(used to activate signals
and trackside accessories)

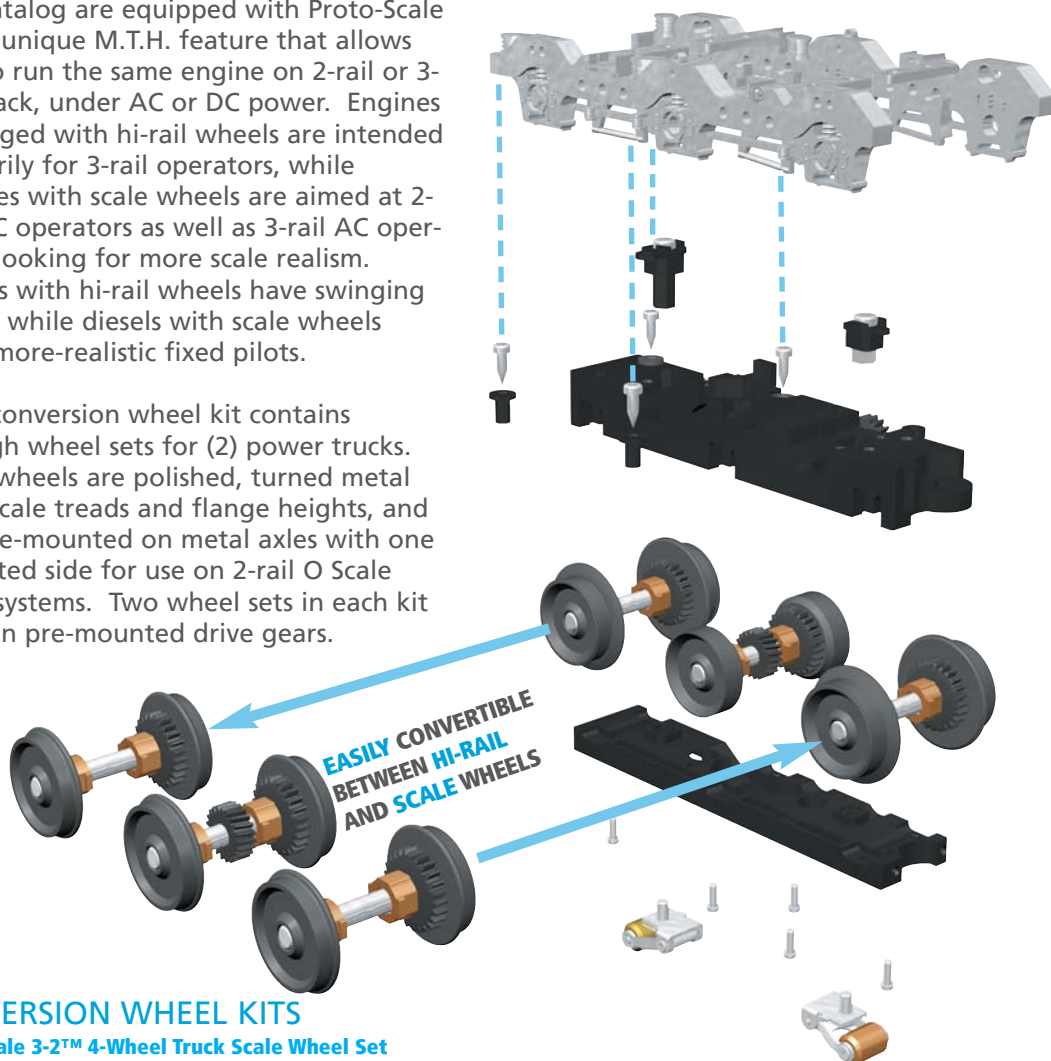


PROTO-SCALE 3-2™

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. Diesels with hi-rail wheels have swinging pilots, while diesels with scale wheels have more-realistic fixed pilots.

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



CONVERSION WHEEL KITS

Proto-Scale 3-2™ 4-Wheel Truck Scale Wheel Set

20-89005 \$39.95

Proto-Scale 3-2™ 6-Wheel Truck Scale Wheel Set

20-89006 \$59.95

Proto-Scale 3-2™ 4-Wheel Truck Hi-Rail Wheel Set

20-89008 \$39.95

Proto-Scale 3-2™ 6-Wheel Truck Hi-Rail Wheel Set

20-89009 \$59.95

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 \$19.95

Yellow End-of-Train-Device Roller Bearing Freight Truck

20-89010 \$19.95



Wireless Drawbar Set

20-89011 \$29.95

Owners of M.T.H. steam locomotives equipped with the wireless drawbar will find this set the perfect addition to their locomotive. Choose from three different lengths of wireless drawbars (30, 35, 40mm) to close-couple your locomotive for layouts equipped with wide-radius curves.

O-Gauge or 2-Rail O Scale Couplers and Trucks

Many Premier Line freight cars come pre-equipped with mounting pads for Kadee® type scale couplers for those operators who want an even more realistic appearance for their rolling stock. A quick peek at the underside of the car will reveal whether the car is equipped with the mounting pad. In some cases, we've included coupler shims so that your scale couplers will be at prototypical height from the rails' surface.

When equipped with our 2-rail scale wheel freight car trucks (which don't come equipped with a standard O Gauge knuckle coupler) and a set of scale couplers, your affordable Premier Line freight car makes high priced brass scale freight cars a thing of the past.



3-RAIL

RailKing 3-Rail Roller Bearing Freight Car Two Truck Pack
30-89002 \$14.99

RailKing 3-Rail Bettendorf Freight Car Two Truck Pack
30-89001 \$14.99



Premier 3-Rail Roller Bearing Die-Cast Freight Car Two Truck Pack
20-89004 \$14.99

Premier 3-Rail Bettendorf Die-Cast Freight Car Two Truck Pack
20-89003 \$14.99



PREMIER 2-RAIL

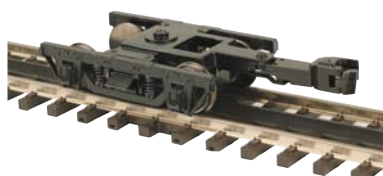
2-Rail Lightweight Die-Cast Passenger Car Two-Truck Pack*
20-89007 \$24.95



2-Rail Heavyweight Passenger Car Two-Truck Pack*
20-89014 \$24.95



2-Rail 64' Woodsided Passenger Car Two-Truck*
20-89012 \$24.95

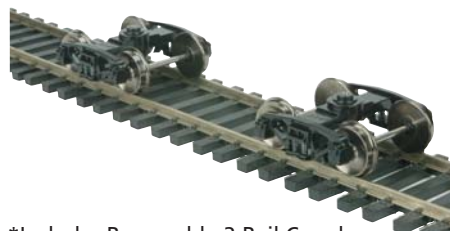


2-Rail Bettendorf Caboose Two-Truck Pack*
20-89015 \$14.99

2-Rail Roller Bearing Caboose Two-Truck Pack*
20-89016 \$14.99



2-Rail Bettendorf Die-Cast Freight Car Two-Truck Pack
20-89001 \$14.99



2-Rail Roller Bearing Die-Cast Freight Car Two-Truck Pack
20-89002 \$14.99



*Includes Removable 3-Rail Couplers

Club

Join The Club

There are EIGHT different types of memberships, based on the style of model railroading that most interests you.

RAILKING MEMBERSHIP



30-78093 MTHRC Reefer Car - 19th Century
RailKing Membership is \$50.00

PREMIER MEMBERSHIP



20-97687 Canadian National 100 Ton Hopper Car
Premier Membership is \$50.00

TINPLATE STD. GAUGE MEMBERSHIP



10-2238 MTHRC 500 Series Std. Gauge Tank Car
Tinplate 500 Series Membership is \$120.00

TINPLATE O GAUGE MEMBERSHIP



10-8080 MTHRC 2800 Series O Gauge Reefer
Tinplate 2800 Series Membership is \$80.00

O GAUGE TINPLATE MEMBERSHIP 2800 SERIES



11-70019 Lionel Corp. 2800 Series O Gauge Reefer
Lionel Corp. 2800 Series Membership is \$80.00

STANDARD GAUGE TINPLATE MEMBERSHIP 500 SERIES



11-30032 Lionel Corp. 500 Series Std. Gauge Tank Car
Lionel Corp. 500 Series Membership is \$120.00

ONE-GAUGE MEMBERSHIP



70-73030 BNSF Unibody Tank Car
One-Gauge Membership is \$100.00

BASIC MEMBERSHIP

60-1000 - The Basic Club Membership does not include a club car
Basic Membership is \$25.00



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JOIN ONLINE! IT'S EASY — JUST GO TO WWW.MTHTRAINS.COM

AS A MEMBER OF THE M.T.H. RAILROADERS CLUB YOU'LL RECEIVE:

Limited-Edition Club Car



Each year we produce beautifully decorated cars exclusively for our Club members. Members automatically receive the car that matches their Club membership (RailKing, Premier, Tinplate Traditions or One Gauge) & have the option to collect the other Club cars as well.

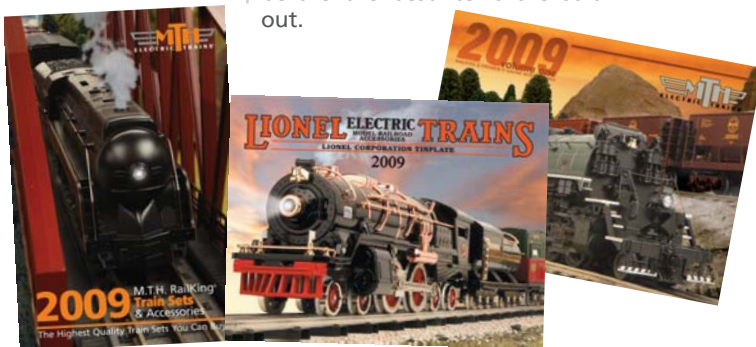
The CrossingGate™ Club Magazine

You will receive our full color Club magazines, jam-packed with product news, ideas from other members, rail history, & step-by-step articles explaining how M.T.H. technology can bring your railroad to life.

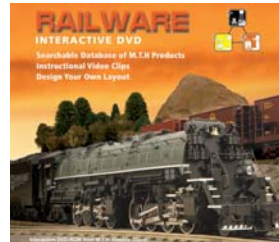


1st Class Mailing of M.T.H. Catalogs

Club Members get all of our catalogs earlier than all our other mailing list members via First-Class mailings, so they can order from their local train store before the best items are sold out.



RailWare™ Software



Use your computer to design track layouts, search the database of all M.T.H. products, look at our past catalogs, listen to Proto-Sound 2.0 train effects, & much more. This CD retails for \$79.95, but is yours FREE as a Club member.

Club Card & Lapel Pin



Show the world your membership in this elite group of model railroaders with your high-quality embossed membership card & beautiful enamel lapel pin.

Proto-Sound® 2.0 Upgrade Kits

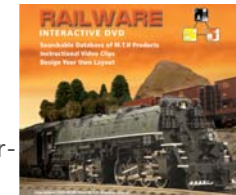
Club members can save an additional 15% on these kits by visiting the MTHRRC web page.

Club Web Site

Visit www.MTHtrains.com & type in your member number to gain access to the Club web site. Here you can exchange messages with other Club members, keep up with the latest news, & even build your own homepage.

CARRY ON THE M.T.H. TRADITION WITH MEMORABILIA AND COLLECTIBLES

MTH Promotional DVD



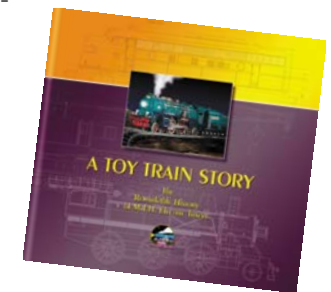
This interactive DVD is packed full of sights & sounds guaranteed to make you rethink how far the hobby of model railroading has come. You'll learn about some of the most innovative products ever produced & marvel at the sophistication of a product line unmatched by other model train manufacturers.



Previous Year Club Cars

MTHRRC members can still obtain earlier produced MTHRRC cars by visiting the MTHRRC pages on the website. Only MTHRRC members can get these cars!

A Toy Train Story



This comprehensive book is a must for collectors & other lovers of toy trains. 350 pages & 1900 color photos, hard cover. Add this book to your membership for only \$25.00 (50% off the \$49.95 cover price)!

M.T.H. Mega Stations

There are over 1,100 M.T.H. Authorized Retailers in North America ready to serve your model railroading needs. Of these, a select few qualify for inclusion in M.T.H.'s Mega Station program. So just what is a Mega Station?

Simply put, M.T.H. Authorized Mega Stations are your best bet for finding the widest selection of M.T.H. products in stock, when you want them. Mega Station retailers also meet our DCS Demo Center qualifications so you'll find expert assistance in seeing M.T.H. products in action whenever you visit a Mega Station retailer.

Each of our Mega Station dealers has the option of qualifying for one or more categories covering our RailKing O Gauge, Premier Line O Scale, Lionel Corporation Tinplate and RailKing One Gauge product lines.

The list to the right includes our current RailKing and Premier O Gauge Mega Station accounts. Of course, if your favorite M.T.H. Authorized Retailer isn't listed, they can still order any of our current offerings. To find a local M.T.H. Authorized Retailer, visit our Web site and click on the Dealer Locator link.

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

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

M.T.H. Electric Trains is in no way affiliated with any of the railroads featured in this catalog.

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Phone: (814) 787-8911
O GAUGE

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B & F HOBBIES
Wakefield
Phone: (401) 782-6400
O GAUGE, TINPLATE

Numbering System and all others indicated throughout this catalog. DCS™ Simply The Best Way To Run A Railroad™ M.T.H.'s DCS Digital Command System has received U.S. Patent No. 6,457,681. M.T.H.'s Proto-Sound® 2.0 system has received U.S. Patent No's 6,457,681 B1 (sound system), 6,457,681 B1 (Proto-Speed Control™), 6,604,641 (Proto-Coupler™), 7,210,656 (Sound), 6,662,917 (2/3Rail), 7,210,656 (Internet Downloads, Music & Doppler). 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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M.T.H. Online

GOT QUESTIONS?

WWW.MTHTRAINS.COM HAS ANSWERS

We don't think we're exaggerating when we say M.T.H. has the most useful train manufacturer's site on the Internet. Here's just a sample of the answers you can find online.

1 WHAT'S THE LATEST INFO ON ...?

Use Product Search to find the latest info on new products before they're delivered - sound sets, cab numbers, feature and paint scheme updates, and other information that arrived after the catalog was published.

DID YOU EVER MAKE?

Use Product Search to search through nearly all of the 14,000 items we've made in the past 29 years, for your favorite road name, engine, or type of rolling stock.

2 DOES ANY DEALER STILL HAVE ...?

Locate hard-to-find items with our Product Locator, which searches the inventories of M.T.H. dealers across the country.

3 WHEN IS IT COMING?

Our online Shipping schedule is updated frequently to let you know what's coming soon to your hobby shop.

4 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.

5 HOW CAN I FIX...?

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.

6 WHAT'S NEW?

New arrivals and other news are posted frequently on our home page. To get the news as it happens, sign up for our free weekly electronic newsletter, with information on new M.T.H. products, industry news, and sneak peeks at upcoming specials!

7 HOW CAN I LEARN MORE ABOUT DCS?

Follow the link to the protosound2.com Web site for DCS and Proto-Sound 2.0 information — and a list of Authorized DCS Demo Centers where you can try DCS hands-on.

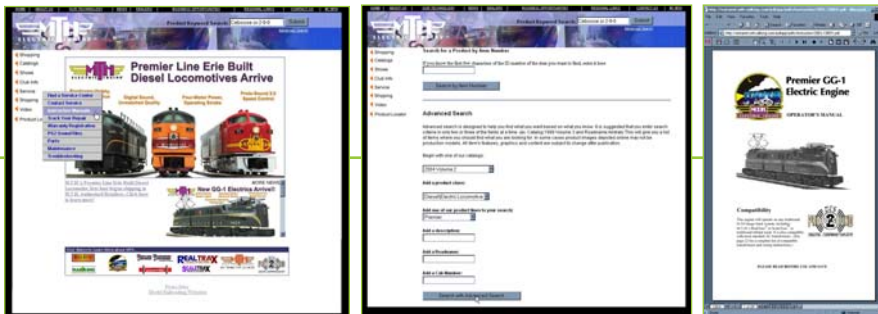
HOW CAN I UPDATE MY DCS SYSTEM OR CHANGE A SOUND SET?

Only M.T.H. allows you to update your control system or change an engine's sound set right over the Internet. Follow the link to the protosound2.com Web site for DCS and Proto-Sound 2.0 downloads.



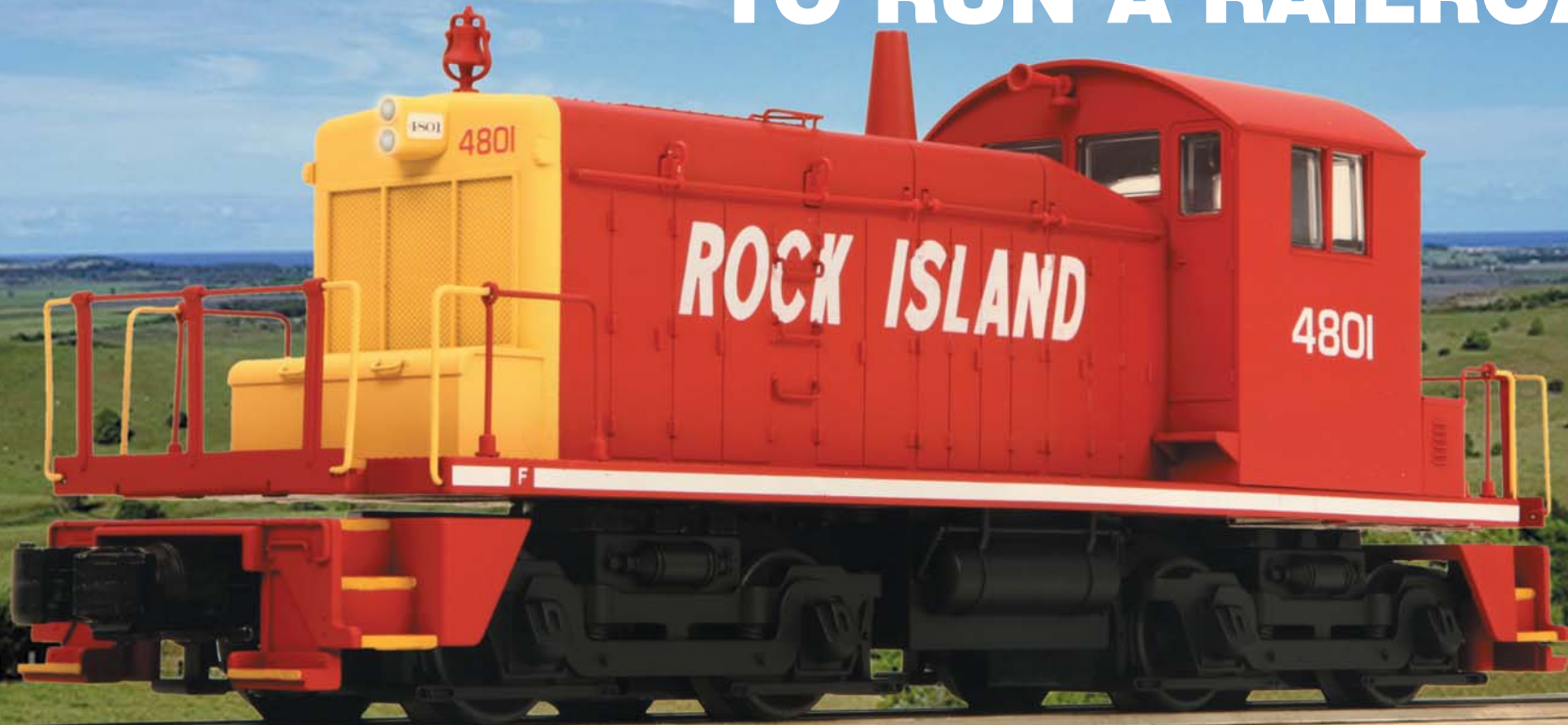
8 HOW DOES IT WORK?

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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