

2009

volume one

RAILKING & PREMIER O GAUGE MODEL TRAINS

EMT
ELECTRIC TRAINS®



What We've Been Up To

As you page through this catalog, you'll notice something is missing: we're not announcing any new Premier diesels in 2009 volume 1. The simple truth is that our factories have gotten behind on diesel tooling and production. Rather than cataloging more new items that will take a long time to deliver, we've decided to concentrate on catching up. That's the bad news.

The Good News

The good news is that we've delivered more new items since our last catalog than any other O gauge manufacturer. From brand-new tooling, we've delivered Russian Decapod and Canadian Pacific Royal Hudson steam engines; Pennsylvania P5a electrics; Dash-8 40C narrow nose diesels; New York City R40, Brooklyn Q-Type, and Chicago 6200 transit cars; 60' TTX flatcars; Gunderson Twin-Stack container cars; and Union Pacific CA-1 wood cabooses. Of course, we've also delivered hundreds of items from existing tooling in new road names, and we're continuing to deliver new products at a break-neck pace.

Coming soon

On the opposite page, you'll see unpainted pre-production samples of several newly tooled items arriving this fall and winter: the North Shore Electroliner; Pennsy/PC/Conrail E44 electric; and our first European-prototype engine, the French Chapelon Pacific that pulled the Orient Express and the Golden Arrow. (The odd-looking rec-

tangular box on the pilot of the Pacific is called a "cinema"; on the chocolate brown Nord Railroad version of this engine, it will contain backlit numerals to indicate the train number.) 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.

See 'Em in Action

Since our last catalog, we've also done something no other O gauge manufacturer has tried: given you the ability to preview our products — in action — online. If you subscribe to our weekly e-newsletter, you've already begun to see and hear M.T.H. locomotives in action in our newly designed video studio. We realize that many of you live far from a hobby shop, and that even a well-stocked dealer may not be able to feature our entire O gauge line. The intent of our videos is to give you another way to preview M.T.H. products before making a buying decision. If you're not getting our free weekly e-newsletter and videos, just sign up online at www.mthtrains.com.



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. In the RailKing® line, you'll find several steam locomotives with upgraded Imperial-level detailing. Our first Imperial diesel, the SD70ACe, is offered in new road names. Other diesel models, including the EMD E8, ALCo RS-3, and Baldwin VO-1000, appear in paint schemes we've never cataloged before.



In response to numerous requests, the New York Central Mohawk appears in the Premier line for the first time, offered in all five L-3 and L-4 subclasses.

Returning to the Premier line in upgraded versions are the Pennsy G5s commuter engine and the massive DM&IR Yellowstone, a worthy rival to the UP Big Boy for the title of largest steam engine ever built. If you're looking for something more modern, check out the futuristic European-designed NJTransit ALP-46 electric. Or step back in time and look at the new add-on sets for our 1890s-era wood-sided passenger cars, featuring a baggage, combine, and observation.

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.

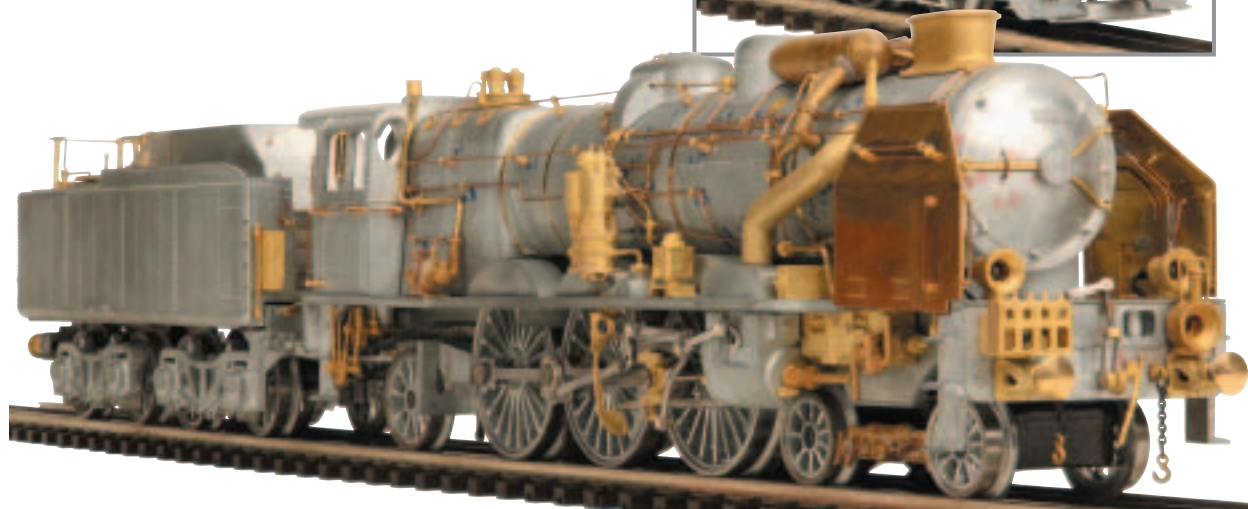


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www.mthtrains.com

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.



Premier Line Russian Decopod - See Page 74

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

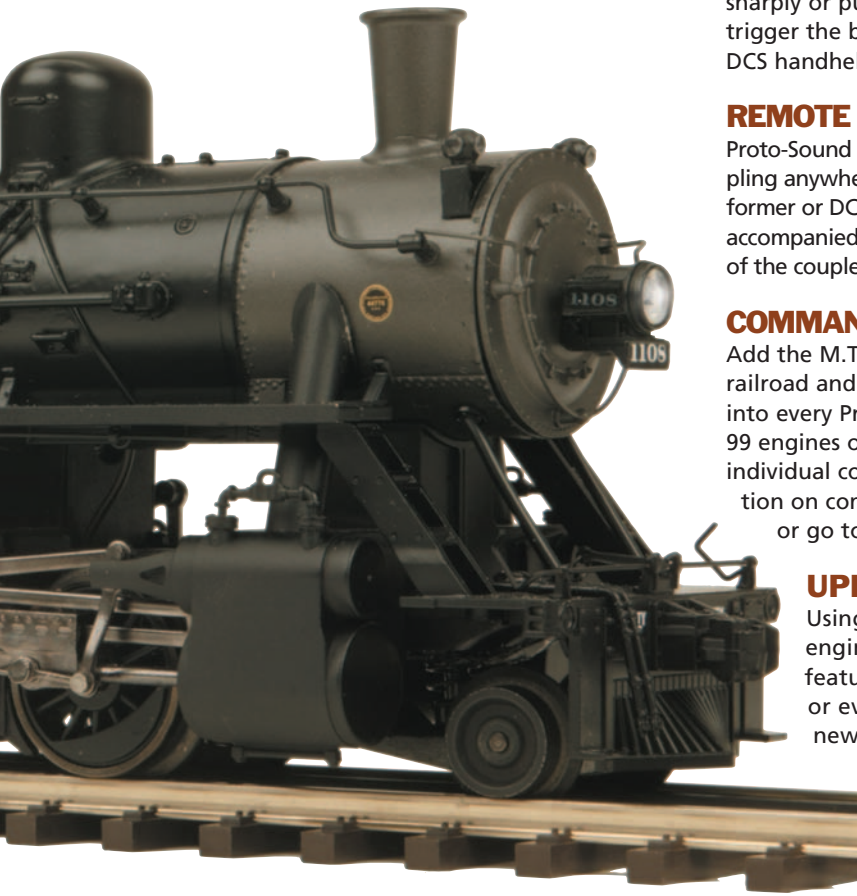
The Proto-Speed Control™ built into Proto-Sound 2.0 acts like the cruise control on a car, keeping your train moving at the speed you select, regardless of hills and curves. You can even switch off the speed control if you prefer.

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.



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. website mean your engine will never be obsolete. It can change from a passenger train to a freight train 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.

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!

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.

Tinplate Traditions™ 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 yet 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.



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 900* 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 1 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.

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 MTH 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 MTH ENGINE
```

```
SMPH: 10
1: PRR S1
MTC 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

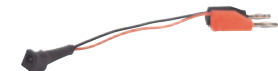
NEW!



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

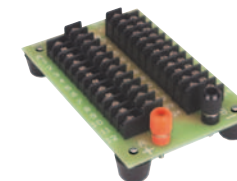


TIU/TMCC 6' Connector Cable
50-1018 \$19.95

Proto-Sound Battery
50-1008 \$9.95



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



24-Port Terminal Block
50-1020 \$29.95

12-Port Terminal Block
50-1014 \$19.95



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

New! DCS 4.02

DCS 4.02, the latest DCS software upgrade, is now available as a free download and is fully compatible with all DCS systems and every Proto-Sound 2.0 engine ever made. DCS 4.02 features new engine control options; allows the DCS handheld to emulate virtually every feature of the TMCC CAB-1® handheld; and allows the user to back up data on the DCS handheld to a personal computer — and clone that data to another DCS handheld if desired.

For more information on DCS 4.02 and the entire DCS system, go to www.protosound2.com

RailKing®:

The Best Value in O Gauge

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. The 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.

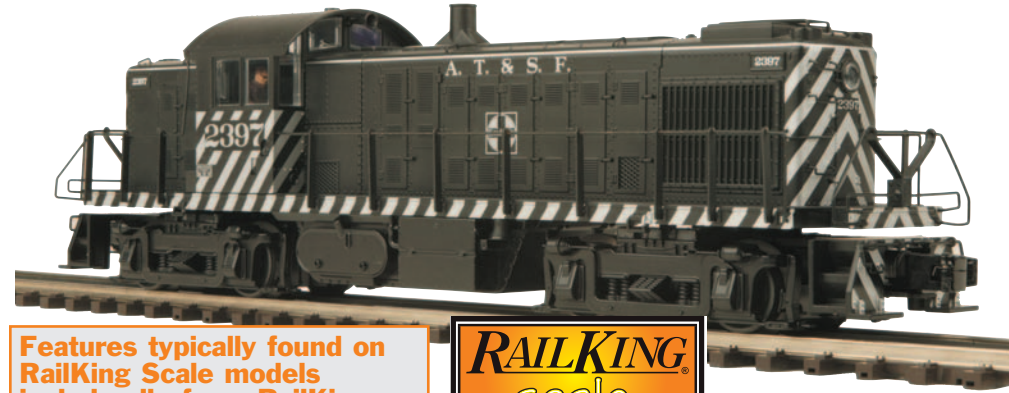


IMPERIAL
SERIES

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



RAILKING
scale

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 diesel locomotives 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.

Though scale-proportioned, RailKing Scale models are not as intricately detailed as their scale counterparts. However, they mix and match well with any O scale 3-rail model, regardless of manufacturer. RailKing Scale locomotives are an attractively priced alternative for modelers not concerned about owning super-detailed O Scale models.

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 rolling stock and passenger car trucks w/operating couplers
- Precision flywheel-equipped motors
- Synchronized Puffing Proto-Smoke™-equipped steam locomotives

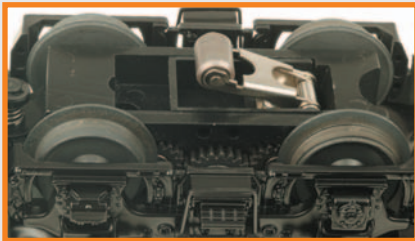
RAILKING
By M.T.H. Electric Trains



THE HIGHEST QUALITY TRAIN SETS YOU CAN BUY



Every RailKing passenger car has a detailed, lighted interior and die-cast metal trucks and couplers.



Every RailKing locomotive features durable metal gears, wheels, axles, and couplers.

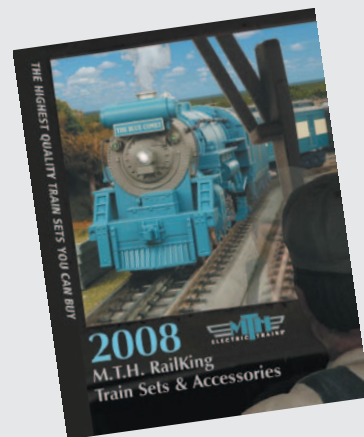


Every RailKing Freight car features die-cast metal trucks and couplers, with hidden uncoupling plates (not old-fashioned "thumbtacks")

At M.T.H., we consider the ready-to-run train set our best opportunity to make a great impression on any newcomer to the wonderful world of model railroading. That's why we don't skimp on the quality and value you'll find in every RailKing and Tinline Traditions ready-to-run starter set. So if you're looking to introduce a child or a friend to this hobby, compare our our sets with those of our competitors and you'll see what makes an M.T.H. starter set the best way to begin a model railroading journey.

Every RailKing O Gauge ready-to-run set features RealTrax®, O Gauge's first and most complete line of snap-together track with built-in roadbed. Only RealTrax features filled metal track rails instead of cheaper hollow rails that can bend if stepped on. See the complete RealTrax line in our Ready-to-Run Catalog.

Every 2008 M.T.H. Train set also features a U.L. approved transformer to ensure that your set has enough power now and when you expand it with extra cars, track and accessories.



See More in the 2008 Ready-To-Run Catalog!



Model trains come in a variety of sizes. Smaller sizes such as HO gauge and N gauge allow hobbyists to fit a lot of highly detailed railroad into less space. But we think O gauge — the traditional size for train sets for more than half a century — is the perfect size for a child's first electric train. Judging by the rising popularity of O gauge over the past two decades, it has become the perfect size for many adults as well. Standing about twice the size of HO trains, O gauge trains are more fun because:

They stay on the track:

O gauge trains hold the track better at the high speeds that children often prefer, thanks in part to the larger flanges on O gauge wheels.

They're easy to handle:

The larger size of O gauge trains makes them easier for children to

handle than smaller-gauge trains — and much easier to place on the track. Large-size operating knuckle couplers make O gauge trains easy to couple and uncouple, and more fun to play with.

They're impressive: Size and weight make an O gauge train a memorable toy. M.T.H. steam engines feature die-cast metal boilers and frames, M.T.H. diesels and cars feature die-cast trucks, and all M.T.H. products have metal wheels and couplers. If you're looking for a toy that will make a long-term impression on a child, it's hard to beat an O gauge train.

They do things: O gauge offers a variety of operating, animated cars and accessories that is unmatched by any other scale or gauge.

4-6-4 ROYAL HUDSON STEAM ENGINE



IMPERIAL
SERIES

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
- Glowing Firebox
- Illuminated classification lights
- Accurate, legible builder's plates
- Truck safety chains on tender
- Directional Backup Light
- Locomotive Speed Control In Scale MPH Increments
- Synchronized Puffing ProtoSmoke™ System
- 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

**ADD A MATCHING
PASSENGER SET**

See Page 62



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 listed in the RailKing passenger car section. 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 also offered. 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 - 4-6-4 Royal Hudson Steam Engine
30-1515-1 w/Proto-Sound 2.0 \$429.95



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



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



Canadian Pacific (Royal Tour 1939) - 4-6-4 Royal Hudson Steam Engine
30-1518-1 w/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 Decorative 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 1924 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 grate and other related elements (which necessitated the 4-wheel trailing truck) greatly increased the engine's steam-making capacity. And more steam capacity means more power and more speed. In all, 611 Berkshires were built for several 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 new roadnames: Nickel Plate, Richmond Fredericksburg & Potomac, Chesapeake & Ohio and Erie.



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



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



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

2-8-8-8-2 TRIPLEX STEAM ENGINE



IMPERIAL
SERIES



Features

- Die-Cast Boiler, Tender, and Chassis
- Authentic Paint Schemes
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Remote Controlled Proto-Coupler™
- Engineer and Fireman Figures
- Metal Handrails, Bell, and Whistle
- Illuminated classification lights, marker lights, and cab light
- Glowing Firebox
- Accurate, legible builder's plates
- Real Coal Load
- Synchronized Puffing ProtoSmoke™ System
- Locomotive Speed Control
- (2) Precision Flywheel Equipped Motors
- Proto-Sound® 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 22 1/4" x 2 1/2" x 4"
- Operates On O-42 Curves

Did You Know?

The Triplex was engineered to haul 640 fifty-ton cars in a train almost five miles long. But the couplers and draft gear of the early twentieth century could not have handled such a load, so the 2-8-8-8-2 was used as a pusher and never put to a full test.

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

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

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

The RailKing Imperial Triplex recreates the flamboyance of the original design but runs better than the prototype ever did. Only MTH engineering could make such a complex model run smoothly and steadily at speeds from a barely perceptible crawl to wide-open throttle. The Triplex returns to the RailKing Imperial lineup for 2009, decorated for both of the roads that owned these engines — and probably would have kept them longer, if only the prototypes had run as well as the MTH model.



Erie - 2-8-8-2 Triplex Steam Engine (Russian Iron Boiler)
30-1528-1 w/Proto-Sound 2.0 \$699.95



Virginian - 2-8-8-2 Triplex Steam Engine
30-1530-1 w/Proto-Sound 2.0 \$699.95

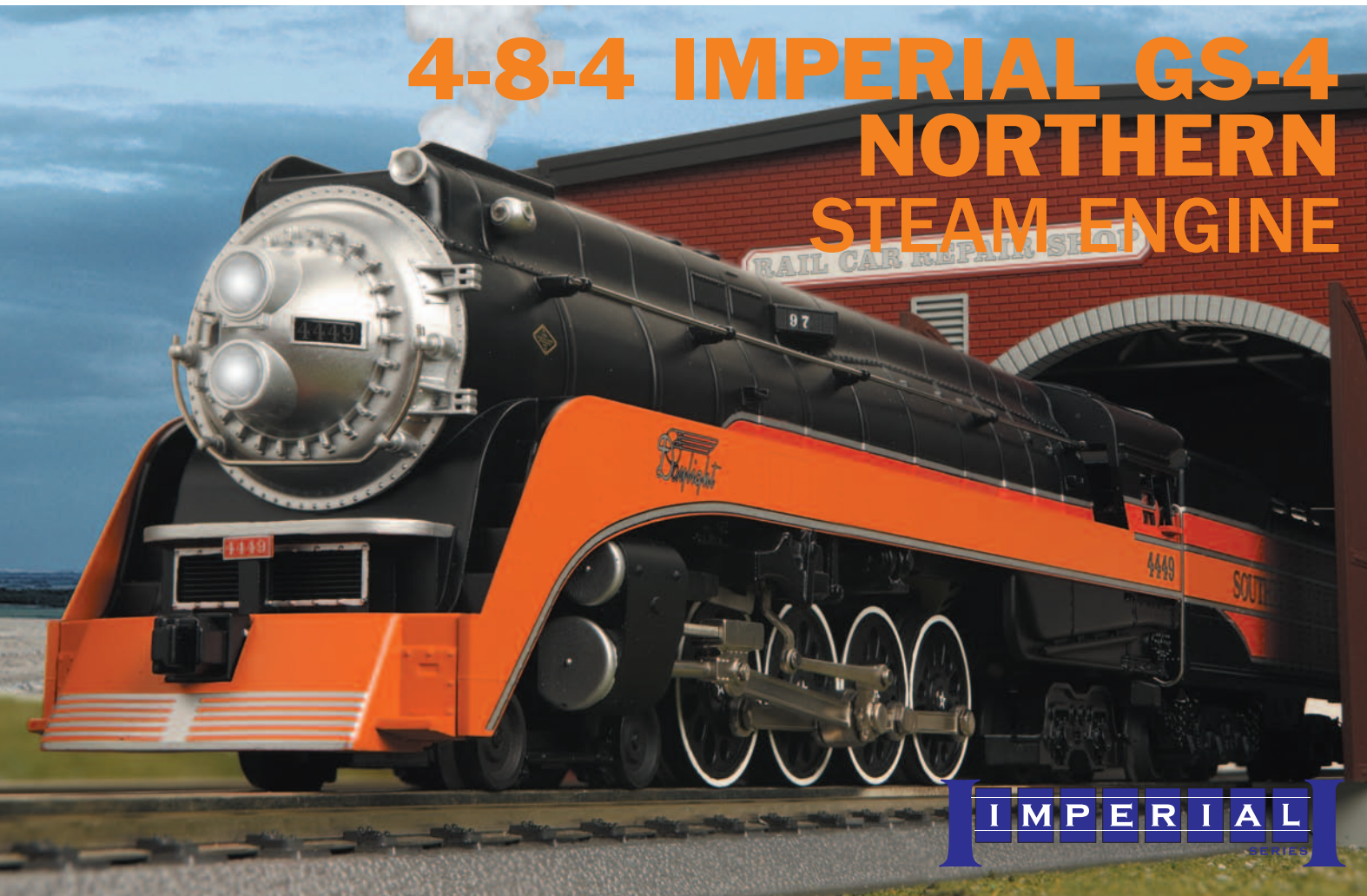


Erie - 2-8-8-2 Triplex Steam Engine
30-1529-1 w/Proto-Sound 2.0 \$699.95



Erie - 2-8-8-2 Triplex Steam Engine Speciality Freight Set
30-1531-1 w/Proto-Sound 2.0 \$799.95

4-8-4 IMPERIAL GS-4 NORTHERN STEAM ENGINE



IMPERIAL
SERIES



Features

- Die-Cast Boiler and Tender Body
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- Operating Mars Light
- Die-Cast Truck Sides
- Precision Flywheel Equipped Motor
- Locomotive Speed Control
- Remote Controlled Proto-Coupler™
- Engineer and Fireman Figures
- Glowing Firebox
- Illuminated classification lights, marker lights, and cab light
- Accurate, legible builder's plates
- Truck safety chains on tender
- Metal Handrails and Decorative Horn
- Synchronized Puffing ProtoSmoke™ System
- Operating Tender Back-up Light
- Proto-Sound® 2.0 With The Digital Command System Featuring Passenger Station Proto-Effects™
- Unit Measures: 21 1/2" x 2 5/8" x 3 3/8"
- Operates On O-31 Curves

In 1937 the Southern Pacific trumpeted a new train in full-page magazine ads: *Let us stand by the tracks of Southern Pacific's Coast Line, as thousands now do every day and listen... Suddenly from far off comes a musical note, rising. Round a curve flashes a streak of color. Here comes the Daylight, the most beautiful train in the West!*

The Daylights linked Los Angeles and San Francisco "in a glorious daylight trip, streaking along the Pacific Ocean for more than a hundred breathless miles." Travelers were invited to "Step inside the Daylight and see the beauty and luxury that have already won the West. Notice the wide, soft seats in the coaches. They are cushioned with sponge rubber and turn to face the extraordinarily large windows." Presenting a glorious streak of orange and red from locomotive to observation car, the Daylights were a sharp departure from the SP's normal dark olive passenger cars. Leading the trains were the Southern Pacific's class GS (for "Golden State") Northern, arguably among the handsomest steam engines ever built. Constructed by Lima Locomotive Works, inventor of the super-power concept, the Daylight 4-8-4s had the combination of power and speed that characterized steam power at its zenith. Built in 1936, the single-headlight GS-2's were the first Daylight locomotives. Class GS-4 engines, delivered in 1941 and 1942, were among the last and best-looking of the breed, with tall 80"

drivers and a large Mars light complementing the headlight. In addition to handling premier passenger trains, the Daylight 4-8-4s were regularly used in high-speed freight service on the San Francisco-Los Angeles Overnight.

A lone GS-4, No. 4449, was saved from the scrapper in 1958 and placed on display in a Portland, Oregon park, where it sat silent for nearly two decades. An elderly gentleman was a regular visitor to the locomotive, oiling its lubrication points to prevent rusting. In part because of his efforts, No. 4449 was in good enough shape to be restored in 1975 to pull the American Freedom train in celebration of our nation's 200th anniversary. Repainted in Daylight colors, the engine operates today in excursion service and has also hauled Employee Appreciation Specials for The BNSF Railway.

Relive the glory years of Daylight passenger service, the drama of the American Freedom Train, or the excitement of a steam excursion today with these RailKing Golden State Northern. These smooth-running 4-8-4s are outfitted with RailKing Imperial features that include marker light housings with individual LED illumination; authentic, legible builder's plates; additional grab irons; operating firebox glow; cab interior lighting; painted backhead gauges; separate tender ladders; and safety chains for the tender trucks.



Southern Pacific- 4-8-4 Imperial GS-4 Northern Steam Engine
30-1524-1 w/Proto-Sound 2.0 \$449.95



Southern Pacific - 4-8-4 Imperial GS-4 Northern Steam Engine
30-1525-1 w/Proto-Sound 2.0 \$449.95



BNSF - 4-8-4 Imperial GS-4 Northern Steam Engine
30-1523-1 w/Proto-Sound 2.0 \$449.95



American Freedom Train - 4-8-4 Imperial GS-4 Northern Steam Engine Set
30-1527-1 w/Proto-Sound 2.0 \$549.95



Southern Pacific - 4-8-4 Imperial GS-4 Northern Steam Engine Set
30-1526-1 w/Proto-Sound 2.0 \$549.95

FP45 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™
- Metal Handrails and Decorative Horn
- (2) Precision Flywheel Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Lighted Cab Interior
- Engineer Cab Figure
- Operating Smoke Unit
- Proto-Sound® 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 18 1/2" x 2 9/16" x 4"
- Operates On O-31 Curves



Designed in 1967 at the request of the Santa Fe, the FP45 was basically an SDP45 road switcher with a streamlined cab unit body. The "P" in FP45 indicated a passenger diesel with a steam generator for train heat. Having a sleeker, more aerodynamic look than a road switcher, the FP45 blended better with its passenger consists; the fully enclosed body also reduced wind resistance and allowed the crew to perform troubleshooting and minor maintenance on the road.

Purchased for passenger service by the Santa Fe and the Milwaukee Road, the 3600 hp FP45s replaced first-generation E-unit and F-unit diesel sets and eventually found themselves handling freight duties as well. By 1971, the units remaining in passenger service were working exclusively for Amtrak. A sister engine, the F45, was bought for freight-only service by the Santa Fe, Great Northern, and Burlington Northern.

Built to 1/48 scale proportions and outfitted with Proto-Sound 2.0, the FP45 includes all the features that make RailKing Scale locomotives one of the best values in model railroading.



Maersk - FP45 Diesel Engine
 30-2907-1 w/Proto-Sound 2.0 \$299.95



Montana Rail Link - FP45 Diesel Engine
 30-2908-1 w/Proto-Sound 2.0 \$299.95
 30-2908-3 Non-Powered \$149.95



Santa Fe - FP45 Diesel Engine
 30-2909-1 w/Proto-Sound 2.0 \$299.95
 30-2909-3 Non-Powered \$149.95



Milwaukee Road - FP45 Diesel Engine
 30-2910-1 w/Proto-Sound 2.0 \$299.95
 30-2910-3 Non-Powered \$149.95

EMD E8 A-A DIESEL SETS



Features

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

ADD A MATCHING PASSENGER SET

See Page 63-65

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

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

The E8 returns to the RailKing line for 2009 in four glorious paint schemes from the golden age of passenger travel. Proto-Sound 2.0 brings you the authentic sounds of the E8's EMD prime movers and the ability to announce your departure and start your train so gently you won't spill the water in the diner — and then accelerate up to scale speeds of over 100 mph, just like the prototype.



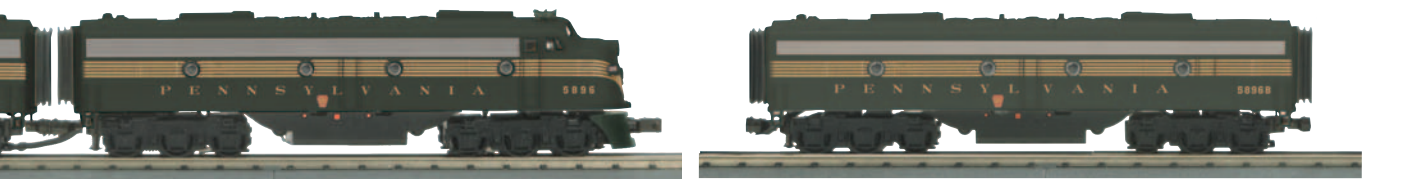
Canadian Pacific - E8 A-A Diesel Engine Set
 30-2914-1 w/Proto-Sound 2.0 \$349.95
 30-2914-3 Non-Powered B-Unit \$119.95



Union Pacific - E8 A-A Diesel Engine Set
 30-2912-1 w/Proto-Sound 2.0 \$349.95
 30-2912-3 Non-Powered B-Unit \$119.95



Kansas City Southern - E8 A-A Diesel Engine Set
 30-2913-1 w/Proto-Sound 2.0 \$349.95
 30-2913-3 Non-Powered B-Unit \$119.95



Pennsylvania - E8 A-A Diesel Engine Set
 30-2911-1 w/Proto-Sound 2.0 \$349.95
 30-2911-3 Non-Powered B-Unit \$119.95

SW1 SWITCHER DIESEL ENGINE



Features

- Intricately Detailed ABS Body
- Colorful Paint Scheme
- Die-Cast Metal Chassis
- Directionally Controlled Headlight
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- 2 Remotely Controlled Proto-Couplers™
- Metal handrails, horn, and bell
- 2 Precision Flywheel Equipped Motors
- 2 Crew Figures in Cab
- 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.



Milwaukee Road - SW1 Switcher Diesel Engine
30-2900-1 w/Proto-Sound 2.0 \$299.95



Norfolk & Western - SW1 Switcher Diesel Engine
30-2901-1 w/Proto-Sound 2.0 \$299.95



Chicago NorthWestern - SW1 Switcher Diesel Engine
30-2899-1 w/Proto-Sound 2.0 \$299.95



Rolling Rock - SW1 Switcher Diesel Engine
30-2919-1 w/Proto-Sound 2.0 \$329.95



Seaboard - SW1 Switcher Diesel Engine
30-2902-1 w/Proto-Sound 2.0 \$299.95

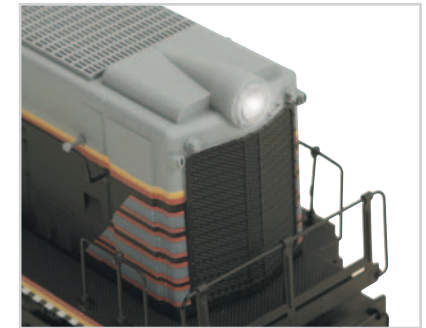
BALDWIN VO-1000 DIESEL ENGINE



RAIL KING
scale

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.



Patapsco & Black Rivers - VO-1000 Diesel Engine
30-2905-1 w/ Proto-Sound 2.0 \$299.95



Northern Pacific - VO-1000 Diesel Engine
30-2904-1 w/ Proto-Sound 2.0 \$299.95



Burlington - VO-1000 Diesel Engine
30-2903-1 w/ Proto-Sound 2.0 \$299.95



Union Pacific - VO-1000 Diesel Engine
30-2906-1 w/ Proto-Sound 2.0 \$299.95

SD70ACe DIESEL ENGINE



IMPERIAL
SERIES

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

M.T.H. offers the SD70ACe as our first RailKing Imperial diesel. This near-scale model is a full 17" in length, yet operates comfortably on O-31 curves. Imperial features include operating diesel exhaust smoke and flashing ditch lights. Under the hood is the same Proto-Sound 2.0 system found in our more expensive Premier version of this locomotive, complete with sounds recorded from an actual Union Pacific SD70ACe. If you're looking for realism and a lot of fun at a RailKing price, it doesn't get any better than this!



Kansas City Southern - SD70ACe Imperial Diesel Engine

30-2915-1	w/ Proto-Sound 2.0	\$299.95
30-2915-0	w/ Horn & Bell	\$229.95



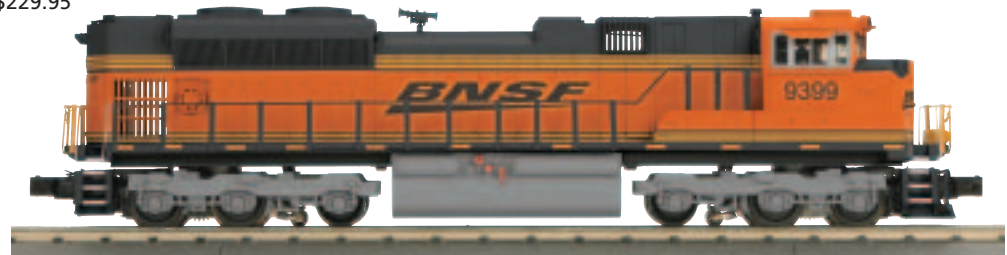
Norfolk Southern - SD70M-2 Imperial Diesel Engine

30-2916-1	w/ Proto-Sound 2.0	\$299.95
30-2916-0	w/ Horn & Bell	\$229.95



Canadian National - SD70M-2 Imperial Diesel Engine

30-2917-1	w/ Proto-Sound 2.0	\$299.95
30-2917-0	w/ Horn & Bell	\$229.95



BNSF - SD70ACe Imperial Diesel Engine

30-2918-1	w/ Proto-Sound 2.0	\$299.95
30-2918-0	w/ Horn & Bell	\$229.95

RS-3 DIESEL ENGINE



Features

- Die-Cast Truck Sides, Pilots and Fuel Tank
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Decorative Horn
- Intricately Detailed ABS Body
- Locomotive Speed Control
- (2) Precision Flywheel Equipped Motors
- (2) Remotely Controlled Proto-Couplers™
- Metal Wheels, Axles and Gears
- Directionally Controlled Headlights
- 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 3/4"
- Operates On O-31 Curves

Did You Know?

The first RS-3's were delivered with an air-cooled turbocharger that soon proved troublesome. Most engines were later refitted with a more dependable water-cooled unit. The crosswise exhaust stack on our model indicates it has the later water-cooled version. (A turbocharger is a blower, driven by exhaust gases, that pressurizes air coming into the engine and thereby increases horsepower.)

By the time the first RS-3's rolled off the assembly line in 1950, Alco had refined its road switcher concept to create "a truly universal locomotive which could do anything and go almost anywhere," in the words of author J.W. Swanson in *New Haven Power*. In contrast with its predecessor, the 1000 hp RS-1, the 1600 hp RS-3 had all the power of a road diesel of its time and could boil along at up to 80 mph.

For awhile in the early 1950's, ALCO looked like a true contender in the burgeoning road switcher market. RS-3's could be found on a majority of class one railroads doing everything from switching and transfer duties to mainline freight and even passenger and commuter service.

Ultimately, however, the RS-3 took a distant second place to Electro-Motive's GP7 and GP9 in sales volume. Perhaps what doomed Alco was EMD's already-commanding lead in the road diesel market - in part because EMD's FT was the only road diesel allowed to be produced during World War II, when diesels began their takeover of American railroads. Other builders were relegated to producing diesel switchers until the conflict ended.

There was also talk that Alcos were less dependable. In hindsight, however, that seems to have been a result of EMD's sales lead. Perhaps shop crews were simply less familiar with Alco's model 244 prime mover and how to service it. In fact, roads with primarily Alco fleets, such as the New Haven, found Alco products to be very reliable when maintained properly. With their power and flexibility, RS-3's proved their worth so successfully that many railroads kept them on active duty after other first-generation diesels had been retired. They survived on class 1 railroads until the Delaware & Hudson retired its last RS-3 in 1986 and remained active in shortline and industrial service for years afterward.

Bring the versatility of this do-anything/go-anywhere engine to your railroad with the RailKing Scale RS-3. Thanks to Proto-Sound 2.0, our model features authentic Alco prime mover sounds, pulling power to match its hardy prototype, and a speed range from a slow crawl to full throttle.



Spokane Portland & Seattle - RS-3 Diesel Engine
 30-2898-1 w/ Proto-Sound 2.0 \$299.95
 30-2898-3 Non-Powered \$149.95

Lehigh Valley - RS-3 Diesel Engine
 30-2896-1 w/ Proto-Sound 2.0 \$299.95
 30-2896-3 Non-Powered \$149.95



Erie - RS-3 Diesel Engine
 30-2895-1 w/ Proto-Sound 2.0 \$299.95
 30-2895-3 Non-Powered \$149.95



New Haven - RS-3 Diesel Engine
 30-2897-1 w/ Proto-Sound 2.0 \$299.95
 30-2897-3 Non-Powered \$149.95

GP-7 & GP-9 DIESEL ENGINE



RAILKING
scale



Features

- Intricately Detailed ABS Body
- Colorful Paint Scheme
- Metal Chassis
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Wheels, Axles and Gears
- Metal Handrails and Decorative Horn
- (2) Precision Flywheel Equipped Motors
- (2) Operating Metal Couplers
- Operating Smoke Unit
- Proto-Sound® 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 14 3/4" x 2 1/2" x 3 3/4"
- Operates On O-31 Curves

Did You Know?

Experienced engineers loved the Geep cab because, unlike the new streamliners, it felt like home to them. An engineer in a Geep running long hood forward sat near the back of the engine, looking out over the power plant - just as he had in a steam engine. Even running short hood forward, the engineer's view was out past the engine's nose, similar to a steamer.

Electro-Motive Division's GP (for "General Purpose") engines were the brainchild of project engineer Dick Dilworth. In the late 1940s, Dilworth saw that America's 30,000 miles of main line rail had been virtually dieselized, but the 130,000 miles of secondary lines that carried half of the nation's freight traffic were still largely steam powered. He viewed that as a huge marketing opportunity.

In *The Dilworth Story*, a book published by Electro-Motive Division in 1954, Dilworth explained how he tried to meet that opportunity: "In planning the GP, I had two dreams. The first was to make a locomotive so ugly in appearance that no railroad would want it on the main line or anywhere near headquarters, but would keep it out as far as possible in the back country, where it could do really useful work. My second dream was to make it so simple in construction and so devoid of Christmas-tree ornaments and other whimsy that the price would be materially below our standard main-line freight locomotives."

Of course, Dilworth's explanation conveniently ignored the fact that Alco's arguably uglier RS-1 had introduced the road switcher concept eight years before EMD. And in one sense, Dilworth's project was a failure. Railroads bought Geeps for mainline service and relegated older power to secondary lines as they had always done. But his brainchild became the runaway best-seller among first-generation diesel power. U.S. and Canadian railroads bought nearly 7,000 copies of the 1500 horsepower GP7, introduced in 1949, and the 1750 horsepower GP9, produced from 1954 through 1963.

Except for the placement of a few ventilator louvers, the exterior of the GP9 was virtually identical to that of its older brother. Contrary to model railroading urban legend, the presence or absence of the dynamic brake blister on the top center of the long hood does not distinguish between the two locomotives, as both were available with optional dynamic braking.

Adding a full-featured, scale-proportioned locomotive to your diesel roster has never been easier than with the RailKing Scale GP9. Fully equipped with Proto-Sound 2.0, RailKing Scale engines may be the best value in all of model railroading. Watching these engines creep down the rails with the industry's best speed control system and hearing the incredible variety of sounds may just make the GP9 your favorite diesel. It's all possible thanks to the power and performance of Proto-Sound 2.0.



Great Northern - GP-7 Diesel Engine

30-2891-1	w/Proto-Sound 2.0	\$299.95
30-2891-3	Non-Powered	\$149.95



Louisville & Nashville - GP-7 Diesel Engine

30-2892-1	w/Proto-Sound 2.0	\$299.95
30-2892-3	Non-Powered	\$149.95



Buffalo & Pittsburgh - GP-9 Diesel Engine

30-2893-1	w/Proto-Sound 2.0	\$299.95
30-2893-3	Non-Powered	\$149.95



Canadian National - GP-9 Diesel Engine

30-2894-1	w/Proto-Sound 2.0	\$299.95
30-2894-3	Non-Powered	\$149.95



Budweiser - GP-9 Diesel Engine

30-2920-1	w/Proto-Sound 2.0	\$329.95
30-2920-3	Non-Powered	\$159.95

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CTA 6200 TRANSIT CARS



Features

- Directionally Controlled Headlights
- Intricately Detailed ABS Bodies
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides & Pilots
- (2) Remotely Controlled Proto-Couplers™
- Authentic Paint Scheme
- (2) Precision Flywheel Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Proto-Sound® 2.0 Featuring Station Stop Proto-Effects™
- Lighted Cab Interiors
- Illuminated Number Boards
- Each Car Measures: 13 1/2" x 2 1/2" x 3 3/8"
- Operates On O-31 Curves



CTA w/Green Roof - 4-Car 6200 Series Subway Set
30-2889-1 w/Proto-Sound 2.0 \$399.95



CTA w/Green Roof - 2-Car 6200 Series Subway Set Add-On
30-2889-3 Non-Powered \$149.95



CTA - 4-Car 6200 Series Subway Set
30-2888-1 w/Proto-Sound 2.0 \$399.95



CTA - 2-Car 6200 Series Subway Set Add-On
30-2888-3 Non-Powered \$149.95

In the mid-1940s, Chicago's public transit system was in a dismal state, with much of its equipment dating back to the turn of the century. In April 1945, the Chicago Transit Authority was created as a government agency to take over and run all the privately owned elevated ("L") and streetcar operations. One of the CTA's first acts was to order 130 new 6000-series cars to replace older equipment. Eventually the 6000-series grew to 720 cars delivered from 1950-1959, the largest series of cars ever built for the CTA® and, for many, the classic symbol of Chicago's "L."

The 6000's were the first large series of "L" cars with a feature borrowed from the North Shore's Electroliners:

curved sides that were narrow at the floor to accommodate "L" platforms and wider at the window line to give passengers more room. The 6000's also borrowed much of their electrical technology from the PCC streetcar design of the late 1930s. And beginning with car 6201, they borrowed a whole lot more. The CTA had realized that its fleet of nearly-new PCC cars had been made superfluous by the automobile and new bus routes. So, beginning in 1953, it sent 520 "Green Hornet" streetcars to the St. Louis Car Co., where their trucks, motors, electrical equipment, window frames, and other parts were recycled into new 6000-series cars.

This quintessential Chicago "L" car is offered in two variations of its original paint scheme of Mercury green, Swamp Holly orange, and Croydon cream. Like all M.T.H. transit cars, this model features Station Stop Proto-Effects, allowing you to program the train to stop automatically at designated station stops and announce authentic Chicago station names.

For more information on the 6000-series cars and the entire Chicago "L" system, visit www.Chicago-L.org

RailKing Freight



High quality, traditionally sized RailKing Freight Cars provide detailed bodies and colorful paint schemes for the O Gauge rail-roader. MTH makes an enormous variety of RailKing Freight Cars, including many different car types and roadnames. No matter what era or part of the country you are modeling, RailKing is sure to have something for you.

Freight Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Decorative Brake Wheels
- Opening Car Doors on Most Cars
- Fast-Angle Wheel Sets
- Needle-Point Axles

Operating Freight



Tropical Fish Transport 2
Operating Aquarium Car
30-79254 \$69.95



Koi Transport
Operating Aquarium Car
30-79255 \$69.95



Harley-Davidson® - Operating Action Car
30-79227 \$69.95



Ann Arbor - Operating Log Dump Car
30-79256 \$59.95



Norfolk & Western - Operating Log Dump Car
30-79257 \$59.95

Details

- Aquarium and Action Cars Feature Backlighted, Moving Animation Strip
- Log Dump Car Side Gate Drops Down To Release Log Load
- Operates With Any Transformer
- Log Car Measures: 12" x 2 5/8" x 2 11/16"
- Aquarium Car Measures: 11 1/2" x 2 3/8" x 2 5/16"
- Operates With Any Operating Track Section
- Operates On O-27 Curves



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Box Car



New Haven - Box Car
30-74509 \$39.95



John Deere - Box Car
30-74508 \$44.95
John Deere is a registered trademark of Deere & Company.



Coors - Box Car
30-74507 \$44.95

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"Limited Edition Adult Collectible-This licensed product is intended for purchase and enjoyment by individuals of legal purchase age for alcohol beverages."



Ann Arbor - Box Car
30-74510 \$39.95



Details

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

40' Double Door Box Car



Northern Pacific - 40' Double Door Box Car
30-74511 \$42.95



Alaska - 40' Double Door Box Car
30-74513 \$42.95



Bessemer & Lake Erie - 40' Double Door Box Car
30-74514 \$42.95



U.S. Army - 40' Double Door Box Car
30-74512 \$42.95

Details

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



40' High Cube Box Car



BNSF - 40' High Cube Box Car
30-74515 \$49.95



Lehigh Valley - 40' High Cube Box Car
30-74517 \$49.95



CP Rail - 40' High Cube Box Car
30-74518 \$49.95



Canadian National - 40' High Cube Box Car
30-74516 \$49.95

Details

- Unit Measures: 11 1/4" x 2 9/16" x 3 15/16"
- Operates On O-27 Curves



Rounded Roof Box Car



Circus - Rounded Roof Box Car
30-74522 \$44.95



Baltimore & Ohio - Rounded Roof Box Car
30-74519 \$44.95



Pennsylvania - Rounded Roof Box Car
30-74520 \$44.95



Reading - Rounded Roof Box Car
30-74521 \$44.95

Details

- Unit Measures: 11 5/8" x 2 1/2" x 3 7/16"
- Operates On O-27 Curves



40' Window Mint Box Car w/Gold



Alaska - 40' Window Mint Box Car w/ Gold
30-74528 \$59.95



Pennsylvania - 40' Window Mint Box Car w/ Gold
30-74527 \$59.95



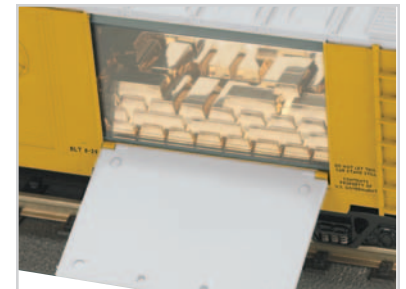
Western Maryland - 40' Window Mint Box Car w/ Gold
30-74529 \$59.95



Union Pacific - 40' Window Mint Box Car w/ Gold
30-74530 \$59.95

Details

- Detailed Bullion Load
- (4) Opening Window Doors
- Unit Measures: 11 3/4" x 2 1/2" x 2 3/8"
- Operates On O-27 Curves



50' Double Plug Door Box Car



TTX - 50' Double Plug Door Box Car
30-74523 \$44.95



British Columbia - 50' Double Plug Door Box Car
30-74524 \$44.95



Northern Pacific - 50' Double Plug Door Box Car
30-74525 \$44.95



Soo Line - 50' Double Plug Door Box Car
30-74526 \$44.95

Details

- Unit Measures: 13" x 2 1/2" x 3 1/2"
- Operates On O-31 Curves



Reefer Car



Goetz Pale - Reefer Car
30-78089 \$39.95



O'Malley's Irish Ale - Reefer Car
30-78090 \$39.95



Erlanger's Beer - Reefer Car
30-78091 \$39.95



Lasko Birch Beer - Reefer Car
30-78092 \$39.95

Details

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



Modern Reefer Car



MPA - Modern Reefer Car
30-78085 \$44.95



Sloppy Joe's Beer - Modern Reefer Car
30-78088 \$44.95



Hope Christmas Ale - Modern Reefer Car
30-78086 \$44.95



Old No. 38 Stout - Modern Reefer Car
30-78087 \$44.95

Details

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



Airslide Hopper Car



John Deere - Airslide Hopper
30-75302 \$49.95

John Deere is a registered trademark of Deere & Company.



Union Pacific - Airslide Hopper
30-75304 \$44.95

Details

- Unit Measures: 13" x 2 7/16" x 3 5/8"
- Operates On O-31 Curves



Norfolk Southern - Airslide Hopper
30-75303 \$44.95



New York Central - Airslide Hopper
30-75305 \$44.95



4-Bay Hopper Car



Nickel Plate Road - 4-Bay Hopper Car
30-75308 \$42.95



BNSF - 4-Bay Hopper Car
30-75306 \$42.95



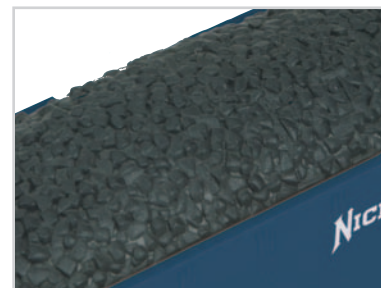
Erie - 4-Bay Hopper Car
30-75307 \$42.95



Western Maryland - 4-Bay Hopper Car
30-75309 \$42.95

Details

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



4-Bay Cylindrical Hopper Car



Milky Way - 4-Bay Cylindrical Hopper
30-75300 \$49.95

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Snickers - 4-Bay Cylindrical Hopper
30-75299 \$49.95

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3 Musketeers - 4-Bay Cylindrical Hopper
30-75301 \$49.95

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Coors - 4-Bay Cylindrical Hopper
30-75298 \$49.95

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4-Bay Cylindrical Hopper Car



Canadian Wheat - 4-Bay Cylindrical Hopper
30-75310 \$44.95



Canadian Wheat - 4-Bay Cylindrical Hopper
30-75311 \$44.95



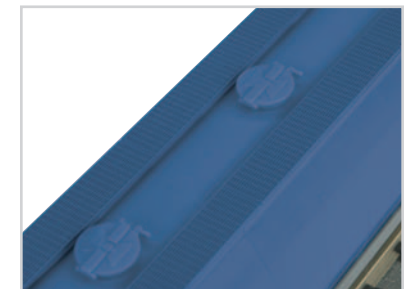
Canadian National - 4-Bay Cylindrical Hopper
30-75312 \$44.95



Alberta - 4-Bay Cylindrical Hopper
30-75313 \$44.95

Details

- Unit Measures: 13 3/8" x 2 3/8" x 3 7/16"
- Operates On O-31 Curves



Modern Tank Car



MKT - Modern Tank Car
30-73283 \$44.95



Chicago NorthWestern - Modern Tank Car
30-73280 \$44.95



Denver Rio Grande - Modern Tank Car
30-73281 \$44.95



Missouri Pacific - Modern Tank Car
30-73282 \$44.95

Details

- Unit Measures: 10 7/8" x 2 3/8" x 3 7/8"
- Operates On O-27 Curves



3-Dome Tank Car



Kansas City Southern - 3-Dome Tank
30-73286 \$44.95



Buffalo & Pittsburgh - 3-Dome Tank
30-73285 \$44.95



Spokane Portland & Seattle - 3-Dome Tank
30-73284 \$44.95



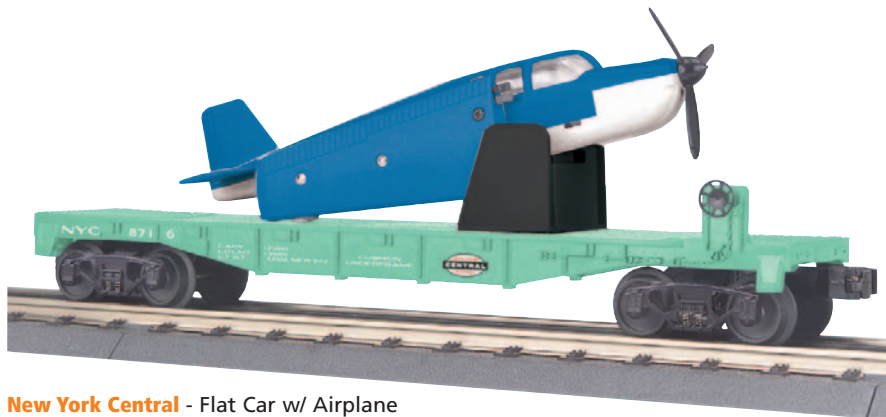
Ann Arbor - 3-Dome Tank
30-73287 \$44.95



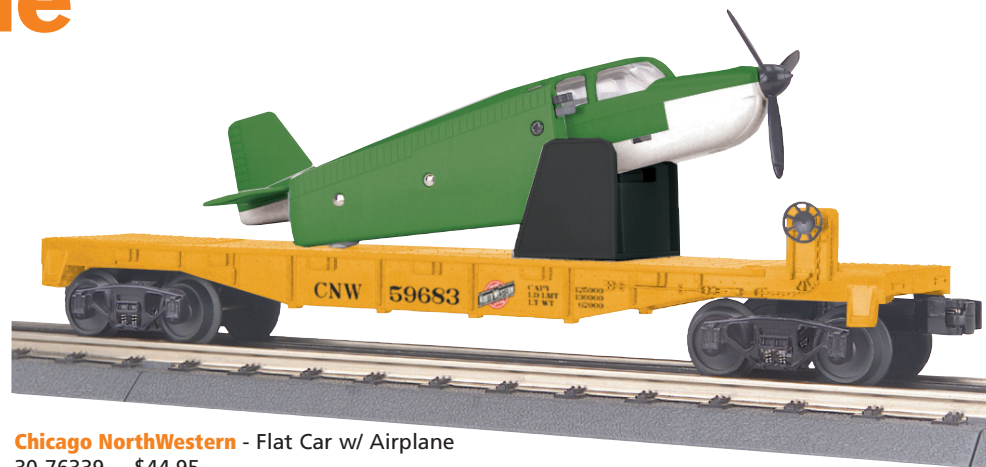
Details

- Unit Measures: 10 1/4" x 2 3/8" x 3 9/16"
- Operates On O-27 Curves

Flat Car with Airplane



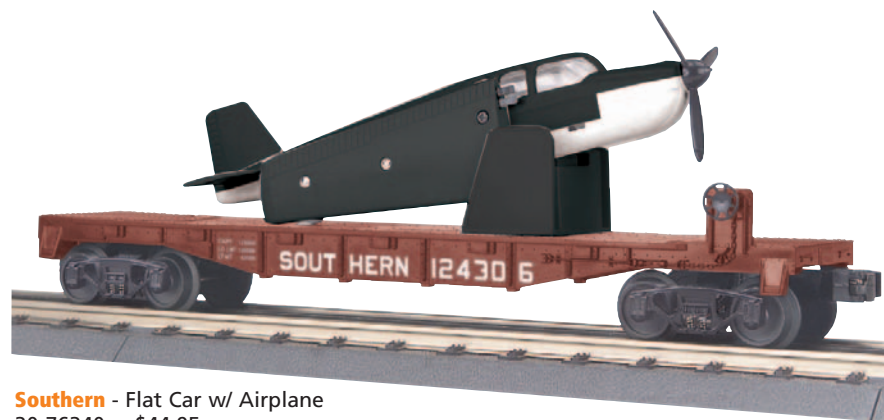
New York Central - Flat Car w/ Airplane
30-76337 \$44.95



Chicago NorthWestern - Flat Car w/ Airplane
30-76339 \$44.95



Pennsylvania - Flat Car w/ Airplane
30-76338 \$44.95



Southern - Flat Car w/ Airplane
30-76340 \$44.95

Details

- ABS Detailed Plane w/Foldback Wings
- Unit Measures: 11 3/4" x 2 5/16" x 1 15/16"
- Operates On O-27 Curves



Auto Carrier Flat Car



Harley-Davidson® - Auto Carrier Flat Car w/(4) 2004 V-Rod®
30-76329 \$59.95



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Harley-Davidson® - Auto Carrier Flat Car w/(4) 2002 Fat Boy®
30-76328 \$59.95



Caterpillar®
Flat Car w/(1) CAT M316D Wheel Excavator
30-76331 \$59.95



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Harley-Davidson® - Auto Carrier Flat Car w/(4) 2002 1200cc Sportster®
30-76330 \$59.95



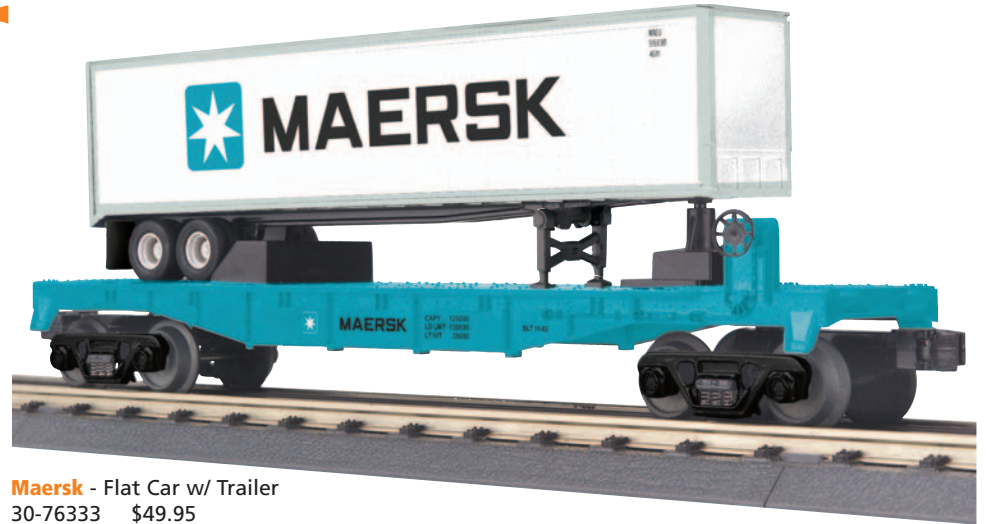
Details

- Auto Carrier Measures: 11 5/8" x 2 1/4" x 3 3/4"
- Flat Car Measures: 11 3/4" x 2 5/16" x 1 15/16"
- Operates On O-27 Curves

Flat Car with Trailer



Western Maryland - Flat Car w/ Trailer
30-76336 \$49.95



Maersk - Flat Car w/ Trailer
30-76333 \$49.95



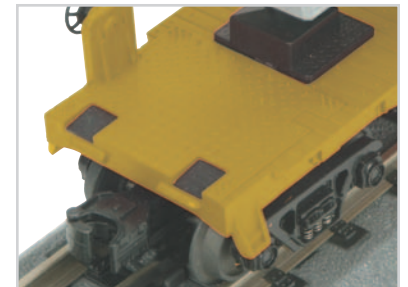
Union Pacific - Flat Car w/ Trailer
30-76335 \$49.95



Canadian National - Flat Car w/ Trailer
30-76334 \$49.95

Details

- Unit Measures: 11 5/8" x 2 1/4" x 3 3/4"
- Operates On O-27 Curves



Depressed Center Flat Car w/Transformer Load



NASA - Dep. Center Flat Car w/Transformer Load
30-76347 \$44.95



Norfolk Southern - Dep. Center Flat Car w/Transformer Load
30-76346 \$44.95



Milwaukee Road - Dep. Center Flat Car w/Transformer Load
30-76345 \$44.95



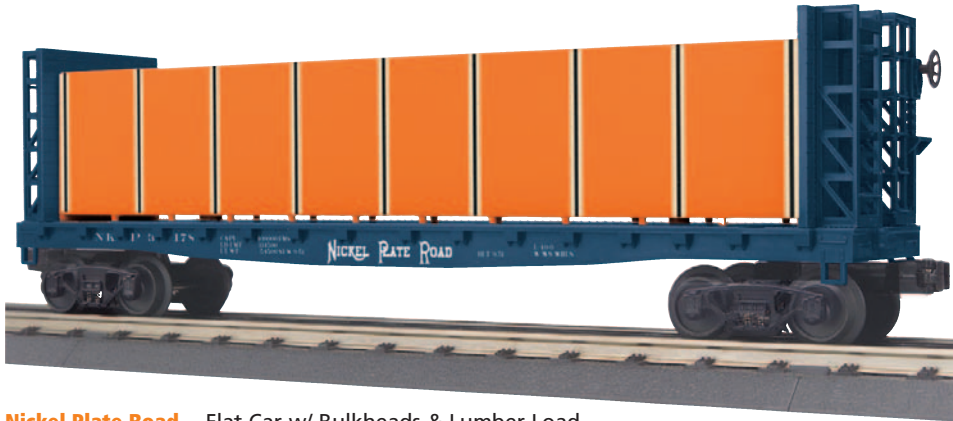
Great Northern - Dep. Center Flat Car w/Transformer Load
30-76348 \$44.95

Details

- ABS Transformer Load
- Unit Measures: 12 7/8" x 2 1/4" x 3 1/8"
- Operates On O-27 Curves



Flat Car with Bulkheads and Lumber Load



Nickel Plate Road - Flat Car w/ Bulkheads & Lumber Load
30-76341 \$44.95



British Columbia - Flat Car w/ Bulkheads & Lumber Load
30-76343 \$44.95

Details

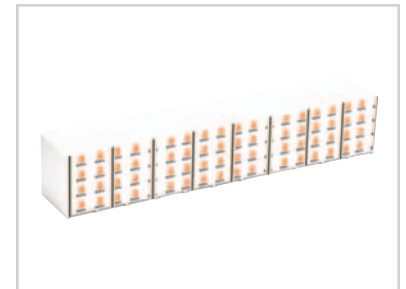
- Lumber Load
- Unit Measures: 11 5/8" x 2 1/4" x 3 3/4"
- Operates On O-31 Curves



BNSF - Flat Car w/ Bulkheads & Lumber Load
30-76342 \$44.95



CSX - Flat Car w/ Bulkheads & Lumber Load
30-76344 \$44.95



Gondola Car with Junk Load



CSX - Gondola Car w/ Junk Load
30-72035 \$42.95



Denver & Rio Grande Western - Gondola Car w/ Junk Load
30-72036 \$42.95



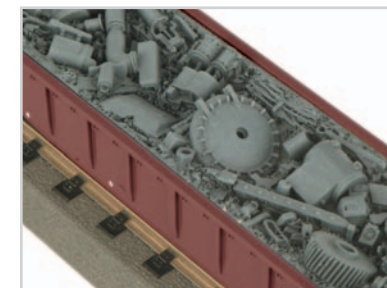
Burlington Northern - Gondola Car w/ Junk Load
30-72038 \$42.95



Canadian National - Gondola Car w/ Junk Load
30-72037 \$42.95

Details

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



Crane & Crane Tender



Southern - Crane Tender
30-79246 \$49.95



Southern - Crane
30-79242 \$69.95



Union Pacific - Crane
30-79243 \$69.95



Union Pacific - Crane Tender
30-79247 \$49.95





Boston & Maine - Crane Tender
30-79249 \$49.95



Boston & Maine - Crane
30-79245 \$69.95



Pittsburgh & Lake Erie - Crane
30-79244 \$69.95



Pittsburgh & Lake Erie - Crane Tender
30-79248 \$49.95

Details

- Manually Operated Crane Hook & Boom
- Crane Measures: 12 1/4" x 2 1/2" x 4 1/2"
- Tender Measures: 11 1/2" x 2 5/16" x 4"
- Operates On O-27 Curves

Ore Car



Duluth Missabe & Iron Range - Ore Car
30-75314 \$42.95



Chesapeake & Ohio - Ore Car
30-75316 \$42.95



Richmond Fredericksburg & Potomac - Ore Car
30-75317 \$42.95



Buffalo & Pittsburgh - Ore Car
30-75315 \$42.95

Details

- Unit Measures: 7 1/8" x 2 9/16" x 3 5/16"
- Operates On O-27 Curves



Engineering Car



Union Pacific - Engineering Car
30-79252 \$49.95



Pittsburgh & Lake Erie - Engineering Car
30-79251 \$49.95



CSX - Engineering Car
30-79250 \$49.95



Western Maryland - Engineering Car
30-79253 \$49.95

Details

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



Offset Steel Caboose



Santa Fe - Offset Steel Caboose
30-77163 \$52.95



Burlington CB&Q - Offset Steel Caboose
30-77164 \$52.95



Great Northern - Offset Steel Caboose
30-77166 \$52.95



Canadian National - Offset Steel Caboose
30-77165 \$52.95

Details

- Unit Measures: 10 1/4" x 2 1/2" x 4 1/4"
- Operates On O-27 Curves



Steel Caboose



Nickel Plate Road - Steel Caboose
30-77167 \$52.95



Buffalo & Pittsburgh - Steel Caboose
30-77168 \$52.95



Milwaukee Road - Steel Caboose
30-77169 \$52.95



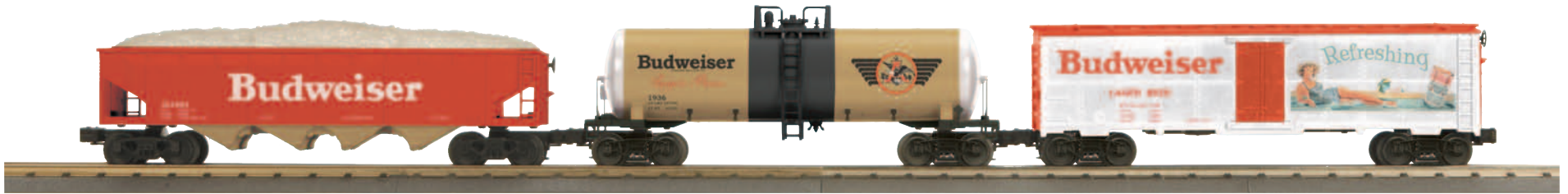
Lehigh Valley - Steel Caboose
30-77170 \$52.95

Details

- Unit Measures: 10 1/4" x 2 1/2" x 4 1/4"
- Operates On O-27 Curves



Freight Sets



Budweiser - 3-Car Freight Set
30-7047 \$149.95

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Rolling Rock - 3-Car Freight Set
30-7043 \$149.95



Caterpillar® - 3-Car Freight Set
30-7046 \$149.95



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Details

- Set Includes Modern Reefer, Modern Tank Car and 4-Bay Hopper Car
- Operates On O-31 Curves





Coors Light - 3-Car Freight Set
30-7044 \$149.95

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Dr Pepper™ - 3-Car Freight Set
30-7049 \$149.95

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A&W Rootbeer - 3-Car Freight Set
30-7048 \$149.95

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7UP - 3-Car Freight Set
30-7050 \$149.95

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Harley-Davidson® - 3-Car Freight Set
30-7045 \$149.95



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Passenger Sets



Canadian Pacific - 2-Car 60' Madison Combo/Diner Set
30-69080 \$99.95

Canadian Pacific - 60' Madison Coach
30-69081 \$49.95



Canadian Pacific - 4-Car 60' Madison Passenger Set
30-69079 \$199.95



Canadian Pacific - 4-Car 60' Madison Passenger Set
30-69082 \$199.95



Canadian Pacific - 2-Car 60' Madison Combo/Diner Set
30-69083 \$99.95



Canadian Pacific - 60' Madison Coach
30-69084 \$49.95

Madison Set Details

- Durable, intricately detailed ABS Bodies
- Metal Wheels and Axles
- Overhead Interior Lighting
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- End-of-Car Diaphragms
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Detailed Car Interiors
- Die-Cast 6-Wheel Trucks
- 4-Car Sets Feature: (1) Baggage, (2) Coaches, (1) Observation
- 4-Car Sets Measure: 68 3/4" x 2 5/8" x 3 5/16"
- Operates On O-31 Curves



British Columbia - 4-Car 60' Madison Passenger Set
30-69085 \$199.95



British Columbia - 2-Car 60' Madison Combo/Diner Set
30-69086 \$99.95



British Columbia - 60' Madison Coach
30-69087 \$49.95



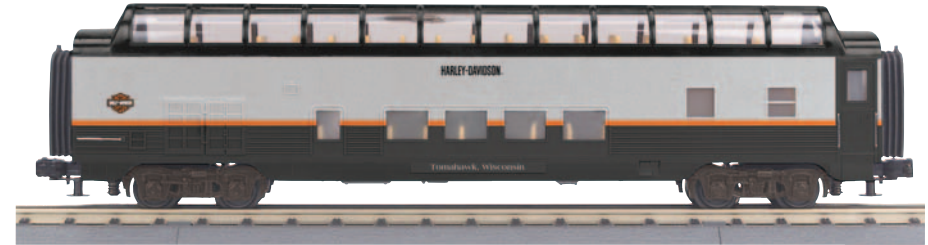


Harley-Davidson® - 4-Car 60' Streamlined ABS Passenger Set
30-67474 \$199.95




Harley-Davidson® - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67475 \$99.95

Harley-Davidson®
60' Streamlined ABS Coach
30-67476 \$49.95



Harley-Davidson® - 60' Streamlined ABS Full-Length Vista Dome Car
30-67477 \$54.95

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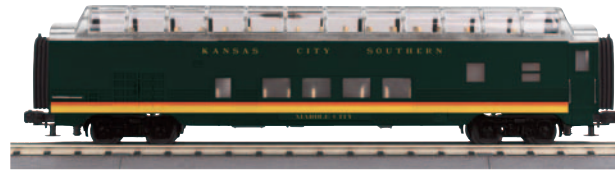
Southern Pacific - 60' Streamlined ABS Full-Length Vista Dome Car
30-67480 \$54.95



Southern Pacific - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67478 \$99.95



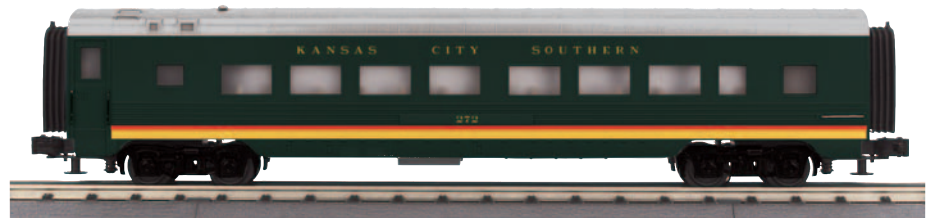
Southern Pacific - 60' Streamlined ABS Coach
30-67479 \$49.95



Kansas City Southern - 60' Streamlined ABS Full-Length Vista Dome Car
30-67495 \$54.95



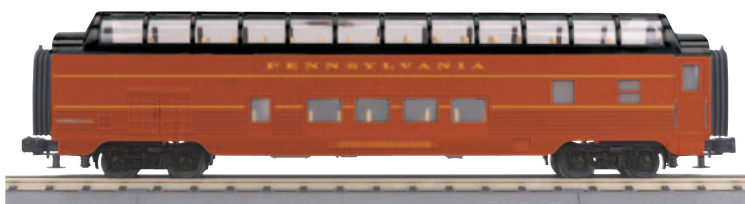
Kansas City Southern - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67493 \$99.95



Kansas City Southern - 60' Streamlined ABS Coach
30-67494 \$49.95



Kansas City Southern - 4-Car 60' Streamlined ABS Passenger Set
30-67492 \$199.95



Pennsylvania - 60' Streamlined ABS Full-Length Vista Dome Car
30-67487 \$54.95



Pennsylvania - 4-Car 60' Streamlined ABS Passenger Set
30-67484 \$199.95



Pennsylvania - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67485 \$99.95



Pennsylvania - 60' Streamlined ABS Coach
30-67486 \$49.95



American Freedom - 60' Streamlined ABS Coach
30-67482 \$49.95



American Freedom - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67481 \$99.95



Union Pacific - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67489 \$99.95



American Freedom - 60' Streamlined ABS Full-Length Vista Dome Car
30-67483 \$54.95



Union Pacific - 60' Streamlined ABS Coach
30-67490 \$49.95

Union Pacific - 60' Streamlined
ABS Full-Length Vista Dome Car
30-67491 \$54.95



Union Pacific - 4-Car 60' Streamlined ABS Passenger Set
30-67488 \$199.95



Canadian Pacific - 4-Car 60' Streamlined ABS Passenger Set
30-67496 \$199.95



Canadian Pacific - 60' Streamlined ABS Coach
30-67498 \$49.95



Canadian Pacific - 60' Streamlined ABS Full-Length Vista Dome Car
30-67499 \$54.95



Canadian Pacific - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67497 \$99.95

Streamlined Set Details

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



Southern - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67501 \$99.95



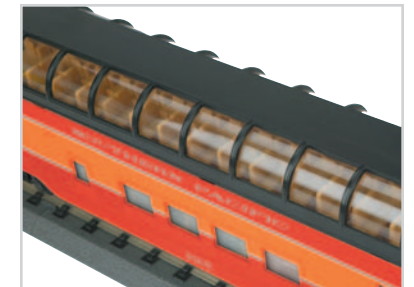
Southern - 60' Streamlined ABS Coach
30-67502 \$49.95



Southern - 60' Streamlined ABS Full-Length Vista Dome Car
30-67503 \$54.95



Southern - 4-Car 60' Streamlined ABS Passenger Set
30-67500 \$199.95



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 Dash-8 40C 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.



Illuminated Number Boards
Sand Filler
Side View Mirror



Shock Absorber
Brake Cylinders & Air Lines
Sanding pipes



GPS Receiver
Lift Rings
Warning Placards



See-through Grills

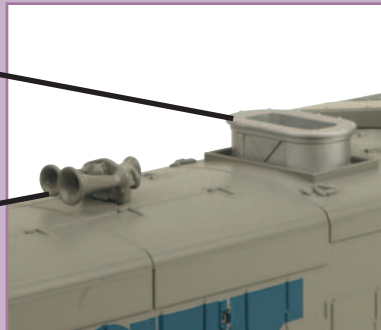
Warning Placards

Metal Safety Tread



Operating Smoke

Detailed Horn



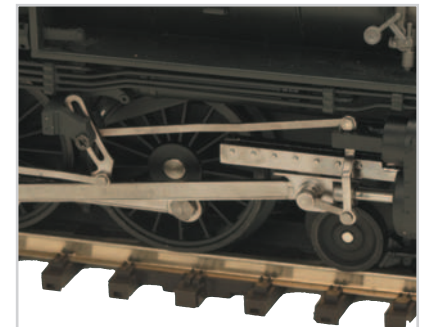
Handrails & Safety Chains

MU Cables



OF DETAIL, REALISM AND PERFORMANCE

PENNSYLVANIA G5s 4-6-0 STEAM ENGINE



Features

- Die-Cast Boiler and Tender Body
- 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, whistle, and bell
- Lighted Cab Interior
- Illuminated classification lights
- Illuminated front and rear markers
- Locomotive Speed Control
- Synchronized Puffing ProtoSmoke™ System
- Wireless Drawbar
- 1:48 Scale Proportions
- Proto-Sound® 2.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station Proto-Effects™
- Unit Measures: 20" x 2 1/2" x 4 1/8"
- Operates On O-31 Curves

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

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

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

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

Accurate in almost every detail except the prototype's rough ride, the G5s returns to the Premier line for 2009, updated with new features such as quillable whistle, wireless tether, cab-to-tender deck plate, and smaller, more prototypical smokebox hinges. Add this Pennsy stalwart to your layout for commuter, fan trip, branch line or work train duties.



Long Island - 4-6-0 G5s Steam Engine
20-3380-1 w/Proto-Sound 2.0 \$799.95



Pennsylvania - 4-6-0 G5s Steam Engine
20-3381-1 w/Proto-Sound 2.0 \$799.95

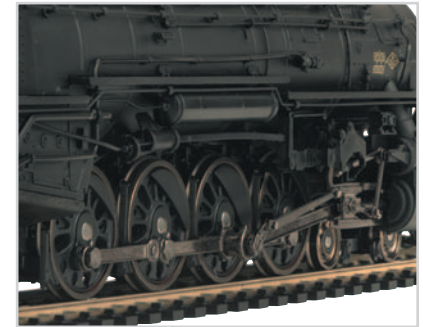


Pennsylvania - 4-6-0 G5s Steam Engine
20-3382-1 w/Proto-Sound 2.0 \$799.95

Did You Know?

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

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



Features

- Die-Cast Boiler and Tender Body
- 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 Decorative Bell
- Decorative Metal Whistle
- Lighted Cab Interior
- Locomotive Speed Control
- Synchronized Puffing ProtoSmoke™ System
- Wireless Drawbar
- 1:48 Scale Proportions
- Proto-Sound® 2.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station Proto-Effects™
- Unit Measures: 28 1/4" x 3 7/8" x 2 5/8"
- Hi-Rail Wheels Operate on 0-54 Curves
- Scale Wheels Operate on 54" Radius Curves

Learn more about NYC Mohawks:

Check out this model on www.mthtrains.com.

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 Staufer 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 TOOLING! **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 TOOLING! **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 TOOLING! **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 TOOLING! **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 TOOLING! **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



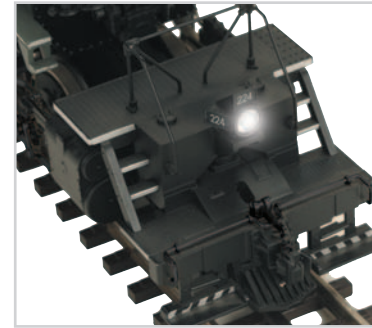
New York Central - L-4a Mohawk Freight Set
20-3377-1 w/Proto-Sound 2.0 \$1199.95

DM&IR YELLOWSTONE 2-8-8-4 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
- Precision Flywheel Equipped Motor
- Remote Controlled Proto-Coupler™
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Operating Classification Lights
- Lighted Cab Interior
- Synchronized Puffing ProtoSmoke™ System
- Operating Tender Back-up Light
- Real Coal Load
- Locomotive Speed Control in Scale MPH Increments
- Proto-Sound® 2.0 With The Digital Command System Featuring Quillable Whistle With Freight Yard Proto-Effects™
- Unit Measures: 32" x 2 1/2" x 4"
- Operates On O-72 Curves



Owned by United States Steel, the Duluth, Missabe & Iron Range Railway was built for one major purpose: to haul iron ore from the mines of Minnesota and Wisconsin to the Lake Superior ports of Duluth and Two Harbors, Minnesota. Its primary cargo was so heavy that normal hopper cars couldn't carry it; the DM&IR's signature rolling stock was the short "ore jenny" designed especially to haul iron ore.

As World War II loomed on the horizon, ore tonnage on the Missabe Road increased more than fourfold from 1938 to 1941, and the railway needed additional motive power. Ordered from Baldwin, the new engines were based on a Western Pacific 2-8-8-2 design. A four-wheel trailing truck was added to accommodate a larger firebox and a longer, all-weather cab for Minnesota's bitter winters. The so-called Yellowstone 2-8-8-4 wheel arrangement had origi-

nated earlier on the Northern Pacific, where Alco had promoted the first engine of that type by hosting a sit-down dinner for 12 people in its firebox.

Delivered in the spring of 1941, the DM&IR's first eight Yellowstones were among the largest steamers ever built, in the same class as Union Pacific's Big Boys. By at least one measure — tractive effort — the Missabe Road engines were more powerful. They pleased their owners so well that, with the permission of the War Production Board, an additional ten Yellowstones were ordered for delivery in 1943. Because the new engines were delivered during a seasonal downturn in ore traffic, part of the new order was temporarily leased to the Denver & Rio Grande Western. The following year, the D&RGW asked to borrow them again, stating in a telegram that they were among the finest engines the road had ever run. Hauling trains of

over 100 loaded ore cars, the DM&IR's 2-8-8-4s soldiered on into the 1960s, with the last officially retired in 1963.

Upgraded with new features including wireless tether and quillable whistle, the massive DM&IR Yellowstone returns to the Premier line for 2009, ready to haul the most challenging loads on your layout.

Did You Know?

Three Missabe Road Yellowstones have been preserved. Engines 225 and 229 are on outdoor display in Proctor and Two Harbors, Minnesota, respectively. Yellowstone 227 resides inside the Lake Superior Transportation Museum in the former Duluth depot, where electric motors spin her massive drivers for the delight of visitors every hour.



Duluth Missabe & Iron Range - 2-8-8-4 Yellowstone Steam Engine
20-3378-1 w/Proto-Sound 2.0 \$1399.95



Duluth Missabe & Iron Range - 2-8-8-4 Yellowstone Steam Engine Freight Set
20-3379-1 w/Proto-Sound 2.0 \$1499.95

See page 120 for additional DM&IR ore jennies.

RUSSIAN DECAPOD STEAM ENGINE



Features

- Die-Cast Boiler and Tender Body
- 1:48 Scale Proportions
- Die-Cast Metal Chassis
- Authentic Paint Schemes
- 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 Decorative Bell
- Decorative Metal Whistle
- Operating Classification Lights
- Locomotive Speed Control In Scale MPH Increments
- Lighted Cab Interior
- Operating Tender Back-up Light
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- Synchronized Puffing ProtoSmoke™ System
- Wireless Drawbar
- Proto-Sound® 2.0 With The Digital Command System Featuring: Freight Yard Proto-Effects™
- Unit Measures: 20" x 2 3/4" x 4 5/5"
- Hi-Rail Wheels Operate on O-72 Curves
- Scale Wheels Operate on 54" Radius Curves

There are two reasons to put a lot of drivers under a locomotive. One, obviously, is to increase pulling power. The other is to spread out the engine's weight, allowing it to operate on lighter-duty track and rail. The "Russian" decapods were an example of the latter.

During World War I, the Imperial Russian State Railways ordered 1230 locomotives of the 2-10-0 wheel arrangement from Alco and Baldwin. With light axle loading and tiny 52" drivers — about the same size as a typical switcher — these decapods were designed for moderate speeds on light and often poorly maintained track. When the Bolshevik Revolution overthrew the czar, the final 200 engines in the order were stranded in the U.S. Desperately in need of wartime motive power, the United States Railroad Administration (USRA) had the decapods regauged from five feet to standard gauge and allocated them to railroads throughout the east in early 1918.

While the 2-10-0 wheel arrangement was not especially popular in North America, the light-footed, nimble, yet strong Russian decapods proved ideal for service on branch lines and smaller railroads. Although originally allocated mainly to larger class 1 railroads including the Pennsy, Erie, Western Maryland, Southern, New Haven, and Atlantic Coast Line, many were later sold to smaller railroads where they became the largest motive power on the road. A number of Russian decapods served to the end of steam, and six are preserved today.

For a lot of action in a small steamer, add this vest-pocket decapod to your railroad. Available at your hobby shop now, our model features the extraordinary detail you've come to expect in a Premier locomotive, plus all the features that make Proto-Sound 2.0 locomotives more fun to operate than any other engines in model railroading — including synchronized, puffing smoke with variable intensity; CD-quality sound; and Proto-Speed Control for smooth pulling power at any speed from 3 mph to full throttle.



Erie - 2-10-0 Russian Decapod Steam Engine
 20-3309-1 Hi-Rail Wheels \$999.95
 20-3309-2 Scale Wheels \$999.95



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
 20-3311-2 Scale Wheels \$999.95

PRINCESS CORONATION 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
- Supplied With Remotely Controlled Proto-Coupler™ and European Hook Coupler As Well
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Lighted Cab Interior
- Locomotive Speed Control
- ProtoScale 3-2™ 3-Rail/2-Rail Conversion Capable
- Synchronized Puffing ProtoSmoke™ System
- Wireless Drawbar
- Proto-Sound® 2.0 With The Digital Command System Featuring: 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

Did You Know?

The Railways Act of 1921 mandated the merger of Britain's myriad railways into four companies in 1923: the London, Midland & Scottish Railway (LMS), the London & North Eastern Railway (LNER), the Great Western Railway (GWR), and the Southern Railway (SR). In 1948, these four companies were nationalized to form British Railways.

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 Princess Coronation Class Pacifics, built from 1937-1948. 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, located within the frame, 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 express passenger service with our superbly detailed Princess Coronation Class Pacific, complete with sounds recorded from the prototype Duchess of Sutherland, and synchronized puffing smoke with a correct eight chuffs per driver revolution.



British Railways - Princess Coronation Duchess of Hamilton Steam Engine
 20-3369-1 Hi-Rail Wheels \$1199.95
 20-3369-2 Scale Wheels \$1199.95



British Railways - Princess Coronation City of London Steam Engine
 20-3370-1 Hi-Rail Wheels \$1199.95
 20-3370-2 Scale Wheels \$1199.95



British Railways - Princess Coronation Stoke-on-Trent Steam Engine
 20-3371-1 Hi-Rail Wheels \$1199.95
 20-3371-2 Scale Wheels \$1199.95



London, Midland and Scottish Railway - Princess Coronation City of Leicester Steam Engine
 20-3367-1 Hi-Rail Wheels \$1199.95
 20-3367-2 Scale Wheels \$1199.95



London, Midland and Scottish Railway - Princess Coronation Duchess of Sutherland Steam Engine
 20-3368-1 Hi-Rail Wheels \$1199.95
 20-3368-2 Scale Wheels \$1199.95

Learn More About It

Search on the item number for this model on the M.T.H. Web site for links to additional information on this locomotive and prototype British railroading.

4-6-0 CAMELBACK STEAM ENGINE



Features

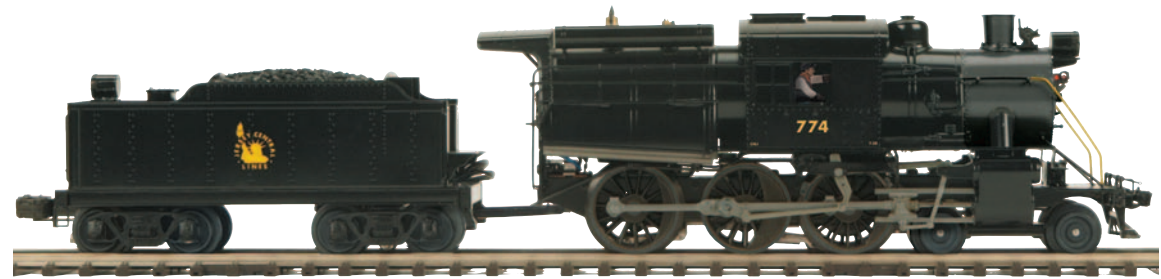
- Die-Cast Boiler and Tender Body
- 1:48 Scale Proportions
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Real Coal Load
- Precision Flywheel Equipped Motor
- Remote Controlled Proto-Coupler™
- Engineer and Fireman Figures
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- Operating Firebox Glow
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Locomotive Speed Control in Scale MPH Increments
- Lighted Cab Interior
- Synchronized Puffing ProtoSmoke™ System
- Wireless Drawbar
- Proto-Sound® 2.0 With The Digital Command System Featuring: Quibble Whistle w/Passenger Station Proto-Effects™
- Unit Measures: 17 3/4" x 2 1/2" x 4 1/8"
- Hi-Rail Wheels Operate on O-31 Curves
- Scale Wheels Operate on 42" Radius Curves

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

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

British author Brian Reed noted in *Locomotives in Profile* that "Firing a Mother Hubbard was no kind of job at all. The tallow-pot [fireman] was alone, and he had almost no range of vision. He could see the driving cab and the line ahead only if he hung well out sideways, and ... it was difficult for him to determine if there was anything wrong in the cab... With the tender bucketing along behind the engine with a most decided motion of its own, he had to shovel up to two tons of culm an hour from one vehicle to another." No wonder that safety concerns led the Interstate Commerce Commission to ban the construction of new Mother Hubbards in 1918.

Our Premier Mother Hubbard replicates the Central Railroad of New Jersey's 770-series Class L7as 4-6-0s, part of the Jersey Central's final and most famous group of Camelbacks. Although not a favorite of crews, these 1913-1914 Baldwin products were remarkably long-lived workhorses, serving as fast freight and later as commuter engines in the Jersey City area until the end of steam in 1954. Engine 774 was the last CNJ Camelback to ever turn a driver, on a fan trip from Jersey City to Jim Thorpe, PA on September 24, 1955.



Jersey Central (1955 Railfan Trip) - 4-6-0 Camelback Steam Engine

20-3356-1	Hi-Rail Wheels	\$899.95
20-3356-2	Scale Wheels	\$899.95



Jersey Central - 4-6-0 Camelback Steam Engine

20-3357-1	Hi-Rail Wheels	\$899.95
20-3357-2	Scale Wheels	\$899.95



New York Ontario & Western - 4-6-0 Camelback Steam Engine

20-3358-1	Hi-Rail Wheels	\$899.95
20-3358-2	Scale Wheels	\$899.95



Reading - 4-6-0 Camelback Steam Engine

20-3359-1	Hi-Rail Wheels	\$899.95
20-3359-2	Scale Wheels	\$899.95

AA16 AFB/NOHAB DIESEL ENGINE



Features

- Intricately Detailed ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Colorful Paint Scheme
- Metal Handrails
- Metal Chassis
- (2) Engineer Cab Figures
- Moveable Roof Fan Blades
- Metal Body Side Grilles
- (2) Precision Flywheel Equipped Motors
- Directionally Controlled Headlights
- Metal Wheels, Axles and Gears
- Supplied With 2 Remotely Controlled Proto-Couplers™ and European Couplers As Well
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- Lighted Cab Interior
- 1:45 Scale Proportions
- Proto-Sound® 2.0 With The Digital Command System Featuring: Freight Yard Proto-Effects™
- Unit Measures: 16 3/8" x 2 9/16" x 4"
- Hi-Rail Wheels Operate on O-42 Curves
- Scale Wheels Operate on 31" Radius Curves
- Scale-Wheeled engines have fixed pilots
- Hi-Rail Wheeled engines have separate, moveable pilots

Did You Know?

A near-identical GM-powered "round-nose" diesel was manufactured by AFB (Anglo-Franco-Belge) in Belgium and worked on the Luxembourg Railways (CFL) and the Belgian Railways (NMBS/SNCB).

After conquering the American locomotive market, General Motors took aim at the rest of the world. Looking to Europe for new opportunities, GM inked a deal on April 1, 1950 with NOHAB (Nydqvist & Holm AB), a steam locomotive builder in Trollhättan, Sweden. (If the city sounds familiar, it's because Trollhättan is also home to SAAB, which spun off from NOHAB in the 1930s.) NOHAB-GM locomotives featured a 16-cylinder engine and electrical parts from GM's Electro-Motive Division, and mechanical parts and bodies made by NOHAB. In a trip reminiscent of the pioneering EMD FT diesel's 1939 sales trip over 20 U.S. railroads, NOHAB sent its NOHAB-GM demo unit barnstorming across central Europe in 1955, from Scandinavia to Ankara, Turkey. Because European tonnage needs were smaller than in the United States, and rails were often lighter, the NOHAB diesel was designed as a single, double-ended 1700 hp unit riding on six-axle trucks to spread out the weight. Depending on customer preference, it was available with all six axles powered or with the center axle of each truck as an unpowered idler. Engine power was later upgraded to 1950 hp.

The largest orders received were from Denmark, Norway, and Hungary. On the Danish State Railways (DSB), the NOHAB diesels were designated Class MY and bumped steam from express passenger and heavy freight service. On the Norwegian State Railways, they were Class Di 3, the dominant engine on non-electrified lines. In Hungary they were called Class M61. A less powerful, lighter-weight version, DSB Class MX, was also built for branch line operation. In all cases the NOHAB-GM diesels exceeded customer expectations, proving extremely reliable and long-lived. Manufactured well into the 1960s, they lasted four decades with their original owners, sometimes coming back to work after their planned replacements were not up to the job. Today many of these engines have found a second life after retirement, in areas as diverse as Kosovo and Italy, and with private operators in Denmark, Norway, Germany, and Sweden. One of the more well-known units is on a Swedish railway painted in the Great Northern's 1950s-era green and orange livery. NOHAB diesels also have an avid following among European railfans, and several have been preserved by private owners or state railway museums.

DSB Class MY Denmark - AA16 NOHAB Diesel
 20-2927-1 Hi-Rail Wheels \$449.95
 20-2927-2 Scale Wheels \$499.95



NOHAB GM Demo - AA16 NOHAB Diesel
 20-2928-1 Hi-Rail Wheels \$449.95
 20-2928-2 Scale Wheels \$499.95

MAV Class M61 Hungary - AA16 NOHAB Diesel
 20-2929-1 Hi-Rail Wheels \$449.95
 20-2929-2 Scale Wheels \$499.95



NSB Class Di 3 Norway - AA16 NOHAB Diesel
 20-2930-1 Hi-Rail Wheels \$449.95
 20-2930-2 Scale Wheels \$499.95

SNCB Class 202 Belgium - AA16 NOHAB Diesel
 20-2931-1 Hi-Rail Wheels \$449.95
 20-2931-2 Scale Wheels \$499.95



Great Northern - AA16 AFB Diesel
 20-2936-1 Hi-Rail Wheels \$449.95
 20-2936-2 Scale Wheels \$499.95

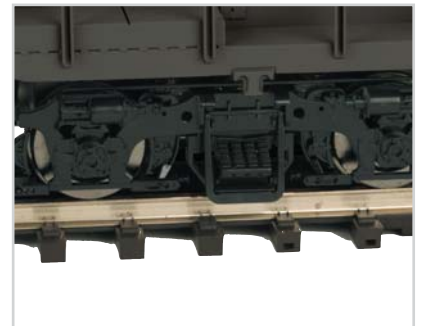
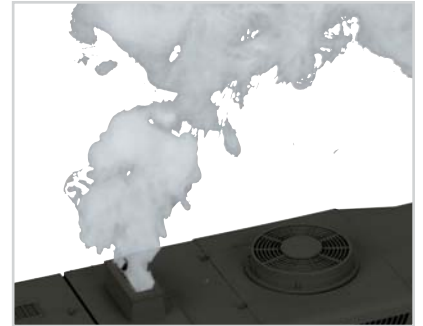


CFL Class 1600 Luxembourg - AA16 NOHAB Diesel
 20-2932-1 Hi-Rail Wheels \$449.95
 20-2932-2 Scale Wheels \$499.95

EMD GP35 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 Smoke Unit
- 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-31 Curves
- Scale Wheels Operate on 42" Radius Curves



Produced from 1963 to 1966, the GP35, along with its six-axle SD35 sibling, marked both an end and a beginning. They were the last road diesels to use the EMD 567 motor that had powered switchers, F-units, and Geeps since 1939 (so named because each cylinder displaced 567 cubic inches). For the horsepower race of the 1960s, EMD tweaked the 567 to a turbocharged V-16 delivering 2500 hp. That was it for the 567, however, and in 1966 the baton was passed to the more powerful model 645. But while the "35 line" diesels ushered out an old motor, they inaugurated a new look. Their angled cab roofs and the clean, squared-off lines of their car bodies established the look of EMD power for the next three decades.

Introduced to compete with General Electric's landmark U25B, which had ushered in the second generation of diesel power, the GP35 out-sold the "U-Boat" nearly three to one. There was a strong market for new power in the mid-1960s because the first-generation diesels that had vanquished steam were wearing out. While first-generation rosters had often been a hodge-podge of manufacturers and models as railroads experimented with the new technology, by 1960 Alco, EMD, and GE were the only manufacturers left standing — and Alco would soon throw in the towel. As a result, virtually every major U.S. railroad became a GP35 customer and over 1300 engines were sold in the United States, Canada, and Mexico.

While our new Premier model is not the first O gauge version of this second-generation pioneer, it offers the best combination of detail, realism, and performance of any 1/48 scale GP35. 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 GP35s with other Proto-Sound 2.0 first- or second-generation power, and run them from a single throttle just like the prototype.



New York Central - GP35 Diesel Engine

20-2900-1	Hi-Rail Wheels	\$429.95
20-2900-2	Scale Wheels	\$449.95
20-2900-3	Non-Powered	\$199.95

Gulf Mobile & Ohio - GP35 Diesel Engine

20-2901-1	Hi-Rail Wheels	\$429.95
20-2901-2	Scale Wheels	\$449.95
20-2901-3	Non-Powered	\$199.95

**POWERED UNITS AVAILABLE
IN THREE ROAD NUMBERS**



Great Northern - GP35 Diesel Engine

20-2902-1	Hi-Rail Wheels	\$429.95
20-2902-2	Scale Wheels	\$449.95
20-2902-3	Non-Powered	\$199.95

Pennsylvania - GP35 Diesel Engine

20-2899-1	Hi-Rail Wheels	\$429.95
20-2899-2	Scale Wheels	\$449.95
20-2899-3	Non-Powered	\$199.95



Alaska - GP35 Diesel Engine

20-2903-1	Hi-Rail Wheels	\$429.95
20-2903-2	Scale Wheels	\$449.95
20-2903-3	Non-Powered	\$199.95

SD45 LOW 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
- Moveable Roof Fan Blades
- 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
- Lighted Cab Interior
- Illuminated Number Boards
- Lighted Marker Lights
- Operating Smoke Unit
- 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 1/4" x 3 3/4" x 2 3/4"
- Hi-Rail Wheels Operate on O-42 Curves
- Scale Wheels Operate on 42" Radius Curves

Did You Know?

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

Like the Pontiac GTO, the SD45 was a mid-60s General Motors muscle car. Stuffed under its brick-like hood was the largest diesel motor made up to that time, a turbo-charged, 20-cylinder, 3600 hp, Electro-Motive Division model 645E. The Great Northern took delivery of the first SD45 in May of 1966 and promptly painted the nickname "Hustle Muscle" on its flanks. The name said it all: the SD45 was heavy freight power, intended for long trains and high speeds. And it had the muscular looks to match, with flared radiators capping a long body that filled every inch of its frame — as opposed to its baby brother, the SD40, which had an open "porch" at each end of the engine.

Unfortunately, the 20-cylinder motor turned out to have a major flaw: a tendency to break its own crankshaft. Even so, a large number of Class 1 railroads rostered the engine, with 1,260 units sold between 1966 and 1971. The Santa Fe, Burlington Northern, Pennsy, and Southern Pacific each owned more than 100 of the heavy freighters. Looking at the order quantities, one can see that the SD45 marked the beginning of a large-scale shift toward six-axle freight engines on American railroads. Before the late '60s, adding a third axle to a truck was mainly an expedient to spread out an engine's weight for service on lighter rail, particularly on branch lines. But with the SD45 and its contemporaries, railroads began favoring the six-axle engine as a way to get more power on the rails for heavier mainline trains. Despite the initial crankshaft problems, many SD45s served their original owners for decades, as well as successor railroads like Conrail and the BNSF, and later went on to new lives at smaller, secondary roads.

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



Great Northern - SD45 Low Hood Diesel Engine
 20-2913-1 Hi-Rail Wheels \$429.95
 20-2913-2 Scale Wheels \$449.95



**POWERED UNITS
 (EXCEPT HUSTLE MUSCLE)
 AVAILABLE IN THREE
 ROAD NUMBERS**

Milwaukee Road - SD45 Low Hood Diesel Engine
 20-2912-1 Hi-Rail Wheels \$429.95
 20-2912-2 Scale Wheels \$449.95
 20-2912-3 Non-Powered \$199.95



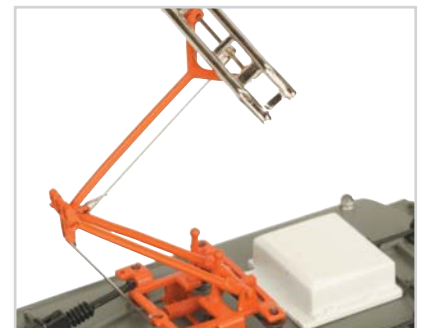
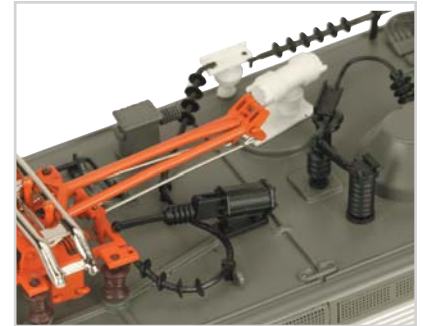
Union Pacific - SD45 Low Hood Diesel Engine
 20-2915-1 Hi-Rail Wheels \$429.95
 20-2915-2 Scale Wheels \$449.95
 20-2915-3 Non-Powered \$199.95

Santa Fe - SD45 Low Hood Diesel Engine
 20-2914-1 Hi-Rail Wheels \$429.95
 20-2914-2 Scale Wheels \$449.95
 20-2914-3 Non-Powered \$199.95



Great Northern - SD45 Low Hood Diesel Engine
 20-2935-1 Hi-Rail Wheels \$429.95
 20-2935-2 Scale Wheels \$449.95
 20-2935-3 Non-Powered \$199.95

AEM-7 ELECTRIC 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
- Illuminated Number Boards
- Lighted Marker Lights
- Metal Body Side Grilles
- Intricately Detailed ABS Body
- Lighted Cab Interiors
- Mechanically Operating Pantographs
- (2) Precision Flywheel Equipped Motors
- (2) Cab Figures
- Overhead Blinking Light
- 1:48 Scale Proportions
- Locomotive Speed Control In Scale MPH Increments
- Proto-Sound® 2.0 With The Digital Command System Featuring: Passenger Station Proto-Effects™
- Unit Measures: 13 1/2" x 2 3/8" x 3 5/8"
- Operates On O-42 Curves

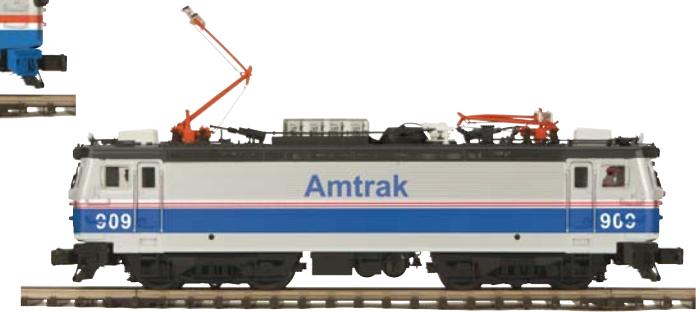
With the demise of the Pennsylvania Railroad in 1968 and the near-death of American passenger trains around the same time, the market for electric engines dried up. Designing new electric locomotives became a lost art in the United States. Not so in Europe, however, where overhead wires were the dominant source of motive power, and virtually every country had a thriving national passenger carrier. It was no wonder, then, that Amtrak turned to Europe in 1977 for a replacement for its aging fleet of ex-Pennsy GG1 locomotives — after an earlier effort, the General Electric E60, had been a bust.

In a contest reminiscent of the 1934 competition between General Electric and Baldwin-Westinghouse designs that spawned the GG1, Amtrak imported a Swedish and a French electric to vie for the title of the G's successor. The four-axle Swedish design proved more suited to American track than its 6-axle French rival, and Amtrak placed an initial order for 30 locomotives. Trucks and electrical gear were made in Sweden by ASEA (Allmänna Svenska Elektriska Aktiebolaget), bodies came from the Budd Company, and American diesel-builder EMD did the final assembly. Officially named the AEM-7 ("A" for ASEA, "EM" for EMD, and "7" for 7,000 horsepower), the engines were soon affectionately dubbed "toasters" for their boxy silver appearance or "Swedish Meatballs." Flying Toasters might have been more appropriate; with nearly half again as much power as a GG1, they can do 125 mph and were the fastest thing on American rails until the Acela arrived. For more than two decades, the Toasters have been the backbone of service on the Northeast Corridor, and today nearly all of them are still in service alongside more modern HHP-8 engines and Acela trainsets.

The AEM-7 returns to the Premier line, complete with twin motors that give it the same extraordinary power as its prototype. For 2008, we offer the Toaster in its original Amtrak paint scheme and decorated for Maryland's MARC and Pennsylvania's SEPTA — regional roads that also roster AEM-7s — as well as NJ TRANSIT, which imported the near-identical ALP-44 direct from Sweden after production of AEM-7s had ended. Amtrak AEM-7s have occasionally doubleheaded with MARC and SEPTA units, and NJ TRANSIT has sometimes borrowed SEPTA units, so there is certainly a prototype for modelers who like to mix paint schemes. Also offered for the first time is the AEM-7 in the newest Acela paint scheme. Like the nation's freight railroads, Amtrak has recognized that AC traction motors offer better performance and starting tractive effort than older DC motors, and more than half of the AEM-7 fleet has been upgraded to AC motors in a recent rebuilding program.



Amtrak - AEM-7 Electric Engine
 20-5623-1 w/Proto-Sound 2.0 \$429.95
 20-5623-3 Non-Powered \$199.95



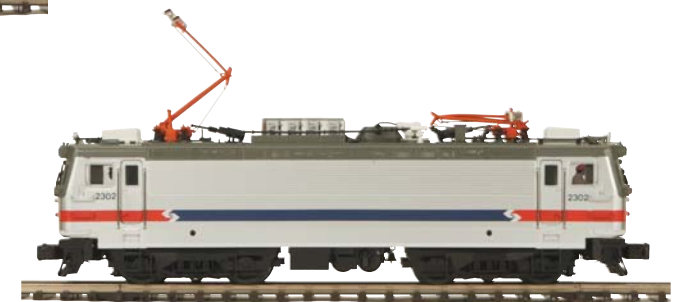
Amtrak - AEM-7 Electric Engine
 20-5622-1 w/Proto-Sound 2.0 \$429.95
 20-5622-3 Non-Powered \$199.95



Amtrak - AEM-7 Electric Engine
 20-5624-1 w/Proto-Sound 2.0 \$429.95
 20-5624-3 Non-Powered \$199.95

NJ TRANSIT VERSION

Shown on Page 90



SEPTA - AEM-7 Electric Engine
 20-5627-1 w/Proto-Sound 2.0 \$429.95
 20-5627-3 Non-Powered \$199.95



MARC - AEM-7 Electric Engine
 20-5625-1 w/Proto-Sound 2.0 \$429.95
 20-5625-3 Non-Powered \$199.95

ADD MATCHING PASSENGER SETS!

See Pages 125

TRAXX/ALP-46 ELECTRIC ENGINE



Features

- 1:45 Scale Proportions
- Directionally Controlled Headlights
- Intricately Detailed ABS Body
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Supplied With 2 Remotely Controlled Proto-Couplers™ and European Couplers As Well
- 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
- (2) Engineer Cab Figures
- Metal Body Side Grilles
- Proto-Sound® 2.0 With The Digital Command System Featuring: Passenger Station or Freight Yard Proto-Effects™
- Unit Measures: 18" x 2 11/16" x 4"
- Hi-Rail Wheels Operate on O-72 Curves
- Scale Wheels Operate on 42" Radius Curves

NJ TRANSIT ALP-46

Shown on Page 91

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

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

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

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

Like the Swedish electric that spawned the Amtrak AEM-7 shown elsewhere in this catalog, the TRAXX electric also has an American incarnation. NJ TRANSIT operates a fleet of 29 German-built Bombardier ALP-46 electrics that were derived from the same Adtranz technology as the TRAXX platform and delivered in 2001-2002. Capable of pulling longer trains than the NJ TRANSIT's ALP-44's, they operate in commuter service and also pulled Amfleet trains in the final days of Amtrak's Clocker service. The ALP-46's have been so successful that NJ TRANSIT has ordered an additional 27 engines to be delivered in 2008-2010 to pull a fleet of new Multilevel cars. (See page 91 for details on our NJ TRANSIT ALP-46 model.)



SBB Cargo Switzerland - TRAXX F140 AC Electric Engine
 20-5632-1 Hi-Rail Wheels \$449.95
 20-5632-2 Scale Wheels \$499.95
 20-5632-3 Non-Powered \$219.95



Veolia Transport Germany - TRAXX P160 AC2 Electric Engine
 20-5633-1 Hi-Rail Wheels \$449.95
 20-5633-2 Scale Wheels \$499.95



Railion European- TRAXX F140 AC2 Electric Engine
 20-5634-1 Hi-Rail Wheels \$449.95
 20-5634-2 Scale Wheels \$499.95
 20-5634-3 Non-Powered \$219.95



DEMO - TRAXX F140 AC2 Electric Engine
 20-2937-1 Hi-Rail Wheels \$449.95
 20-2937-1 Scale Wheels \$499.95

ALP-44/46 ELECTRIC ENGINE



Features

- Directionally Controlled Headlights
- Intricately Detailed ABS Body
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Supplied with 2 Remotely Controlled Proto-Couplers™ and European Couplers as well
- 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
- (2) Engineer Cab Figures
- Proto-Sound® 2.0 with the Digital Command System Featuring: Passenger Station or Freight Yard Proto-Effects™
- ALP-44 Hi-Rail Wheels Operate on O-42 Curves
- ALP 46 Hi-Rail Wheels Operate on O-72 Curves
- Scale Wheels Operate on 42" Radius Curves
- Metal Body Side Grilles
- ALP-46 Unit Measures: 17 1/2" x 2 1/2" x 4 5/16"
- ALP- 44 Unit Measures: 13 1/2" x 2 3/8" x 3 5/8"



NJ TRANSIT - ALP-46 Electric Locomotive

20-5635-1	Hi-Rail Wheels	\$449.95
20-5635-2	Scale Wheels	\$499.95
20-5635-3	Non-Powered	\$219.95

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NJ TRANSIT - ALP-44 Electric Locomotive

20-5626-1	w/Proto-Sound 2.0	\$429.95
20-5626-3	Non-Powered	\$199.95





DIESEL TWIN-STACK FREIGHT SET



Union Pacific - SD70ACe Diesel Twin-Stack Freight Set
20-2979-1 \$699.95

Florida East Coast - SD70M-2 Diesel Twin-Stack Freight Set
20-2978-1 \$699.95



Containerize your railroad at a great price! M.T.H. Twin-Stack Gunderson cars offer virtually the same level of detail as competitive models at a much lower price, and these specially priced sets offer an even greater value. Our Twin-Stacks are lighter in weight and feature the smoothest-rolling trucks in O gauge, ensuring your engine can pull an impressive string of these cars.

Our model replicates one of the pioneering double-stack container cars, the Twin-Stack articulated car introduced by Gunderson in 1985. In those early days of double-stack trains, designers didn't trust the standard inter-box connectors to hold the top container on a swaying railroad car, so they added bulkheads to secure the load. Within a few years, however, it became clear that bulkheads were overkill, and they were eliminated in later designs from Gunderson and other rail car builders.

Like the Electro-Motive Diesel SD70ACe, the EMD SD70M-2 is powered by a two-cycle, 16-cylinder, 4300-horsepower model 710 prime mover and has a top speed of 70 mph. The biggest difference between the siblings is what's under the floor: traditional DC traction motors in the SD70M-2's trucks and AC traction motors in the SD70ACe. While AC traction motors put more tractive effort on the rails and enable an SD70ACe to start a heavier train with the same horsepower, that additional capability comes at a cost. AC-powered locomotives are both more expensive and more electrically complex than engines with DC traction motors, which most diesels have used since the 1940s. For that reason, a number of railroads have found the SD70M-2 more suitable to certain types of traffic, and they continue to roster large DC fleets.



Locomotive Features

- Intricately Detailed ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Decorative Horn
- (2) Cab Figures
- Spinning Roof Fans
- 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
- Lighted Cab Interior
- Illuminated Number Boards
- Operating Ditch Lights
- Operating Smoke Unit
- 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: 18 1/2" x 2 5/8" x 4"
- Operates On O-42 Curves



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 Gunderson Twin-Stack car shown here, for example, features separately applied hydraulic lines, chain wheels and chains, and moveable container clamps. 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.



50' Box Car



Southern - 50' Box Car
20-93457 \$49.95



Maine Central - 50' Box Car
20-93455 \$49.95



Boston & Maine - 50' Box Car
20-93454 \$49.95



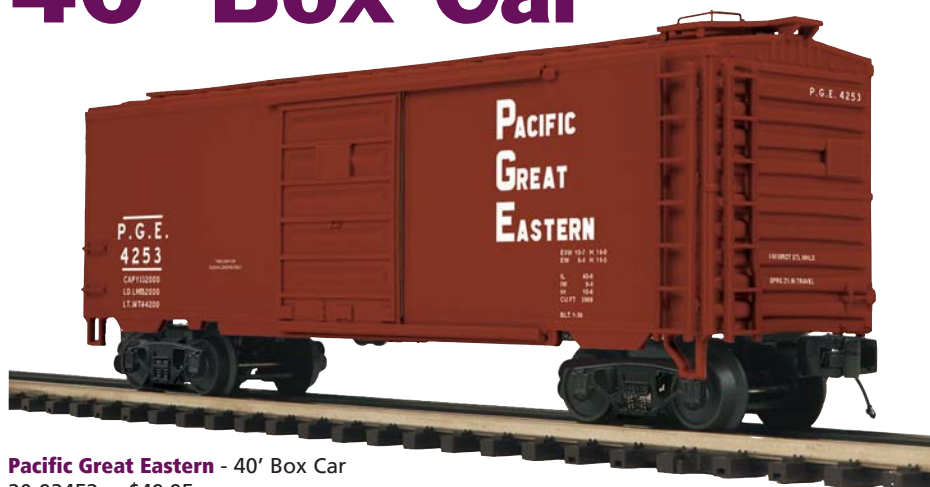
Milwaukee Road - 50' Box Car
20-93456 \$49.95

Details

- Opening Doors
- Unit Measures: 14 1/2" x 2 5/8" x 4 3/16"
- Operates on O-31 Curves



40' Box Car



Pacific Great Eastern - 40' Box Car
20-93452 \$49.95



Caterpillar® - 40' Box Car
20-93449 \$54.95



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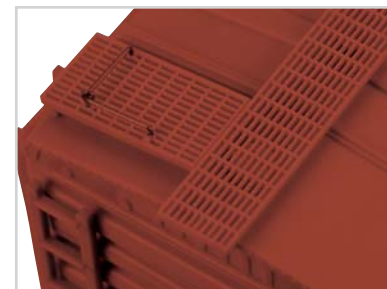
Atlantic Coast Line - 40' Box Car
20-93451 \$49.95



Lehigh Valley - 40' Box Car
20-93450 \$49.95

Details

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



40' USRA Single Sheathed Box Car



Richmond Fredericksburg & Potomac - 40' USRA Single Sheathed Box Car
20-93441 \$49.95



Chesapeake & Ohio - 40' USRA Single Sheathed Box Car
20-93442 \$49.95



Milwaukee Road - 40' USRA Single Sheathed Box Car
20-93444 \$49.95



Ann Arbor - 40' USRA Single Sheathed Box Car
20-93443 \$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.



55' All-Door Box Car



Rayonier Canada Limited - 55' All-Door Box Car
20-93440 \$54.95



MacMillan Bloedel Unlimited - 55' All-Door Box Car
20-93439 \$54.95



Canfor - 55' All-Door Box Car
20-93437 \$54.95



Lignum Forest Products - 55' All-Door Box Car
20-93438 \$54.95

Details

- O Scale Kadee® Compatible Mounting Pad
- Sliding Car Doors
- Unit Measures: 15 1/8" x 2 9/16" x 4 1/16"
- Operates on O-31 Curves



40' AAR Box Car



Seaboard Air Line - 40' AAR Box Car
20-93434 \$49.95



Toledo Peoria & Western - 40' AAR Box Car
20-93435 \$49.95



Western Maryland - 40' AAR Box Car
20-93436 \$49.95



Canadian National - 40' AAR Box Car
20-93433 \$49.95

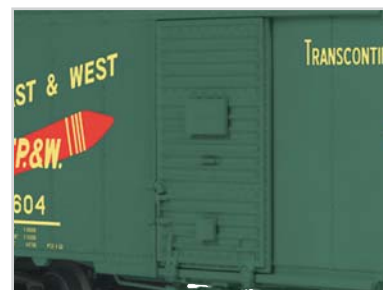
Details

- 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



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.



R50B Express Reefer Car



Pennsylvania - R50B Express Reefer Car
20-94158 \$64.95



East Wind - R50B Express Reefer Car
20-94159 \$64.95



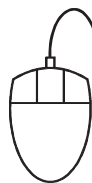
Norfolk & Western - R50B Express Reefer Car
20-94161 \$64.95



Santa Fe - R50B Express Reefer Car
20-94160 \$64.95

Details

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

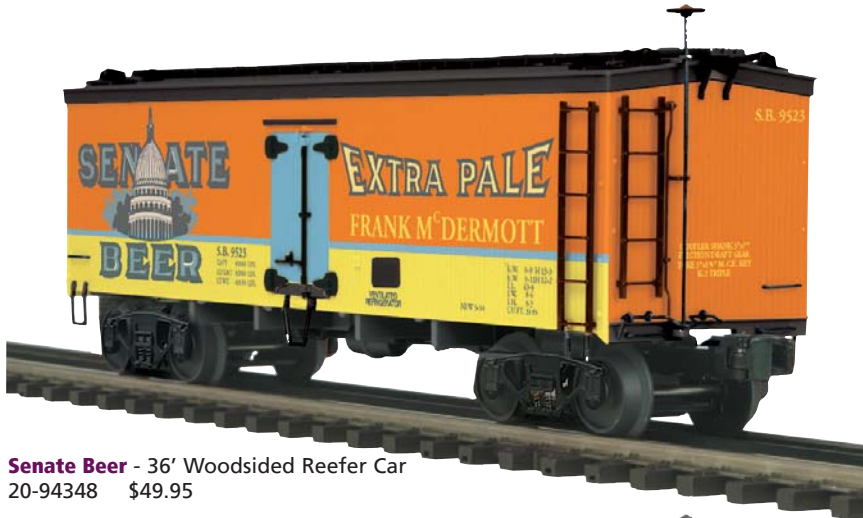


SEE IT
ON THE WEB

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.



36' Woodsided Reefer Car



Senate Beer - 36' Woodsided Reefer Car
20-94348 \$49.95



Bushkill - 36' Woodsided Reefer Car
20-94346 \$49.95



Wacker - 36' Woodsided Reefer Car
20-94347 \$49.95



Tadcaster - 36' Woodsided Reefer Car
20-94349 \$49.95

Details

- O Scale Kadee® Compatible Mounting Pad
- Opening Doors
- Unit Measures: 10 3/4" x 2 7/8" x 3 1/4"
- Operates on O-31 Curves



40' Steel Sided Reefer Car



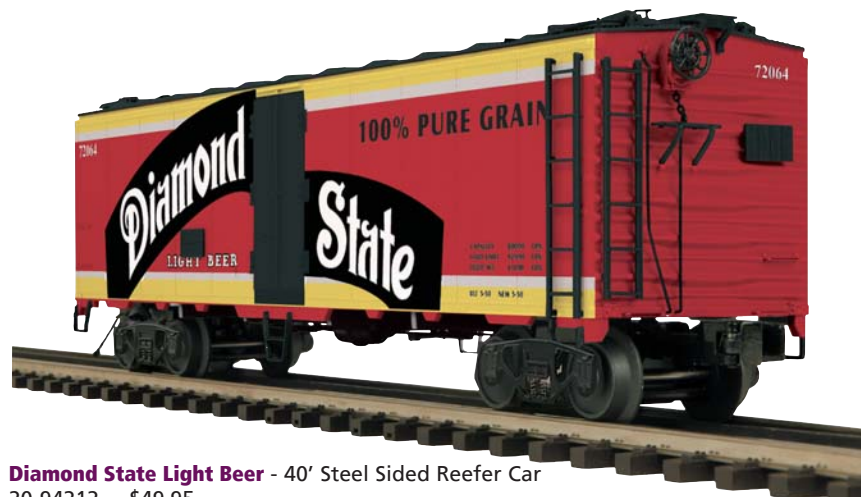
Spanish Peaks Porter - 40' Steel Sided Reefer Car
20-94215 \$49.95



Star Pale Ale - 40' Steel Sided Reefer Car
20-94214 \$49.95



New Yorker Beer - 40' Steel Sided Reefer Car
20-94213 \$49.95



Diamond State Light Beer - 40' Steel Sided Reefer Car
20-94212 \$49.95

Details

- O Scale Kadee® Compatible Mounting Pad
- Opening Doors
- Unit Measures: 11 3/4" x 2 9/16" x 3 1/2"
- 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.



Reefer Car



Snickers - Reefer Car

20-94164 \$59.95

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Milky Way - Reefer Car

20-94163 \$59.95

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Details

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



3 Musketeers - Reefer Car

20-94162 \$59.95

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2-Bay Fish Belly Hopper Car



Western Maryland - 2-Bay Fish Belly Hopper Car
20-97231 \$49.95



Waddell Coal - 2-Bay Fish Belly Hopper Car
20-97232 \$49.95



Virginian - 2-Bay Fish Belly Hopper Car
20-97234 \$49.95



New York Central - 2-Bay Fish Belly Hopper Car
20-97233 \$49.95

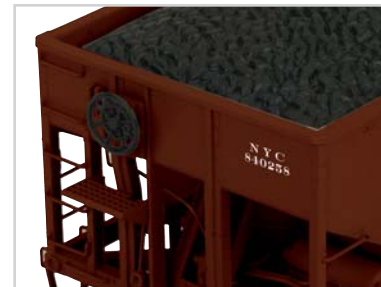
Details

- 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.



2-Bay Offset Hopper Car



Pittsburg & Shawmut - 2-Bay Offset Hopper Car
20-97680 \$49.95



Pittsburgh & Lake Erie - 2-Bay Offset Hopper Car
20-97679 \$49.95



Northern Pacific - 2-Bay Offset Hopper Car
20-97682 \$49.95



Erie - 2-Bay Offset Hopper Car
20-97681 \$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



2-Bay Centerflow Hopper



Blue Circle Cement - 2-Bay Centerflow Hopper
20-97667 \$49.95



Chicago NorthWestern - 2-Bay Centerflow Hopper
20-97669 \$49.95



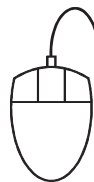
Saskatchewan Minerals - 2-Bay Centerflow Hopper
20-97670 \$49.95



BNSF - 2-Bay Centerflow Hopper
20-97668 \$49.95

Details

- O Scale Kadee® Compatible Mounting Pad
- Unit Measures: 10 1/8" x 2 11/16" x 3 3/4"
- Operates on O-31 Curves



SEE IT
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70-ton 3-Bay Hopper Car



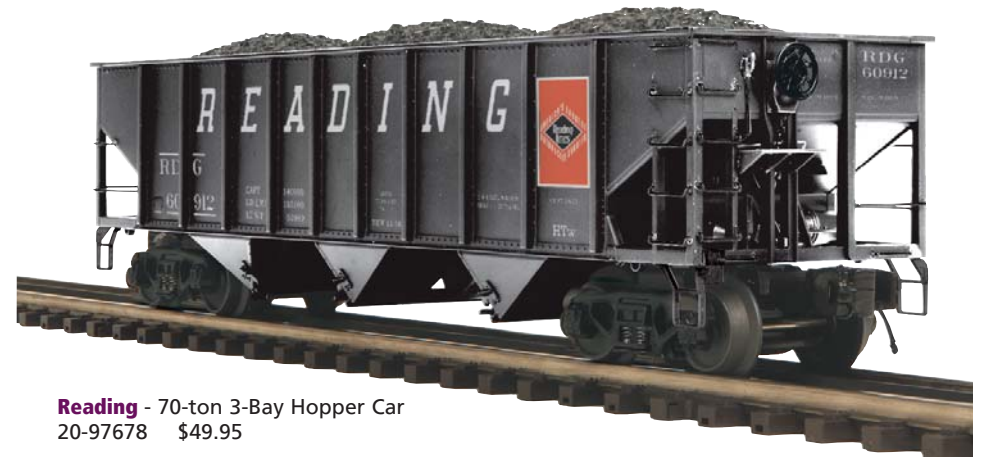
Denver & Rio Grande Western - 70-ton 3-Bay Hopper Car
20-97676 \$49.95



Chessie - 70-ton 3-Bay Hopper Car
20-97675 \$49.95



New Haven - 70-ton 3-Bay Hopper Car
20-97677 \$49.95



Reading - 70-ton 3-Bay Hopper Car
20-97678 \$49.95

Details

- O Scale Kadee® Compatible Mounting Pad
- Operating Die-Cast Metal Couplers
- Unit Measures: 11" x 2 5/8" x 2 3/4"
- Operates On O-31 Curves



3-Bay Cylindrical Hopper Car



Coors Light - 3-Bay Cylindrical Hopper Car
20-97684 \$54.95

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"Limited Edition Adult Collectible-This licensed product is intended for purchase and enjoyment by individuals of legal purchase age for alcohol beverages."



Rolling Rock - 3-Bay Cylindrical Hopper Car
20-97683 \$54.95

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A&W Rootbeer - 3-Bay Cylindrical Hopper Car
20-97685 \$54.95

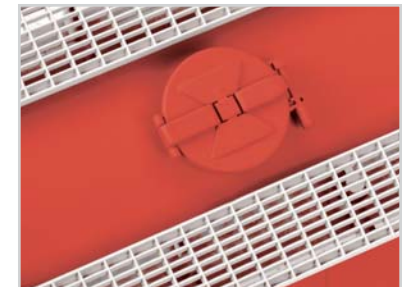
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Budweiser - 3-Bay Cylindrical Hopper Car
20-97686 \$54.95

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



50' Airslide Hopper Car



Buffalo & Pittsburgh - 50' Airslide Hopper Car
20-97672 \$49.95



Chessie - 50' Airslide Hopper Car
20-97673 \$49.95



BNSF - 50' Airslide Hopper Car
20-97671 \$49.95



Golden West Service - 50' Airslide Hopper Car
20-97674 \$49.95

Details

- O Scale Kadee® Compatible Mounting Pad
- Unit Measures: 13 5/8" x 2 11/16" x 3 11/16"
- Operates on O-31 Curves



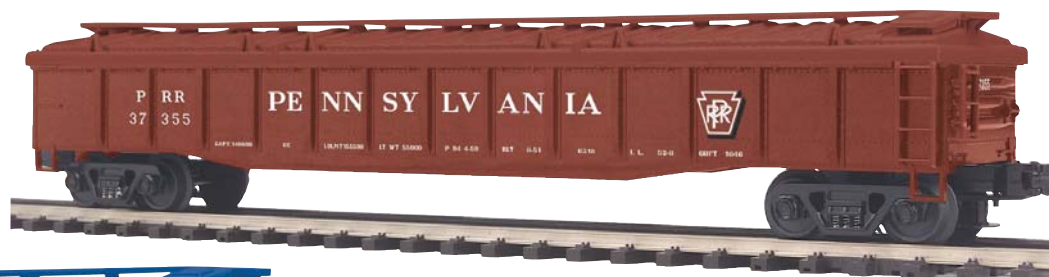
Gondola Car w/Cover



CSX - Gondola Car w/Cover
20-98081 \$44.95



Ontario Northland - Gondola Car w/Cover
20-98083 \$44.95



Pennsylvania - Gondola Car w/Cover
20-98084 \$44.95



Louisville & Nashville - Gondola Car w/Cover
20-98082 \$44.95

Details

- O Scale Kadee® Compatible Mounting Pad
- Detailed, Removable Gondola Cover
- Unit Measures: 14 5/8" x 2 5/8" x 2 9/16"
- 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.



Flat Car w/48' Trailer



Budweiser - Flat Car w/ 48' Trailer
20-98678 \$59.95
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Canadian National - Flat Car w/ 48' Trailer
20-98679 \$54.95



New York Central - Flat Car w/ 48' Trailer
20-98680 \$54.95



Western Maryland - Flat Car w/ 48' Trailer
20-98681 \$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



60' Flat Car w/Trash Containers



General American Marks Company - 60' Flat Car w/Trash Containers
20-98676 \$64.95



East Carbon Development Gray - 60' Flat Car w/Trash Containers
20-98674 \$64.95



Joseph Transportation Inc. - 60' Flat Car w/Trash Containers
20-98677 \$64.95



East Carbon Development Orange - 60' Flat Car w/Trash Containers
20-98675 \$64.95

Details

- O Scale Kadee® Compatible Mounting Pad
- 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.



50-Ton 41' Wood Flat Car w/Vehicular Load



Caterpillar® - 60' Flat Car w/(2) CAT M316D Wheel Excavator
20-98682 \$89.95



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Southern - 50-Ton 41' Wood Flat Car w/(1) '41 Ford 2-Door
20-98687 \$49.95

Details

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



Pennsylvania - 50-Ton 41' Wood Flat Car w/(1) '41 Ford 2-Door
20-98684 \$49.95



New York Central - 50-Ton 41' Wood Flat Car w/(1) '41 Ford 2-Door
20-98686 \$49.95



Norfolk & Western - 50-Ton 41' Wood Flat Car w/(1) '41 Ford 2-Door
20-98685 \$49.95

Husky Stack Car



Kansas City Southern - Husky Stack Car
20-95078 \$59.95



Northwestern Oklahoma - Husky Stack Car
20-95079 \$59.95



CSX - Husky Stack Car
20-95077 \$59.95



Trailer Train - Husky Stack Car
20-95080 \$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



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



Dr Pepper - Tank Car
20-96185 \$54.95

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Southern - Tank Car
20-96184 \$49.95



Alberta - Tank Car
20-96183 \$49.95



Rolling Rock - Tank Car
20-96182 \$54.95

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Details

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



35' Woodsided Caboose



New York Central - 35' Woodsided Caboose
20-91283 \$59.95



New York Central - 35' Woodsided Caboose
20-91282 \$59.95



Pittsburgh & Lake Erie - 35' Woodsided Caboose
20-91285 \$59.95



New York Central - 35' Woodsided Caboose
20-91284 \$59.95

Details

- O Scale Kadee® Compatible Mounting Pad
- Operating Interior Lighting
- Unit Measures: 10 1/16" x 2 13/16" x 2 1/16"
- 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.



N5c Caboose



Pennsylvania (1943) - N5c Caboose
20-91286 \$59.95



Pennsylvania - N5c Caboose
20-91287 \$59.95



Pennsylvania (East-West Pool) - N5c Caboose
20-91288 \$59.95



Pennsylvania (1960s) - N5c Caboose
20-91289 \$59.95

Details

- Operating Interior Lighting
- Unit Measures: 9 1/8" x 2 5/8" x 4 1/4"
- Operates on O-31 Curves



3-Car Weed Sprayer Set



Chesapeake & Ohio - 3-Car Weed Sprayer Set
 20-2976-1 w/Proto-Sound 2.0 \$449.95
 20-2976-3 Non-Powered \$249.95



Northern Pacific - 3-Car Weed Sprayer Set
 20-2977-1 w/Proto-Sound 2.0 \$449.95
 20-2977-3 Non-Powered \$249.95



Union Pacific - 3-Car Weed Sprayer Set
 20-2975-1 w/Proto-Sound 2.0 \$449.95
 20-2975-3 Non-Powered \$249.95

Features

Set Features:

- 1 Powered Sprayer Unit*
- 2 Tank Cars
- Operates On O-54 Track
- Measures: 33 3/16" x 4 1/8" x 2 3/4"

Sprayer Unit Features:

- Operating Headlight
- 5 Operating Red Marker Lights
- 1 Flashing Light

* Available on Proto-Sound 2.0 Versions Only

- Interior Lighting
- Precision Fly wheel-Equipped Motor*
- Proto-Sound 2.0 Digital Sound System*

Tank Car Features:

- ABS Detailed Body
- Die-Cast Sprung Metal Trucks
- Operating Metal Couplers
- Metal Wheels and Axles

Control unwanted vegetation along your right-of-way with this weed sprayer set. Unpowered version can be towed behind a small road engine or switcher, while powered version includes sound sequence of the crew performing a spraying run — including a halt to deal with pesky railfans. Read lots more about it by searching on the item number of any of these sets on our home page, www.mthtrains.com

6-car 2-Bay Offset Hopper Set



Caterpillar® - 6-Car 2-Bay Offset Hopper Car Set

20-90467 (#'s 200958, 200952, 200950, 200951, 200957, 200955) \$269.95
 20-90468 (#'s 200964, 200960, 200948, 200966, 200963, 200956) \$269.95



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Northern Pacific - 6-Car 2-Bay Offset Hopper Car Set

20-90465 (#'s 70050, 70068, 70077, 70085, 70092, 70101) \$249.95
 20-90466 (#'s 70125, 70138, 70144, 70159, 70166, 70173) \$249.95



Pittsburg & Shawmut - 6-Car 2-Bay Offset Hopper Car Set

20-90461 (#'s 5801, 5833, 5847, 5858, 5876, 5888) \$249.95
 20-90462 (#'s 5899, 5915, 5924, 5937, 5955, 5962) \$249.95



Erie - 6-Car 2-Bay Offset Hopper Car Set

20-90463 (#'s 25557, 25603, 25688, 25757, 25834, 25909) \$249.95
 20-90464 (#'s 25989, 26007, 26055, 26104, 26158, 26200) \$249.95



Pittsburgh & Lake Erie - 6-Car 2-Bay Offset Hopper Car Set

20-90459 (#'s 4012, 4058, 4103, 4159, 4276, 4357) \$249.95
 20-90460 (#'s 4454, 4492, 4506, 4581, 4675, 4888) \$249.95

Details

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



6-Car Ore Car Set



Canadian National - 6-Car Ore Car Set

20-90481 (#'s 343001, 343025, 343056, 343072, 343019, 343044) \$219.95

20-90482 (#'s 340053, 343020, 343052, 343079, 343017, 343043) \$219.95



Duluth Missabe & Iron Range - 6-Car Ore Car Set

20-90483 (#'s 28348, 28382, 28461, 28092, 28357, 28026) \$219.95

20-90484 (#'s 28327, 28348, 28205, 28064, 28342, 28450) \$219.95



Milwaukee Road - 6-Car Ore Car Set

20-90485 (#'s 75025, 75096, 75140, 75043, 75159, 75235) \$219.95

20-90486 (#'s 75028, 75092, 75146, 75047, 75162, 75233) \$219.95



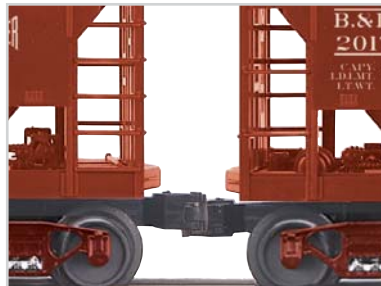
Bessemer & Lake Erie - 6-Car Ore Car Set

20-90487 (#'s 20174, 20165, 20173, 20168, 20182, 20170) \$219.95

20-90488 (#'s 20159, 20171, 20167, 20162, 20185, 20188) \$219.95

Details

- O Scale Kadee® Compatible Mounting Pad
- Operating Die-Cast Metal Couplers
- Operates On O-31 Track



6-Car Fish Belly Hopper Set



Western Maryland - 6-Car Fish Belly Hopper Car Set

20-90451 (#'s 21136, 21157, 21211, 21215, 21234, 21244) \$249.95
 20-90452 (#'s 21258, 21287, 21290, 21300, 21306, 21310) \$249.95



New York Central - 6-Car Fish Belly Hopper Car Set

20-90455 (#'s 840266, 840289, 840306, 840355, 840362, 840399) \$249.95
 20-90456 (#'s 840444, 840567, 840888, 840975, 841234, 841338) \$249.95



Waddell Coal - 6-Car Fish Belly Hopper Car Set

20-90453 (#'s 104, 127, 108, 110, 111, 112) \$249.95
 20-90454 (#'s 114, 115, 116, 117, 118, 120) \$249.95



Virginian - 6-Car Fish Belly Hopper Car Set

20-90457 (#'s 28037, 28084, 28123, 28157, 28254, 28276) \$249.95
 20-90458 (#'s 28300, 28333, 28397, 28410, 28443, 28484) \$249.95

Details

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



Twin Stack Container Set



Conrail - 3-Car Twin Stack *
Container Add-On Set
20-90476 \$229.95

Conrail - 5-Car Twin Stack Container Set
20-90475 \$349.95



Conrail - 2-Car Twin Stack Container Set
20-90477 \$159.95



Sealand - 3-Car Twin Stack *
Container Add-On Set
20-90479 \$229.95

Sealand - 5-Car Twin Stack Container Set
20-90478 \$349.95



Sealand - 2-Car Twin Stack Container Set
20-90480 \$159.95



Canadian National - 3-Car Twin *
Stack Container Add-On Set
20-90470 \$229.95

Canadian National - 5-Car Twin Stack Container Set
20-90469 \$349.95



Canadian National - 2-Car Twin Stack Container Set
20-90471 \$159.95



TTX - 3-Car Twin Stack *
Container Add-On Set
20-90473 \$229.95

TTX - 5-Car Twin Stack Container Set
20-90472 \$349.95



TTX - 2-Car Twin Stack Container Set
20-90474 \$159.95

Details

- O Scale Kadee® Compatible Mounting Pad
- Operates On O-42 Curves
- 5-car Set: End Unit= 14 3/4" X 2 3/4" X 3"
Middle Unit= 13 5/16" X 2 3/4" X 3"
- 2-Car Set: Each Car Measures: 14 3/4" X 2 3/4" X 3"
- 3-Car Set: Each Car Measures: 13 5/16" X 2 3/4" X 3"
- * Requires 2-Car or 5-Car Set



6-Car 70-Ton 3-Bay Hopper Car Set



Chessie - 6-Car 70-ton 3-Bay Hopper Car Set
 20-90489 (#'s 379000, 379104, 379207, 379414, 379505, 379516) \$249.95
 20-90490 (#'s 379654, 379711, 379888, 379890, 379912, 379949) \$249.95



Reading - 6-Car 70-ton 3-Bay Hopper Car Set
 20-90491 (#'s 60004, 60088, 60195, 60214, 60228, 60367) \$249.95
 20-90492 (#'s 60422, 60567, 60667, 60692, 60785, 60888) \$249.95



New Haven - 6-Car 70-ton 3-Bay Hopper Car Set
 20-90493 (#'s 80008, 80189, 80225, 80288, 80306, 80355) \$249.95
 20-90494 (#'s 80414, 80425, 80488, 80506, 80516, 80549) \$249.95



Denver Rio Grande Western - 6-Car 70-ton 3-Bay Hopper Car Set
 20-90495 (#'s 189500, 189525, 189614, 189669, 189752, 189797) \$249.95
 20-90496 (#'s 189784, 189806, 189821, 189888, 189912, 189991) \$249.95

Details

- O Scale Kadee® Compatible Mounting Pad
- Operating Die-Cast Metal Couplers
- Unit Measures: 11" x 2 5/8" x 2 3/4"
- Operates On O-31 Curves



Premier Passenger Cars: CHECK OUT THE DETAILS!



It's hard to match the excitement and beauty of a long, sleek passenger train speeding down the rails and M.T.H. has you covered with six different styles for virtually any passenger era.

If you haven't handled a Premier passenger car lately, take another look. We've upgraded the detail level, populated the interiors, and redesigned our trucks with details worthy of an expensive brass model. Also new is a plated finish on our models of prototype stainless steel cars, to replicate the gleaming finish of some of the great streamlined trains.

Features

- O Scale Kadee® Compatible Mounting Pad
- Durable, Intricately Detailed ABS Bodies
- Metal Wheels and Axles
- Overhead Interior Lighting
- Die-Cast Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- End-of-Car Diaphragms
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Detailed Car Interiors
- 10 Passenger Figures In Each Car (Except Baggage and RPO)
- Detailed Car Undercarriage
- Sliding Baggage and RPO Doors
- Operates on O-42 Curves



Amfleet & Bombardier Passenger Cars



Amtrak - 4-Car Amfleet Passenger Set
20-65142 \$324.95

PLATED EXTERIOR FINISH



Amtrak - 2-Car Amfleet Passenger Set
20-66142 \$169.95



Amtrak - 4-Car Amfleet Passenger Set
20-65143 \$324.95



Amtrak - 2-Car Amfleet Passenger Set
20-66143 \$169.95



Septa - 4-Car Amfleet Passenger Set
20-65139 \$324.95



Septa - 2-Car Amfleet Passenger Set
20-66139 \$169.95



NJ TRANSIT - 4-Car Bombardier Passenger Set
20-65140 \$399.95

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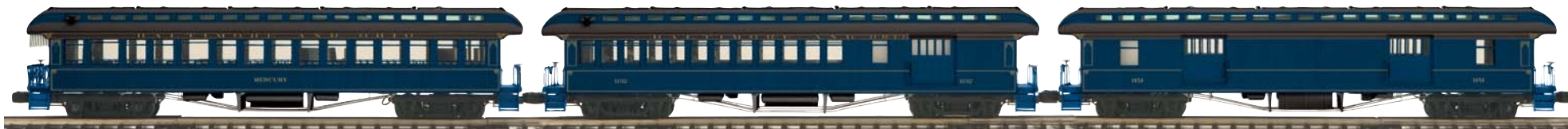


NJ TRANSIT - 2-Car Bombardier Passenger Set
20-66140 \$199.95

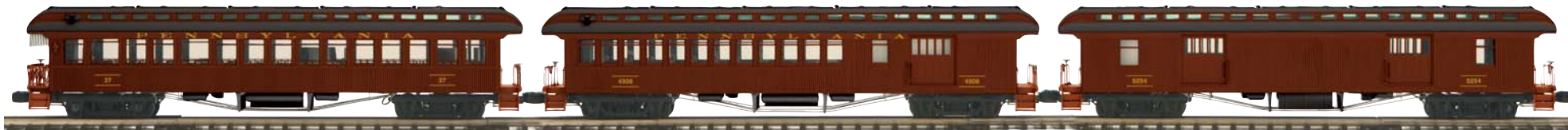
Woodsided Passenger Add-On Sets



Strasburg - 3-Car 64' Woodsided Passenger Add-On Set **NEW TOOLING!**
20-62026 \$259.95



Baltimore & Ohio - 3-Car 64' Woodsided Passenger Add-On Set **NEW TOOLING!**
20-62025 \$259.95



Pennsylvania - 3-Car 64' Woodsided Passenger Add-On Set **NEW TOOLING!**
20-62024 \$259.95

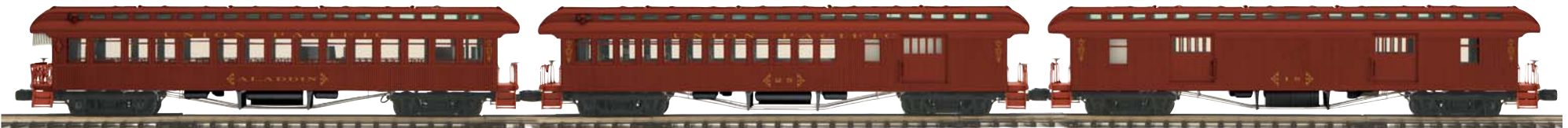


Details

- 3 Car Sets Feature: Baggage Car, Combine, and Observation
- Kadee®-Compatible Coupler Mounting Pads
- Each Car Measures: 17 1/4" x 2 1/2" x 3 5/8"
- Operates on O-42 Curves



Long Island - 3-Car 64' Woodsided Passenger Add-On Set **NEW TOOLING!**
20-62023 \$259.95



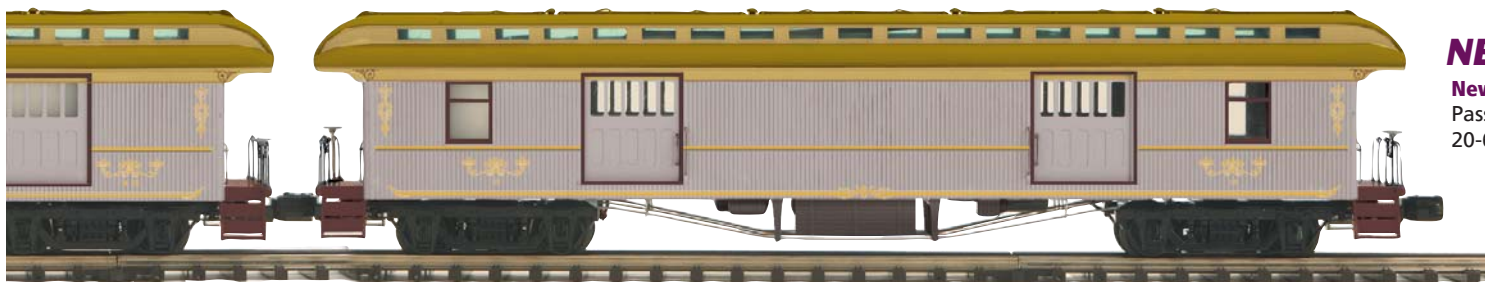
Union Pacific - 3-Car 64' Woodsided Passenger Add-On Set **NEW TOOLING!**
20-62027 \$259.95



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



Central Pacific - 3-Car 64' Woodsided Passenger Add-On Set **NEW TOOLING!**
20-62028 \$259.95



NEW TOOLING!
New York & New England - 3-Car 64' Woodsided Passenger Add-On Set
20-62029 \$259.95



Union Pacific "Heritage Series" Passenger Cars



MKT - 70' ABS Full Length Vista Dome Passenger Car (Smooth)
20-67142 \$99.95



Southern Pacific - 70' ABS Full Length Vista Dome Passenger Car (Smooth)
20-67143 \$99.95



MKT - 2-Car 70' ABS Coach/Coach Passenger Set (Smooth)
20-69142 \$179.95



Southern Pacific - 2-Car 70' ABS Coach/Coach Passenger Set (Smooth)
20-69143 \$179.95



Chicago NorthWestern - 2-Car 70' ABS Coach/Coach Passenger Set (Smooth)
20-69139 \$179.95



Chicago NorthWestern - 70' ABS Full Length Vista Dome Passenger Car (Smooth)
20-67139 \$99.95





Denver Rio Grande - 70' ABS Full Length Vista Dome Passenger Car (Smooth)
20-67140 \$99.95



Western Pacific - 70' ABS Full Length Vista Dome Passenger Car (Smooth)
20-67144 \$99.95



Denver Rio Grande - 2-Car 70' ABS Coach/Coach Passenger Set (Smooth)
20-69140 \$179.95



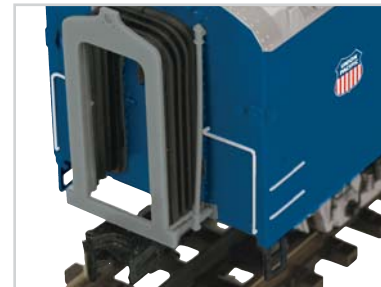
Western Pacific - 2-Car 70' ABS Coach/Coach Passenger Set (Smooth)
20-69144 \$179.95



Missouri Pacific - 2-Car 70' ABS Coach/Coach Passenger Set (Smooth)
20-69141 \$179.95



Missouri Pacific - 70' ABS Full Length Vista Dome Passenger Car (Smooth)
20-67141 \$99.95



Streamlined Passenger Cars



New York Central - 5-Car 70' ABS Passenger Set (Ribbed)
20-65146 \$399.95



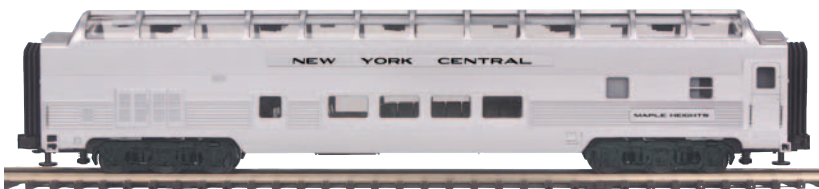
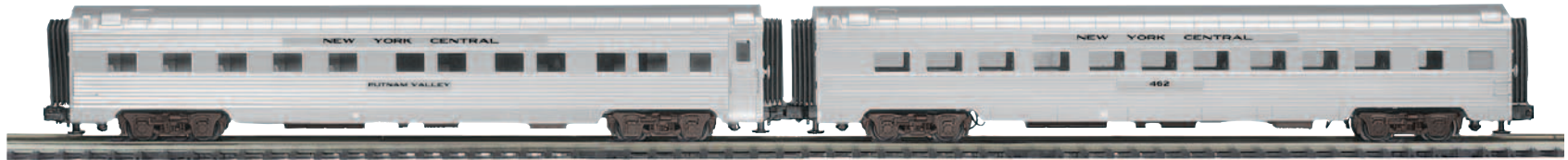
New York Central - 2-Car 70' ABS Baggage/Coach Passenger Set (Ribbed)
20-69146 \$159.95



PLATED EXTERIOR FINISH

New York Central - 70' ABS RPO Passenger Car (Ribbed)
20-68146 \$89.95

New York Central - 2-Car 70' ABS Slpr/Diner Passenger Set (Ribbed)
20-66146 \$159.95



New York Central - 70' ABS Full Length Vista Dome Passenger Car (Ribbed)
20-67146 \$89.95



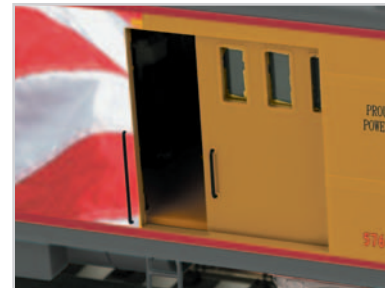
Union Pacific - 70' ABS Baggage Car (Smooth)
20-68002 \$119.95

Details

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

It's Prototypical

The "flag" baggage car runs today on UP corporate executive trains.



Madison Passenger Cars



Long Island - 70' Madison RPO Passenger Car
20-42003 \$89.95



Long Island - 2-Car 70' Madison
Baggage/Coach Passenger Set
20-44003 \$159.95

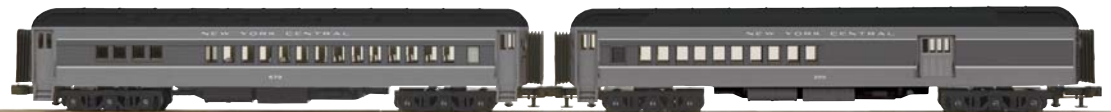
Long Island - 2-Car 70' Madison
Comb/Din Passenger Set
20-41003 \$159.95



Long Island - 5-Car 70' Madison Passenger Set
20-40003 \$399.95



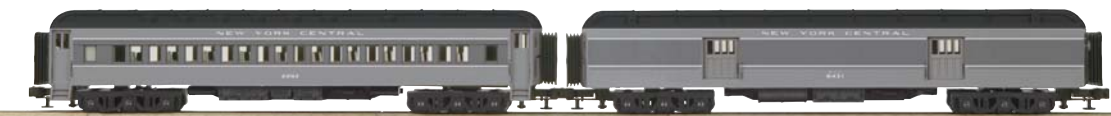
New York Central - 5-Car 70' Madison Passenger Set
20-40001 \$399.95



New York Central - 2-Car 70' Madison Comb/Din Passenger Set
20-41001 \$159.95



New York Central - 70' Madison RPO Passenger Car
20-42001 \$89.95



New York Central - 2-Car 70' Madison Baggage/Coach Passenger Set
20-44001 \$159.95



Pennsylvania - 70' Madison RPO Passenger Car
20-42002 \$89.95



Pennsylvania - 5-Car 70' Madison Passenger Set
20-40002 \$399.95

Details

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



Pennsylvania - 2-Car 70' Madison
Comb/Din Passenger Set
20-41002 \$159.95

Pennsylvania - 2-Car 70' Madison
Baggage/Coach Passenger Set
20-44002 \$159.95



Transformers



50 Watt



Z-500™ Transformer
40-500 \$59.95

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.

While the power pack that comes with every RailKing Ready-To-Run set provides plenty of power to operate your set & several additional cars, you'll find as you add more track, cars, & accessories to your layout that you need more power to keep everything running. Fortunately, RailKing has you covered.

If you want to power up gradually, you can purchase additional 75-watt Z-750 or 100 watt Z-1000 transformers as the need arises. Featuring a U.L. approved design, each model utilizes a separate controller which contains bell, horn & direction buttons that can control any manufacturer's locomotives & sound systems including Proto-Sound equipped steam, diesel & electric locomotives.

If you want to max out your power potential, the 400-watt Z-4000 is the most powerful transformer to receive the UL-listing for the model railroading hobby. The Z-4000 has two separate throttles to let you power two different tracks, & it has two fixed power outputs you can use for operating accessories. A single Z-4000 will power a lot of layout.

400 Watts!
The Most Powerful
U.L. Listed
Transformer!



Z-1000™ Transformer
40-1000 \$99.95
With 14 Volt Accessory Port

100 Watt



Z-4000® Transformer
40-4000 \$429.95

DCS users who don't need a conventional transformer and controller can use this 100 watt power supply for small and moderate sized layouts. Featuring a U.L. approved design & separate



100-Watt Accessory Power Supply
40-1000A \$79.95

14v AC Accessory Port, its robust design will provide years of service. Use the optional TIU/Barrel Jack adapter to make connecting it to the DCS Track Interface Unit quick and easy.

WHY THE U.L. LISTING?

M.T.H. Electric Trains is committed to manufacturing safe, U.L. approved transformers and power supplies. By subjecting our transformers to the strenuous tests and requirements of the U.L. laboratories, M.T.H. helps ensure that these 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 U.L. listing.

DCS Commander

MORE FEATURES For Your M.T.H. Train Set

Because many M.T.H. Proto-Sound 2.0** locomotives can operate on either AC or DC current, the DCS Commander may be the affordable DCS command control option you've been looking for. Available alone or bundled with a 100 watt power supply, The DCS commander outputs 18 volts of DC power and includes a built-in 5amp resettable breaker—making it a perfect solu-

tion for small M.T.H. O Gauge layouts exclusively running two or three Proto-Sound 2.0** locomotives.

The DCS Commander provides the user with intuitive control of multiple Proto-Sound 2.0** or later equipped locomotives. For each locomotive, more than 32 functions are available at the touch of a single clearly-labeled button.

For HO operators, the DCS Commander Controller Set is a perfect power solution for almost any size HO layout. HO operators whose layouts are already outfitted with a DC power supply can choose the individual DCS Commander and plug their existing power supply right into the Commander's power inputs.



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

Features Include:

- Speed adjustment in one-scale mile-per-hour steps
- Independent feature control: tune your engines' sound, lights, smoke and acceleration/deceleration settings
- Smoke On/Off
- Doppler Sounds: simulate the classic sound effect of a train approaching and then whizzing past
- Accent Sounds: activate any one of 7 individual sounds, including signal forward and reverse sounds, coupler slack, engine start-up and shut-down, engine labor and engine drift
- Activate Passenger Station and Freight Yard Sounds
- Individual locomotive control: select up to 99 Proto-Sound 2.0 or later engines

- Selectable control mode configurations: choose between analog DC, DCC and DCS operating modes
- Track Signal Test: test your layout's signal strength using the built-in signal strength analyzer.
- Proto-Whistle Quillable Sound Activation: access the built-in Proto-Whistle quillable sounds*** found inside your Proto-Sound 2.0 or later locomotives and using the thumbwheel to "play" your locomotive's whistle just like a real engineer!
- Access Whistle Signal Sounds: activate grade crossing whistle signals**** on your Proto-Sound 2.0 or later equipped locomotive

Perfect for Any Proto-Sound 2.0 Equipped Train Set!



DCS Commander Controller
50-1028 \$149.95

** Requires Proto-Sound 2.0 locomotive onboard 3-volt system or Proto-Sound 3.0 locomotive onboard system. Proto-Sound 2.0 3-volt systems are identified by their square battery charging jack on the locomotive chassis. See the locomotive's operator's manual for the exact location of the charging jack.

*** Proto-Whistle quillable sounds not found in all Proto-Sound 2.0 or later equipped locomotives. Refer to your locomotives operator's manual to determine if your locomotive is equipped with Proto-Whistle quillable sounds.

****Proto-Whistle grade crossing signals not found in all Proto-Sound 2.0 or later equipped locomotives.

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

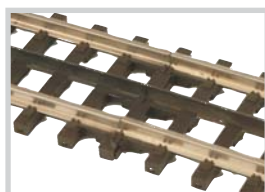
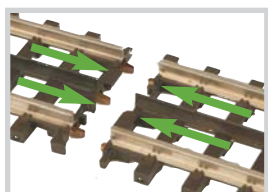
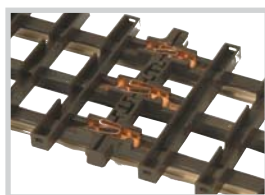
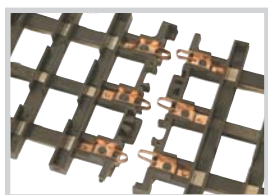
Prototypically scaled, lower-profile rail and ties make your locomotives and rolling stock look more massive on ScaleTrax.

Smaller Third Rail

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

Better Electrical Contact

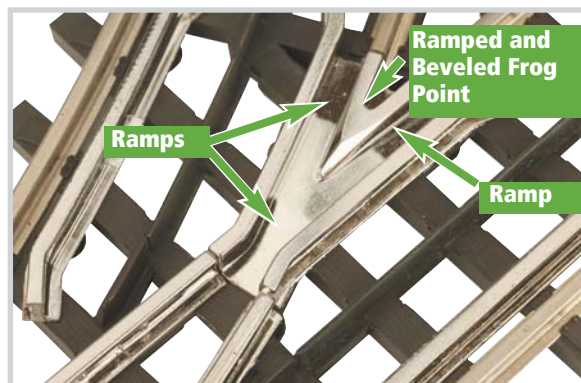
Concealed, large, spring-loaded contacts deliver more secure electrical connections between track sections.



Easy Snap-Together Assembly

Smoother Switches

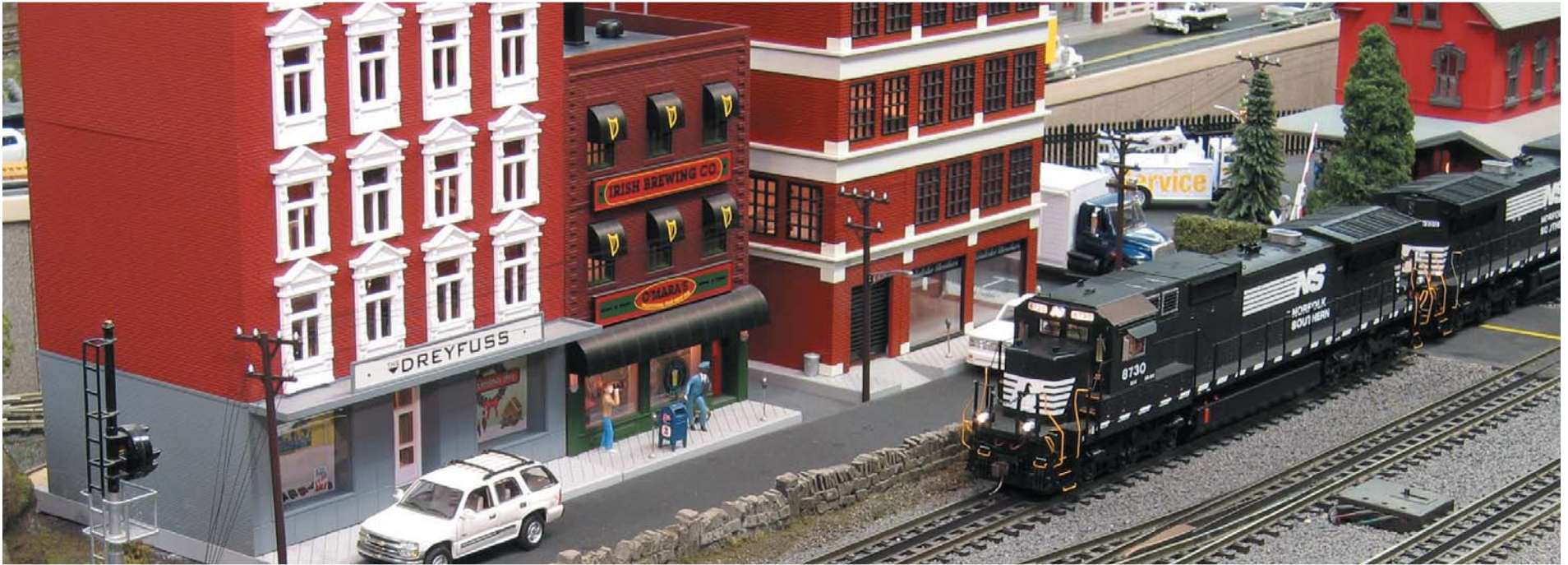
Thanks to our ramped and beveled frog, ScaleTrax offers the smoothest-rolling switches in O gauge.



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

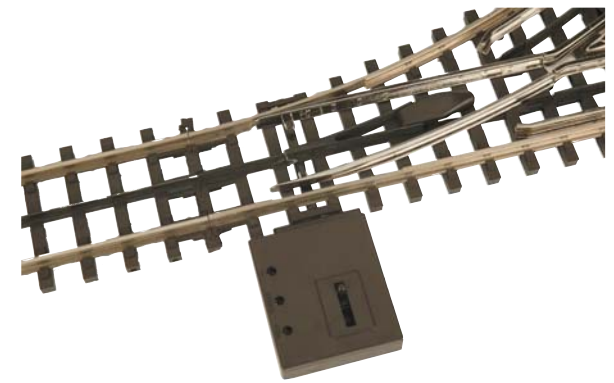
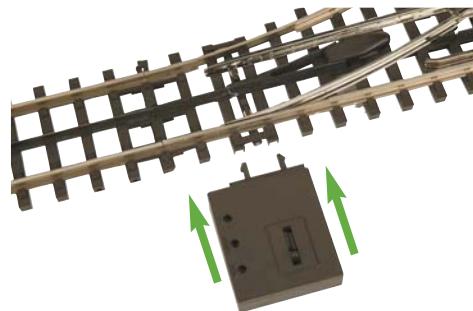
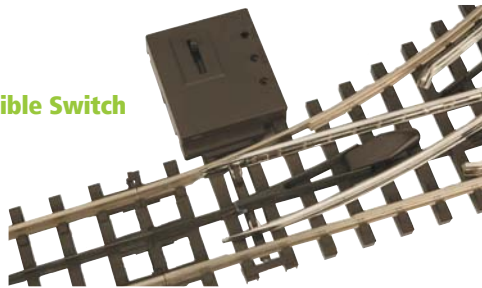
Track Features

- Solid, Rust-Proof Nickel Silver Track 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



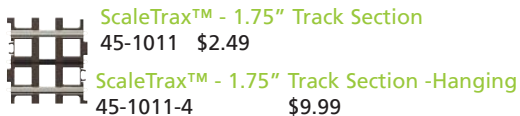
ScaleTrax

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



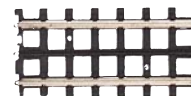
ScaleTrax™ - 1.75" Track Section
45-1011 \$2.49

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



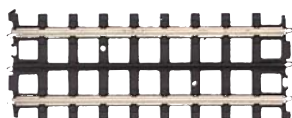
ScaleTrax™ - 5.0" Track Section
45-1013 \$3.50

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



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

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



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

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



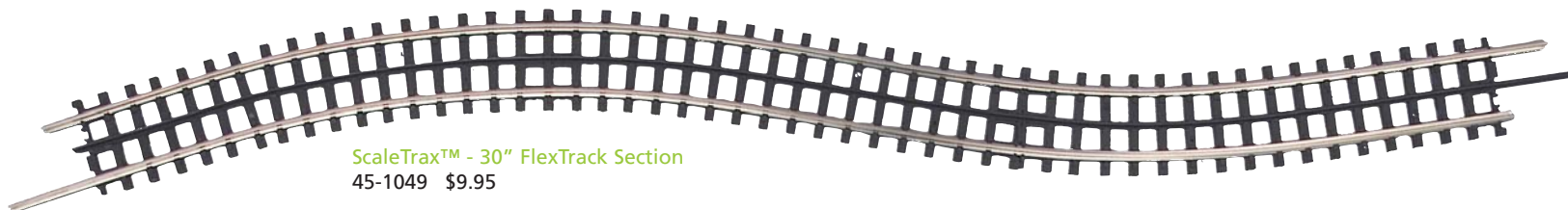
ScaleTrax™ - 10" Straight Track Section
45-1001 \$3.99



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



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

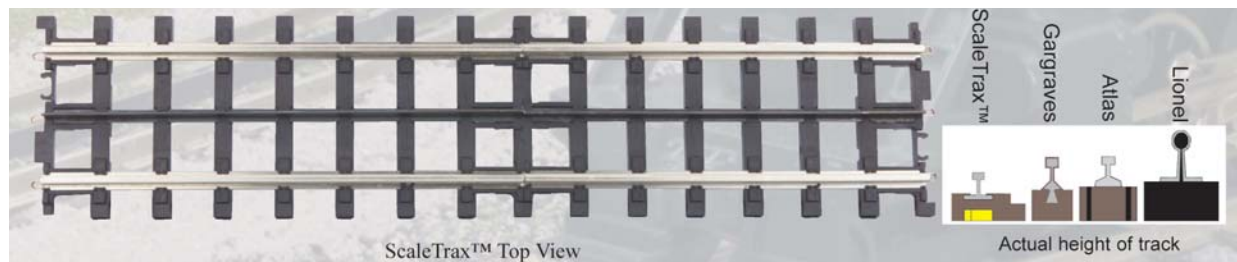


ScaleTrax™ - 30" FlexTrack Section
45-1049 \$9.95

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



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



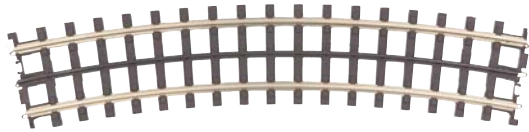
ScaleTrax™ Top View

Actual height of track

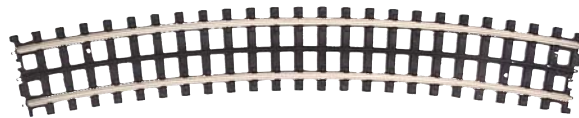
CURVED TRACK SECTIONS



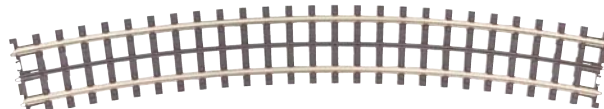
ScaleTrax™ - O-31 Curved Track Section
45-1002 \$3.99



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

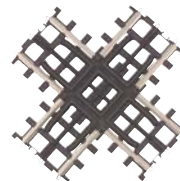
CROSSOVERS



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

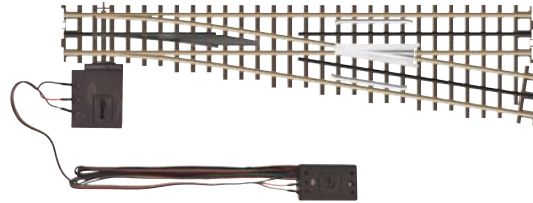


ScaleTrax™ - 45 Degree Crossing
45-1006 \$19.95

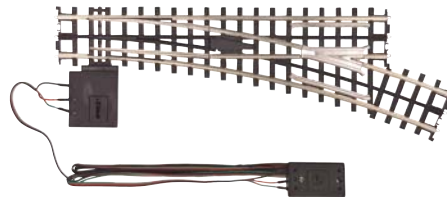


ScaleTrax™ - 90 Degree Crossing
45-1005 \$19.95

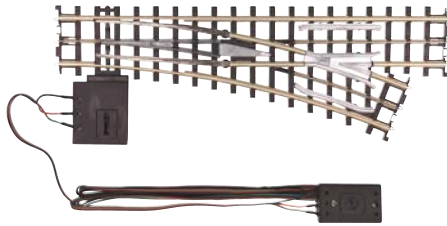
DIRECTIONAL SWITCHES



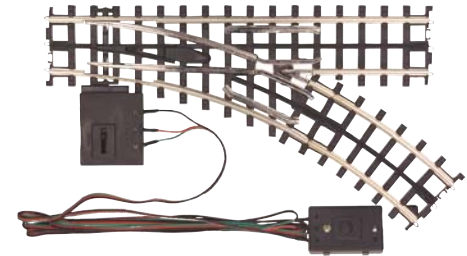
ScaleTrax™ - No. 6 Right Hand Switch
45-1053 \$69.95
ScaleTrax™ - No. 6 Left Hand Switch
45-1052 \$69.95



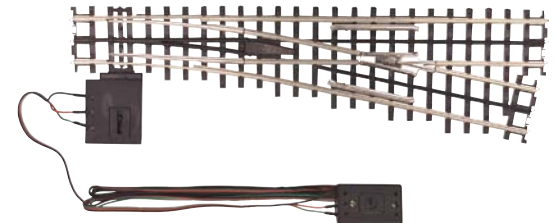
ScaleTrax™ - O-72 Right Hand Switch
45-1020 \$49.95
ScaleTrax™ - O-72 Left Hand Switch
45-1021 \$49.95



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

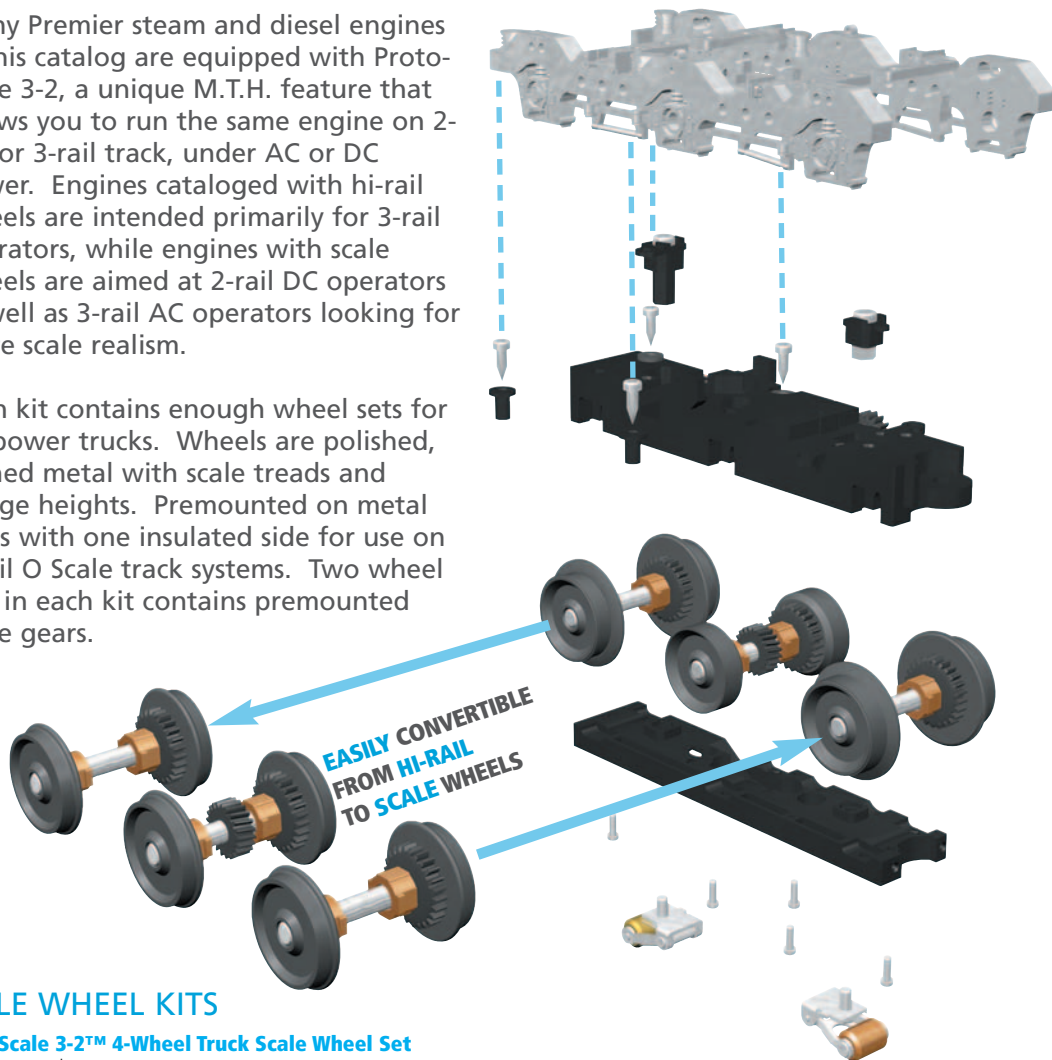


PROTO-SCALE 3-2™

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.

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



SCALE WHEEL KITS

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

20-89005 \$24.95

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

20-89006 \$29.95

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

Each kit contains enough wheel sets for (1) power chassis. Wheels are polished, turned metal with scale treads and flange heights. Premounted on metal axles with one insulated side for use on 2-rail O Scale track systems. One wheel set in each kit contains premounted drive gears.

End-of-Train-Device Roller Bearing Freight Truck

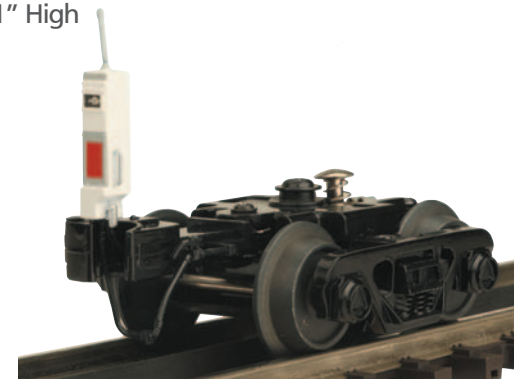
This long requested accessory can convert any M.T.H. Premier Line freight car to an end-of-train car in just a few minutes.

The all die-cast sprung roller bearing truck includes a self-powered electronic circuit that powers a bright flashing LED, resulting in an 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 (30, 35, 40mm) of wireless drawbars to close-couple your locomotive for layouts equipped with wide-radius curves.

O-Gauge or Scale Couplers and Trucks

3-RAIL

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 Bettendorf Die-Cast Freight Car Two Truck Pack

20-89003 \$14.99



3-Rail Roller Bearing Die-Cast Freight Car Two Truck Pack

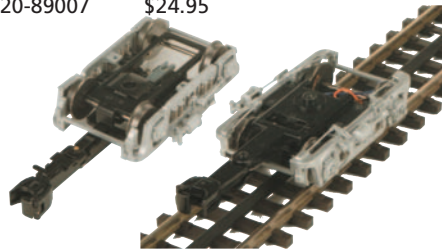
20-89004 \$14.99



2-RAIL

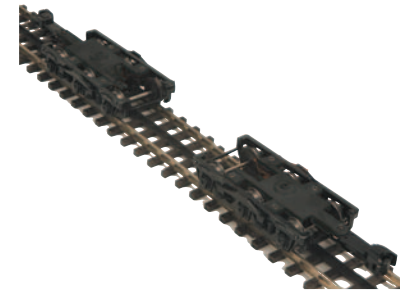
2-Rail Lightweight Die-Cast Passenger Car Two Truck Pack*

20-89007 \$24.95



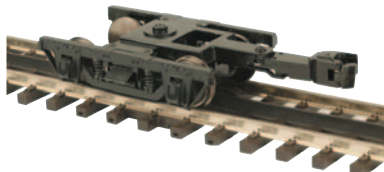
2-Rail Heavyweight Passenger Car Two Truck Pack*

20-89014 \$24.95



2-Rail 64' Woodside Passenger Car Two Truck*

20-89012 \$24.95



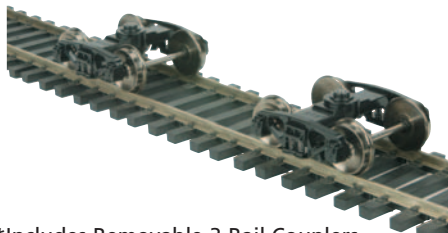
2-Rail Caboose Two Truck Pack*

20-89015 \$14.99



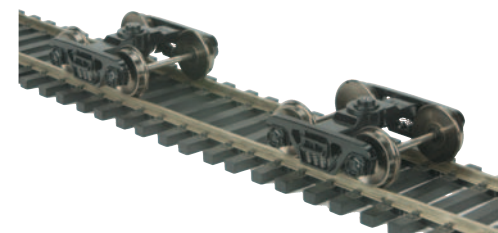
2-Rail Bettendorf Die-Cast Freight Car Two Truck Pack

20-89001 \$14.99



2-Rail Roller Bearing Die-Cast Freight Car Two Truck Pack

20-89002 \$14.99



*Includes Removable 3-Rail Couplers



Accessories



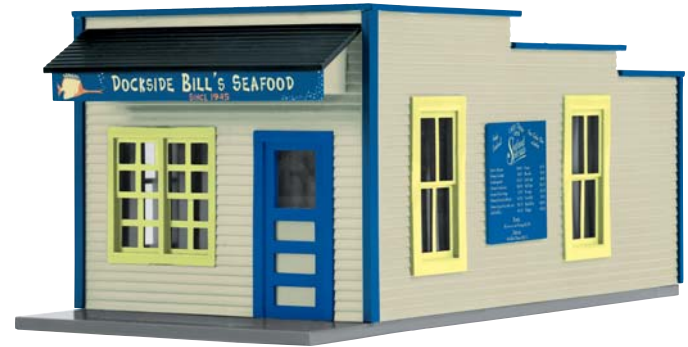
Operating Transfer Dock
30-9110 \$149.95
Measures: 18 7/8" x 10 3/16" x 9 3/4"



Esso - Country Gas Station
30-90301 \$49.95
Measures: 11" x 10 1/16" x 5 3/16"



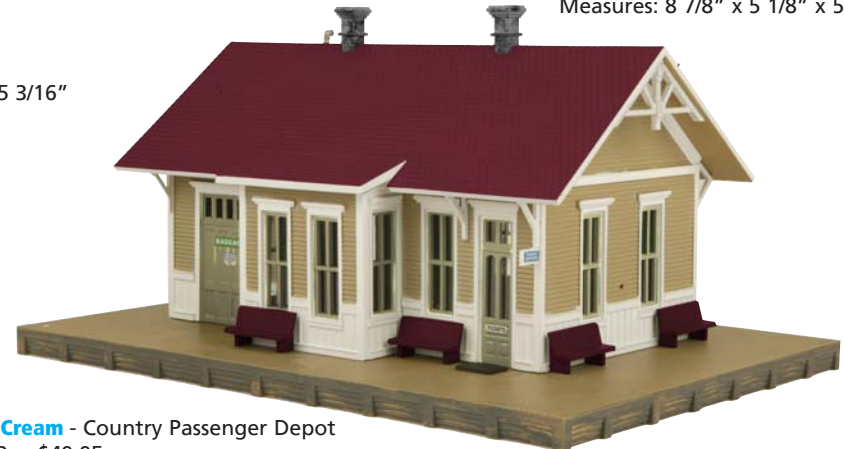
Tan/Green - Country Passenger Depot
30-90302 \$49.95
Measures: 13" x 8 5/8" x 6 3/4"



Dockside Bill's Seafood - Small Country Store
30-90296 \$39.95
Measures: 7 1/2" x 3 1/2" x 3 1/8"



Valley Hardware - Country Store
30-90299 \$44.95
Measures: 8 7/8" x 5 1/8" x 5 1/2"



Maroon/Cream - Country Passenger Depot
30-90303 \$49.95
Measures: 13" x 8 5/8" x 6 3/4"



Louie's Philly Style Subs - Small Country Store
30-90297 \$39.95
Measures: 7 1/2" x 3 1/2" x 3 1/8"



Pennsylvania - Engine Shed
30-90083 \$99.95
Measures: 24" x 8 1/2" x 13 1/2"



Gray Stone - Granary
30-90188 \$59.95
Measures: 10 1/2" x 7 1/8" x 11 1/8"



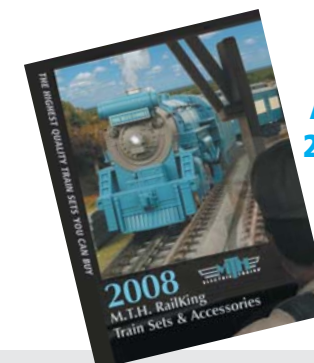
Railtown General Store - Country Store
30-90298 \$44.95
Measures: 8 7/8" x 5 1/8" x 5 1/2"



Montrose Flouring Mill - Dry Goods Transfer Warehouse
30-90273 \$59.95
Measures: 13 1/2" x 8 1/4" x 9 1/8"



Shell - Country Gas Station
30-90300 \$49.95
Measures: 11" x 10 1/16" x 5 3/16"



See More
Accessories in the
2008 Ready-To-Run
Catalog!

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Join The Club

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

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



PREMIER MEMBERSHIP



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



ONE-GAUGE MEMBERSHIP



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



TINPLATE STD. GAUGE MEMBERSHIP



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



TINPLATE O GAUGE MEMBERSHIP



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



BASIC CLUB MEMBERSHIP

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



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

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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.

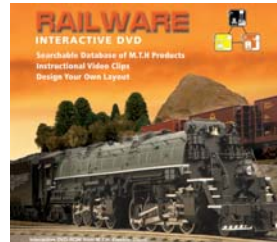


1st Class Mailing of M.T.H. Catalogs

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

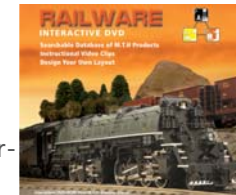
Club members can save an additional 15% on these kits by visiting the MTHRC web page.

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



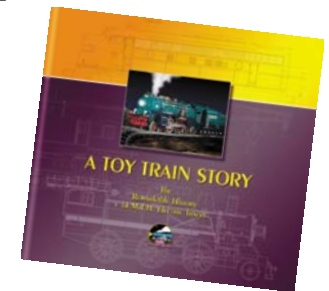
This interactive DVD is packed full of sights & sounds guaranteed to make you rethink how far the hobby of model railroading has come. You'll learn about some of the most innovative products ever produced & marvel at the sophistication of a product line unmatched by other model train manufacturers.

Previous Year Club Cars



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

A Toy Train Story



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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, Tinplate Traditions 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.

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DCS™ Simply The Best Way To Run A Railroad™
M.T.H.'s DCS Digital Command System has received U.S. Patent No. 6,457,681. M.T.H.'s Proto-Sound@ 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.

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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 10,000 items we've made in the past 26 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!

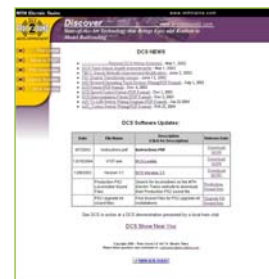


7 HOW MORE ABOUT DCS?

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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