

MTH
ELECTRIC TRAINS®
HO TRAINS THAT DO MORE



2010 No. 1

PROTO-SOUND® 3.0...

THE RICHEST SET OF FEATURES IN MODEL RAILROADING!

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

VIVID ENGINE SOUNDS

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

conventional transformer — or can be activated manually from a DCC controller or the DCS handheld.

EXTRAORDINARY SLOW SPEED CAPABILITY

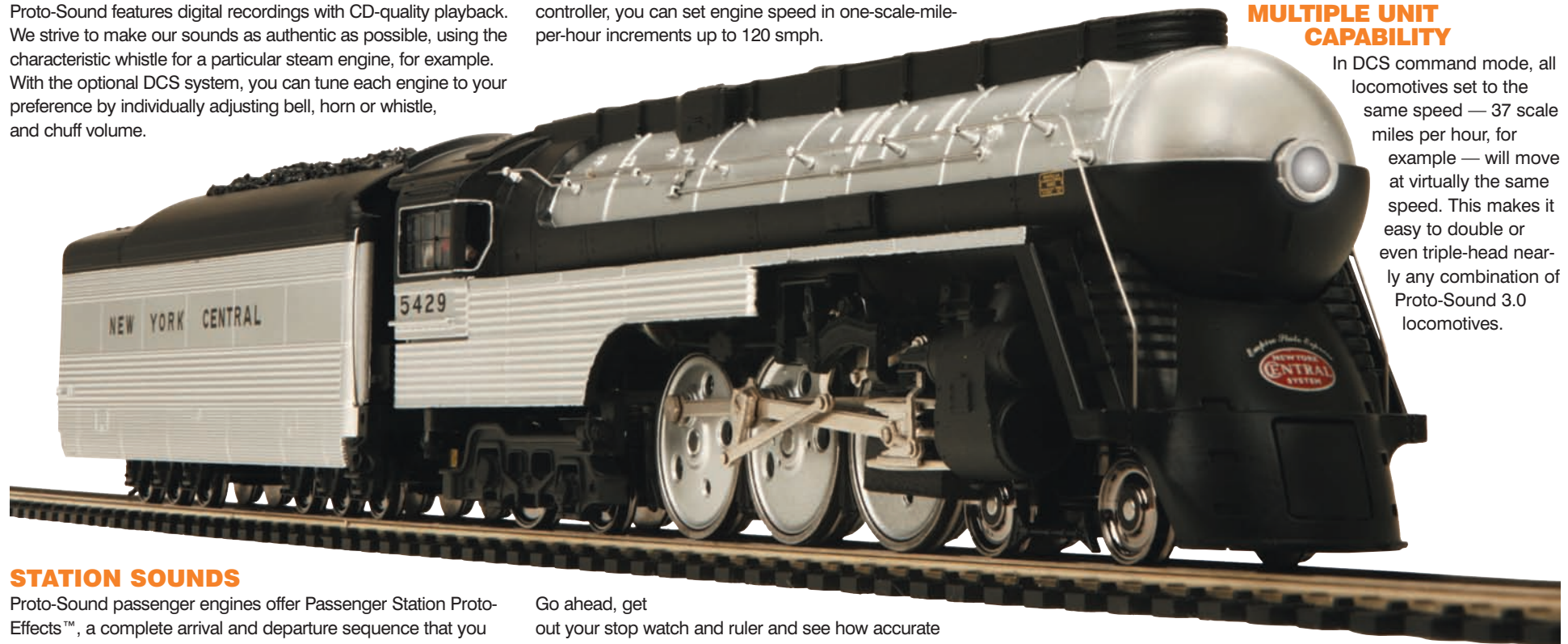
Proto-Sound engines can throttle down as slow as three scale miles per hour, highball down the main line, and maintain any speed in between. With certain DCC controllers, and any DCS controller, you can set engine speed in one-scale-mile-per-hour increments up to 120 smph.

LIGHTING EFFECTS

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

MULTIPLE UNIT CAPABILITY

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



STATION SOUNDS

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

Go ahead, get out your stop watch and ruler and see how accurate our scale speeds are.

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

UNMATCHED SPEED CONTROL

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

GREAT SMOKE

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

SYNCHRONIZED CHUFF AND PUFF

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

BRAKE SOUNDS

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

FULL COMPATIBILITY WITH ALL HO OPERATING SYSTEMS

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

BI-DIRECTIONAL COMMUNICATION

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

OPERATE 'EM ALL

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

DCC Features

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

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

Steam Features*

- Headlight
- Bell
- Whistle
- Start Up/Shut Down
- Rear Coupler
- Front Coupler
- Engine Sounds On/Off
- Sound Volume
- Smoke On/Off
- Forward Whistle Signal
- Reverse Whistle Signal
- Grade Crossing Signal
- Cab/All Light On/Off
- Smoke Volume
- Coupler Close
- One-Shot Doppler
- Feature Reset
- Idle Sequence 1
- Idle Sequence 2
- Idle Sequence 3
- Idle Sequence 4
- Brakes Auto/Off
- Cab Chatter Auto/Off
- Clickety-Clack Auto/Off
- Coupler Slack Sound
- Labor Chuff
- Drift Chuff
- Train Wreck
- PFA Activate/Cycle

* Check your DCC Controller's manual to see how many features it can access. See page 11 for DCC diesel features.

EASY LASHUPS AND HELPER ENGINES

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

Who is M.T.H.?

While our name may be new to HO model railroaders, M.T.H. Electric Trains is a seasoned model train manufacturer with a long history of innovation. In little more than a quarter century, M.T.H. has grown from a tiny business operated out of a spare bedroom into an 80+ employee company, headquartered in its own sprawling building in a suburb of Washington, D.C.

Over the past 30 years, we have cataloged nearly 15,000 different items in four scales: O gauge, One Gauge, HO gauge, and tinsplate Standard Gauge. We are co-owners of two overseas facilities that make nothing but M.T.H. trains, and we use three other factories that are dedicated solely to our product line. This gives us more control of our manufacturing process and quality than many other train companies, whose products are often made in the same factories used by their competitors.

Our research and development team has received more than 10 patents on innovations in model railroading. We believe the Proto-Sound sound and control system found in every M.T.H. locomotive, in combination with our optional Digital Command System (DCS), makes our trains more realistic and more fun to operate than any other trains in model railroading.

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

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

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

Products bearing Chicago and North Western, Denver & Rio Grande Western, MKT/Katy, Missouri Pacific/MoPac, Southern Pacific, Union Pacific, and Western Pacific names are made under trademark license from Union Pacific Railroad Company.



www.mthHOtrains.com

See and hear 'em in action: Visit our site to see videos of M.T.H. locomotives in action, locate your nearest dealer, or learn more about our products.

2-8-4 Nickel Plate Berkshire



The Nickel Plate's 2-8-4 Berkshires belonged to one of steam's finest family trees. The first 2-8-4, Lima Locomotive Works A-1, inaugurated the superpower era in 1925. A four-wheel trailing truck allowed the A-1 to have a larger firebox and boiler, producing a combination of power and speed never seen before in a steam locomotive. Initially tested on the Boston and Albany Railroad, the new wheel arrangement was dubbed the Berkshire after the mountain range it conquered on the B&A.

At about the same time, the Van Sweringen brothers of Cleveland, Ohio assembled a group of railroads under their control, including the Chesapeake & Ohio, the Nickel Plate Road, the Pere Marquette, and the Erie Railroad. Under the leadership of talented designer John Black, an Advisory Mechanical Committee was formed to design engines for the Van Sweringen roads. The group turned out some of the finest locomotives of the super power era, and perhaps its crowning achievement was the "Nickel Plate Berk," a 2-8-4 introduced in 1934 and called by steam historian Eugene

Huddleston "the greatest 2-8-4 ever to take to the rails." Alco won the bid to construct the initial 15 S-Class Berks in 1934. But the Pere Marquette's 1937 order for near-identical engines went to Lima, which also built subsequent orders in the 1940s for 65 more Nickel Plate 2-8-4s, classes S-1 through S-3. Delivered in 1949, the final engine in the group, No. 779, would also prove to be the last Lima-built steamer.

Engineers as well as railfans loved the 700-series Berkshires for their looks, speed, power, and wonderful sound. As one engineer recalled, "It was a thrill to operate them." Intended for fast freight, they could also take off with an 18-20 car WWII troop train. After the war, the eighty S-Class steamers played a major role in transforming the Nickel Plate into a highly efficient railroad known for fast speeds and high traffic density. Officially known as the New York, Chicago, and St. Louis, the road offered the shortest route between the Chicago area and Buffalo, with lots of flat, straight track where the Berks could just buckle down and run.

Six of the Nickel Plate engines and two Pere Marquette Berks have survived into preservation. Nickel Plate 765, fresh from a 12-year restoration by the Fort Wayne [Indiana] Railroad Historical Society, appeared last summer at Train Festival 2009 alongside sister Pere Marquette 1225 — the prototype for the locomotive in the movie *Polar Express*.

New for 2010, the Van Sweringen Berks join the M.T.H. lineup. The Nickel Plate version is modeled as it appeared in the 1950s, sporting illuminated number boards and a Mars light added above the headlight. While these are not the first HO models of these iconic steamers, we believe they are surely the best, with superb detailing, die cast construction for great pulling power, synchronized puffing smoke, steady speeds down to three scale miles per hour, and great sounds that include the actual bell and whistle from restored No. 765.

Learn more about No. 765 at the Fort Wayne Railroad Historical Society's Web site, www.765.org.



NEW! **Nickel Plate Road** - 2-8-4 Berkshire Steam Engine
 80-3173-1 Cab Number 765 \$449.95
Nickel Plate Road - 2-8-4 Berkshire Steam Engine
 80-3174-1 Cab Number 765 \$449.95
2009 Excursion - No Running Board Stripes

Nickel Plate Road - 2-8-4 Berkshire Steam Engine
 80-3175-1 Cab Number 757 \$449.95
Nickel Plate Road - 2-8-4 Berkshire Steam Engine
 80-3176-1 Cab Number 759 \$449.95

Features

- Die-Cast Metal Boiler and Tender Body
- Die-Cast Metal Chassis
- Authentic Paint Scheme & Cab Numbers
- RP-25 Metal Wheels Mounted On Metal Axles
- Directionally Controlled Constant Voltage Headlight
- Operating MARS Light *(Where Prototypical)*
- Prototypical Rule 17 Lighting
- Detailed Truck Sides
- Detailed Cab Interior
- Opening Cab Roof Hatch
- Powerful 12-Volt 5-Pole Precision Flywheel Equipped Motor
- (2) Scale Kadee-Compatible Couplers
- Metal Handrails and Bell
- Metal Whistle
- Sprung Drive Wheels
- Synchronized Puffing ProtoSmoke® System
- Locomotive Speed Control In Scale MPH Increments
- Detailed Tender Undercarriage
- Interchangeable Traction Tire-Equipped Drive Wheels
- On-Board DCC Receiver
- Operates On Code 70, 83, & 100 Rail
- Wireless Drawbar
- Engineer and Fireman Figures
- Operating Marker Lights and Class Lights
- Lighted Number Boards
- Operating Tender Back-up Light
- Proto-Sound® 3.0 With The Digital Command System Featuring Passenger Station or Freight Yard Proto-Effects™
- Unit Measures: 15 3/4" x 2 1/4" x 1 1/2"
- Operates On 18" Radius Curves



NEW! **Pere Marquette** - 2-8-4 Berkshire Steam Engine
 80-3172-1 Cab Number 1225 \$449.95
Pere Marquette - 2-8-4 Berkshire Steam Engine
 80-3177-1 Cab Number 1225 \$449.95
2009 Excursion - No Running Board Stripes
Pere Marquette - 2-8-4 Berkshire Steam Engine
 80-3178-1 Cab Number 1223 \$449.95



NEW! **Chesapeake & Ohio** - 2-8-4 Berkshire Steam Engine
 81-3001-1 Cab Number 2736 \$449.95

All Models Include On-Board DCC Receiver



NEW! **Golden Spike** - 2-8-4 Berkshire Steam Engine
 80-3179-1 Cab Number 759 \$449.95

Nickel Plate 759 was restored by Ross Rowland and in 1969 led the Golden Spike Special westward from New York City to help celebrate the 100th anniversary of the driving of the Golden Spike.



NEW! **Richmond Fredericksburg & Potomac** - 2-8-4 Berkshire Steam Engine
 81-3003-1 Cab Number 580 \$449.95



NEW! **Erie** - 2-8-4 Berkshire Steam Engine
 81-3002-1 Cab Number 3331 \$449.95



NEW! **Wheeling & Lake Erie** - 2-8-4 Berkshire Steam Engine
 81-3004-1 Cab Number 6413 \$449.95

In-Stock Steam Locomotives

NYC L-3 and L-4 Mohawks



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



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



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



Includes removable
smoke deflectors

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

Includes removable
smoke deflectors



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

4-6-4 Dreyfuss Hudson



New York Central - 4-6-4 Dreyfuss Steam Engine
 80-3167-1 Cab Number 5445 (1940 paint scheme) \$449.95
 80-3168-1 Cab Number 5446 (1940 paint scheme) \$449.95



New York Central - 4-6-4 Dreyfuss Steam Engine (Scullen Drivers)
 80-3164-1 Cab Number 5453 (1940 paint scheme) \$449.95



New York Central - 4-6-4 Dreyfuss Steam Engine
 80-3165-1 Cab Number 5449 (1938 paint scheme) \$449.95
 80-3166-1 Cab Number 5448 (1938 paint scheme) \$449.95

9000-Class 4-12-2



Union Pacific - 4-12-2 9000 Steam Engine
 80-3152-1 Cab Number 9000 \$549.95
 80-3154-1 Cab Number 9503 \$549.95*
 80-3155-1 Cab Number 9512 \$549.95*
 * Oregon Short Line Markings (UP subsidiary in Idaho and Oregon)

**Configurable Drive Train
 can be "Unlocked" for
 Tight 18" Minimum
 Curve Operation**

In-Stock Steam Locomotives

Norfolk and Western Class J 4-8-4



Norfolk & Western - 4-8-4 J Steam Locomotive
 80-3145-1 Cab Number 613 \$449.95
 80-3146-1 Cab Number 611 \$449.95
 80-3147-1 Cab Number 612 \$449.95



Norfolk & Western - 4-8-4 J Steam Locomotive
 80-3148-1 Cab Number 600 \$449.95
 80-3149-1 Cab Number 603 \$449.95
 80-3150-1 Cab Number 604 \$449.95

4-6-4 Empire State Express Hudson



New York Central - 4-6-4 Empire State Express Steam Engine
 80-3169-1 Cab Number 5426 \$449.95
 80-3170-1 Cab Number 5429 \$449.95

2-8-2 USRA Light Mikado



Pennsylvania - 2-8-2 USRA Light Mikado w/Proto-Sound 3.0

| | | |
|-----------|-----------------|----------|
| 80-3140-1 | Cab Number 9630 | \$449.95 |
| 80-3141-1 | Cab Number 9627 | \$449.95 |
| 80-3142-1 | Cab Number 9631 | \$449.95 |

Footboard pilot, high-mounted headlight, boiler-top bell



Union Pacific - 2-8-2 USRA Light Mikado w/Proto-Sound 3.0

| | | |
|-----------|-----------------|----------|
| 80-3134-1 | Cab Number 2498 | \$449.95 |
| 80-3135-1 | Cab Number 2495 | \$449.95 |
| 80-3136-1 | Cab Number 2486 | \$449.95 |

Boiler-tube pilot, centered headlight, bell mounted on smokebox



Baltimore & Ohio - 2-8-2 USRA Light Mikado w/Proto-Sound 3.0

| | | |
|-----------|-----------------|----------|
| 80-3131-1 | Cab Number 4500 | \$449.95 |
| 80-3132-1 | Cab Number 4519 | \$449.95 |
| 80-3133-1 | Cab Number 4515 | \$449.95 |

Boiler-tube pilot, centered headlight, bell mounted on smokebox



New York Central - 2-8-2 USRA Light Mikado w/Proto-Sound 3.0

| | | |
|-----------|-----------------|----------|
| 80-3137-1 | Cab Number 6104 | \$449.95 |
| 80-3138-1 | Cab Number 6109 | \$449.95 |
| 80-3139-1 | Cab Number 6106 | \$449.95 |

Footboard pilot, centered headlight, bell mounted on smokebox

Also Available:

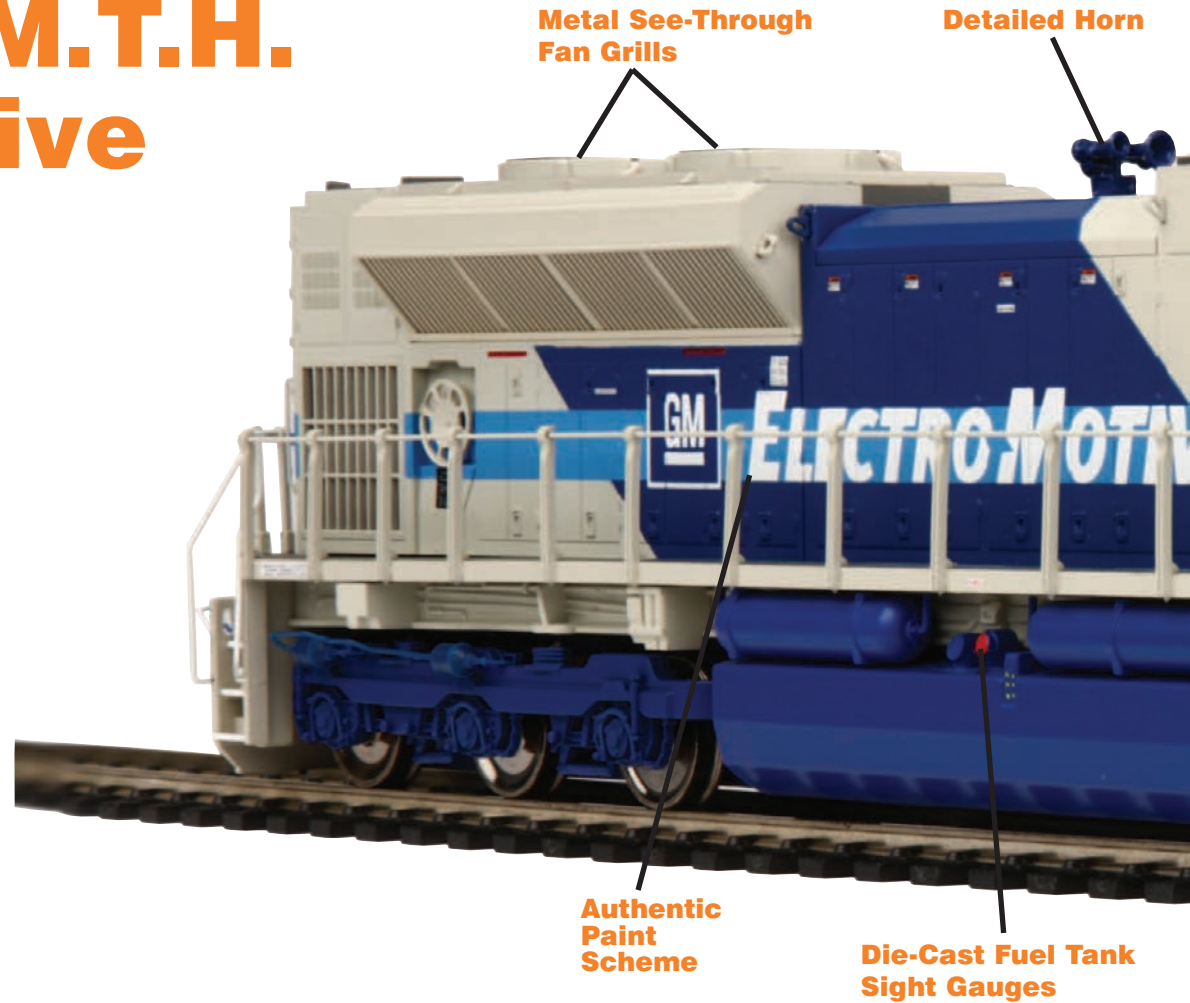
Black Undecorated - 2-8-2 USRA Light Mikado w/Proto-Sound 3.0

| | | |
|-----------|---------------------------|----------|
| 80-3144-1 | w/ High Mounted Headlight | \$449.95 |
|-----------|---------------------------|----------|

Footboard pilot, high-mounted headlight, boiler-top bell

Anatomy of an M.T.H. Diesel Locomotive

Look closely at any M.T.H. locomotive and you'll find a combination of superb detailing, prototype accuracy, realistic sound effects, and smooth, dependable operation that is unmatched by any other manufacturer. The Electro-Motive Diesel SD70ACe shown here, for example, features a wealth of separately-added detail parts and tooling that can be customized to produce different, accurate versions for a variety of railroads—by changing the location of vents, headlights, side panels, and other locomotive details.



**Powerful Balanced
12-Volt 5-Pole Precision
Flywheel-Equipped Motor**

**Side View
Mirror**

GPS Receiver

**Metal See-Through
Fan Grills**



**Separate Metal
Grab Irons and
Hand Rails**

**Safety Tread on
End Steps**

Detachable Snow Plow



Crew Figures

**All Wheels
Powered**

*Pre-Production Model Shown
(Graphics Subject to Change)*

**Warning
Placards**



**Safety Tread
on Walkways**

**See-Through
Grills**



**Metal
Handrails**

**Handrails &
Safety
Chains**

**Operating
Ditch Lights**

**Coupler Lift
Bar**

MU Cables



Veranda Turbine



New for 2010, M.T.H. introduces the UP Veranda Turbine with more features than any other model of this massive locomotive: variable intensity smoke; a broad range of sounds, from the turbine itself to crew conversations; remotely controlled couplers on the locomotive; operating Mars light; built-in decoder to ensure full compatibility with all NMRA-standard DCC systems; and die-cast metal construction, twin flywheel-equipped motors, and four traction tires to provide pulling power that rivals the prototype.

The turbines were the 1950s manifestation of the Union Pacific's ongoing love affair with massive, larger-than-life locomotives — a family line of giant UP power that began with the 9000-class 4-12-2 steamers, continued with the Challengers, Big Boys, and gas turbines, and ended with the DDA40X Centennial diesels.

In the late 1940s, even as it was building diesels in partnership with Alco, General Electric was experimenting with ways to apply its aircraft jet engine technology to railroading. Its gas turbine electric (GTEL) was basically a diesel engine with a large turbine replacing the diesel as the

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

After two years of testing GE's prototype, the Union Pacific ordered its first ten GTELs in 1951. The engines were designed to burn Bunker C oil, a byproduct of petroleum distillation that was almost considered waste material. The low cost of Bunker C more than compensated for the turbines' high consumption. The new turbines, nicknamed "Big Blows" for their jet-like sound, were assigned mainly to the UP's 992-mile division from Council Bluffs, Iowa to Ogden, Utah. The turbines were so successful that an order for 15 second-generation engines was placed even before the entire first order had been received.

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

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



NEW! **Union Pacific** - Veranda Turbine Locomotive and Tender Set

| | | |
|-----------|---------------|----------|
| 80-2052-1 | Cab Number 63 | \$499.95 |
| 80-2053-1 | Cab Number 66 | \$499.95 |
| 80-2054-1 | Cab Number 70 | \$499.95 |
| 80-2055-1 | Cab Number 73 | \$499.95 |

Union Pacific - Veranda Turbine (Locomotive Only)

| | | |
|-----------|---------------|----------|
| 80-2056-1 | Cab Number 63 | \$429.95 |
| 80-2057-1 | Cab Number 66 | \$429.95 |
| 80-2058-1 | Cab Number 70 | \$429.95 |
| 80-2059-1 | Cab Number 73 | \$429.95 |

Die-Cast Metal Locomotive and Tender Bodies

Includes Operating Smoke and Two Powerful Motors!

Features

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

DCC Diesel Features*

- Headlight
- Bell
- Horn
- Start Up/Shut Down
- Rear Coupler
- Front Coupler
- Engine Sounds On/Off
- Sound Volume
- Smoke On/Off
- Forward Horn Signal
- Reverse Horn Signal
- Grade Crossing Horn Signal
- Cab/All Light On/Off
- Extended Start Up
- Extended Shut Down
- Rev Up
- Rev Down
- Coupler Close
- One-Shot Doppler
- Feature Reset
- Idle Sequence 1
- Idle Sequence 2
- Idle Sequence 3
- Idle Sequence 4
- Ditch Lights Auto/On/Off
- Brakes Auto/Off
- Cab Chatter Auto/Off
- Clickety-Clack Auto/Off
- Coupler Slack Sound
- Train Wreck
- PFA Activate/Cycle

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



Little Joe Electric



By the late 1940s, the engines on the Milwaukee Road's electrified Rocky Mountain Division were nearly three decades old and tired, and diesels were the wave of the future. Management was intending to pull down the overhead wires and dieselize the entire division. Then along came a big electric named Little Joe, and the wires stayed up for another quarter-century.

The Joes were actually built for another customer half a world away, Russia's Trans-Siberian Railroad. But by the time they were ready to deliver in 1948, the Cold War had frozen sales to the Soviet Union, and builder General Electric was stuck with twenty 5,500 hp locomotives designed to run on 3,300 volts DC. As the Milwaukee Road was one of the few American railroads with overhead DC power (at 3,000 volts), GE offered the entire order to the Milwaukee at the fire sale price of one million dollars. At least one unit, painted in GE

demo colors, was tested on the Milwaukee in 1948 and acquired the nickname "Little Joe" after Joe Stalin.

But the Milwaukee came up with reasons not to make the purchase, and in 1949 three units went to the Chicago, South Shore and South Bend for freight service, where they served until 1983, and five more to Brazil's Paulista Railroad, where they were known as *Russas*.

An upsurge of traffic from the Korean War convinced the Milwaukee it had made a mistake, and in August 1950 it purchased the remaining 12 Joes for the original million-dollar price. All went to the Rocky Mountain Division between Harlowton, Montana and Avery, Idaho — ten designated EF-4 for freight service and two as EP-4s for *Olympian Hiawatha* passenger trains.

Originally the freight units worked in pairs, with a boxcab helper added on the division's tougher grades. But later in the 1950s a GP9 diesel was attached to the Little Joe pairs and controlled from the lead Joe; this combination could run straight through electrified territory without adding or dropping helpers. By the following decade, Joes were simply cut in ahead of the freight diesels at the beginning of electrified territory, with the Joe's engineer controlling all units. Eventually, however, second-generation diesels brought an end to electrification, and on June 15, 1974, the last Little Joes folded their pantographs.

New for 2010, the M.T.H. Little Joe duplicates the brute strength and dependability of the original, complete with a detailed die-cast metal body and, for the first time in HO, operating pantographs that raise and lower automatically according to the direction of travel.



NEW! Milwaukee Road - Little Joe Electric (Passenger Colors)
 80-2037-1 Cab Number E20 \$399.95
 80-2038-1 Cab Number E21 \$399.95

Die-Cast Metal Construction



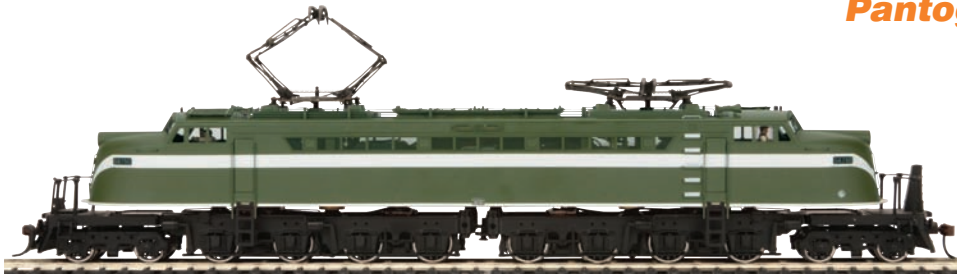
NEW! South Shore - Little Joe Electric
 80-2040-1 Cab Number 801 \$399.95
 80-2041-1 Cab Number 802 \$399.95
 80-2042-1 Cab Number 803 \$399.95

All Models Include On-Board DCC Receiver



NEW! FEPASA (Brazilian national railway) - Little Joe Electric
 80-2043-1 Cab Number 6451 \$399.95
 80-2044-1 Cab Number 6452 \$399.95
 80-2045-1 Cab Number 6455 \$399.95

All Models Include Operating, Motorized Pantographs



NEW! GE Demo - Little Joe Electric
 80-2033-1 Cab Number GE-750 \$399.95

Features

- Die-Cast Metal Body
- Die-Cast Metal Chassis
- Authentic Paint Scheme & Cab Numbers
- RP-25 Metal Wheels Mounted On Metal Axles
- Constant Voltage, Directional Headlights
- Prototypical Rule 17 Lighting
- Remotely Controlled, Directionally Activated Operating Pantographs
- Detailed Truck Sides
- Detailed Cab Interior
- Powerful 12-Volt 5-Pole Precision Skew-Wound Flywheel-Equipped Motor
- (2) Scale Kadee-Compatible Remotely Controlled Proto-Couplers
- (2) User-Installable Kadee-Compatible Magnetic Couplers
- Metal Handrails and Bell
- Metal Horn
- Locomotive Speed Control In Scale MPH Increments
- Interchangeable Traction Tire-Equipped Drive Wheels
- On-Board DCC Receiver
- Operates On Code 70, 83, & 100 Rail
- Proto-Sound® 3.0 With The Digital Command System Featuring Passenger Station or Freight Yard Proto-Effects™
- Unit Measures: 12 3/4" x 1 3/8" x 2 7/16"
- Operates On 18" Radius Curves



NEW! Milwaukee Road - Little Joe Electric (Freight Colors)
 80-2035-1 Cab Number E73 \$399.95
 80-2036-1 Cab Number E76 \$399.95
 80-2039-1 Cab Number E75 \$399.95
 80-2034-1 Cab Number E72 \$399.95

Alco PA Diesel



All Models Include On-Board DCC Receiver and Operating Smoke!

The PA was Alco's glamour girl. While Electro-Motive's E-units easily outsold Alco's passenger engine, the PA is widely regarded as the most beautiful first-generation diesel — period. Perhaps no other locomotive looked so right at the head of the streamlined trains of the late forties and fifties that were the last hurrah of American long-distance passenger service. The 294 PA's and cabless PB's built between 1946 and 1953 powered some of America's most famous name trains, from the Southern Pacific's *Daylight* to the New York Central's *Empire State Express*.

The muscular PA profile and its elegant nose, with the characteristic grille around the headlight, were designed by Ray Patten, General Electric's head of industrial design. At the time, GE and Alco were partners in the locomotive business, with GE making the electrical equipment for all Alco diesels. Patten's design was described as "a locomotive so distinctive and so powerful looking that it actually helps railroads sell

their services to passengers and shippers." While Alco would later fall by the wayside, GE went on to become America's largest locomotive builder by the early 1990's.

Under the hood of the PA beat a 16-cylinder model 244 prime mover that developed 2000 hp. Depending on their gearing, PA's could hustle a passenger consist along at up to 100 mph. Railfans gave the PAs and other Alcos the tongue-in-cheek title of "honorary steam locomotives" in recognition of the black smoke they produced when starting or accelerating, until the turbocharger came up to speed.

Long after all other PA's had gone to scrap, four restored ex-Santa Fe units remained in service on the Delaware & Hudson into the late 1970's. Sold to the Ferrocarriles Nacionales de Mexico (FNM) in 1978, most of the units eventually deteriorated to junk status, although one remained operational. But in April of 2000, Doyle McCormack — who

also happens to be the engineer of No. 4449, the restored Southern Pacific Daylight — and the Smithsonian Institution repatriated two of the junked units for rebuilding. One of the units will be restored to Santa Fe livery for static display, while Doyle is bringing the other PA back to life in the Nickel Plate Road "Bluebird" scheme. You can follow the progress of Doyle's labor on the Web site www.nkp190.com.

Recreate the excitement of first-class passenger travel in the middle of the last century, with these Alco PA locomotives and matching passenger sets. Our ProtoSound 3.0 sound and control system brings you the authentic sounds of an Alco prime mover and station announcements for name trains of the 1940s and '50s — along with the ability to 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.



NEW!

Southern Pacific - Alco PA A-B Set With Proto-Sound 3.0

80-2049-1 Cab Numbers 6005 & 5910 \$449.95

Southern Pacific - Alco PA A Unit With Proto-Sound 3.0

80-2050-1 Cab Number 6006 \$249.95

Southern Pacific - Alco PA B Unit With Proto-Sound 3.0

80-2051-1 Cab Number 5911 \$229.95

Boxed Passenger Set

See Page 29 for Passenger Car Details

Southern Pacific - Alco PA Boxed Set

80-2061-1 \$529.95

Includes Powered A Unit & 5 Passenger Cars
(Baggage, Tavern, Parlor, Single Chair Coach, Observation)
See Website for Engine and Car Names and Numbers



NEW!

New York Central - Alco PA A-B Set With Proto-Sound 3.0

80-2046-1 Cab Number 4200 & 4300 \$449.95

New York Central - Alco PA A Unit With Proto-Sound 3.0

80-2047-1 Cab Number 4202 \$249.95

New York Central - Alco PA B Unit With Proto-Sound 3.0

80-2048-1 Cab Number 4302 \$229.95

Boxed Passenger Set

See Page 26 for Passenger Car Details

New York Central - Alco PA Boxed Set

80-2060-1 \$529.95

Includes Powered A Unit & 5 Passenger Cars

(Baggage, Parlor, Diner, Coach, Observation)

See Website for Engine and Car Names and Numbers

Features

- Intricately Detailed ABS Bodies
- Authentic Paint Scheme & Cab Numbers
- Detailed Truck Sides, Pilots and Fuel Tank
- Die-Cast Metal Chassis
- (2) Cab Figures In A Unit
- Directionally Controlled Headlights
- RP-25 Metal Wheels Mounted On Metal Axles
- Powerful 12-Volt 5-Pole Precision Skew-Wound Flywheel-Equipped Motor In Each Unit
- Locomotive Speed Control in Scale MPH Increments
- Lighted Cab Interior
- Operating MARS Light (Where Prototypical)
- Illuminated Number Boards
- Lighted Class Lights
- (2) Scale Kadee-Compatible Remotely Controlled Proto-Couplers On Each Unit
- (2) User-Installable Kadee-Compatible Operating Couplers Also Supplied
- On-Board DCC Receiver
- Operates On Code 70, 83, & 100 Rail
- Proto-Sound® 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects™
- A Unit Measures: 9 1/4" x 1 3/8" x 2 1/8"
- B Unit Measures: 8 3/4" x 1 3/8" x 2 1/8"
- Operates On 18" Radius Curves



HO Diesels

SD70ACe Diesel



CSX - SD70ACe Diesel Engine
 80-2001-1 w/Proto-Sound 3.0 \$249.95
 Cab Numbers 4833, 4836 & 4839



BNSF - SD70ACe Diesel Engine
 80-2003-1 w/Proto-Sound 3.0 \$249.95
 Cab Numbers 9371, 9370 & 9374



EMD Demonstrator - SD70ACe Diesel Engine
 80-2004-1 w/Proto-Sound 3.0 \$249.95
 Cab Numbers GM70 (Off-White Steps) GM71 & GM73 (Blue Steps)



Kansas City Southern- SD70ACe Diesel Engine
 80-2002-1 w/Proto-Sound 3.0 \$249.95
 Cab Numbers 4030, 4031 & 4051



Union Pacific - SD70ACe Diesel Engine
 80-2006-1 w/Proto-Sound 3.0 \$249.95
 Cab Number 8321



George H. Bush - SD70ACe Diesel Engine
 80-2013-1 w/Proto-Sound 3.0 \$249.95
 Cab Number 4141



Montana Rail Link - SD70ACe Diesel Engine
 80-2005-1 w/Proto-Sound 3.0 \$249.95
 Cab Numbers 4304, 4308 & 4311



Union Pacific - SD70ACe Diesel Engine w/Proto-Sound® 3.0
 80-2023-1 Cab No.8444 \$249.95
 80-2024-1 Cab No.8439 \$249.95
 80-2025-1 Cab No.8453 \$249.95



Western Pacific - SD70ACe Diesel Engine
 80-2008-1 w/Proto-Sound 3.0 \$249.95
 Cab Number 1983



Missouri Pacific - SD70ACe Diesel Engine
 80-2007-1 w/Proto-Sound 3.0 \$249.95
 Cab Number 1982



Katy - SD70ACe Diesel Engine
 80-2009-1 w/Proto-Sound 3.0 \$249.95
 Cab Number 1988



Denver & Rio Grande Western- SD70ACe Diesel Engine
 80-2010-1 w/Proto-Sound 3.0 \$249.95
 Cab Number 1989



Chicago & North Western - SD70ACe Diesel Engine
 80-2011-1 w/Proto-Sound 3.0 \$249.95
 Cab Number 1995



Southern Pacific - SD70ACe Diesel Engine
 80-2012-1 w/Proto-Sound 3.0 \$249.95
 Cab Number 1996

Electro-Motive Diesel SD70M-2



Norfolk Southern - SD70M-2 Diesel Engine w/Proto-Sound 3.0
 80-2014-1 Cab No. 2649 \$249.95
 80-2015-1 Cab No. 2651 \$249.95
 80-2016-1 Cab No. 2654 \$249.95



Florida East Coast - SD70M-2 Diesel Engine w/Proto-Sound 3.0
 80-2020-1 Cab No. 100 \$249.95
 80-2021-1 Cab No. 102 \$249.95
 80-2022-1 Cab No. 103 \$249.95



Florida East Coast - SD70M-2 Diesel Engine w/Proto-Sound 3.0
 80-2029-1 Cab No. 106 \$249.95
 80-2030-1 Cab No. 105 \$249.95
 80-2031-1 Cab No. 107 \$249.95



Canadian National - SD70M-2 Diesel Engine w/Proto-Sound 3.0
 80-2026-1 Cab No. 8000 \$249.95
 80-2027-1 Cab No. 8010 \$249.95
 80-2028-1 Cab No. 8023 \$249.95



EMD Demonstrator - SD70M-2 Diesel Engine w/Proto-Sound 3.0
 80-2017-1 Cab No. 74 \$249.95
 80-2018-1 Cab No. 75 \$249.95
 80-2019-1 Cab No. 76 \$249.95

USRA 55-Ton Steel Twin Hopper

When America's railroads were nationalized during World War I, the United States Railroad Administration created 12 standard locomotive designs — including the USRA Mikado shown elsewhere in this catalog — and 5 standardized freight cars. One of the most enduring car designs was the 55-ton all-steel hopper, of which 22,000 cars were delivered by the USRA to 23 railroads. After the war, the American Railroad Association adopted the design as its standard practice, and near-clones were built by the tens of thousands — the majority of which worked long enough to help win the next World War and contribute to the prosperity that followed. New for 2009, M.T.H. announces an accurate model of the USRA hopper that was seen throughout the country for decades, in the liveries of five railroads that received original government allotments.



New York Central - USRA 55-Ton Steel Twin Hopper

80-97003 \$29.95

New York Central - 6-Car USRA 55-Ton Steel Twin Hopper Car Set

80-90010 \$169.95

New York Central - 6-Car USRA 55-Ton Steel Twin Hopper Car Set

80-90011 \$169.95



Pennsylvania - USRA 55-Ton Steel Twin Hopper

80-97004 \$29.95

Pennsylvania - 6-Car USRA 55-Ton Steel Twin Hopper Car Set

80-90012 \$169.95

Pennsylvania - 6-Car USRA 55-Ton Steel Twin Hopper Car Set

80-90013 \$169.95



Chesapeake & Ohio - USRA 55-Ton Steel Twin Hopper

80-97002 \$29.95

Chesapeake & Ohio - 6-Car USRA 55-Ton Steel Twin Hopper Car Set

80-90008 \$169.95

Chesapeake & Ohio - 6-Car USRA 55-Ton Steel Twin Hopper Car Set

80-90009 \$169.95



CCC & St. Louis RY - USRA 55-Ton Steel Twin Hopper

80-97001 \$29.95

CCC & St. Louis RY - 6-Car USRA 55-Ton Steel Twin Hopper Car Set

80-90006 \$169.95

CCC & St. Louis RY - 6-Car USRA 55-Ton Steel Twin Hopper Car Set

80-90007 \$169.95



Cinchfield - USRA 55-Ton Steel Twin Hopper

80-97005 \$29.95

Cinchfield - 6-Car USRA 55-Ton Steel Twin Hopper Car Set

80-90004 \$169.95

Cinchfield - 6-Car USRA 55-Ton Steel Twin Hopper Car Set

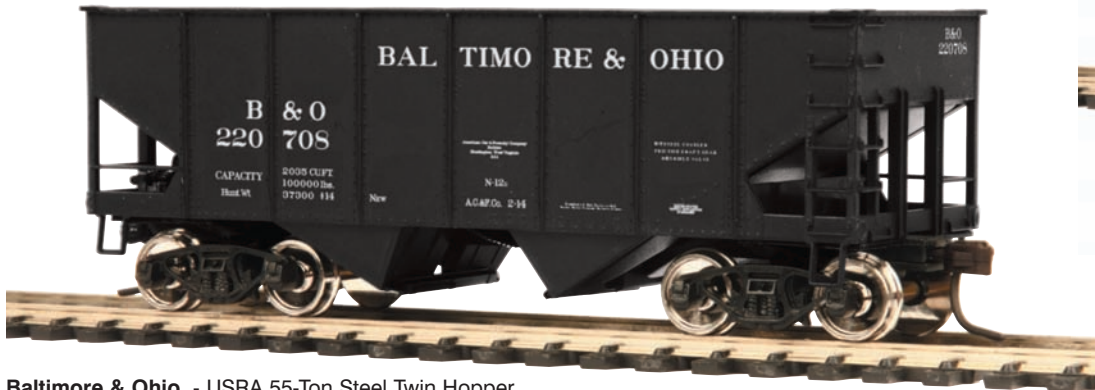
80-90005 \$169.95



USRA 55-Ton Steel Twin Hopper

= Imagination and Fun

While we take pride in the prototype accuracy of most of our HO products, you will find items in this and future catalogs bearing an designation (and item numbers with an "81" prefix) that may stray from historical accuracy. On these pages, we present models of our highly detailed USRA hopper, lettered for a number of railroads that did not receive original USRA allocations, but did roster sizeable hopper car fleets.



Baltimore & Ohio - USRA 55-Ton Steel Twin Hopper

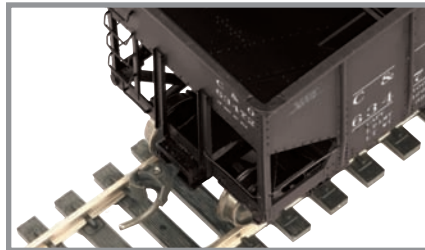
81-97001 \$29.95

Baltimore & Ohio - 6-Car USRA 55-Ton Steel Twin Hopper Car Set

81-90012 \$169.95

Baltimore & Ohio - 6-Car USRA 55-Ton Steel Twin Hopper Car Set

81-90013 \$169.95



Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Decorative Brake Wheels
- Separate Metal Handrails
- 1:87 Scale Dimensions
- Kadee® Compatible Couplers
- Detailed Undercarriage
- Fully Sprung Die-Cast 4-Wheel Metal Trucks
- Unit Measures: 4 3/4" x 1 3/4" x 1 1/2"
- Operates On 18" Curves



Erie - USRA 55-Ton Steel Twin Hopper

81-97003 \$29.95

Erie - 6-Car USRA 55-Ton Steel Twin Hopper Car Set

81-90016 \$169.95

Erie - 6-Car USRA 55-Ton Steel Twin Hopper Car Set

81-90017 \$169.95



Western Maryland - USRA 55-Ton Steel Twin Hopper

81-97002 \$29.95

Western Maryland - 6-Car USRA 55-Ton Steel Twin Hopper Car Set

81-90014 \$169.95

Western Maryland - 6-Car USRA 55-Ton Steel Twin Hopper Car Set

81-90015 \$169.95





USRA 55-Ton Steel Twin Hopper



Milwaukee Road - USRA 55-Ton Steel Twin Hopper

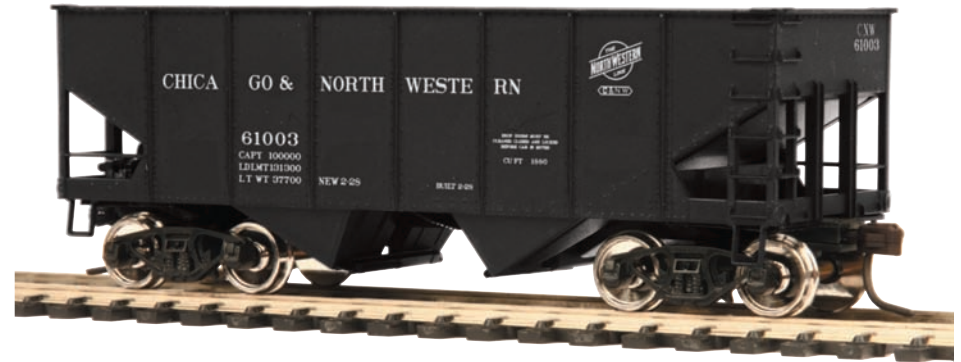
81-97005 \$29.95

Milwaukee Road - 6-Car USRA 55-Ton Steel Twin Hopper Car Set

81-90020 \$169.95

Milwaukee Road - 6-Car USRA 55-Ton Steel Twin Hopper Car Set

81-90021 \$169.95



Chicago NorthWestern - USRA 55-Ton Steel Twin Hopper

81-97006 \$29.95

Chicago NorthWestern - 6-Car USRA 55-Ton Steel Twin Hopper Car Set

81-90022 \$169.95

Chicago NorthWestern - 6-Car USRA 55-Ton Steel Twin Hopper Car Set

81-90023 \$169.95



Norfolk & Western - USRA 55-Ton Steel Twin Hopper

81-97004 \$29.95

Norfolk & Western - 6-Car USRA 55-Ton Steel Twin Hopper Car Set

81-90018 \$169.95

Norfolk & Western - 6-Car USRA 55-Ton Steel Twin Hopper Car Set

81-90019 \$169.95



Union Pacific - USRA 55-Ton Steel Twin Hopper

81-97007 \$29.95


Union Pacific - 6-Car USRA 55-Ton Steel Twin Hopper Car Set

81-90024 \$169.95

Union Pacific - 6-Car USRA 55-Ton Steel Twin Hopper Car Set

81-90025 \$169.95



Pittsburgh & West Virginia - USRA 55-Ton Steel Twin Hopper 

81-97011 \$29.95

Pittsburgh & West Virginia - 6-Car USRA 55-Ton Steel Twin Hopper Car Set

81-90032 \$169.95

Pittsburgh & West Virginia - 6-Car USRA 55-Ton Steel Twin Hopper Car Set

81-90033 \$169.95



Denver Rio Grande - USRA 55-Ton Steel Twin Hopper 

81-97008 \$29.95

Denver Rio Grande - 6-Car USRA 55-Ton Steel Twin Hopper Car Set

81-90026 \$169.95

Denver Rio Grande - 6-Car USRA 55-Ton Steel Twin Hopper Car Set

81-90027 \$169.95



Lehigh & New England - USRA 55-Ton Steel Twin Hopper 

81-97010 \$29.95

Lehigh & New England - 6-Car USRA 55-Ton Steel Twin Hopper Car Set

81-90030 \$169.95

Lehigh & New England - 6-Car USRA 55-Ton Steel Twin Hopper Car Set

81-90031 \$169.95



Central Railroad of Pennsylvania - USRA 55-Ton Steel Twin Hopper 

81-97009 \$29.95

Central Railroad of Pennsylvania - 6-Car USRA 55-Ton Steel Twin Hopper Car Set



81-90028 \$169.95

Central Railroad of Pennsylvania - 6-Car USRA 55-Ton Steel Twin Hopper Car Set

81-90029 \$169.95

R40-2 Woodsided Reefer

 = Imagination and Fun

While we take pride in the prototype accuracy of most of our HO products, you will find items in this and future catalogs bearing an  designation (and item numbers with an "81" prefix) that may feature imaginary graphics or stray from historical accuracy. These  products are exciting and enjoyable for railroaders who like to use their imagination and just have some fun. Imagine if the BNSF developed a "Heritage Series" of locomotives like the Union Pacific. A SD70ACe in Santa Fe livery would be a knockout!



Snickers - R40-2 Woodsided Reefer
81-94007 \$29.95



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Miller - R40-2 Woodsided Reefer
81-94003 \$29.95



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Milky Way - R40-2 Woodsided Reefer
81-94008 \$29.95



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Coors - R40-2 Woodsided Reefer
81-94004 \$29.95



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22 Pacific Fruit Express - 6-Car R40-2 Reefer Set
80-90003 \$169.95

Pacific Fruit Express - 6-Car R40-2 Reefer Set
80-90001 \$169.95

Pacific Fruit Express - 6-Car R40-2 Reefer Set
80-90002 \$169.95



Dr. Pepper - R40-2 Woodsided Reefer
81-94009 \$29.95



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A&W - R40-2 Woodsided Reefer
81-94006 \$29.95



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Iron City - R40-2 Woodsided Reefer
81-94005 \$29.95



Anheuser Busch - R40-2 Woodsided Reefer
81-94002 \$29.95



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Rolling Rock - R40-2 Woodsided Reefer
20-94001 \$29.95



"© 2009 Anheuser-Busch, Inc. All Rights Reserved."



Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Brake Wheels
- Separate Metal Handrails
- 1:87 Scale Dimensions
- Kadee® Compatible Couplers
- Detailed Undercarriage
- Fully Sprung Die-Cast 4-Wheel Metal Trucks
- Unit Measures: 6 1/8" x 1 1/4" x 1 7/8"
- Operates On 18" Curves



Operating Action Cars

 = Imagination and Fun

While we take pride in the prototype accuracy of most of our HO products, you will find items in this and future catalogs bearing an  designation (and item numbers with an "81" prefix) that may feature imaginary graphics or stray from historical accuracy. These  products are exciting and enjoyable for railroaders who like to use their imagination and just have some fun. Imagine if the BNSF developed a "Heritage Series" of locomotives like the Union Pacific. A SD70ACe in Santa Fe livery would be a knockout!


These new operating action and aquarium cars take their inspiration from popular O gauge cars issued in the 1950's. There were in fact a number of prototype cars built to carry live fish, perhaps the most famous being the Nautilus owned by Chicago's John G. Shedd Aquarium — but of course none had glass sides! Our new Operating Action Cars feature backlit scenes that move as the car rolls by, with aquatic-themed cars featuring wavy glass to simulate water.



Tropical Fish
Operating Action Car
81-99005 \$54.95 




**CHROME
PLATED!**

Coors Light
Operating Action Car
81-99001 \$54.95 



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Large Mouth Bass
Operating Action Car
81-99008 \$54.95 



Harley-Davidson®
Operating Action Car
81-99003 \$54.95 




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Maryland Crabs
Operating Action Car
81-99006 \$54.95 




Budweiser
Operating Action Car
81-99002 \$54.95 

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Lionel
Operating Action Car
81-99009 \$54.95 
Licensed by Lionel L.L.C.




M&M'S®
Operating Action Car
81-99004 \$54.95 

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©MARS, Incorporated 2009

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Fully Sprung Die-Cast 4-Wheel Metal Trucks
- Kadee® Compatible Couplers
- Brake Wheels
- 1:87 Scale Dimensions
- Unit Measures: 6 1/8" x 1 1/8" x 1 15/16"
- Operates On 18" Radius Curves



Sharks
Operating Action Car
81-99007 \$54.95 



SEE IT IN
ACTION
ON THE WEB

www.mthOtrains.com

See 'em in action: Visit our site to see videos of M.T.H. products in action, locate your nearest dealer, or learn more about our products.

Empire State Express Passenger Cars

The re-equipped 1941 *Empire State Express* represented the finest in comfortable daytime travel at an affordable price. In addition to the conductor, a uniformed stewardess helped passengers to their reserved coach or parlor car seats. Dining car service was augmented by a tavern-lounge-baggage at the front of the train and a tavern-lounge-observation at the rear. Thirty-two brand-new, stainless steel Budd streamliners were purchased by the New York Central to cover the service; 26 of the cars were named for New York governors, four of whom later became President, and one of whom — John Jay — was the first Chief Justice of the United States. To further the sense of pride in the history of the New York Central's home state, the cars' coral peach walls and blue-green upholstery were complemented by nearly 40 original mural paintings of historical scenes along the railroad's route.

Visit mthHOTrains.com for car names and numbers.



Features

- Durable, Intricately Detailed ABS Bodies
- Metal Wheels and Axles
- Overhead Interior Lighting
- Detailed 4-Wheel Trucks
- Authentic Paint Scheme
- End-of-Car Diaphragms
- Separate Metal Handrails
- Detailed Car Interiors
- Kadee-Compatible Couplers
- Detailed Car Undercarriage
- 5-Car Sets Feature: (1) RPO-Baggage Car, (1) Parlor Car, (1) Coach, (1) Diner, (1) Tavern-Lounge-Observation
- Each Car Measures: 11 1/2" x 1 7/16" x 1 7/8"
- Operates On 22" Radius Curves



Empire State Express - 2-Car Coach Passenger Set
80-60027 \$134.95



Empire State Express - 2-Car Parlor/Diner Passenger Set
80-60028 \$134.95



Empire State Express - Tavern-Lounge-Baggage Car
80-60026 \$69.95



Empire State Express - 5-Car Passenger Set
80-60025 \$329.95

20th Century Limited Passenger Cars



Twentieth Century (1940) - 2-Car Sleeper Passenger Set
80-60019 \$134.95

Twentieth Century (1938) - 2-Car Sleeper Passenger Set
80-60024 \$134.95



Twentieth Century (1940) - 2-Car Sleeper Passenger Set
80-60020 \$134.95

Twentieth Century (1938) - 2-Car Sleeper Passenger Set
80-60023 \$134.95



Twentieth Century (1940) - 4-4-2 Sleeper Passenger Car
80-60018 \$69.95

Twentieth Century (1938) - 4-4-2 Sleeper Passenger Car
80-60022 \$69.95

Features

- Durable, Intricately Detailed ABS Bodies
- Metal Wheels and Axles
- Overhead Interior Lighting
- Detailed 4-Wheel Trucks
- Authentic Paint Scheme
- End-of-Car Diaphragms
- Separate Metal Handrails
- Detailed Car Interiors
- Kadee-Compatible Couplers
- Detailed Car Undercarriage
- 5-Car Sets Feature: (1) RPO Car, (1) Dormitory-Lounge Coach, (1) 17 Roomette Sleeper, (1) Diner, (1) Observation
- Each Car Measures: 11 1/2" x 1 7/16" x 1 7/8"
- Operates On 22" Radius Curves



Twentieth Century (1940) - 5-Car Passenger Set
80-60017 \$329.95



Twentieth Century (1938) - 5-Car Passenger Set
80-60021 \$329.95

While the Pennsy's rival *Broadway Limited* equaled the *Twentieth Century's* speed and accommodations, the *Century* was the clear winner in the public's eye, usually running in two sections to meet demand while the *Broadway* ran with empty seats. In styling the interiors for the 1938 *Century*, Henry Dreyfuss made frequent use of subdued blues and grays and leather seating — creating an elegant setting to complement the exciting clientele that frequented the *Century*, a favorite of movie and theatre people and businessmen on the rise. One highlight was the dual-purpose dining cars, whose white linens were replaced with rust-colored table cloths when the cars became the "Café Century" night club after dinner.

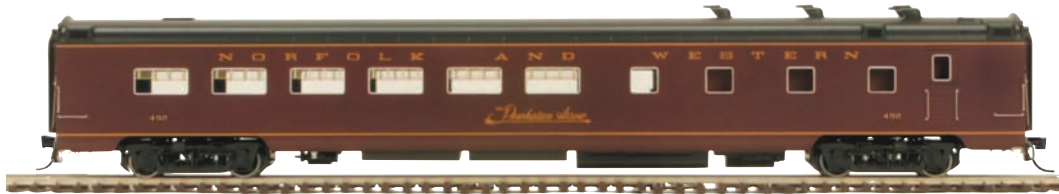
The exterior styling of the cars, however, with blue, white, and gray striping, was soon perceived as too "busy." By 1940, the train had been repainted in an improved, slightly simpler scheme that eliminated the blue accents.

Visit mthHOtrains.com for car names and numbers.

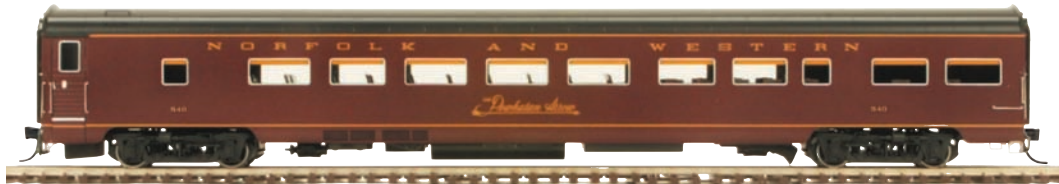
N&W Powhatan Arrow Passenger Cars



"Fine New Feathers for the NEW *Powhatan Arrow*" proclaimed a 1949 brochure for the N&W's premier passenger train, newly re-equipped with luxurious cars from Pullman-Standard. An all-coach daytime streamliner connecting tidewater Virginia to the Midwest, the *Arrow* covered the 676 miles between Norfolk and Cincinnati in under 16 hours behind the road's magnificent Class J steamers. Our 5-car set accurately models the train's regular consist of compartment (divided) coach, crew coach, regular coach, diner, and tavern-lounge-observation, while our add-on cars enable you to put on additional equipment when traffic warrants it, as the prototype did.



Norfolk & Western
Diner No. 492
80-60015 \$69.95



Norfolk & Western
Coach No. 540
80-60014 \$69.95

Norfolk & Western
Coach No. 537 (not shown)
80-60016 \$69.95



Norfolk & Western
Compartment (Divided) Coach No. 511 (included in 5-car sets)

Features

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



Norfolk & Western - 5-Car Passenger Set
80-60013 \$329.95

5-Car Sets Include:

- (1) Compartment (Divided) Coach No. 511, (1) Crew Coach No. 501, (1) Coach No. 532, (1) Diner No. 491, (1) Tavern-Lounge-Observation No. 581

Southern Pacific Daylight Passenger Cars

In 1941 the *Daylights* were re-equipped with new Pullman-Standard train sets that included articulated cars with full-width diaphragms and no bulkheads between the cars — presenting passengers with spacious interiors up to 130 feet long, in the case of the triple-unit coffee shop-kitchen-diner. Wide windows allowed chair car passengers to take in the glorious Pacific Coast scenery, and a rooftop radio antenna brought in news reports and music. Few passengers would argue with the Southern Pacific's claim that this was "the world's most beautiful train." M.T.H. offers these authentic Daylight train sets in the original Southern Pacific Lines livery or the later Southern Pacific livery that lasted well into the diesel era.

Features

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



Southern Pacific
Chair Car
80-60006 \$69.95

Southern Pacific Lines
Chair Car
80-60012 \$69.95

Each car individually numbered — see online for numbering details.



Southern Pacific
Articulated Chair/Chair Passenger Car Set w/Antenna
80-60002 \$134.95

Southern Pacific
Articulated Chair/Chair Passenger Car Set w/Antenna
80-60003 \$134.95

Southern Pacific Lines
Articulated Chair/Chair Passenger Car Set w/Antenna
80-60008 \$134.95

Southern Pacific Lines
Articulated Chair/Chair Passenger Car Set w/Antenna
80-60009 \$134.95



Southern Pacific
Articulated Chair/Chair Passenger Car Set
80-60004 \$134.95

Southern Pacific
Articulated Chair/Chair Passenger Car Set
80-60005 \$134.95

Southern Pacific Lines
Articulated Chair/Chair Passenger Car Set
80-60010 \$134.95

Southern Pacific Lines
Articulated Chair/Chair Passenger Car Set
80-60011 \$134.95

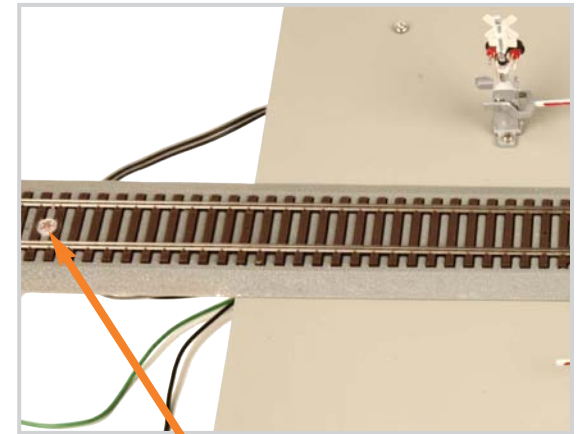
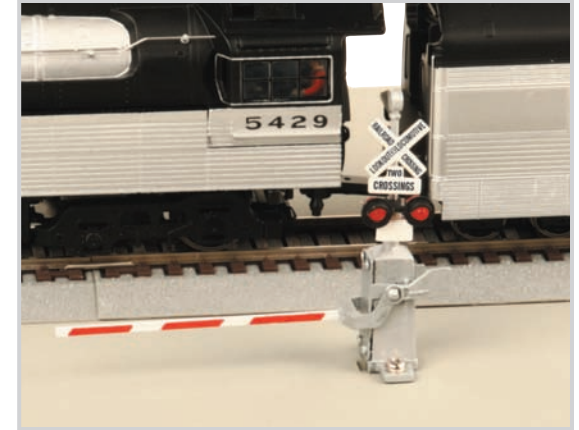


Southern Pacific Lines - 8-Car Passenger Set
80-60007 \$499.95

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

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

Operating Crossing Signals



Operating Crossing Signals
80-10001 \$179.95

- **Flashing warning lights**
- **Slow-motion crossing gates**
- **Ringing warning bell**
- **Guards up to four tracks**



For the first time, operating crossing signals come to the HO marketplace in an easy-to-install package that can be up and running in short order! Each die-cast crossing signal features flashing LED warning lights and the set includes warning bell sounds.

Each crossing signal is fully decorated and ready-to-install with just two mounting screws. The signals are controlled by a modular harness and activation lever that extend down through the base of the layout to easily installed control boxes. Like the signals themselves, each control box attaches to the underside of the platform with just two screws and features modular plugs to accept the harness from the signal.

Activation of the signals is handled through two sensors for each track. The crossing signal set can handle up to four tracks at once. The sensors are installed in the base of each track before and after the grade crossing by drilling a small hole through the track and platform. Insert the sensors up through the underside of the platform, plug in each sensor set to the master control box and you're ready to run!

Features

- Die-Cast Construction
- Fully Assembled
- Fully Painted
- Motorized Under Table Control Boxes
- Controls 1 to 4 Tracks
- Multi-Direction Functionality
- Easily Installed In-Track Train Sensors
- Operating Bell With Volume Adjustment
- Flashing LED Warning Lights
- Modular Plug Connections For Easy Setup
- Installs On Benchwork Up To 1 1/2 Inches Thick
- Includes User Installed Track Signs For 1 to 4 Tracks
- Unit Measures: 2 1/8" High

Z-Series DC-350 Transformer



35 Watt DC Transformer
40-350 \$99.95

If you're looking for a reliable HO power source, the Z-Series DC-350 transformer from M.T.H. Electric Trains is a perfect choice. Featuring 35 watts of power and a 16 volt AC accessory port, the UL approved DC-350 will comfortably run up to five HO locomotives.

Thanks to the AC accessory port, the DC-350 can throw turnouts or light up a town's building and house lights while still allowing your locomotives to challenge steep grades and pull long consists. The wide-range throttle knob on the DC-350 also ensures your locomotives will operate smoothly and realistically from a slow crawl to full throttle.

Equipped with momentum, brake and direction buttons, the DC-350 provides you with the control needed to conventionally operate your HO pike.

Operators using the DC-350 with M.T.H. HO locomotives equipped with Proto-Sound 3.0 have access to a special "M.T.H. Brake" mode that slowly stops the engine but keeps its lights and sound on. When the M.T.H. Brake is turned off, the locomotive will begin moving and slowly ramp up to the previous throttle setting.

Features

- Controller LED On Light
- Overload Light
- Power On Switch
- Momentum Control
- Brake Control
- Direction Control
- Smooth Operating Throttle Knob
- Built-In Circuit Breaker Protection
- 35 Watt Power Supply w/16v AC Accessory Output Jacks
- 5-Year Limited Warranty
- 0-16 Volt DC Output Range
- U.L. Approved
- Unit Measures: 7 1/2" x 5 1/4" x 3 3/4"

Smoke Fluid



ProtoSmoke™ Fluid (7oz.)

| | | |
|-------------|---------|---------|
| Unscented | 60-1045 | \$12.95 |
| Christmas | 60-1046 | \$12.95 |
| Coal | 60-1047 | \$12.95 |
| Diesel | 60-1048 | \$12.95 |
| Woodburning | 60-1049 | \$12.95 |

ProtoSmoke™ Fluid (2 Oz.)

| | | |
|------------------------|-----------|----------|
| Assortment (36 pieces) | 60-1051 | \$179.95 |
| Christmas | 60-1051-a | \$4.99 |
| Coal | 60-1051-b | \$4.99 |
| Diesel | 60-1051-c | \$4.99 |
| Wood Burning (Hickory) | 60-1051-d | \$4.99 |
| Coffee | 60-1051-e | \$4.99 |
| Eggs & Bacon | 60-1051-f | \$4.99 |
| Vanilla | 60-1051-g | \$4.99 |
| Candy Cane | 60-1051-h | \$4.99 |
| Barbeque | 60-1051-i | \$4.99 |
| Pipe Smoke | 60-1051-j | \$4.99 |
| Cinnamon Roll | 60-1051-k | \$4.99 |
| Apple Pie | 60-1051-l | \$4.99 |



No Matter How You Run It

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

Analog DC

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

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



DCC

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

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

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



(see page 1 or 8 for the complete list)

DCS Commander

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

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

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

* Customer-supplied DCC system required



DCS Commander Controller
50-1028 \$149.95

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

DCS Remote Control System

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

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



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



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



More Features Than Analog DC or DCC Command Control

SMOKE - Turns Smoke Unit on & off
HDLT - Turns Headlights on & off
ENGINE SOUND - Silences Engine Sounds
DOPPLER - Activates Proto-Doppler™
PFA - Activates Passenger/Freight Sounds

SFS - Plays Forward Signal Sound
SRS - Plays Reverse Signal Sound
VOL+ - Globally increases all sounds
START UP - Activates sound, smoke & lights
VOL- - Globally decreases all sounds
SHUT DOWN - Deactivates all sound, smoke & lights

SCS - Plays coupler slack sound
LIGHTS - Turns loco lights on & off
ALL - Selects all engines
STA MODE - Selects Station Mode
STA SEL - Activates Station Stop sounds
STW - Plays Train Wreck sound

AUX 1-3
 Auxiliary buttons

CPLR-F/CPLR-R*
 Fires front & rear couplers

BOOST/BRAKE
 Temporarily raises or lowers speed

LABOR/REV UP OR DRIFT/REV DN
 Makes an engine sound like it's working harder (labored steam chuff or higher revving diesel) or easier (drifting chuff or lower revving diesel)

CONV - Activates Conventional Mode
DCS - Activates Command Mode
MOM - Adjusts Engine Momentum
ADD - Adds PS 3 engines

EDIT
 Edits engine addresses

DEL
 Deletes engines

RESET
 Resets PS 3 engines

PASS THRU
 Sends DCC signals to track from DCC system**

E STOP - Cuts power to all tracks

BELL - Rings Bell

ENG - Engine Menu (To Select and Control Engines)

SEL - Selects or activates a setting

LCD DISPLAY

THUMBWHEEL
 Sets throttle speed & voltage setting

W/H - Whistle/Horn

DIR - Changes locomotive direction

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



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



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

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

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M.T.H.'s DCS Digital Command System has received U.S. Patent No. 6,457,681. M.T.H.'s Proto-Sound® system has received U.S. Patent Nos 6,457,681 B1 (sound system), 6,457,681 B1 (Proto-Speed Control), 6,604,641 (Proto-Coupler), 6,280,278 (Proto-Smoke). M.T.H.'s RealTrax has received U.S. Patent No. 6,019,289. M.T.H.'s Z-4000 Transformer has received U.S. Patent Nos. 6,281,606 & 6,624,537. Some images used in this publication © 2009 www.clipart.com

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* Operating couplers are available only on diesels at this time.
 ** Customer supplied DCC system Required



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