2011 volume 1

RailKing & Premier O-Gauge Trains

Proto-Sound® 3.0: Evolution,

For much of the 20th century, three-rail O gauge trains ran on analog AC power and were controlled by conventional power supplies that regulated track current. Individual control of locomotives on the same track was not possible without complex block wiring and intricate control panels.

While conventional AC control ensured that trains from the 1920s and '30s could run alongside the latest engines from today's manufacturers, it didn't provide convenient control over an O gauge layout — and engine performance was inferior to the DC control used in other scales.

Operate your Proto-Sound 2.0 and 3.0 locomotives on the same track at the same time with DCS

Then along came command control, with Lionel's TMCC system appearing in 1995 and M.T.H.'s DCS following in 2002. Suddenly there was a new way of controlling trains, one that gave the operator more realistic engine performance and true command over his empire, with the ability to individually control different trains on the same track at the same time!

While this exciting new way of running trains made the hobby more fun and interactive, it meant that all your old stuff wasn't as fun to operate. The command control revolution caused many folks to get rid of everything and start over. Others used upgrade kits to add command control to their favorite engines. Some resisted command control's siren song altogether, by choosing to remain conventional operators.

Today, most of us understand that technology doesn't ever stand still. A quick review of our products will reveal significant changes over the past decade in our evolving onboard locomotive technology. Despite these improvements, we've always been fully committed to making sure that our products are backward compatible and that each can be operated on conventional layouts while still providing access to many of our most popular operating features. And, we've long sold command control upgrade kits for customers interested in bringing our earlier, 1990's era locomotives up to today's command control functionality.

Proto-Sound 3.0 O gauge locomotives run on AC or DC power

Since Proto-Sound 2.0's introduction in the Spring of 2000, a few subtle changes have been incorporated into the basic board design, including a different power supply, the ability to operate on AC or DC power, the inclusion of wireless tethers, flash onboard memory, improved microprocessors, and improved sound amplifiers. Regardless of these changes, a year 2000 Proto-Sound 2.0 equipped locomotive runs exactly the same way under the DCS Digital Command Control system as a Proto-Sound 2.0 board built in 2010. You simply put 'em on the track and run 'em.

No new equipment is needed to run a Proto-Sound 3.0 locomotive

Beginning in late 2010 and with all Premier Line steam models in the 2011 Volume 1 catalog*, O Gauge operators will begin to experience the next generation of Proto-Sound in the form of Proto-Sound 3.0 locomotives. Like the different iterations of the Proto-Sound 2.0 boards built over the past decade, new O Gauge Proto-Sound 3.0 equipped locomotives operate exactly the same way as their 2.0 counterparts. This means they will operate together with 2.0 engines on the same track at the same time when controlled by DCS. They will operate the same as 2.0 engines with any compatible conventional AC transformer. They can operate on AC or DC power. They feature the same conventional control features and include the same command control features. Most importantly, no new equipment is required to enjoy any feature found inside a Proto-Sound 3.0 equipped locomotive.

Build lash-ups combining Proto-Sound 2.0 & 3.0 locomotives

Like all evolving technological products, there are a number of new features found inside each Proto-Sound 3.0 locomotive that we believe will continue to ensure that M.T.H. locomotives are the most advanced, most universally compatible, and most exciting to operate in all of model railroading.

Not Revolution

Chief among these new features is the inclusion of an NMRA Digital Command Control (DCC) receiver. While not a popular command control choice of 3-Rail O Gauge model railroaders, DCC is the dominant command control protocol throughout the world in other scales, including HO, N, G and 2-Rail O Scale. By incorporating a DCC receiver into our products, your new Proto-Sound 3.0 locomotive can be operated in command control mode using any DCC controller available today. There are dozens of DCC controllers available from a large number of manufacturers. Many of these devices can control all 28 DCC functions found in every Proto-Sound 3.0 locomotive (28 functions being the NMRA-mandated limit for DCC functionality).

Operate Proto-Sound 3.0 locomotives in command mode with either DCS or NMRA-standard DCC controllers

But while 28 DCC functions may seem impressive, when a Proto-Sound 3.0 engine is operated with DCS, quick and easy access to hundreds of sounds and features is available — something DCC controllers cannot do. More importantly, like a DCC controller, one DCS system can control multiple locomotives in different scales. Simply put, with DCS you can control every HO, O, Standard, and One Gauge locomotive equipped with a Proto-Sound 2.0 or later digital package on your layout — independently or all at the same time. So, if you are into multiple gauges, one handheld system can control all of your trains — if they are equipped with Proto-Sound 2.0 or later.

Activation of sound and control features is the same for Proto-Sound 2.0 and 3.0 locomotives — there is nothing new to learn

Since its introduction in 2002, DCS users have praised DCS as the most advanced and user-friendly model railroad layout control system available today. DCS provides operators — from beginner to seasoned veteran — with the ability to achieve realistic operation heretofore unknown in the hobby.

Ultimately, though, satisfaction with a command control operating system is only possible if the locomotives that system controls are capable of providing the user with exciting functions, smooth operation at scale speeds, and sound fidelity capable of recreating a scale imitation of a real-life locomotive. For over a decade, M.T.H. has been releasing O Gauge locomotives in our Premier and RailKing product lines that meet those objectives. Each of the more than 3200 locomotives built during that period feature Proto-Sound 2.0.

In the coming years, we will roll Proto-Sound 3.0 into all of our product choices, including our RailKing and Lionel Corporation Tinplate lines. In fact, don't be surprised to find that some engines not initially cataloged with Proto-Sound 3.0 come so equipped. Just remember that regardless of whether you own a Proto-Sound 2.0 or 3.0 locomotive, each will operate in the same manner you've experienced for the last ten years.

Contents

www.mthtrains.com

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Benefits

From Other M.T.H. Product Lines

ELECTRIC TRAINS

HO TRAINS THAT DO MORE

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

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

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

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

Celebrate Lionel Corporation Tinplate!

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

LIONEL ELECTRIC MODEL RAILROAD ACCESSORIES TRAINS
LIONEL CORPORATION TINPLATE

About Our Product Lines

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

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

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

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

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

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

Proto-Sound

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 Digitial Command System), the Proto-Sound 2.0 or 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.

ATMOSPHERIC SOUNDS

Crew conversations, the whoosh of a steam engine opening its cylinder cocks, and a host of other atmospheric sounds play automatically at random when using a conventional transformer — or can be activated manually from a DCC controller or the DCS handheld.

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.

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.

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.

EXTRAORDINARY SLOW SPEED CAPABILITY

Proto-Sound engines can throttle down as slow as three scale miles per hour, highball down the main line, and maintain any speed in between. With certain DCC controllers, and any DCS controller, you can set engine speed in one-scale-mile-per-hour increments up to 120 smph. Go ahead, get out your stop watch and ruler and see how accurate our scale speeds are.

UNMATCHED SPEED CONTROL

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

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 and 3.0 locomotives.

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 OPERATING SYSTEMS

Right out of the box, every Proto-Sound 3.0 M.T.H. engine is compatible with all operating systems: conventional AC or DC, DCC, and our own Digital Command System (DCS). No switches to flip or adjustments to make. Your Proto-Sound engine senses what kind of power is on the rails; just set it on the track and run it.

BI-DIRECTIONAL COMMUNICATION

Proto-Sound 2.0 and 3.0 engines not only receive commands from the DCS system, they can report back vital information, trigger other devices to operate, and diagnose your layout's wiring and signal quality. Query a Proto-Sound 2.0 and 3.0 locomotive to find out how many scale miles it's run or how many hours it's been powered up. Check out the strength of the DCS signal on the track or measure the track voltage at a trouble spot. Measure the length of your track in scale miles. All of this is possible today, but only with a Proto-Sound 2.0 and 3.0-equipped locomotive when operated using the DCS Digital Command System.

OPERATE 'EM ALL

In DCS command mode, unlike any other command system available today, you'll have one-touch control over every Proto-Sound 2.0 and 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.

PROTO-SOUND 3.0 DCC FUNCTIONALITY

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

Proto-Sound 3.0 DCC Features

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

Steam Features

- Headlight on/off
- Bell on/off
- Whistle/Horn on/off
- Start-up/Shut-down
- PFA initiate and advance
- Cab Light on/off
- Engine Sounds on/off
- Volume low, med, high, off
- Smoke on/off
- Forward Signal Sound
- Reverse Signal Sound
- Coupler Slack Sound
- Grade Crossing
- One-Shot Doppler on/off
- Extended Start Up
- Extended Shut Down
- Labor Chuff
- Drift Chuff
- Smoke Volume
- Single short whistle toot
- Coupler Close
- 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

Diesel Features

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

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

DCS
DIGITAL COMMAND SYSTEM
BY MTH ELECTRIC TRAINS

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 1300* Proto-Sound® 2.0 & 3.0 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 O SCALE ACCESSORY OR SWITCH**. It can create scenes and routes that are triggered with one push of a button.

WHAT CAN YOUR REMOTE DO?

Remote Shown Actual Size

* Number of different Proto-Sound® 2.0 and 3.0 engines cataloged through the 2011 Volume 1 Catalog.

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

the Best Way a Railroad

Command Control Explained

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

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

Learn More About It

TRY IT at your local DCS Demo Center

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

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

DCS COMMANDER: Get into DCS on a budget

Ideal for small layouts running two or three Proto-Sound 2.0 locomotives**. Learn more about it in the 2010 RailKing Train Set catalog — or use our online Product Search feature to see more information and read the instruction manual.

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

DCS Commander Controller (with out power supply)
50-1028 $149.95

DCS Remote Commander Set
50-1033 $49.95

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

DCS Remote Control System
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

Proto-Sound 2.0 Battery Charger
50-1019 $14.95

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

Proto-Sound Battery
50-1008 $11.95

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

TIU/Barrel Jack Adapter Cable
50-1017 $9.95

AA NiCad Proto-Sound Battery
50-1024 $9.95

DCS Companion $12.95
A 168-page illustrated guide available as a PDF download

24-Port Terminal Block
50-1020 $29.95
12-Port Terminal Block
50-1014 $19.95

RailKing

The Best Value in O-Gauge

Features typically found on RailKing models include:

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

RAILKING®
By M.T.H. Electric Trains

First appearing in 1995 and now encompassing more than 7,800 items, RailKing is M.T.H.'s best-selling and most attractively priced product line. Cars and locomotives featured in the M.T.H. RailKing line are equipped with moderate detail and run on the same O gauge track as the intricately detailed O scale models found in our Premier Line. But, because RailKing models are shorter in length, they can negotiate tighter curves. In fact, most RailKing models can negotiate a circle as small as 31 inches in diameter, and some can operate on curves even smaller than that. This is a real advantage for model train enthusiasts with modestly sized layouts.

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

RAILKING® scale

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

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

Features typically found on 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

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

6-8-6 Imperial S-2 Turbine

steam engine

Features

- Die-Cast Boiler and Tender Body
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Precision Flywheel Equipped Motor
- Remote Controlled Proto-Coupler™
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Operating Marker Lights
- Real Coal Load
- Operating ProtoSmoke™ System
- Operating Tender Back-up Light
- Locomotive Speed Control
- Proto-Sound 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 25 3/4" x 2 1/2" x 4"
- Operates On O-31 Curves

IMPERIAL SERIES

Pennsylvania - 6-8-6 Imperial S-2 Turbine Steam Engine
30-1560-1 Proto-Sound 2.0 $449.95

Pennsylvania - 6-8-6 Imperial S-2 Turbine Steam Engine
30-1561-1 Proto-Sound 2.0 $449.95

By the mid 1940's, the diesel revolution was beginning to take a foothold in America's railroad power rosters. Realizing that diesel power was proving to be quite cost effective on other railroads, the Pennsylvania Railroad experimented with ways to make steam power more competitive with the diesel revolution. One bold new design deriving from the PRR's efforts was the S2 Steam Turbine. While the S2 still had a firebox and boiler and still generated steam, the pressure was run through a turbine instead of reciprocating cylinders to make power. The turbine design provided smooth and constant power to the drive wheels and at higher speeds, proved to be much more efficient than traditional steam locomotives. Despite its high-speed efficiency, the S2 still retained many of the high costs of operating a steam engine. And, as we all know, the diesel eventually won out.

MTH is proud to reintroduce the RailKing Pennsylvania S2 to O Gauge's largest roster of RailKing Pennsy steam locomotives this time as an Imperial Series model featuring all-new details and a real coal load in its tender. The die-cast boiler and tender provide substantial heft and durability to this historic locomotive. Underneath the die-cast skin lie the S2's metal chassis, metal drivers and rods, metal couplers, and a precision flywheel-equipped motor. Our billowing Proto-Smoke™ system will make any steam fan a little teary-eyed and the incredible performance of Proto-Sound® 2.0 ensures the value of this famous locomotive will be unmatched by any other O Gauge manfuacturer.

Features Prototypical Turbine "Woosh" Sound Effects

4-8-4 Imperial Northern

steam engine

Features

- Die-Cast Metal Chassis
- Metal Wheels and Axles
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Operating Marker Lights
- Die-Cast Boiler and Tender Body
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Colorful Paint Scheme
- Real Coal Load*
- Remote Controlled Proto-Coupler™
- Synchronized Puffing ProtoSmoke™ System
- Locomotive Speed Control In Scale MPH Increments
- Engineer Cab Figure
- Precision Flywheel Equipped Motor
- Proto-Sound 2.0 With The Digital Command System Featuring Passenger Station Proto-Effects™
- Unit Measures: 24" x 2 1/2" x 3 1/2"
- Operates On O-31 Curves

**Except Santa Fe*

IMPERIAL SERIES

Milwaukee Road - 4-8-4 Imperial Northern Steam Engine
30-1564-1 Proto-Sound 2.0 $429.95

Add a Matching Passenger Set
See Page 64

Northern Pacific - 4-8-4 Imperial Northern Steam Engine
30-1563-1 Proto-Sound 2.0 $429.95

Add a Matching Passenger Set
See Page 65

The heaviest straight passenger locomotive ever produced, the famous Santa Fe 4-8-4 Northerns epitomized steam power. The steep graded western lines of the Santa Fe required a locomotive with enormous power and the Northern was the answer.

The first Northerns were delivered from Baldwin in 1927. By the 1940s, the new oil-burning 2900 series had arrived and were known as the largest 4-8-4s ever built. With their tremendous sixteen wheel tenders, these Northerns measured over 120 feet long and were often rostered for the entire journey from Chicago to Los Angeles, a distance of over 1,700 miles!

Modeled after the Santa Fe 2900-class Northerns, these beautiful and powerful RailKing models are available in the markings of the Santa Fe with its prototypical oil tender and Milwuakee Road, Reading and Northern Pacific with a traditional coal tender - featuring real coal!

Did You Know?
The Santa Fe 2900-class weighed in at a massive 510,150 - the heaviest Northerns ever built - because the war effort caused a scarcity of lighter weight materials when these 4-8-4s were built in 1944.

Santa Fe - 4-8-4 Imperial Northern Steam Engine
30-1562-1 Proto-Sound 2.0 $429.95

Add a Matching Passenger Set
See Page 64

Reading - 4-8-4 Imperial Northern Steam Engine
30-1565-1 Proto-Sound 2.0 $429.95

Add a Matching Passenger Set
See Page 64

4-6-4 Hudson
steam engine

Features

- Die-Cast Metal Chassis
- 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
- Colorful Paint Scheme
- Real Coal Load
- Remote Controlled Proto-Coupler™
- Synchronized Puffing ProtoSmoke™ System
- Locomotive Speed Control
- Engineer Cab Figure
- Operating Tender Back-up Light
- Proto-Sound 2.0 With The Digital Command System Featuring Passenger Station Proto-Effects™
- Unit Measures: 20 3/4" x 2 1/2" x 3 5/8"
- Operates On O-31 Curves

IMPERIAL SERIES

New York Central - 4-6-4 Hudson Steam Engine
30-1568-1 Proto-Sound 2.0 $429.95

Add a Matching Passenger Set
See Page 65

Lehigh Valley - 4-6-4 Hudson Steam Engine
30-1566-1 Proto-Sound 2.0 $429.95

Add a Matching Passenger Set
See Page 65

Richmond Fredericksburg & Potomac - 4-6-4 Hudson Steam Engine
30-1569-1 Proto-Sound 2.0 $429.95

Add a Matching Passenger Set
See Page 66

New Haven - 4-6-4 Hudson Steam Engine
30-1567-1 Proto-Sound 2.0 $429.95

Add a Matching Passenger Set
See Page 65

In *Thoroughbreds*, Alvin Staufer and Edward May's definitive book on the New York Central Hudsons, Al summarizes the attraction of this engine in a few perhaps-biased but nonetheless eloquent words: "The Hudsons had it all: looks, performance, and timing. … The forte of all Hudsons was power at speed…. That the NYC Hudson was the first of her wheel arrangement in the United States matters not nearly as much as what she hauled and how she hauled it. The Hudsons were designed to haul the Great Steel Fleet on the Water Level Route [the NYC's raceway from New York to Chicago, home of the *20th Century Limited* and the *Empire State Express*, and the bane of rival Pennsylvania Railroad, whose route lay over the Allegheny Mountains]. The Hudsons were a New York Central phenomenon. They were a special machine for that special road. They were synonymous with the best. They were the best."

Built mainly in Alco's Schenectady shops in the late 1920s and 1930s, the NYC Hudsons were part of the "super-power" era of steam technology that began with Lima's A1 Berkshire in 1924. Super power engines were the external combustion engine refined to its finest form, with technological advances such as bigger fireboxes supported by 4-wheel trailing trucks; higher pressure, more efficient boilers; superheaters to increase the heat of the steam so it could do more work; and larger drivers for speed and power (79" on the Hudsons).

Our model of this famous engine exemplifies the best in today's O gauge locomotives. Relive the drama of the Hudsons as they performed on the New York Central and many other American railroads, with synchronized puffing smoke, a full range of authentic steam sounds, and realistic passenger station announcements. A powerful flywheel-equipped motor and twin traction tires ensure the RailKing Hudson duplicates the magnificent performance of the originals.

NW-2 Switcher
diesel

Features

- Directionally Controlled Headlight
- Intricately Detailed ABS Body
- Colorful Paint Scheme
- (2) Precision Flywheel Equipped Motors
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Wheels, Axles and Gears
- (2) Remotely Controlled Proto-Couplers
- Metal Handrails and Decorative Horn
- Locomotive Speed Control In Scale MPH Increments
- Metal Chassis
- Proto-Sound 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 12 3/8" x 2 1/2" x 3 7/8"
- Operates On O-27 Curves

RAILKING® scale

The NW2 was the big brother of the SW1 switcher. With a longer hood the NW2 housed a 12-cylinder diesel, twice as large as the prime mover in the SW1. The "N" in NW2 stood for nine hundred horsepower, the power output of the first Electro-Motive Corporation N-series switchers with Winton motors. Power increased to 1000 hp with the 1939 debut of the NW2, the first N-series locomotive with EMC's new 567 diesel motor — the prime mover that would power nearly all of the most successful first-generation diesels. Within a few years, EMC and Winton Engine, which had been owned by GM since 1930, would become the Electro-Motive Division of General Motors.

EMD cataloged the NW2 for a decade, except for a hiatus in production from 1942-1945, ordered by the War Production Board. While rival manufacturers were asked to produce switchers, EMD was the only firm allowed to produce road diesels — a situation that, in retrospect, gave GM a commanding lead in the diesel revolution after the war.

By the end of NW2 production in 1949, over 1100 engines had been sold in the United States and Canada, and the hardy N-series switchers were ubiquitous from coast to coast. A popular, near-scale Lionel model ensured the engine was familiar to almost any boy who grew up in the 1950s.

An interesting variation was the "calf." This cableless version was designed to be run in tandem with a normal NW2 for heavy-duty switching and transfer service between railroad yards. A number of railroads rostered TR2 cow-and-calf combinations, and the Chesapeake & Ohio owned two TR3 "herds" — a cow and two calves.

The NW2 returns to the RailKing lineup in 2011 with everything you need in a hard-working switcher: twin-motored pulling power down to 3 scale miles per hour, dual Proto-Couplers to drop off cars anywhere, and authentic EMD 567 sounds.

Did You Know?
The "W" in the NW and SW-series switchers stood for "welded," to distinguish engines with welded frames from earlier models with cast steel frames made by General Steel Castings of Granite City, Illinois, a long-time supplier to the railroad industry.

Pennsylvania - NW-2 Switcher Diesel

30-20015-1	Proto-Sound 2.0	$299.95
30-20015-3	Non-Powered Calf Unit	$129.95

Toronto Hamilton & Buffalo - NW-2 Switcher Diesel

30-20017-1	Proto-Sound 2.0	$299.95
30-20017-3	Non-Powered Calf Unit	$129.95

Santa Fe - NW-2 Switcher Diesel

30-20018-1	Proto-Sound 2.0	$299.95
30-20018-3	Non-Powered Calf Unit	$129.95

Lehigh Valley - NW-2 Switcher Diesel

30-20016-1	Proto-Sound 2.0	$299.95
30-20016-3	Non-Powered Calf Unit	$129.95

RS-3
diesel

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-27 Curves

RAILKING® scale

Long Island - RS-3 Diesel

30-20019-1	Proto-Sound 2.0	$299.95
30-20019-3	Non-Powered	$149.95

Western Maryland - RS-3 Diesel

30-20020-1	Proto-Sound 2.0	$299.95
30-20020-3	Non-Powered	$149.95

Delaware & Hudson - RS-3 Diesel

30-20021-1	Proto-Sound 2.0	$299.95
30-20021-3	Non-Powered	$149.95

Southern - RS-3 Diesel

30-20022-1	Proto-Sound 2.0	$299.95
30-20022-3	Non-Powered	$149.95

Boston & Maine - RS-3 Diesel

30-20023-1	Proto-Sound 2.0	$299.95
30-20023-3	Non-Powered	$149.95

Northern Pacific - RS-3 Diesel

30-20024-1	Proto-Sound 2.0	$299.95
30-20024-3	Non-Powered	$149.95

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 ProtoSound 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.

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.)

GP-7
diesel

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 In Scale MPH Increments
- (2) Precision Flywheel Equipped Motors
- (2) Remotely Controlled Proto-Couplers™
- Metal Wheels, Axles and Gears
- Directionally Controlled Headlights
- 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

RAILKING® scale

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.

In those early days of diesel power, 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.

Adding a fully featured, scale-proportioned locomotive to your diesel roster has never been easier than with the RailKing Scale GP7 and GP9. Our Geeps feature authentic first-generation diesel sounds including a single-chime air horn and the throb of an EMD 16-cylinder model 567 prime mover — so named because each of its cylinders displaced 567 cubic inches. Twin flywheel-equipped motors, Proto-Speed Control that provides steady speeds from three scale miles per hour to full throttle, and twin remote-control Proto-Couplers make our Geeps ideal for any chore from slow-speed switching to mainline hauling, just like the prototype.

Did You Know?
EMD ran a FTs-for-GPs trade-in program that often led the builder to use FT components in GPs, creating a 1350 horsepower hybrid locomotive, designated by an "M" after the engine name, as in GP7M or GP9M.

Canadian Pacific - GP-7 Diesel

30-20005-1	Proto-Sound 2.0	$299.95
30-20005-3	Non-Powered	$149.95

Chesapeake & Ohio - GP-7 Diesel

30-20006-1	Proto-Sound 2.0	$299.95
30-20006-3	Non-Powered	$149.95

Conrail - GP-7 Diesel

30-20007-1	Proto-Sound 2.0	$299.95
30-20007-3	Non-Powered	$149.95

Rock Island - GP-7 Diesel

30-20009-1	Proto-Sound 2.0	$299.95
30-20009-3	Non-Powered	$149.95

Seaboard - GP-7 Diesel

30-20010-1	Proto-Sound 2.0	$299.95
30-20010-3	Non-Powered	$149.95

New York Central - GP-7 Diesel

30-20008-1	Proto-Sound 2.0	$299.95
30-20008-3	Non-Powered	$149.95

Alco PA AA
diesel set




Features

- Metal Chassis
- Intricately Detailed ABS Bodies
- Metal Wheels, Axles and Gears
- Directionally Controlled Headlights
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Remotely Controlled Proto-Couplers™
- (2) Precision Flywheel Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Proto-Sound 2.0 With The Digital Command System Featuring Passenger Station Proto-Effects™
- Unit Measures: 28 1/2" x 2 1/2" x 3 5/8"
- Operates On O-31 Curves

Nickel Plate Road - Alco PA AA Diesel Set

30-20039-1 Proto-Sound 2.0 $349.95
30-20039-3 Non-Powered B Unit $119.95

Add a Matching Passenger Set

See Page 67

Erie - Alco PA AA Diesel Set

30-20038-1 Proto-Sound 2.0 $349.95
30-20038-3 Non-Powered B Unit $119.95

Add a Matching Passenger Set

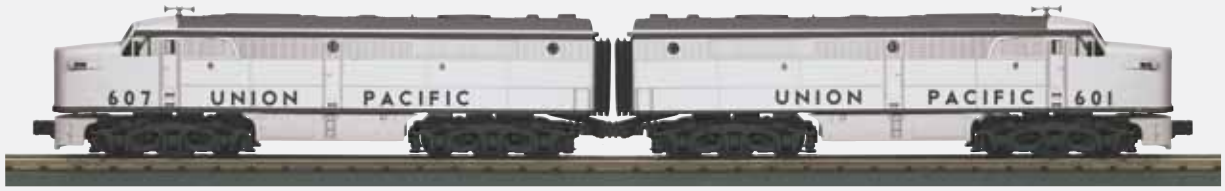
See Page 66

Southern Pacific - Alco PA AA Diesel Set

30-20040-1 Proto-Sound 2.0 $349.95
30-20040-3 Non-Powered B Unit $119.95

Add a Matching Passenger Set

See Page 66



Union Pacific - Alco PA AA Diesel Set

30-20041-1 Proto-Sound 2.0 $349.95
30-20041-3 Non-Powered B Unit $119.95

Add a Matching Passenger Set

See Page 66

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

The muscular PA profile and its elegant nose with the characteristic grille around the headlight were designed by Ray Patten of General Electric. At the time, GE and Alco were partners in the locomotive business, with GE making the electrical equipment for all Alco diesels. 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.

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 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 with the RailKing Alco PA locomotive and matching RailKing passenger sets. Our ProtoSound® 2.0 sound and control system brings you the authentic sounds of an Alco prime mover and 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.

Did You Know?
In the classification PA-1, the P stands for passenger, the A for the cab unit, and the 1 for the first model made. Later units were models PA-2 and PA-3.

MP15AC
diesel

Features

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

RAILKING® scale

Wisconsin Southern - MP15AC Diesel
30-20013-1 Proto-Sound 2.0 $299.95

New York & Atlantic Railway - MP15AC Diesel
30-20011-1 Proto-Sound 2.0 $299.95

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

The MP15 came in two flavors, traditional and modern. The MP15DC used traditional electrical gear and shared the front-mounted radiator and air intakes that had characterized all previous EMD end-cab switchers. It was basically a beefed-up SW1500. The MP15AC, however, incorporated EMD's Dash 2 technology, with solid-state transistors and circuit boards replacing the wiring, switches, and relays found in earlier diesels. Its cooling system was borrowed from the "Tunnel Motors" EMD had created for the Southern Pacific (featured in the Premier section of this catalog).

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

M.T.H. returns this full-scale RailKing version of the last and largest of the end-cab switchers to the RailKing Scale product line. Our model replicates the more-modern MP15AC with its characteristic Tunnel Motor-style air intakes. Like its prototype, this RailKing Scale engine is equally at home doing slow-speed yard duty or hauling commuters or freight along your main line.

Southern Pacific - MP15AC Diesel
30-20012-1 Proto-Sound 2.0 $299.95

CSX - MP15DC Diesel
30-20014-1 Proto-Sound 2.0 $299.95

Gas Turbine

diesel

Union Pacific - Gas Turbine Engine
30-20037-1 Proto-Sound 2.0 $399.95

By 1958, the Union Pacific Railroad had already incorporated several turbine engines on their roster with very satisfactory results. Though these earlier turbines lives were short-lived, the U.P. began taking delivery over the next ten years of 30 Super Turbines that each averaged 12,000 miles per month.

The 178' long three-unit consist was made up of two powered units and a fuel tender. The A unit housed the cab, control units and an 850 horsepower diesel engine while the B unit included the turbine, exhaust blower, compressors and two 3500 horsepower generators. The diesel engine in the control unit allowed the turbines to be shut down during yard maneuvers when the turbine was apt to consume huge quantities of fuel.

The turbine unit's air intake could gulp 320,000 cubic feet of air every minute while generating incredibly hot exhaust gasses of more than 850 degrees fahrenheit. In fact, the gasses were so hot that the U.P. issued strict orders not to idle the turbine under bridges out of concern that the gasses could weaken their structures.

What distinguished the Super Turbines more than even their length was their incredible noise. The huge turbine ommitted exhaust noise not unlike that of a jet engine thus earning the engine the nickname "Big Blow". The U.P. lived with the noise by accepting the incredible power the turbine motors generated. Each unit could muster 8,500 horsepower when first delivered. Subsequent modifications bumped the rating up to 10,000 horsepower.

Unfortunately, the huge engines proved to costly to maintain despite their high horsepower benefits. Retirements began in 1968 and by 1969 the last of the Super Turbines had been traded back to General Electric for newer locomotives like the U50C.

Recapture the power and performance of the Big Blow on your O Scale model railroad with the 2011 RailKing version of this incredible locomotive. Equipped with intricately detailed ABS body and precision flywheel equipped motors, this massive model will quickly prove its mettle as your freight hauling locomotive of choice. Fully equipped with Proto-Sound 2.0 and loads of enhanced detail, you simply won't find a more exciting locomotive to operate.

Did You Know?
The insulated fuel tender used on the Big Blow was equipped with six electrical heating elements on each side. The heaters were needed to heat up the fuel oil prior to use so that the fuel's viscosity was sufficient to flow through the turbine's combustion chambers.

Features

- Directionally Controlled Headlight
- Intricately Detailed ABS Body
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Remotely Controlled Proto-Couplers™
- Metal Chassis
- Metal Handrails and Decorative Horn
- (2) Precision Flywheel Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Proto-Sound® 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures:35 x 2 1/2 x 3 15/16
- Operates On O-31 Curves

F-3 ABA
diesel engine set

Features

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

RAILKING® scale

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

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

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

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

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

Conrail - F-3 ABA Diesel Engine Set
30-20033-1 Proto-Sound 2.0 $499.95

Add a Matching Passenger Set
See Page 66

CSX - F-3 ABA Diesel Engine Set
30-20034-1 Proto-Sound 2.0 $499.95

Add a Matching Passenger Set
See Page 67

Jersey Central - F-3 ABA Diesel Engine Set
30-20035-1 Proto-Sound 2.0 $499.95

Kansas City Southern - F-3 ABA Diesel Engine Set
30-20036-1 Proto-Sound 2.0 $499.95

Add a Matching Passenger Set
See Page 67

Aerotrain
diesel passenger set

Features

Set Features

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

Powered Unit Features

- Colorful Paint Scheme
- Metal Chassis
- Die-Cast Truck Sides
- Metal Wheels, Axles and Gears
- (2) Precision Flywheel Equipped Motors
- Directionally Controlled Headlight
- Intricately Detailed ABS Bodies
- Locomotive Speed Control In Scale MPH Increments
- Proto-Sound® 2.0 With The Digital Command System Featuring Passenger Station Proto-Effects™

Car Features

- Intricately Detailed Durable ABS Bodies
- Die-Cast Trucks
- Attractive Deco Scheme
- Lighted Car Interiors
- Fast-Angle Wheel Sets
- Metal Wheels and Axles

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

Pennsylvania - Aerotrain Coach Car
30-6172 Car Number 303 $49.95

Pennsylvania - Aerotrain Coach Car
30-6173 Car Number 304 $49.95

New York Central - Aerotrain Diesel Passenger Set
30-20042-1 Proto-Sound 2.0 $399.95

New York Central - Aerotrain Coach Car
30-6169 Car Number 14 $49.95

Union Pacific - Aerotrain Diesel Passenger Set
30-20043-1 Proto-Sound 2.0 $399.95

Union Pacific - Aerotrain Coach Car
30-6171 Car Number 4 $49.95

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

The Aerotrain was in fact a mixture of off-the-shelf GM parts with futuristic ideas and styling. The idea was to create a fast, fuel-efficient train that would be cheap to purchase and operate, allowing railroads to compete with autos and airplanes on medium-haul trips of 200-700 miles. The Aerotrain's 40-seat coaches were based on GM intercity bus bodies, complete with lavatory at one end and baggage compartments under the seating area. Like buses of the time, each four-wheeled coach rode on an air bellows suspension, unlike normal passenger cars that rode on metal springs. Under the hood, the Aerotrain's engine was a 1200-horsepower EMD switcher, re-geared for speeds up to 100 mph. The styling borrowed heavily from General Motors cars of the era, with the observation car almost a dead ringer for the back end of the 1955 Chevy Nomad station wagon.

In early 1956, the two prototype Aerotrains entered service on the Pennsy between Philadelphia and Pittsburgh, and on the New York Central between Chicago and Detroit. It soon became apparent that the air bellows suspension was fine at bus speeds but utterly inadequate for a high-speed train. Above 60 mph, the lightweight cars shook horribly; one wag noted that if the trains had operated at or near their top speed, "any surviving passengers would have been approaching the condition of Jello." After less than a year of service, the test trains were returned to GM. In 1957 they were sold to the Rock Island, which used them in lower-speed commuter service in the Chicago suburbs until their 1966 retirement. This highly detailed RailKing model allows you to relive the Pennsylvania's hopes for the Aerotrain in high-speed service - without the rough ride.

Did you know?
Upon their retirement in 1966, the two Aerotrains were donated to the National Railroad Museum in Green Bay Wisconsin and the Museum of Transportation in St. Louis, where you can see them today. Although the Aerotrains were not popular with passengers, their styling - which once appeared futuristic and today looks retro - has made them tremendously popular with model railroaders.

GG-1
electric engine

Features

- Colorful Paint Scheme
- Metal Chassis
- Metal Wheels, Axles and Gears
- (2) Precision Flywheel Equipped Motors
- Intricately Detailed Die-Cast Body
- Die-Cast Truck Sides & Pilots
- Directionally Controlled Headlights
- (2) Remotely Controlled Proto-Couplers™
- Metal Handrails and Decorative Horn
- Locomotive Speed Control In Scale MPH Increments
- Proto-Sound® 2.0 With The Digital Command System Featuring Passenger Station or Freight Yard Proto-Effects™
- Unit Measures: 15” x 2 5/8” x 4”
- Operates On O-31 Curves

For more than two decades, the Pennsylvania Railroad experimented with locomotive designs in search of a passenger electric for high-speed mainline service. That search ended in 1934 with the GG1, a cooperative effort by the PRR, Baldwin, Westinghouse, and General Electric, based largely on neighbor New Haven's successful EP3 juice jack. Industrial designer Raymond Loewy cleaned up the original riveted body to create a design that looked contemporary for half a century.

The GG1 fleet hustled passenger traffic of all types along the Pennsy's multi-track raceway from New York to Washington and west to Harrisburg, including the famed Congressional and Broadway Limited. With 18 Pullmans in tow, a GG1 could hit 100 mph. Regeared for freight service and run as double-headers, a pair of GG1s could provide about the same tractive effort as a Union Pacific Big Boy, with virtually no noise, no smoke, much less wear on the track, and significantly less maintenance. Many GG1s racked up more than five million miles of service, outlasting the railroad that built them and serving its two successors, the Penn Central and Conrail. If there were a Locomotive Hall of Fame, the Pennsylvania Railroad GG1 would surely be one of the first inductees.

Add this fully die-cast Hall of Famer to your layout in PRR liveries, featuring station sounds for Pennsy name trains, smooth performance at any speed from a crawl to full throttle, and dual-motored power to rival the prototype.

Pennsylvania - GG-1 Electric Engine
30-5115-1 Proto-Sound 2.0 $399.95

Pennsylvania - GG-1 Electric Engine
30-5117-1 Proto-Sound 2.0 $399.95

Add a Matching Passenger Set
See Page 64 and 67

Pennsylvania - GG-1 Electric Engine
30-5116-1 Proto-Sound 2.0 $399.95

Add a Matching Passenger Set
See Page 67

Pennsylvania - GG-1 Electric Engine
30-5118-1 Proto-Sound 2.0 $399.95

Add a Matching Passenger Set
See Page 67

PCC Electric Street Car

Features

- Directionally Controlled Headlights
- Intricately Detailed ABS Body
- Die-Cast Truck Sides
- Authentic Paint Scheme
- Precision Flywheel Equipped Motor
- Interior Lighting
- Illuminated Number Boards
- Lighted Tail Lights
- Metal Wheels, Axles and Gears
- Locomotive Speed Control In Scale MPH Increments
- Metal Chassis
- Proto-Sound® 2.0 With The Digital Command System Featuring Station Stop Proto-Effects™
- Unit Measures: 11 1/2" x 2 1/2" x 3 3/8"
- Operates On O-27 Curves

Septa - PCC Electric Street Car
30-5119-1 Proto-Sound 2.0 $229.95

Port Authority of Alleghany County - PCC Electric Street Car
30-5121-1 Proto-Sound 2.0 $229.95

Boston - PCC Electric Street Car
30-5120-1 Proto-Sound 2.0 $229.95

Baltimore Transit - PCC Electric Street Car
30-5122-1 Proto-Sound 2.0 $229.95

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

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

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

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

Proto-Sound 2.0 technology makes RailKing trolleys unique and incredibly fun to operate. Throttle down as low as 3 scale miles per hour and the PCC will maintain its speed regardless of curves or grades. Hear the operator announce authentic station stops in a proper regional dialect. For hands-off operation, create a trolley route with up to six automatic stops to pick up and drop off passengers.

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

RDC Budd Car Set

Features

- (2) Remotely Controlled Proto-Couplers™
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Decorative Horn
- Intricately Detailed ABS Bodies
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Precision Flywheel Equipped Motors
- Lighted Car Interiors
- Detailed Car Interiors
- Locomotive Speed Control in SMPH Increments
- Directionally Controlled Headlight
- Proto-Sound 2.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Set Measures: 32" x 2 1/2" x 4"
- Operates On O-31 Curves

Amtrak - RDC Budd Car Set
30-20031-1 Proto-Sound 2.0 $399.95
30-20031-3 2-Car Add-On Set $179.95

Susquehanna - RDC Budd Car Set
30-20030-1 Proto-Sound 2.0 $399.95
30-20030-3 2-Car Add-On Set $179.95

New Haven - RDC Budd Car Set
30-20032-1 Proto-Sound 2.0 $399.95
30-20032-3 2-Car Add-On Set $179.95

VIA Rail - RDC Budd Car Set
30-20029-1 Proto-Sound 2.0 $399.95
30-20029-3 2-Car Add-On Set $179.95

As passenger traffic declined after World War II and railroads were losing money on passenger runs, the Budd Company set out to find a new way for railroads to provide passenger service at a profit. Their solution was the RDC (Rail Diesel Car), a self-propelled passenger car that railroads could use on low ridership routes and branch lines. Commonly known as "Budd" cars, the streamlined RDCs were designed with bi-directional, multi-unit capability and made extensive use of automotive and truck technology.

The RDC's twin 275 hp General Motors diesels and transmissions were units that had proven their mettle in WW II battle tanks. The motors were placed beneath the car frame to maximize passenger space. A bad engine could be slid out and replaced with a new engine in about 90 minutes to minimize down time. Disc brakes, combined with a Rolokron anti-wheelslip sensor, gave the RDC a shorter braking distance than a comparable passenger train. Exhaust stacks, radiators, and air intakes were mounted in a top section above the roof that resembled the vista domes found on streamlined passenger cars. Budd offered the RDC in four configurations, including the 90-seat all-passenger RDC 1 and other units featuring baggage and Railway Post Office sections.

RDC's proved so successful at their intended service that they were purchased by 25 North American carriers and railroads in Brazil, Cuba, Australia, and Saudi Arabia. They served some owners for more than 30 years and ultimately helped pave the way for a revival of commuter rail service in many parts of the United States. For 2011, RailKing lets you serve branch lines with 2-car Budd sets in four roadnames.

Did You Know?
RDC's and other Budd passenger equipment made use of a patented "shotwelding" process that allowed their shiny stainless steel exteriors to be welded to stainless steel framing. Lacking this process, Budd's competitors were forced to rivet their stainless exteriors to frame members — a construction process that was far more prone to rust and corrosion. As a result, Budd alone was able to boast that that none of its railcar bodies ever wore out.

Operating Rolling Stock

Great White Shark - Operating Action Car
30-79302 $69.95

Monster Alligators - Operating Action Car
30-79301 $69.95

Action Car Features

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

Fire & Rescue - Flat Car with Operating Helicopter
30-79299 $59.95

Flat Car with Helicopter Features

- Operating Helicopter
- Motorized Launch Base
- Unit Measures: 11 5/8" x 3 3/8" x 4 1/2"
- Operates On O-27 Curves
- Requires 40-1008 Operating Track Section

Police - Flat Car with Operating Helicopter
30-79300 $59.95

Box Car

New York Central - Box Car
30-74633 $44.95

Chesapeake & Ohio - Box Car
30-74635 $44.95

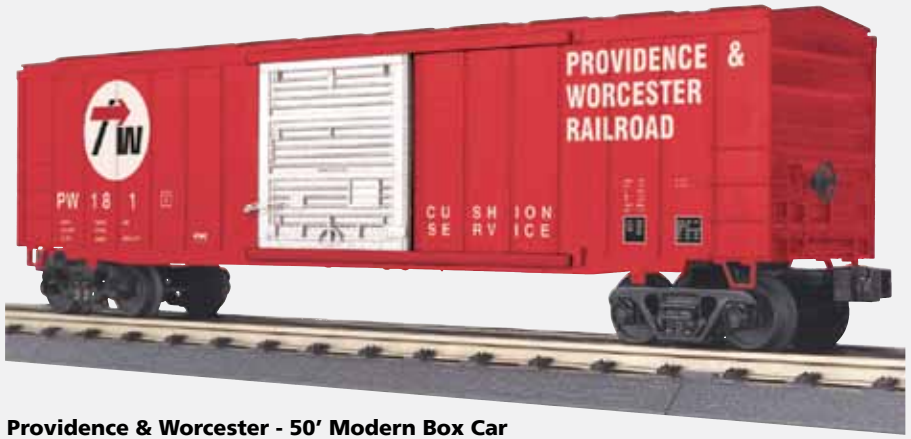
Canadian National - Box Car
30-74634 $44.95

Pennsylvania - Box Car
30-74632 $44.95

Features

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

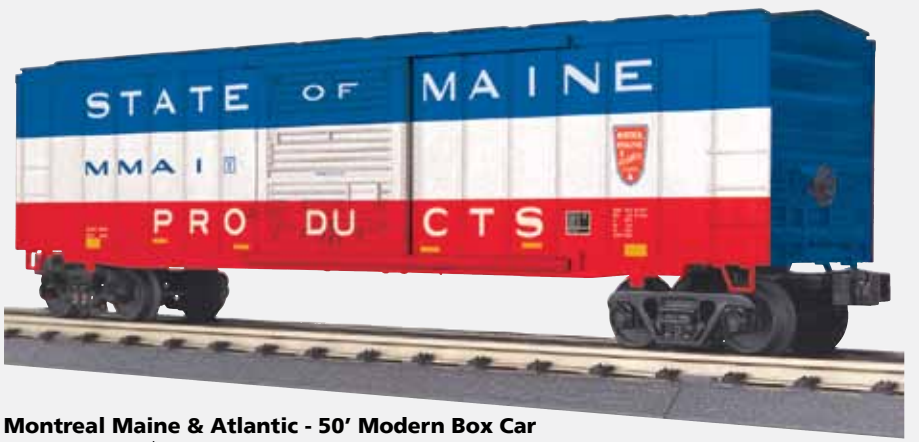
50' Modern Box Car



Providence & Worcester - 50’ Modern Box Car
30-74630 $49.95

Norfolk Southern - 50’ Modern Box Car
30-74628 $49.95

CSX - 50’ Modern Box Car
30-74629 $49.95



Montreal Maine & Atlantic - 50’ Modern Box Car
30-74631 $49.95

Features

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

50' Double Door Plugged Box Car

Amtrak - 50’ Double Door Plugged Box Car
30-74625 $49.95

Canadian Forest Products Ltd. - 50’ Double Door Plugged Box Car
30-74627 $49.95

Tropicana - 50’ Double Door Plugged Box Car
30-74624 $49.95

NASA - 50’ Double Door Plugged Box Car
30-74626 $49.95

Features

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

40' Double Door Box Car

Detroit & Toledo Shore Line - 40’ Double Door Box Car
30-74621 $44.95

M&M’S® - 40’ Double Door Box Car
30-74620 $49.95

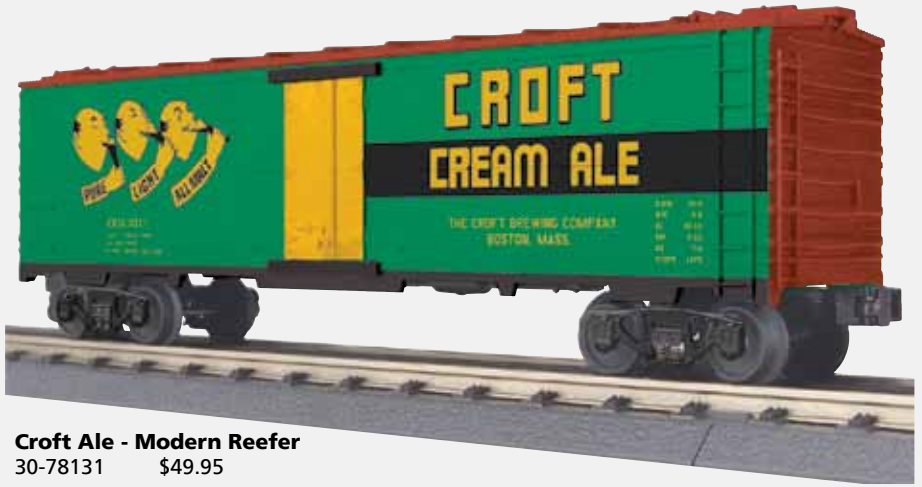
Reading Blue Mountain & Northern - 40’ Double Door Box Car
30-74623 $44.95

Seattle & North Coast - 40’ Double Door Box Car
30-74622 $44.95

Features

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

Modern Reefer



Croft Ale - Modern Reefer
30-78131 $49.95

Wacker Brewing - Modern Reefer
30-78132 $49.95

Lebanon Special - Modern Reefer
30-78133 $49.95

Hamm's Beer - Modern Reefer
30-78130 $49.95

Features

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

Tank Car

Canadian National - Tank Car
30-73346 $44.95

Long Island - Tank Car
30-73347 $44.95

Boston & Maine - Tank Car
30-73344 $44.95

Kansas City Southern - Tank Car
30-73345 $44.95

Features

- Unit Measures: 10 3/8” x 2 3/8” 3 13/16”
- Operates On O-27 Curves

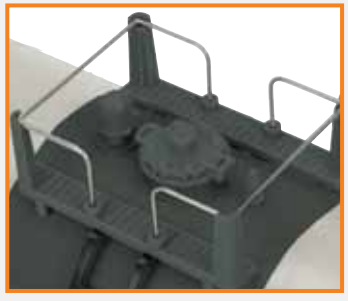
Modern Tank Car

M&M'S® - Modern Tank Car
30-73337 $54.95

Engelhard - Modern Tank Car
30-73338 $49.95

Norfolk Southern - Modern Tank Car
30-73339 $49.95

Harley-Davidson® - Modern Tank Car
30-73336 $54.95



Features

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

33K Gallon Tank Car

Alaska - 33K Gallon Tank Car
30-73340 $49.95

Milwaukee Road - 33K Gallon Tank Car
30-73341 $49.95

Pittsburgh & Lake Erie - 33K Gallon Tank Car
30-73342 $49.95

Great Northern - 33K Gallon Tank Car
30-73343 $49.95

Features

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

Auxiliary Water Tender

Union Pacific (Yellow)
Auxiliary Water Tender
30-79303 $79.95

Union Pacific (Black)
Auxiliary Water Tender
30-79304 $79.95

Union Pacific (Two-tone Gray)
Auxiliary Water Tender
30-79305 $79.95

Western Maryland
Auxiliary Water Tender
30-79306 $79.95

Perfect Compliment For Your RailKing Challenger, Big Boy or FEF Steamer

Features

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

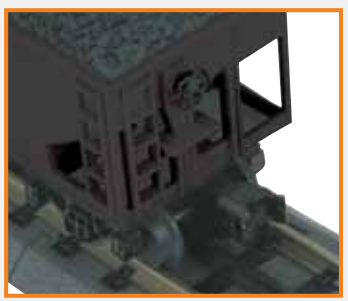
4-Bay Hopper

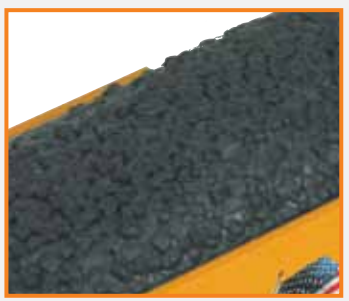
Union Pacific - 4-Bay Hopper
30-75377 $44.95

Clinchfield - 4-Bay Hopper
30-75376 $44.95

CP Rail - 4-Bay Hopper
30-75378 $44.95

Toronto Hamilton & Buffalo - 4-Bay Hopper
30-75379 $44.95





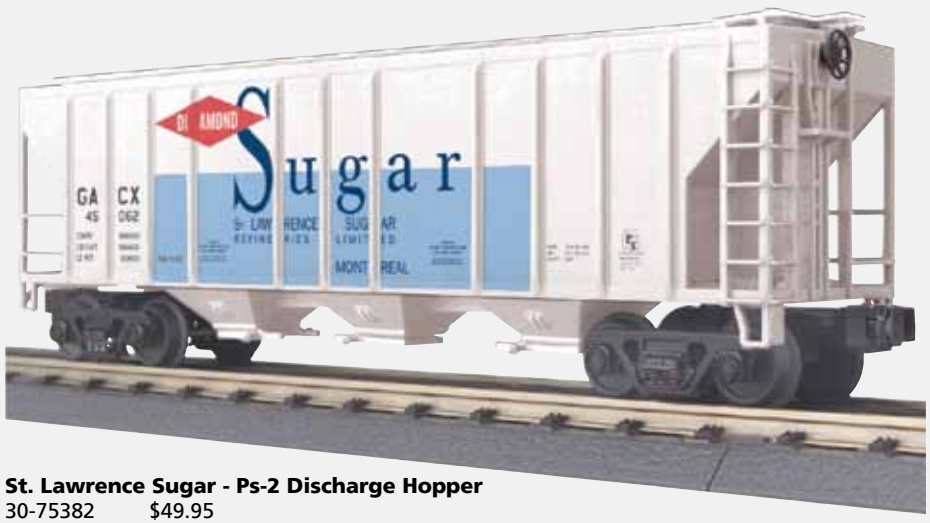
Features

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

Ps-2 Discharge Hopper

Southern - Ps-2 Discharge Hopper
30-75380 $49.95

SOO Line - Ps-2 Discharge Hopper
30-75383 $49.95



St. Lawrence Sugar - Ps-2 Discharge Hopper
30-75382 $49.95

Denver Rio Grande Western - Ps-2 Discharge Hopper
30-75381 $49.95

Features

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

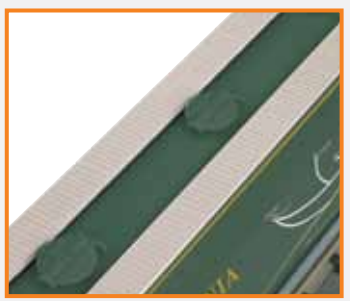
4-Bay Cylindrical Hopper

New Haven - 4-Bay Cylindrical Hopper
30-75373 $49.95

Conrail - 4-Bay Cylindrical Hopper
30-75374 $49.95

Pennsylvania - 4-Bay Cylindrical Hopper
30-75375 $49.95

Dr Pepper - 4-Bay Cylindrical Hopper
30-75368 $49.95



Features

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

Ore Car

Jersey Central - Ore Car
30-75384 $42.95

A&W Root Beer - Ore Car
30-75370 $44.95

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Norfolk Southern - Ore Car
30-75372 $42.95

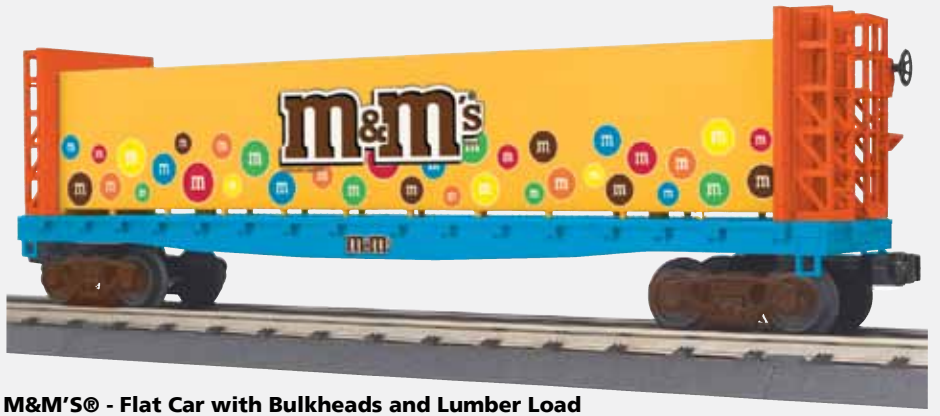
BNSF - Ore Car
30-75371 $42.95

Features

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

Flat Car with Bulkheads and Lumber Load

Norfolk Southern - Flat Car with Bulkheads and Lumber Load
30-76417 $44.95



M&M'S® - Flat Car with Bulkheads and Lumber Load
30-76415 $49.95

Harley Davidson® - Flat Car with Bulkheads and Parts Load
30-76408 $49.95

Pennsylvania - Flat Car with Bulkheads and Lumber Load
30-76416 $44.95

Features

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

Flat Car with Trailer

Harley-Davidson® - Flat car with Trailer
30-76409 $49.95

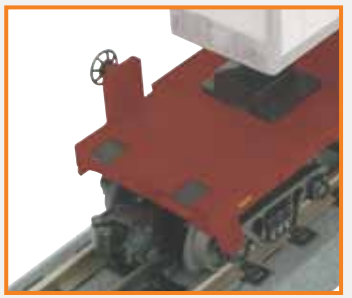
7UP - Flat car with Trailer
30-76410 $49.95

Features

- Each Car Measures: 13 1/2" x 2 1/2" x 3 3/8"
- Operates On O-31 Curves

BNSF - Flat car with Trailer
30-76426 $49.95

Alaska - Flat car with Trailer
30-76427 $49.95



Depressed Center Flat Car with Transformer

Pennsylvania - Dep. Center Flat Car with Transformer
30-76422 $44.95

U.S. Army - Dep. Center Flat Car with Transformer
30-76423 $44.95

Union Pacific- Dep. Center Flat Car with Transformer
30-76425 $44.95

Pittsburgh & Lake Erie - Dep. Center Flat Car with Transformer
30-76424 $44.95

Features

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

Center I-Beam Flat Car

Union Pacific - Center I-Beam Flat Car
30-76420 $49.95

CP Rail - Center I-Beam Flat Car
30-76421 $49.95

CSX - Center I-Beam Flat Car
30-76418 $49.95

BNSF - Center I-Beam Flat Car
30-76419 $49.95

Features

- Simulated Wood Load
- Unit Measures: 15” x 2 3/8” x 3 15/16”
- Operates On O-31 Curves

Crane Car and Tender

Western Maryland - Crane Car
30-79289 $69.95

Western Maryland - Crane Tender Car
30-79293 $49.95

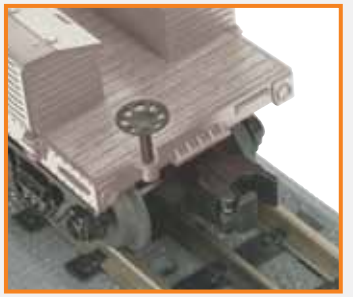
Bessemer & Lake Erie - Crane Car
30-79288 $69.95

Bessemer & Lake Erie - Crane Tender Car
30-79292 $49.95

Crane Car Features

- Manually Operated Crane Hook & Boom
- Unit Measures: 12 1/4" x 2 1/2" x 4 1/2"
- Operates On O-31 Curves

Milwaukee Road - Crane Car
30-79287 $69.95



Milwaukee Road - Crane Tender Car
30-79291 $49.95

Santa Fe - Crane Tender Car
30-79294 $49.95

Santa Fe - Crane Car
30-79290 $69.95

Crane Tender Features

- Operating Interior Lighting
- Unit Measures: 11 1/2” x 2 5/16” x 4”
- Operates On O-27 Curves

American Crane Car

Alaska - American Crane Car
30-79283 $69.95

Southern - American Crane Car
30-79284 $69.95

New Haven - American Crane Car
30-79286 $69.95

Jersey Central - American Crane Car
30-79285 $69.95

Features

- Manually Operated Crane Hook and Boom
- Each Car Measures: 13 1/2" x 2 1/2" x 3 3/8"
- Operates On O-31 Curves

Engineering Car

Milwaukee Road - Engineering Car
30-79295 $49.95

Southern - Engineering Car
30-79297 $49.95

Santa Fe - Engineering Car
30-79296 $49.95

Bessemer & Lake Erie - Engineering Car
30-79298 $49.95

Features

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

Gondola Car with Cover

Alaska - Gondola Car with Cover
30-72069 $42.95

Norfolk & Western - Gondola Car with Cover
30-72067 $42.95

NASA - Gondola Car with Cover
30-72068 $42.95

Features

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

Chessie - Gondola Car with Cover
30-72070 $42.95

Gondola Car with LCL Containers

CSX - Gondola Car with LCL Containers
30-72072 $49.95

Chicago Northwestern - Gondola Car with LCL Containers
30-72071 $49.95

Lehigh Valley - Gondola Car with LCL Containers
30-72074 $49.95

Canadian National - Gondola Car with LCL Containers
30-72073 $49.95

Features

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

Husky Stack Car

Western Maryland - Husky Stack Car
30-76413 $54.95

Dr Pepper - Husky Stack Car
30-76411 $59.95

New York Central - Husky Stack Car
30-76414 $54.95

Canadian National - Husky Stack Car
30-76412 $54.95

Features

- Unit Measures: 14 3/4" x 2 5/16" x 5"
- Operates On O-31 Curves

Bay Window Caboose

Boston & Maine - Boston & Maine - Bay Window Caboose
30-77188 $54.95

Toronto Hamilton & Buffalo - Bay Window Caboose
30-77191 $54.95

Union Pacific - Bay Window Caboose
30-77189 $54.95

CSX - Bay Window Caboose
30-77190 $54.95

Features

- Overhead Interior Lighting
- Detailed Interior
- Unit Measures: 14 1/2" x 2 1/2" x 3 1/2"
- Operates On O-31 Curves

Passenger Cars

Madison Passenger Cars

Pennsylvania - 4-Car 60′ Madison Passenger Set
30-69121 $229.95

Pennsylvania - 2-Car 60′ Madison Combo/Diner Set
30-69122 $119.95

Pennsylvania - 60′ Madison Coach Car
30-69123 $59.95

Pennsylvania - 60′ Madison Baggage Car
30-69145 $59.95

Santa Fe - 4-Car 60′ Madison Passenger Set
30-69133 $229.95

Santa Fe - 2-Car 60′ Madison Combo/Diner Set
30-69134 $119.95

Santa Fe - 60′ Madison Coach Car
30-69135 $59.95

Santa Fe - 60′ Madison Baggage Car
30-69147 $59.95

Milwaukee Road - 4-Car 60′ Madison Passenger Set
30-69139 $229.95

Features

- Durable ABS Intricately Detailed 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
- 2-Car Sets Feature: (1) Combine, (1) Diner
- 4-Car Set Measures: 68 3/4″ x 2 5/8″ x 3 5/16″
- 2-Car Set Measures: 34 6/16″ x 2 5/8″ x 3 5/16″
- Coach Measures: 16 11/16″ x 2 5/8″ x 4 5/16″
- Baggage Car Measures: 16 11/16″ x 2 5/8″ x 4 5/16″
- Operates On O-31 Curves

Milwaukee Road - 60′ Madison Coach Car
30-69141 $59.95

Milwaukee Road - 2-Car 60′ Madison Combo/Diner Set
30-69140 $119.95

Reading - 2-Car 60′ Madison Combo/Diner Set
30-69137 $119.95

Reading - 60′ Madison Coach Car
30-69138 $59.95

Reading- 4-Car 60′ Madison Passenger Set
30-69136 $229.95

Lehigh Valley - 4-Car 60′ Madison Passenger Set
30-69127 $229.95

Lehigh Valley - 60′ Madison Coach Car
30-69129 $59.95

Lehigh Valley - 2-Car 60′ Madison Combo/Diner Set
30-69128 $119.95

Northern Pacific - 4-Car 60′ Madison Passenger Set
30-69142 $229.95

Northern Pacific - 2-Car 60′ Madison Combo/Diner Set
30-69143 $119.95

Northern Pacific - 60′ Madison Coach Car
30-69144 $59.95

New York Central - 60′ Madison Coach Car
30-69126 $59.95

New York Central - 2-Car 60′ Madison Combo/Diner Set
30-69125 $119.95

New York Central - 60′ Madison Baggage Car
30-69146 $59.95

New York Central - 4-Car 60′ Madison Passenger Set
30-69124 $229.95

New Haven - 2-Car 60′ Madison Combo/Diner Set
30-69131 $119.95

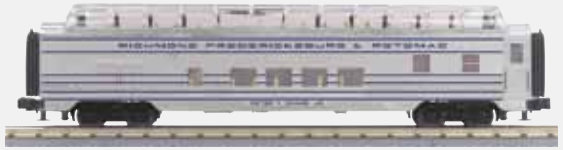
New Haven - 60′ Madison Coach Car
30-69132 $59.95

New Haven - 4-Car 60′ Madison Passenger Set
30-69130 $229.95

Streamlined Passenger Cars

Conrail - 4-Car 60′ Streamlined ABS Passenger Set
30-67604 $229.95

Conrail - 60′ Streamlined ABS Full-Length Vista Dome
30-67607 $62.95



Richmond, Fredericksburg & Potomac 60′ Streamlined ABS Full-Length Vista Dome
30-67611 $62.95

Conrail - 2-Car 60′ Streamlined ABS Sleeper/Diner
30-67605 $119.95

Conrail - 60′ Streamlined ABS Coach
30-67606 $59.95

Richmond, Fredericksburg & Potomac 2-Car 60′ Streamlined ABS Sleeper/Diner
30-67609 $119.95

Richmond, Fredericksburg & Potomac 60′ Streamlined ABS Coach
30-67610 $59.95

Richmond, Fredericksburg & Potomac - 4-Car 60′ Streamlined ABS Passenger Set
30-67608 $229.95

Erie - 2-Car 60′ Streamlined ABS Sleeper/Diner
30-67585 $119.95

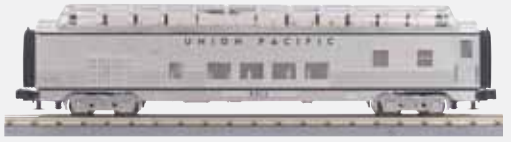
Erie - 60′ Streamlined ABS Coach
30-67586 $59.95

Erie - 60′ Streamlined ABS Full-Length Vista Dome
30-67587 $62.95

Union Pacific - 60′ Streamlined ABS Coach
30-67582 $59.95

Erie - 4-Car 60′ Streamlined ABS Passenger Set
30-67584 $229.95

Union Pacific - 4-Car 60′ Streamlined ABS Passenger Set
30-67580 $229.95



Union Pacific - 60′ Streamlined ABS Full-Length Vista Dome
30-67583 $62.95

Union Pacific - 2-Car 60′ Streamlined ABS Sleeper/Diner
30-67581 $119.95

Southern Pacific - 2-Car 60′ Streamlined ABS Sleeper/Diner
30-67577 $119.95

Southern Pacific - 60′ Streamlined ABS Full-Length Vista Dome
30-67579 $62.95

Southern Pacific - 4-Car 60′ Streamlined ABS Passenger Set
30-67576 $229.95

Southern Pacific - 60′ Streamlined ABS Coach
30-67578 $59.95

Kansas City Southern - 4-Car 60′ Streamlined ABS Passenger Set
30-67588 $229.95

Kansas City Southern - 60′ Streamlined ABS Full-Length Vista Dome
30-67591 $62.95

Kansas City Southern - 2-Car 60′ Streamlined ABS Sleeper/Diner
30-67589 $119.95

Kansas City Southern - 60′ Streamlined ABS Coach
30-67590 $59.95

Nickel Plate Road - 4-Car 60′ Streamlined ABS Passenger Set
30-67592 $229.95

Nickel Plate Road - 60′ Streamlined ABS Coach
30-67594 $59.95

Nickel Plate Road - 2-Car 60′ Streamlined ABS Sleeper/Diner
30-67593 $119.95

Nickel Plate Road - 60′ Streamlined ABS Full-Length Vista Dome
30-67595 $62.95

Pennsylvania - 60′ Streamlined ABS Full-Length Vista Dome
30-67599 $62.95

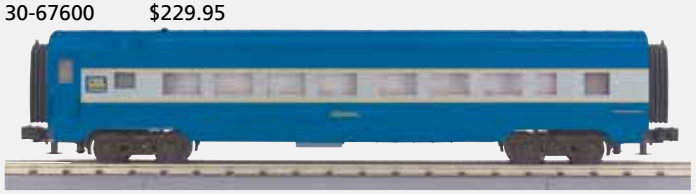
Pennsylvania - 4-Car 60′ Streamlined ABS Passenger Set
30-67596 $229.95

Pennsylvania - 2-Car 60′ Streamlined ABS Sleeper/Diner
30-67597 $119.95

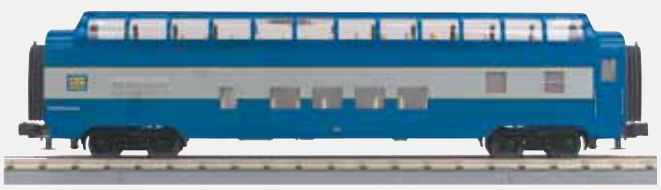
Pennsylvania - 60′ Streamlined ABS Coach
30-67598 $59.95

CSX - 2-Car 60′ Streamlined ABS Sleeper/Diner
30-67601 $119.95

CSX - 4-Car 60′ Streamlined ABS Passenger Set
30-67600 $229.95



CSX - 60′ Streamlined ABS Coach
30-67602 $59.95



CSX - 60′ Streamlined ABS Full-Length Vista Dome
30-67603 $62.95

Features

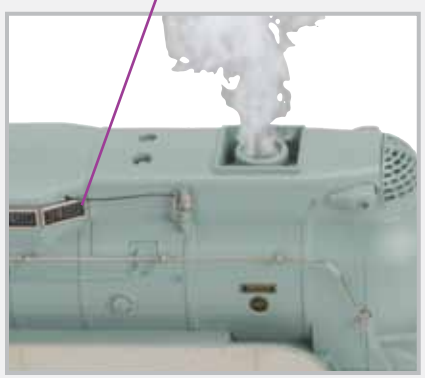
- Durable ABS Intricately Detailed Bodies
- Metal Wheels and Axles
- Overhead Interior Lighting
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- End-of-Car Diaphragms
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Detailed Car Interiors
- 4-Car Sets Feature: (1) Baggage, (1) Coach, (1) Vista Dome, (1) Observation
- 2-Car Sets Feature: (1) Sleeper, (1) Diner
- 4-Car Set Measures: 68 3/4″ x 2 5/8″ x 3 5/16″
- 2-Car Set Measures: 34 6/16″ x 2 5/8″ x 3 5/16″
- Coach Measures:16 11/16″ x 2 1/2″ x 3 5/16″
- Vist Dome Measures:16 11/16″ x 2 1/2″ x 3 13/16″
- Operates On O-31 Curves

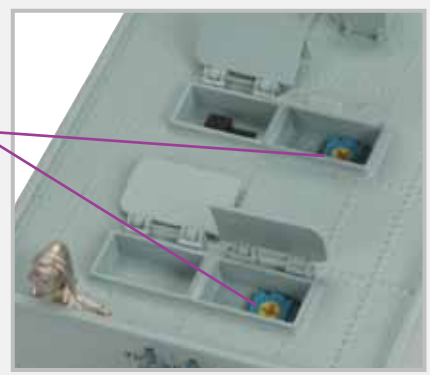
Anatomy of a Premier Steam Locomotive

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 Santa Fe Blue Goose shown here, are as detailed as we can reasonably make them, and feature a large number of added-on details. Premier engines also offer more elaborate lighting effects than RailKing models.

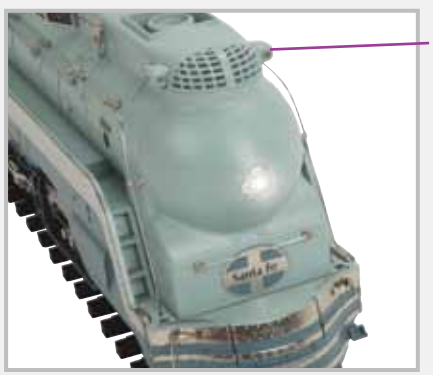
Look closely at any Premier Line model and you'll find a combination of superb detailing, prototype accuracy, rugged construction, and smooth, dependable operation that is unmatched by any other manufacturer.

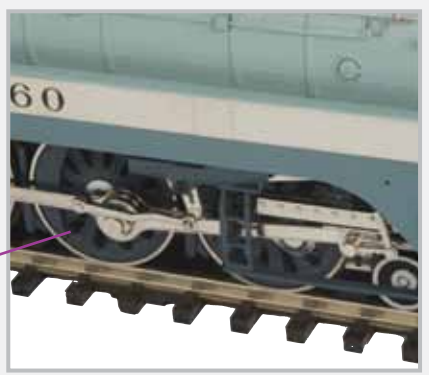
*European models are scaled 1:43.5 or 1:45 depending on prototype

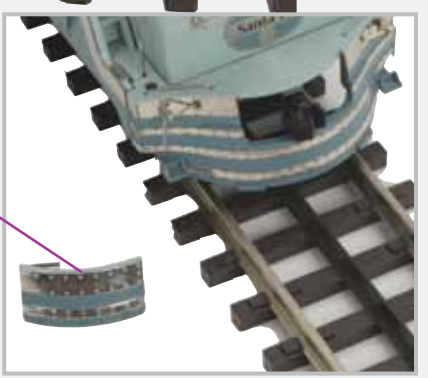





Operates AC
or DC power
Die-Cast
Metal Boiler
Variable intensity
synchronized puffing
smoke
Legible builders
plates
Constant
voltage
headlight
3460
Handrail
Precision fly-
wheel-equipped
motor


Lighted
marker
lights


All metal
Wheels, axles
and gears


Removable
Pilot Coupler
Door

4-6-4 Blue Goose Hudson

steam engine

Santa Fe - 4-6-4 Blue Goose Hudson Steam
20-3435-1 Hi-Rail Wheels $1099.95
20-3435-2 Scale Wheels $1099.95




Features

- Die-Cast Boiler and Tender Body
- Die-Cast Metal Chassis
- Authentic Paint Scheme & Cab Numbers
- Constant Voltage Headlight
- Detailed Cab Interior
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Synchronized Puffing ProtoSmoke™ System
- Locomotive Speed Control In Scale MPH Increments
- Locomotive Cab To Tender Deck Plate
- Detailed Tender Undercarriage
- Metal Wheels and Axles
- Die-Cast Truck Sides
- Precision Flywheel Equipped Motor
- Wireless Drawbar
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Remote Controlled Proto-Coupler™
- Engineer and Fireman Figures
- Operating Firebox Glow
- Operating Marker Lights
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station Proto-Effects™
- Unit Measures: 26" x 2 5/8" x 3 7/8"
- Hi-Rail Wheels Operate On O-54 Curves
- Scale Wheels Operate On 42" Radius Curves

The Santa Fe's only true streamlined engine, No. 3460, the famed Blue Goose, spent most of its life on the 992-mile run between Chicago and La Junta, CO. The sleek blue and silver shrouding originally draped over some of the cylinders and valve gear, but that was later trimmed away to allow for easier maintenance access. Whatever the shape of the Blue Goose's shrouding, the Santa Fe made sure its appearance was always resplendent. No. 3460 was always released from the roundhouse with a high gloss, including highly polished running gear. Shop workers were forbidden to use chains-only rope-to secure driving or side rods on this beauty when they pulled it into the back shops for work, for fear that chains would mar the metal.

The Blue Goose, sometimes called the Blue Bird, is a proud member of the M.T.H. Premier line. This distinctively cowled blue steamliner is sure to catch the attention to everyone who takes a trip on your railroad.

Did You Know?
These oil burners had the fuel oil tank built into the water tank in such a way that they could be converted to coal with a minimum of structural change, if necessary.

Santa Fe - Blue Goose Passenger Set
20-3436-1 Proto-Sound 3.0 $1199.95

4-6-4 Hiawatha
steam engine

Milwaukee Road - 4-6-4 Hiawatha Steam Engine
20-3437-1 Proto-Sound 3.0 $1099.95

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

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

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

Fortunately, your O gauge railroad can recreate the sights and sounds of this legendary train. The Hiawatha Hudson features die-cast locomotive and tender construction and the latest M.T.H. features, including synchronized puffing Proto-Smoke and the incredible sounds and performance of Proto-Sound® 3.0.

Features

- Die-Cast Boiler and Tender Body
- 1:48 Scale Proportions
- Die-Cast Metal Chassis
- Real Coal Load
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Remote Controlled Proto-Coupler
- Engineer and Fireman Figures
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Locomotive Speed Control In Scale MPH Increments
- Synchronized Puffing ProtoSmoke™ System
- Precision Flywheel Equipped Motor
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- Wireless Drawbar
- Illuminated Number Boards
- Illuminated Classification Lights
- Lighted Cab Interior
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station Proto-Effects
- Unit Measures: 26 1/8" x 2 9/16" x 4"
- Operates On O-42 Curves

Milwaukee Road - Hiawatha Passenger Train Set
20-3438-1 Proto-Sound 3.0 $1199.95

2-8-0 H-3 Consolidation

steam engine

Features

- Die-Cast Boiler and Tender Body
- 1:48 Scale Proportions
- Die-Cast Metal Chassis
- Real Coal Load
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Remote Controlled Proto-Coupler
- Engineer and Fireman Figures
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Locomotive Speed Control In Scale MPH Increments
- Synchronized Puffing ProtoSmoke™ System
- Precision Flywheel Equipped Motor
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- Wireless Drawbar
- Illuminated Number Boards
- Illuminated Classification Lights
- Lighted Cab Interior
- Proto-Sound® 3.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station or Freight Yard Proto-Effects™
- Unit Measures:15 3/4" x 2 3/8" x 3 3/4"
- Hi-Rail Wheels Operate On O-42 Curves
- Scale Wheels Operate On 31" Radius Curves

Pennsylvania - 2-8-0 H-3 Consolidation Steam Engine

20-3429-1	Hi-Rail Wheels	$699.95
20-3429-2	Scale Wheels	$699.95

Add a Matching Passenger Set

See Page 158

Long Island - 2-8-0 H-3 Consolidation Steam Engine

20-3431-1	Hi-Rail Wheels	$699.95
20-3431-2	Scale Wheels	$699.95

Pennsylvania - 2-8-0 H-3 Consolidation Steam Engine

20-3430-1	Hi-Rail Wheels	$699.95
20-3430-2	Scale Wheels	$699.95

Add a Matching Passenger Set

See Page 158

Norfolk & Western - 2-8-0 H-3 Consolidation Steam Engine

20-3432-1	Hi-Rail Wheels	$699.95
20-3432-2	Scale Wheels	$699.95

Add a Matching Passenger Set

See Page 158

Chesapeake & Ohio - 2-8-0 H-3 Consolidation Steam Engine

20-3433-1	Hi-Rail Wheels	$699.95
20-3433-2	Scale Wheels	$699.95

Add a Matching Passenger Set

See Page 158

Maryland & Pennsylvania - 2-8-0 H-3 Consolidation Steam Engine

20-3434-1	Hi-Rail Wheels	$699.95
20-3434-2	Scale Wheels	$699.95

Add a Matching Passenger Set

See Page 158

The 2-8-0 Consolidation wheel arrangement for steam locomotives was one of the most widely used and copied variants of steam motive power because its attributes made it an excellent choice for mainline, branch, freight and even passenger work. First appearing on the Lehigh Valley in 1866, 2-8-0s continued in service well into the 1950s with the Pennsylvania the leading user of all railroads.

The Pennsy created seven classes of Consolidations with the earliest being the 1885 H-3. These 50 inch driver locomotives were the first Pennsylvania steam locomotives to utilize the road's trademark Belpaire firebox. Hundreds were built over a ten year span and were utilized in all levels of service before being replaced with the more common fat boilers of Pennsy's H-4 thru H-10 series of consols.

This small and diminutive 2-8-0 is the perfect choice for modelers looking for a scale proportioned 19th century steam locomotive. Intricately detailed and outfitted with the power and performance of Proto-Sound 3.0, the M.T.H. Pennsylvania H-3 is equipped with synchronized puffing smoke, Proto-Speed control for incredible slow speed action and the hobby's largest variety of prototypical steam engine sounds.

Did You Know?

The last H-3, No. 1187, was discovered in a stone quarry and reclaimed for restoration by the Pennsylvania. It was displayed at the 1939-40 New York World's Fair and now resides in the Pennsylvania Railroad Museum.

0-8-8-0
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
- Precision Flywheel Equipped Motor
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Decorative Bell
- Real Coal Load
- Decorative Metal Whistle
- Operating Marker Lights
- Locomotive Speed Control In Scale MPH Increments
- Lighted Cab Interior
- Synchronized Puffing ProtoSmoke™ System
- Operating Tender Back-up Light
- (2) Remote Controlled Proto-Couplers
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Freight Yard Proto-Effects™
- Unit Measures: 23 1/4" x 2 5/8" x 3 7/8"
- Operates On O-72 Curves

Built in 1907, the 0-8-8-0 articulated was the Erie Railroad's first Mallet type steam locomotive and sported numerous distinctions never-before-found on other railroads.

Not only was Erie's L1 locomotive the largest and most powerful steam locomotive of its era, but it was the only camelback style locomotive built over an articulated 0-8-8-0 chassis. On top of that, the Angus locomotive was hand fired and sported a voracious appetite for steam pressure leading to very little time for the engine's firemen to enjoy the scenic panorama of the Starrucca viaduct.

The L1 obtained the nickname "Angus-type" as a result of noted railroad operations writer Angus Sinclair's comments that the L1 would dry up all the country's canals and make all forms of water transportation obsolete thanks to the engine's incredible thirst. Because only three L1 locomotives were constructed, Sinclair's comments never rang true but the engine did establish the use of Mallet type engines beyond narrow gauge light duty use.

Continuing in its trend of producing obscure yet remarkable locomotives, M.T.H. Electric Trains is proud to return the first die-cast metal recreation of the famous Erie 0-8-8-0 in all its Russian Iron livery. Outfitted with the incredible sounds and features of Proto-Sound 3.0, the L1 comes equipped with two Proto-Couplers for push and pull service destined to create a lasting impression on your model railroad just as it did for the Erie nearly 100 years ago.

Did You Know?
The L1 0-8-8-0 was developed by the Erie for "pusher service" on its Gulf Summit Grade and Susquehanna Hill. Featuring almost 95,000 pounds of tractive force gave the Angus nearly twice the power of a Decapod and allowed the engine to conqour grades that rose 60 feet every mile and curves banked at 5 degrees.

Erie (Russian Iron) - 0-8-8-0 Steam Engine
20-3439-1 Proto-Sound 3.0 $ 1299.95

Erie (Black) - 0-8-8-0 Steam Engine
20-3440-1 Proto-Sound 3.0 $ 1299.95

Erie (Russian Iron) - 0-8-8-0 Freight Set
20-3441-1 Proto-Sound 3.0 $ 1399.95

Erie (Black) - 0-8-8-0 Freight Set
20-3442-1 Proto-Sound 3.0 $ 1399.95

Climax Logging
steam engine

Features

- Die-Cast Boiler and Tender Body
- 1:48 Scale Proportions
- Die-Cast Metal Chassis
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Precision Flywheel Equipped Motor
- Locomotive Speed Control In Scale MPH Increments
- Remote Controlled Proto-Coupler
- Engineer and Fireman Figures
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Lighted Cab Interior
- Synchronized Puffing ProtoSmoke™ System
- Operating Locomotive Back-up Light
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 13" x 2 1/2" x 4 1/4"
- Operates On O-42 Curves

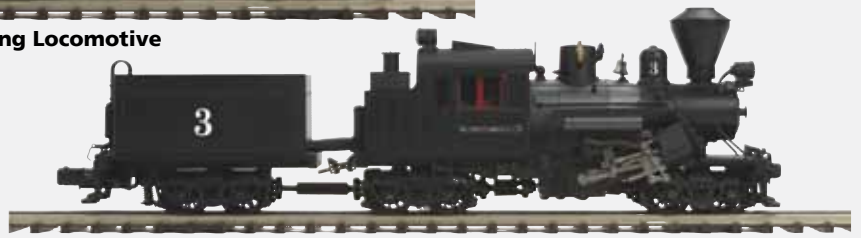
Geared locomotives like the Climax Steam Engine were created to ensure high tractive effort and adhesion when running at slow speeds on poor track. The Climax Manufacturing Company of Corry, Pennsylvania built about 1,100 of these engines between 1888 and 1928. These engines were popular where lumber was harvested and other specialized industrial work took place, especially in northern New England, the Appalachian Mountains, the upper Midwest, northern California, and the Pacific Northwest. Many of these locomotives were still operating well into the 1960s and are fondly remembered as one of the most exciting locomotives to watch.

The Climax Steam Engine differed dramatically from the conventional rod-driven steam locomotive in that it was driven by a crankshaft that powered the trucks with a network of gears. With trucks instead of big drive wheels, a fast exhaust, and slow speed (15-20 mph was the engine's top speed), the Climax bore little resemblance to other steam power. Geared engines like the Climax negotiated grades of up to 10% rather easily, and could hold the rail on track that routinely derailed many conventional locomotives. Working far from the shops, as it generally did, the Climax was rugged and easy to maintain, enduring incredible strain as it negotiated tough routes.

HillCrest Lumber Company - Climax Logging Locomotive

20-3443-1	Hi-Rail Wheels	$899.95
20-3443-2	Scale Wheels	$899.95

Add a 6-Car Skeleton Flat Car Set
See Page 157



Hillcrest Lumber Company - Climax Logging Locomotive

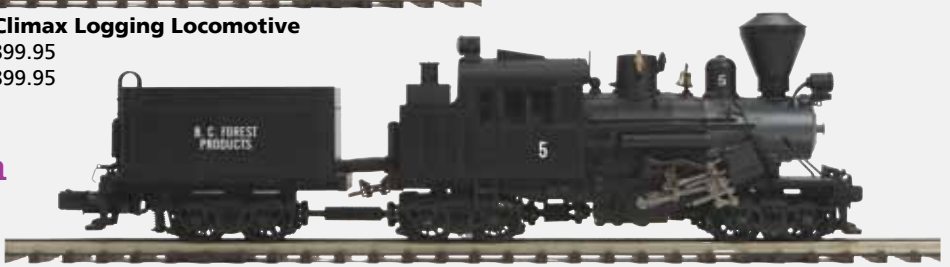
20-3444-1	Hi-Rail Wheels	$899.95
20-3444-2	Scale Wheels	$899.95

Add a 6-Car Skeleton Flat Car Set
See Page 157

Canadian Forest Products Ltd. - Climax Logging Locomotive

20-3445-1	Hi-Rail Wheels	$899.95
20-3445-2	Scale Wheels	$899.95

Add a 6-Car Skeleton Flat Car Set
See Page 157



British Columbia Forest Products - Climax Logging Locomotive

20-3446-1	Hi-Rail Wheels	$899.95
20-3446-2	Scale Wheels	$899.95

Hillcrest Lumber Company - Climax Speciality Freight Set

20-3447-1	Proto-Sound 3.0	$999.95

Canadian Forest Products Ltd. - Climax Speciality Freight Set

20-3448-1	Proto-Sound 3.0	$999.95

2-3-1E Chapelon Pacific
steam engine

Features

- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Real Coal Load
- Operating Marker Lights
- Lighted Cab Interior
- Synchronized Puffing ProtoSmoke™ System
- Operating Tender Back-up Light
- Operating Proto-Coupler (Hi-Rail Only)
- Locomotive Speed Control In Scale MPH Increments
- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Precision Flywheel Equipped Motor
- Wireless Drawbar
- European NEM Fine Scale Couplers Included
- CE Rated
- Sprung Bumpers
- 1:43.5 Scale Proportions
- On-Board DCC Receiver
- Proto-Sound® 3.0 With The Digital Command System Featuring Quillable Whistle With German Speaking Passenger Station Proto-Effects™
- Unit Measures:23 1/4" x 2 5/8" x 4"
- Hi-Rail Wheels Operate On O-42 Curves
- NEM 310/311 Standard Fine Scale Wheels Operate On 42" Radius Curves

SNCF Black - 2-3-1 Chapelon Pacific Steam Engine

20-3449-1	Hi-Rail Wheels	$1099.95
20-3349-2	Fine Scale Wheels	$1099.95

SNCF Green - 2-3-1 Chapelon Pacific SNCF Green Steam Engine

20-3450-1	Hi-Rail Wheels	$1099.95
20-3450-2	Fine Scale Wheels	$1099.95

Nord Brown - 2-3-1 Chapelon Pacific Steam Engine

20-3451-1	Hi-Rail Wheels	$1099.95
20-3451-2	Fine Scale Wheels	$1099.95

In the late 1800s, train travel across Europe was a messy affair. At each national border, passengers got off one train, walked across the border, and climbed aboard another. Like George Pullman in the United States, Belgian George Nagelmackers dreamed of something better: a rolling hotel in which travelers could sleep, eat, and relax from one end of their journey to the other. In 1883, the Orient Express made the dream a reality: a single train from Paris to Romania (and within a few years, from Paris to Istanbul), with rolling stock supplied by Nagelmackers' Compagnie Internationale des Wagons-Lits et Grandes Express Europeens ("wagon-lit" being French for sleeping car). Only the locomotives were changed as the Orient Express rolled across no less than seven national borders on its three-day journey.

From 1889 to 1977, with interruptions for two world wars, the Orient Express ran from Gare de l'Est station in Paris to Sirkeci Terminal on the Golden Horn, the gateway to Asia. After the 12-mile-long Simplon Tunnel was opened under the Alps, a second, more southerly route was added in 1919: the Simplon Orient Express via Milan, Venice, and Trieste. The train, of course, got caught up in the politics of the regions through which it ran and became a setting for international intrigue, mystery, and romance—more so in fiction than in fact. The Orient Express' screen credits include the James Bond film From Russia With Love and, most famously, movie and print versions of Agatha Christie's 1934 novel Murder on the Orient Express. The long, dark passage through the Simplon Tunnel, of course, has been a favorite setting for nefarious events.

Add a touch of color, mystery, and intrigue (but hopefully not murder) to your own railroad with our first-ever M.T.H. model of a European prototype. This engine replicates the French Pacific (2-3-1E wheel arrangement in French parlance, which counts axles rather than wheels) that hauled the Orient Express from Paris to the French border in the period between the world wars. The sound set in this fully featured Premier model includes a European whistle and station announcements in English and French.

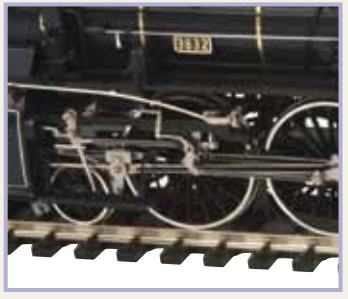
Add a Matching Passenger Set

See Page 100

Bavarian Class S 3/6 Express

steam engine

Although photos depict the "High Stepper" version of the S 3/6, actual models will be the original version with Windschneide ("wind cutter") cab. Note also that paint and lettering schemes shown are subject to changes for additional accuracy; check on ***www.mthtrains.com/europe*** *for updated information.*



Features

- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Operating Marker Lights
- Lighted Cab Interior
- Synchronized Puffing ProtoSmoke™ System
- Operating Tender Back-up Light
- Operating Proto-Coupler (Hi-Rail Only)
- Locomotive Speed Control In Scale MPH Increments
- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Precision Flywheel Equipped Motor
- Wireless Drawbar
- European NEM Fine Scale Couplers Included
- NEM 365 Coupler Pocket
- NEM 362 Lenz® Compatible Coupler Included
- CE Rated
- Sprung Bumpers
- 1:45 Scale Proportions
- On-Board DCC Receiver
- Proto-Sound® 3.0 With The Digital Command System Featuring Quillable Whistle With German Speaking Passenger Station Proto-Effects™
- Unit Measures: 20 7/8" x 2 3/4" x 4 1/4"
- Hi-Rail Wheels Operate On O-42 Curves
- NEM 310/311 Standard Fine Scale Wheels Operate On 54" Radius Curves

In 1871, Germany became the last major European country to unify, combining a hodgepodge of kingdoms and duchies. But it would be another 50 years before the 11 provincial railroads were nationalized into the German Imperial Railway Company (DRG, with the logo DR). In the meantime, each road continued to develop its own locomotive designs. One of the best was the Class S 3/6 of the Royal Bavarian State Railways (abbreviated K. Bay. Sts. B. in German).

Regarded by European enthusiasts as one of the most beautiful and successful of all steam locomotives, the Class S 3/6 ("S" for schnellzuglok, indicating an express passenger engine, and 3/6 to indicate 3 powered axles, 6 axles total) was built by A G Maffei beginning in 1908 and showcased the talent of that firm's chief designer, Heinrich Leppla. The stylish conical smokebox front of the S 3/6 was complemented by a handsome holly green paint scheme. Two inboard high pressure cylinders and two outboard low pressure cylinders drove the center axle. The S 3/6 was one of the first European engines to follow the American practice of casting the cylinders and smoke box saddle as one huge casting, which gave the engine a distinctive look. The majority of the class were fitted with 74" drivers to conquer Bavaria's mountainous terrain. A smaller group of S 3/6 engines, however, was built with 79" drivers for high-speed service on flatter routes and acquired the nickname "High Steppers."

After nationalization in 1920, the engines were painted in the black and red Deutsche Reichsbahn (DR) scheme and became classes 18.3 through 18.5. While the DR intended to develop new standard engines of its own, the S 3/6 was deemed so good that the DR continued to order new engines of this 1908 design through 1931. The relatively light axle loading of the S 3/6, 18 tons, was also a plus, as the DR was behind schedule in upgrading main lines to its new 20-ton standard. So successful were the Bavarian Pacifics that they were chosen over more modern power to lead the glorious cream and blue Rheingold Express on part of its scenic route down the Rhine Valley, both before and after WWII. An S 3/6 could also be seen often on the point of the Orient Express.

Even after World War II, the aging engines continued to be great performers. A large number were modernized with new boilers and became the most economical steamers on the Deutsche Bundesbahn (DB), the new name for West Germany's railroad system. By the 1960s however, the S 3/6 class, which originally numbered 159 locomotives, had been retired, with a number of engines preserved in museums or in operating condition. This superbly detailed, smooth running model of one of Europe's favorite steam engines, is offered in original Royal Bavarian paint schemes and post-nationalization black and red.

Did You Know?
As reparations after World War I, three S 3/6 steamers went to Belgium and 16 were given to France.

KBayStsB - Bavarian S 3/6 Express Steam Locomotive (Era I; Blue with Black Wheels)
20-3398-1 Hi-Rail Wheels $1195.95
20-3398-2 Fine Scale Wheels $1195.95

KBayStsB - Bavarian S 3/6 Express Steam Locomotive (Era I; Green with Red Wheels)
20-3399-2 Hi-Rail Wheels $1195.95
20-3399-2 Fine Scale Wheels $1195.95

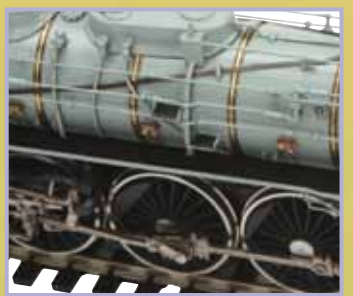
KBayStsB - Bavarian S 3/6 Express Steam Locomotive (Era I; Green with Black Wheels)
20-3400-1 Hi-Rail Wheels $1195.95
20-3400-2 Fine Scale Wheels $1195.95

KBayStsB - BR 18 Steam Locomotive (Era II; Black with Red Wheels)
20-3401-1 Hi-Rail Wheels $1195.95
20-3401-2 Fine Scale Wheels $1195.95

Deutsche Reichsbahn - 5-Car Rheingold Standard Passenger Set
20-60017 Hi-Rail Wheels $549.95
20-60018 Fine Scale Wheels $549.95

EST Era II Class 241A

steam engine

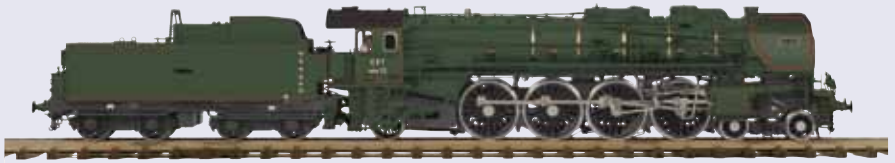


Features

- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Operating Marker Lights
- Lighted Cab Interior
- Operating Proto-Coupler (Hi-Rail Only)
- Synchronized Puffing ProtoSmoke™ System
- Operating Tender Back-up Light
- Locomotive Speed Control In Scale MPH Increments
- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- European NEM Fine Scale Couplers Included
- CE Rated
- Sprung Bumpers
- NEM 310/311 Standard Fine Scale Wheels
- Precision Flywheel Equipped Motor
- Wireless Drawbar
- 1:43.5 Scale Proportions
- On-Board DCC Receiver
- Proto-Sound® 3.0 With The Digital Command System Featuring Quillable Whistle With French Speaking Passenger Station Proto-Effects™
- Unit Measures: 24 5/16" x 2 9/16" x 3 15/16"
- Hi-Rail Wheels Operate On O-42 Curves
- NEM 310/311 Standard Fine Scale Wheels Operate On 42" Radius Curves

EST - Era II Class 241A Steam Engine (Gray)
20-3402-1 Hi-Rail Wheels $1195.95
20-3402-2 Fine Scale Wheels $1195.95

EST - Era II Class 241A Steam Engine (1936 Black)
20-3403-1 Hi-Rail Wheels $1195.95
20-3403-2 Fine Scale Wheels $1195.95



EST - Era II Class 241A Steam Engine (1932 Green/Black)
20-3405-1 Hi-Rail Wheels $1195.95
20-3405-2 Fine Scale Wheels $1195.95

SNCF - Era II Class 241A Steam Engine (Restored 241A65)
20-3406-1 Hi-Rail Wheels $1195.95
20-3406-2 Fine Scale Wheels $1195.95

SCNF - Era III Class 241A Steam Engine (Red Stripes)
20-3425-1 Hi-Rail Wheels $1195.95
20-3425-2 Fine Scale Wheels $1195.95

ETAT - Era II Class 241A Steam Engine (Yellow Stripes)
20-3426-1 Hi-Rail Wheels $1195.95
20-3426-2 Fine Scale Wheels $1195.95

The 4-8-2 wheel arrangement — 241 in French parlance, which counts axles rather than wheels — represented the largest regular-production passenger locomotives ever to serve in France. The first of the type were 41 engines of class 241A, built starting in 1925 for the Chemins de Fer de l'Est (Eastern Railway), which ran due east from Paris to cities such as Nancy and Strasbourg.

Like most French express engines, the 241A was a de Glehn compound, a design that would seem frighteningly complex to engineers or shop crews anywhere outside of France. To make more efficient use of steam, a compound engine uses steam twice. Boiler steam is fed to high-pressure cylinders and then exhausted into one or two larger, low-pressure cylinders to work again before going up the stack. Following in the footsteps of their countryman Anatole Mallet, one of the earliest advocates of compounding, Alfred de Glehn and Gaston du Bousquet at the end of the nineteenth century designed a four-cylinder compound system, with high-pressure cylinders outside the frames and low-pressure cylinders inside the frames.

The *chauffeur* of a de Glehn compound had five working possibilities: normal compounding; four-cylinder simple operation for starting (high-pressure boiler steam to all cylinders); compounding with some additional high-pressure steam to the low-pressure cylinders, for extra power on hills; and high-pressure steam to only the low-pressure or only the high-pressure cylinders, to limp home in case of mechanical failure. All of this was controlled by two throttles (one for each pair of cylinders), two reverse levers, and an intercepting valve to manage the flow of steam from high-pressure to low-pressure cylinders. In the 241A, an additional task was controlling the six-jet blast-pipe in the smokebox, which varied the firebox draft. In most countries, shop crews would have declared the de Glehn system a maintenance nightmare and engineers would have found it horribly complicated. But French shop crews appeared to thrive on its complexity. And French *chauffeurs*, trained as *méchaniciens* (engine mechanics) rather than firemen as in other countries, prided themselves on the throttle artistry needed to achieve the wonderful performance that a de Glehn compound could deliver.

The original 241As worked well enough that 49 more were ordered for the Chemins de Fer de l'État (State Railways). A series of trials in 1933, however, showed the 241A was inferior to the smaller, famous Pacifics of the Paris-Orleans Railway, as rebuilt by André Chapelon, "the genius of French steam." As a result, the 241As — like several other classes of French steamers — were rebuilt along Chapelon lines, resulting in a 40% increase in horsepower with a 15% decrease in coal consumption. The rebuilt engines served the Est, Etat, and later the nationalized French railways (SNCF) into the 1960s. At least two are preserved: the prototype, No. 241A1, in the Cité du Train in Mulhouse, France, and 241A65, the largest hand-fired, operating steam engine in Europe (which barnstormed across Switzerland this past summer, doubleheading with postwar French steamer 241P17). Our superdetailed model of this premier French steamer — complete with French passenger station announcements and crew talk, and authentic French whistle — is as it appeared in Era II after Chapelon had worked his magic.

Add a Matching Passenger Set

See Page 101

SCNF - Era III Class 241A Steam Engine (Post-War Green/Black)
20-3404-1 Hi-Rail Wheels $1195.95
20-3404-2 Fine Scale Wheels $1195.95

LMS Duchess Class

steam engine

Features

- Die-Cast Boiler and Tender Body
- 1:43.5 Scale Proportions
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Precision Flywheel Equipped Motor
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Operating Proto-Coupler (Hi-Rail Only)
- Lighted Cab Interior
- Locomotive Speed Control In Scale MPH Increments
- On Board DCC Receiver (Fine Scale Only)
- European NEM Fine Scale Couplers Included
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- Synchronized Puffing ProtoSmoke™ System
- Wireless Drawbar
- Proto-Sound With The Digital Command System Featuring Quillable Whistle With Passenger Station Proto-Effects™
- Unit Measures: 23 7/16" x 2 11/16" x 4 5/16"
- Hi-Rail Wheels Operate On O-54 Curves
- NEM 310/311 Standard Fine Scale Wheels Operate On 42" Radius Curves

British Railways - Duchess Class Duchess of Buccleuch Steam Engine
20-3367-1 Hi-Rail Wheels $1195.95
20-3367-2 Fine Scale Wheels $1195.95

British Railways - Duchess Class Duchess of Atholl Steam Engine
20-3371-1 Hi-Rail Wheels $1195.95
20-3371-2 Fine Scale Wheels $1195.95

British Railways (Maroon) - 4-Car LMS Standard Passenger Set (Not Shown)
20-60011 Hi-Rail Wheels $429.95
20-60011-2 Fine Scale Wheels $429.95

British Railways (Maroon) - LMS Standard Passenger Car (Not Shown)
20-60013 Hi-Rail Wheels $109.95
20-60013-2 Fine Scale Wheels $109.95

British Railways - Duchess Class Duchess of Abercorn Steam Engine
20-3369-1 Hi-Rail Wheels $1195.95
20-3369-2 Fine Scale Wheels $1195.95

London, Midland and Scottish Railway - Duchess Class Duchess of Sutherland Steam Engine
20-3368-1 Hi-Rail Wheels $1195.95
20-3368-2 Fine Scale Wheels $1195.95

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.

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, synchronized puffing smoke with prototypically correct chuffs per driver revolution, and station sounds for the Royal Scot.

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.

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.

London, Midland and Scottish Railway - Duchess Class Duchess of Montrose Steam Engine
20-3370-1 Hi-Rail Wheels $1195.95
20-3370-2 Fine Scale Wheels $1195.95

British Railways (Crimson & Cream) - 4-Car LMS Standard Passenger Set (Not Shown)
20-60008 Hi-Rail Wheels $429.95
20-60008-2 Fine Scale Wheels $429.95

British Railways (Crimson & Cream) - LMS Standard Passenger Car (Not Shown)
20-60010 Hi-Rail Wheels $109.95
20-60010-2 Fine Scale Wheels $109.95

London, Midland & Scottish Railway - LMS Standard Passenger Car
20-60007 Hi-Rail Wheels $109.95
20-60007-2 Fine Scale Wheels $109.95

London, Midland & Scottish Railway - 4-Car LMS Standard Passenger Set
20-60005 Hi-Rail Wheels $429.95
20-60005 Fine Scale Wheels $429.95

TRAXX F140 AC
electric 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 (Hi-Rail Only)
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Decorative 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
- European NEM Fine Scale Couplers Included
- Sprung Bumpers
- (2) Motorized (Inside) Pantographs
- LED Lighting Effects
- On Board DCC Receiver
- 1:45 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring German Speaking Passenger or Freight Yard Proto-Effects
- Unit Measures: 16 3/16" x 2 1/2" x 4 5/16"
- Hi-Rail Wheels Operate On O-42 Curves
- NEM 310/311 Standard Fine Scale Wheels Operate On 31" Radius Curves

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

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

The TRAXX electric offers a near-perfect combination of speed, safety, and practicality. Its streamlined shape is designed for aerodynamics but also for economical construction, being composed almost entirely of flat surfaces. The ends are raked at an angle that slices through the air - but a steeper, more streamlined angle was avoided in order to minimize air turbulence between the engine and the following car. The controls, of course, are fully computerized with myriad safety systems. With up to 800 horsepower being delivered to each of its eight wheels, wheelslip control on the TRAXX was mandatory. Another system automatically ensures adherence to speed restrictions and 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. New Jersey Transit operates a fleet of 29 German-built Bombardier ALP-46 electrics that were derived from the same Adtranz technolgy as the TRAXX platform and delivered in 2001-2002. Capable of pulling longer trains than the NJT'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 NJT has ordered an additional 27 engines to be delivered in 2008-2010 to pull a fleet of new Multilevel cars.

SBB Cargo Switzerland - TRAXX F140 AC Electric Engine

20-5632-1	Hi-Rail Wheels	$449.95
20-5632-2	Fine Scale Wheels	$499.95
20-5632-3	Non-Powered	$219.95

CrossRail - TRAXX P140 AC2 Electric Engine

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

Veolia Transport Germany - TRAXX P160 AC2 Electric Engine

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

Railion European - TRAXX F140 AC2 Electric Engine

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

6-Car European Modern Kesselwagen Set

Wascosa OMV - 6-Car European Modern Kesselwagen (Tank Car) Set

20-90919	Hi-Rail Wheels	$439.95
20-90923	Fine Scale Wheels	$439.95

GATX - 6-Car European Modern Kesselwagen (Tank Car) Set

20-90917	Hi-Rail Wheels	$439.95
20-90921	Fine Scale Wheels	$439.95

BP - 6-Car European Modern Kesselwagen (Tank Car) Set

20-90916	Hi-Rail Wheels	$439.95
20-90920	Fine Scale Wheels	$439.95

Wascosa - 6-Car European Modern Kesselwagen (Tank Car) Set

20-90918	Hi-Rail Wheels	$439.95
20-90922	Fine Scale Wheels	$439.95

6-Car European Modern Offener Guterwagen Set

(Locomotive Not Included)

DP Cargo - 6-Car European Modern Offener Güterwagen (Gondola Car) Set

20-90924	Hi-Rail Wheels	$439.95
20-90928	Fine Scale Wheels	$439.95

Railion - 6-Car European Modern Offener Güterwagen (Gondola Car) Set

20-90926	Hi-Rail Wheels	$439.95
20-90930	Fine Scale Wheels	$439.95

SBB-CFF - 6-Car European Modern Offener Güterwagen (Gondola Car) Set

20-90927	Hi-Rail Wheels	$439.95
20-90931	Fine Scale Wheels	$439.95

Niederlandischen Eisenbahnen - 6-Car European Modern Offener Güterwagen (Gondola Car) Set

20-90925	Hi-Rail Wheels	$439.95
20-90929	Fine Scale Wheels	$439.95

(Locomotive Not Included)

Swiss 6/8 Type 2 Crocodile

electric 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™ (Hi-Rail Only)
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Decorative 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
- European NEM Fine Scale Couplers Included
- NEM 365 Coupler Pocket
- NEM 362 Lenz® Compatible Coupler Included
- Sprung Bumpers
- (2) Motorized Pantographs
- LED Lighting Effects
- On Board DCC Receiver
- 1:45 Scale Proportions
- Proto-Sound® 3.0 With The Digital Command System Featuring German Speaking Passenger or Freight Yard Proto-Effects™
- Unit Measures: 16 3/16" x 2 1/2" x 4 5/16"
- Hi-Rail Wheels Operate On O-42 Curves
- NEM 310/311 Standard Fine Scale Wheels Operate On 31" Radius Curves

Tuscan - Swiss 6/8 Type 2 Crocodile Electric Engine

20-5637-1	Hi-Rail Wheels	$899.95
20-5637-2	Fine Scale Wheels	$899.95

Dark Green - Swiss 6/8 Type 2 Crocodile Electric Engine

20-5638-1	Hi-Rail Wheels	$899.95
20-5638-2	Fine Scale Wheels	$899.95

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

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

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

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

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

6-Car European Bierwagen Set

Biere Beauregard - 6-Car European Bierwagen (Reefer Car) Set

20-90900	Hi-Rail Wheels	$389.95
20-90904	Fine Scale Wheels	$389.95

Brasserie du Cardinal - 6-Car European Bierwagen (Reefer Car) Set

20-90901	Hi-Rail Wheels	$389.95
20-90905	Fine Scale Wheels	$389.95

Brauerei Loewengarten - 6-Car European Bierwagen (Reefer Car) Set

20-90902	Hi-Rail Wheels	$389.95
20-90906	Fine Scale Wheels	$389.95

Feldschloesschen - 6-Car European Bierwagen (Reefer Car) Set

20-90903	Hi-Rail Wheels	$389.95
20-90907	Fine Scale Wheels	$389.95

6-Car European Gedeckter Guterwagen Set

(Locomotive Not Included)

SBB-CFF - 6-Car European Gedeckter Guterwagen (Box Car) Set

20-90912	Hi-Rail Wheels	$389.95
20-99016	Fine Scale Wheels	$389.95

Sihital Zurich Uetliberg Bahn - 6-Car European Gedeckter Guterwagen (Box Car) Set

20-90909	Hi-Rail Wheels	$389.95
20-90913	Fine Scale Wheels	$389.95

SBB-CFF - 6-Car European Gedeckter Guterwagen (Box Car) Set

20-90910	Hi-Rail Wheels	$389.95
20-90914	Fine Scale Wheels	$389.95

SBB-CFF - 6-Car European Gedeckter Guterwagen (Box Car) Set

20-90911	Hi-Rail Wheels	$389.95
20-90915	Fine Scale Wheels	$389.95

(Locomotive Not Included)

European Gedeckter Guterwagen

box car

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 2-Wheel Trucks
- Operating Die-Cast Metal Couplers (Hi-Rail Only)
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:45 Scale Dimensions
- O Scale Kadee® Compatible Coupler Mounting Pads
- Sprung Bumpers
- CE Rated
- European NEM Fine Scale Couplers Included
- NEM 365 Coupler Pocket
- NEM 362 Lenz® Compatible Coupler Included
- Hi-Rail Wheels Operate On O-31 Curves
- NEM 310/311 Standard Fine Scale Wheels Operate On 31" Radius Curves

SBB-CFF - European Gedeckter Guterwagen (Box Car)

20-99012	Hi-Rail Wheels	$69.95
20-99016	Fine Scale Wheels	$69.95

Sihital Zurich Uetliberg Bahn - European Gedeckter Guterwagen (Box Car)

20-99011	Hi-Rail Wheels	$69.95
20-99015	Fine Scale Wheels	$69.95

SBB-CFF - European Gedeckter Guterwagen (Box Car)

20-99009	Hi-Rail Wheels	$69.95
20-99013	Fine Scale Wheels	$69.95

SBB-CFF - European Gedeckter Guterwagen (Box Car)

20-99010	Hi-Rail Wheels	$69.95
20-99014	Fine Scale Wheels	$69.95

European Bierwagen
reefer

Brasserie du Cardinal - European Bierwagen (Reefer Car)

20-99002	Hi-Rail Wheels	$69.95
20-99006	Fine Scale Wheels	$69.95

Feldschloesschen - European Bierwagen (Reefer Car)

20-99004	Hi-Rail Wheels	$69.95
20-99008	Fine Scale Wheels	$69.95

Biere Beauregard - European Bierwagen (Reefer Car)

20-99001	Hi-Rail Wheels	$69.95
20-99005	Fine Scale Wheels	$69.95

Brauerei Loewengarten - European Bierwagen (Reefer Car)

20-99003	Hi-Rail Wheels	$69.95
20-99007	Fine Scale Wheels	$69.95

Features

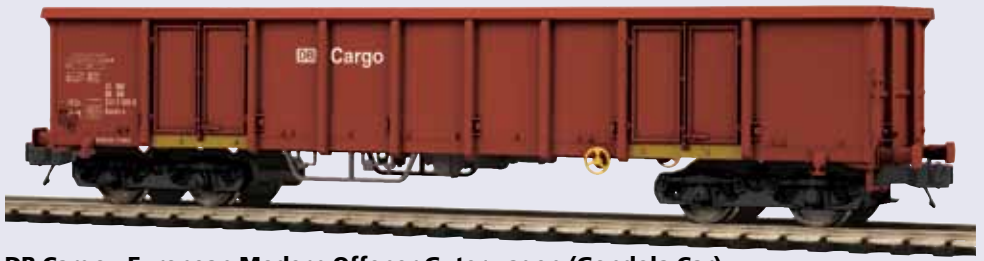
- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 2-Wheel Trucks
- Operating Die-Cast Metal Couplers (Hi-Rail Only)
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:45 Scale Dimensions
- O Scale Kadee® Compatible Coupler Mounting Pads
- Sprung Bumpers
- CE Rated
- European NEM Fine Scale Couplers Included
- NEM 365 Coupler Pocket
- NEM 362 Lenz® Compatible Coupler Included
- Hi-Rail Wheels Operate On O-31 Curves
- NEM 310/311 Standard Fine Scale Wheels Operate On 31" Radius Curves

European Modern Offener Guterwagen

gondola car

Niederlandischen Eisenbahnen - European Modern Offener Guterwagen (Gondola Car)

20-99026	Hi-Rail Wheels	$79.95
20-99030	Fine Scale Wheels	$79.95

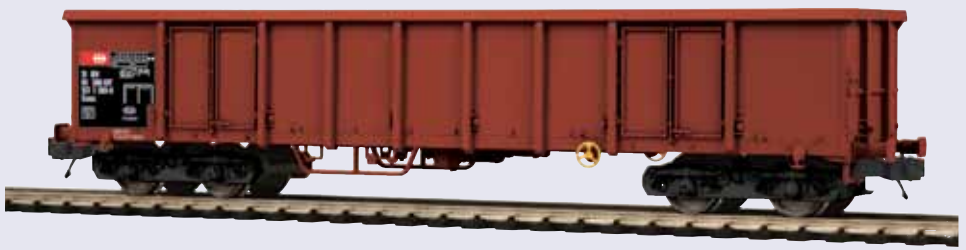


DB Cargo - European Modern Offener Guterwagen (Gondola Car)

20-99025	Hi-Rail Wheels	$79.95
20-99029	Fine Scale Wheels	$79.95

Railion - European Modern Offener Guterwagen (Gondola Car)

20-99027	Hi-Rail Wheels	$79.95
20-99031	Fine Scale Wheels	$79.95



SBB-CFF - European Modern Offener Guterwagen (Gondola Car)

20-99028	Hi-Rail Wheels	$79.95
20-99032	Fine Scale Wheels	$79.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 2-Wheel Trucks
- Operating Die-Cast Metal Couplers (Hi-Rail Only)
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:45 Scale Dimensions
- O Scale Kadee® Compatible Coupler Mounting Pads
- Sprung Bumpers
- CE Rated
- European NEM Fine Scale Couplers Included
- NEM 365 Coupler Pocket
- NEM 362 Lenz® Compatible Coupler Included
- Hi-Rail Wheels Operate On O-31 Curves
- NEM 310/311 Standard Fine Scale Wheels Operate On 31" Radius Curves

European Modern Kesselwagen
tank car

BP - European Modern Kesselwagen (Tank Car)

20-99017	Hi-Rail Wheels	$79.95
20-99021	Fine Scale Wheels	$79.95

Wascosa - European Modern Kesselwagen (Tank Car)

20-99019	Hi-Rail Wheels	$79.95
20-99023	Fine Scale Wheels	$79.95

Wascosa OMV - European Modern Kesselwagen (Tank Car)

20-99020	Hi-Rail Wheels	$79.95
20-99024	Fine Scale Wheels	$79.95

GATX - European Modern Kesselwagen (Tank Car)

20-99018	Hi-Rail Wheels	$79.95
20-99022	Fine Scale Wheels	$79.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 2-Wheel Trucks
- Operating Die-Cast Metal Couplers (Hi-Rail Only)
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:45 Scale Dimensions
- O Scale Kadee® Compatible Coupler Mounting Pads
- Sprung Bumpers
- CE Rated
- European NEM Fine Scale Couplers Included
- NEM 365 Coupler Pocket
- NEM 362 Lenz® Compatible Coupler Included
- Hi-Rail Wheels Operate On O-31 Curves
- NEM 310/311 Standard Fine Scale Wheels Operate On 31" Radius Curves

European Passenger Cars

Orient Express (Blue) - 5-Car Orient Express Add-On Passenger Set

20-60022	(Hi-Rail Wheels)	$549.95
20-60023	Fine Scale Wheels	$549.95

Orient Express (Blue) - 5-Car Orient Express Passenger Set (Shown Above)

20-60004	(Hi-Rail Wheels)	$549.95
20-60004-2	Fine Scale Wheels	$549.95

Orient Express (Brown) - 5-Car Orient Express Add-On Passenger Set (Shown Above)

20-60024	(Hi-Rail Wheels)	$549.95
20-60025	Fine Scale Wheels	$549.95

Orient Express (Brown) - 5-Car Orient Express Passenger Set

20-60020	(Hi-Rail Wheels)	$549.95
20-60021	Fine Scale Wheels	$549.95

SNCF - 5-Car OCEM Passenger Car Set

20-60019	Hi-Rail Wheels	$549.95
20-60019-2	Fine Scale Wheels	$549.95

Deutsche Reichsbahn - 5-Car Rheingold Standard Passenger Set

20-60017	Hi-Rail Wheels	$549.95
20-60018	Fine Scale Wheels	$549.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 2-Wheel Trucks
- Operating Die-Cast Metal Couplers (Hi-Rail Only)
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:45 Scale Dimensions
- O Scale Kadee Compatible Coupler Mounting Pads
- Sprung Bumpers
- CE Rated
- European NEM Fine Scale Couplers Included
- NEM 365 Coupler Pocket
- NEM 362 Lenz® Compatible Coupler Included
- Hi-Rail Wheels Operate On O-72 Curves
- NEM 310/311 Standard Fine Scale Wheels Operate On 31" Radius Curves

Anatomy of an Electric

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 Pennsy FF-2 electric shown here, are as detailed as we can reasonably make them, and feature a large number of added-on details. Premier engines also offer more elaborate lighting effects than RailKing models.

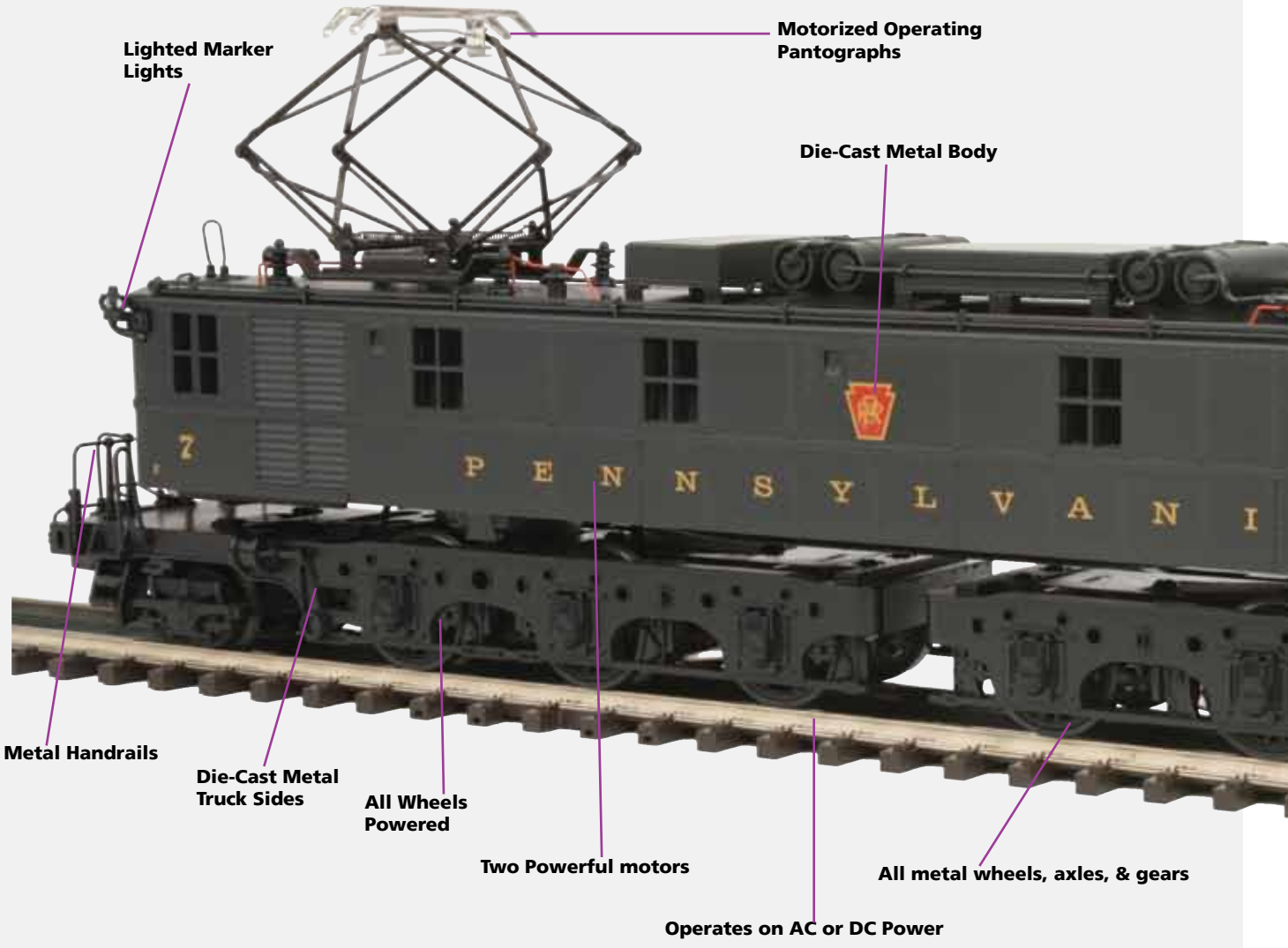
Look closely at any Premier Line model and you'll find a combination of superb detailing, prototype accuracy, rugged construction, and smooth, dependable operation that is unmatched by any other manufacturer.

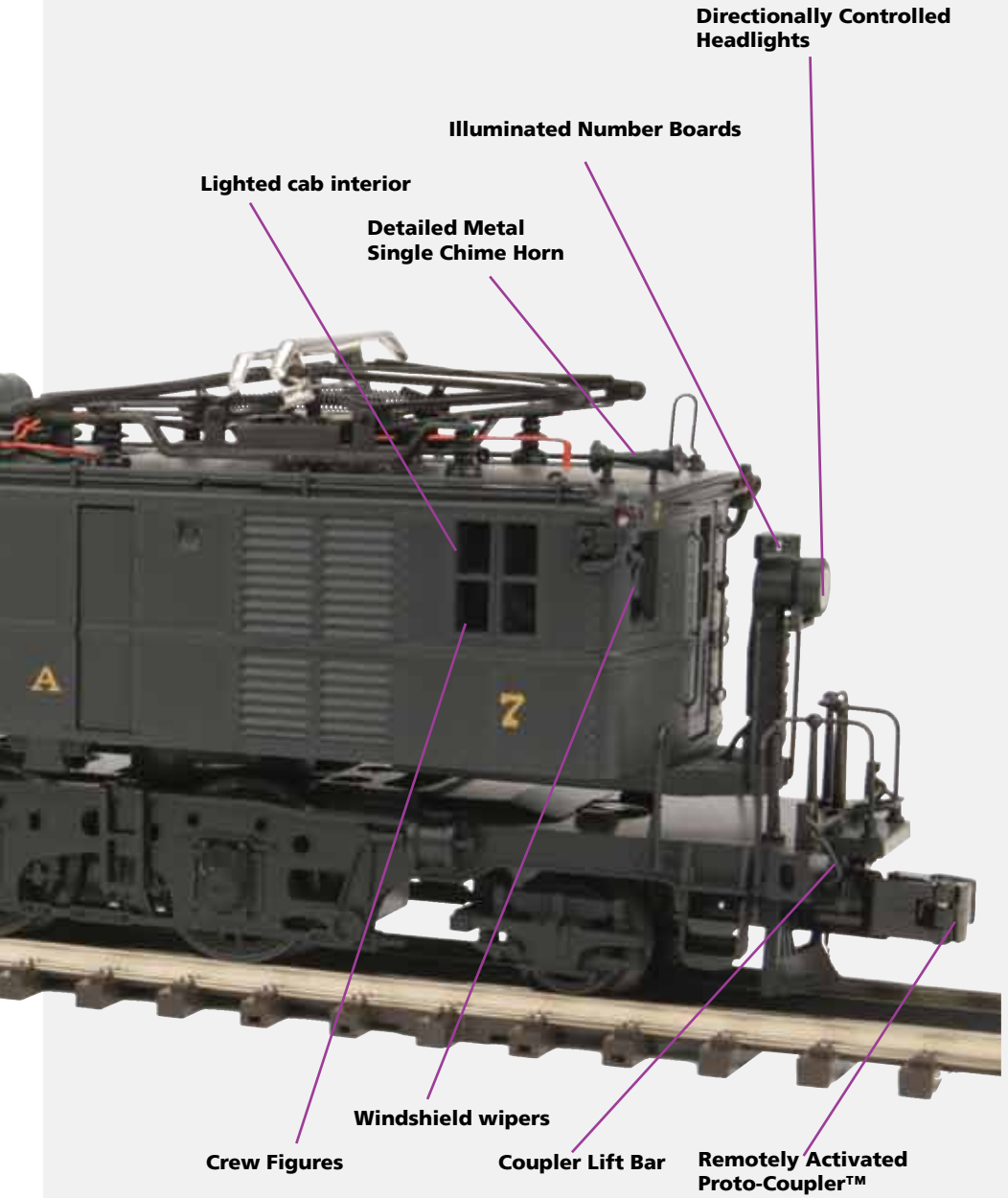
*European models are scaled 1:43 or 1:45 depending on prototype

Automatic Pantograph Operation Explained

Users operating the FF2 or GG-1 in conventional mode will find that by depressing the transformer's direction button to stop the locomotive, the rear pantograph will remain in the up position while the lead pantograph slowly rises up. Once the lead pantograph is in its up position, the rear pantograph will slowly lower into the down position. At this point another press of the direction button will cause the locomotive to reverse making the lead pantograph now the rear pantograph and in the up position.

In command operation two operating modes will be offered; auto and manual. Auto mode will behave similar to conventional mode with the rear pantograph in the up position when moving. The up and down movement of the pantograph will be direction controlled using the DCS Digital Command Control System. In Manual mode, the user will have to raise and lower both pantographs via the DCS System as they wish regardless of directional state.





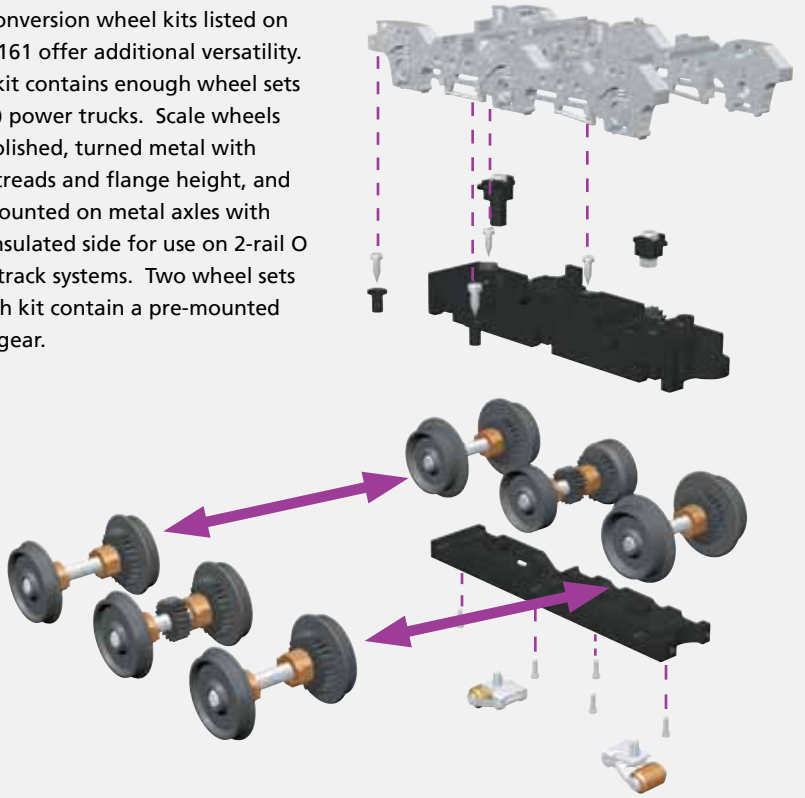
*Where Prototypical

Proto-Scale 3-2™

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

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

The conversion wheel kits listed on page 161 offer additional versatility. Each kit contains enough wheel sets for (2) power trucks. Scale wheels are polished, turned metal with scale treads and flange height, and are mounted on metal axles with one insulated side for use on 2-rail O Scale track systems. Two wheel sets in each kit contain a pre-mounted drive gear.



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

FM Trainmaster
diesel

Features

- Die-Cast Truck Sides, Pilots and Fuel Tank
- Intricately Detailed ABS Body
- Authentic Paint Scheme
- Metal Body Side Grilles
- Moveable Roof Fan Blades
- Metal Chassis
- Metal Handrails and Decorative Horn
- Directionally Controlled Headlights
- Metal Wheels, Axles and Gears
- (2) Remotely Controlled Proto-Couplers™
- (2) Precision Flywheel Equipped Motors
- Lighted Cab Interior
- Illuminated Number Boards
- Operating Smoke Unit
- (2) Engineer Cab Figures
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- Proto-Sound® 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 17" x 2 5/8" x 3 7/8"
- Hi-Rail Wheels Operate on O-42 Curves
- Scale Wheels Operate on 31" Radius Curves

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

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

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

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

In the world of O gauge railroading, however, the Trainmaster was a hit from the moment it went on the market in the mid-1950's. The engine's massive size and tremendous pulling power have made it one of the most-loved engines among 3-rail operators for nearly half a century. The 2011 Premier Trainmaster has been created from all new tooling and comes complete with the digital sound, amazing slow speed capability, and variable smoke output that make Proto-Sound 2.0 the best sound and control system in model railroading. Unlike past iterations of the Trainmaster from other model railroad companies, our model's tooling was designed to allow us to customize the model according to each railroad's prototype. In short, this will be the most accurate Trainmaster ever constructed for the O Gauge marketplace.

NEW TOOLING! **Pennsylvania - FM Trainmaster Diesel**

20-20127-1	Hi-Rail Wheels	$429.95
20-20127-2	Scale Wheels	$449.95
20-20127-3	Non-Powered	$199.95

NEW TOOLING! **Reading - FM Trainmaster Diesel**

20-20126-1	Hi-Rail Wheels	$429.95
20-20126-2	Scale Wheels	$449.95
20-20126-3	Non-Powered	$199.95

NEW TOOLING! **Southern - FM Trainmaster Diesel**

20-20125-1	Hi-Rail Wheels	$429.95
20-20125-2	Scale Wheels	$449.95
20-20125-3	Non-Powered	$199.95

NEW TOOLING! **Lackawanna - FM Trainmaster Diesel**

20-20128-1	Hi-Rail Wheels	$429.95
20-20128-2	Scale Wheels	$449.95
20-20128-3	Non-Powered	$199.95

Veranda Turbine and Tender Set

Features

- Detailed Die-Cast Locomotive & Tender Bodies
- Die-Cast Metal Chassis
- Authentic Paint Scheme & Cab Numbers
- Constant Voltage, Directional Headlights
- Prototypical Rule 17 Lighting
- Die-Cast Metal Truck Sides, Fuel Tank & Pilot
- Detailed Cab Interior
- (4) Powerful Flywheel Equipped Motors
- Detailed Handrails and Decorative Bell
- Decorative Detailed Horn
- (2) Cab Figures
- Operating ProtoSmoke System
- (2) Remotely Controlled Proto-Couplers™
- Locomotive Speed Control In Scale MPH Increments
- On-Board DCC Receiver
- Proto-Sound® 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures:
- Operates On O-72 Curves

Union Pacific (Small Tender Lettering) Veranda Turbine Freight Set
20-20167-1 Proto-Sound 2.0 $999.95

Union Pacific (Small Tender Lettering) Veranda Turbine & Tender Set
20-20165-1 Proto-Sound 2.0 $899.95

Union Pacific Veranda Turbine
20-20163-1 Proto-Sound 2.0 $799.95

Union Pacific (Large Tender Lettering)Veranda Turbine & Tender Set
20-20164-1 Proto-Sound 2.0 $899.95

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

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

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

In the late 1940s, even as it was building diesels in partnership with Alco, General Electric was experimenting with ways to apply its aircraft jet engine technology to railroading. Its gas turbine electric (GTEL) was basically a diesel engine with a large turbine replacing the diesel as the prime mover. In a turbine, intake air is compressed by spinning turbine blades and fed into combustion chambers, where fuel is added and ignited, as in a jet engine. The hot exhaust gases spin the blades of another turbine that powers one or more generators, which produce electricity to power diesel-type traction motors. Compared with diesels of the period, GE's GTEL put three times as much power (4500hp) in one locomotive, had significantly fewer moving parts, and did not vibrate like a diesel. The major drawback was a voracious appetite for fuel.

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

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

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

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

Dash-9
diesel

Features

- 1:48 Scale Proportions
- 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
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- Lighted Cab Interior
- Illuminated Number Boards
- Lighted Marker Lights
- (2) Engineer Cab Figures
- Moveable Roof Fan Blades
- Metal Body Side Grilles
- Operating Ditch Lights
- Operating Smoke Unit
- Proto-Sound® 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 18 3/4" x 2 3/4" x 3 7/8"
- Hi-Rail Wheels Operate on O-42 Curves
- Scale Wheels Operate on 42" Radius Curves

Norfolk Southern - Dash-9 Diesel Engine

20-20117-1	Hi-Rail Wheels	$429.95
20-20117-2	Scale Wheels	$449.95
20-20117-3	Non-Powered	$199.95

Throughout history, engineers have tried to generate more horsepower with smaller, more compact engines. General Electric's Dash-9 is no exception. Using a turbo-charged 16 cylinder prime mover, the Dash-9, also known as the C44-9W, can reach 4,400 horsepower. The Dash-9 provided many mechanical and electrical improvements over the Dash-8 line, and it is, in fact, both the culmination of the GE "Dash" engines and the forebear of a new class of locomotives. Later locomotives in this family are called AC-class engines.

Model railroaders looking to recreate the evolution of late twentieth-century motive power can do no better than an M.T.H. Premier Line Dash-8 with Proto-Sound 2.0. Outfitted with incredible sounds and operating features not found elsewhere, each handsome locomotive is produced in three different cab numbers and can be mated with an optional non-powered unit in a different cab number for a realistic 2, 3 or 4-unit lashup.

BNSF - Dash-9 Diesel Engine

20-20120-1	Hi-Rail Wheels	$429.95
20-20120-2	Scale Wheels	$449.95
20-20120-3	Non-Powered	$199.95

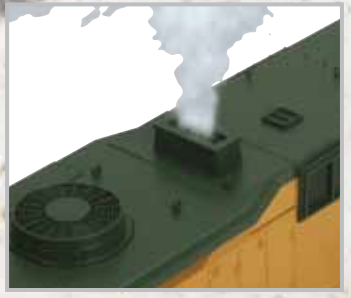
Santa Fe - Dash-9 Diesel Engine

20-20119-1	Hi-Rail Wheels	$429.95
20-20119-2	Scale Wheels	$449.95
20-20119-3	Non-Powered	$199.95

Chicago NorthWestern - Dash-9 Diesel Engine

20-20118-1	Hi-Rail Wheels	$429.95
20-20118-2	Scale Wheels	$449.95
20-20118-3	Non-Powered	$199.95

GP-35
diesel


Features

- Directionally Controlled Headlights
- 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
- 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: 14 3/4" x 2 1/2" x 4 5/16"
- Hi-Rail Wheels Operate on O-42 Curves
- Scale Wheels Operate on 31" 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 outsold 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 hodgepodge 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 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.

Reading - GP-35 Low Hood Diesel

20-20130-1	Hi-Rail Wheels	$429.95
20-20130-2	Scale Wheels	$449.95
20-20130-3	Non-Powered	$199.95

Atlantic Coast Line - GP-35 Low Hood Diesel

20-20129-1	Hi-Rail Wheels	$429.95
20-20129-2	Scale Wheels	$449.95
20-20129-3	Non-Powered	$199.95

Norfolk Southern - GP-35 High Hood Diesel

20-20132-1	Hi-Rail Wheels	$429.95
20-20132-2	Scale Wheels	$449.95
20-20132-3	Non-Powered	$199.95

Union Pacific - GP-35 Low Hood Diesel

20-20131-1	Hi-Rail Wheels	$429.95
20-20131-2	Scale Wheels	$449.95
20-20131-3	Non-Powered	$199.95

Dash-8 Narrow Nose

diesel

Features

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

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

M.T.H. is proud to produce a superbly detailed replica of the Dash 8 model that found its niche in high-speed intermodal service, the Dash 8-40B — 4000 horsepower, standard cab. Like its prototype, this model is a perfect choice to power the hottest trains on your railroad.

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

Canadian National - Dash-8 Narrow Nose Diesel

20-20121-1	Hi-Rail Wheels	$429.95
20-20121-2	Scale Wheels	$449.95
20-20121-3	Non-Powered	$199.95

Norfolk Southern - Dash-8 Narrow Nose Diesel

20-20122-1	Hi-Rail Wheels	$429.95
20-20122-2	Scale Wheels	$449.95
20-20122-3	Non-Powered	$199.95

Chicago NorthWestern - Dash-8 Narrow Nose Diesel

20-20124-1	Hi-Rail Wheels	$429.95
20-20124-2	Scale Wheels	$449.95
20-20124-3	Non-Powered	$199.95

Conrail - Dash-8 Narrow Nose Diesel

20-20123-1	Hi-Rail Wheels	$429.95
20-20123-2	Scale Wheels	$449.95
20-20123-3	Non-Powered	$199.95

SD70ACe
diesel

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
- 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 In Scale MPH Increments
- Lighted Cab Interior
- Illuminated Number Boards
- Lighted Marker Lights
- Operating Ditch Lights
- Operating Smoke Unit
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- Proto-Sound® 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 18 1/2" x 2 5/8" x 4"
- Operates On O-42 Curves

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

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

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

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

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

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

Western Maryland - SD70ACe Diesel

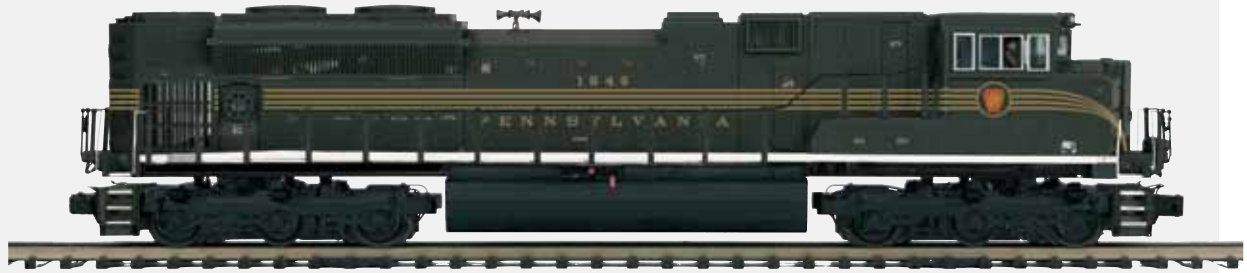
20-20142-1	Proto-Sound 2.0	$429.95
20-20142-3	Non-Powered	$199.95

Great Northern - SD70ACe Diesel

20-20143-1	Proto-Sound 2.0	$429.95
20-20143-3	Non-Powered	$199.95

Alaska - SD70ACe Diesel

20-20144-1	Proto-Sound 2.0	$429.95
20-20144-3	Non-Powered	$199.95



Pennsylvania - SD70ACe Diesel

20-20141-1	Proto-Sound 2.0	$429.95
20-20141-3	Non-Powered	$199.95

SD45T-2 Tunnel Motor

diesel

Features

- Directionally Controlled Headlights
- 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
- 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
- (2) Remotely Controlled Proto-Couplers™
- Proto-Sound® 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 18 5/8" 2 9/16" x 4"
- Hi-Rail Wheels Operate on O-42 Curves
- Scale Wheels Operate on 31" Radius Curves

Southern Pacific - SD45T-2 Tunnel Motor Diesel

20-20138-1	Hi-Rail Wheels	$429.95
20-20138-2	Scale Wheels	$449.95
20-20138-3	Non-Powered	$199.95

Duluth Missabe & Iron Range - SD40T-3 Tunnel Motor Diesel

20-20140-1	Hi-Rail Wheels	$429.95
20-20140-2	Scale Wheels	$449.95
20-20140-3	Non-Powered	$199.95

Bessemer & Lake Erie - SD40T-3 Tunnel Motor Diesel

20-20139-1	Hi-Rail Wheels	$429.95
20-20139-2	Scale Wheels	$449.95
20-20139-3	Non-Powered	$199.95

Union Pacific - SD45T-2 Tunnel Motor Diesel

20-20137-1	Hi-Rail Wheels	$429.95
20-20137-2	Scale Wheels	$449.95
20-20137-3	Non-Powered	$199.95

If railroads had diseases, the Southern Pacific would have been diagnosed with asthma. The combination of high altitudes and numerous tunnels and snow sheds (tunnel-like sheds that protect track from snowfalls and avalanches) on its mountain divisions caused perennial breathing problems for SP locomotives and crews. In the steam era, this led to the development of cab-forward articulateds that allowed crew members to breathe tunnel air before the locomotive had polluted it. In the diesel era, the solution was the Tunnel Motor.

In a normal diesel locomotive, cooling air for the radiators is taken in near the top of the car body. In a long tunnel, however, hot engine exhaust and heated air from the radiators collects at the top of the tunnel. This hot air is taken into the radiators and cannot cool the engine sufficiently. In a multiple-unit diesel lashup, the result is that trailing units may overheat and automatically shut down. In a worst-case situation, the extra load will cause the overworked lead units to fail and leave the crew stranded in the tunnel. Electro-Motive's answer for the Southern Pacific was a modification of its SD45, with the air intakes moved lower on the engine so they could take in cooler air. Extra-large radiators were placed on the roof of the engine, with the fans located below them to blow cooler air up from below.

The first SD45T-2 Tunnel Motors were delivered in February 1972, and were among the first "Dash-2" versions of EMD's muscular 20-cylinder, 3600 hp freighter. Responding to complaints of crankshaft and bearing failures on earlier SD45s, EMD had beefed up its model 645 diesel motor. Perhaps more important, the Dash-2 series' introduction of solid-state electronics ushered in the third generation of diesel technology. Transistors and circuit boards replaced the massive switches, contacts, interlocks, and relays of earlier diesels, making possible a range of innovations that would make life easier for diesel engineers in coming years.

In 2011, M.T.H. returns this distinctive freight hauler, complete with its signature low mounted, see-through air intake grilles and rooftop radiators. Twin motors and the extraordinary low-speed capability of Proto-Speed Control™ give our SD45T-2 power and performance to rival the prototype, and Proto-Sound 2.0 adds the authentic chant of its EMD 645 prime mover. Place this superbly detailed engine on your roster to help move tonnage over your own mountainous terrain.

F-3 ABA
diesel engine set

Features

- Directionally Controlled Headlights
- Intricately Detailed ABS Bodies
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Remotely Controlled Proto-Couplers™
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Decorative Horn
- (2) Precision Flywheel Equipped Motors In Each A Unit
- Locomotive Speed Control In Scale MPH Increments
- Lighted Cab Interiors
- Illuminated Number Boards
- Lighted Marker Lights
- (2) Engineer Cab Figures In Each A Unit
- Metal Body Side Grilles
- Moveable Roof Fan Blades
- (2) Operating Smoke Units
- 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: 40 1/4" x 2 5/8" x 3 3/4"
- Hi-Rail Wheels Operate on O-42 Curves
- Scale Wheels Operate on 31" Radius Curves

Chicago Northwestern - F-3 ABA Diesel Set

20-20156-1	Hi-Rail Wheels	$699.95
20-20156-2	Scale Wheels	$749.95
20-20156-3	Non-Powered B-Unit	$159.95

Seaboard - F-3 ABA Diesel Set

20-20158-1	Hi-Rail Wheels	$699.95
20-20158-2	Scale Wheels	$749.95
20-20158-3	Non-Powered B-Unit	$159.95

Gulf Mobile & Ohio - F-3 ABA Diesel Set

20-20157-1	Hi-Rail Wheels	$699.95
20-20157-2	Scale Wheels	$749.95
20-20157-3	Non-Powered B-Unit	$159.95

Baltimore & Ohio - F-3 ABA Diesel Set

20-20155-1	Hi-Rail Wheels	$699.95
20-20155-2	Scale Wheels	$749.95
20-20155-3	Non-Powered B-Unit	$159.95

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

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

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

Capture the excitement of the first-generation diesel era with this full-scale Premier model. With four flywheel-equipped motors, the M.T.H. F3 duplicates the bulldog tenacity of its prototype. Proto-Sound 2.0 offers authentic EMD 567 prime mover sounds, a first-generation diesel horn and bell, crew and station sounds, adjustable smoke volume, and the ability to maintain any speed down to 3 scale miles per hour. Our model features the see-through "chicken wire" screens and rectangular rooftop dynamic brake grilles that characterize most F3s, as well as a host of added-on details - including legible builder's plates, grab irons, multiple-unit hoses, rooftop lift rings, see-through rooftop fans, steam generator exhaust stack (for passenger car heating), windshield wipers, and trucks with separately-applied spring hangers, brake cylinders, and air pipes.

GP-7/GP-9
diesel

Features

- Intricately Detailed ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Decorative Horn
- (2) Engineer Cab Figures
- Metal Body Side Grilles
- Operating Smoke Unit
- (2) Remotely Controlled Proto-Couplers
- 1:48 Scale Proportions
- Metal Wheels, Axles and Gears
- (2) Precision Flywheel Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Lighted Cab Interior
- Illuminated Number Boards
- Lighted Marker Lights
- Moveable Roof Fan Blades
- 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

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.

In those early days of diesel power, 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.

The GP9 returns to the Premier line with the full range of superb detailing you expect in a Premier locomotive: see-through end steps, body side grilles, and roof fan housings; metal side and end handrails; separate metal grab irons; metal lift rings on its roof panels; windshield wipers; and the super-detailed Blomberg trucks introduced earlier on our Premier F-units. Our Geeps also feature authentic first-generation diesel sounds including a single-chime air horn and the throb of an EMD 16-cylinder model 567 prime mover - so named because each of its cylinders displaced 567 cubic inches.

Norfolk & Western - GP-9 Diesel

20-20136-1	Proto-Sound 2.0	$429.95
20-20136-3	Non-Powered	$199.95

Jersey Central - GP-7 Diesel

20-20133-1	Proto-Sound 2.0	$429.95
20-20133-3	Non-Powered	$199.95

Canadian National - GP-9 Diesel

20-20135-1	Proto-Sound 2.0	$429.95
20-20135-3	Non-Powered	$199.95

Chessie - GP-9 Diesel

20-20134-1	Proto-Sound 2.0	$429.95
20-20134-3	Non-Powered	$199.95

FT ABA
diesel engine set




Features

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

Northern Pacific - FT ABA Diesel Set

20-20160-1	Proto-Sound 2.0	$699.95
20-20160-3	Non-Powered B-Unit	$159.95

Santa Fe - FT ABA Diesel Set

20-20162-1	Proto-Sound 2.0	$699.95
20-20162-3	Non-Powered B-Unit	$159.95

New York Central - FT ABA Diesel Set

20-20159-1	Proto-Sound 2.0	$699.95
20-20159-3	Non-Powered B-Unit	$159.95

Rock Island - FT ABA Diesel Set

20-20161-1	Proto-Sound 2.0	$699.95
20-20161-3	Non-Powered B-Unit	$159.95

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

The FT demonstrator was made up of four units, each with a 16-cylinder engine that hammered out 1350 horsepower. The demonstrator's combined rating of 5400 hp was similar to that of many "superpower" steam engines, but the FT made far more efficient use of its power. The A units at either end were 48'3'' long and the cabless B units were 48'1'' in length. Initially, EMD built FTs in semi-permanently coupled A-B pairs, but the A-B-A arrangement was an alternative.

Redesigned Blomberg trucks on the FT include separately-applied truck springs, air brake cylinders, air lines, and speed recorder cable. Modular molds enable models to have the correct roof fans, horns, grab irons, and headlight and number board placement for each individual road name. End and pilot details include added-on hoses. Paint colors are accurately researched. We think you'll agree that our upgraded F-units set a new standard of detail and accuracy for 3-rail carbody diesels.

Did You Know?

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

SD40-2
diesel

Features

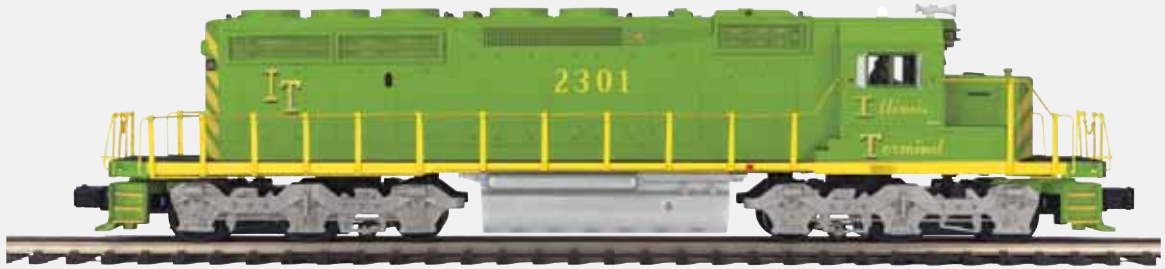
- Intricately Detailed ABS Body
- Colorful Paint Scheme
- Metal Chassis
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Wheels, Axles and Gears
- (2) Remotely Controlled Proto-Couplers™
- Metal Handrails and Decorative Horn
- (2) Precision Flywheel Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Directionally Controlled Headlights
- Lighted Cab Interior
- Illuminated Number Boards
- Lighted Marker Lights
- (2) Engineer Cab Figures
- Moveable Roof Fan Blades
- Metal Body Side Grilles
- Operating 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 1/2" x 2 5/8" x 3 7/8"
- Operates On O-42 Curves

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

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

As one of the most popular road engines for EMD, the SD40-2 has been well represented in the O Gauge marketplace in the past. M.T.H.'s Premier Line SD40-2 offers the user more features and value than any other model. Fully equipped with Proto-Sound® 2.0, operating smoke, Proto-Speed Control™ and incredible details ensure that this engine operates as well as it looks.

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



Illinois Terminal - SD40-2 Diesel

20-20151-1	Proto-Sound 2.0	$429.95
20-20151-3	Non-Powered	$199.95

Norfolk Southern - SD40-2 Diesel

20-20149-1	Proto-Sound 2.0	$429.95
20-20149-3	Non-Powered	$199.95

CSX - SD40-2 Diesel

20-20150-1	Proto-Sound 2.0	$429.95
20-20150-3	Non-Powered	$199.95

Wisconsin & Southern - SD40-2 Diesel

20-20152-1	Proto-Sound 2.0	$429.95
20-20152-3	Non-Powered	$199.95

Last Car Features Operating ETD

Norfolk Southern - SD40-2 Diesel Twin-Stack Freight Set
20-20154-1 Proto-Sound 2.0 $649.95

CSX - SD40-2 Diesel Twin-Stack Freight Set
20-20153-1 Proto-Sound 2.0 $649.95

U25B diesel

Features

- Die-Cast Truck Sides, Pilots and Fuel Tank
- Intricately Detailed ABS Body
- Authentic Paint Scheme
- Metal Body Side Grilles
- Moveable Roof Fan Blades
- Metal Chassis
- Metal Handrails and Decorative Horn
- Directionally Controlled Headlights
- Metal Wheels, Axles and Gears
- (2) Remotely Controlled Proto-Couplers™
- (2) Precision Flywheel Equipped Motors
- Lighted Cab Interior
- Illuminated Number Boards
- Operating Smoke Unit
- (2) Engineer Cab Figures
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- Proto-Sound® 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 16” x 3 1/8” x 4”
- Hi-Rail Wheels Operate on O-42 Curves
- Scale Wheels Operate on 31" Radius Curves

By 1960, EMD — the Electro-Motive Division of General Motors — looked like the clear winner in the race to dieselize America. ALCo was running a distant second, Baldwin was gone, and Fairbanks-Morse was on life support. General Electric, having dissolved its partnership with ALCo in 1953, had seemingly settled into a secondary role as supplier of electrical gear to other manufacturers and builder of small export locomotives. What nobody realized was that GE had quietly been preparing a comeback of such epic proportions that in little more than two decades it would overtake EMD as America's number one locomotive builder — a lead that continues to this day. GE's comeback engine was the U25B.

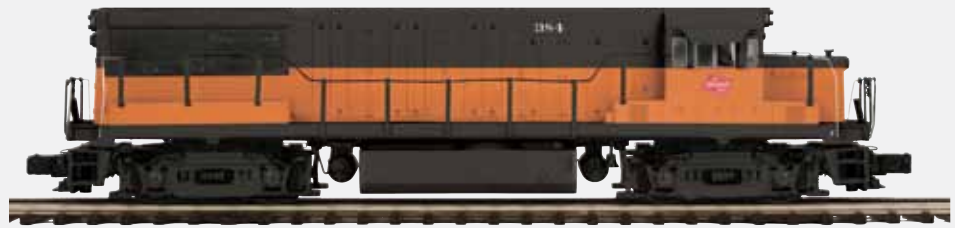
The year after its breakup with ALCo, GE had begun testing an A-B-B-A diesel set on the Erie Railroad, powered by Cooper Bessemer prime movers; GE had purchased the rights to refine and develop the motors on its own. What the world assumed was an experimental export engine was in fact a rolling laboratory aimed at developing a heavy freight locomotive that would be more powerful, more reliable, and require less maintenance than the competition. When the U25B (Universal Series, 2500 horsepower, 4-wheel trucks) debuted in 1960, its turbocharged 4-cycle, 16-cylinder diesel outperformed its rivals by 100hp. More important, its modular electronics were more reliable than those of contemporary engines and, according to GE, used up to 60% fewer components. And while the louvered flanks of competitive diesels concealed numerous air filters that required frequent cleaning, the "U-Boat," as it came to be called, featured a central cooling air system with a self-cleaning filter. The carbody was pressurized to keep dirt out of the machinery, and the locomotive featured an advanced wheel-slip system. Together, these features helped define the second generation of diesel power, which would replace the F-units, Geeps, and other pioneering engines that were wearing out.

Because the railroad industry was in a slump, not a single U-boat was sold the first year. In 1961, four demonstrators barnstormed across the West, and the Union Pacific placed the first order. At the request of Southern Pacific, the original high short hood design was replaced by a low short hood for better visibility, and in 1962 sales began to take off. By the end of production in 1966, 17 Class 1 railroads would purchase U-boats and GE would be solidly in the locomotive business.

M.T.H. returns our superbly detailed model of America's first second-generation diesel. Per prototypes, our models will replicate both the "classic" U25B with its wide windshield and flat-top nose, and the later-production version with split windshield and sloping nose.

Southern Pacific - U25B Diesel

20-20148-1	Hi-Rail Wheels	$429.95
20-20148-2	Scale Wheels	$449.95
20-20148-3	Non-Powered	$199.95



Milwaukee Road - U25B Diesel

20-20147-1	Hi-Rail Wheels	$429.95
20-20147-2	Scale Wheels	$449.95
20-20147-3	Non-Powered	$199.95

Pennsylvania - U25B Diesel

20-20146-1	Hi-Rail Wheels	$429.95
20-20146-2	Scale Wheels	$449.95
20-20146-3	Non-Powered	$199.95

New Haven - U25B Diesel

20-20145-1	Hi-Rail Wheels	$429.95
20-20145-2	Scale Wheels	$449.95
20-20145-3	Non-Powered	$199.95

GG-1
electric engine

Features

- Directionally Controlled Headlights
- Intricately Detailed Die-Cast Body
- Metal Wheels, Axles and Gears
- Remotely Controlled Operating Pantographs
- Enhanced Detail Die-Cast Truck Sides & Pilots
- (2) Remotely Controlled Proto-Couplers™
- Authentic Paint Scheme
- Metal Chassis
- (2) Precision Flywheel Equipped Motors
- Lighted Cab Interior
- See-Through Metal Body Side Grills
- Opening Doors
- Opening Hatches
- Illuminated Number Boards
- Lighted Marker Lights
- Locomotive Speed Control In Scale MPH Increments
- (2) Engineer Cab Figures
- Operating Smoke Unit
- Proto-Sound® 2.0 With The Digital Command System Featuring Passenger Station Proto-Effects ™
- Unit Measures: 20" x 2 5/8" x 4"
- Operates On O-72 Curves

Pennsylvania (Brunswick Green Sold Stripe) - GG-1 Electric
20-5640-1 Proto-Sound 2.0 $699.95

Pennsylvania (Brunswick Green 5- Stripe) - GG-1 Electric
20-5639-1 Proto-Sound 2.0 $699.95

Pennsylvania (Tuscan 5-Stripe) - GG-1 Electric
20-5642-1 Proto-Sound 2.0 $699.95

Pennsylvania (Tuscan Solid Stripe) - GG-1 Electric
20-5643-1 Proto-Sound 2.0 $699.95

Pennsylvania (Silver Solid Stripe) - GG-1 Electric
20-5641-1 Proto-Sound 2.0 $699.95

Pennsylvania - GG-1 Express Freight Train
20-5644-1 Proto-Sound 2.0 $799.95

For more than two decades, the Pennsylvania Railroad experimented with locomotive designs in search of a high-speed, mainline passenger electric. That search ended in 1934 with the GG1, a cooperative effort by the PRR, Baldwin, Westinghouse, and General Electric, based largely on neighbor New Haven's successful EP3 juice jack. Industrial designer Raymond Loewy cleaned up the original riveted body to create a design that looked contemporary for half a century.

The GG1 fleet hustled passenger traffic of all types along the Pennsy's multi-track raceway from New York to Washington and west to Harrisburg, including the famed Congressional and Broadway Limited. With 18 Pullmans in tow, a GG1 could hit 100 mph. Regeared for freight service and run as double-headers, a pair of GG1s delivered about the same tractive effort as a Union Pacific Big Boy, with virtually no noise, no smoke, much less wear on the track, and significantly less maintenance. Many GG1s racked up more than five million miles of service, outlasting the railroad that built them and serving its two successors, the Penn Central and Conrail. If there were a Locomotive Hall of Fame, the Pennsylvania Railroad GG1 would surely be one of the first inductees.

Add this fully die-cast Hall of Famer to your layout as a complete set or in one or more authentic PRR liveries, featuring station sounds for Pennsy name trains, smooth performance at any speed from a crawl to full throttle, dual-motored power to rival the prototype, smoke from the train heat boiler, and pantographs that automatically raise and lower according to the direction of travel. For 2011, we've even added sound effects to accompany the raising and lowering of the pantographs when the locomotive changes direction.

Box Cab
electric engine

Features

- Directionally Controlled Headlights
- Intricately Detailed Die-Cast Body
- Metal Wheels, Axles and Gears
- Remotely Controlled Operating Pantographs
- Enhanced Detail Die-Cast Truck Sides & Pilots
- (2) Remotely Controlled Proto-Couplers™
- Authentic Paint Scheme
- Metal Chassis
- (2) Precision Flywheel Equipped Motors
- Lighted Cab Interior
- See-Through Metal Body Side Grills
- Illuminated Number Boards
- Lighted Marker Lights
- Locomotive Speed Control In Scale MPH Increments
- (2) Engineer Cab Figures
- Operating Smoke Unit
- Proto-Sound® 2.0 With The Digital Command System Featuring Passenger Station Proto-Effects™
- Unit Measures: 19 x 2 5/8 x 3 3/8
- Operates On O-72 Curves

Pennsylvania - FF-2 Box Cab Electric
20-5645-1 Proto-Sound 2.0 $ 799.95

Great Northern - Y1 Box Cab Electric
20-5646-1 Proto-Sound 2.0 $799.95

In the late 1920s, Great Northern received eight Alco-GE box cab electrics, classed Y1. They were used over the heavily tunneled and steeply graded Cascade Mountains in Washington, where heavy freight had to be muscled to the coast. Two motor generators in each unit converted 11,000v a.c. to 550v d.c. for the six axle-hung GE motors. GN ended electric operations in 1956, and the Pennsylvania Railroad bought all eight Y1s a year later. The Pennsy reclassified the engines as FF2s after shopping them for operations on the Pennsy lines. Used mainly in helper service between Philadelphia and Paoli and Thorndale and Columbia PA, these eight electrics did the work of 15 diesels, which were transferred elsewhere.

Did You Know?
There were so many long tunnels on the Great Northern's 72-mile-long Cascade Mountain route that the line had to be electrified to prevent crews and passengers from asphyxiating in the exhaust of steam locomotives powering up the steep grades.

Great Northern - Y1 Box Cab Electric
20-5647-1 Proto-Sound 2.0 $799.95

Operating Box Car with Signal Man

Features

- Waving Signal Man w/Lighted Lantern
- Each Car Measures 11 5/8 x 2 1/2 x 3 3/16
- Operates On O-31 Curves

Pennsylvania - Operating Box Car with Signal Man
20-93527 $ 69.95

Alaska - Operating Box Car with Signal Man
20-93526 $ 69.95

60’ Flat Car w/Load

Caterpillar® - 60’ Flat Car w/(1) CAT 613G Wheel Tractor Scraper
20-98790 $89.95

Caterpillar® - 60’ Flat Car w/(1) CAT 140M Motor Grader
20-98791 $89.95

40' AAR Box Car

Southern Pacific - 40' AAR Box Car
20-93523 $ 54.95

Chicago, Burlington & Quincy - 40' AAR Box Car
20-93521 $ 54.95

Pennsylvania - 40' AAR Box Car
20-93525 $ 54.95

New York Central - 40' AAR Box Car
20-93522 $ 54.95

Features

- O Scale Kadee® Compatible Coupler Mounting Pad
- Opening Doors
- Each Car Measures 11 1/2" x 2 5/8" x 3 3/4"
- Operates On O-31 Curves

SEE IT IN ***ACTION*** ON THE WEB

By searching on each car's item number on **www.mthtrains.com**

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

50' Double Door Plugged Box Car

Plywood Marketing Assoc. - 50' Double Door Plugged Box Car
20-93515 $ 54.95

BNSF - 50' Double Door Plugged Box Car
20-93513 $ 54.95

Evans - 50' Double Door Plugged Box Car
20-93514 $ 54.95

Features

- Sliding Car Doors
- Each Car Measures 14 1/8" x 2 11/16" x 3 15/16"
- Operates On O-31 Curves

A&W Root Beer - 50' Double Door Plugged Box Car
20-93512 $ 54.95

50' Double Door Box Car

Harley Davidson® - 50' Double Door Box Car
20-93507 $ 54.95

Union Pacific - 50' Double Door Box Car
20-93516 $ 54.95

Harley Davidson® - 50' Double Door Box Car
20-93509 $ 54.95

Harley Davidson® - 50' Double Door Box Car
20-93508 $ 54.95

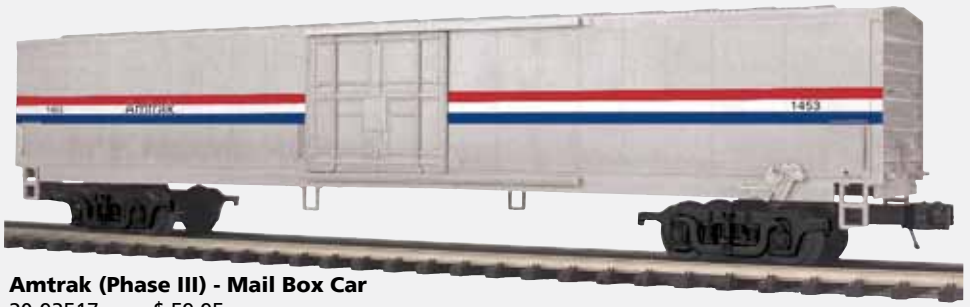
Features

- Each Car Measures 13 5/8" x 2 11/16" x 3 11/16"
- Operates On O-31 Curves

SEE IT IN **ACTION** ON THE WEB

By searching on each car's item number on **www.mthtrains.com**

Mail Box Car



Amtrak (Phase III) - Mail Box Car
20-93517 $ 59.95

Amtrak (Phase IV) - Mail Box Car
20-93518 $ 59.95

Amtrak (Express) - Mail Box Car
20-93520 $ 59.95

Amtrak (Express Phase IV) - Mail Box Car
20-93519 $ 59.95

Features

- Sliding Car Doors
- Each Car Measures 16 1/2" x 2 1/2" x 3 1/2"
- Operates On O-42 Curves

SEE IT IN ***ACTION*** ON THE WEB

By searching on each car's item number on **www.mthtrains.com**

Reefer

Railway Express Agency - Reefer
20-94171 $ 54.95

Van Curier Coffee - Reefer
20-94173 $ 54.95

Knickerbocker Beer - Reefer
20-94170 $ 54.95

Sprenger Brewing Company - Reefer
20-94172 $ 54.95

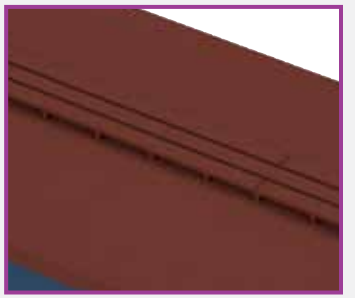
Features

- Each Car Measures 11 5/8" x 2 3/4" x 3 9/16"
- Operates On O-42 Curves

36' Woodsided Reefer

Borden's - 36' Woodsided Reefer
20-94360 $ 54.95

Muessel Brewing Co. - 36' Woodsided Reefer
20-94361 $ 54.95



Schott Brewing Co. - 36' Woodsided Reefer
20-94363 $ 54.95

Miller High Life - 36' Woodsided Reefer
20-94362 $ 54.95

Features

- O Scale Kadee® Compatible Coupler Mounting Pad
- Each Car Measures 10 3/4" x 2 /38" x 3 1/4"
- Operates On O-31 Curves

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

By searching on each car's item number on **www.mthtrains.com**

40' Steel Sided Reefer

Du Bois Brewing Co. - 40' Steel Sided Reefer
20-94238 $ 54.95

Enterprise Lager - 40' Steel Sided Reefer
20-94239 $ 54.95

Horlacher's Brewing Company - 40' Steel Sided Reefer
20-94237 $ 54.95

Fisher Beer - 40' Steel Sided Reefer
20-94240 $ 54.95

Features

- O Scale Kadee® Compatible Coupler Mounting Pad
- Each Car Measures 11 3/4" x 2 9/16" x 3 1/2"
- Operates On O-31 Curves

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

2-Bay Fish Belly Hopper

Central Railroad Of Pennsylvania - 2-Bay Fish Belly Hopper
20-97268 $ 54.95

Maryland & Pennsylvania - 2-Bay Fish Belly Hopper
20-97720 $ 54.95

Also Available in a 6-Car Set

See Page 157

Baltimore & Ohio - 2-Bay Fish Belly Hopper
20-97269 $ 54.95

Erie - 2-Bay Fish Belly Hopper
20-97267 $ 54.95

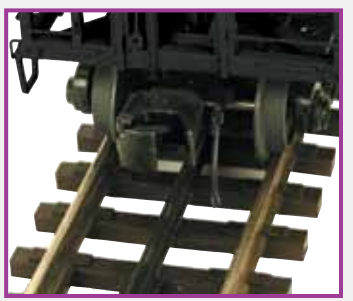
Features

- O Scale Kadee® Compatible Coupler Mounting Pad
- Each Car Measures 9 1/2" x 2 1/2" x 3"
- Operates On O-31 Curves

SEE IT IN ***ACTION*** ON THE WEB

By searching on each car's item number on **www.mthtrains.com**

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



4-Bay Hopper

Bessemer & Lake Erie - 4-Bay Hopper
20-97722 $ 54.95

Also Available in a 6-Car Set

See Page 156

Norfolk Southern - 4-Bay Hopper
20-97721 $ 54.95

Also Available in a 6-Car Set

See Page 156

Toronto Hamilton & Buffalo - 4-Bay Hopper
20-97724 $ 54.95

Also Available in a 6-Car Set

See Page 156

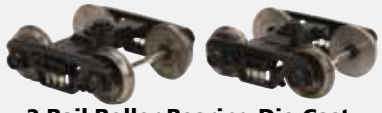
BNSF - 4-Bay Hopper
20-97723 $ 54.95

Also Available in a 6-Car Set

See Page 156

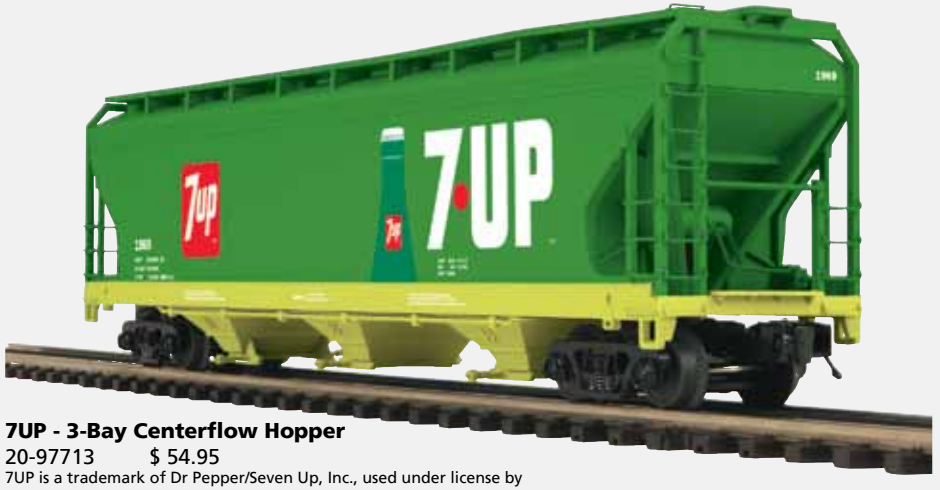
Features

- O Scale Kadee® Compatible Coupler Mounting Pad
- Each Car Measures 11 3/4 x 2 1/2 x 2 3/4
- Operates On O-27 Curves

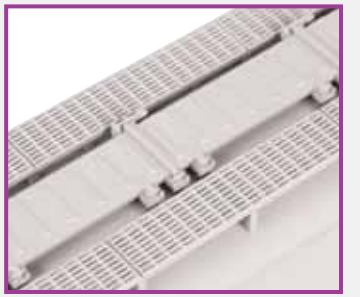


2-Rail Roller Bearing Die-Cast Freight Car Two-Truck Pack
20-89002 $14.99

3-Bay Centerflow Hopper



7UP - 3-Bay Centerflow Hopper
20-97713 $ 54.95
7UP is a trademark of Dr Pepper/Seven Up, Inc., used under license by Mike's Train House. ©2010 Dr Pepper/Seven Up, Inc.



SOO Line - 3-Bay Centerflow Hopper
20-97716 $ 54.95

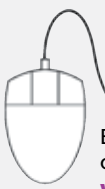
Chicago NorthWestern - 3-Bay Centerflow Hopper
20-97715 $ 54.95

BNSF - 3-Bay Centerflow Hopper
20-97714 $ 54.95

Features

- O Scale Kadee® Compatible Coupler Mounting Pad
- Each Car Measures 13 7/8" x 2 11/16" x 3 7/8"
- Operates On O-31 Curves

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



SEE IT IN ***ACTION*** ON THE WEB

By searching on each car's item number on **www.mthtrains.com**

Ps-2 Hopper

Pittsburgh & Lake Erie - Ps-2 Hopper
20-97263 $ 49.95

Maryland Midland - Ps-2 Hopper
20-97264 $ 49.95

Detroit Toledo & Ironton - Ps-2 Hopper
20-97265 $ 49.95

BNSF - Ps-2 Hopper
20-97266 $ 49.95

Features

- O Scale Kadee® Compatible Coupler Mounting Pad
- Operating Interior Lighting
- Each Car Measures 10” x 2 9/16” x 3 3/8”
- Operates On O-31 Curves

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

50' Airslide Hopper

Milwaukee Road - 50’ Airslide Hopper
20-97726 $ 54.95

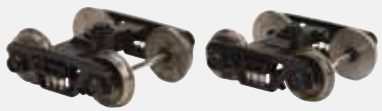
Great Northern - 50’ Airslide Hopper
20-97725 $ 54.95

Union Pacific - 50’ Airslide Hopper
20-97728 $ 54.95

Southern - 50’ Airslide Hopper
20-97727 $ 54.95

Features

- O Scale Kadee® Compatible Coupler Mounting Pad
- Each Car Measures 13 5/8” x 2 11/16” x 3 11/16”
- Operates On O-31 Curves



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

SEE IT IN **ACTION** ON THE WEB

By searching on each car’s item number on **www.mthtrains.com**

Coil Car

Milwaukee Road - Coil Car
20-98772 $ 54.95

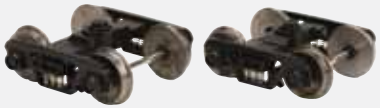
Norfolk & Western - Coil Car
20-98773 $ 54.95

Grand Trunk Western - Coil Car
20-98771 $ 54.95

Baltimore & Ohio - Coil Car
20-98770 $ 54.95

Features

- O Scale Kadee® Compatible Coupler Mounting Pad
- (4) Individual Coil Spools
- Removeable Coil Cover
- Each Car Measures 13" x 2 1/2" x 3 3/4"
- Operates On O-31 Curves



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

33K Gallon Tank Car

MKT - 33K Gallon Tank car
20-96210 $ 59.95

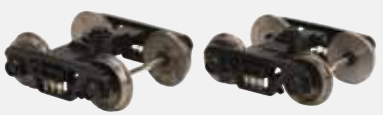
Denver Rio Grande - 33K Gallon Tank car
20-96211 $ 59.95

Chicago Northwestern - 33K Gallon Tank car
20-96213 $ 59.95

Missouri Pacific - 33K Gallon Tank car
20-96212 $ 59.95

Features

- O Scale Kadee® Compatible Coupler Mounting Pad
- Each Car Measures 17 5/8" x 2 1/2" x 4"
- Operates On O-42 Curves



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

Funnel Flow Tank Car

Dr Pepper - Funnel Flow Tank car
20-96206 $ 54.95

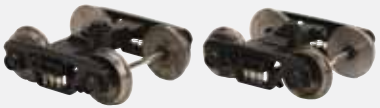
ADM - Funnel Flow Tank car
20-96207 $ 54.95

Hudson's Bay Oil & Gas - Funnel Flow Tank car
20-96209 $ 54.95

Canadian Superior - Funnel Flow Tank car
20-96208 $ 54.95

Features

- O Scale Kadee® Compatible Coupler Mounting Pad
- Each Car Measures 11" x 2 5/8" x 4"
- Operates On O-27 Curves



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

SEE IT IN *ACTION* ON THE WEB

By searching on each car's item number on **www.mthtrains.com**

Gondola Car with Cover

Pittsburgh & Lake Erie - Gondola Car with Cover
20-98783 $ 49.95

Western Maryland - Gondola Car with Cover
20-98782 $ 49.95

Chesapeake & Ohio - Gondola Car with Cover
20-98785 $ 49.95

Reading - Gondola Car with Cover
20-98784 $ 49.95

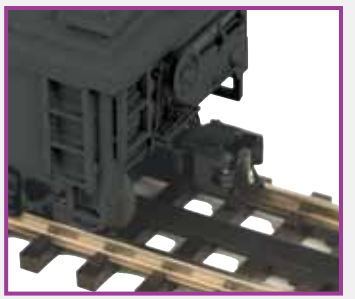
2-Rail Bettendorf Die-Cast Freight Car Two-Truck Pack
20-89001 $14.99

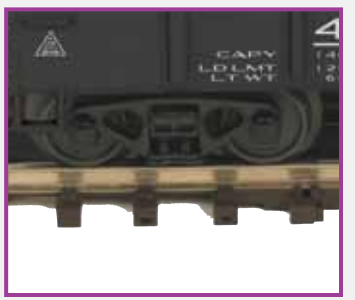
SEE IT IN **ACTION** ON THE WEB

By searching on each car's item number on **www.mthtrains.com**

Features

- O Scale Kadee® Compatible Coupler Mounting Pad
- Detailed, Removable Gondola Cover
- Each Car Measures 14 5/8 x 2 5/8 x 2 9/16"
- Operates On O-31 Curves





Hot Metal Car with Flickering Molten Load

Aliquippa & Southern - Hot Metal Car with Flickering Molten Load
20-98786 $ 69.95

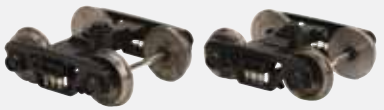
Jones & Laughlin Steel - Hot Metal Car with Flickering Molten Load
20-98787 $ 69.95

Treadwell - Hot Metal Car with Flickering Molten Load
20-98788 $ 69.95

Baltimore Iron Works - Hot Metal Car with Flickering Molten Load
20-98789 $ 69.95

Features

- O Scale Kadee® Compatible Coupler Mounting Pad
- Flickering Molten Load Inside Barrel
- Each Car Measures15 1/4" x 2 3/4" x 3 5/8"
- Operates On O-31 Curves



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

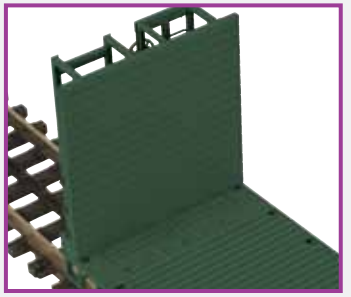
Flat Car with Bulkheads and Covered Wood Load

Union Pacific - Flat Car with Bulkheads with Covered Wood Load
20-98779 $ 49.95

Montreal Maine & Atlantic - Flat Car with Bulkheads with Covered Wood Load
20-98781 $ 49.95

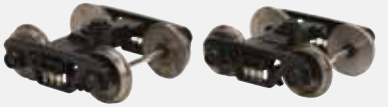
Canadian National - Flat Car with Bulkheads with Covered Wood Load
20-98778 $ 49.95

Northern Pacific - Flat Car with Bulkheads with Covered Wood Load
20-98780 $ 49.95

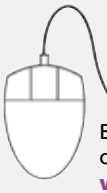


Features

- O Scale Kadee® Compatible Coupler Mounting Pad
- Removeable Covered Wood Load
- Each Car Measures 14 5/8" x 2 3/4" x 4"
- Operates On O-31 Curves



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



SEE IT IN **ACTION** ON THE WEB

By searching on each car's item number on **www.mthtrains.com**

Flat Car with 48' Trailer

Canadian National - Flat Car with 48' Trailer
20-98767 $ 59.95

Burlington Northern - Flat Car with 48' Trailer
20-98769 $ 59.95

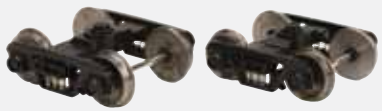
Canadian National - Flat Car with 48' Trailer
20-98768 $ 59.95

Dr Pepper - Flat Car with 48' Trailer
20-98766 $ 59.95

DR PEPPER is a trademark of Dr Pepper/Seven Up, Inc., used under license by Mike's Train House. ©2010 Dr Pepper/Seven Up, Inc.

Features

- O Scale Kadee® Compatible Coupler Mounting Pad
- Each Car Measures 14 1/2" x 2 1/2" x 4 1/2"
- Operates On O-31 Curves



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

Center Beam Flat Car with Lumber Load

Ontario Northland - Center Beam Flat Car with Lumber Load
20-98775 $ 54.95

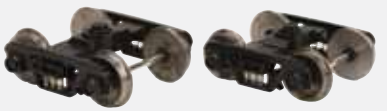
Norfolk Southern - Center Beam Flat Car with Lumber Load
20-98774 $ 54.95

Wisconsin Central - Center Beam Flat Car with Lumber Load
20-98777 $ 54.95

TTX - Center Beam Flat Car with Lumber Load
20-98776 $ 54.95

Features

- O Scale Kadee® Compatible Coupler Mounting Pad
- Removeable Lumber Load
- Each Car Measures 20" x 2 3/8" x 4 3/8"
- Operates On O-42 Curves



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

SEE IT IN ***ACTION*** ON THE WEB

By searching on each car's item number on **www.mthtrains.com**

Steel Caboose with Center Cupola

Chessie - Steel Caboose with Center Cupola
20-91343 $ 59.95

New Haven - Steel Caboose with Center Cupola
20-91344 $ 59.95

Seaboard - Steel Caboose with Center Cupola
20-91345 $ 59.95

Southern - Steel Caboose with Center Cupola
20-91346 $ 59.95

Features

- O Scale Kadee® Compatible Coupler Mounting Pads
- Caboose Interiors With Overhead Lighting
- Each Car Measures 9 1/8" x 2 7/16" x 3 3/4"
- Operates On O-31 Curves

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

Bobber Caboose

Norfolk & Western - Bobber Caboose
20-91348 $ 44.95

Pennsylvania - Bobber Caboose
20-91350 $ 44.95

Maryland & Pennsylvania - Bobber Caboose
20-91349 $ 44.95

Long Island - Bobber Caboose
20-91347 $ 44.95

Features

- Operating Interior Lighting
- Each Car Measures
  6 5/8" x 2 5/8" x 3 1/2"
- Operates On O-27 Curves

SEE IT IN **ACTION** ON THE WEB

By searching on each car's item number on **www.mthtrains.com**

Extended Vision Caboose

Bessemer & Lake Erie - Extended Vision Caboose
20-91340 $ 59.95

Norfolk & Western - Extended Vision Caboose
20-91339 $ 59.95

Duluth Missabe & Iron Range - Extended Vision Caboose
20-91342 $ 59.95

Rock Island - Extended Vision Caboose
20-91341 $ 59.95

Features

- Caboose Interiors With Overhead Lighting
- O Scale Kadee® Compatible Coupler Mounting Pads
- Each Car Measures 10 3/4" x 2 3/4" x 4"
- Operates On O-31 Curves

2-Rail Bettendorf Caboose Truck Pack
20-89015 $14.99

Rolling Stock Sets

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

20-90575 (#65936, 65944, 65961, 65994, 65996, 65912) $269.95
20-90576 (#65614, 65626, 65645, 65663, 65685, 65689) $269.95

Norfolk Southern - 6-Car Set 4-Bay Hopper

20-90579 (#76653, 76612, 76640, 76639, 76624, 76618) $269.95
20-90580 (#76710, 76775, 76746, 76722, 76753, 76734) $269.95

BNSF - 6-Car Set 4-Bay Hopper

20-90577 (#615120, 615128, 615133, 615137, 615112, 615109) $269.95
20-90578 (#615122, 615125, 615134, 615139, 615150, 615143) $269.95

Pennsylvania - 6-Car Set 4-Bay Hopper

20-90573 (#225469, 255458, 255420, 255427, 255473, 255416) $269.95
20-90574 (#225800, 225841, 225826, 225833, 225809, 225824) $269.95

Pennsylvania - 6-Car 40' AAR Box Car Set

20-90585 (#26851, 26856, 26867, 26864, 26870, 26875) $269.95
20-90586 (#26853, 26855, 26861, 26869, 26878, 26874) $269.95

Southern - 6-Car 40' AAR Box Car Set

20-90587 (#10052, 10055, 10068, 10062, 10074, 10077) $269.95
20-90588 (#10050, 10053, 10063, 10065, 10072, 10075) $269.95

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

20-90583 (#174302, 174308, 174326, 174322, 174334, 174340) $269.95
20-90584 (#174303, 174305, 174320, 174327, 174332, 174346) $269.95

New Haven - 6-Car 40' AAR Box Car Set

20-90581 (#36409, 36412, 36420, 36425, 36431, 36436) $269.95
20-90582 (#36410, 36414, 36427. 36422. 36439, 36435) $269.95

Hillcrest Lumber Company - 6-Car Skeleton Flat Car with Log Set

20-90593	(#18,24,22,30,29,34)	$249.95
20-90594	(#17,21,26,32,38,35)	$249.95

Canadian Forest Products Ltd. - 6-Car Skeleton Flat Car with Log Set

20-90591	(#18,24,16,30,12,34)	$249.95
20-90592	(#17,21,26,15,38,35)	$249.95

British Columbia Forest Products - 6-Car Skeleton Flat Car with Log Set

20-90589	(#50,45,55,43,40,48)	$249.95
20-90590	(#52,47,53,49,46,44)	$249.95

Western Maryland - 6-Car Skeleton Flat Car with Log Set

20-90595	(#18,20,14,29,13,26)	$249.95
20-90596	(#16,10,22,27,15,12)	$249.95

Erie - 6-Car 2-Bay Fish Belly Hopper Set

20-90567	(#26542, 26548, 26536, 26530, 26524, 26529)	$269.95
20-90568	(#26549, 26545, 26532, 26537, 26520, 26523)	$269.95

Central Railroad Of Pennsylvania - 6-Car 2-Bay Fish Belly Hopper Set

20-90569	(#10385, 10390, 10374, 10382, 10356, 10353)	$269.95
20-90570	(#10360, 10363, 10379, 10377, 10358, 10383)	$269.95

Baltimore & Ohio - 6-Car 2-Bay Fish Belly Hopper Set

20-90571	(#321612, 321618, 321625, 321629, 321630, 321634)	$269.95
20-90572	(#321605, 321607, 321616, 321614, 321639, 321631)	$269.95

Woodsided Passenger Sets

Features

- 3 Car set features (3) Coaches
- Coach Measures 18 1/4" x 20 1/2" x 3 5/8"
- Operates On O-42 Curves

Long Island - 3-Car 64′ Woodsided Passenger Set
20-62044 $259.95

Long Island - 3-Car 64′ Woodsided Passenger Add-On Set
20-62046 $259.95

Long Island - 64′ Woodsided Coach Car
20-62045 $89.95

Pennsylvania - 3-Car 64′ Woodsided Passenger Set
20-62041 $259.95

Pennsylvania - 3-Car 64′ Woodsided Passenger Add-On Set
20-62043 $259.95

Pennsylvania - 64′ Woodsided Coach Car
20-62042 $89.95

Chesapeake & Ohio - 64′ Woodsided Coach Car
20-62048 $89.95

Chesapeake & Ohio - 3-Car 64′ Woodsided Passenger Set
20-62047 $259.95

Chesapeake & Ohio - 3-Car 64′ Woodsided Passenger Add-On Set
20-62049 $259.95

Norfolk & Western - 64′ Woodsided Coach Car
20-62054 $89.95

Norfolk & Western - 3-Car 64′ Woodsided Passenger Set
20-62053 $259.95

Norfolk & Western - 3-Car 64′ Woodsided Passenger Add-On Set
20-62055 $259.95

Maryland & Pennsylvania - 64′ Woodsided Coach Car
20-62051 $89.95

Maryland & Pennsylvania - 3-Car 64′ Woodsided Passenger Set
20-62050 $259.95

Maryland & Pennsylvania - 3-Car 64′ Woodsided Passenger Add-On Set
20-62052 $259.95

Streamlined Passenger Cars

Southern Pacific - 2-Car 70′ ABS Slpr/Diner Passenger Set (Smooth)
20-66179 $199.95

Western Pacific - 2-Car 70′ ABS Slpr/Diner Passenger Set (Smooth)
20-66180 $199.95

Denver Rio Grande - 2-Car 70′ ABS Slpr/Diner Passenger Set (Smooth)
20-66176 $199.95

Missouri Pacific - 2-Car 70′ ABS Slpr/Diner Passenger Set (Smooth)
20-66177 $199.95

MKT - 2-Car 70′ ABS Slpr/Diner Passenger Set (Smooth)
20-66178 $199.95

Chicago NorthWestern - 2-Car 70′ ABS Slpr/Diner Passenger Set (Smooth)
20-66175 $199.95

Santa Fe - 2-Car 70′ ABS Slpr/Diner Passenger Set (Smooth)
20-66170 $179.95

Santa Fe - 70′ ABS Full Length Vista Dome Passenger Car (Smooth)
20-67170 $99.95

Santa Fe - 2-Car 70′ ABS Baggage/Coach Set (Smooth)
20-69170 $179.95

Santa Fe - 70′ ABS RPO Passenger Car (Smooth)
20-68170 $99.95

Santa Fe - 5-Car 70′ ABS Passenger Set (Smooth)
20-65170 $429.95

Milwaukee Road - 2-Car 70′ ABS Baggage/Coach Set (Smooth)
20-69173 $179.95

Milwaukee Road - 2-Car 70′ ABS Slpr/Diner Passenger Set (Smooth)
20-66173 $179.95

Milwaukee Road - 70′ ABS Full Length Vista Dome Passenger Car (Smooth)
20-67173 $99.95

Milwaukee Road - 5-Car 70′ ABS Passenger Set (Smooth)
20-65173 $429.95

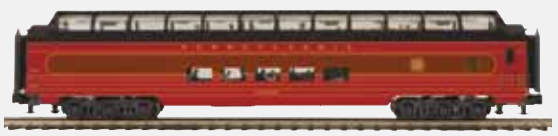
Milwaukee Road - 70′ ABS RPO Passenger Car (Smooth)
20-68173 $99.95

Pennsylvania - 2-Car 70′ ABS Slpr/Diner Passenger Set (Ribbed)
20-66174 $179.95

Pennsylvania - 70′ ABS RPO Passenger Car (Ribbed)
20-68174 $99.95

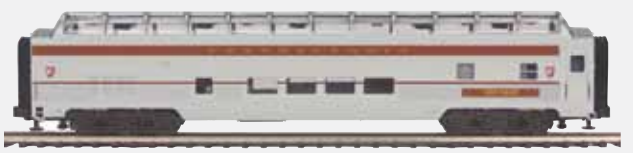
Pennsylvania - 2-Car 70′ ABS Baggage/Coach Set (Ribbed)
20-69174 $179.95

Pennsylvania - 5-Car 70′ ABS Passenger Set (Ribbed)
20-65174 $429.95



Pennsylvania - 70′ ABS Full Length Vista Dome Passenger Car (Smooth)
20-67172 $99.95

Pennsylvania - 70′ ABS RPO Passenger Car (Smooth)
20-68172 $99.95



Pennsylvania - 70′ ABS Full Length Vista Dome Passenger Car (Ribbed)
20-67174 $99.95

Pennsylvania - 2-Car 70′ ABS Slpr/Diner Passenger Set (Smooth)
20-66172 $179.95

Pennsylvania - 2-Car 70′ ABS Baggage/Coach Set (Smooth)
20-69172 $179.95

Pennsylvania - 5-Car 70′ ABS Passenger Set (Smooth)
20-65172 $429.95

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

End-Of-Train-Device Roller Bearing Freight Truck

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

The all die-cast sprung roller bearing truck includes a center-rail pickup roller that powers a bright flashing LED, reproducing the end-of-train effect found on modern freight drags.

The ETD truck easily mounts to your existing freight cars in just a few minutes.

Features:
- Die-Cast Construction
- Fully Assembled
- Self-Powered Strobe Light
- Mounts To Any M.T.H. Freight Car
- Unit Measures: 1" High

White End-of-Train-Device Roller Bearing Freight Truck
20-89013 $24.95
Yellow End-of-Train-Device Roller Bearing Freight Truck
20-89010 $24.95

Wireless Drawbar Set
20-89011 $29.95

Conversion Wheel Kits

Ps2 Proto-Scale 3-2™ 4-Wheel Truck Scale Wheel Set Kit
20-89005 $39.95
Ps2 Proto-Scale 3-2™ 6-Wheel Truck Scale Wheel Set Kit
20-89006 $59.95
Ps2 Proto-Scale 3-2™ 4-Wheel Truck Hi-Rail Wheel Set Kit
20-89008 $39.95
Ps2 Proto-Scale 3-2™ 6-Wheel Truck Hi-Rail Wheel Set Kit
20-89009 $59.95

3-Rail

Railking 3-Rail Bettendorf Freight Car Two Truck Pack
30-89001 $12.99
Railking 3-Rail Roller Bearing Freight Car Two Truck Pack
30-89002 $12.99

Premier 3-Rail Bettendorf Freight Car Two Truck Pack
20-89003 $14.99
Premier 3-Rail Roller Bearing Freight Car Two Truck Pack
20-89004 $14.99

Premier 2-Rail

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

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

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

2-Rail Bettendorf Caboose Truck Pack*
20-89015 $17.95

2-Rail Roller Bearing Caboose 2-Truck Pack*
20-89016 $17.95

2-Rail Bettendorf Freight Car Two Truck Pack
20-89001 $14.95

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

2-Rail CA-1 Caboose 2-Truck Pack
20-89017 $17.99

*Includes Removable 3-Rail Couplers

POWER UP

with the Best Transformers in O Gauge

100 Watts

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

Whether you operate with conventional AC power or the M.T.H. Digital Command System (DCS), our UL-approved transformers offer the best way to power your layout. Choose the 100-watt Z-1000™ for a small- to medium-sized layout, or step up to the 400-watt, feature-laden Z-4000®, the most powerful UL-approved transformer in the hobby. All M.T.H. transformers offer

- Incredibly smooth, wide range throttle for precise speed control
- Bell and whistle/horn buttons that work with all makes of locomotives
- Fast-acting circuit breakers to protect your equipment
- Continuous useable wave power output compatible with all AC-powered engines

WHY THE UL OR CSA LISTING?

To protect our customers and their trains, M.T.H. Electric Trains is committed to manufacturing safe, UL or CSA approved transformers and power supplies. By subjecting our transformers to the strenuous tests and requirements of Underwriters Laboratories and/or CSA, M.T.H. helps ensure that our products meet the same requirements as other consumer electronics sold today. When choosing a new transformer, model railroaders should only look for those that have received a UL or CSA listing.

Z-DC300 30 Watt DC Transformer
40-300 $ 79.95
Featuring 30 watts of DC power and a 16 volt AC accessory port, the CSA approved DC-300 will comfortably run up to five HO locomotives.
- Controller LED On Light
- Overload Light
- Power On Switch
- Momentum Control
- Brake Control
- Direction Control
- Built-In Circuit Breaker Protection
- 30 Watt DC Power Supply w/16v AC Accessory Ouput Jacks

Z-500™ AC Transformer
40-500 $ 59.95

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

100-Watt Accessory AC Power Supply
40-1000a $79.95
- Ideal for powering accessories, or for DCS users who don't need a conventional transformer
- TIU/Barrel Jack adapter available separately for easy connection to DCS Track Interface Unit (TIU)
- 18-volt track power output
- 14-volt accessory output

Z-DC1 Transformer
40-200 $ 19.95

A perfect small DC power supply to power up accessory lights, the ZDC1 includes a smooth-feeling power knob atop its UL approved enclosure.
- U.L. Approved
- 20 Watts DC Max Power Output
- Smooth Operating Throttle Knob
- Built-In Circuit Breaker Protection

RailKing Controller Set
40-750C $ 49.95
Includes Z-500/Z-750 transformer controller, RealTrax lock-on (40-1003), RealTrax wire harness (40-1015)

400 Watts! The Most Powerful UL Listed Transformer!

Learn More About It
The instruction manual for every M.T.H. transformer is available at **www.mthtrains.com**. Just look up the transformer in our Product Search feature.

Overload indicator

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

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

Bell and whistle-horn buttons compatible with all AC engines

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

UL Approved, patented design for continuous and safe maximum allowable power output at a sustained 18 volts RMS at 10 amps.

Internal cooling fan

Direction button for each channel

On-off switch with Accidental Startup Protection: If throttles are not in Off position when Z-4000 is turned on, no power will be applied to the track.

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

Power-on indicator

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

Rear Panel Outputs

0~22 Volts Track Power (10 AMP) | **10-Volt Accessory Power (3 AMP)** | **14-Volt Accessory Power (3 AMP)** | **0~22 Volts Track Power (10 AMP)**

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

Z-4000® Transformer
40-4000 $ 439.95
Two AC throttles, each with its own complete set of controls, plus 10-volt and 14-volt AC accessory outputs

ScaleTrax™

Three-Rail Trains Look—and Run—Better on ScaleTrax

It's not about the track. Railroading is about huge machinery that makes the ground shake when it goes by. In model railroading, the track is just a stage setting that should make your trains look more real and more massive -- and no three-rail track does that better than ScaleTrax, the lowest-profile, best-running 3-rail O gauge track system.

Compare **our track with 3-rail track systems from Atlas O and Ross Custom Switches, and check out the advantages of ScaleTrax**

Track Features

- Solid, rust-proof nickel silver rails
- Durable ABS ties for years of use
- Easy, snap-together assembly
- Built-in electrical connections eliminate need for rail joiners or track pins
- Built-in Lockon receptacle in every track section
- Non-derailing switches
- Snap-in, reversible switch motors work on either side of track
- Compatible with virtually all three-rail locomotives and cars

Learn more about it: Download our new 16-page ScaleTrax brochure. Click the ScaleTrax logo at the bottom of our home page, **www.mthtrains.com**

More Realism

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

Lower Cost

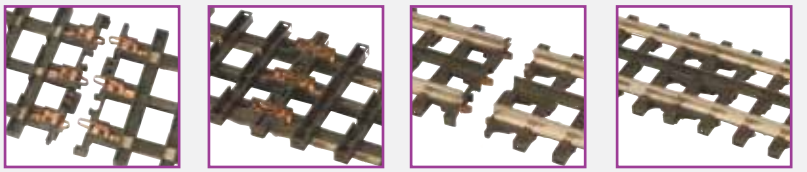
ScaleTrax track and switches are more affordable than comparable Atlas and Ross products.

Smaller Third Rail

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

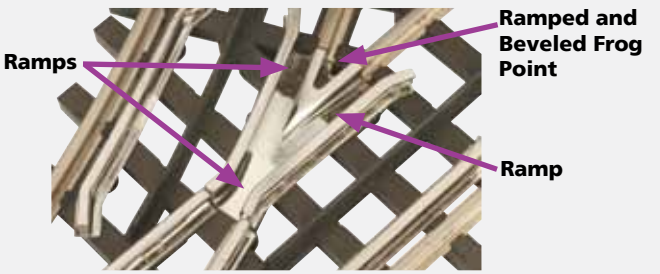
Better Electrical Contact

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



Smoother Switches

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



Easier-To-Use Flex Track

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

HIKEL GAUGE
LAYOUTS & TRAINS
www.hikelogauge.com

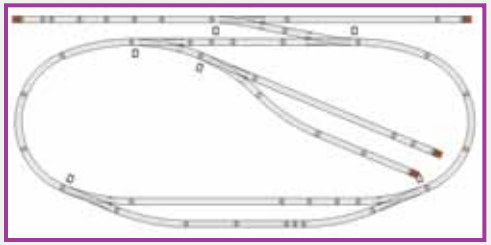
Dave Hikel

Scale Trax™ Layout Packages

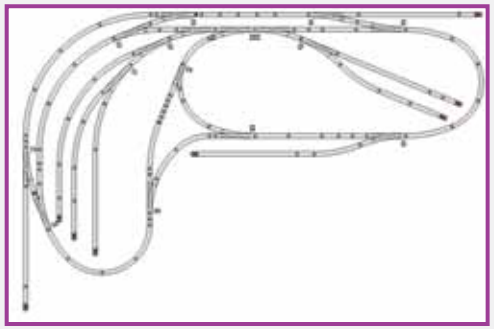
Don't have the time or inclination to design your own layout? Check out ScaleTrax layout packages, featuring track plans designed by Dave Hikel, renowned West Coast custom layout builder. Each package includes all the track and switches needed to build a complete layout. For details and track plans, click the ScaleTrax logo at the bottom of the M.T.H. home page, **www.mthtrains.com**. Order the ScaleTrax components from any M.T.H. Authorized Retailer and M.T.H. will drop ship your order directly from Maryland. If you prefer to design your own plan, use RR Track layout design software and take your design to any M.T.H. Authorized Retailer and we will drop ship the order for them.

The O gauge layout that grows!
Build Roosevelt Junction in four phases.

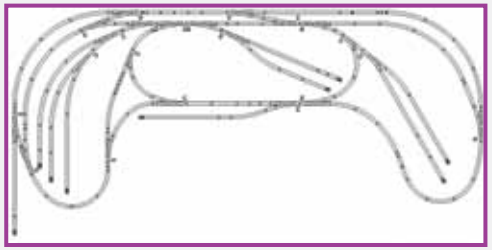
ScaleTrax™ Layout Package 1
Roosevelt Junction, Phase 1
(4' x 8')
45-1101 $559.95



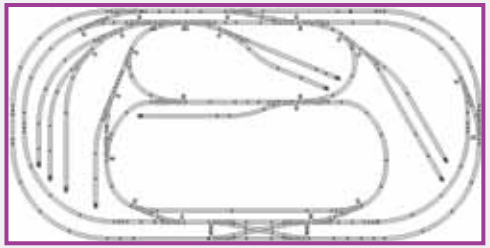
ScaleTrax™ Layout Package 2
Roosevelt Junction, Phase 2
45-1102 $749.95



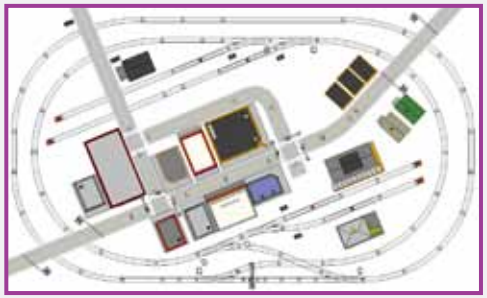
ScaleTrax™ Layout Package 3
Roosevelt Junction, Phase 3
45-1103 $399.95

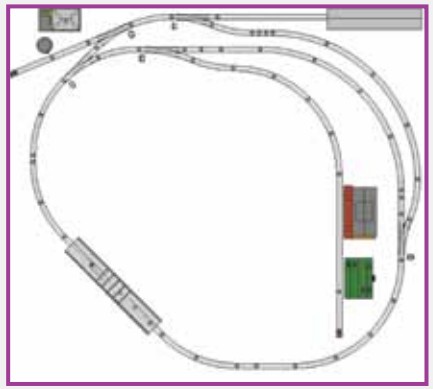


ScaleTrax™ Layout Package 4
Roosevelt Junction, Phase 4
(8' x 16')
45-1104 $749.95

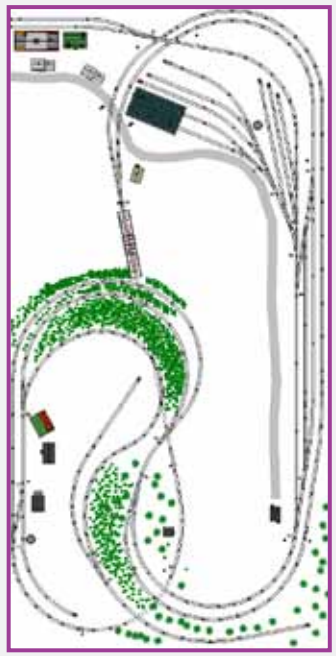


ScaleTrax™ Layout Package 5 - 8 x 9 Spare Room
45-1105 $519.95





ScaleTrax™ Layout Package 6
12 x 24 Tall Timber
45-1106 $2,599.95



ScaleTrax™ Layout Package 7
6 x 10 Main Street
45-1107 $719.95

45-1107

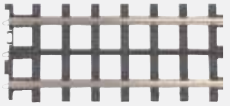
ScaleTrax™

It takes EIGHT O-31 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-80 CURVES to make a circle.

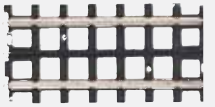
SCALETRAX™ BY M.T.H. ELECTRIC TRAINS

STRAIGHT, FLEX & OPERATING TRACK SECTIONS

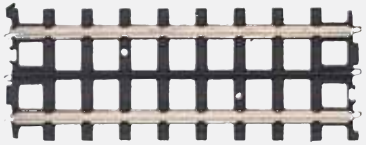
ScaleTrax™ - 1.75" Track Section
45-1011 $2.49
ScaleTrax™ - 1.75" Track Section 4-Pack
45-1011-4 $9.99



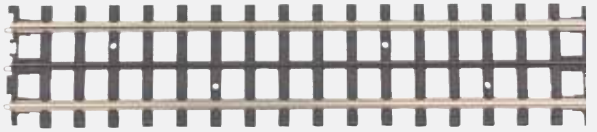
ScaleTrax™ - 5.0" Track Section
45-1013 $3.50



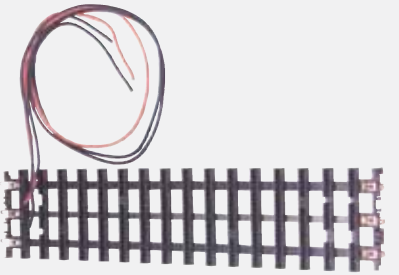
ScaleTrax™ - 4.25" Track Section
45-1012 $3.50
ScaleTrax™ - 4.25" Track Section 2-Pack
45-1012-2 $7.99



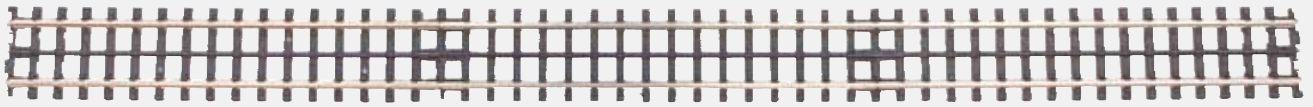
ScaleTrax™ - 5.5" Track Section
45-1014 $3.50
ScaleTrax™ - 5.5" Track Section 2-Pack
45-1014-2 $7.99



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

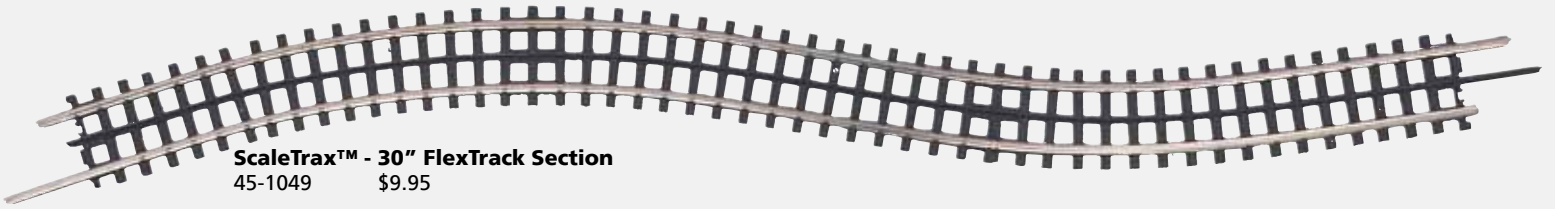


ScaleTrax™ - Lockon (Track Not Included)
45-1033 $3.99
Each FlexTrack Section Requires 1 Lockon

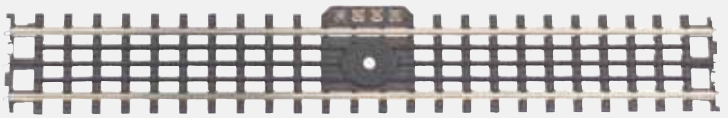


ScaleTrax™ - 30" Track Section
45-1019 $10.99

MTH RR Track Layout Software
45-1100 $49.95

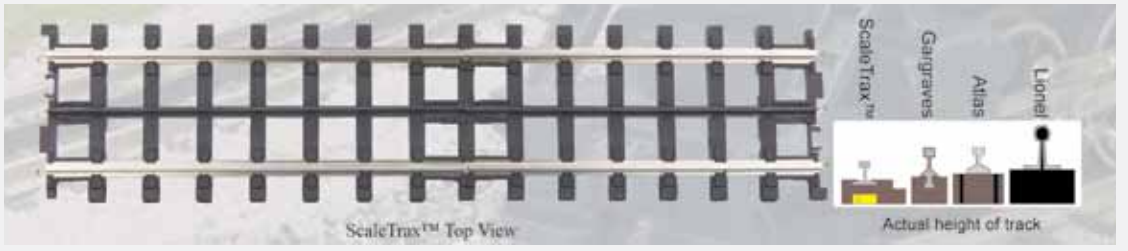


ScaleTrax™ - 30" FlexTrack Section
45-1049 $9.95



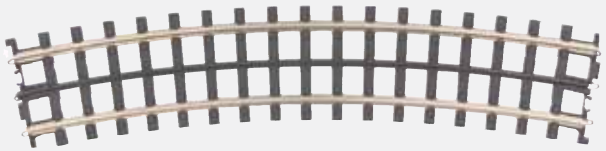
ScaleTrax™ - 15" Operating Track Section
45-1035 $19.95

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

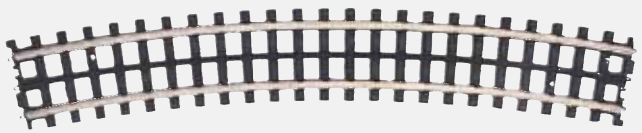


Curved Track Sections

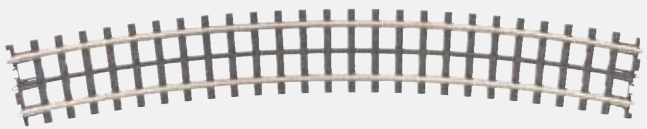
ScaleTrax™ - O-31 Curved Track Section
45-1002 $3.99



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

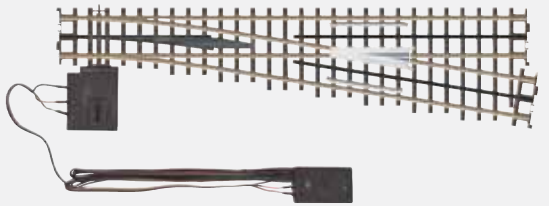


ScaleTrax™ - O-72 Curved Track Section
45-1010 $4.99

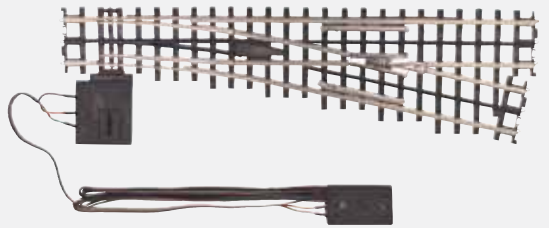


ScaleTrax™ - O-80 Curved Track Section
45-1034 $5.99

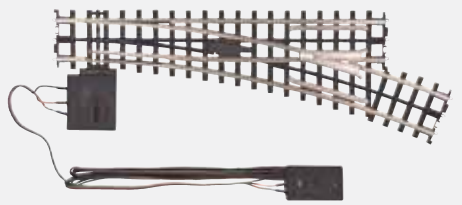
Switches



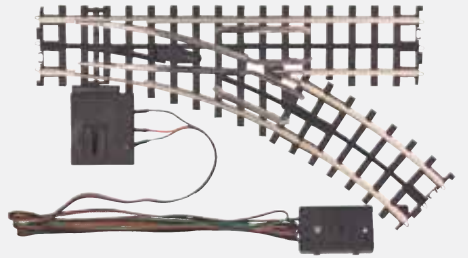
ScaleTrax™ - No. 6 Right Hand Switch
45-1053 $69.95
ScaleTrax™ - No. 6 Left Hand Switch
45-1052 $69.95



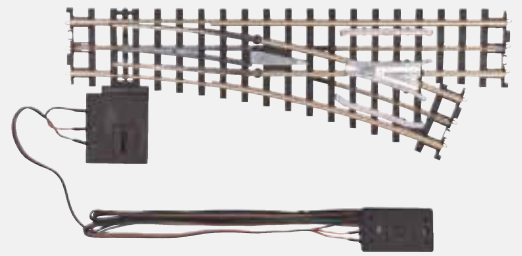
ScaleTrax™ - No. 4 Right Hand Switch
45-1051 $59.95
ScaleTrax™ - No. 4 Left Hand Switch
45-1050 $59.95



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



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



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

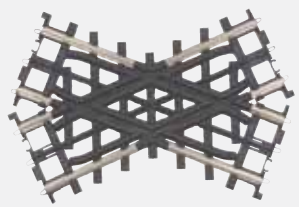
Accessories

ScaleTrax™ - Bumper
45-1025 $15.95

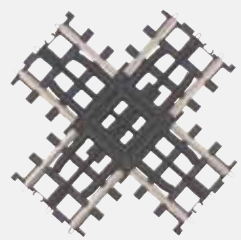
ScaleTrax™ - ITAD
45-1028 $34.95
(used to activate signals and trackside accessories)

Crossovers

ScaleTrax™ - 22.5 Degree Crossing
45-1015 $19.95

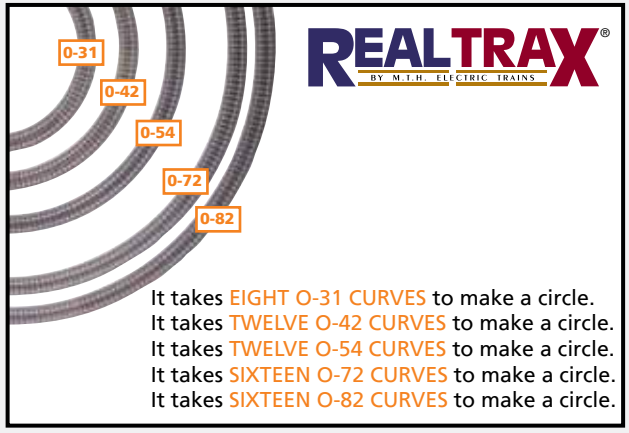


ScaleTrax™ - 45 Degree Crossing
45-1006 $19.95



ScaleTrax™ - 90 Degree Crossing
45-1005 $19.95

RealTrax®: Rugged–Realistic—Reliable



At M.T.H. we believe a track system should allow your model railroad empire to grow. The RealTrax system includes 72 different components for maximum expansion capabilites. You'll find bridges, curves of all sizes, elevated and graduated trestles, crossovers, and every straight and curved configuration you'll need to create your own model railroad empire. And every piece of RealTrax is rugged, realistic, and reliable so you can have fun running your trains.

Rugged

Because most toy train empires begin on a carpet or floor, RealTrax is designed to hold up to the rigors of childhood play. Strong snap-together connections make it easy to assemble or change a layout in minutes. And the built-in roadbed helps keep dirt on the floor away from the wheels and gears of your trains.

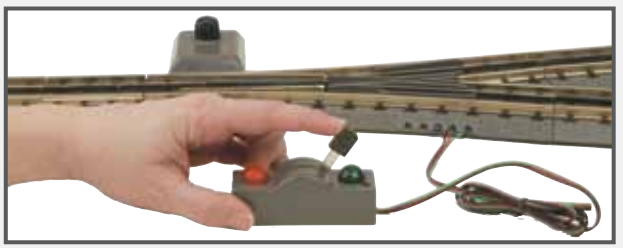
Realistic

With its realistic crossties and ballasted roadbed, RealTrax looks like the mainline track used by heavy freights and high-speed passenger trains. Unlike older O gauge track with a round cross section, RealTrax uses flat-top "T"-rail like a real railroad.

Reliable

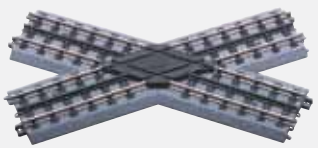
Nickel silver rail ensures that RealTrax will never rust. Spring-loaded phosphor bronze contacts provide superior electrical connections between track sections. The contacts are spring loaded to maintain a solid connection over time and are highly resistant to corrosion of any kind. Similar materials are used in many electrical connections around your home, such as lamps, battery-operated appliances, and electrical outlets.

RealTrax switches feature the same durable construction as regular RealTrax sections and utilize long-lasting switch motors that provide precise throws every time. The reversible motor mechanism quickly snaps onto the other side of the switch if space is a problem. No disassembly of the switch is required! Lighted switch controllers allow you to throw a switch remotely from a distance, and lights on the controller indicate which direction the switch is thrown — green for straight and red for curved.

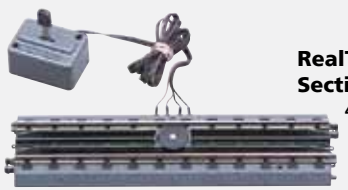


Crossovers & Operating Sections

RealTrax - 90* Crossover Track
40-1006 $22.95

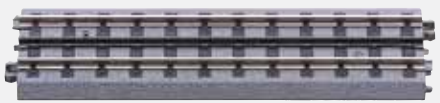


RealTrax - 45* Crossover Track
40-1007 $22.95



RealTrax - Operating Track Section
40-1008 $29.95

RealTrax - 30" Straight Track Section
40-1019 $11.99

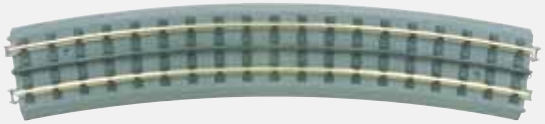


RealTrax - 10" Ground Track (2 pieces per pack)
40-1068-2 $7.99
(features removable jumper connecting 2 outer rails)

RealTrax - 10" Straight Track Section
40-1001 $4.20

RealTrax 5.0" Track Section
40-1016 $3.79

RealTrax 5.5" Track Section
40-1012 $3.79



RealTrax- O-82 Curved Track Section
40-1082 $5.99

RealTrax - 3.5" Track Section
40-1018 $3.79

RealTrax - 4.25" Track Section
40-1017 $3.79

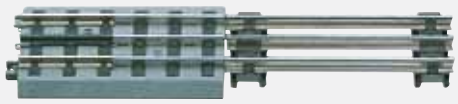
RealTrax- O-72 Curved Track Section
40-1010 $5.49

RealTrax - O-42 Half Curve Track
40-1045 $4.49

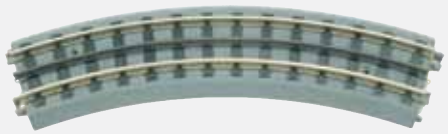
RealTrax - O-54 Half Curve Track
40-1057 $4.99

RealTrax - O-31 Half Curve Track
40-1022 $3.79

RealTrax - O-54 Curved Track Section
40-1054 $4.99



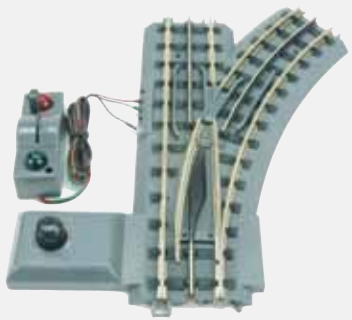
RealTrax - Adapter Track Section
40-1011 $7.99



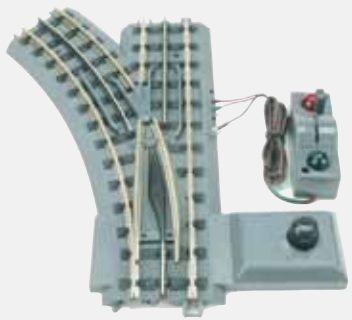
RealTrax - O-31 Curved Track Section
40-1002 $4.20

RealTrax - O-72 Half Curved Track Section
40-1049 $4.99

RealTrax - O-42 Curved Track Section
40-1042 $4.49



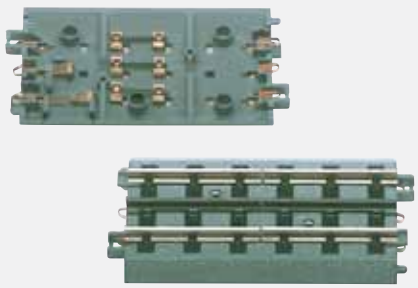
RealTrax - O-31
Switch (RH)
40-1004 $64.95



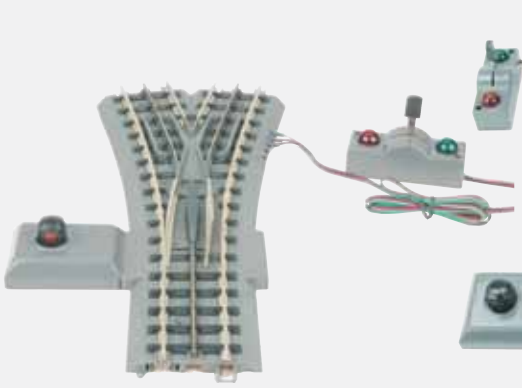
RealTrax - O-31
Switch (LH)
40-1005 $64.95

RealTrax - O-42
Switch (LH)
40-1043 $74.95

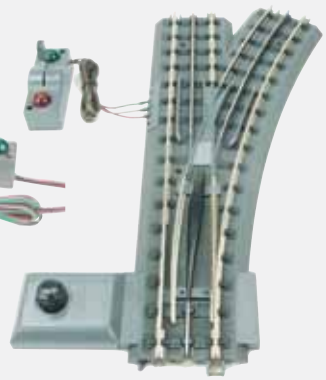
RealTrax - O-42
Switch (RH)
40-1044 $74.95



RealTrax - 10" Insulated Straight
Track Section Set
40-1029 $7.99



RealTrax- O-72 Wye Switch
40-1068 $89.95



RealTrax - O-54 Switch (RH)
40-1055 $79.95

RealTrax - O-54 Switch (LH)
40-1056 $79.95

RealTrax - O-72 Switch (RH)
40-1020 $89.95

RealTrax - O-72
Switch (LH)
40-1021 $89.95

90 Degree 031 Curved Tunnel
40-1072 $64.95
90 Degree 036 Curved Tunnel
40-1073 $69.95

100 WATT POWER SUPPLY!

Power & Track Pack
40-1071 $149.95

O Bridge Girder - Rust
40-1032 $29.95
O Bridge Girder - Silver
40-1014 $29.95
O Bridge Girder - Black
40-1051 $29.95

20" Single Track Straight Tunnel
40-1074 $64.95

Fully Sceniced, Ready to Use!

O Steel Arch Bridge - Rust
40-1031 $69.95
O Steel Arch Bridge - Silver
40-1013 $69.95
O Steel Arch Bridge - Black
40-1050 $69.95

O 2-Track Bridge Girder - Rust
40-1059 $34.95
O 2-Track Bridge Girder - Silver
40-1063 $34.95
O 2-Track Bridge Girder - Black
40-1061 $34.95

30" Dual Track Straight Tunnel
40-1075 $69.95

O Subway Trestle Bridge
40-1048 $19.95

O 2-Track Steel Arch Bridge - Rust
40-1058 $99.95
O 2-Track Steel Arch Bridge - Silver
40-1062 $99.95
O 2-Track Steel Arch Bridge - Black
40-1060 $99.95

Track, Train & Trestles NOT INCLUDED

Over & Under Tunnel
40-1070 $59.95

Tunnel Portal - Single
40-9014 $14.95

Tunnel Portal - Double
40-9015 $19.95

RealTrax - 24-Piece Graduated Trestle System
40-1033 $49.95

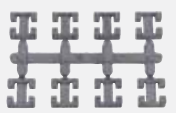
RealTrax - 8-Piece Elevated Trestle System
40-1034 $29.95

RealTrax - Lighted Lockon
40-1003 $5.49

RealTrax - Track Activation Device (I.T.A.D.)
40-1028 $24.95
(Allows passing train to activate signals or trackside accessories)

8 Piece Elevated Subway Trestle Set
40-1047 $29.95

RealTrax - Non-Slip Track Pads (50/pack)
40-1046 $8.99

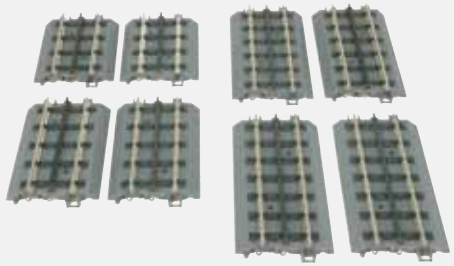


RealTrax - Track Clips (24)
40-1041 $7.95

RealTrax Track Cleaning Block
40-1099 $17.99

RealTrax - Lighted Bumper
40-1024 $14.95

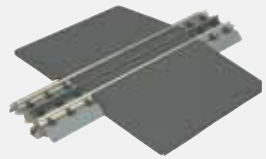
Layout Builders



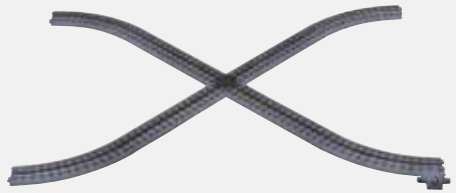
RealTrax - Layout Builder (8 Pcs)
40-1023 $29.95
(Contains: (2) 3.5" Half Tracks, (2) 4.25" Half Tracks, (2) 5.0" Half Tracks, (2) 5.5" Half)

RealTrax - Right Hand Track Siding Layout Builder
40-1027 $89.95
(Contains (1) Right-Hand O-31 Switch, (4) 10" Straights, (1) O-31 Curve, (1) RealTrax™ Bumper)

RealTrax - Left Hand Track Siding Layout Builder
40-1026 $89.95
(Contains (1) Left-Hand O-31 Switch, (4) 10" Straights, (1) O-31 Curve, (1) RealTrax Bumper)



RealTrax - Grade Crossing
40-1009 $9.95



RealTrax - Figure 8 Layout Builder
40-1025 $59.95
(Contains: (4) O-31 Curves, (4) 10" Straights, (1) Lighted Lockon, (1) 90 Degree Crossover)

RealTrax O-72 Wye Switch Spur Layout Builder
40-1069 $149.95

Accessories

See our Full Accessory Line in our 2010 Accessory Catalog

Cars Drive Up and Park while Skaters Come out and Take Orders

Features:
- Fully Assembled
- Fully Painted
- Intricately Detailed ABS Construction
- Lighted Interior
- Operating Sound
- Flashing Marquee Lights
- Operating Skaters
- Moving Die-Cast Car
- Unit Measures: 21 5/8" x 9" 13 1/8"

Harley-Davidson® - Operating Drive-In Diner
30-9170 $199.95
Measures: 21 5/8" x 9" 13 1/8"

SEE IT IN **ACTION** ON THE WEB

By searching on each accessory item number on **www.mthtrains.com**

Mel's - Operating Drive-In Diner
30-9105 $189.95
Measures: 21 5/8" x 9" 13 1/8"

Greyhound - Bus Station
30-9040 $139.95
Measures: 16 1/2" x 18 3/4" x 9 1/2"

Roadster Hardtops - 32 Pack Vehicle Set
30-50057 $199.95
Includes: (4) 1957 Chevrolet Belair, (4) 1934 Ford Pickup, (4) 1953 Ford F-100 Pickup, (4) 1969 Pontiac Firebird, (4) 1958 Studebaker Golden Hawk, (4) Mini Cooper S, (4) 1949 Cadillac Coupe de Ville, (4) 1968 Shelby GT-500

Doolittle & Daily Retirement Apartments - 4-Story Building
30-90347 $54.95
Measures: 10 7/8" x 8 5/8" x 8 7/8"

Butch's Sports Bar - 3-Story City Building w/Fire Escape & Blinking Sign
30-90334 $64.95
Measures :12 3/4" x 6 5/16" x 9 3/16"

M&M'S® - 3-Story City Building w/Fire Escape & Blinking Sign
30-90329 $64.95
Measures :12 3/4" x 6 5/16" x 9 3/16"

Gray & White - Public Works Building
30-90007 $69.95
Measures : 14 1/8" x 9 7/8" x 8 1/8"

Brown & Black - Elevated Gate Tower
30-9097 $29.95
Measures : 3 1/2" x 2 1/2" x 5 3/4"

Dark Red Stone - Passenger Station w/dual Platforms
30-90094 $99.95
Measures: 39" x 10 1/2" x 8 1/2"

Harley-Davidson® - Motorcycle Dealership
30-90111 $59.95
Measures : 9 3/8" x 9 3/8" x 6 3/8"

Metzger Butcher Shop - Opposite Corner Building w/Blinking Sign
30-90341 $54.95
Measures : 9 7/8" x 7 7/16" x 7 1/16"

Montrose Flouring Mill - Dry Goods Transfer Warehouse
30-90273 $69.95
Measures : 13 1/2 x 8 1/4 x 9 1/8

Gray & Black - Police Station
30-9099 $69.95
Measures :13 1/4 x 8 3/8 x 10

Club

Join The M.T.H. Railroaders Club

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

RAILKING MEMBERSHIP

30-73348 MTHRRC Modern Tank Car
RailKing Membership is $50.00

PREMIER MEMBERSHIP

20-93524 New York Central 40' AAR Box Car
Premier Membership is $50.00

LIONEL CORP. STD. GAUGE MEMBERSHIP

11-30106 Lionel Corp. 512 Std. Gauge Gondola Car
Lionel Corp. 500 Series Membership is $120.00

TINPLATE O GAUGE MEMBERSHIP

10-8082 MTHRRC 2800 Series O Gauge Searchlight Car
Tinplate 2800 Series Membership is $90.00

TINPLATE STD. GAUGE MEMBERSHIP

10-2241 MTHRRC 500 Series Std. Gauge Gondola Car
Tinplate 500 Series Membership is $120.00

LIONEL CORP. O GAUGE MEMBERSHIP

11-70063 Lionel Corp. 2820 O Gauge Searchlight Car
Lionel Corp. 2800 Series Membership is $90.00

BASIC MEMBERSHIP

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

ONE-GAUGE MEMBERSHIP

70-74072 40' Box Car
One-Gauge Membership is $100.00

HO MEMBERSHIP

81-94021 R40-2 Woodside Reefer Car
HO Membership is $30.00

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As a member of the M.T.H. RailRoaders Club you'll receive:

Limited-Edition Club Car

Each year we produce beautifully decorated cars exclusively for our Club members. Members automatically receive the car that matches their Club membership (RailKing, Premier, Tinplate Traditions or One Gauge) and have the option to collect 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 M.T.H. catalogs earlier than other mailing list members, via First-Class mailings, so they can order from their local train store before the best items are sold out.

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 Interactive DVD 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 enameled lapel pin.

Proto-Sound 2.0 Upgrade Kits

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

Club Web Site

Visit www.mthtrains.com and 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, and even build your own homepage.

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

MTH Promotional DVD

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

Previous Year Club Cars

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

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

MegaStations

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 MegaStation program. So just what is a MegaStation?

Simply put, M.T.H. Authorized MegaStations are your best bet for finding the widest selection of M.T.H. products in stock, when you want them. MegaStation 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 MegaStation retailer.

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

The list to the right includes our current RailKing and Premier O Gauge MegaStation 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.

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READY TO ROLL
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1 CAN I SEE AND HEAR IT IN ACTION ...?
Click on Video — only M.T.H. gives you the chance to see and hear locomotives and other products in action, before you buy.

2 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 17,000 items we've made in the past 30 years, for your favorite road name, engine, or type of rolling stock.

3 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.

4 WHEN IS IT COMING?
Our online Shipping schedule is updated frequently to let you know what's coming soon to your hobby shop.

5 ARE YOU GOING TO MAKE .....?
View the last several M.T.H. Catalogs online.

6 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.

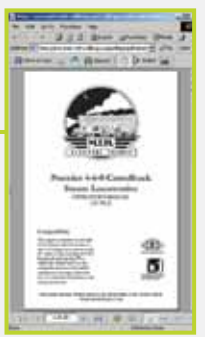
7 WHAT'S NEW?
New arrivals and other news are posted frequently on our home page.

8 HOW CAN I BE AMONG THE FIRST TO KNOW?
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!

9 HOW CAN I LEARN MORE ABOUT DCS?
Follow the link to the protosound2.com Web site for DCS and Proto-Sound 2.0 information — and a list of Authorized DCS Demo Centers where you can try DCS hands-on.

HOW CAN I UPDATE MY DCS SYSTEM OR CHANGE A SOUND SET?
Only M.T.H. allows you to update your control system or change an engine's sound set right over the Internet. Follow the link to the protosound2.com Web site for DCS and Proto-Sound 2.0 downloads.

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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