



MTM
ELECTRIC TRAINS®

2012 volume 2
RailKing & Premier O-Gauge Trains

Third Annual Blue Comet Award



Loose Ties

Three years ago, we started the Blue Comet Award to be “given annually to the person or organization who does the most to promote the O gauge hobby to the general public.” Like many in O gauge, we were concerned that perhaps interest in our scale had peaked and we were not attracting enough new, younger participants to keep our scale alive and vibrant — and we started the Blue Comet Awards to help reverse that trend.

Now, in our third year of running this competition, we’re happy to report an abundance of riches — so many groups doing a great job of promoting the hobby that we’ve decided to honor two winners and six runners-up. The common thread that runs through virtually all these entries is a commitment to “takin’ it to the people” — moving out of our comfort zone of train shows and taking our hobby to venues where it’s less often seen, in an effort to share our excitement about model railroading and pass it on.

Allow us to share with you eight groups that we found inspiring and worthy of recognition, beginning with those that received an Honorable Mention in the 2012 Blue Comet Awards:

Intracoastal Model Railroad Club, Brunswick County, North Carolina: In an area where there’s no train shop for at least 50 miles and the hobby has been little known, a group of retirees from warmer climes is getting a lot of attention. Their

portable layouts seem to pop up everywhere, from an annual fundraiser at a town firehouse to the huge Southport Spring Festival to a regular gig at an elementary school.

Pittsburgh Independent Hi-Railers: “For the past 7 years, we have done a Christmas show at a local mall drawing about 6,000 per year. Interested visitors can take the throttle of a 10–80 car train. In addition, Kennywood Amusement Park asked us to join them for their first ‘Holiday Lights’ festival in 2011, which drew about 40,000 people. We are asked to return in 2012 with our 30’ x 40’ layout.” And all this is done by an 8-member club.

Dennis Moore, Howard County, MD: Dennis is a testament to what one person with limited resources can accomplish. His 8’ x 8’ display, set up for several weeks at his local Community Center, drew well over 1000 visitors who were fascinated by the frenetic

action of 4 trains running on two levels amid snow-covered Plasticville and K-Line buildings. The Center’s Director has invited Dennis to make this an annual holiday tradition.

AM-Trackers, Basel region of Switzerland: This group promotes American-prototype 3-rail O gauge modeling in Europe, with a 47’ x 21’ modular layout, including a turntable and piano-sized control panel, that travels to numerous venues with the precision of a Swiss watch. Perhaps their crowning



Dennis Moore



Pittsburgh Independent Hi-Railers

achievement — so far — has been bringing the whole layout to the October 2011 York train show, to the delight of thousands of TCA members.

North Central O Gaugers, Grayslake, IL: This group came up with a unique approach: reaching the public through library visits. Their permanent 25’ x 45’ layout resides at the Fremont Public Library and a traveling modular layout (with a dedicated trailer) has visited 30 different community libraries over the past 8 years. Libraries use posters, email, and direct mail to advertise when “The Trains are Coming,” and attendance averages 800-1500 per show.

Loose Ties Model Railroad Club, Buckhorn, PA: This group has displays in two local shopping malls. One has been an annual holiday event for over a decade, and the other is a permanent home for 10 layouts covering all scales including O gauge, open year-round on the second weekend of each month. Loose Ties members buy train sets, with assistance from local hobby shops, and raffle them off for free to local children. Their layouts and generosity have been featured in both newspaper and local TV coverage.



— Takin' It To The People

And the winners of the 2012 Blue Comet Award are:

National Capital Trackers, Washington, DC area: This modular club was designed from the start to promote the hobby to the public, and they're doing that on a grand scale, with 22-26 shows per year at venues all across their area. While they're often a star attraction at train shows, other less typical venues have included the National Marine Corps Museum, Boy Scout shows, the Eastern Shore Life Museum and Delmarva Chicken Festival on Maryland's Eastern Shore, and Celebrate Fairfax in Fairfax VA. Depending on the venue, layout size can range from modest to huge, and a control and programming cabinet fondly named the NCT Power House supports near-flawless DCS, TMCC, Legacy, and conventional operation.

San Diego 3-Railers: As one of four layouts in the San Diego Model Train Museum, located with 14 other museums in San Diego's Balboa Park, this group's large, permanent, year-round facility greets more than 100,000 visitors annually. From the beginning, the group notes, "it never took long for the visiting public to find the hot spot in the museum. It was the only place where trains ran fast, kids were allowed to operate trains, and whistles, bells, and smoke filled the air." A thriving and well-organized Kids Club is also part of SD3R's outreach efforts. More than 400 families have participated over the past decade, with activities ranging from setting up carpet layouts to constructing buildings, receiving gifts of rolling stock, and operating the 4-mainline museum layout by themselves.



AM-Trackers

Learn more about our winners at www.mthtrains.com/news/060. We hope their efforts will inspire you to share your own excitement about O gauge model railroading and to compete for the next Blue Comet Award. Rules are posted online at www.mthtrains.com/news/008.

And now, without further ado, we invite you to turn the page and see for yourself what we have to offer in this, our 32nd year of building model trains. As always, we hope you'll find items in this catalog that will surprise and delight you, and help you continue to enjoy this most wonderful of hobbies.



National Capital Trackers

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See It, Hold It, Run It!

Learn how your group can participate in our MTH program to bring new members into our hobby at www.mthtrains.com/news/2012shr

www.mthtrains.com

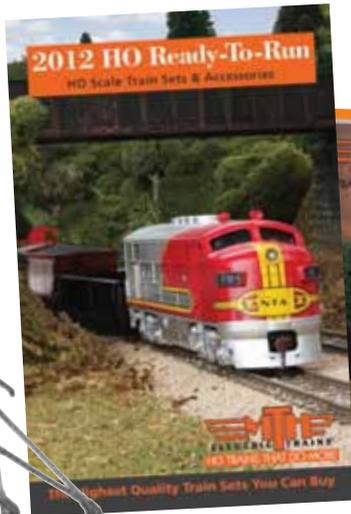
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Benefits From Other M.T.H. Product Lines

See it in Action!

When you see this  icon search for the item number on www.mthtrains.com to see a video of this item in action!



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.



MTH
ELECTRIC TRAINS

HO TRAINS THAT DO MORE



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.

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.



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 Digital 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.

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.

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.

EXTRAORDINARY SLOW SPEED CAPABILITY

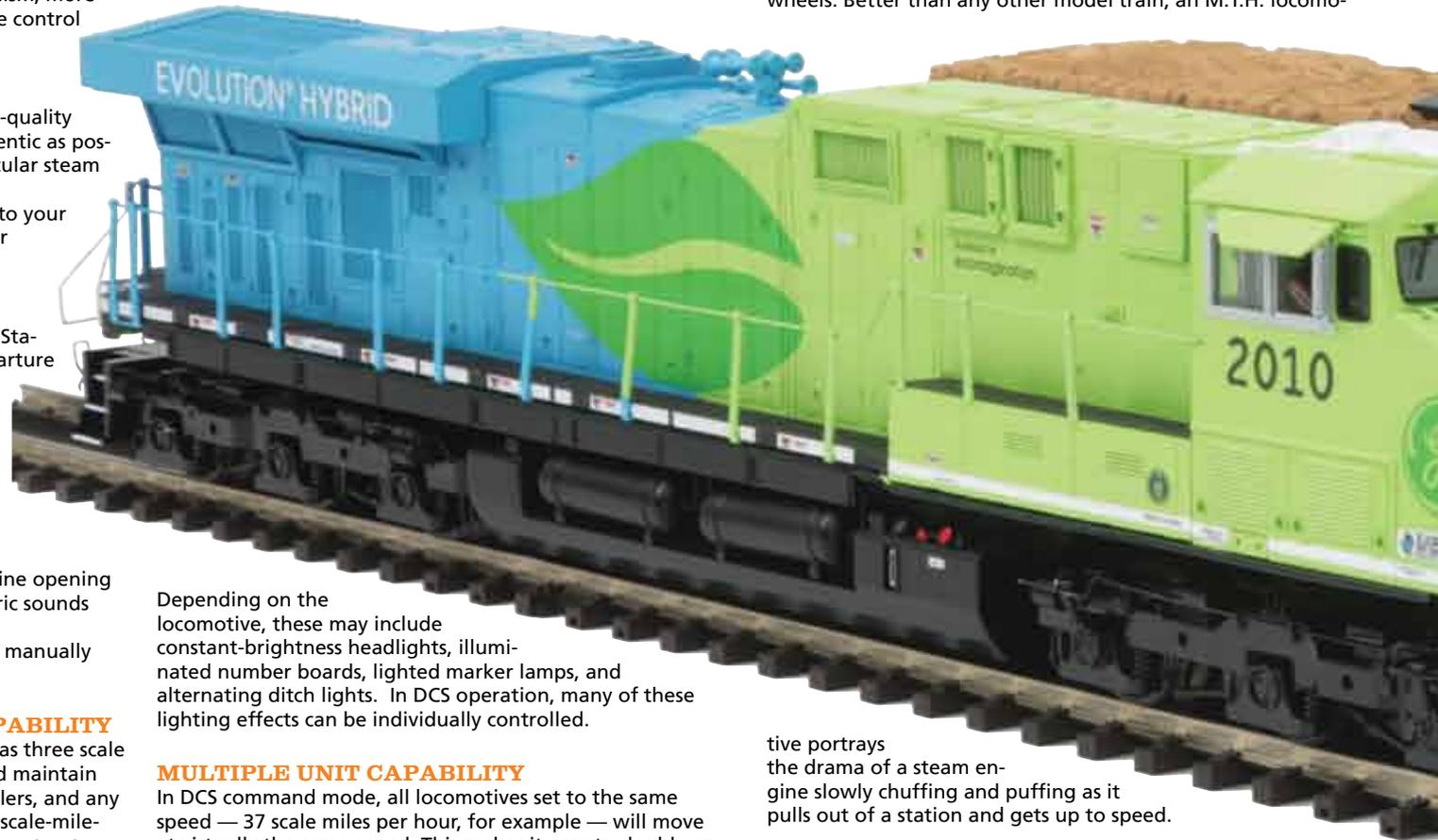
Proto-Sound engines can throttle down as slow as three scale miles per hour, highball down the main line, and maintain any speed in between. With certain DCC controllers, and any DCS controller, you can set engine speed in one-scale-mile-per-hour increments up to 120 smph. Go ahead, get out your stop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

LIGHTING EFFECTS

Proto-Sound locomotives feature prototypical Rule 17 lighting, including a variety of realistic lighting effects.



Depending on the locomotive, these may include constant-brightness headlights, illuminated number boards, lighted marker lamps, and alternating ditch lights. In DCS operation, many of these lighting effects can be individually controlled.

MULTIPLE UNIT CAPABILITY

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

otive 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

DCS signal on the track or measure the track voltage at a trouble



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

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.

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.



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 3500* 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?

* Number of different Proto-Sound® 2.0 and 3.0 engines cataloged through the 2012 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.

Remote Shown Actual Size

the Best Way a Railroad

Command Control Explained

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

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

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 \$329.95



DCS Remote Control Handheld Unit
50-1002 \$159.95



DCS Track Interface Unit (TIU)
50-1003 \$189.95



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



AA NiCad Proto-Sound Battery
50-1024 \$11.95



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



Proto-Sound Battery
50-1008 \$11.95



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



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



DCS Companion
60-1279
Digital Version \$12.95
Soft Cover \$29.95
Available as a soft cover book or a pdf download - order from www.mthtrains.com



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

RailKing *The Best Value in O-Gauge*

RAILKING[®]
By M.T.H. Electric Trains

Features typically found on RailKing models include:

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



First appearing in 1995 and now encompassing more than 8,700 items, RailKing is M.T.H.'s best-selling and most attractively priced product line. Cars and locomotives featured in the M.T.H. RailKing line are equipped with moderate detail and run on the same O gauge track as the intricately detailed O scale models found in our Premier Line. But, because RailKing models are shorter in length, they can negotiate tighter curves. In fact, most RailKing models can negotiate a circle as small as 31 inches in diameter, and some can operate on curves even smaller than that. This is a real advantage for model train enthusiasts with modestly sized layouts.

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



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

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



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

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



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

- Separate marker light housings with individual LED illumination
- Additional grab iron detail
- Authentic, legible builder's plates
- Cab interior lights
- Painted steam locomotive backhead gauges
- Safety chains for tender trucks
- Real tender coal loads



RailKing 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.



4-8-4 Imperial Northern

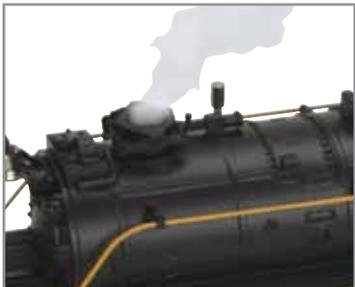
steam engine



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
- Remote Controlled Proto-Coupler™
- Synchronized Puffing ProtoSmoke™ System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Engineer Cab Figure
- Precision Flywheel Equipped Motor
- Proto-Sound® 3.0 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

IMPERIAL
SERIES





Santa Fe - 4-8-4 Imperial Northern Steam Engine
30-1562-1 Proto-Sound 3.0 \$449.95



Northern Pacific - 4-8-4 Imperial Northern Steam Engine
30-1563-1 Proto-Sound 3.0 \$449.95



Reading - 4-8-4 Imperial Northern Steam Engine
30-1565-1 Proto-Sound 3.0 \$449.95



Milwaukee Road - 4-8-4 Imperial Northern Steam Engine
30-1564-1 Proto-Sound 3.0 \$449.95

The heaviest straight passenger locomotive ever produced, the famous Santa Fe 4-8-4 Northern 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 Northern was 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 Northern 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 Northern, these beautiful and powerful RailKing models are available in the markings of the Santa Fe with its prototypical oil tender and Milwaukee 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 Northern ever built - because the war effort caused a scarcity of lighter weight materials when these 4-8-4s were built in 1944.

**Now With
Wireless Drawbar!**

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
- Remote Controlled Proto-Coupler
- Synchronized Puffing ProtoSmoke System
- Real Coal Load
- Locomotive Speed Control
- Engineer Cab Figure
- Wireless Drawbar
- Operating Tender Back-up Light
- Real Coal Load
- Proto-Sound 3.0 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



In *Thoroughbreds*, Alvin Stauffer 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 "superpower" 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.



Lehigh Valley - 4-6-4 Hudson Steam Engine

30-1566-1 Proto-Sound 3.0 \$429.95



New Haven - 4-6-4 Hudson Steam Engine

30-1567-1 Proto-Sound 3.0 \$429.95



New York Central - 4-6-4 Hudson Steam Engine

30-1568-1 Proto-Sound 3.0 \$429.95

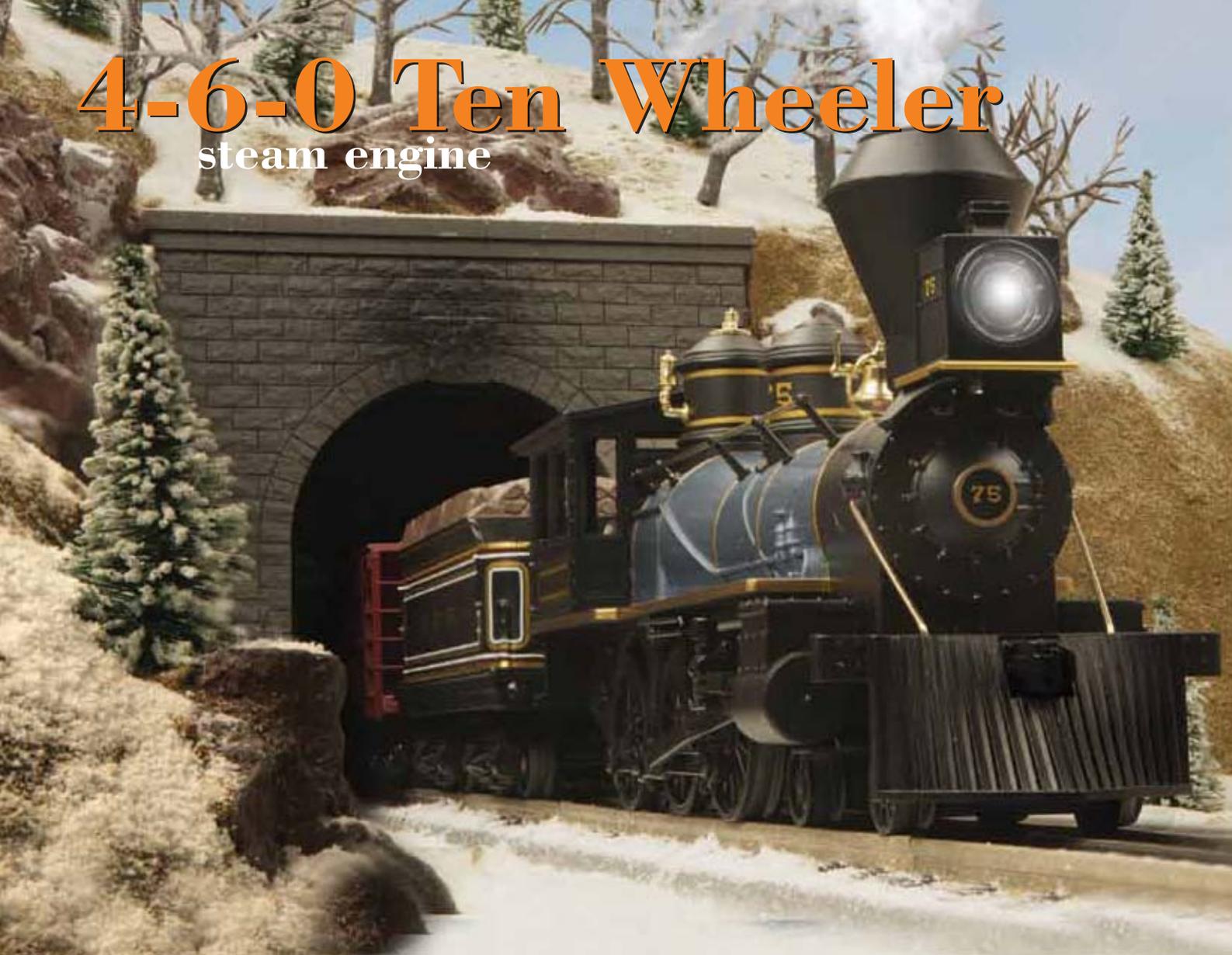


Richmond Fredericksburg & Potomac - 4-6-4 Hudson Steam Engine

30-1569-1 Proto-Sound 3.0 \$429.95

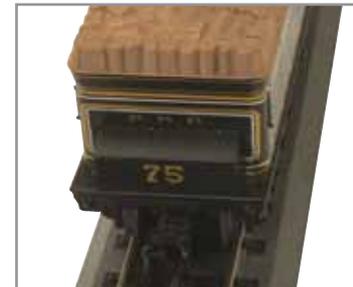
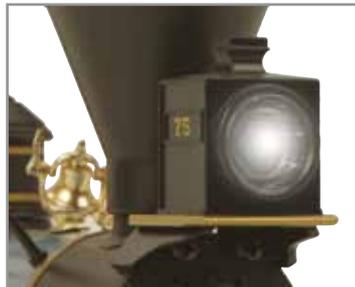
4-6-0 Ten Wheeler

steam engine



Features

- Die-Cast Boiler and Chassis
- Metal Wheels and Axles
- Precision Flywheel Equipped Motor
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Remote Controlled Proto-Coupler
- Synchronized Puffing ProtoSmoke System
- Colorful Paint Scheme
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Die-Cast Tender Body
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Unit Measures: 17 1/2" x 2 7/8" x 3 1/2"
- Operates On O-31 Curves





Pennsylvania - 4-6-0 Ten Wheeler Steam Engine
30-1586-1 Proto-Sound 3.0 \$429.95

Add A Matching Passenger Set
See Page 45



New York & New England - 4-6-0 Ten Wheeler Steam Engine **Add A Matching Passenger Set**
30-1587-1 Proto-Sound 3.0 \$429.95 **See Page 45**



Virginia & Truckee - 4-6-0 Ten Wheeler Steam Engine
30-1588-1 Proto-Sound 3.0 \$429.95

Add A Matching Passenger Set
See Page 46



Santa Fe - 4-6-0 Ten Wheeler Steam Engine
30-1589-1 Proto-Sound 3.0 \$429.95

Add A Matching Passenger Set
See Page 46

The 4-6-0 steam locomotive appeared on the railroad scene in the mid- to late-19th Century. It largely replaced the 4-4-0 American type popularized in Currier & Ives prints, as heavier trains and mountainous terrain demanded more power.

The 4-4-0 design was first modified by locomotive builder Richard Norris & Son of Philadelphia, who added an extra driving axle at the rear of the locomotive to create the 4-6-0, or "Ten Wheeler" as it became known. The extra pair of drivers permitted the construction of a bigger boiler and firebox. Combined with the traction of the extra wheels, these changes produced a 50% increase in tractive effort over a 4-4-0. It would still be some time before designers thought to add a trailing truck to support an even larger firebox.

After the transcontinental railroad was completed in 1869, fleets of Ten Wheelers were among the engines that conquered the American West and built the young nation's first truly national transportation network. In a time when railroads were still new technology and black had not yet become the standard color of steam locomotives, many 4-6-0's were flamboyantly decorated in the colors of their individual railroads.

Relive the pioneering spirit of 19th-century railroading with the RailKing Ten Wheeler and RailKing period rolling stock. The Ten Wheeler returns to the MTH lineup in 2012. Featuring the incredible speed control, variable smoke output, and digital sound quality of ProtoSound® 3.0, this locomotive is sure to become a favorite on your layout.

4-8-8-4 Imperial Big Boy

steam engine



IMPERIAL
SERIES



Union Pacific - 4-8-4 Imperial Big Boy Steam Engine

30-1582-1 Proto-Sound 3.0 \$699.95



Union Pacific - 4-8-4 Imperial Big Boy Speciality Freight Set

30-1583-1 Proto-Sound 3.0 \$799.95



Union Pacific - 4-8-4 Imperial Big Boy Speciality Passenger Set

30-1584-1 Proto-Sound 3.0 \$799.95

Just months before Pearl Harbor, the American Locomotive Company delivered the first Big Boy to the Union Pacific Railroad. The UP's Department of Research and Mechanical Standards had designed the locomotive for a specific task: to pull a 3600-ton train unassisted over the Wasatch Mountains in Utah. While the Big Boy is often cited as the biggest steam locomotive ever built, in fact it is not. The Norfolk & Western's Y6 and A, the Duluth Missabe & Iron Range's Yellowstones, and the Chesapeake and Ohio's Alleghenys were all in the same league, and some exceeded the Big Boy's weight and power.

But in the battle for hearts and minds, the Big Boy won. Perhaps it was the name, simple and direct, scrawled on a locomotive under construction by an ALCo shop worker. Maybe it was timing, as the Big Boys hit the road just when America needed symbols to rally around. Maybe the UP's publicity department just did a better job of telling the world what great equipment they had. Whatever the reason, the Big Boy captured the imagination of railfans and the American public over the ensuing years, perhaps more than any other steam engine. In many ways it is the symbolic locomotive of the American West, as big and powerful as the country it sped through.

This enduring symbol of American railroading returns to the RailKing line for 2012, complete with the industry-leading speed control, smoke output, and range of accurate sounds that characterize all MTH Proto-Sound 3.0 locomotives. Both engine and tender are constructed of die-cast metal and adorned with detail. Our model features two motors and four traction tires for pulling power and speed that rival the original Big Boy.

Did You Know?

Writer Henry Comstock beautifully described the Big Boy's place at the apex of steam engine history: "A Union Pacific 'Big Boy' was 604 tons and 19,000 cubic feet of steel and coal and water, poised upon 36 wheels spaced no wider apart than those of an automobile. That it could thunder safely over undulating and curved track at speeds in excess of 70 miles an hour was due in large measure to the efforts of two long-forgotten pioneers. As early as 1836, the basic system that held its wheels in equalized contact with the rails was patented by a Philadelphian named Joseph Harrison; and a French technical writer, Anatole Mallet, first thought to couple two driving units heel to toe below one boiler in 1874."

Features

- Die-Cast Boiler and Tender Body
- Die-Cast Metal Chassis
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- (2) Precision Flywheel Equipped Motors
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Remote Controlled Proto-Coupler
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Authentic Paint Scheme
- Real Coal Load
- Engineer and Fireman Figures
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 29 1/8" x 2 5/8" x 4"
- Operates On O-31 Curves

6-8-6 Imperial S-2 Turbine

steam engine



IMPERIAL
SERIES



Pennsylvania - 6-8-6 Imperial S-2 Turbine Steam Engine

30-1561-1 Proto-Sound 3.0 \$449.95



Pennsylvania - 6-8-6 Imperial S-2 Turbine Steam Engine

30-1560-1 Proto-Sound 3.0 \$449.95

Features

- Die-Cast Boiler and Tender Body
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Real Coal Load
- Precision Flywheel Equipped Motor
- Remote Controlled Proto-Coupler
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Operating Marker Lights
- Operating ProtoSmoke System
- Operating Tender Back-up Light
- Wireless Drawbar
- Locomotive Speed Control
- Proto-Sound 3.0 With The Digital Command System Featuring: Quillable Whistle With Freight Yard Proto-Effects
- Unit Measures: 25 3/4" x 2 1/2" x 4"
- Operates On O-31 Curves



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 3.0 ensures the value of this famous locomotive will be unmatched by any other O Gauge manufacturer.

GP-9 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
- Operating Smoke
- Metal Wheels, Axles and Gears
- Directionally Controlled Headlights
- Operating Smoke Unit
- 1:48 Scale Proportions
- Proto-Sound 3.0 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-27 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.

Adding a fully featured, scale-proportioned locomotive to your diesel roster has never been easier than with the RailKing Scale 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.



New Haven - GP-9 Diesel Engine
30-20106-1 Proto-Sound 3.0 \$299.95



Milwaukee Road - GP-9 Diesel Engine
30-20107-1 Proto-Sound 3.0 \$299.95



Iowa Interstate - GP-9 Diesel Engine
30-20108-1 Proto-Sound 3.0 \$299.95



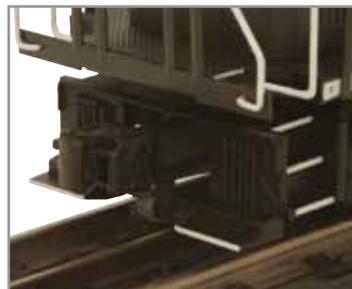
Indiana Railway - GP-9 Diesel Engine
30-20109-1 Proto-Sound 3.0 \$299.95

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
- 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
- 1:48 Scale Proportions
- Operating Smoke Unit
- Proto-Sound 3.0 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





Ohio Central - RS-3 Diesel Engine

30-20110-1	Proto-Sound 3.0	\$299.95
30-20110-3	Non-Powered	\$149.95



Great Northern - RS-3 Diesel Engine

30-20111-1	Proto-Sound 3.0	\$299.95
30-20111-3	Non-Powered	\$149.95



Norfolk & Western - RS-3 Diesel Engine

30-20112-1	Proto-Sound 3.0	\$299.95
30-20112-3	Non-Powered	\$149.95



Denver Rio Grande - RS-3 Diesel Engine

30-20113-1	Proto-Sound 3.0	\$299.95
30-20113-3	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 3.0, 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.)



CP Rail - RS-3 Diesel Engine

30-20114-1	Proto-Sound 3.0	\$299.95
30-20114-3	Non-Powered	\$149.95

SD-45

diesel



Features

- Intricately Detailed ABS Body
- Colorful Paint Scheme
- Metal Chassis
- Directionally Controlled Headlight
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Remotely Controlled Proto-Couplers
- Metal Handrails and Decorative Horn
- (2) Precision Flywheel Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Lighted Cab Interior
- (2) Engineer Cab Figures
- Operating Smoke Unit
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 17 1/4" x 3 3/4" x 2 3/4"
- Operates On O-31 Curves

RAILKING
scale





Santa Fe - SD-45 Diesel Engine

30-20115-1	Proto-Sound 3.0	\$319.95
30-20115-3	Non-Powered	\$159.95



Great Northern - SD-45 Diesel Engine

30-20116-1	Proto-Sound 3.0	\$319.95
30-20116-3	Non-Powered	\$159.95



Norfolk Southern - SD-45 Diesel Engine

30-20117-1	Proto-Sound 3.0	\$319.95
30-20117-3	Non-Powered	\$159.95



CSX - SD-45 Diesel Engine

30-20118-1	Proto-Sound 3.0	\$319.95
30-20118-3	Non-Powered	\$159.95

The first twenty-cylinder diesel ever produced, the EMD SD-45 set new standards in power and performance in the very competitive diesel market of the mid-sixties. This 195-ton workhorse achieved a record-setting 3,600 horsepower, 600 more than the popular SD-40. With powerful looking flared radiators, the SD-45 presented a unique appearance. With about one-quarter of the 1,200 units produced still active, the SD-45 is still a familiar sight on today's railroads more than 30 years after first hitting the rails.

Great Northern named No. 400, the first production SD-45, the "Hustle Muscle" in honor of the unique combination of power and speed produced by what was at the time the most powerful single-engine diesel-electric on the rails. That name captures the spirit and ability of this influential second-generation diesel.

M.T.H. makes the SD-45 available in four different schemes sure to add muscle to any layout. Each is available with the standard and optional features listed.

SW-8 Switcher

diesel



Features

- Intricately Detailed ABS Body
- (2) Remotely Controlled Proto-Couplers
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Colorful Paint Scheme
- Die-Cast Metal Chassis
- Metal Handrails and Decorative Horn
- (2) Precision Flywheel Equipped Motors
- Directionally Controlled Headlights
- Metal Wheels, Axles and Gears
- Locomotive Speed Control In Scale MPH Increments
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 12" x 2 1/2" x 3 1/2"
- Operates On O-27 Curves





Boston & Maine - SW-8 Switcher Diesel Engine

30-20119-1 Proto-Sound 3.0 \$299.95



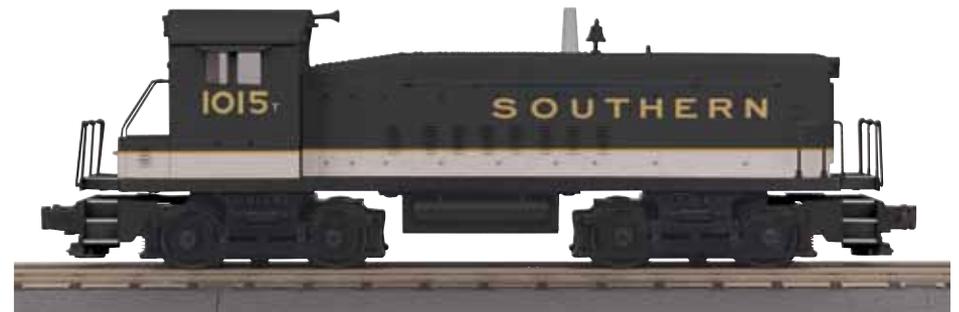
Canadian National - SW-8 Switcher Diesel Engine

30-20120-1 Proto-Sound 3.0 \$299.95



Canton - SW-8 Switcher Diesel Engine

30-20122-1 Proto-Sound 3.0 \$299.95



Southern - SW-8 Switcher Diesel Engine

30-20121-1 Proto-Sound 3.0 \$299.95

EMD's 800-hp SW-8s and 1,200-hp SW-9s both debuted in 1950, marking the next stage in the evolution of one of railroading's longest-lived diesel families. The first SW-class engine, the 600-hp SW1, appeared in 1939, and the SW-units remained in the EMD catalog until the 1,000-hp SW-1000 was finally retired in 1986. With the "SW" in the name denoting that the engine was built for switching duties, it never needed the high horsepower ratings of road diesels. They could be paired with cab-less "calf" units in the classic cow and calf configuration if a particular job needed more. These boxy little workhorses return to the M.T.H. RailKing lineup in a new variety of roadnames. As with all RailKing diesel engines, each is available with the exciting Proto-Sound 3.0 system for unprecedented value and fun. As switch locomotives, the SWs are perfect for yard duty thanks to their incredible slow-speed performance - performance governed by M.T.H.'s industry-leading Proto-Speed Control system. No other switchers can creep so slow or uncouple cars from front or rear without additional equipment. If you've got a transformer with a whistle and bell button, you've got the best switcher you can buy today.

Did You Know?

While the SW-8s and -9s were produced as replacements for the aging NW-2 diesel switcher, they proved themselves impervious to age themselves, becoming railyard mainstays for decades.

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 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- AA Set Measures: 28 1/2" x 2 1/2" x 3 5/8"
- B Unit Measures: 12 7/8" x 2 1/2" x 3 3/8"
- Operates On O-31 Curves



The PA was Alco's glamour girl. While Electro-Motive's E-units easily beat Alco's passenger engine in terms of popularity, the PA is widely regarded as the most beautiful first-generation diesel - period. Perhaps no other locomotive looked so right at the head of the streamlined trains of the late forties and fifties that were the last hurrah of American long-distance passenger service. The 294 PA's and cabless PB's built between 1946 and 1953 powered some of 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 3.0 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?

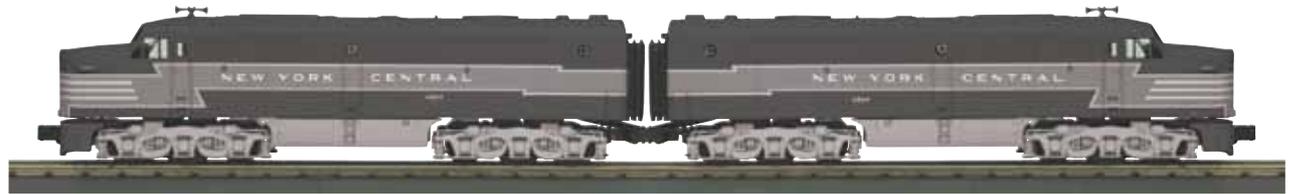
In the classification PA-1, the P stands for passenger, the A for the cab unit, and the 1 for the first model made. Later units were models PA-2 and PA-3.



Pennsylvania - Alco PA AA Diesel Set

30-20127-1 Proto-Sound 3.0 \$399.95
30-20127-3 Non-Powered B Unit \$149.95

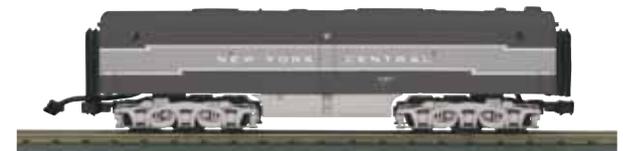
Add Matching Passenger Cars
See Page 47



New York Central - Alco PA AA Diesel Set

30-20128-1 Proto-Sound 3.0 \$399.95
30-20128-3 Non-Powered B Unit \$149.95

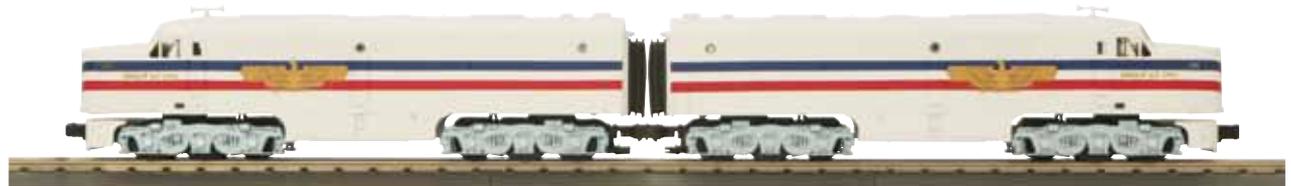
Add Matching Passenger Cars
See Page 47



Santa Fe - Alco PA AA Diesel Set

30-20129-1 Proto-Sound 3.0 \$399.95
30-20129-3 Non-Powered B Unit \$149.95

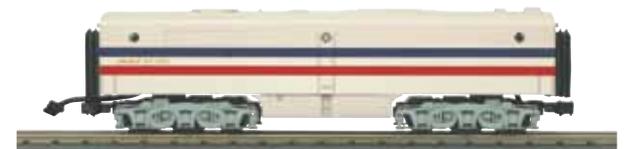
Add Matching Passenger Cars
See Page 47



American Freedom - Alco PA AA Diesel Set

30-20130-1 Proto-Sound 3.0 \$399.95
30-20130-3 Non-Powered B Unit \$149.95

Add Matching Passenger Cars
See Page 46





NORFOLK SOUTHERN

HERITAGE SERIES

Features

- Constant Voltage Headlight
- Intricately Detailed ABS Body
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Remotely Controlled Proto-Couplers
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Decorative Horn
- (2) Precision Flywheel Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Operating Ditch Lights
- Operating Smoke Unit
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 17" x 2 1/2" x 3 3/4"
- Operates On O-31 Curves



IMPERIAL
SERIES



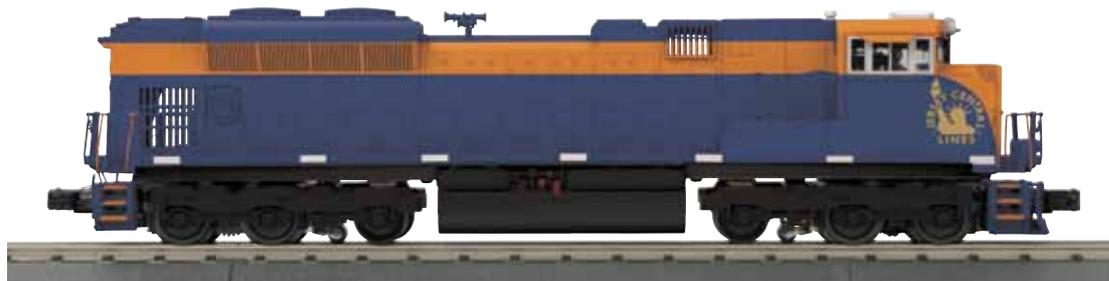
To celebrate the 30th anniversary of the Norfolk & Western/Southern merger in 1982, Norfolk Southern plans to honor many of the railroads that make up the present day NS system. As Union Pacific did a half-decade ago, NS plans to create a fleet of heritage locomotives, though NS's plans are bigger: 19 units honoring a wide variety of predecessor roads.

The locomotives will be 10 SD70ACes on order from EMD that are being constructed at its Muncie, Ind., plant, and nine ES44ACs from an upcoming order for 25 units from GE. While EMD will paint all 10 heritage units in-house, NS forces will paint the eight GEs. The railroad's Altoona, Pa., shop will paint five, while the Chattanooga, Tenn., shop will handle three heritage units.

The 19 predecessor railroads selected for heritage paint are: Central of Georgia, Conrail, Erie, Erie Lackawanna, Lehigh Valley (red), New Haven, New York Central, Nickel Plate Road, Norfolk & Western (blue), Penn Central, Pennsylvania (Tuscan Red), Pittsburgh & West Virginia, Reading, Savannah & Atlanta, Southern, Tennessee, Alabama & Georgia, Virginian, Penn Central and Wabash.

NS plans to recreate the paint schemes as accurately as possible. By contrast, UP used the old railroads' logos and colors, but created new interpretations on the old liveries.

M.T.H. Electric Trains will be producing all 19 schemes in our RailKing Imperial SD70ACe model over the next three O Gauge catalogs (through 2013).



Jersey Central - SD70ACe Imperial Diesel Engine

30-20124-1 Proto-Sound 3.0 \$319.95



Wabash - SD70ACe Imperial Diesel Engine

30-20125-1 Proto-Sound 3.0 \$319.95



Virginian - SD70ACe Imperial Diesel Engine

30-20126-1 Proto-Sound 3.0 \$319.95



**Norfolk Southern
SD70ACe Imperial Diesel Engine**

30-20123-1 Proto-Sound 3.0 \$319.95

Rolling Stock

High quality, traditionally sized RailKing Freight and Passenger Cars are fashioned from detailed bodies sporting colorful paint schemes that appeal to all levels of O Gauge railroading enthusiasts. An enormous variety of RailKing Freight Cars are available from which to choose, including many different car types and roadnames each mounted atop sprung-loaded, die-cast metal trucks with metal wheels, axles and operating metal couplers.

RailKing Passenger Cars are available in the popular 60' Streamlined and Madison style bodies. Configured in 4-car, 2-car and single-car configurations, each type features car interior detail, overhead interior lighting, end-of-car diaphragms and intricate under-car detail. All configurations are mounted atop die-cast metal 4 or 6-wheel trucks, each configured like our freight cars with operating metal couplers, metal wheels and metal axles.

Designed to bring authenticity and smooth performing operation to any O Gauge layout, modelers will find no finer O Gauge value than RailKing Freight and Passenger Cars. No matter what era or part of the country you are modeling, RailKing is sure to have something for you.



Learn about **NEW** Monthly Freight Car Announcements Sign Up for Our **FREE** Newsletter

See it in Action!

When you see this  icon search for the item number on www.mthtrains.com to see a video of this item in action!

Operating Action Car



Seahorse Transport - Operating Action Car
30-79353 \$69.95

Features

- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Separate Metal Handrails
- Needle-Point Axles
- Moving Backlit Underwater Scenes
- Measures: 11 1/2" x 2 3/8" x 2 5/16"
- Operates On O-27 Curves



Clown Fish Transport - Operating Action Car
30-79352 \$69.95

Operating Log Dump Car



CSX - Operating Log Dump Car
30-79357 \$64.95



Norfolk Southern - Operating Log Dump Car
30-79356 \$64.95

Dump Car with Operating Bay & Pipe Load

Features

- Metal Wheels and Axles
- Operates With Any Operating Track Section
- Operates With Any Transformer
- Operating Log Dump Car Measures: 12" x 2 5/8" x 2 11/16"
- Operating Log Dump Car Operates On O-27 Curves
- Dump Car with Operating Bay Measures: 12" x 2 5/8" x 2 7/16"
- Dump Car with Operating Bay Operates On O-31 Curves



Boston & Maine - Dump Car with Operating Bay & Pipe Load
30-79359 \$64.95

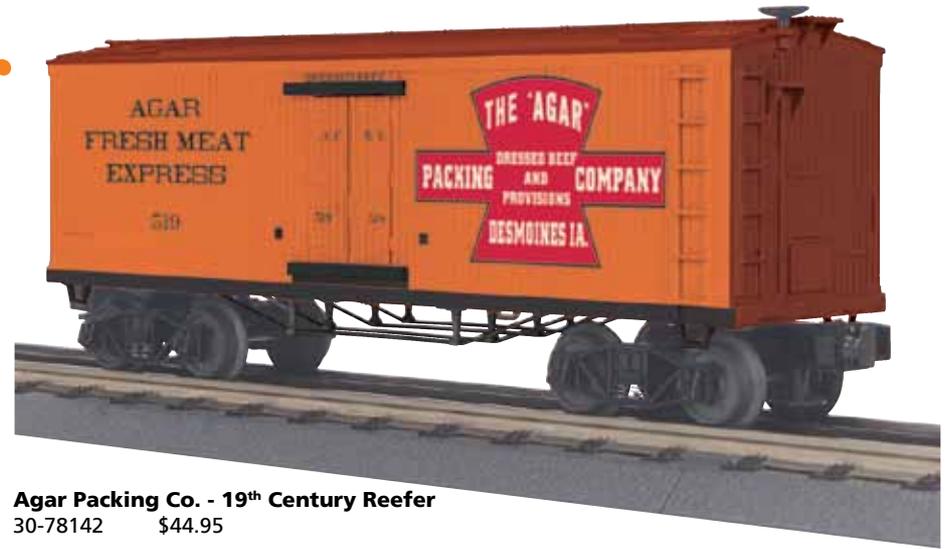


Long Island - Dump Car with Operating Bay & Pipe Load
30-79358 \$64.95

19th Century Reefer



Santa Fe - 19th Century Reefer
30-78143 \$44.95



Agar Packing Co. - 19th Century Reefer
30-78142 \$44.95

Features

- Metal Wheels and Axles
- Separate Metal Handrails
- 19th Century Box Car Measures: 9 11/16" x 2 7/16" x 3 7/16"
- 19th Century Box Car Operates On O-27 Curves
- 19th Century Reefer Measures: 9 11/16" x 2 7/16" x 3 7/16"
- 19th Century Reefer Operates On O-27 Curves

19th Century 34' Box Car



Lehigh & New England - 19th Century 34' Box Car
30-74708 \$44.95



Boston & Maine - 19th Century 34' Box Car
30-74707 \$44.95

40' Double Door Box Car



M&M'S® Brand - 40' Double Door Box Car
30-74699 \$49.95



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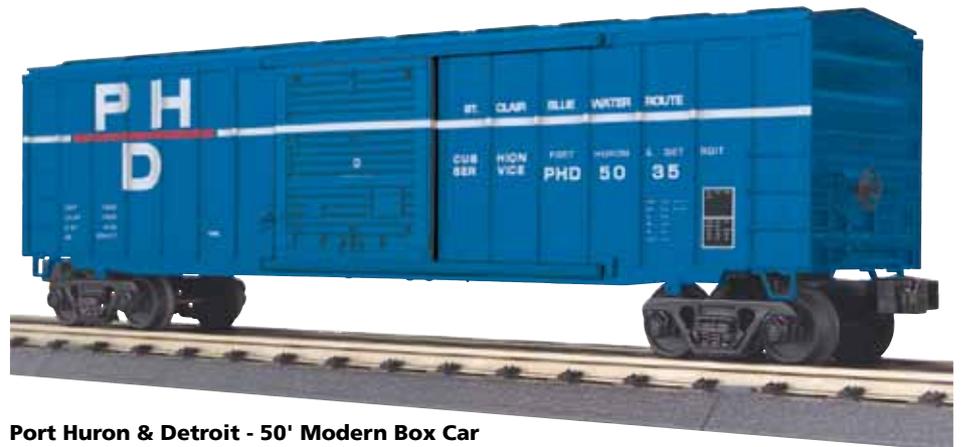


Delaware & Hudson - 40' Double Door Box Car
30-74700 \$49.95

50' Modern Box Car



Raritan River - 50' Modern Box Car
30-74703 \$49.95



Port Huron & Detroit - 50' Modern Box Car
30-74704 \$49.95

Features

- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Opening Car Doors
- Operating Die-Cast Metal Couplers
- 40' Double Door Box Car Measures: 11 1/2" x 2 1/2" x 3 7/16"
- 40' Double Door Box Car Operates On O-31 Curves
- 50' Modern Box Car Measures: 12 7/8" x 2 9/16" x 3 9/16"
- 50' Modern Box Car Operates On O-31 Curves

Modern Reefer



Neeham Packing - Modern Reefer
30-78146 \$49.95



Canadian National - Modern Reefer
30-78147 \$49.95

Features

- Metal Wheels and Axles
- Operating Die-Cast Metal Couplers
- Modern Reefer Features Opening Car Doors
- Dep. Center Flat Car Features an ABS Transformer Load
- Modern Reefer Measures: 11 1/2" x 2 3/8" x 2 5/16"
- Modern Reefer Operates On O-27 Curves
- Dep. Center Flat Car Measures: 12 7/8" x 2 1/4" x 3 1/8"
- Dep. Center Flat Car Operates On O-27 Curves

Depressed Center Flat Car with Transformer Load



New York Central - Dep. Center Flat Car w/Transformer Load
30-76479 \$44.95



Santa Fe - Dep. Center Flat Car w/Transformer Load
30-76480 \$44.95

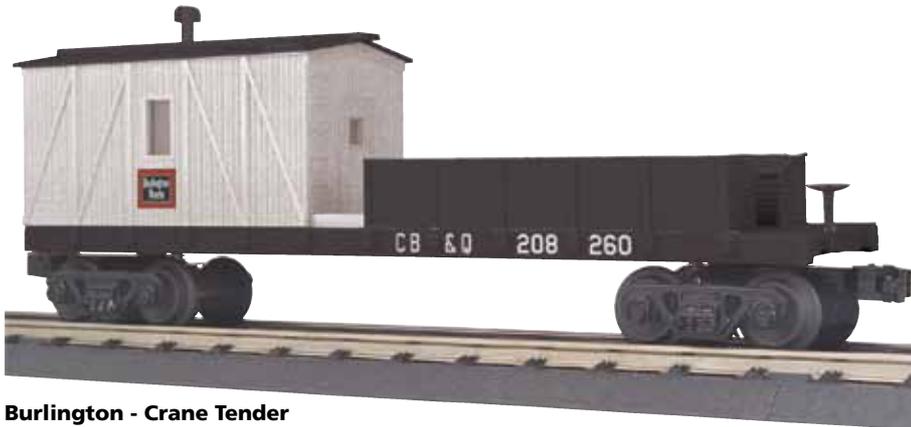
Crane Car & Tender



Chessie - Crane Car
30-79344 \$69.95



Chessie - Crane Tender
30-79348 \$49.95



Burlington - Crane Tender
30-79349 \$49.95

Features

- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Crane Car Features Manually Operated Crane Hook & Boom
- Crane Tender Features Operating Interior Lighting
- Crane Car Measures: 12 1/4" x 2 1/2" x 4 1/2"
- Operates On O-31 Curves Crane Car
- Crane Tender Measures: 11 1/2" x 2 5/16" x 4"
- Crane Tender Operates On O-27 Curves



Burlington - Crane Car
30-79345 \$69.95

Flat Car with Bulkheads & LCL Containers



Norfolk Southern - Flat Car with Bulkheads & LCL Containers
30-76474 \$49.95



Caterpillar® - Flat Car with Bulkheads & LCL Containers
30-76471 \$54.95



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Features

- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Features either LCL Load or ABS Detailed Plane w/Foldback Wings
- Flat Car with Bulkheads Measures: 11 5/8" x 2 1/4" x 3 3/4"
- Flat Car with Bulkheads Operates On O-31 Curves
- Flat Car with Airplane Measures: 11 3/4" x 2 5/16" x 4 1/2"
- Flat Car with Airplane Operates On O-27 Curves

Flat Car with Airplane



Pittsburgh & Lake Erie - Flat Car with Airplane
30-76475 \$49.95



NASA - Flat Car with Airplane
30-76477 \$49.95

Tank Car



Clark Oil - Tank Car
30-73377 \$47.95



White Pass - Tank Car
30-73378 \$47.95

Modern Tank Car



M&M'S® Brand - Modern Tank Car
30-73373 \$54.95



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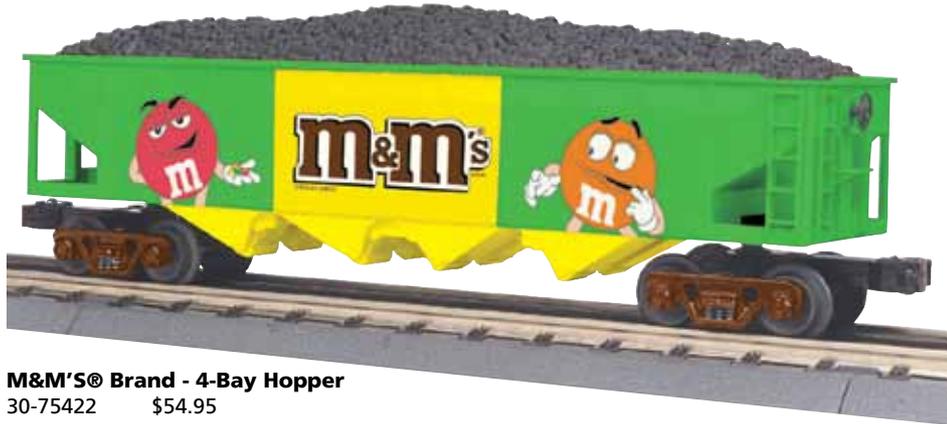
Features

- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Tank Car Measures: 10 3/8" x 2 3/8" x 3 13/16"
- Tank Car Operates On O-27 Curves
- Modern Tank Car Measures: 10 7/8" x 2 3/8" x 3 7/8"
- Modern Tank Car Operates On O-27 Curves

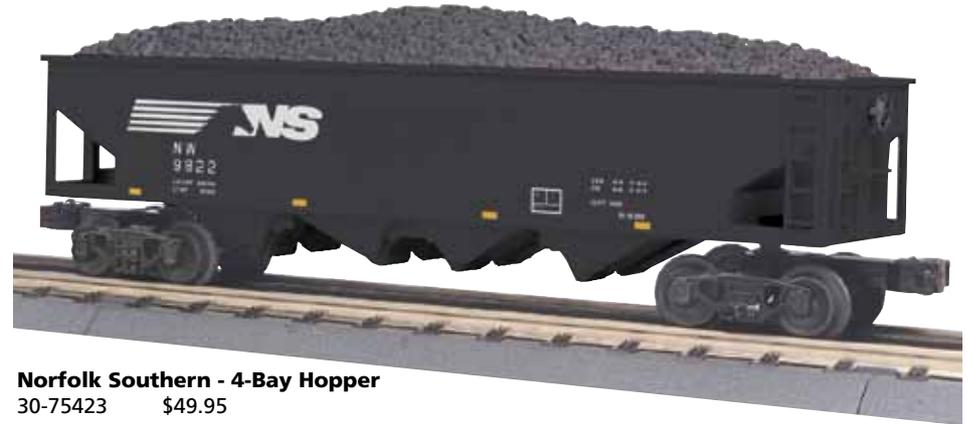


Tidewater Oil Company - Modern Tank Car
30-73374 \$49.95

4-Bay Hopper



M&M'S® Brand - 4-Bay Hopper
30-75422 \$54.95

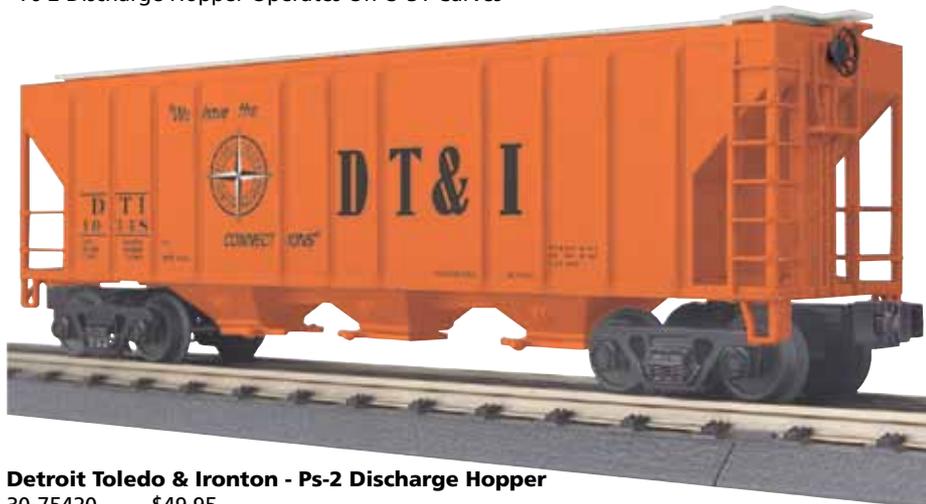


Norfolk Southern - 4-Bay Hopper
30-75423 \$49.95

Features

- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Needle-Point Axles
- 4-Bay Hopper Measures: 11 3/4" x 2 1/2" x 2 3/4"
- 4-Bay Hopper Operates On O-27 Curves
- Ps-2 Discharge Hopper Measures: 11 1/4" x 2 1/2" x 3 3/8"
- Ps-2 Discharge Hopper Operates On O-31 Curves

Ps-2 Discharge Hopper



Detroit Toledo & Ironton - Ps-2 Discharge Hopper
30-75420 \$49.95



M&M'S® Brand - Ps-2 Discharge Hopper
30-75418 \$54.95



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Gondola with LCL Containers



CP Rail - Gondola with LCL Containers
30-72096 \$49.95



Denver Rio Grande - Gondola with LCL Containers
30-72097 \$49.95

Features

- Metal Wheels and Axles
- Operating Die-Cast Metal Couplers
- Removable LCL Containers or Detailed Junk Load
- Gondola w/LCL Containers Measures: 11 7/8" x 2 3/16" x 1 11/16"
- Gondola w/LCL Containers Operates On O-27 Curves
- Gondola w/Junk Load Measures: 11 15/16 x 2 3/16 x 1 11/16"
- Gondola w/Junk Load Operates On O-27 Curves

Gondola with Junk Load

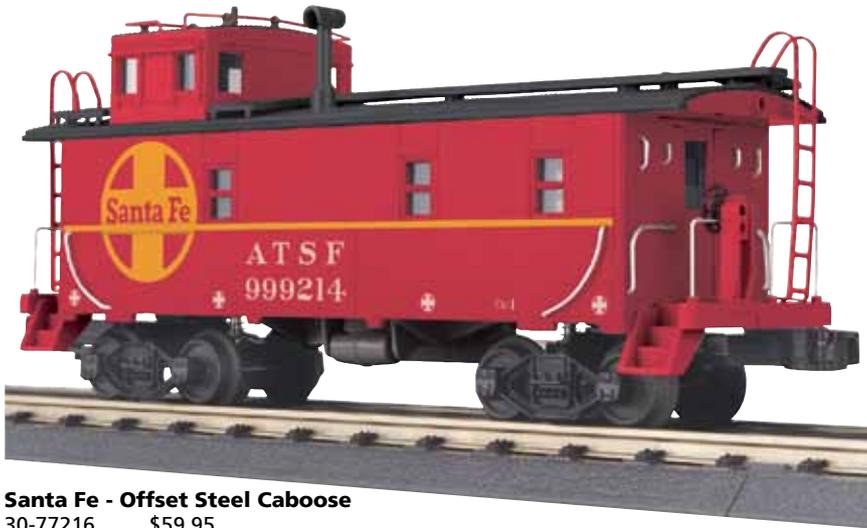


Western Maryland - Gondola with Junk Load
30-72098 \$44.95



Great Northern - Gondola with Junk Load
30-72100 \$44.95

Offset Steel Caboose



Santa Fe - Offset Steel Caboose
30-77216 \$59.95



Denver Rio Grande - Offset Steel Caboose
30-77215 \$59.95



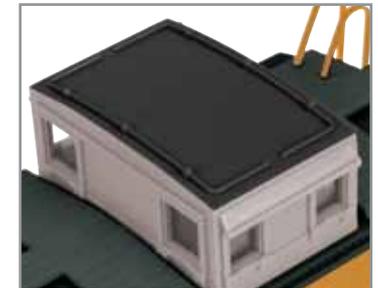
CP Rail - Offset Steel Caboose
30-77213 \$59.95



Milwaukee Road - Offset Steel Caboose
30-77214 \$59.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Near-Scale Proportions
- Overhead Interior Lighting
- Unit Measures: 10 1/4" x 2 1/2" x 4 1/4"
- Operates On O-27 Curves



Bay Window Caboose



Norfolk & Western - Bay Window Caboose
30-77211 \$59.95



New Haven - Bay Window Caboose
30-77209 \$59.95



Great Northern - Bay Window Caboose
30-77212 \$59.95



Southern - Bay Window Caboose
30-77210 \$59.95



Union Pacific - Bay Window Caboose
30-77217 \$59.95

Features

- Metal Wheels and Axles
- Caboose Interiors With Overhead Lighting
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Unit Measures: 10 1/2" x 2 1/4" x 3 1/2"
- Operates On O-31 Curves

3-Car Modern Tank Car Set



Shell - 3-Car Modern Tank Car Set

30-7055 \$149.95



Sunoco - 3-Car Modern Tank Car Set

30-7056 \$149.95



Gulf - 3-Car Modern Tank Car Set

30-7057 \$149.95



Mobil - 3-Car Modern Tank Car Set

30-7058 \$149.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Decorative Brake Wheels
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles

Madison Passenger Cars



New York & New England - 4-Car 60' Madison Passenger Set
30-69161 \$249.95



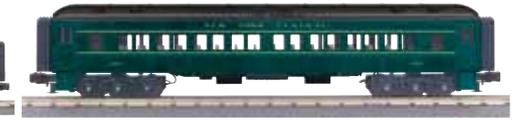
New York & New England - 60' Madison Coach
30-69163 \$64.95



New York & New England - 2-Car 60' Madison Combo/Diner Set
30-69162 \$129.95



New York Central - 4-Car 60' Madison Passenger Set
30-69155 \$249.95



New York Central - 60' Madison Coach
30-69157 \$64.95



New York Central - 2-Car 60' Madison Combo/Diner Set
30-69156 \$129.95



American Freedom Train - 2-Car 60' Madison Combo/Diner Set
30-69153 \$129.95



American Freedom Train - 60' Madison Coach
30-69154 \$64.95



American Freedom Train - 4-Car 60' Madison Passenger Set
30-69152 \$249.95



Pennsylvania - 4-Car 60' Madison Passenger Set
30-69158 \$249.95



Pennsylvania - 2-Car 60' Madison Combo/Diner Set
30-69159 \$129.95



Pennsylvania - 60' Madison Coach
30-69160 \$64.95

Overton Passenger Cars



Santa Fe - 3-Car Overton Passenger Coach Set
30-6433 \$189.95



Virginia & Truckee - 3-Car Overton Passenger Coach Set
30-6432 \$189.95



Pennsylvania - 3-Car Overton Passenger Coach Set
30-6431 \$189.95

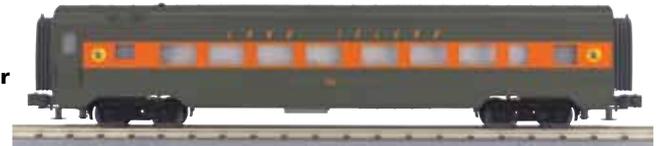
Streamlined Passenger Cars



Long Island - 60' Streamlined ABS Full-Length Vista Dome Car
30-67710 \$69.95



Long Island - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67708 \$129.95



Long Island - 60' Streamlined ABS Coach Car
30-67709 \$64.95



Long Island - 4-Car 60' Streamlined ABS Passenger Set
30-67707 \$249.95



Pennsylvania - 4-Car 60' Streamlined ABS Passenger Set
30-67695 \$249.95



Pennsylvania - 60' Streamlined ABS Coach Car
30-67697 \$64.95



Pennsylvania - 60' Streamlined ABS Full-Length Vista Dome Car
30-67698 \$69.95



Pennsylvania - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67696 \$129.95



New York Central - 4-Car 60' Streamlined ABS Passenger Set
30-67699 \$249.95



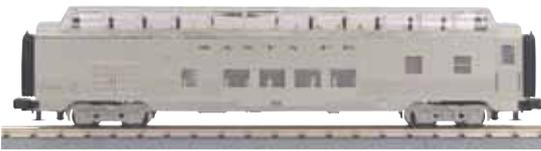
New York Central - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67700 \$129.95



New York Central - 60' Streamlined ABS Coach Car
30-67701 \$64.95



New York Central - 60' Streamlined ABS Full-Length Vista Dome Car
30-67702 \$69.95



Santa Fe - 60' Streamlined ABS Full-Length Vista Dome Car
30-67706 \$69.95



Santa Fe - 60' Streamlined ABS Coach Car
30-67705 \$64.95



Santa Fe - 4-Car 60' Streamlined ABS Passenger Set
30-67703 \$249.95



Santa Fe - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67704 \$129.95



Premier

O Scale model railroaders, whether they be 3-rail or 2-rail modelers, that have or plan to have a premier model railroad will find choosing an M.T.H. Premier Line locomotive or rolling stock item a worthy choice. Our steam, diesel and electric locomotives are unmatched in value and performance and our freight cars can withstand the scrutiny of many a seasoned modeler. Almost all of our Premier Line models can be configured for use on 2 or 3-rail track making M.T.H. Premier Line products the most versatile O scale products produced today.

Premier steam engines are the gold standard in O Scale railroading. These beautifully detailed 1:48 scale locomotives display the highest standards of craftsmanship, realistic detail, and solid construction. Each is configured with a smooth, powerful drive-train that performs like no other. Every Premier steamer features a die-cast boiler and tender, comes equipped with a flywheel-equipped motor, pours billowing smoke from the ProtoSmoke system prototypically timed with the drive wheels revolutions, and is outfitted with lighting effects that make for a realistic operating experience.

Many Premier diesels feature metal handrails and grill details and additional operating features such as moveable roof fans, operating marker lights, and illuminated number boards. Every one of our engines features a precisely designed body and a crisp, detailed paint scheme modeled closely to the original. This careful attention to detail does not stop with the appearance of the models. Each Premier locomotive features a world-class drive train capable of operating at incredibly slow speeds when run in command mode yet ensuring consistent performance when pulling long strings of cars.

Premier locomotives were introduced to fulfill the needs of established 3-rail model railroaders, operators, and collectors for whom accuracy, quality, and detail are essential. And while the authenticity of detail is designed to please the most discriminating of model railroaders, many Premier locomotives are now equipped with an industry-exclusive feature that allows our locomotives to run on 2-rail or 3-rail track.

Dubbed Proto-Scale 3-2, locomotives so equipped can be quickly configured for 2-rail or 3-rail operation by removing or adding the 3-rail pickups and flipping a power pickup switch to allow power to flow through one side of the locomotive's drive wheels or through the track's center rail. Because the onboard Proto-Sound 3.0 electronics can operate on AC or DC power and are equipped with both a DCC and a DCS receiver, operators now have an unprecedented number of ways to operate their locomotives. No other manufacturer today can match the number of operating modes as those found in an M.T.H. locomotive equipped with Proto-Sound 3.0.

Models equipped with Proto-Scale 3-2 are offered in two flavors, Hi-Rail Wheels or Scale Wheels. Operators planning on operating exclusively on a 2-rail empire, should select the latter while 3-rail operators will find the Hi-Rail Wheel versions to be their best option. 3-Rail Scale Operators whose layouts feature wide curves will also find the Scale Wheel models, especially diesel locomotives with their fixed pilots, to be worthy considerations.





LEARN MORE about what makes M.T.H. Premier locomotives different from those produced by other manufacturers. Visit www.mthtrains.com/news/059 to see why our steam, diesel and electric engines are why M.T.H. Electric Trains Do More!

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 3.0 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 36" Radius Curves





Wabash - FM Trainmaster Diesel Engine

20-20233-1	Hi-Rail Wheels	\$449.95
20-20233-2	Scale Wheels	\$469.95



Virginian - FM Trainmaster Diesel Engine

20-20234-1	Hi-Rail Wheels	\$449.95
20-20234-2	Scale Wheels	\$469.95



Canadian Pacific - FM Trainmaster Diesel Engine

20-20235-1	Hi-Rail Wheels	\$449.95
20-20235-2	Scale Wheels	\$469.95



**Jersey Central
FM Trainmaster Diesel Engine**

20-20236-1	Hi-Rail Wheels	\$449.95
20-20236-2	Scale Wheels	\$469.95

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

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

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

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

In the world of O gauge railroading, however, the Trainmaster was a hit from the moment it went on the market in the mid-1950's. The engine's massive size and tremendous pulling power have made it one of the most-loved engines among 3-rail operators for nearly half a century. The 2012 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 3.0 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 is the most accurate Trainmaster ever constructed for the O Gauge marketplace.

3GS21B Genset

diesel



Features

- Intricately Detailed ABS Body
- Intricately Detailed Die-Cast Fuel Tender
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Remotely Controlled Proto-Couplers
- Directionally Controlled Headlights
- Metal Handrails and Decorative Horn
- Metal Chassis
- (2) Precision Flywheel Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Lighted Cab Interiors
- Illuminated Number Boards
- Lighted Marker Lights
- (2) Engineer Cab Figures
- Metal Body Side Grilles
- Operating Smoke Unit
- Kadee Compatible Coupler Mounting Pads
- 1:48 Scale Proportions
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 15 5/8" x 4 1/8" x 2 5/8"
- Hi-Rail Wheels Operate On O-31 Curves
- Scale Wheels Operate On 36" Radius Curves





**Rail America
3GS21B Genset Diesel**
20-20237-1 Hi-Rail Wheels \$449.95
20-20237-2 Scale Wheels \$469.95

**Pacific Harbor Lines
3GS21B Genset Diesel**
20-20238-1 Hi-Rail Wheels \$449.95
20-20238-2 Scale Wheels \$469.95



**Pennsylvania
3GS21B Genset Diesel**
20-20240-1 Hi-Rail Wheels \$449.95
20-20240-2 Scale Wheels \$469.95

**NASA
3GS21B Genset Diesel**
20-20241-1 Hi-Rail Wheels \$449.95
20-20241-2 Scale Wheels \$469.95



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

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

Software also enables a GenSet engine to work longer and harder. Its computer tracks the running time on each engine-generator set and evens out the wear on the locomotive's three units - each of which is skid-mounted and can be changed out in less than six hours if necessary. The 3GS-21B has unusually high tractive effort for its horsepower because a microprocessor controls wheel slip by reducing power to individual traction motors - rather than a whole truck as on older wheel-slip prevention systems. This feature has enabled some customers to do the same work with fewer locomotives. And, like the M.T.H. DCS system, the 3GS-21B has software that can be upgraded over the Internet.

In 2012, these Proto-Sound 3.0 equipped NRE "Engines of Change" feature the superb level of detail you expect in a Premier model, as well as Cummins diesel recordings from an actual 3GS-21B and, like the prototype, the sound of additional GenSets coming on line as you advance the throttle. If you're running the latest low-emissions EMD and GE diesels on your main line, you'll surely want a GenSet or two for your branch line or yard.

Alaska - 3GS21B Genset Diesel
20-20239-1 Hi-Rail Wheels \$449.95
20-20239-2 Scale Wheels \$469.95

GE Hybrid Set

diesel



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

At the heart of the Evolution Series is a brand new prime mover, the four-cycle, 12-cylinder GEVO-12. While producing the same 4400 horsepower as its 16-cylinder FDL-series predecessor, the GEVO-12 uses less fuel and spits out 40% fewer emissions. GE claims the EVOs are "the most fuel-efficient, most environmentally friendly diesel locomotives in

history." Everything about these locomotives has been examined, questioned, and re-thought, generating 25 new U.S. patents in the process. And every Big Six railroad has ponied up to buy them, with the BNSF currently rostering the largest EVO fleet.

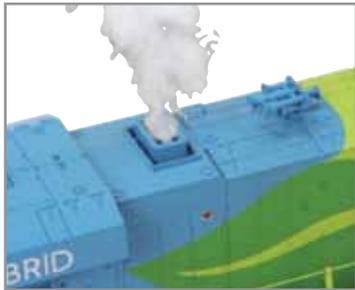
Like all Premier locomotives, the new ES44AC offers O scale's finest combination of detail, realism, and performance. Listen to the chant of an authentic GEVO-12 motor, and throttle down as low as three scale miles per hour so you can admire the details as the Evolution Series glides by: see-through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

Did You Know?

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

Features

- (2) Remotely Controlled Proto-Couplers
- Metal Chassis
- (2) Precision Flywheel Equipped Motors
- Illuminated Number Boards
- Intricately Detailed ABS Body
- Directionally Controlled Headlights
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Authentic Paint Scheme
- Metal Handrails and Decorative Horn
- All Metal Wheels and Gears
- Lighted Cab Interior
- (2) Engineer Cab Figures
- Moveable Roof Fans
- Metal Body Side Grilles
- Operating Ditch Lights
- Operating Smoke Unit
- Flashing Charging Lights
- Metal Wheels, Axles and Gears
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- Kadee Compatible Coupler Mounts
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 19 1/2" x 2 1/2" x 4"
- Hi-Rail Wheels Operate On O-42 Curves
- Scale Wheels Operate On 42" Radius Curves



Evolution Hybrid Set

20-2986-1	Hi-Rail Wheels	\$529.95
20-2986-2	Scale Wheels	\$549.95

Featuring Prototypical Operating Charging Lights!



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 3.0 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® 3.0, 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.



Florida East Coast - SD40-2 Diesel Engine
20-20242-1 Proto-Sound 3.0 \$449.95



Wheeling & Lake Erie - SD40-2 Diesel Engine
20-20243-1 Proto-Sound 3.0 \$449.95



Western Maryland - SD40-2 Diesel Engine
20-20244-1 Proto-Sound 3.0 \$449.95



Santa Fe - SD40-2 Diesel Engine
20-20245-1 Proto-Sound 3.0 \$449.95

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 3.0 With The Digital Command System Featuring: Freight Yard or Passenger Station 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.



Pittsburgh & Lake Erie - GP-7 Diesel Engine
20-20246-1 Proto-Sound 3.0 \$439.95

Add a Matching Passenger Set - See Page 87



Cleveland Union Terminal - GP-9 Diesel Engine
20-20247-1 Proto-Sound 3.0 \$439.95



Southern Pacific - GP-9 Diesel Engine
20-20248-1 Proto-Sound 3.0 \$439.95

Nickel Plate Road - GP-9 Diesel Engine
20-20249-1 Proto-Sound 3.0 \$439.95

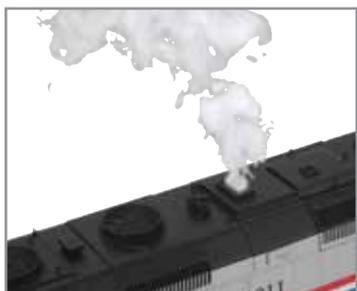
F40PH

diesel



Features

- Directionally Controlled Headlights
- Intricately Detailed ABS Body
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Remotely Controlled Proto-Couplers®
- Colorful Paint Scheme
- Metal Chassis
- (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
- Operating Ditch Lights
- (2) Engineer Cab Figures
- Moveable Roof Fan Blades
- Metal Body Side Grilles
- Operating Smoke Unit
- 1:48 Scale Proportions
- Kadee Compatible Coupler
- Mounting Pads
- Proto-Sound 3.0 With The Digital Command System Featuring:
Passenger Station Proto-Effects
- Unit Measures: 15 1/4 x 2 1/2 x 4 1/16
- Hi-Rail Wheels Operate On O-31 Curves
- Scale Wheels Operate On 31" Radius Curves



Producing 3,000 horsepower and achieving a top speed of 103 mph, F40PHs have regularly traversed this country - perhaps more than any other locomotive. When it was created by EMD in 1976, it was intended for short-haul and commuter trains heated by head-end electricity, but the unit was chosen over the SDP40F, another EMD cowl unit, to head Superliner trains. Once that decision was made, the 500-kw alternator and 1200-gallon fuel tank wasn't adequate. The unit was modified with an 800-kw alternator and an 1800-gallon fuel tank.

The F40PH evolved from the SD-45 and SDO-45 designs. The B-B cowl type locomotive proved remarkably versatile and dependable. Whether

heading Amtrak's San Francisco Zephyr and Empire Builder or servicing commuter lines across the nation, the F40PH became an instant railfan favorite.

Pairing the redesigned F40s with complementing passenger cars will add dimension and variety to your modern-era roster. Each engine is outfitted with Proto-Sound 3.0 and contains unique passenger station Proto-Effects only available from M.T.H. Gliding into a station with slow speed precision is possible thanks to the industry-leading Proto-Speed Control system and the unique passenger station sounds make each station stop a truly interactive experience.

Did You Know?

When F40PHs are in a lash-up, only one unit can supply head-end power for heat and light, the other units supply power for the traction.

Add Matching Bombardier Passenger Cars -See Page 84



GO Transit - F40PH Diesel Engine		
20-20254-1	Hi-Rail Wheels	\$439.95
20-20254-2	Scale Wheels	\$459.95

Add Matching Streamlined Passenger Cars -See Page 86



Amtrak - F40PH Diesel Engine		
20-20256-1	Hi-Rail Wheels	\$439.95
20-20256-2	Scale Wheels	\$459.95

Add Matching Bombardier Passenger Cars -See Page 84



Cal Train - F40PH Diesel Engine		
20-20255-1	Hi-Rail Wheels	\$439.95
20-20255-2	Scale Wheels	\$459.95

Add Matching Bombardier Passenger Cars - See Page 84



Metrolink - F40PH Diesel Engine		
20-20257-1	Hi-Rail Wheels	\$439.95
20-20257-2	Scale Wheels	\$459.95

GP-30 diesel



Features

- (2) Remotely Controlled Proto-Couplers
- Metal Chassis
- (2) Precision Flywheel Equipped Motors
- Illuminated Number Boards
- Intricately Detailed ABS Body
- Directionally Controlled Headlights
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Authentic Paint Scheme
- Metal Handrails and Decorative Horn
- Lighted Cab Interior
- Lighted Marker Lights
- (2) Engineer Cab Figures
- Spinning Roof Fans
- Metal Body Side Grilles
- Operating Smoke Unit
- Metal Wheels, Axles and Gears
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Proto-Sound 3.0 With The Digital Command System Featuring:
Freight Yard Proto-Effects
- Unit Measures: 15" x 2 3/4" x 4 1/4"
- Operates On O-31 Curves



Called by Trains magazine "nothing less than a landmark unit in Electro-Motive's all-time production record," the GP-30 represented a major shift in EMD's locomotive design. The GP-30's departures from earlier Geeps (as the GP class was called) include the relocation of all the engine's radiators to the end of the unit and the centralization of the air distribution system used to cool the traction motors. It is also the only EMD locomotive to bear the distinctive cowled cab-top and streamlined features. The 2250 horsepower GP-30 was developed in direct response to General Electric's announcement of the 2500 horsepower U25B, which introduced the more efficient centralized air distribution system. Although the GP-30 had a lower horsepower rating than GE's U25B, EMD's marketers decided to break with their recent engine-naming practice and introduce the new Geep not as GP-22, which represented its horsepower, but as GP-30, to give it a larger, more powerful number than GE's competing diesel.

The GP-30 was introduced in July 1961. Twenty-seven railroads had bought 948 units by the time production stopped in November 1963. GP-30s were initially used for fast freight service, but as the more powerful GP-35s and GP-40s appeared, the -30s were changed to yard and branch line service. Many GP-30s remained in service for more than 30 years after they were built.

Norfolk & Western - GP-30 Diesel Engine
20-20250-1 Proto-Sound 3.0 \$439.95



Burlington - GP-30 Diesel Engine
20-20251-1 Proto-Sound 3.0 \$439.95



Chessie - GP-30 Diesel Engine
20-20252-1 Proto-Sound 3.0 \$439.95



Alaska - GP-30 Diesel Engine
20-20253-1 Proto-Sound 3.0 \$439.95

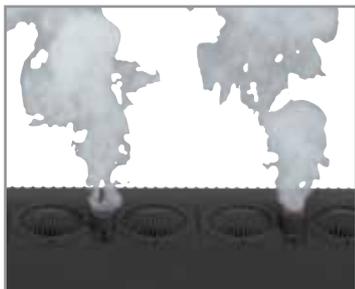
F-7 ABA

diesel 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 3.0 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 Wheel Wheels Operate On O-31 Curves
- Scale Wheels Operate On 31" Radius Curves



The F7 was the zenith of the “covered wagon,” or carbody-style diesel. With 3,849 units built between 1949 and 1953, the F7 was both the most popular carbody diesel and its last hurrah. By 1954 U.S. railroads had virtually stopped ordering F-units in favor of hood units like EMD’s GP9 and Alco’s RS-3. The side walkways of hood units offered better access for maintenance and better visibility for backup moves, making them truly universal locomotives useful for both mainline runs and road switching.

Externally, the F7 was very similar to the earlier F3. The key spotting features that distinguished an F7 were its stainless

steel upper body grilles that replaced the “chicken wire” worn by most F3s, and the rooftop dynamic brake fan that replaced the F3’s rectangular roof vents just behind the cab. Internally, the F7 was also an evolution of the F3. While horsepower was the same, new D27 traction motors allowed the F7 to handle a heavier load.

Capture the excitement of the first-generation diesel era with this four-motored, full-scale model. Throttle down to speeds as low as 3 scale miles per hour with any load, or roll along at the prototype’s maximum speed of 102 mph with passenger gearing. Proto-Sound 3.0 offers authentic EMD 567

prime mover sounds, a first-generation diesel horn and bell, crew and station sounds, and adjustable smoke volume. The F7 features the same level of superb detailing that characterizes all Premier F-units, with added-on details that include legible builder’s plates, grab irons, multiple-unit hoses, rooftop lift rings, see-through side grilles and rooftop fan housings, steam generator exhaust stack (for passenger versions), windshield wipers, and our super-detailed Blomberg trucks with separately-applied spring hangers, brake cylinders, and air pipes.



Santa Fe - F-7 ABA Diesel Set

20-20264-1	Hi-Rail Wheels	\$729.95
20-20264-3	Non-Powered B-Unit (Hi-Rail)	\$159.95
20-20264-2	Scale Wheels	\$749.95

Add Matching Streamlined Passenger Cars -See Page 86



New York Central - F-7 ABA Diesel Set

20-20265-1	Hi-Rail Wheels	\$729.95
20-20265-3	Non-Powered B-Unit (Hi-Rail)	\$159.95
20-20265-2	Scale Wheels	\$749.95



Milwaukee Road - F-7 ABA Diesel Set

20-20266-1	Hi-Rail Wheels	\$729.95
20-20266-3	Non-Powered B-Unit (Hi-Rail)	\$159.95
20-20266-2	Scale Wheels	\$749.95

Add Matching Streamlined Passenger Cars -See Page 87

Long Island - F-7 ABA Diesel Set

20-20267-1	Hi-Rail Wheels	\$729.95
20-20267-3	Non-Powered B-Unit (Hi-Rail)	\$159.95
20-20267-2	Scale Wheels	\$749.95





NORFOLK SOUTHERN

HERITAGE SERIES



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) 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
- Kadee Compatible Coupler Mounting Pads
- Proto-Sound 3.0 With The Digital Command System Featuring: Freight Yard Proto-Effects
- Unit Measures: 18 1/2" x 2 5/8" x 4"
- Hi-Rail Wheels Operate On O-31 Curves
- Scale Wheels Operate On 36" Radius Curves

To celebrate the 30th anniversary of the Norfolk & Western/Southern merger in 1982, Norfolk Southern plans to honor many of the railroads that make up the present day NS system. As Union Pacific did a half-decade ago, NS plans to create a fleet of heritage locomotives, though NS's plans are bigger: 19 units honoring a wide variety of predecessor roads.

The locomotives will be 10 SD70ACes on order from EMD that are being constructed at its Muncie, Ind., plant, and nine ES44ACs from an upcoming order for 25 units from GE. While EMD will paint all 10 heritage units in-house, NS forces will paint the nine GEs. The railroad's Altoona, Pa., shop will paint five, while the Chattanooga, Tenn., shop will handle four heritage units.

M.T.H. Electric Trains will be promoting three different production runs of locomotives based on the recently announced Norfolk Southern Heritage Series locomotives. The Norfolk Southern Heritage series will be featured over the next three catalogs, concluding with the 2013 Volume 2 catalog. Each locomotive will ship in special Norfolk Southern Heritage Series packaging.

The 19 predecessor railroads selected for heritage paint are: Central of Georgia, Conrail, Erie, Erie Lackawanna, Lehigh Valley (red), New Haven, New York Central, Nickel Plate Road, Norfolk & Western (blue), Penn Central, Pennsylvania (Tuscan Red), Pittsburgh & West Virginia, Reading, Savannah & Atlanta, Southern, Tennessee, Alabama & Georgia, Virginian, Penn Central and Wabash.

Illinois Terminal - SD70ACe Diesel Engine

20-20260-1 Hi-Rail Wheels \$459.95
20-20260-2 Scale Wheels \$479.95



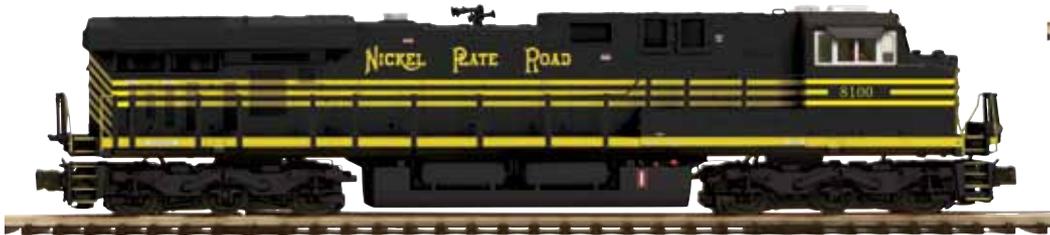
Lackawanna - SD70ACe Diesel Engine

20-20259-1 Hi-Rail Wheels \$459.95
20-20259-2 Scale Wheels \$479.95



Nickel Plate Road - ES44AC Diesel Engine

20-20262-1 Hi-Rail Wheels \$459.95
20-20262-2 Scale Wheels \$479.95



Conrail - ES44AC Diesel Engine

20-20261-1 Hi-Rail Wheels \$459.95
20-20261-2 Scale Wheels \$479.95



Southern - ES44AC Diesel Engine

20-20263-1 Hi-Rail Wheels \$459.95
20-20263-2 Scale Wheels \$479.95



Norfolk Southern - SD70ACe Diesel Engine

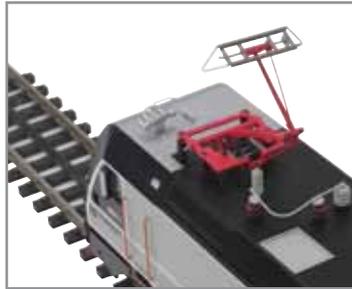
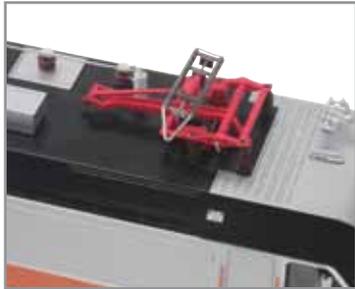
20-20258-1 Hi-Rail Wheels \$459.95
20-20258-2 Scale Wheels \$469.95



ALP 46

electric





NJ Transit - ALP 46 Electric Engine with Proto-Sound 3.0

20-5661-1	Hi-Rail Wheels	\$469.95
20-5661-2	Scale Wheels	\$499.95

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.

Like the Swedish electric that spawned the Amtrak AEM-7, 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 technology 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 for delivery beginning in

2008 to pull a fleet of new Multilevel cars.

The TRAXX and ALP-46 electrics offer 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 and ALP-46 was mandatory. Another system automatically ensures adherence to speed restrictions and trackside signals.



Features

- Directionally Controlled Headlights
- Intricately Detailed ABS Body
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Remotely Controlled Proto-Couplers®
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and 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
- 1:45 Scale Proportions
- Powered, Automatic Operating Pantographs
- Kadee Compatible Coupler Mounting Pads
- Proto-Sound 3.0 With The Digital Command System Featuring: Passenger Station Proto-Effects
- Unit Measures: 16 3/16" x 2 1/2" x 4 5/16"
- High-Rail Wheels Operate On O-72 Curves
- Scale Wheels Operate on 36" Radius Curves



NJ Transit - 4-Car Bombardier Passenger Set

20-65140	\$439.95
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NJ Transit - 2-Car Bombardier Passenger Set

20-66205	Coach 1 # 7023, Coach 2 # 7045	\$224.95
20-66206	Coach 1 # 7285, Coach 2 # 7296	\$224.95

R50B Express Reefer



Union Pacific - R50B Express Reefer Car
20-94180 \$69.95



Southern Pacific - R50B Express Reefer Car
20-94181 \$69.95

50' Double Door Box Car



Pennsylvania - 50' Double Door Box Car
20-93556 \$59.95



Atlantic Coast Line - 50' Double Door Box Car
20-93557 \$59.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Fast-Angle Wheel Sets
- Sliding or Opening Car Doors
- 1:48 Scale Dimensions
- Reefer Equipped with O Scale Kadee Compatible Coupler Mounting Pads
- Box Car Measures: 14 1/8" x 2 3/4" x 3 7/8"
- Reefer Car Measures: 14 1/2" x 2 1/2" x 3 1/2"
- Operates On O-31 Curves



Ps-1 Box Car

New Tooling



Boston & Maine - 50' Ps-1 Box Car w/Youngstown Door

20-93558 \$59.95

Boston & Maine - 6-Car 50' Ps-1 Box Car w/Youngstown Door

20-90702 77023, 77020, 77038, 77035, 77042, 77049 \$329.95

20-90703 77028, 77026, 77030, 77033, 77047, 77045 \$329.95

New Tooling



Southern - 50' Ps-1 Box Car w/Pullman Standard Door

20-93564 \$59.95

Southern - 6-Car 50' Ps-1 Box Car w/Pullman Standard Door

20-90714 308053, 308055, 308068, 308062, 308080, 308086 \$329.95

20-90715 308050, 308054, 308061, 308063, 308085, 308089 \$329.95

New Tooling



Reading - 50' Ps-1 Box Car w/Pullman Standard Door

20-93565 \$59.95

Reading - 6-Car 50' Ps-1 Box Car w/Pullman Standard Door

20-90716 19316, 19312, 19328, 19329, 19337, 19333 \$329.95

20-90717 19310, 19313, 19322, 19327, 19334, 19336 \$329.95

New Tooling



Milwaukee Road - 50' Ps-1 Box Car w/Youngstown Door

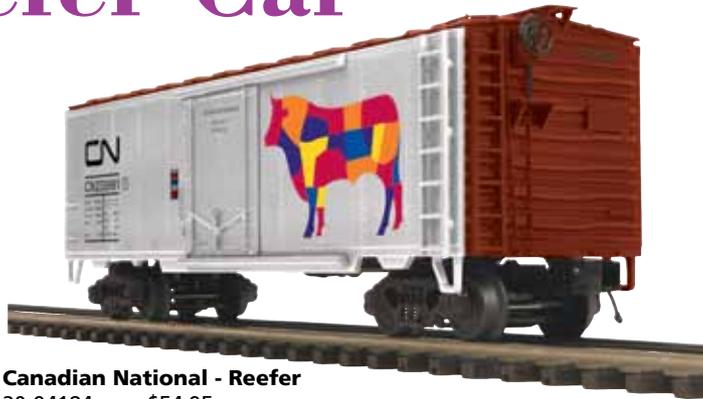
20-93560 \$59.95

Milwaukee Road - 6-Car 50' Ps-1 Box Car w/Youngstown Door

20-90706 52020, 52022, 52034, 52037, 52056, 52053 \$329.95

20-90707 52023, 52025, 52032, 52038, 52059, 52054 \$329.95

Reefer Car



Canadian National - Reefer
20-94184 \$54.95



British Columbia Railway - Reefer
20-94185 \$54.95

36' Woodsided Reefer



Western Fruit Express - 36' Woodsided Reefer
20-94365 \$59.95

Western Fruit Express - 6-Car 36' Woodsided Reefer Set
20-90688 61553, 61559, 61568, 61562, 61574, 61576 \$329.95

Western Fruit Express - 6-Car 36' Woodsided Reefer Set
20-90689 61555, 61551, 61565, 61560, 61578, 61572 \$329.95



Merchants Dispatch - 36' Woodsided Reefer
20-94364 \$59.95

Merchants Dispatch - 6-Car 36' Woodsided Reefer Set
20-90686 18920, 18936, 18943, 18958, 18962, 18975 \$329.95

Merchants Dispatch - 6-Car 36' Woodsided Reefer Set
20-90687 18924, 18932, 18946, 18957, 18963, 18970 \$329.95



Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Reefer Measures: 11 5/8" x 2 3/4" x 3 9/16"
- Woodsided Reefer Measures: 10 3/4" x 2 1/38" x 3 1/4"
- Reefer Operates On O-42 Curves
- Woodsided Reefer Operates On O-31 Curves

Tank Car

Mobil - Tank Car
20-96226 \$59.95
Mobil - 6-Car 36' Tank Car Set
20-90683 \$329.95



Sunoco - Tank Car
20-96227 \$59.95
Sunoco - 6-Car 36' Tank Car Set
20-90684 \$329.95



Philgas - 33K Gallon Tank Car
20-96222 \$59.95

33K Tank Car

Features

- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- 1:48 Scale Dimensions
- O Scale Kadee Compatible Coupler Mounting Pads
- 33K Unit Measures: 17 5/8" x 2 1/2" x 4"
- Tank Car Measures: 12" x 2 3/4" x 4 3/16"
- 33K Operates On O-42 Curves
- Tank Car Operates On 0-27 Curves



Firestone - 33K Gallon Tank Car
20-96223 \$59.95

3-Bay Centerflow Hopper



Penn Central - 3-Bay Centerflow Hopper
20-97751 \$59.95

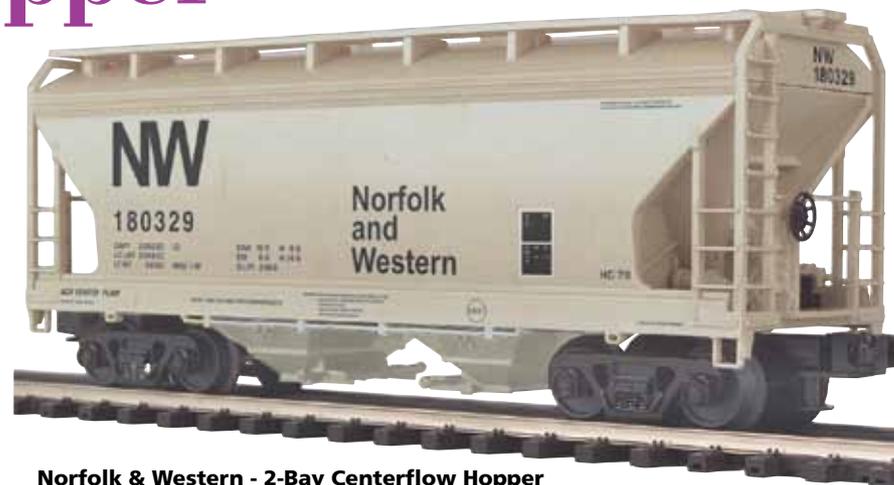


Northern Pacific - 3-Bay Centerflow Hopper
20-97752 \$59.95

2-Bay Centerflow Hopper



Grand Trunk Western - 2-Bay Centerflow Hopper
20-97747 \$59.95



Norfolk & Western - 2-Bay Centerflow Hopper
20-97748 \$59.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- 1:48 Scale Dimensions
- O Scale Kadee Compatible Coupler Mounting Pads
- 2-Bay Hopper Measures: 10 1/8" x 2 11/16" x 3 3/4"
- 3-Bay Hopper Measures: 13 7/8" x 2 11/16" x 3 7/8"
- Operates On O-31 Curves



4-Bay Hopper



Union Pacific - 4-Bay Hopper
20-97743 \$54.95



Southern - 4-Bay Hopper
20-97744 \$54.95

2-Bay Offset Hopper



Lehigh & New England - 2-Bay Offset Hopper
20-97754 \$54.95

Lehigh & New England - 6-Car 2-Bay Offset Hopper Car Set

20-90676	14028, 14032, 14044, 14059, 14063, 14076	\$299.95
20-90677	14025, 14037, 14043, 14056, 14068, 14072	\$299.95



Nickel Plate Road - 2-Bay Offset Hopper
20-97756 \$54.95

Nickel Plate Road - 6-Car 2-Bay Offset Hopper Car Set

20-90680	61007, 61028, 61022, 61039, 61043, 61056	\$299.95
20-90681	61002, 61020, 61027, 61046, 61033, 61054	\$299.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- 1:48 Scale Dimensions
- O Scale Kadee Compatible Coupler Mounting Pads
- 4-Bay Hopper Measures: 13 1/4" x 2 5/8" x 3"
- 2-Bay Offset Hopper Measures: 9 1/2" x 2 1/2" x 3"
- Operates On O-31 Curves

Ps-2 Hopper



Montana Rail Link - Ps-2 Hopper
20-97298 \$54.95



Pennsylvania - Ps-2 Hopper
20-97295 \$54.95

Auto Carrier



Burlington Northern - Corrugated Auto Carrier
20-98879 \$69.95



Santa Fe - Corrugated Auto Carrier
20-98880 \$69.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- 1:48 Scale Dimensions
- O Scale Kadee Compatible Coupler Mounting Pads
- Ps-2 Hopper Measures: 10" x 2 9/16" x 3 3/8"
- Auto Carrier Measures: 20 1/8" x 2 5/8" x 5 1/16"
- Ps-2 Hopper Operates On O-31 Curves
- Auto Carrier Operates On O-54 Curves



Flat Car w/M4 Sherman Tank

Western Maryland - Flat Car w/(1) M4 Sherman Tank

20-98915 \$69.95

Western Maryland - 6-Car Flat Car w/(1) M4 Sherman Tank

20-90698 2653, 2658, 2669, 2664, 2678, 2670 \$399.95

Western Maryland - 6-Car Flat Car w/(1) M4 Sherman Tank

20-90699 2682, 2688, 2673, 2676, 2695, 2690 \$399.95



Bessemer & Lake Erie - Flat Car w/(1) M4 Sherman Tank

20-98916 \$69.95

Bessemer & Lake Erie - 6-Car Flat Car w/(1) M4 Sherman Tank

20-90700 5422, 5429, 5425, 5437, 5430, 5434 \$399.95

Bessemer & Lake Erie - 6-Car Flat Car w/(1) M4 Sherman Tank

20-90701 5428, 5423, 5426, 5433, 5439, 5435 \$399.95



Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- 1:48 Scale Dimensions
- (1) M26 Pershing Tank
- Unit Measures: 14 1/2" x 2 1/2" x 4 1/2"
- Operates On O-42 Curves



Gondola Car with Cover



Great Northern - Gondola with Cover
20-98898 \$54.95



Chicago Northwestern - Gondola with Cover
20-98897 \$54.95

Gondola Car with Pipe Load



New York Central - Gondola with Pipe Load
20-98901 \$54.95



Illinois Terminal - Gondola with Pipe Load
20-98902 \$54.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- (9) Removeable Pipes OR Detailed, Removable Cover
- O Scale Kadee Compatible Coupler Mounting Pads
- Car w/Pipe Load Measures: 14 5/8 x 2 5/8 x 3 15/16"
- Car w/Cover Measures: 14 5/8 x 2 5/8 x 2 9/16"
- Operates On O-31 Curves



Husky Stack



Iowa Interstate - Husky Stack Car
20-95107 \$69.95



Conrail - Husky Stack Car
20-95108 \$69.95

Flat Car with Transformer



New York Central - 47' TTX Heavy Duty Flat Car with Transformer
20-98889 \$69.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- 1:48 Scale Dimensions
- (2) 48' Detailed Containers (Husky Stack Car)
- Removable Transformer Load (Flat Car)
- Flat Car Equipped w/ O Scale Kadee Compatible Coupler Mounting Pads
- Husky Stack Car Measures: 18 3/4 x 2 9/16 x 5 9/16
- Flat Car Measures: 16 1/2" x 2 11/16" x 2 1/8"
- Husky Stack Car Operates On O-54 Curves
- Flat Car Operates On O-42 Curves

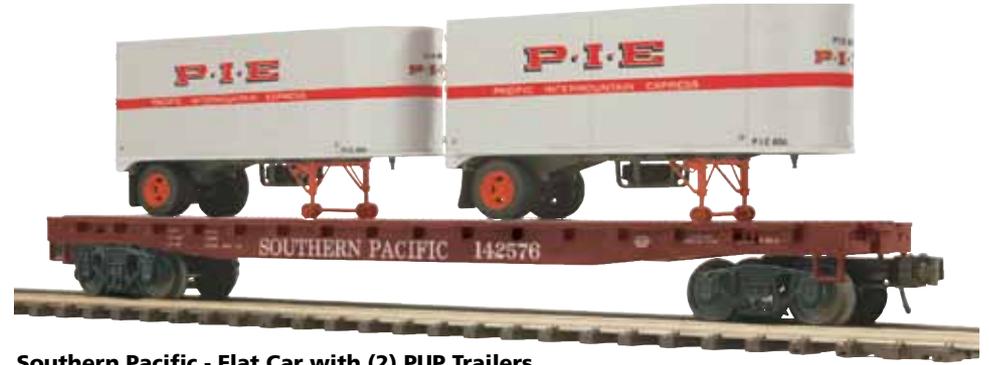


Santa Fe - 47' TTX Heavy Duty Flat Car with Transformer
20-98890 \$69.95

Flat Car with PUP Trailers

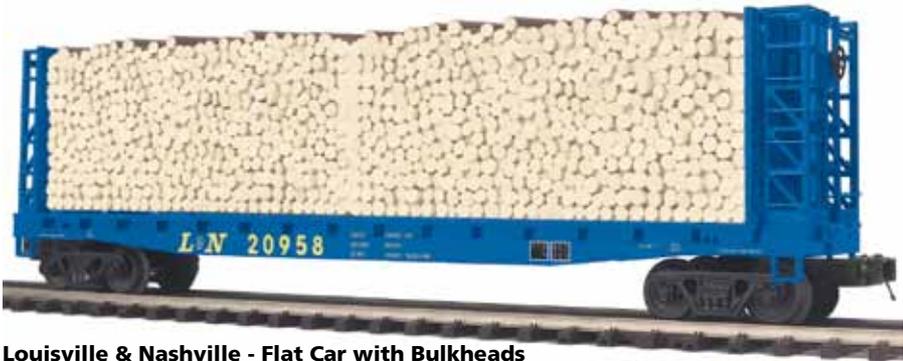


Chicago Northwestern - Flat Car with (2) PUP Trailers
20-98881 \$69.95

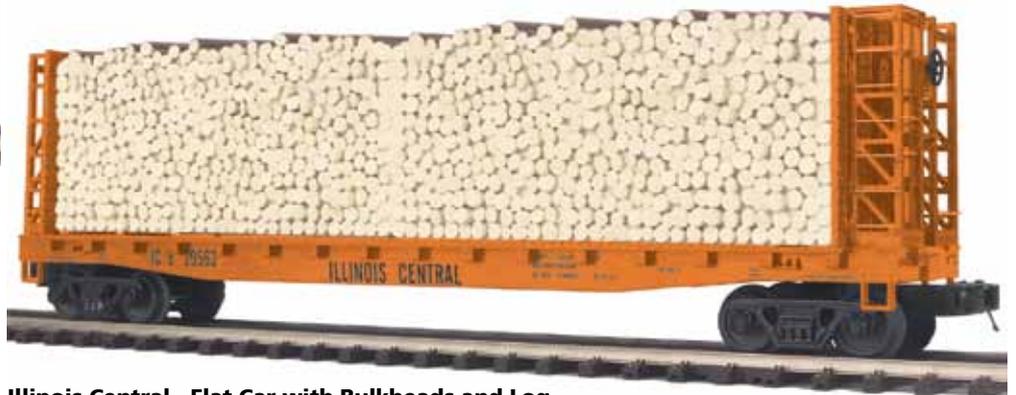


Southern Pacific - Flat Car with (2) PUP Trailers
20-98882 \$69.95

Flat Car with Bulkheads and Log Load



Louisville & Nashville - Flat Car with Bulkheads and Log Load
20-98893 \$59.95



Illinois Central - Flat Car with Bulkheads and Log Load
20-98894 \$59.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- 1:48 Scale Dimensions
- Removeable Log Load OR (2) 20' Trailers
- O Scale Kadee Compatible Coupler Mounting Pads
- Car w/PUP Trailers Measures: 14 1/2" x 2 1/2" x 4 1/2"
- Car w/Log Load Measures: 14 5/8" x 2 3/4" x 4"
- Car w/PUP Trailers Operates On O-54 Curves
- Car w/Log Load Operates On O-31 Curves

Crane Car



CSX - O Scale Crane Car
20-98905 \$79.95



Detroit Toledo & Ironton - O Scale Crane Car
20-98906 \$79.95



CSX - O Scale Crane Tender
20-98909 \$59.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Operating Interior Lighting (Tender)
- Moveable Hook & Boom (Car)
- Colorful, Attractive Paint Schemes
- Operating Die-Cast Metal Couplers
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Tender Measures: 14 1/2" x 2 5/8" x 3 15/16"
- Crane Measures: 18 1/2" x 2 5/8" x 4 1/8"
- Operates On O-31 Curves

Crane Tender



Detroit Toledo & Ironton - O Scale Crane Tender
20-98910 \$59.95

Flat Car with Trash Containers



**CP Rail - 60' Flat Car
with Trash Containers**
20-98886 \$69.95



**Norfolk Southern - 60' Flat Car
with Trash Containers**
20-98885 \$69.95

Extended Vision Caboose



Indiana Railway - Extended Vision Caboose
20-91375 \$64.95



**Lackawanna - Extended
Vision Caboose**
20-91378 \$64.95



**Norfolk Southern - Extended
Vision Caboose**
20-91377 \$64.95

Features

- Intricately Detailed Durable ABS Body
- Detailed Car Interior With Overhead Lighting (Caboose)
- Brakeman Figure (Caboose)
- (1) 48' Trailer (Flat Car)
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- 1:48 Scale Dimensions
- O Scale Kadee Compatible Coupler Mounting Pads
- Caboose Measures: 10 3/4" x 2 3/4" x 4"
- Flat Car w/Container Measures: 14 1/2" x 2 1/2" x 4 1/2"
- Caboose Operates On O-31 Curves
- Flat Car w/Container Operates On O-42 Curves

Caboose



Nickel Plate Road - Bay Window Caboose
20-91380 \$64.95



Wheeling & Lake Erie - Extended Vision Caboose
20-91376 \$64.95



Chessie - Bay Window Caboose
20-91379 \$64.95



Wabash - Bay Window Caboose
20-91381 \$64.95



Illinois Terminal - Bay Window Caboose
20-91382 \$64.95

Passenger Cars



GO Transit - 4-Car Bombardier Passenger Set
20-65202 \$439.95



GO Transit - 2-Car Bombardier Passenger Set
20-66202 \$224.95



Cal Train - 2-Car Bombardier Passenger Set
20-66203 \$224.95



Cal Train - 4-Car Bombardier Passenger Set
20-65203 \$439.95



Metrolink - 4-Car Bombardier Passenger Set
20-65204 \$439.95

Passenger Cars



Metrolink - 2-Car Bombardier Passenger Set
20-66204 \$224.95



NJ Transit - 4-Car Bombardier Passenger Set
20-65140 \$439.95

NJ Transit - 2-Car Bombardier Passenger Set
20-66205 Coach 1 # 7023, Coach 2 # 7045 \$224.95
20-66206 Coach 1 # 7285, Coach 2 # 7296 \$224.95

It is hard to match the excitement and beauty of a long, sleek passenger train speeding down the rails. M.T.H.'s Premier Line scale streamlined passenger cars and sets will bring exactly the right, realistic look to your passenger consists.

No other manufacturer matches the quality and value found inside an M.T.H. Premier Line passenger car. Using an intricately detailed, yet durable ABS body atop smooth rolling die-cast metal trucks results in a lightweight car that won't bog down a locomotive struggling to pull heavy aluminum passenger cars. What's more, each Premier Line passenger car features detailed car interiors and overhead lighting for a realistic and authentic appearance. Separately sold passenger car figures can be added for those desiring an added touch of realism.

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
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Detailed Car Interiors
- 1:48 Scale Dimensions
- Detailed Car Undercarriage
- Operates On O-42 Curves



Passenger Cars



Amtrak - 5-Car 70' ABS Passenger Set (Ribbed)
20-65198 \$429.95



Amtrak - 70' ABS Full Length Vista Dome Passenger Car (Ribbed)
20-67198 \$99.95



Amtrak - 2-Car 70' ABS Baggage/Coach Passenger Set (Ribbed)
20-69198 \$179.95



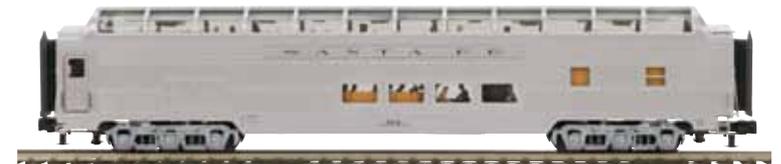
Santa Fe - 5-Car 70' ABS Passenger Set (Ribbed)
20-65199 \$429.95



Amtrak - 2-Car 70' ABS Slpr/Diner Passenger Set (Ribbed)
20-66198 \$179.95



Santa Fe - 2-Car 70' ABS Slpr/Diner Passenger Set (Ribbed)
20-66199 \$179.95



Santa Fe - 70' ABS Full Length Vista Dome Passenger Car (Ribbed)
20-67199 \$99.95



Amtrak - 70' ABS RPO Passenger Car (Ribbed)
20-68198 \$99.95



Santa Fe - 2-Car 70' ABS Baggage/Coach Passenger Set (Ribbed)
20-69199 \$179.95



Santa Fe - 70' ABS RPO Passenger Car (Ribbed)
20-68199 \$99.95

Passenger Cars



Pittsburgh & Lake Erie - 5-Car 70' ABS Passenger Set (Ribbed)
20-65200 \$429.95



Pittsburgh & Lake Erie - 2-Car 70' ABS Slpr/Diner Passenger Set (Ribbed)
20-66200 \$179.95



Pittsburgh & Lake Erie - 70' ABS Full Length Vista Dome Passenger Car (Ribbed)
20-67200 \$99.95



Pittsburgh & Lake Erie - 70' ABS RPO Passenger Car (Ribbed)
20-68200 \$99.95



Pittsburgh & Lake Erie - 2-Car 70' ABS Baggage/Coach Passenger Set (Ribbed)
20-69200 \$179.95



Long Island - 70' ABS RPO Passenger Car (Smooth)
20-68201 \$99.95



Long Island - 2-Car 70' ABS Baggage/Coach Set (Smooth)
20-69201 \$179.95



Long Island - 5-Car 70' ABS Passenger Set (Smooth)
20-65201 \$429.95



Long Island - 70' ABS Full Length Vista Dome Passenger Car (Smooth)
20-67201 \$99.95



Long Island - 2-Car 70' ABS Slpr/Diner Passenger Set (Smooth)
20-66201 \$179.95

2012 European Lineup

Due to the overwhelming popularity of our European line, MTH has decided to make it a staple in our catalogs. The enthusiastic response from our European customers and dealers has led us to expand the European lineup to include a bevy of electric and steam engines as well as passenger, box, gondola, and tank cars.

Does this mean we're paying less attention to American prototypes? Absolutely not. What it means for U.S. customers is some exciting new models to choose from, and the opportunity to spread our development costs over a wider customer base — which means more resources to come up with new features for all of our product lines. As an example, our expansion into the HO market has led us to develop smaller electronics packages that will eventually find their way into smaller, more realistic tenders for some O gauge steamers.

On the other side of the Pond, O gauge models are built to slightly different and slightly larger scales: 1:43.5 in England and France and 1:45 in the rest of Europe, compared to the 1:48 scale of American O Gauge. To ensure compatibility with existing European models, our European models will be built to the correct scales for their respective countries and delivered with both American and European couplers. Many European railroads, particularly in Britain, have a smaller maximum height than American railroads, so 1:43.5, 1:45 and 1:48 models will look and run fine with each other.

The European market is an expanding one, and due to the fact that there are not many O-scale locomotives currently being produced in Europe, MTH decided to seize the opportunity to create some of these unique products. Not only are we offering the European market some of the most highly detailed and technologically advanced locomotives on the market, but we are also bringing the U.S. market items that previously, could only be found in Europe.

Visit our European website at www.mthtrains.com/europe





Duchess steam



Features

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



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

While the London, Midland & Scottish was the largest of England's four major railways, its motive power department had been hobbled by internal rivalries, a legacy from the several railways that combined in 1923 to form the LMS. Locomotive designer William Stanier, with a direct line to the president of the railroad, was hired in 1932 to resolve those problems. He brought the LMS from an also-ran to a leader in British engine design. Stanier's crowning achievement was the four-cyl-

inder Princess Coronation Class Pacifics, built from 1937-1948. In contrast with American designers, who generally shunned engines with more than two cylinders as being too hard to maintain, Europeans often used three or four cylinders to produce a more balanced engine that was easier on the track. In Stanier's design, the Walschaert's valve gear on the outside cylinders also drove the valves on the inside cylinders, located within the frame, through a set of rocker arms.

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

Relive the glory days of LMS express passenger service with our superbly detailed Princess Coronation Class Pacific, complete with sounds recorded from the prototype Duchess of Sutherland, 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.



British Railways - Duchess Class Steam Engine w/Proto-Sound 2.0 (Hi-Rail Wheels)
20-3367-1 46230 Duchess of Buccleuch \$1199.95



British Railways - Duchess Class Steam Engine w/Proto-Sound 2.0 (Hi-Rail Wheels)
20-3369-1 46234 Duchess of Abercorn \$1199.95

**London, Midland and Scottish Railway
Duchess Class Steam Engine
w/Proto-Sound 2.0 (Hi-Rail Wheels)**
20-3370-1 6232 Duchess of Montrose
\$1199.95



British Railways - Duchess Class Steam Engine w/Proto-Sound 2.0 (Hi-Rail Wheels)
20-3371-1 46234 Duchess of Abercorn \$1199.95



**Add Matching
Passenger
Sets - See Page 111**



S 3/6 Express

steam



Features

- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Remote Controlled Proto-Coupler®
- 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
- 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
- Proto-Sound 3.0 With The Digital Command System Featuring: Quillable Whistle With Passenger Station Proto-Effects
- Hi-Rail Wheels Operate On O-54 Curves
- Scale Wheels Operate On 42" 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 - S 3/6 Express Steam Locomotive (Blue/Black w/polished boiler bands), Cab # 3632

20-3398-1	Hi-Rail Wheels	\$1195.95
20-3398-2	Scale Wheels	\$1195.95



KBayStsB - S 3/6 Express Steam Locomotive (Green/Red & Black w/Gold bands and white pin striping), Cab # 3634

20-3399-1	Hi-Rail Wheels	\$1195.95
20-3399-2	Scale Wheels	\$1195.95



KBayStsB - S 3/6 Express Steam Locomotive (Green/Black w/Gold Polished Bands & Green Wheels), Cab # 3624

20-3400-1	Hi-Rail Wheels	\$1195.95
20-3400-2	Scale Wheels	\$1195.95



KBayStsB - BR18 Steam Locomotive (Black/Red), Cab # 3601

20-3401-2	Scale Wheels	\$1195.95
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Crocodile

electric



Features

- Directionally Controlled Headlights
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Remotely Controlled Proto-Couplers
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Decorative Horn
- (2) Precision Flywheel Equipped Motors
- 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 Station Proto-Effects
- Hi-Rail Wheels Operate On O-54 Curves
- Scale Wheels Operate On 36" Radius Curves



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.

**Tuscan - Ce 6/8 II Crocodile Electric Engine
With Proto-Sound® 3.0**

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



**Dark Green - Ce 6/8 II Crocodile Electric Engine
With Proto-Sound® 3.0**

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



Taurus ES-64 electric



Features

- Directionally Controlled Headlights
- Intricately Detailed ABS Body
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Remotely Controlled Proto-Couplers
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and 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: Freight Yard Proto-Effects
- Unit Measures: 16 3/8" x 2 1/2" x 3 3/8"
- Hi-Rail Wheels Operate On O-72 Curves
- Scale Wheels Operate On 42" Radius Curves

Introduced to the European market in 2000, the Taurus ES 64 U2 Electric was developed as a universal electric locomotive, topping out at a speed of 230km/h. This multipurpose engine has become one of the most influential representatives of Dispolok GmbH, a Siemens Transportation System subsidiary, making leasing options available to a host of different rail operators.

Thanks to liberalization, the freight market had created the ability for anyone to start their own rail company, thus increasing competition and dropping prices. Leasing thrived as the market for cheaper secondhand vehicles expanded. Due to this increase, Siemen's came up with an appealing alternative for operators- allowing them to lease the newest, most state-of-the-art locomotives on a flexible basis.



Dispolok.com - Taurus ES-64-U2 Electric Engine

20-5649-1	Hi-Rail Wheels	\$449.95
20-5649-2	Scale Wheels	\$499.95
20-5649-3	Non-Powered	\$219.95
20-5649-6	Non-Powered Scale Wheels	\$249.95

DB Railion - Taurus ES-64-U2 Electric Engine

20-5651-1	Hi-Rail Wheels	\$449.95
20-5651-2	Scale Wheels	\$499.95
20-5651-3	Non-Powered	\$219.95
20-5651-6	Non-Powered Scale Wheels	\$249.95



OBB - Taurus ES-64-U2 Electric Engine

20-5652-1	Hi-Rail Wheels	\$449.95
20-5652-2	Scale Wheels	\$499.95
20-5652-3	Non-Powered	\$219.95



Hupac - Taurus III ES-64-U4 Electric Engine

20-5650-1	Hi-Rail Wheels	\$449.95
20-5650-2	Scale Wheels	\$499.95
20-5650-3	Non-Powered	\$219.95
20-5650-6	Non-Powered Scale Wheels	\$249.95

InRail - Taurus III ES-64-U4 Electric Engine

20-5657-1	Hi-Rail Wheels	\$449.95
20-5657-2	Scale Wheels	\$499.95
20-5657-3	Non-Powered	\$219.95
20-5657-6	Non-Powered Scale Wheels	\$249.95



CargoServ - Taurus III ES-64-U4 Electric Engine

20-5658-1	Hi-Rail Wheels	\$449.95
20-5658-2	Scale Wheels	\$499.95
20-5658-3	Non-Powered	\$219.95
20-5658-6	Non-Powered Scale Wheels	\$249.95

Arriva - Taurus III ES-64-U4 Electric Engine

20-5659-1	Hi-Rail Wheels	\$449.95
20-5659-2	Scale Wheels	\$499.95
20-5659-3	Non-Powered	\$219.95
20-5659-6	Non-Powered Scale Wheels	\$249.95



Train of Ideas (RTS) - Taurus III ES-64-U4 Electric Engine

20-5660-1	Hi-Rail Wheels	\$449.95
20-5660-2	Scale Wheels	\$499.95
20-5660-3	Non-Powered	\$219.95
20-5660-6	Non-Powered Scale Wheels	\$249.95

TRAXX ELECTRIC



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
- (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 Station Proto-Effects
- Hi-Rail Wheels Operate On O-72 Curves
- Scale Wheels Operate On 42" 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 manda-

tory. 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.



Connecting Europe - TRAXX F140 AC-1 Electric Engine

20-5654-1	Hi-Rail Wheels	\$449.95
20-5654-2	Scale Wheels	\$499.95
20-5654-3	Non-Powered Hi-Rail Wheels	\$219.95
20-5654-6	Non-Powered Scale Wheels	\$229.95



Cargo - TRAXX F140 AC-1 Electric Engine

20-5653-1	Hi-Rail Wheels	\$449.95
20-5653-2	Scale Wheels	\$499.95
20-5653-3	Non-Powered Hi-Rail Wheels	\$219.95
20-5653-6	Non-Powered Scale Wheels	\$229.95

Operating, Motorized Pantographs



MRCE dispolok - TRAXX F140 AC-1 Electric Engine

20-5655-1	Hi-Rail Wheels	\$449.95
20-5655-2	Scale Wheels	\$499.95
20-5655-3	Non-Powered Hi-Rail Wheels	\$219.95
20-5655-6	Non-Powered Scale Wheels	\$229.95



Railion - TRAXX F140 AC-1 Electric Engine

20-5656-1	Hi-Rail Wheels	\$449.95
20-5656-2	Scale Wheels	\$499.95
20-5656-3	Non-Powered Hi-Rail Wheels	\$219.95

TRAXX

electric

SBB Cargo Switzerland - TRAXX F140 AC Electric Engine

20-5632-2	Scale Wheels	\$499.95
20-5632-3	Non-Powered	\$219.95



Railion European - TRAXX F140 AC1 Electric Engine

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



Veolia Transport Germany - TRAXX P160 AC2 Electric Engine

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



CrossRail - TRAXX P140 AC2 Electric Engine

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



European Bierwagen reefer



Brauerei Warteck Basel - European Bierwagen (Reefer Car)

20-99041 Hi-Rail Wheels \$69.95
22-99041 Fine Scale Wheels \$69.95

Brauerei Warteck Basel - 6-Car European Bierwagen (Reefer) Set

20-90940 Hi-Rail Wheels \$389.95
22-90940 Fine Scale Wheels \$389.95



Maggi - European Kühlwagen für Nahrungsmittel (Reefer)

20-99042 Hi-Rail Wheels \$69.95
22-99042 Fine Scale Wheels \$69.95

Maggi - 6-Car European Kühlwagen für Nahrungsmittel Set

20-90941 Hi-Rail Wheels \$389.95
22-90941 Fine Scale Wheels \$389.95

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 Hi-Rail Wheel Sets
- Needle-Point Axles
- 1:45 Scale Dimensions
- O Scale Kadee® Compatible Coupler Mounting Pads
- Sprung Bumpers
- 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



Schutzengarten - European Bierwagen (Reefer Car)

20-99043 Hi-Rail Wheels \$69.95
22-99043 Fine Scale Wheels \$69.95

Schutzengarten - 6-Car European Bierwagen (Reefer) Set

20-90942 Hi-Rail Wheels \$389.95
22-90942 Fine Scale Wheels \$389.95



Bierbrauerei Falken - European Bierwagen (Reefer Car)

20-99044 Hi-Rail Wheels \$69.95
22-99044 Fine Scale Wheels \$69.95

Bierbrauerei Falken - 6-Car European Bierwagen (Reefer) Set

20-90943 Hi-Rail Wheels \$389.95
22-90943 Fine Scale Wheels \$389.95

European Bierwagen reefer



Brasserie du Cardinal - European Bierwagen (Reefer Car)

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

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

20-90905 Fine Scale Wheels \$389.95



Feldschloesschen - European Bierwagen (Reefer Car)

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

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

20-90907 Fine Scale Wheels \$389.95



Brauerei Loewengarten - European Bierwagen (Reefer Car)

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

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

20-90906 Fine Scale Wheels \$389.95



Biere Beauregard - European Bierwagen (Reefer Car)

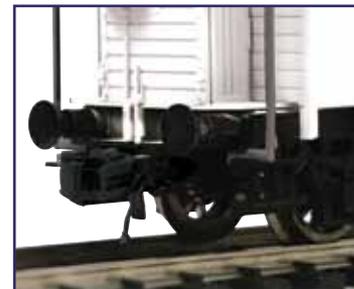
20-99001 Hi-Rail Wheels \$69.95
20-99005 Fine Scale Wheels \$69.95

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

20-90904 Fine Scale Wheels \$389.95

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 Hi-Rail Wheel Sets
- Needle-Point Axles
- 1:45 Scale Dimensions
- O Scale Kadee® Compatible Coupler Mounting Pads
- Sprung Bumpers
- 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 Gedeckter Guterwagen box car



SBB CFF - European Gedeckter Guterwagen (Box Car)

20-99045 Hi-Rail Wheels \$69.95
22-99045 Fine Scale Wheels \$69.95

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

20-90944 Hi-Rail Wheels \$389.95
22-90944 Fine Scale Wheels \$389.95



SBB CFF - European Gedeckter Guterwagen (Box Car)

20-99047 Hi-Rail Wheels \$69.95
22-99047 Fine Scale Wheels \$69.95

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

20-90946 Hi-Rail Wheels \$389.95
22-90946 Fine Scale Wheels \$389.95

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 Hi-Rail Wheel Sets
- Needle-Point Axles
- 1:45 Scale Dimensions
- O Scale Kadee® Compatible Coupler Mounting Pads
- Sprung Bumpers
- 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)

20-99046 Hi-Rail Wheels \$69.95
22-99046 Fine Scale Wheels \$69.95

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

20-90945 Hi-Rail Wheels \$389.95
22-90945 Fine Scale Wheels \$389.95



SBB CFF - European Gedeckter Guterwagen (Box Car)

20-99048 Hi-Rail Wheels \$69.95
22-99048 Fine Scale Wheels \$69.95

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

20-90947 Hi-Rail Wheels \$389.95
22-90947 Fine Scale Wheels \$389.95

European Gedeckter Guterwagen

box car



SBB-CFF - European Gedeckter Guterwagen (Box Car)

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

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

20-90912 Fine Scale Wheels \$389.95



SBB-CFF - European Gedeckter Guterwagen (Box Car)

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

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

20-90913 Fine Scale Wheels \$389.95



SBB-CFF - European Gedeckter Guterwagen (Box Car)

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

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

20-90915 Fine Scale Wheels \$389.95



SBB-CFF - European Gedeckter Guterwagen (Box Car)

20-99009 Hi-Rail Wheels \$69.95

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

20-90914 Fine Scale Wheels \$389.95

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



Wascosa Petroplus - European Modern Kesselwagen (Tank Car)

20-99033 Hi-Rail Wheels \$79.95

22-99033 Fine Scale Wheels \$79.95

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

20-90932 Hi-Rail Wheels \$439.95

22-90932 Fine Scale Wheels \$439.95



VTG - European Modern Kesselwagen (Tank Car)

20-99034 Hi-Rail Wheels \$79.95

22-99034 Fine Scale Wheels \$79.95

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

20-90933 Hi-Rail Wheels \$439.95

22-90933 Fine Scale Wheels \$439.95



Jet - European Modern Kesselwagen (Tank Car)

20-99035 Hi-Rail Wheels \$79.95

22-99035 Fine Scale Wheels \$79.95

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

20-90934 Hi-Rail Wheels \$439.95

22-90934 Fine Scale Wheels \$439.95



Shell - European Modern Kesselwagen (Tank Car)

20-99036 Hi-Rail Wheels \$79.95

22-99036 Fine Scale Wheels \$79.95

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

20-90935 Hi-Rail Wheels \$439.95

22-90935 Fine Scale Wheels \$439.95

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 Hi-Rail Wheel Sets
- Needle-Point Axles
- 1:45 Scale Dimensions
- O Scale Kadee® Compatible Coupler Mounting Pads
- Sprung Bumpers
- 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

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

20-90920 Fine Scale Wheels \$439.95



Wascosa - European Modern Kesselwagen (Tank Car)

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

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

20-90922 Fine Scale Wheels \$439.95



Wascosa OMV - European Modern Kesselwagen (Tank Car)

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

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

20-90919 Hi-Rail Wheels \$439.95



GATX - European Modern Kesselwagen (Tank Car)

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

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

20-90921 Fine Scale Wheels \$439.95

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 Hi-Rail Wheel Sets
- Needle-Point Axles
- 1:45 Scale Dimensions
- O Scale Kadee® Compatible Coupler Mounting Pads
- Sprung Bumpers
- 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



DB Cargo - European Modern Offener Guterwagen (Gondola Car)

20-99037 Hi-Rail Wheels \$79.95
22-99037 Fine Scale Wheels \$79.95

DB Cargo - 6-Car European Modern Offener Guterwagen (Gondola Car) Set

20-90936 Hi-Rail Wheels \$439.95
22-90936 Fine Scale Wheels \$439.95



SBB CFF - European Modern Offener Guterwagen (Gondola Car)

20-99038 Hi-Rail Wheels \$79.95
22-99038 Fine Scale Wheels \$79.95

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

20-90937 Hi-Rail Wheels \$439.95
22-90937 Fine Scale Wheels \$439.95

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 Hi-Rail Wheel Sets
- Needle-Point Axles
- 1:45 Scale Dimensions
- O Scale Kadee® Compatible Coupler Mounting Pads
- Sprung Bumpers
- 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



DB - European Modern Offener Guterwagen (Gondola Car)

20-99039 Hi-Rail Wheels \$79.95
22-99039 Fine Scale Wheels \$79.95

DB - 6-Car European Modern Offener Guterwagen (Gondola Car) Set

20-90938 Hi-Rail Wheels \$439.95
22-90938 Fine Scale Wheels \$439.95



OBB Rail Cargo Austria - European Modern Offener Guterwagen (Gondola Car)

20-99040 Hi-Rail Wheels \$79.95
22-99040 Fine Scale Wheels \$79.95

OBB Rail Cargo Austria - 6-Car European Modern Offener Guterwagen (Gondola Car) Set

20-90939 Hi-Rail Wheels \$439.95
22-90939 Fine Scale Wheels \$439.95

European Modern Offener Guterwagen gondola car



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



Niederlandischen Eisenbahnen - European Modern Offener Guterwagen (Gondola Car)

20-99026 Hi-Rail Wheels \$79.95
20-99030 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 Hi-Rail Wheel Sets
- Needle-Point Axles
- 1:45 Scale Dimensions
- O Scale Kadee® Compatible Coupler Mounting Pads
- Sprung Bumpers
- 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



Deutsche Reichsbahn - 5-Car Rheingold Standard Passenger Set

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



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

20-60004	Hi-Rail Wheels	\$549.95
20-60004-2	Scale Wheels	\$549.95



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

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
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British Railways (Crimson & Cream) - 4-Car LMS Standard Passenger Set

20-60008 Hi-Rail Wheels \$429.95



London, Midland & Scottish Railway - 4-Car LMS Standard Passenger Set

20-60005 Hi-Rail Wheels \$429.95



SNCF - 5-Car OCEM Passenger Car Set

20-60019 Hi-Rail Wheels \$549.95

20-60019-2 Fine Scale Wheels \$549.95

London, Midland & Scottish Railway - LMS Standard Baggage Car

20-60006 Hi-Rail Wheels \$109.95

20-60006-2 Fine Scale Wheels \$109.95

British Railways - (Crimson & Cream) LMS Standard Baggage Car

20-60009 Hi-Rail Wheels \$109.95



London, Midland & Scottish Railway - LMS Standard Passenger Car

20-60007 Hi-Rail Wheels \$109.95

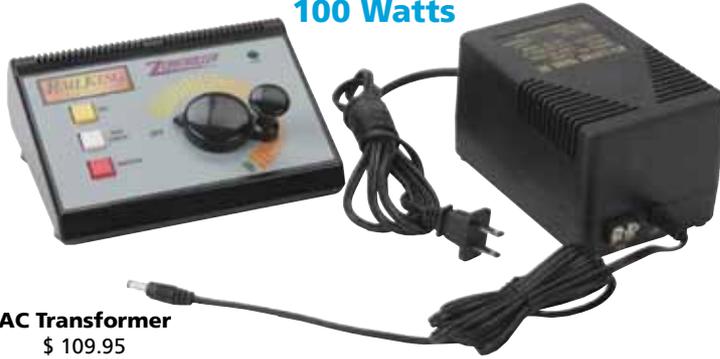
20-60007-2 Fine Scale Wheels \$109.95



POWER UP

with the Best Transformers in O Gauge

100 Watts



Z-1000™ AC Transformer

40-1000 \$ 109.95
With 14 Volt Accessory Port

Whether you operate with conventional AC power or the M.T.H. Digital Command System (DCS), our UL-approved transformers offer the best way to power your layout. Choose the 100-watt Z-1000™ for a small- to medium-sized layout, or step up to the 400-watt, feature-laden Z-4000®, the most powerful UL-approved transformer in the hobby. All M.T.H. transformers offer

- Incredibly smooth, wide range throttle for precise speed control
- Bell and whistle/horn buttons that work with all makes of locomotives
- Fast-acting circuit breakers to protect your equipment
- Continuous useable wave power output compatible with all AC-powered engines



Z-4000 Remote Control System

40-4001 \$ 149.95

Put the power of the Z-4000, all 400 watts of it, into the palm of your hand with the Z-4000 Remote Control System! the M.T.H. DCS Digital Command System remote control, providing command control operators with complete wireless control over their Z-4000 powered model railroad.

RealTrax Wire Harness

40-1015 \$4.99



Now you'll never have to touch the Z-4000 handles again. simply turn on the transformer and fire up either channel with the easy-to-use wireless 900mhz remote control. Each remote can communicate with up to three different Z-4000 transformers* from as far as 30 feet away.

The easy to read large LCD screen provides you with the selected channel's track voltage output and the easy-to-use interface provides you with quick button access to the original Proto-Sound system found on M.T.H. locomotives produced in the 1990s as well as conventional features found on Proto-Sound 2.0 and 3.0 locomotives manufactured since 2000.

The Z-4000 remote system can even respond to conventional commands from



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 Output 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 \$ 24.95

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 Listed Transformer!

Learn More About It

The instruction manual for every M.T.H. transformer is available at www.mthtrains.com. Just look up the transformer in our Product Search feature.



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

Overload indicator

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

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

Power-on indicator

Bell and whistle-horn buttons compatible with all AC engines

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

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.

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 \$ 459.95

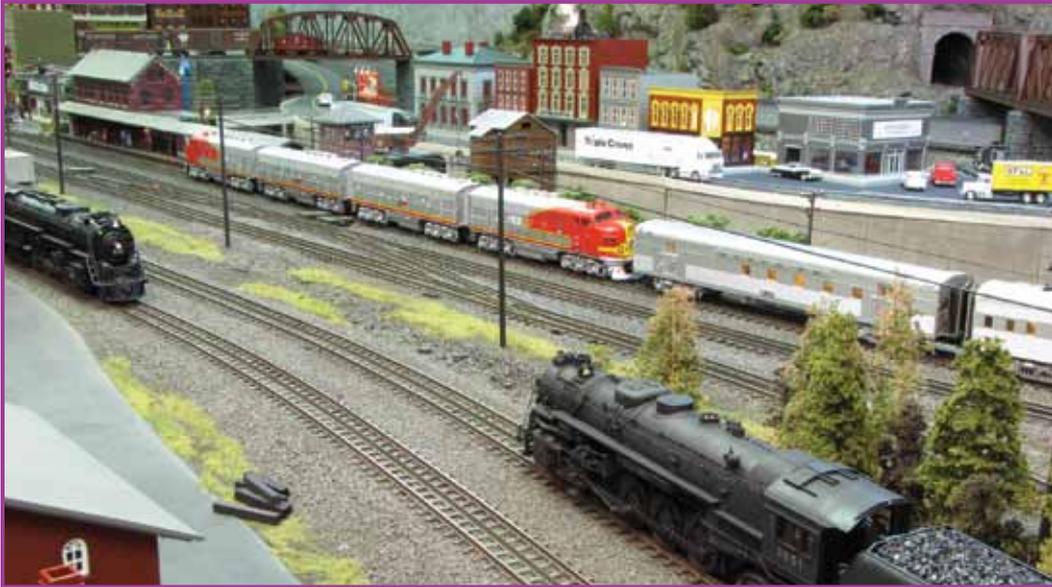
Two AC throttles, each with its own complete set of controls, plus 10-volt and 14-volt AC accessory outputs

WHY THE OR LISTING?

To protect our customers and their trains, M.T.H. Electric Trains is committed to manufacturing safe, UL or CSA approved transformers and power supplies. By subjecting our transformers to the strenuous tests and requirements of Underwriters Laboratories and/or CSA, M.T.H. helps ensure that our products meet the same requirements as other consumer electronics sold today. When choosing a new transformer, model railroaders should only look for those that have received a UL or CSA listing.

ScaleTrax™

Three-Rail Trains Look—and Run—Better on ScaleTrax



It's not about the track. Railroading is about huge machinery that makes the ground shake when it goes by. In model railroading, the track is 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.



Lionel
Tubular



Gargraves



Atlas



ScaleTrax

Lower Cost

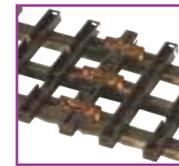
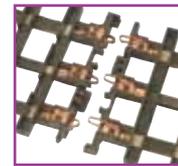
ScaleTrax track and switches are more affordable than comparable Atlas and Ross products.

Smaller Third Rail

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

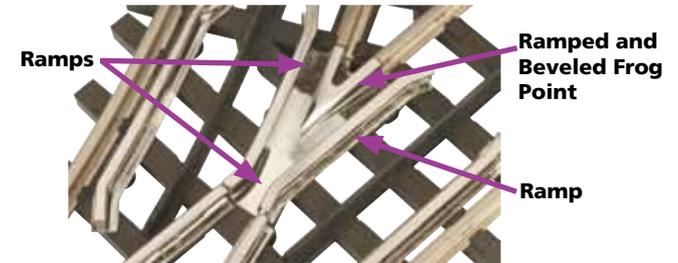
Better Electrical Contact

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



Smoother Switches

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



Easier-To-Use Flex Track

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

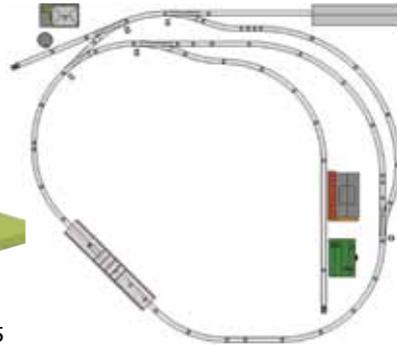


Dave Hikel

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.

8x9 Spare Room and Pacific RR



ScaleTrax™ Pieces

45-1105

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$ 3.99	9	\$35.91
45-1002	O-31 curve	\$ 3.99	0	\$0.00
45-1003	O-31 LH switch	\$ 49.95	0	\$0.00
45-1004	O-31 RH switch	\$ 49.95	0	\$0.00
45-1005	90 deg crossing	\$ 19.95	0	\$0.00
45-1006	45 deg crossing	\$ 19.95	0	\$0.00
45-1007	O-54 curve	\$ 3.99	19	\$75.81
45-1008	O-54 LH switch	\$ 49.95	1	\$49.95
45-1009	O-54 RH switch	\$ 49.95	3	\$149.85
45-1010	O-72 curve	\$ 4.99	7	\$34.93
45-1011	1.75 inch straight	\$ 2.49	5	\$12.45
45-1012	4.25 inch straight	\$ 3.50	3	\$10.50
45-1013	5 inch straight	\$ 3.50	2	\$7.00
45-1014	5.5 inch straight	\$ 3.50	2	\$7.00
45-1015	22.5 deg crossing	\$ 19.95	0	\$0.00
45-1019	30 inch straight	\$ 10.99	2	\$21.98
45-1020	O-72 RH switch	\$ 49.95	1	\$49.95
45-1021	O-72 LH switch	\$ 49.95	0	\$0.00
45-1025	bumper	\$ 15.95	2	\$31.90
45-1033	lock-on	\$ 3.99	8	\$31.92
45-1034	O-80 curve	\$ 5.99	1	\$5.99
45-1035	15" uncoupling section	\$ 19.95	0	\$0.00
45-1049	30 inch flex	\$ 9.95	0	\$0.00
45-1050	#4 LH switch	\$ 59.95	0	\$0.00
45-1051	#4 RH switch	\$ 59.95	0	\$0.00
45-1052	#6 LH switch	\$ 69.95	0	\$0.00
45-1053	#6 RH switch	\$ 69.95	0	\$0.00

45-1105

PACKAGE TOTAL: \$519.95

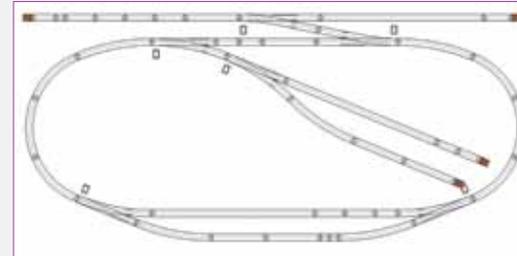


Roosevelt Junction

Roosevelt Junction starts small at just 4 ft. by 8 ft., but can grow in four phases to reach an awesome 8 ft. by 16 ft. railroading empire. Each 4 ft. by 8 ft. phase adds new operating possibilities. As you grown in the O Gauge railroading hobby, your layout can grow with you.

Roosevelt Junction - Phase 1

Roosevelt Junction begins as a small railroad with lots of fun. Sidings on both sides of the mainline allow for interesting switching operations between an engine yard and freights sidings. The mainline allows for continuous running when you want to sit back and watch the trains. The passing siding is long enough to accomidate most starter set trains, allowing two trains to pass each other.



The O gauge layout that grows!

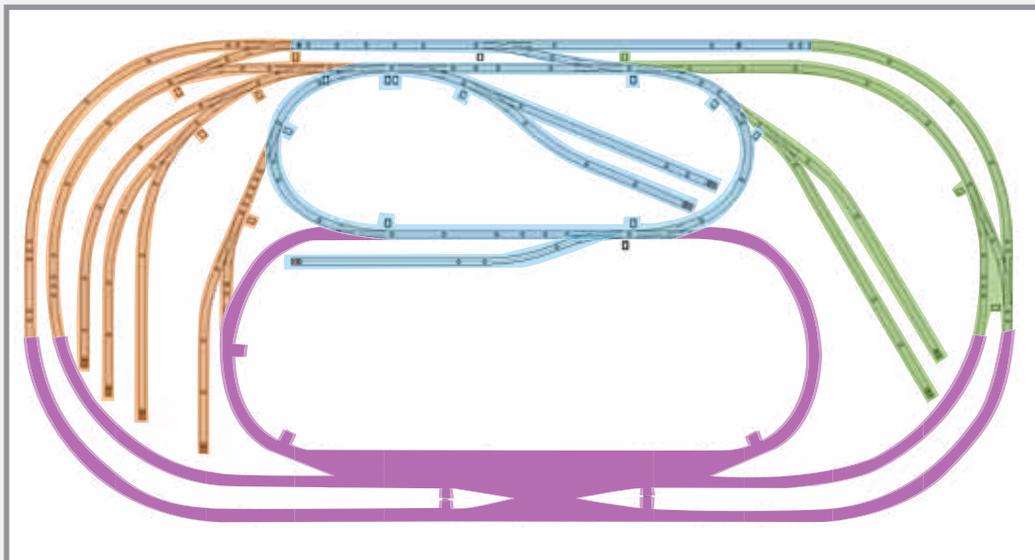
Build Roosevelt Junction in four phases.

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$ 3.99	6	\$23.94
45-1002	O-31 curve	\$ 3.99	6	\$23.94
45-1010	O-72 curve	\$ 4.99	5	\$24.95
45-1011	1.75 inch straight	\$ 2.49	3	\$7.47
45-1012	4.25 inch straight	\$ 3.50	6	\$21.00
45-1013	5 inch straight	\$ 3.50	1	\$3.50
45-1014	5.5 inch straight	\$ 3.50	6	\$21.00
45-1019	30 inch straight	\$ 10.99	3	\$32.97
45-1020	O-72 RH switch	\$ 49.95	3	\$149.85
45-1021	O-72 LH switch	\$ 49.95	1	\$49.95
45-1025	bumper	\$ 15.95	4	\$63.80
45-1033	lock-on	\$ 3.99	6	\$23.94
45-1051	#4 RH switch	\$ 59.95	2	\$119.90

45-1101

PACKAGE TOTAL: \$559.95

Roosevelt Junction



Roosevelt Junction - Phase 2

The second phase of Roosevelt junction adds numerous operating possibilities. The mainline doubles in length, yard capacity nearly triples, and a reversing wye allows entire trains to change direction.

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$ 3.99	3	\$11.97
45-1002	O-31 curve	\$ 3.99	3	\$11.97
45-1003	O-31 LH switch	\$ 49.95	1	\$49.95
45-1007	O-54 curve	\$ 3.99	3	\$11.97
45-1009	O-54 RH switch	\$ 49.95	1	\$49.95
45-1010	O-72 curve	\$ 4.99	11	\$54.89
45-1011	1.75 inch straight	\$ 2.49	11	\$27.39
45-1012	4.25 inch straight	\$ 3.50	2	\$7.00
45-1013	5 inch straight	\$ 3.50	3	\$10.50
45-1019	30 inch straight	\$ 10.99	2	\$21.98
45-1020	O-72 RH switch	\$ 49.95	6	\$299.70
45-1021	O-72 LH switch	\$ 49.95	2	\$99.90
45-1025	Bumper	\$ 15.95	4	\$63.80
45-1033	Lock-on	\$ 3.99	7	\$27.93
45-1034	O-80 curve	\$ 5.99	1	\$5.99
45-1102	PACKAGE TOTAL:			\$749.95

Roosevelt Junction - Phase 3

The third phase of Roosevelt junction adds still more operating possibilities. The mainline again doubles in length and a long two-track spur is added making a perfect location for engine sheds or dead-end sidings.

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$ 3.99	6	\$23.94
45-1002	O-31 curve	\$ 3.99	2	\$7.98
45-1004	O-31 RH switch	\$ 49.95	1	\$49.95
45-1007	O-54 curve	\$ 3.99	2	\$7.98
45-1009	O-54 RH switch	\$ 49.95	1	\$49.95
45-1010	O-72 curve	\$ 4.99	5	\$24.95
45-1011	1.75 inch straight	\$ 2.49	5	\$12.45
45-1012	4.25 inch straight	\$ 3.50	1	\$3.50
45-1014	5.5 inch straight	\$ 3.50	1	\$3.50
45-1019	30 inch straight	\$ 10.99	2	\$21.98
45-1020	O-72 RH switch	\$ 49.95	2	\$99.90
45-1021	O-72 LH switch	\$ 49.95	1	\$49.95
45-1025	Bumper	\$ 15.95	1	\$15.95
45-1033	Lock-on	\$ 3.99	3	\$11.97
45-1034	O-80 curve	\$ 5.99	3	\$17.97

45-1103

PACKAGE TOTAL: \$399.95

Roosevelt Junction - Phase 4

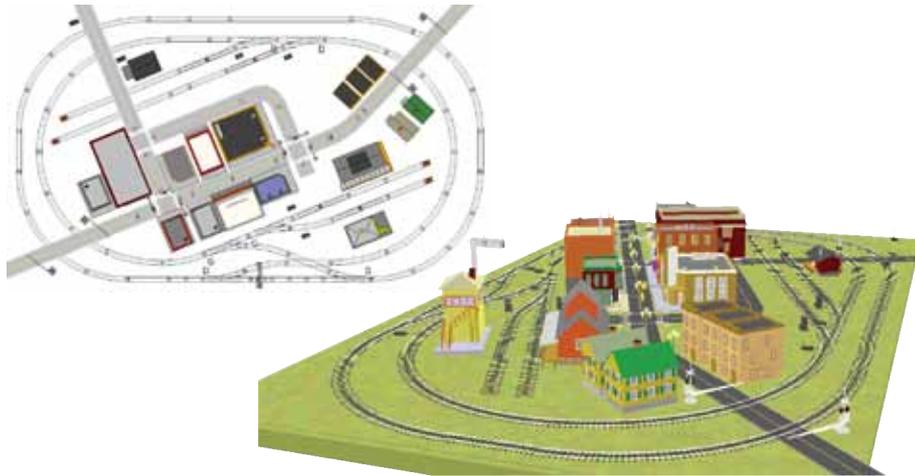
The fourth and final addition to Roosevelt Junction transforms the layout into a hi-rail empire. The layout now sports a double track mainline with minimum O-72 curves as well as an interior O-31 loop allowing independent operations of three trains. Carefully located crossovers permit east access from either O-72 mainline into the yards. Three yard spurs connect to the mains with O-72 or larger curves so that even the largest articulated locomotives will feel right at home in Roosevelt Junction.

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$ 3.99	5	\$19.95
45-1007	O-54 curve	\$ 3.99	1	\$3.99
45-1008	O-54 LH switch	\$ 49.95	2	\$99.90
45-1009	O-54 RH switch	\$ 49.95	2	\$99.90
45-1010	O-72 curve	\$ 4.99	10	\$49.90
45-1011	1.75 inch straight	\$ 2.49	8	\$19.92
45-1013	5 inch straight	\$ 3.50	3	\$10.50
45-1014	5.5 inch straight	\$ 3.50	5	\$17.50
45-1015	22.5 deg crossing	\$ 19.95	1	\$19.95
45-1019	30 inch straight	\$ 10.99	2	\$21.98
45-1033	lock-on	\$ 3.99	5	\$19.95
45-1034	O-80 curve	\$ 5.99	4	\$23.96
45-1050	#4 LH switch	\$ 59.95	2	\$119.90
45-1051	#4 RH switch	\$ 59.95	2	\$119.90

45-1104

PACKAGE TOTAL: \$749.95

6x10 Main Street



ScaleTrax™ Pieces

45-1107

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$ 3.99	10	\$39.90
45-1002	O-31 curve	\$ 3.99	0	\$0.00
45-1003	O-31 LH switch	\$49.95	0	\$0.00
45-1004	O-31 RH switch	\$49.95	0	\$0.00
45-1005	90 deg crossing	\$19.95	0	\$0.00
45-1006	45 deg crossing	\$19.95	0	\$0.00
45-1007	O-54 curve	\$ 3.99	30	\$119.70
45-1008	O-54 LH switch	\$49.95	3	\$149.85
45-1009	O-54 RH switch	\$49.95	3	\$149.85
45-1010	O-72 curve	\$ 4.99	2	\$9.98
45-1011	1.75 inch straight	\$ 2.49	3	\$7.47
45-1012	4.25 inch straight	\$ 3.50	5	\$17.50
45-1013	5 inch straight	\$ 3.50	2	\$7.00
45-1014	5.5 inch straight	\$ 3.50	0	\$0.00
45-1015	22.5 deg crossing	\$19.95	1	\$19.95
45-1019	30 inch straight	\$10.99	3	\$32.97
45-1020	O-72 RH switch	\$49.95	0	\$0.00
45-1021	O-72 LH switch	\$49.95	0	\$0.00
45-1025	Bumper	\$15.95	4	\$63.80
45-1033	Lock-on	\$ 3.99	0	\$0.00
45-1034	O-80 curve	\$ 5.99	4	\$23.96
45-1035	15" uncoupling section	\$19.95	4	\$79.80
45-1049	30 inch flex	\$ 9.95	0	\$0.00
45-1050	#4 LH switch	\$59.95	0	\$0.00
45-1051	#4 RH switch	\$59.95	0	\$0.00
45-1052	#6 LH switch	\$69.95	0	\$0.00
45-1053	#6 RH switch	\$69.95	0	\$0.00

45-1107

PACKAGE TOTAL: \$719.95

12x24 Timber Mountain



ScaleTrax™ Pieces

45-1106

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$ 3.99	14	\$55.86
45-1002	O-31 curve	\$ 3.99	0	\$0.00
45-1003	O-31 LH switch	\$49.95	0	\$0.00
45-1004	O-31 RH switch	\$49.95	0	\$0.00
45-1005	90 deg crossing	\$19.95	0	\$0.00
45-1006	45 deg crossing	\$19.95	2	\$39.90
45-1007	O-54 curve	\$ 3.99	10	\$39.90
45-1008	O-54 LH switch	\$49.95	0	\$0.00
45-1009	O-54 RH switch	\$49.95	0	\$0.00
45-1010	O-72 curve	\$ 4.99	41	\$204.59
45-1011	1.75 inch straight	\$ 2.49	4	\$9.96
45-1012	4.25 inch straight	\$ 3.50	5	\$17.50
45-1013	5 inch straight	\$ 3.50	1	\$3.50
45-1014	5.5 inch straight	\$ 3.50	2	\$7.00
45-1015	22.5 deg crossing	\$19.95	0	\$0.00
45-1019	30 inch straight	\$10.99	30	\$329.70
45-1020	O-72 RH switch	\$49.95	1	\$49.95
45-1021	O-72 LH switch	\$49.95	5	\$249.75
45-1025	Bumper	\$15.95	11	\$175.45
45-1033	Lock-on	\$ 3.99	30	\$119.70
45-1034	O-80 curve	\$ 5.99	22	\$131.78
45-1035	15" uncoupling section	\$19.95	0	\$0.00
45-1049	30 inch flex	\$ 9.95	23	\$228.85
45-1050	#4 LH switch	\$59.95	3	\$179.85
45-1051	#4 RH switch	\$59.95	5	\$299.75
45-1052	#6 LH switch	\$69.95	4	\$279.80
45-1053	#6 RH switch	\$69.95	3	\$209.85

45-1106

PACKAGE TOTAL: \$2599.95

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.



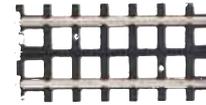
STRAIGHT, FLEX & OPERATING TRACK SECTIONS



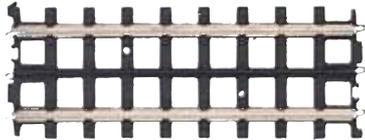
ScaleTrax™ - 1.75" Track Section
 45-1011 \$2.49
ScaleTrax™ - 1.75" Track Section 4-Pack
 45-1011-4 \$9.99



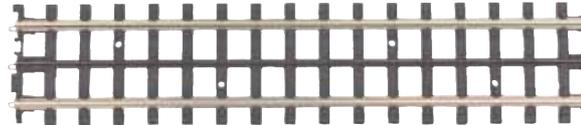
ScaleTrax™ - 5.0" Track Section
 45-1013 \$3.50



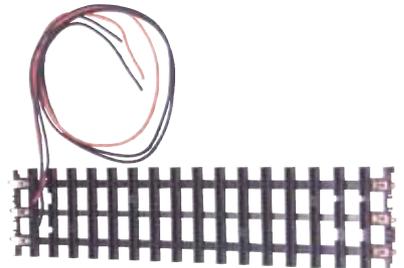
ScaleTrax™ - 4.25" Track Section
 45-1012 \$3.50
ScaleTrax™ - 4.25" Track Section 2-Pack
 45-1012-2 \$7.99



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



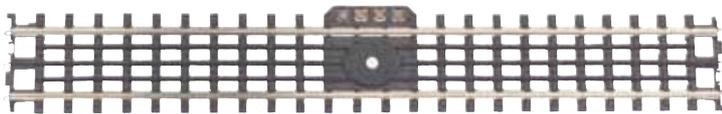
ScaleTrax™ - Lockon (Track Not Included)
 45-1033 \$3.99
 Each FlexTrack Section Requires 1 Lockon



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

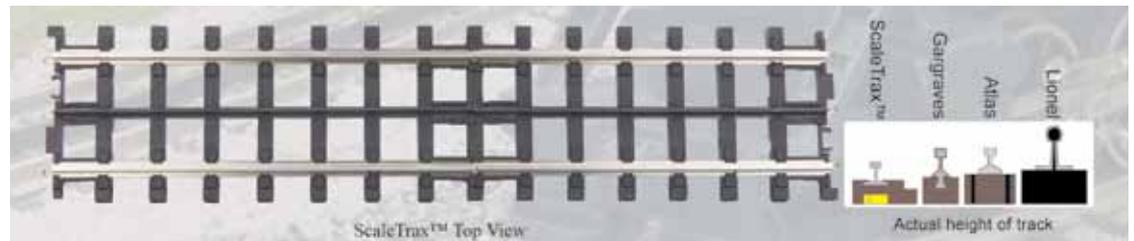


ScaleTrax™ - 30" FlexTrack Section
 45-1049 \$9.95



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

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



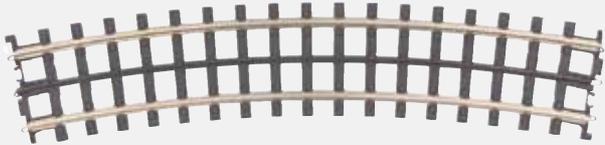
ScaleTrax™ Top View

Actual height of track

Curved Track Sections



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



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



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

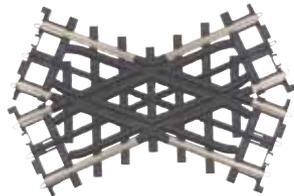


ScaleTrax™ - O-80 Curved Track Section
45-1034 \$5.99

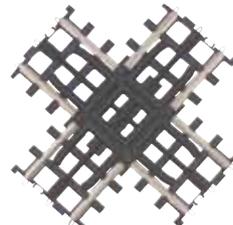
Crossovers



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

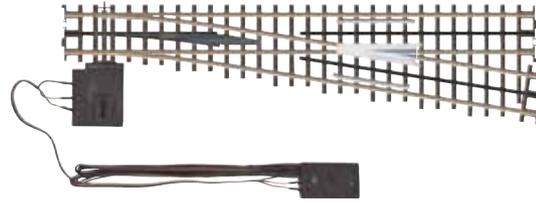


ScaleTrax™ - 45 Degree Crossing
45-1006 \$19.95

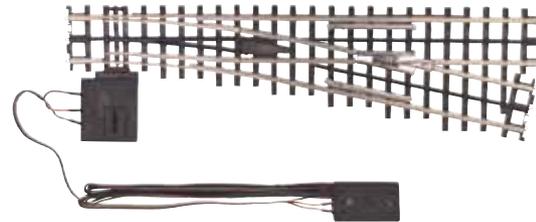


ScaleTrax™ - 90 Degree Crossing
45-1005 \$19.95

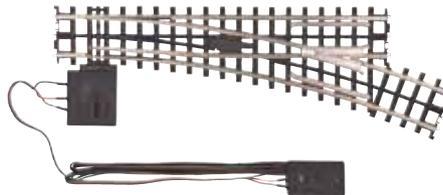
Switches



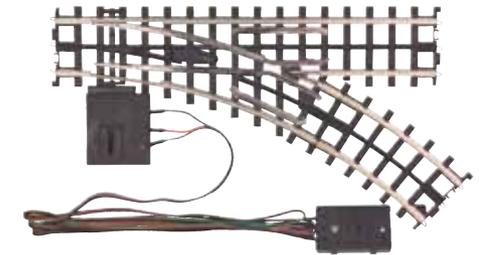
ScaleTrax™ - No. 6 Right Hand Switch
45-1053 \$69.95
ScaleTrax™ - No. 6 Left Hand Switch
45-1052 \$69.95



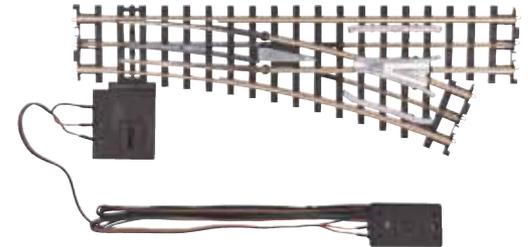
ScaleTrax™ - No. 4 Right Hand Switch
45-1051 \$59.95
ScaleTrax™ - No. 4 Left Hand Switch
45-1050 \$59.95



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)

RealTrax[®] : Rugged — Realistic — Reliable

REALTRAX[®]
BY M.T.H. ELECTRIC TRAINS

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

At M.T.H. we believe a track system should allow your model railroad empire to grow. The RealTrax system includes 72 different components for maximum expansion capabilities. You'll find bridges, curves of all sizes, elevated and graduated trestles, crossovers, and every straight and curved configuration you'll need to create your own model railroad empire. And every piece of RealTrax is rugged, realistic, and reliable so you can have fun running your trains.

Rugged

Because most toy train empires begin on a carpet or floor, RealTrax is designed to hold up to the rigors of childhood play. Strong snap-together connections make it easy to assemble or change a layout in minutes. And the built-in roadbed helps keep dirt on the floor away from the wheels and gears of your trains.



Realistic

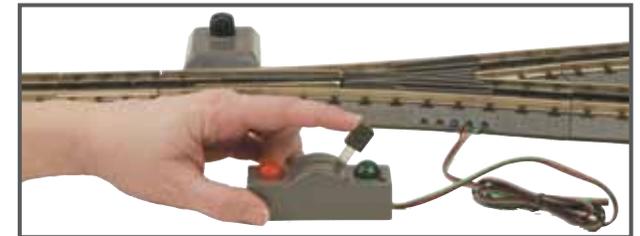
With its realistic crossties and ballasted roadbed, RealTrax looks like the mainline track used by heavy freights and high-speed passenger trains. Unlike older O gauge track with a round cross section, RealTrax uses flat-top "T"-rail like a real railroad.

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.

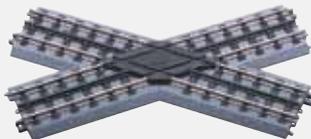
RealTrax switches feature the same durable construction as regular RealTrax sections and utilize long-lasting switch motors that provide precise throws every time. The reversible motor mechanism quickly snaps onto the other side of the switch if space is a problem. No disassembly of the switch is required! 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 \$24.99



RealTrax - 45* Crossover Track
40-1007 \$24.99



RealTrax - Operating Track Section
40-1008 \$29.95

Straight & Curved Track Sections



RealTrax - 30" Straight Track Section
40-1019 \$12.99



RealTrax - 10" Ground Track (2 pieces per pack)
40-1068-2 \$8.99
(features removable jumper connecting 2 outer rails)



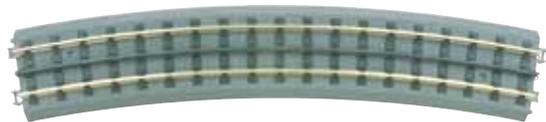
RealTrax - 10" Straight Track Section
40-1001 \$4.49



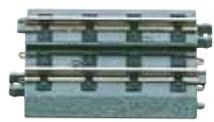
RealTrax 5.0" Track Section
40-1016 \$3.99



RealTrax 5.5" Track Section
40-1012 \$3.99



RealTrax- O-82 Curved Track Section
40-1082 \$5.99



RealTrax - 3.5" Track Section
40-1018 \$3.99



RealTrax - 4.25" Track Section
40-1017 \$3.99



RealTrax- O-72 Curved Track Section
40-1010 \$5.99



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 \$3.99



RealTrax - O-54 Curved Track Section
40-1054 \$4.99



RealTrax - Adapter Track Section
40-1011 \$8.99



RealTrax - O-31 Curved Track Section
40-1002 \$4.49

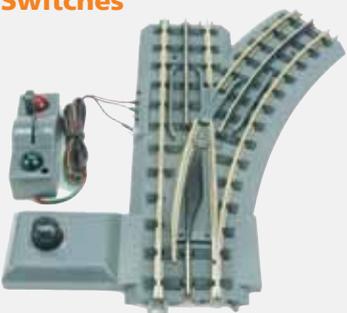


RealTrax - O-72 Half Curved Track Section
40-1049 \$4.99



RealTrax - O-42 Curved Track Section
40-1042 \$4.99

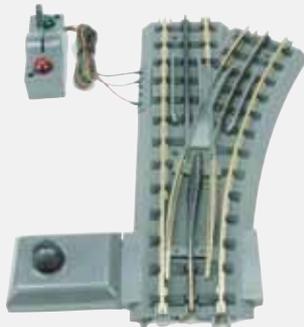
Switches



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



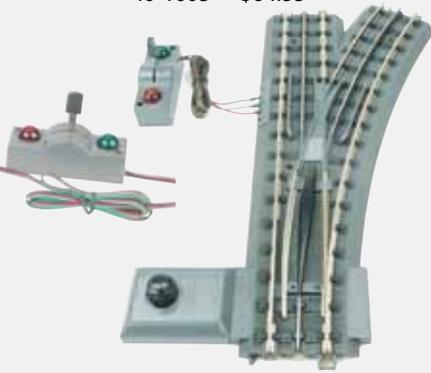
RealTrax - O-42 Switch (RH)
40-1044 \$74.95



RealTrax - 10" Insulated Straight Track Section Set
40-1029 \$8.99



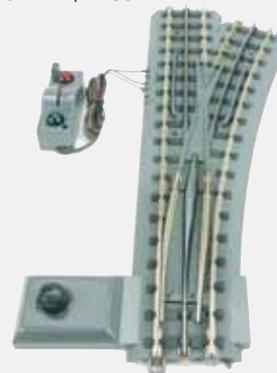
RealTrax- O-72 Wye Switch
40-1068 \$89.95



RealTrax - O-54 Switch (RH)
40-1055 \$79.95



RealTrax - O-54 Switch (LH)
40-1056 \$79.95



RealTrax - O-72 Switch (RH)
40-1020 \$89.95



RealTrax - O-72 Switch (LH)
40-1021 \$89.95



RealTrax - 4-Piece Add-On Catenary System
40-1036 \$79.95

RealTrax - 8-Piece Catenary System
40-1035 \$149.95

The RealTrax® Catenary System and RealTrax Catenary Expander are O Gauge's only ready-to-use catenary systems that setup in minutes! Simply position the authentic-looking catenary poles and wires per your layout's requirements, and enjoy the realism of a fully functional easy-to-use catenary system.

8-Piece System Features:

- Compatible with RealTrax® or any other O-Gauge Track
- Removable RealTrax® Lock-On Base Connection
- Thumbscrew Power Terminals
- Adjustable Pole Spacing
- Adjustable Messenger Beam Height
- Adjustable Wire Positioning
- Base Mounting Screws Included

Catenary Hardware Pack

40-1039 \$19.95

This Pack Contains: (4) Messenger Expander Plates, (4) Messenger Extension Plates, (16) Screws, (16) Star Lock-Washers, (16) Nuts



100 WATT POWER SUPPLY!

Power & Track Pack
40-1071 \$159.95



Bridges Now Compatible with Lionel® Fastrack™

- O Steel Arch Bridge - Rust**
40-1103 \$69.95
- O Steel Arch Bridge - Silver**
40-1101 \$69.95
- O Steel Arch Bridge - Black**
40-1105 \$69.95



O Subway Trestle Bridge
40-1048 \$29.95

- O Bridge Girder - Rust**
40-1104 \$29.95
- O Bridge Girder - Silver**
40-1102 \$29.95
- O Bridge Girder - Black**
40-1106 \$29.95



- O 2-Track Bridge Girder - Rust**
40-1110 \$34.95
- O 2-Track Bridge Girder - Silver**
40-1108 \$34.95
- O 2-Track Bridge Girder - Black**
40-1112 \$34.95



- O 2-Track Steel Arch Bridge - Rust**
40-1109 \$99.95
- O 2-Track Steel Arch Bridge - Silver**
40-1107 \$99.95
- O 2-Track Steel Arch Bridge - Black**
40-1111 \$99.95



Tunnel Portal - Single
40-9014 \$14.95



Tunnel Portal - Double
40-9015 \$19.95



RealTrax - 24-Piece Graduated Trestle System
40-1033 \$54.95

RealTrax - 24-Piece Graduated Trestle System For Lionel Fastrack
40-1113 \$54.95

RealTrax - 8-Piece Elevated Trestle System
40-1034 \$34.95

RealTrax - 8-Piece Elevated Trestle System For Lionel Fastrack
40-1134 \$34.95



8 Piece Elevated Subway Trestle Set
40-1047 \$34.95



8 Piece Elevated Subway Trestle Set For Lionel Fastrack
40-1157 \$34.95



RealTrax - Lighted Lockon
40-1003 \$5.99



RealTrax - Track Activation Device (I.T.A.D.)
40-1028 \$24.95
(Allows passing train to activate signals or trackside accessories)



RealTrax - Non-Slip Track Pads (50/pack)
40-1046 \$7.95



RealTrax - Track Clips (24)
40-1041 \$7.95

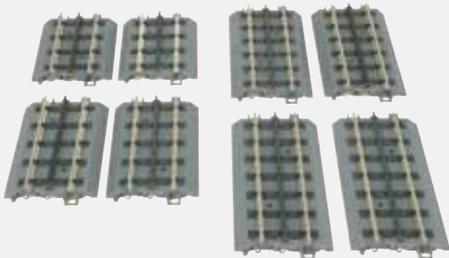


RealTrax Track Cleaning Block
40-1099 \$17.99



RealTrax - Lighted Bumper
40-1024 \$14.95

Layout Builders



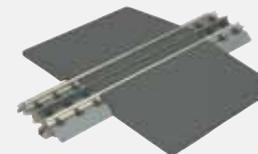
RealTrax - Layout Builder (8 Pcs)
40-1023 \$29.95
(Contains: (2) 3.5" Half Tracks, (2) 4.25" Half Tracks, (2) 5.0" Half Tracks, (2) 5.5" Half)



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

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

Locomotive Scale Coupler Kits:



No. 805 Kadee Coupler & Draft Gear Box Set

20-89019 \$3.90

No. 804 Kadee Coupler & Draft Gear Box Set (Plastic)

20-89018 \$3.90



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 \$17.95

Railking 3-Rail Roller Bearing Freight Car Two Truck Pack

30-89002 \$17.95



Premier 3-Rail Bettendorf Freight Car Two Truck Pack

20-89003 \$17.95

Premier 3-Rail Roller Bearing Freight Car Two Truck Pack

20-89004 \$17.95



Premier 2-Rail

2-Rail Lightweight Passenger Car Two Truck Pack*

20-89007 \$29.95



2-Rail Heavyweight Passenger Car Two Truck Pack*

20-89014 \$29.95



2-Rail 64' Woodsided Passenger Car Two Truck Pack*

20-89012 \$29.95



2-Rail Bettendorf Caboose Truck Pack*

20-89015 \$19.95



2-Rail Bettendorf Freight Car Two Truck Pack

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2-Rail Roller Bearing Caboose 2-Truck Pack*

20-89016 \$19.95



2-Rail CA-1 Caboose 2-Truck Pack

20-89017 \$19.95



2-Rail Roller Bearing Freight Car Two Truck Pack

20-89002 \$19.95



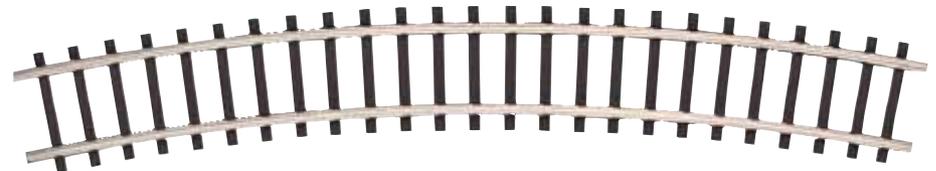
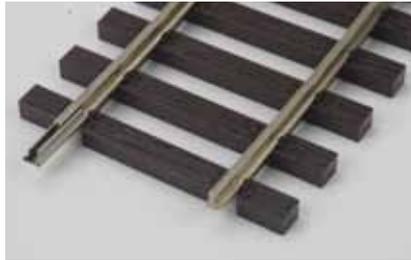
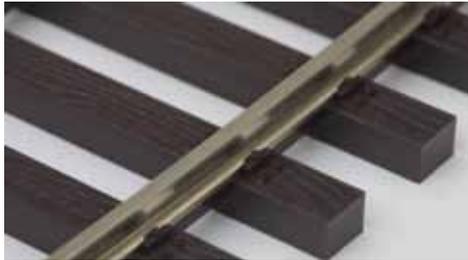
*Includes Removable 3-Rail Couplers

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

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



ScaleTrax - 2-Rail 17" (444.1mm) Straight Track Section
45-2017 \$3.99



ScaleTrax - 2-Rail 36" (914.4mm) Radius Curved Track Section
45-2036 \$4.99



ScaleTrax - 2-Rail 22" (558.4mm) Radius Curved Track Section
45-2022 \$4.99



M&M'S® Brand - Country Passenger Station
30-90456 \$69.95



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RailTown - Country Passenger Station
30-90455 \$64.95

Accessories



M&M'S® Brand - Lighted Billboard
30-90457 \$34.95



Budweiser - Lighted Billboard
30-90208 \$34.95

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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



30-75406 MTHRRRC 4-Bay Cylindrical Hopper Car
RailKing Membership is \$50.00

PREMIER MEMBERSHIP



20-98874 MTHRRRC Railgon Gondola Car with Coil Steel Load
Premier Membership is \$55.00

LIONEL CORP. STD. GAUGE MEMBERSHIP



11-30133 Lionel Corp. No. 214 Std. Gauge Box Car
Lionel Corp. 500 Series Membership is \$120.00

TINPLATE O GAUGE MEMBERSHIP



10-8083 MTHRRRC No. 2813 O Gauge Cattle Car
Tinplate 2800 Series Membership is \$90.00

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10-2242 MTHRRRC No. 214 Std. Gauge Box Car
Tinplate 500 Series Membership is \$120.00

LIONEL CORP. O GAUGE MEMBERSHIP



11-70077 Lionel Corp. No. 2813 O Gauge Cattle Ca
Lionel Corp. 2800 Series Membership is \$90.00

BASIC MEMBERSHIP

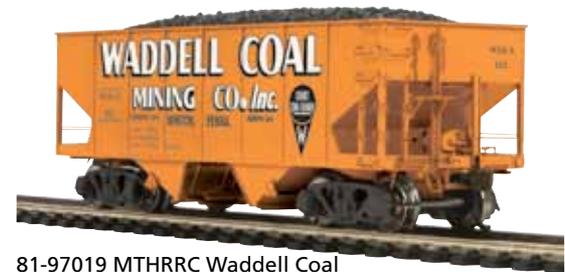
60-1000 - The Basic Club Membership does not include a club car
Basic Membership is \$25.00

ONE-GAUGE MEMBERSHIP



70-78036 MTHRRRC Merchants Dispatch 40' Reefer Car
One-Gauge Membership is \$100.00

HO MEMBERSHIP



81-97019 MTHRRRC Waddell Coal
USRA 55-Ton Steel Twin Hopper Car
HO Membership is \$30.00



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

As a member of the M.T.H. RailRoders 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.

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.

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.



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 MTHRC 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.

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

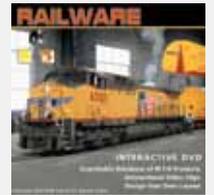
Club Members get all M.T.H. catalogs earlier than other mailing list members, via First-Class mailings, so they can order from their local train store before the best items are sold out.



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

MTH Promotional DVD

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



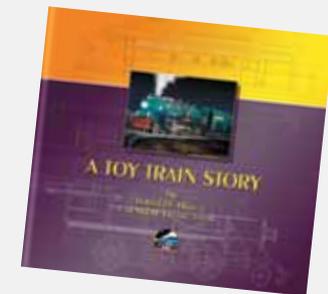
Previous Year Club Cars

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



A Toy Train Story

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)!



www.mthtrains.com

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



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.



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.

7 WHAT'S NEW?

New arrivals and other news are posted frequently on our home page.

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!

8 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.

MTHRRC Railroad Club Members get access to unique pages and opportunities on the M.T.H. website. Once you've logged in you'll enjoy a wide variety of features that aren't available to regular visitors including discounts in the **M.T.H. Online Store**, a **Personalized Homepage that includes links to your Videos, Photo Gallery, Twitter and Facebook feeds, mthtrains.com Email, Wishlist, Train Roster, Friends List and much more.**



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No's 6,457,681 B1 (sound system), 6,457,681 B1 (Proto-Speed Control™), 6,604,641 (Proto-Coupler™), 7,210,656 (Sound), 6,662,917 (Z/3Rail), 7,210,656 (Internet Downloads, Music & Doppler), 6,655,640 (Smoke Synchronization)
M.T.H.'s RealTrax® has received U.S. Patent No. 6,019,289.
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