

2013 Volume 2

RailKing & Premier O-Gauge Trains



EMT
ELECTRIC TRAINS®

Fourth Annual Blue Comet Award

Four 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.” In large part, this annual competition arose out of a concern that we were not attracting enough new, younger participants to keep our scale alive and vibrant. Our Blue Comet Award for 2013 goes to the **Somerset County (NJ) 4-H Trainmasters**, for setting a gold standard in how to attract and keep young members of our hobby.

Kids run the shows



Somerset County 4-H Trainmasters

The Trainmasters' entry describes their unique approach to train shows: “Our observation has been that the vast majority of model train clubs are run by adults. But when guests enter our display, they see our youth members running the show: controlling trains, working in the yards, fixing problems, and modifying their individual modules on the club layout.

“The result is that instead of seeing something that is many years beyond their reach, families and youngsters can visual-

ize themselves involved in this hobby at a young age. Kids speak with their peers — our Trainmaster kids. Parents and grandparents speak with the young Trainmasters, and they relate this to how their children will be able to enjoy model railroading. And they get immediate answers from both our Trainmasters and adult leaders to questions like ‘Where do I begin?’ and ‘How do I continue?’”

It's what the club does when they're not at shows that makes this possible. Each Trainmaster goes through a five-year program that helps them learn all facets of model railroading: building a 3-rail module in year one; adding scenery in year two; painting a freight car in year three, including airbrushing and decaling; constructing a kit in year four (usually a building); and learning railroad operations in year five, while adding a siding or passing track to their module.

In 2012, the Trainmasters' 13th year of operation, their 30' x 56' modular layout was displayed to nearly 70,000 people at the Somerset County 4-H Fair in Bridgewater, NJ and other train shows. Thirty-four Trainmasters from ages 10-18 participated in the program; the club has a waiting list for the 5-6 new members it is able to accept each year.

As Doug Pitney, one of the Trainmasters' eight adult leaders, notes, “In keeping with the whole 4-H experience, our ultimate goal is to help our kids develop self-confidence, in whatever venue works for them. With our members, the venue happens to be model railroading. Beyond the skills needed to build and operate a layout, they're learning to talk and interact with their peers, adults, and the public at large — skills that will help them in whatever they do.”



Somerset County 4-H Trainmasters

Runners-Up

Again this year, we had an abundance of terrific Blue Comet entries, and we have decided to honor two runners-up with Honorable Mention awards: the **River City 3-Railers** in Midlothian, VA and **Lawrence Goodridge's Tri-State Coal Mountain Traveling Railroad** in Lakeside Park, KY.



Tri-State Coal Mountain Traveling Railroad

The 12 members of the River City 3 Railers reached over 46,000 people in the Richmond, VA area last year, in 37 days of public displays at Richmond's children's and science museums, county and village fairs, and a storefront display during the holiday season. Their modular layout includes a carnival with operating roller coaster and a 6' bridge inspired by the B&O's Port Royal Viaduct. The club noted that “handing the throttle to visitors and moving from a ‘look but don't

— Teach Your Children Well



River City 3-Railers

touch' mentality to 'here, you run the train' approach has been very successful for us. Many guests have returned and brought one of their own trains to run. It is a special treat for us to see a visitor's delight in running their own train on 'the big layout.'"

Lawrence Goodridge decided that "after 35 years of model railroading on permanent layouts, I felt the need to share the O gauge experience." He built a portable 4' x 16' layout that he could transport and set up by himself, and became a one-man band promoting O gauge at train shows and retirement homes in Ohio and Kentucky. Last year Lawrence reached about 3500 visitors with his portable layout and hosted another 400 at his two home layouts.



River City 3-Railers



River City 3-Railers

Honorary Blue Comet Award

For many of us, our interest in model railroading was sparked by a parent or other adult who loved trains. For Marty Horning, it was the other way around. From early childhood, his son Mat was wild about trains — and if Mat liked something, that was good enough for Marty. At the age of 9, Mat was a member of the Northwest Jersey Hi-Railers when the club lost its layout space. Unbeknownst to his dad, Mat offered the club space in the factory building that his dad and his partner Bernie Callen, Mat's uncle, had just bought for their manufacturing business. When Marty and Bernie found out, they honored the commitment.

Marty, however, was not one to do things halfway. To help the club get back on its feet, he purchased a large, half-built layout from a bankrupt mansion owner and hired a crane to lift it into the top floor of his factory. But even the large 20' x 35' layout looked tiny in the huge factory space, so over the following decade, Marty and Bernie financed the building of one of the nation's largest O gauge model railroads — what became the 185' x 40' NJ Hi-Railers, winner of the very first Blue Comet Award. Along the way, they always helped the club members do things in a big way. When the custom bridge builder they had used for some of their most dramatic structures went out of business, Marty and Bernie bought a laser cutter so members could make their own. And their hospitality was legendary, especially Trainstock, the feast for the faithful the club continues to host each January.



Marty Horning with his son Mat

Sadly, Marty Horning passed away from pancreatic cancer this past February. In honor of his commitment to our hobby and the joy he took in helping others build a larger-than-life model railroad and share it with so many of us, we have presented an Honorary Blue Comet Award to Marty's family.

And now, we invite you to turn the page and see for yourself what we have to offer in this, our 33rd 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.

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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

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www.mthtrains.com

Benefits

From Other M.T.H. Product Lines



HO TRAINS THAT DO MORE

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

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

Our HO engines were the first to offer Proto-Sound® 3.0, the only sound and control system compatible with both our own DCS system

and the DCC command control system popular with 2-rail modelers around the globe. Proto-Sound 3.0 is now standard in our entire O gauge lineup. 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.

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!

About Our Product Lines

In this catalog you'll find two of the six 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 3.0 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. 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.

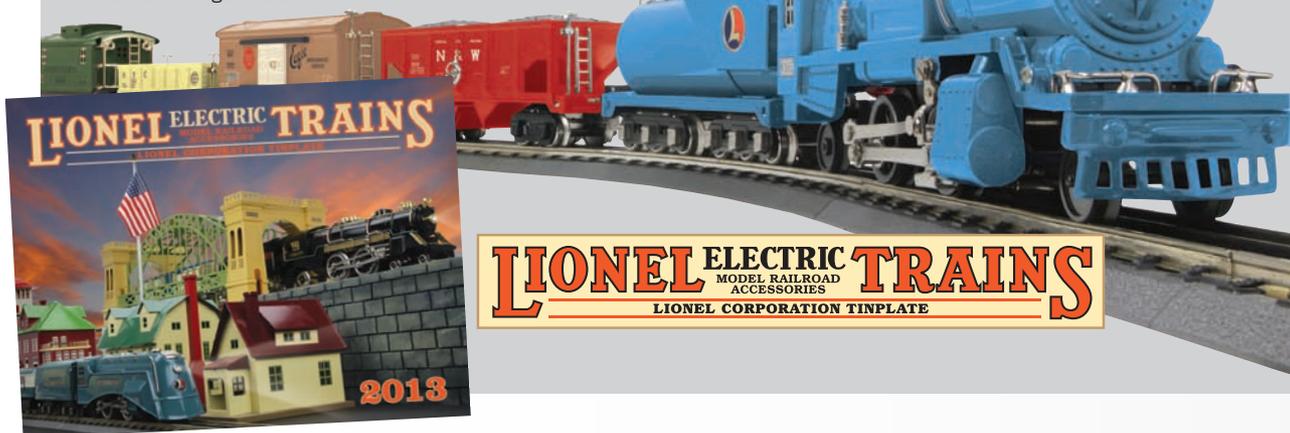
The **M.T.H. HO** product line features locomotives sporting the absolute latest in cutting-edge digital electronics for the HO market.

MTH S Gauge, our newest venture, will soon offer the excitement of puffing smoke, digital sound, and DCS command control for the first time in superbly detailed 1:64 scale models.



Celebrate Lionel Corporation Tinplate!

Modelers in other scales can celebrate Lionel Corporation Tinplate, the newest M.T.H. product line, with O and Standard Gauge locomotives and freight cars.



Proto-Sound® 3.0

The Richest Set of Features in Model Railroading

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

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.

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



VIVID ENGINE SOUNDS

Proto-Sound features crystal-clear digital sounds. 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 — play a steam engine quillable whistle as if you were pulling the whistle cord!

STATION SOUNDS

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

EXTRAORDINARY SLOW SPEED CAPABILITY

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

UNMATCHED SPEED CONTROL

The Proto-Speed Control™ built into Proto-Sound 3.0 acts like the cruise control on a car, keeping your train moving at the

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 throttle setting — 37 scale miles per hour, for example — will move at virtually the same speed. This makes it easy to double or even triple-head nearly any combination of Proto-Sound 2.0 and 3.0 locomotives.

GREAT SMOKE

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



SYNCHRONIZED CHUFF AND PUFF

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

BRAKE SOUNDS

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

FULL COMPATIBILITY WITH ALL OPERATING SYSTEMS

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

BI-DIRECTIONAL COMMUNICATION

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

OPERATE 'EM ALL

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

PROTO-SOUND 3.0 DCC FUNCTIONALITY

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

Proto-Sound 3.0 DCC Features

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

Steam Features

- Headlight/Tail light
- Bell
- Whistle
- Start-up/Shut-down
- Passenger Station/Freight Yard Sounds
- All Other Lights (On/Off)
- Master Volume
- Front Coupler
- Rear Coupler
- Forward Signal
- Reverse Signal
- Grade Crossing
- Smoke On/Off
- Smoke Volume
- Idle Sequence 3
- Idle Sequence 2
- Idle Sequence 1
- Extended Start-up
- Extended Shut-down
- Labor Chuff (1)
- Drift Chuff (1)
- One Shot Doppler
- Coupler Slack
- Coupler Close
- Single Horn Blast
- Engine Sounds
- Brake Sounds
- Cab Chatter
- Feature Reset
- Train Marker (2)
- Train Operation (2)

(1) Not Included On European Steam Locomotives

(2) Found Only On European Steam Locomotives

Diesel/Electric Features

- Head Light/Tail Light
- Bell
- Horn
- Start-up/Shut-down
- Passenger Station/Freight Yard Sounds
- All Other Lights (On/Off)
- Master Volume
- Front Coupler
- Rear Coupler
- Forward Signal
- Reverse Signal
- Grade Crossing
- Clickety Clack (On/Off)
- Idle Sequence 4 (1)
- Idle Sequence 3 (2)
- Idle Sequence 2
- Idle Sequence 1
- Extended Start-up
- Extended Shut-down
- Rev Up (6)
- Rev Down (6)
- One Shot Doppler
- Coupler Slack
- Coupler Close
- Single Horn Blast
- Engine Sounds
- Brake Sounds
- Cab Chatter
- Feature Reset
- Smoke On/Off (3)
- Smoke Volume (3)
- Panto Auto/Manual (4)
- Front Panto Up/Down (4)
- Rear Panto Up/Down (4)
- Train Marker (5)
- Country Selection (5)

(1) Found Only On Diesel Locomotives w/o Smoke

(2) Not Included On Electrics

(3) Found Only On Diesel Locomotives w/Smoke

(4) Found Only On Electric Locomotives

(5) Found Only On European Electric Locomotives

(6) Not Included On European Electric Locomotives



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.



Simply to Run

It can run over 4200* Proto-Sound® 2.0 & 3.0 engines and every TMCC®, EOB, or Legacy™ engine ever made — and run 99 of them at the same time, on the same track, independently, in command mode.

It can also **RUN ALL CONVENTIONAL AC LOCOMOTIVES** without the purchase of any additional hardware.

With the addition of an Accessory Interface Unit (AIU), it can **OPERATE ANY 0 SCALE ACCESSORY OR SWITCH**. It can create scenes and routes that are triggered with one push of a button.

WHAT CAN YOUR REMOTE DO?

Remote Shown
Actual Size

* Number of different Proto-Sound 2.0 and 3.0 engines cataloged through the 2013 Volume 2 Catalog.

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

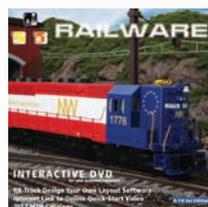
the Best Way a Railroad™

Command Control Explained

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

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

Learn More About It



TRY IT at your local DCS Demo Center

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

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

DCS COMMANDER: Get into DCS on a budget

Ideal for small layouts running two or three Proto-Sound 2.0 or 3.0 locomotives. Learn more about it using 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 (without power supply)
50-1028 \$149.95



DCS Remote Commander Set
50-1033 \$49.95



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 \$109.95



Proto-Sound 2.0 Battery Charger
50-1019 \$16.95



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



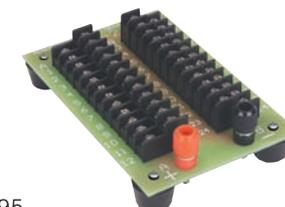
Proto-Sound Battery
50-1008 \$11.95



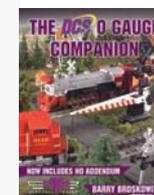
TIU/Barrel Jack Adapter Cable
50-1017 \$9.95



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



24-Port Terminal Block
50-1020 \$34.95
12-Port Terminal Block
50-1014 \$24.95



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

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 with 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 different 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 Northern

steam



Features

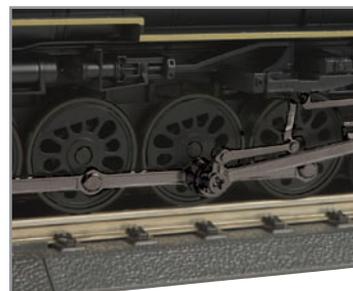
- Die-Cast Metal Chassis
- Metal Wheels and Axles
- Metal Handrails and Bell
- Metal Whistle
- Operating Marker Lights
- Die-Cast Boiler and Tender Body
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Colorful Paint Scheme
- Remote Controlled Proto-Coupler™
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Engineer and Fireman Figures
- Real Coal Load*
- Precision Flywheel-Equipped Motor
- Wireless Drawbar
- 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 0-31 Curves

*Except Santa Fe

Did You Know?

The Santa Fe 2900-class weighed in at a massive 510,150 lbs. — 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.

IMPERIAL
SERIES



The heaviest straight passenger locomotive ever produced, the famous Santa Fe 4-8-4 Northern epitomized steam power. The steeply 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 equipped with Proto-Sound 3.0 and its unmatched, industry-leading features.



Santa Fe - 4-8-4 Imperial Northern Steam Engine

30-1604-1 Proto-Sound 3.0 \$459.95



Reading - 4-8-4 Imperial Northern Steam Engine

30-1605-1 Proto-Sound 3.0 \$459.95



Chessie - 4-8-4 Imperial Northern Steam Engine

30-1606-1 Proto-Sound 3.0 \$459.95



Great Northern - 4-8-4 Imperial Northern Steam Engine

30-1607-1 Proto-Sound 3.0 \$459.95

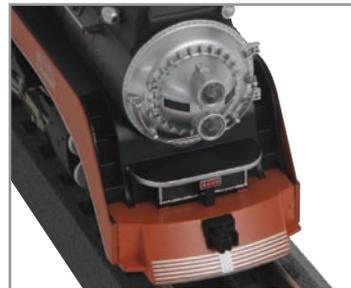
4-8-4 GS-4 Northern steam



Features

- Die-Cast Boiler and Tender Body
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- Operating MARS Light
- Die-Cast Truck Sides
- Precision Flywheel-Equipped Motor
- Locomotive Speed Control
- Remote Controlled Proto-Coupler
- Engineer and Fireman Figures
- Operating Firebox Glow
- Wireless Drawbar
- Metal Handrails and Decorative Horn
- Synchronized Puffing ProtoSmoke System
- Operating Tender Back-up Light
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Unit Measures: 21 1/2" x 2 5/8" x 3 3/8"
- Operates On O-31 Curves

IMPERIAL
SERIES



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

The Daylights linked Los Angeles and San Francisco "in a glorious daylight trip, streaking along the Pacific Ocean for more than a hundred breathless miles." Travelers were invited to "Step inside the Daylight and see the beauty and luxury that have already won the West. Notice the wide, soft seats in the coaches. They are cushioned with sponge rubber and turn to face the extraordinarily large windows." Presenting a glorious streak of orange and red from locomotive to observation car, the Daylights were a sharp departure from the SP's normal dark olive passenger cars.

Leading the trains were the Southern Pacific's class GS (for "Golden State") Northerns, arguably among the handsomest steam engines ever built. Constructed by Lima Locomotive Works, inventor of the super-power concept, the Daylight 4-8-4s had the combination of power and speed that characterized steam power at its zenith. Built in 1936, the single-headlight GS-2's were the first Daylight locomotives. Class GS-4 engines, delivered in 1941 and 1942, were among the last and best-looking of the breed, with tall 80" drivers and a large Mars light complementing the headlight. In addition to handling premier passenger trains, the Daylight 4-8-4s were regularly used in high-speed freight service on the San Francisco-Los Angeles Overnight.

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

Relive the glory years of Daylight passenger service with these smooth-running 4-8-4s outfitted with RailKing Imperial features that include marker light housings with individual LED illumination; authentic, legible builder's plates; additional grab irons; operating firebox glow; cab interior lighting; painted backhead gauges; separate tender ladders; and safety chains for the tender trucks.



Southern Pacific - 4-8-4 Imperial GS-4 Northern Steam Engine
 30-1618-1 Proto-Sound 3.0 \$459.95

Add A Matching Passenger Set
See Page 73



Southern Pacific - 4-8-4 Imperial GS-4 Northern Steam Engine
 30-1620-1 Proto-Sound 3.0 \$459.95

Add A Matching Passenger Set
See Page 73



Southern Pacific - 4-8-4 Imperial GS-4 Northern Steam Engine
 30-1619-1 Proto-Sound 3.0 \$459.95



Southern Pacific - 4-8-4 Imperial GS-4 Northern Steam Engine
 30-1621-1 Proto-Sound 3.0 \$459.95

Add A Matching Passenger Set
See Page 73

4-6-4 Dreyfuss

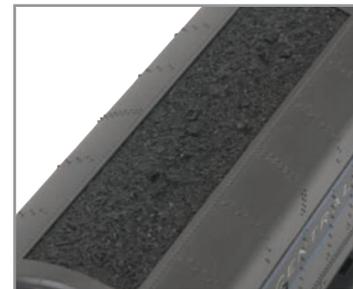
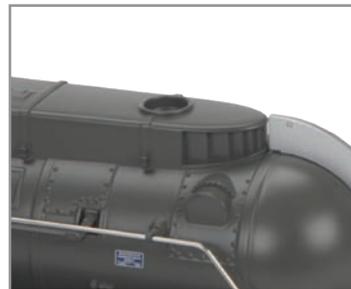
steam



Features

- Die-Cast Boiler and Tender Body
- Die-Cast Metal Chassis
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Precision Flywheel-Equipped Motor
- Metal Handrails
- Decorative Metal Whistle
- Wireless Drawbar
- Remote Controlled Proto-Coupler
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Authentic Paint Scheme
- Real Coal Load
- Engineer and Fireman Figures
- Proto-Sound 3.0 With The Digital Command System Featuring: Passenger Station Proto-Effects
- Unit Measures: 21 1/4" x 2 1/2" x 3 3/8"
- Operates On O-31 Curves

IMPERIAL
SERIES





New York Central - 4-6-4 Imperial Dreyfuss Steam Engine (1940)
 30-1617-1 Proto-Sound 3.0 \$449.95

Add A Matching Passenger Set - See Page 72

As public interest in aerodynamics increased in the 1930s, the railroads faced pressure to be — or at least look — faster and more modern. Their answer was the streamliner, a smooth cover for the utilitarian and bulky steam engine. Henry Dreyfuss's 1938 design for the New York Central's Hudson was one of the twentieth century's most successful efforts at streamlining a steam engine. Rather than replicating the shroud-like drapes previous designers had used to cover, and try to disguise, the

steam engines, Dreyfuss chose to work with the lines of the engine itself. He left most of the lower running gear exposed to make routine maintenance easier to perform, and he kept the shape of the cover close to the engine's body. It was his elegant, sleek touches — the spherical front, covered domes, and extended tender — that gave this handsome streamliner its distinctively modern look and made it the symbol of the NYC, used in emblems and advertising for years to come

Did You Know?

Ten J-3 Hudsons, numbered 5445-5454, were given the distinctive Dreyfuss shrouding.



New York Central - 4-6-4 Imperial Dreyfuss Steam Engine (1938)
 30-1616-1 Proto-Sound 3.0 \$449.95

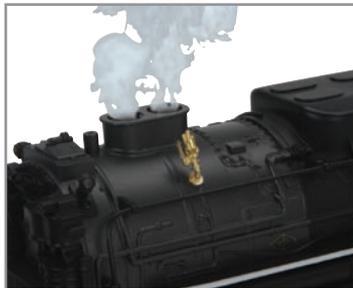
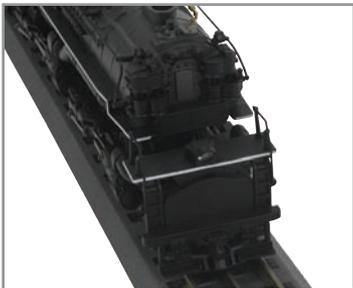
Add A Matching Passenger Set - See Page 73

2-6-6-6 Allegheny steam

Features

- Die-Cast Boiler and Tender Body
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- (2) Precision Flywheel-Equipped Motors
- Remote Controlled Proto-Coupler
- Metal Handrails
- Operating Tender Back-up Light
- Locomotive Speed Control In Scale MPH Increments
- Engineer and Fireman Figures
- Real Coal Load
- Colorful Paint Scheme
- Wireless Drawbar
- Synchronized Puffing ProtoSmoke System
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 27 3/8" x 2 5/8" x 3 5/16"
- Operates On 0-31 Curves

IMPERIAL
SERIES





Western Maryland - 2-6-6-6 Imperial Allegheny Steam Engine
30-1615-1 Proto-Sound 3.0 \$699.95

By 1940, the C&O was looking for some new muscle to push, pull, and drag coal loads over the mountains between West Virginia and the eastern seaboard. Lima Locomotive Works knew they could design something that would fill the C&O's needs even better than the big-boilered Texas 2-10-4s the railroad considered buying. The resulting locomotive was the 2-6-6-6 Allegheny (named for the tough mountain range it had to conquer), first delivered in 1941. The six-wheeled trailing truck that gave this locomotive a new wheel design was necessary because the firebox was located completely behind the drivers.



Chesapeake & Ohio - 2-6-6-6 Imperial Allegheny Steam Engine
30-1612-1 Proto-Sound 3.0 \$699.95

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



Virginian - 2-6-6-6 Imperial Allegheny Steam Engine
30-1613-1 Proto-Sound 3.0 \$699.95



Duluth Missabe & Iron Range - 2-6-6-6 Imperial Allegheny Steam Engine
30-1614-1 Proto-Sound 3.0 \$699.95

Did You Know?

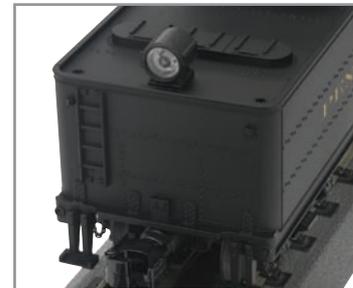
Almost half the Alleghenies, which the War Production Board allowed to continue being built throughout World War II, were equipped with steam heat and signal lines for passenger service. These were sometimes used for troop trains.

0-8-0
steam



Features

- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- (2) Remote Controlled Proto-Couplers
- Precision Flywheel-Equipped Motor
- Metal Handrails and Bell
- Metal Whistle
- Die-Cast Boiler and Tender Body
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Operating Tender Back-up Light
- Wireless Drawbar
- Synchronized Puffing ProtoSmoke System
- Real Coal Load
- Engineer and Fireman Figures
- Locomotive Speed Control
 - In Scale MPH Increments
- Proto-Sound 3.0 With The Digital Command System Featuring
 - Freight Yard Proto-Effects
- Unit Measures: 18 1/2 " x 2 1/2 " x 3 3/4"
- Operates On 0-31 Curves



Switch engines are an essential, specialized piece of railroad equipment that look quite different from their kin that work the mainline. Because of the nature of their work, moving cars around railroad yards, switch engines spent much of their time waiting for their assignments, so steam switchers needed smaller fireboxes, boilers, and tanks than road steamers. Thanks to the two extra drivers, the 0-8-0 switcher was able to do much heavier work than its smaller 0-6-0 counterpart, so it generally took over switching duties in large yards.

The RailKing 0-8-0 is perfect for working the yard of any twentieth century steam-era layout. This sturdy all die-cast model comes in the markings of four exciting roadnames.



Norfolk & Western - 0-8-0 Imperial Steam Engine
30-1608-1 Proto-Sound 3.0 \$429.95



Pennsylvania - 0-8-0 Imperial Steam Engine
30-1609-1 Proto-Sound 3.0 \$429.95



Western Maryland - 0-8-0 Imperial Steam Engine
30-1610-1 Proto-Sound 3.0 \$429.95



New Haven - 0-8-0 Imperial Steam Engine
30-1611-1 Proto-Sound 3.0 \$429.95

4-6-0 Ten Wheeler

steam



Features

- Die-Cast Boiler and Chassis
- Metal Wheels and Axles
- Precision Flywheel-Equipped Motor
- Metal Handrails and Bell
- Metal Whistle
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Wireless Drawbar
- Remote Controlled Proto-Coupler
- Synchronized Puffing ProtoSmoke System
- Colorful Paint Scheme
- Locomotive Speed Control In Scale MPH Increments
- 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



Add Matching Passenger and Freight Cars
See Pages 46-50 and 71

Circus - 4-6-0 Ten Wheeler
30-1585-1 Proto-Sound 3.0 \$449.95

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 2013 decorated in a spectacular Circus theme and featuring the incredible speed control, variable smoke output, and digital sound quality of ProtoSound 3.0.



2-10-0 Decapod

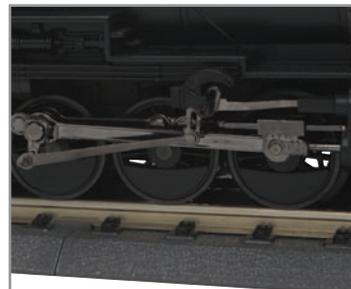
steam



Features

- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Precision Flywheel-Equipped Motor
- Metal Handrails and Bell
- Metal Whistle
- Die-Cast Boiler and Tender Body
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Operating Tender Back-up Light
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Engineer and Fireman Figures
- Real Coal Load
- Wireless Drawbar
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 21 9/16" x 2 1/2" x 3 3/4"
- Operates On 0-31 Curves

IMPERIAL
SERIES





2-10-0 Imperial Decapod Steam Engine
30-1626-1 Proto-Sound 3.0 \$459.95



2-10-0 Imperial Decapod Steam Engine
30-1627-1 Proto-Sound 3.0 \$459.95



2-10-0 Imperial Decapod Steam Engine
30-1628-1 Proto-Sound 3.0 \$459.95

By the 1910s, the Pennsylvania Railroad was hauling coal and ore by the tons, and it sought a more efficient way to do so than double-heading 2-8-2 engines. Thus was born the monstrous I Class 2-10-0 Decapod. It dwarfed all previous 2-10-0s, weighing in at 386,100 pounds, with a power output 41% higher and steam consumption 12% lower than the Mikados that were previously assigned to coal and ore duty. Pennsy heartily approved of the new design and ultimately had the Baldwin and Juniata shops build 598 Class 11s.

These hulking engines were designed specifically for use in the mountainous Allegheny region of western Pennsylvania,

and they hauled freight through that area like nothing the PRR had seen before. The typical assignment called for two Decapods at each end of every freight train, and despite their enormous size and weight, they were allowed to move at up to fifty miles per hour.

M.T.H. is proud to bring the ground-shaking power of the Pennsylvania 2-10-0 to your railroad with Proto-Sound 3.0 and an all-new wireless drawbar.

4-6-6-4 Challenger

steam



Features

- Die-Cast Boiler and Tender Body
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Remote Controlled Proto-Coupler
- Engineer and Fireman Figures
- Operating Firebox Glow
- Real Coal Load*
- Metal Handrails and Bell
- Metal Whistle
- Operating Marker Lights
- Synchronized Puffing ProtoSmoke System
- Operating Tender Back-up Light
- Wireless Drawbar
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 25 1/2" x 2 5/8" x 3 7/8"
- Operates On O-31 Curves

**Where Prototypical*





4-6-6-4 Imperial Challenger Steam Engine
30-1622-1 Proto-Sound 3.0 \$699.95



4-6-6-4 Imperial Challenger Steam Engine
30-1623-1 Proto-Sound 3.0 \$699.95



4-6-6-4 Imperial Challenger Steam Engine
30-1624-1 Proto-Sound 3.0 \$699.95



4-6-6-4 Imperial Challenger Steam Engine
30-1625-1 Proto-Sound 3.0 \$699.95

The first Challengers were conceived in 1936 as fast freight engines to replace the Union Pacific's fleet of three-cylinder 4-12-2 locomotives. With an extra center cylinder for added power and a top speed of 45 mph, the 4-12-2s had been successful freight engines when built in 1926. But a decade later they were considered slow and difficult to maintain. So American Locomotive Works (Alco) was commissioned to build what became one of the most successful fleets of articulated engines on any railroad. Forty Challengers were built in the 1930s. The pressure of wartime traffic brought an order for 65 more with bigger tenders and many minor improvements.

The Challengers were steam power at its zenith. They incorporated all the technology that represented super-power steam, including roller bearings on all axles and drive rods — but none of the foolishness that characterized some of the desperate efforts to save steam in the post-war years. Most Challengers were assigned to freight duty, but a number were designated for passenger service, hustling 20-car trains across mountains and deserts to California and Oregon at speeds up to 70mph.

It was in a roundabout way that six Challengers ordered by the UP ended up hauling coal through the Appalachians for the Clinchfield Railroad. In the midst of World War II, the War Production Board refused the Rio Grande's request to order new articulateds of its own design from Baldwin Locomotive Works. Instead, the Board diverted the last six Challengers in UP's order to the Rio Grande — which turned up its nose at the locos and decided to lease them for the duration rather than buying them. After war's end, the Rio Grande returned the unwanted engines to the government. In 1947, the War Assets Administration sold the orphan locos to the Atlantic Coast Line and Louisville & Nashville Railroads, which put the Challengers to work on their jointly-owned subsidiary, the Clinchfield, Carolina & Ohio. Thus a group of engines intended to speed over western deserts and mountains ended up thundering through Appalachia.

M.T.H. is proud to return the Challenger to the RailKing lineup with the awesome sound and performance of Proto-Sound 3.0. These smooth-running 4-6-6-4s are equipped with RailKing Imperial features that include marker light housings with individual LED illumination; authentic, legible builder's plates; additional grab irons; operating fire-box glow; cab interior lighting; painted backhead gauges; and safety chains for the tender trucks.

ES44AC

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
- Metal Chassis
- Metal Handrails and Horn
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Lighted Cab Interior
- Illuminated Number Boards
- (2) Engineer Cab Figures
- 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



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. Caterpillar®-owned EMD, no longer a division of General Motors, is represented by the AC-traction-motored SD70ACe and its DC-traction sibling, the SD70M-2. General Electric's standard bearers are the EVOs, the Evolution Series ES44AC and ES44DC.

At the heart of the Evolution Series is a brand new prime mover, the four-cycle, 12-cylinder GEVO-12. While producing the same 4400 horsepower as its 16-cylinder FDL-series predecessor, the GEVO-12 uses less fuel and spits out 40% fewer emissions. GE claims the EVOs are "the most fuel-efficient, most environmentally friendly diesel locomotives in history." Everything about these locomotives has been examined, questioned, and re-thought, generating 25 new U.S. patents in the process. And every Big Six railroad has ponied up to buy them, with the BNSF currently rostering the largest EVO fleet.

Like our debut RailKing Imperial diesel, the SD70ACe, the ES44AC comes accurately decorated in modern motive power paint schemes. Our near-scale model is a full 17" in length, yet operates comfortably on O-31 curves. Under the hood of the Proto-Sound 3.0 version is the same sound and control system found in our more expensive Premier model of this locomotive, with sounds recorded from the actual prototype. Additional Imperial features include operating diesel exhaust smoke and flashing ditch lights. If you're looking for realism and a lot of fun at a RailKing price, it doesn't get any better than this!

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.

NEW TOOLING!

Union Pacific - ES44AC Imperial Diesel Engine
30-20172-1 Proto-Sound 3.0 \$329.95



NEW TOOLING! G.E. Evolution - ES44AC Imperial Diesel Engine
30-20168-1 Proto-Sound 3.0 \$349.95



NEW TOOLING! Pennsylvania - ES44AC Imperial Diesel Engine
30-20169-1 Proto-Sound 3.0 \$329.95



NEW TOOLING! Southern - ES44AC Imperial Diesel Engine
30-20170-1 Proto-Sound 3.0 \$329.95



NEW TOOLING! BNSF - ES44AC Imperial Diesel Engine
30-20171-1 Proto-Sound 3.0 \$329.95



Evolution
Features
Flashing
Charging
Lights

railking diesel

SD70ACe Imperial

diesel



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 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



Did You Know?

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

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

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

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

The RailKing Imperial SD70ACe is accurately decorated in modern motive power paint schemes. Our near-scale model is a full 17" in length, yet operates comfortably on O-31 curves. Under the hood of the Proto-Sound 3.0 version is the same sound and control system found in our more expensive Premier model of this locomotive — complete with sounds recorded from an actual Union Pacific SD70ACe. Additional Imperial features include operating diesel exhaust smoke and flashing ditch lights. If you're looking for realism and a lot of fun at a RailKing price, it doesn't get any better than this!



Illinois Terminal - SD70ACe Imperial Diesel Engine
30-20136-1 Proto-Sound 3.0 \$329.95



New York Central - SD70ACe Imperial Diesel Engine
30-20137-1 Proto-Sound 3.0 \$329.95



Savannah & Atlanta - SD70ACe Imperial Diesel Engine
30-20138-1 Proto-Sound 3.0 \$329.95



CSX - SD70ACe Imperial Diesel Engine
30-20192-1 Proto-Sound 3.0 \$329.95



Union Pacific - SD70ACe Imperial Diesel Engine
30-20193-1 Proto-Sound 3.0 \$329.95

GE Dash 8

diesel



Features

- 1:48 Scale Proportions
- Directionally Controlled Headlights
- Intricately Detailed ABS Body
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Remotely Controlled Proto-Couplers
- Authentic Paint Scheme
- Metal Chassis
- Metal Handrails and Horn
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- (2) Engineer Cab Figures
- Lighted Cab Interior
- Operating Smoke Unit
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 18 1/2" x 2 5/8" x 3 7/8"
- Operates On 0-31 Curves



In the late 1980s, as General Electric and General Motors' Electro-Motive Division engaged in heated competition (that continues today) for market share in the high horsepower category, GE announced its Dash 8 line of diesel locomotives. Although the first demonstrator version had only 3,200 hp, most of the Dash 8s had 4,000 hp when delivered and were therefore designated Dash 8-40. Because GE builds its diesel locomotives in five modules, it was able to customize its Dash 8s for each buyer to an unusual degree.

Some railroads ordered their Dash 8s with conventional cabs, while others opted for the wider North American or comfort cabs, identified by a "W" in the engine name. Some Dash 8s have 4-wheel trucks — denoted with a "B" — while a Dash 8-40C has 6-wheel trucks. This variety meant that these diesels, which were designed for fast freight duty, also found a home in Amtrak passenger service. Despite their many differences, all Dash 8s share microprocessor control. The microprocessor, a small computer, regulates rpm, fuel injection volume, generator excitation, and many other operational features to make the Dash 8s run more efficiently than any diesels before them.

These superbly detailed RailKing Scale models replicate the comfort cab Dash 8s that found their niche in high-speed intermodal service. Like their prototypes built between 1989 and 1994, these models are a perfect choice to power the hottest trains on your railroad.



Amtrak - Dash 8-40BW Diesel Engine

30-20164-1	Proto-Sound 3.0	\$329.95
30-20164-3	Non-Powered	\$179.95



Santa Fe - Dash 8-40BW Diesel Engine

30-20166-1	Proto-Sound 3.0	\$329.95
30-20166-3	Non-Powered	\$179.95



CSX - Dash 8-40CW Diesel Engine

30-20165-1	Proto-Sound 3.0	\$329.95
30-20165-3	Non-Powered	\$179.95



BNSF - Dash 8-40CW Diesel Engine

30-20167-1	Proto-Sound 3.0	\$329.95
30-20167-3	Non-Powered	\$179.95

EMD E8 A-A

diesel set



Features

- Colorful Paint Scheme
- Metal Chassis
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Precision Flywheel-Equipped Motors
- Intricately Detailed ABS Bodies
- (2) Remotely Controlled Proto-Couplers
- Directionally Controlled Headlight
- Metal Horn
- Locomotive Speed Control In Scale MPH Increments
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Unit Measures: 29 3/4" x 2 1/2" x 3 1/2"
- B-Unit Measures: 13 1/2" x 2 1/2" x 3 1/2"
- Operates On 0-31 Curves



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

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

Returning to the RailKing line in 2013, our E8 brings you the authentic sounds of EMD prime movers, plus the ability to announce your departure and start your train so gently you won't spill the water in the diner — and then accelerate up to scale speeds of over 100 mph, just like the prototype.



Florida East Coast - E8 A-A Diesel Engine Set
 30-20180-1 Proto-Sound 3.0 \$359.95
 30-20180-3 Non-Powered B-Unit \$119.95

Add A Matching Passenger Set - See Page 72



Conrail - E8 A-A Diesel Engine Set
 30-20179-1 Proto-Sound 3.0 \$359.95
 30-20179-3 Non-Powered B-Unit \$119.95

Add A Matching Passenger Set - See Page 73



Chicago North Western - E8 A-A Diesel Engine Set
 30-20178-1 Proto-Sound 3.0 \$359.95
 30-20178-3 Non-Powered B-Unit \$119.95

Add A Matching Passenger Set - See Page 72



Baltimore & Ohio - E8 A-A Diesel Engine Set
 30-20177-1 Proto-Sound 3.0 \$359.95
 30-20177-3 Non-Powered B-Unit \$119.95

Add A Matching Passenger Set - See Page 71



MP15DC

diesel



RAILKING
scale

Features

- Intricately Detailed ABS Body
- Colorful Paint Scheme
- Die-Cast Metal Chassis
- Metal Handrails and Horn
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Cab Figures
- Directionally Controlled Headlights
- Metal Wheels, Axles and Gears
- (2) Remotely Controlled Proto-Couplers
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 13" x 2 1/4" x 4 1/4"
- Operates On 0-31 Curves



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

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

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

M.T.H. returns our full-scale version of the last and largest of the end-cab switchers to the RailKing Scale line for 2013. Our model replicates the more-traditional MP15DC with its front-mounted radiator and air intakes. Like its prototype, this RailKing Scale engine is equally at home doing slow-speed yard duty or hauling commuters or freight along your main line.



Conrail - MP15DC Diesel Engine
30-20185-1 Proto-Sound 3.0 \$309.95



**Belt Railway of Chicago
MP15DC Diesel Engine**
30-20184-1 Proto-Sound 3.0 \$309.95



Alaska - MP15DC Diesel Engine
30-20183-1 Proto-Sound 3.0 \$309.95



Southern - MP15DC Diesel Engine
30-20186-1 Proto-Sound 3.0 \$309.95

GP7

diesel



Features

- Die-Cast Truck Sides, Pilots and Fuel Tank
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Horn
- Intricately Detailed ABS Body
- Locomotive Speed Control In Scale MPH Increments
- (2) Precision Flywheel-Equipped Motors
- (2) Remotely Controlled Proto-Couplers
- Metal Wheels, Axles and Gears
- Directionally Controlled Headlights
- Operating Smoke Unit
- Proto-Sound 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 0-31 Curves





Chicago NorthWestern - GP7 Diesel Engine

- 30-20187-1 Proto-Sound 3.0 \$319.95
- 30-20187-3 Non-Powered \$169.95



Amtrak - GP7 Diesel Engine

- 30-20188-1 Proto-Sound 3.0 \$319.95
- 30-20188-3 Non-Powered \$169.95



Ontario Southern Railway - GP7 Diesel Engine

- 30-20189-1 Proto-Sound 3.0 \$319.95
- 30-20189-3 Non-Powered \$169.95

Baltimore & Ohio - GP7 Diesel Engine

- 30-20190-1 Proto-Sound 3.0 \$319.95
- 30-20190-3 Non-Powered \$169.95



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

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

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

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

Adding a fully featured, scale-proportioned locomotive to your diesel roster has never been easier than with the RailKing Scale GP7. 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.

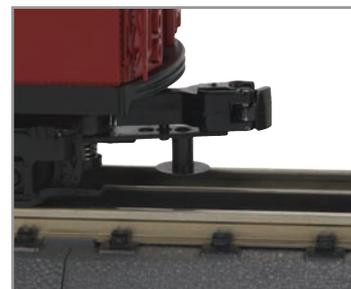
R-17 subway set

Features

- Directionally Controlled Headlights
- Intricately Detailed ABS Bodies
- Metal Wheels and Axles
- (2) Remotely Controlled Proto-Couplers
- Authentic Paint Scheme
- Operates On O-31 Track
- All Metal Wheels and Gears
- Illuminated Number Boards
- (2) Precision Flywheel-Equipped Motors In Powered Unit
- Metal Chassis
- Die-Cast Truck Sides
- Lighted Interior
- Proto-Sound 3.0 With The Digital Command System Featuring Station Stop Proto-Effects
- Unit Measures: 55" x 2 1/2" x 3 1/2"

Did You Know?

The IRT Division of the New York subway was the first built, and its narrower tunnels require smaller cars than the BMT and IND Divisions.





Metropolitan Transportation Authority (Maroon) - R-17 4-Car Subway Set
 30-20181-1 Proto-Sound 2.0 \$459.95



Metropolitan Transportation Authority (Maroon) - R-17 2-Car Subway Set Add-On
 30-20181-3 \$149.95

The New York City R-17 subway cars debuted on the IRT (Interborough Rapid Transit) Division in 1955. The 400 series cars, which were built by the St. Louis Car Co., proved to be reliable workhorses that were kept in service until February 1988.

Returning for the first time in a decade, the popular "Red Bird" scheme and the classic MTA silver and blue markings come equipped with Proto-Sound 3.0 and feature M.T.H.'s transit stop technology. Designed specifically for our municipal transit cars, the system allows you to program the train to stop automatically at pre-set stops you designate, even in Conventional Mode. When you set the train to run on automatic, it stops itself at locations you define and calls out station names that you select in advance. You can let the subway run itself. And when you program it for an out-and-back route, it even reverses itself and heads back downtown when it reaches the end of the line. Along the way, in addition to the station stop sounds, there are door opening and closing sounds and platform sounds. There is no more realistically operating subway set available short of 12":1' scale.



Metropolitan Transportation Authority (Blue & Silver) - R-17 2-Car Subway Set Add-On
 30-20182-3 \$149.95



Metropolitan Transportation Authority (Blue & Silver) - R-17 4-Car Subway Set
 30-20182-1 Proto-Sound 2.0 \$459.95

R-142A

subway set



Features

- Directionally Controlled Headlights
- Intricately Detailed ABS Bodies
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides & Pilots
- (2) Remotely Controlled Proto-Couplers
- Authentic Paint Scheme
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Proto-Sound 3.0 Featuring Station Stop Proto-Effects
- Lighted Cab Interiors
- Illuminated Number Boards
- Each Car Measures 13 1/2" x 2 1/2" x 3 3/8"
- Operates On O-31 Curves





Metropolitan Transportation Authority - 2-Car R142A Series Subway Set Add-On
30-20191-3 \$149.95

Delivered between 1999 and 2003, the stainless steel R142As are among the newest cars on New York City's century-old municipal rails. With the delivery of the final R142s, NYC transit retired the last of its non-stainless cars, including the famous Redbirds. Designed to travel primarily in semi-permanently coupled sets, the R142As were assembled in Kobe, Japan and Yonkers, NY by Kawasaki Heavy Industries. Each set is powered by four 150-hp truck-mounted motors on each end cab car,

and two motors on each cableless intermediate car; top speed is about 60 mph.

The RailKing R142A cars feature transit stop simulation available only from M.T.H. Designed specifically for our municipal transit cars, the unique Proto-Sound 3.0 transit program features Station Stop Proto-Effects, allowing you to program the train to stop automatically at designated station stops, even in

Conventional Mode. When configured to run on automatic, the R142A stops itself at locations you define and calls out station names that you select in advance; the train essentially runs itself. And when you program the R142A for an out-and-back route, it reverses itself when it reaches the end of the line and heads back downtown - stopping along the way at each station to broadcast the name of the stop and the hustle and bustle of passengers coming and going.



Metropolitan Transportation Authority - 4-Car R142A Series Subway Set
30-20191-1 Proto-Sound 3.0 \$459.95

MU

passenger set



RAILKING
scale

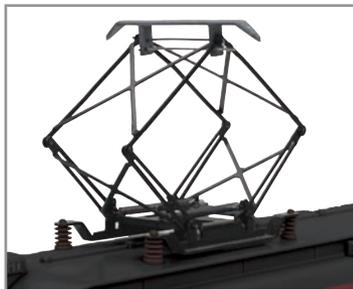
Features

Set Contains

- (1) Powered Car, (3) Non-Powered Cars

Powered Car Features

- Directionally Controlled Headlights
- Intricately Detailed ABS Bodies
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides & Pilots
- (2) Remotely Controlled Proto-Couplers
On Powered Unit
- Authentic Paint Scheme
- (2) Precision Flywheel-Equipped Motors
In Powered Unit
- Locomotive Speed Control In Scale MPH
Increments
- Proto-Sound 3.0 Featuring Station Stop
Proto-Effects
- Lighted Cab Interiors
- Separately Applied Handrails & Door Chains
- Each Car Measures 17" x 2 1/2" x 4 1/4"
- Operates On O-31 Curves



Faced with an ever-worsening rail bottleneck at Philadelphia's Broad Street Station in the early 1900s, the Pennsylvania Railroad was desperate to simplify its suburban train service. Built to handle 160 trains per day, Broad Street had become bogged down under the stress of servicing three times that load.

The railroad turned to electrification of its entire suburban fleet to resolve their traffic woes and began plans to implement an 11,000 volt ac system by building P54 steel coaches, baggage and combine cars that could be converted to power cars in the future as needed. By 1914, those needs had become a reality and the P54s were sent to the Pennsy's Altoona shops, where each received one pantograph and powered truck. Controllers were added to both ends of the cars, and each car featured round end windows that gave the cars an owl-like appearance.

By 1915, a 20 mile electrified route had been completed from Broad St. Station to Paoli. Over the next decade and a half, the line was expanded all the way to Trenton, New Jersey, setting the stage for the next phase of electrified commuter cars — the 65' MP54. Capable of reaching speeds of 80 miles per hour, the 750 horsepower MP54E3 power cars were often coupled to non-powered MP54 cars manned by engineers instructed to run no more than 65 m.p.h. Over 360 MP54 cars were produced from 1915 to 1937 before giving way to stainless steel MP85 cars.

The MP54 returns to O Gauge railroading in our 2013 RailKing Scale 4-car set. Fully outfitted with Proto-Sound 3.0, two powerful motors, detailed car interiors with overhead lighting and moveable pantographs, the RailKing MP54 will bring a welcome addition to your commuter roster. Watching these sets creep into a station or swoosh down the track is sure to be an exciting sight on any model railroad.



Pennsylvania - 4-Car MU Passenger Set

30-20174-1 Proto-Sound 3.0 \$499.95



Pennsylvania - 2-Car MU Passenger Set Add-On

30-20174-3 \$179.95



Long Island - 4-Car MU Passenger Set

30-20173-1 Proto-Sound 3.0 \$499.95



Long Island - 2-Car MU Passenger Set Add-On

30-20173-3 \$179.95



SEPTA - 4-Car MU Passenger Set

30-20175-1 Proto-Sound 3.0 \$499.95



SEPTA - 2-Car MU Passenger Set Add-On

30-20175-3 \$179.95



South Shore - 4-Car MU Passenger Set

30-20176-1 Proto-Sound 3.0 \$499.95



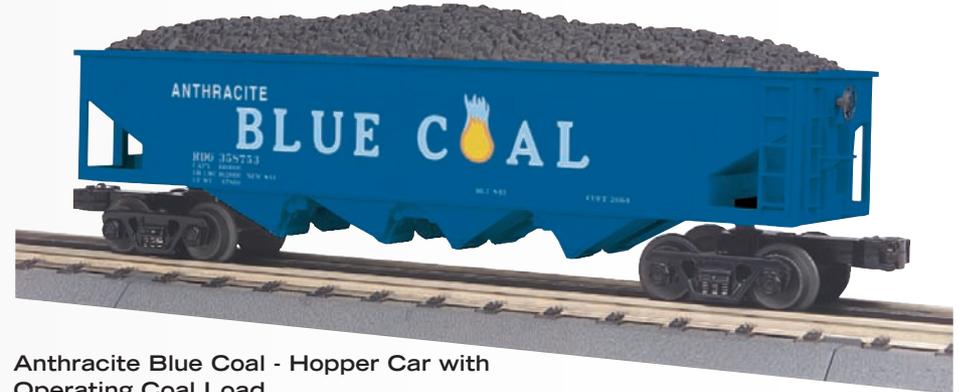
South Shore - 2-Car MU Passenger Set Add-On

30-20176-3 \$179.95

Operating Rolling Stock



Pennsylvania Power & Light - Hopper Car with Operating Coal Load
30-79381 \$69.95



Anthracite Blue Coal - Hopper Car with Operating Coal Load
30-79380 \$69.95



Alaska - Flat Car with Operating Helicopter
30-79390 \$64.95



Long Island - Flat Car with Operating Helicopter
30-79391 \$64.95

Features

- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Decorative Brake Wheels
- Hopper features Disappearing Coal Load
- Operates With Any Operating Track Section
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Intricately Detailed Durable ABS Body
- Flat Car Features Operating Helicopter and Motorized Launch Base
- Hopper Car Measures: 11 3/4" x 2 1/2" x 2 3/4"
- Flat Car Measures: 11 5/8" x 3 3/8" x 4 1/2"
- Operates On O-27 Curves

This unique operating hopper car features a “disappearing” coal load that simulates the dumping of coal through the hopper’s bottom bay doors. Completely assembled and painted, activation of the simulation occurs whenever the car is sitting on any manufacturer’s operating track section and the activation button is depressed.

When sitting on an activated operating track section, the helicopter comes to life as its rotors start spinning. Once the rotors are up to speed, the ‘copter actually takes off and flies up to 20 feet into the sky!

Operating Searchlight Car



Norfolk Southern - Operating Searchlight Car
30-79392 \$59.95



Long Island - Operating Searchlight Car
30-79394 \$59.95



US Navy - Operating Searchlight Car
30-79393 \$59.95



Southern Pacific - Operating Searchlight Car
30-79395 \$59.95

Features

- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Decorative Brake Wheels
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Lighted, Operating Searchlight
- Operates On Any O Gauge Track System With Any Power Supply
- Intricately Detailed Durable ABS Body
- Unit Measures: 11 5/8" x 2 1/4" x 3 3/4"
- Operates On O-27 Curves

19th Century Gondola



Santa Fe - 19th Century Gondola
30-72124 \$44.95



Pennsylvania - 19th Century Gondola
30-72123 \$44.95



W.A.R.R. - 19th Century Gondola
30-72125 \$44.95



Circus - 19th Century Gondola
30-72122 \$44.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Near-Scale Proportions
- Unit Measures: 9 5/8" x 2 7/16" x 2 1/16"
- Operates On O-27 Curves



19th Century Tank Car



Circus - 19th Century Wooden Tank Car
30-73407 \$49.95



Virginia & Truckee 19th Century Wooden Tank Car
30-73409 \$49.95



W.A.R.R. - 19th Century Wooden Tank Car
30-73410 \$49.95



Pennsylvania - 19th Century Wooden Tank Car
30-73408 \$49.95



Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Near-Scale Proportions
- Unit Measures: 9 11/16" x 2 1/4" x 3 1/4"
- Operates On 0-27 Curves

19th Century Reefer



Circus - 19th Century Reefer
30-78160 \$49.95



Pennsylvania - 19th Century Reefer
30-78162 \$49.95



Baltimore & Ohio - 19th Century Reefer
30-78159 \$49.95



Continental Fruit Express - 19th Century Reefer
30-78161 \$49.95

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
- Unit Measures: 9 11/16" x 2 7/16" x 3 7/16"
- Operates On O-27 Curves



19th Century Woodsided Caboose



Pennsylvania - 19th Century Woodsided Caboose
30-77240 \$54.95



Virginia & Truckee - 19th Century Woodsided Caboose
30-77241 \$54.95



Circus - 19th Century Woodsided Caboose
30-77239 \$54.95



W.A.R.R. - 19th Century Woodsided Caboose
30-77242 \$54.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Operating Interior Lighting
- Unit Measures: 9 3/4" x 2 1/2" x 3 11/16"
- Operates On O-27 Curves

19th Century 34' Box Car



Santa Fe - 19th Century 34' Box Car
30-74732 \$49.95



Circus - 19th Century 34' Box Car
30-74731 \$49.95



Virginia & Truckee - 19th Century 34' Box Car
30-74733 \$49.95



Baltimore & Ohio - 19th Century 34' Box Car
30-74730 \$49.95



Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Unit Measures: 9 11/16" x 2 7/16" x 3 7/16"
- Operates On 0-27 Curves

40' High Cube Box Car



New York Central
 40' High Cube Box Car
 30-74735 \$54.95



Illinois Terminal
 40' High Cube Box Car
 30-74734 \$54.95

Pennsylvania
 40' High Cube Box Car
 30-74736 \$54.95



Savannah & Atlanta
 40' High Cube Box Car
 30-74737 \$54.95



Southern
 40' High Cube Box Car
 30-74738 \$54.95

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
- Opening Car Doors
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Unit Measures: 11 1/4" x 2 9/16" x 3 17/16"
- Operates On 0-27 Curves

Box Car



Rutland - Box Car
30-74739 \$49.95



SOO Line - Box Car
30-74741 \$49.95



Missouri Pacific - Box Car
30-74742 \$49.95



Santa Fe - Box Car
30-74740 \$49.95

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



Ore Car



Long Island - Ore Car
30-75458 \$49.95

Long Island - 3-Car Ore Car Set
30-7069 \$139.95



Union Pacific - Ore Car
30-75459 \$49.95

Union Pacific - 3-Car Ore Car Set
30-7070 \$139.95



Duluth Missabe & Iron Range - Ore Car
30-75457 \$49.95



Bessemer & Lake Erie - Ore Car
30-75456 \$49.95

Bessemer & Lake Erie - 3-Car Ore Car Set
30-7067 \$139.95



Duluth Missabe & Iron Range - 3-Car Ore Car Set
30-7068 \$139.95

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

4-Bay Cylindrical Hopper



BNSF - 4-Bay Cylindrical Hopper
30-75448 \$54.95



Grand Trunk Western - 4-Bay Cylindrical Hopper
30-75449 \$54.95



Hooker - 4-Bay Cylindrical Hopper
30-75450 \$54.95



Trona - 4-Bay Cylindrical Hopper
30-75451 \$54.95

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



4-Bay Hopper



Chesapeake & Ohio - 4-Bay Hopper

30-75452 \$49.95

Chesapeake & Ohio - 3-Car 4-Bay Hopper Set

30-7063 \$139.95



Norfolk Southern - 4-Bay Hopper

30-75454 \$49.95

Norfolk Southern - 3-Car 4-Bay Hopper Set

30-7065 \$139.95



Alaska - 4-Bay Hopper

30-75455 \$49.95



Alaska - 3-Car 4-Bay Hopper Set

30-7066 \$139.95



CSX - 4-Bay Hopper

30-75453 \$49.95

CSX - 3-Car 4-Bay Hopper Set

30-7064 \$139.95

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

3-Dome Tank Car



Milwaukee Road - 3-Dome Tank Car
30-73399 \$54.95



Wabash - 3-Dome Tank Car
30-73402 \$54.95



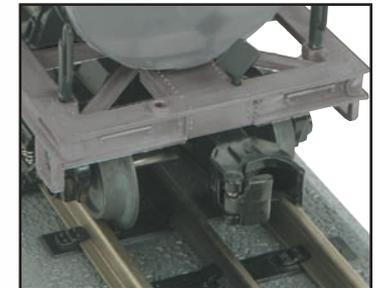
Southern - 3-Dome Tank Car
30-73400 \$54.95



Virginian - 3-Dome Tank Car
30-73401 \$54.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Unit Measures: 10 1/4" x 2 3/8" x 3 9/16"
- Operates On O-27 Curves



Tank Car



Celanese Chemicals - Tank Car
30-73403 \$54.95



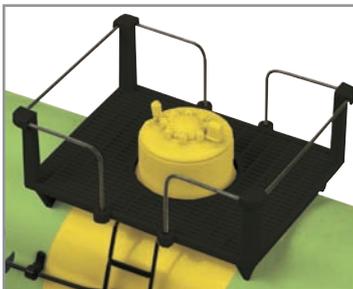
Philadelphia Quartz Company - Tank Car
30-73405 \$54.95



Corn Industrial - Tank Car
30-73404 \$54.95



Union Carbide - Tank Car
30-73406 \$54.95



Features

- Durable ABS Intricately Detailed Bodies
- Chrome Plated Body Finish
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Intricately Detailed Durable ABS Body
- Decorative Brake Wheels
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Unit Measures: 10 3/8" x 2 3/8" 3 13/16"
- Operates On O-27 Curves

Reefer



Senate Beer - Reefer
30-78166 \$44.95



Pacific Fruit Express - Reefer
30-78164 \$44.95



Santa Fe - Reefer
30-78165 \$44.95



Goetz Brewing - Reefer
30-78163 \$44.95



Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Stamped Metal Floors
- Decorative Brake Wheels
- Unit Measures: 11 5/8 x 2 1/2 x 3 3/16
- Operates On 0-27 Curves

Gondola Car with Junk Load



Penn Central - Gondola Car with Junk Load
30-72120 \$49.95



Norfolk Southern - Gondola Car with Junk Load
30-72119 \$49.95



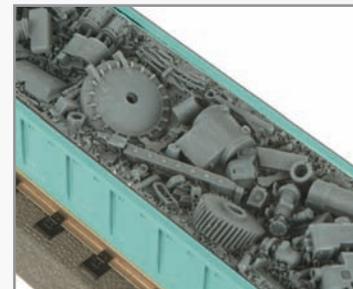
Pittsburgh & Lake Erie - Gondola Car with Junk Load
30-72121 \$49.95



Lehigh Valley - Gondola Car with Junk Load
30-72118 \$49.95

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
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Removable Junk Load
- Unit Measures: 11 7/8" x 2 3/16" x 1 11/16"
- Operates On O-27 Curves



Husky Stack Car



Illinois Central - Husky Stack Car
30-76527 \$64.95



Baltimore & Ohio - Husky Stack Car
30-76525 \$64.95

Features

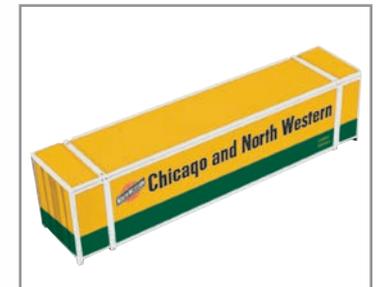
- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Decorative Brake Wheels
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Unit Measures: 14 3/4" x 2 5/16" x 5"
- Operates On O-31 Curves



Chicago & North Western - Husky Stack Car
30-76526 \$64.95



Norfolk & Western - Husky Stack Car
30-76524 \$64.95



Depressed Center Flat Car with Transformer Load



New Haven - Depressed Center Flat Car with Transformer
30-76511 \$49.95



Long Island - Depressed Center Flat Car with Transformer
30-76510 \$49.95



Canadian Pacific - Depressed Center Flat Car with Transformer
30-76508 \$49.95



Conrail - Depressed Center Flat Car with Transformer
30-76509 \$49.95



Features

- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- ABS Transformer Load
- Intricately Detailed Durable ABS Body
- Unit Measures: 12 7/8" x 2 1/4" x 3 1/8"
- Operates On O-27 Curves

Flat Car with Trailer



Canadian National - Flat Car with Trailer
30-76513 \$59.95



Nickel Plate Road - Flat Car with Trailer
30-76514 \$59.95



Pittsburgh & Lake Erie - Flat Car with Trailer
30-76515 \$59.95



Burlington Northern - Flat Car with Trailer
30-76512 \$59.95

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
- Fast-Angle Wheel Sets
- Needle-Point Axles
- ABS Detailed Trailer
- Unit Measures: 11 5/8" x 2 1/4" x 3 3/4"
- Operates On O-27 Curves



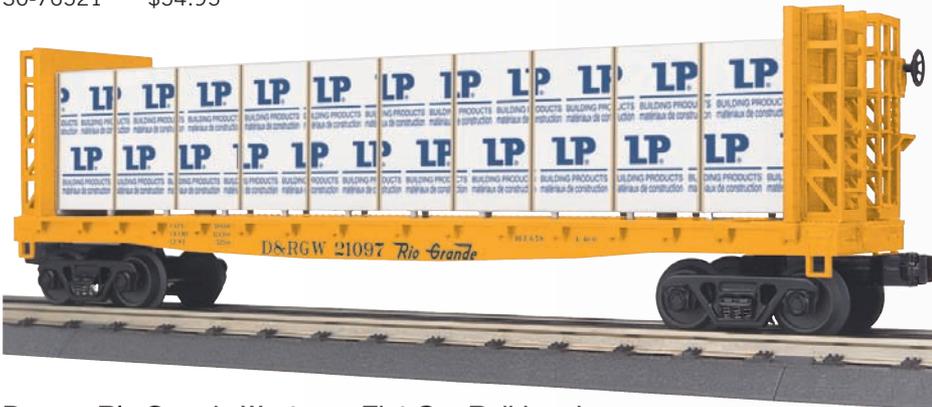
Flat Car with Bulkheads & Lumber Load



Northern Pacific - Flat Car Bulkheads and Lumber Load
30-76521 \$54.95



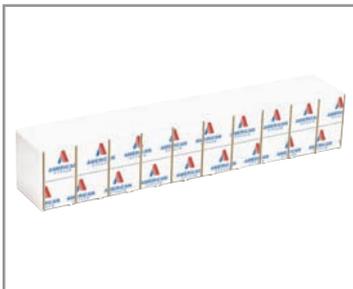
Trailer Train - Flat Car Bulkheads and Lumber Load
30-76523 \$54.95



Denver Rio Grande Western - Flat Car Bulkheads and Lumber Load
30-76520 \$54.95



Santa Fe - Flat Car Bulkheads and Lumber Load
30-76522 \$54.95



Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Operating Interior Lighting
- Die-Cast 4-Wheel Trucks
- Colorful, Attractive Paint Schemes
- Operating Die-Cast Metal Couplers
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Removable Lumber Load
- Unit Measures: 11 5/8" x 2 1/4" x 3 3/4"
- Operates On O-31 Curves

Flat Car with Airplane



Milwaukee Road - Flat Car with Airplane
30-76517 \$49.95



Reading - Flat Car with Airplane
30-76518 \$49.95



Santa Fe - Flat Car with Airplane
30-76519 \$49.95



Great Northern - Flat Car with Airplane
30-76516 \$49.95

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
- Fast-Angle Wheel Sets
- Needle-Point Axles
- ABS Detailed Plane w/Foldback Wings
- Unit Measures: 11 3/4" x 2 5/16" x 4 1/2"
- Operates On O-27 Curves

Auto Carrier Flat Car



Pennsylvania - Auto Carrier Flat Car w/(4) '57 Chevy Bel Air
30-76506 \$64.95



Santa Fe - Auto Carrier Flat Car w/(4) '32 Ford 3-Window Coupe
30-76507 \$64.95

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
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (4) Die-Cast '32 Ford 3-Window Coupe
- Unit Measures: 11 11/16" x 2 5/16" x 3 1/2"
- Operates On 0-27 Curves

Crane & Crane Tender



Alaska - Crane Car
30-79382 \$69.95



Alaska - Crane Tender
30-79386 \$54.95



US Army - Crane Tender
30-79389 \$54.95



US Army - Crane Car
30-79385 \$69.95

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
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Manually Operated Crane Hook & Boom
- Crane Measures: 12 1/4" x 2 1/2" x 4 1/2"
- Tender Measures: 11 1/2" x 2 5/16" x 4"
- Operates On O-31 Curves



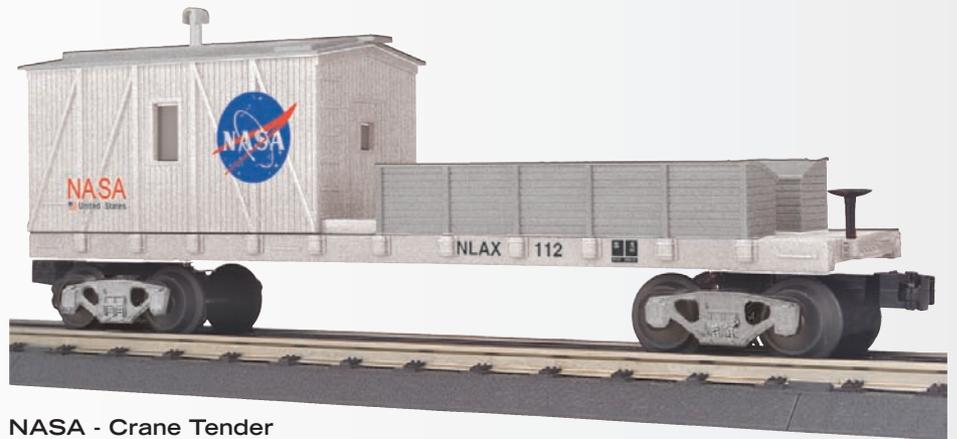
Jersey Central - Crane Tender
30-79387 \$54.95



Jersey Central - Crane Car
30-79383 \$69.95



NASA - Crane Car
30-79384 \$69.95



NASA - Crane Tender
30-79388 \$54.95



Bay Window Caboose



New York Central - Bay Window Caboose
30-77232 \$64.95



Illinois Terminal - Bay Window Caboose
30-77231 \$64.95



Pennsylvania - Bay Window Caboose
30-77233 \$64.95



Savannah & Atlanta - Bay Window Caboose
30-77234 \$64.95



Southern - Bay Window Caboose
30-77243 \$64.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Caboose Interiors With Overhead Lighting
- 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
- Unit Measures: 10 1/2" x 2 1/4" x 3 1/2"
- Operates On 0-31 Curves

Steel Caboose



Chesapeake & Ohio - Steel Caboose
30-77236 \$59.95



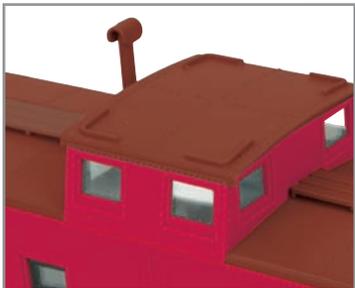
Baltimore & Ohio - Steel Caboose
30-77235 \$59.95



Alaska - Steel Caboose
30-77238 \$59.95



Reading - Steel Caboose
30-77237 \$59.95



Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- 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

Modern Tank Car



Gulf - Modern Tank Car
30-73391 \$54.95
Gulf - 3-Car Modern Tank Car Set
30-7059 \$149.95



Esso - Modern Tank Car
30-73393 \$54.95
Esso - 3-Car Modern Tank Car Set
30-7061 \$149.95



Sunoco - Modern Tank Car
30-73392 \$54.95



Cargill - Modern Tank Car
30-73394 \$54.95
Cargill - 3-Car Modern Tank Car Set
30-7062 \$149.95



Sunoco - 3-Car Modern Tank Car Set
30-7060 \$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
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Unit Measures: 10 7/8" x 2 3/8" x 3 7/8"
- Operates On 0-27 Curves

Overton Passenger Cars



Circus - 3-Car Overton Passenger Coach Set
30-6436 \$189.95



Overton Features

- Durable, Intricately Detailed ABS Bodies
- Metal Wheels and Axles
- Overhead Interior Lighting
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Detailed Car Interiors
- Near-Scale Proportions
- Each Car Measures: 10 3/4" x 2 3/8" x 3 1/8"
- Operates On O-27 Curves

Streamlined Passenger Cars



Baltimore & Ohio - 4-Car 60' Streamlined ABS Passenger Set
30-67743 \$249.95

Streamlined Features

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



Baltimore & Ohio - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67744 \$129.95



Baltimore & Ohio - 60' Streamlined ABS Coach
30-67745 \$64.95



Baltimore & Ohio - 60' Streamlined ABS Full-Length Vista Dome Car
30-67746 \$69.95

Streamlined Passenger Cars



Florida East Coast- 4-Car 60' Streamlined ABS Passenger Set
30-67739 \$249.95



Florida East Coast - 60' Streamlined ABS Coach
30-67741 \$64.95



Florida East Coast 60' Streamlined ABS Full-Length Vista Dome Car
30-67742 \$69.95



Florida East Coast - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67740 \$129.95



Chicago NorthWestern- 4-Car 60' Streamlined ABS Passenger Set
30-67747 \$249.95



Chicago NorthWestern - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67748 \$129.95



Chicago NorthWestern - 60' Streamlined ABS Coach
30-67749 \$64.95



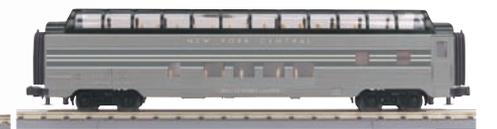
Chicago NorthWestern - 60' Streamlined ABS Full-Length Vista Dome Car
30-67750 \$69.95



New York Central (1940) - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67770 \$129.95



New York Central (1940) - 60' Streamlined ABS Coach
30-67771 \$64.95



New York Central (1940) - 60' Streamlined ABS Full-Length Vista Dome Car
30-67772 \$69.95



New York Central (1940) - 4-Car 60' Streamlined ABS Passenger Set
30-67769 \$249.95



Southern Pacific - 4-Car 60' Streamlined ABS Passenger Set

30-67759 \$249.95



Southern Pacific - 2-Car 60' Streamlined ABS Sleeper/Diner

30-67760 \$129.95



Southern Pacific - 60' Streamlined ABS Coach

30-67761 \$64.95



Southern Pacific - 60' Streamlined ABS Full-Length Vista Dome Car

30-67762 \$69.95



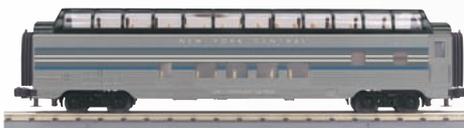
New York Central (1938) - 4-Car 60' Streamlined ABS Passenger Set

30-67755 \$249.95



New York Central (1938) - 60' Streamlined ABS Coach

30-67757 \$64.95



New York Central (1938) - 60' Streamlined ABS Full-Length Vista Dome Car

30-67758 \$69.95



New York Central (1938) - 2-Car 60' Streamlined ABS Sleeper/Diner

30-67756 \$129.95



Union Pacific - 2-Car 60' Streamlined ABS Sleeper/Diner

30-67764 \$129.95



Union Pacific - 60' Streamlined ABS Coach

30-67765 \$64.95



Union Pacific - 60' Streamlined ABS Full-Length Vista Dome Car

30-67766 \$69.95



Union Pacific - 4-Car 60' Streamlined ABS Passenger Set

30-67763 \$249.95



Conrail - 4-Car 60' Streamlined ABS Passenger Set

30-67751 \$249.95



Conrail - 2-Car 60' Streamlined ABS Sleeper/Diner

30-67752 \$129.95



Conrail - 60' Streamlined ABS Coach

30-67753 \$64.95



Conrail - 60' Streamlined ABS Full-Length Vista Dome Car

30-67754 \$69.95

Premier

O scale model railroaders, whether they be 3-rail or 2-rail fans, who 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 and come in multiple cab numbers 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.

Because space is limited on each of our catalog pages, Premier Line enthusiasts should refer to our website (www.mthtrains.com) to find each product's complete feature list and available product cab numbers or car names.





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!

4-8-2 U1F Mountain steam



Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Die-Cast Locomotive Trucks
- Engineer and Fireman Figures
- Metal Handrails and Bell
- Metal Whistle
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Kadee Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage Headlight
- Operating Marker Lights
- Operating Numberboard Lights
- Lighted Cab Interior
- Operating Tender Back-up Light
- Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:48 Scale Proportions
- Onboard DCC Receiver
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Freight Yard Proto-Effects
- Unit Measures: 23 1/2" x 2 5/8" x 3 3/4"
- Operates On O-54 Curves

Did You Know?

The U1F was designed as a coal burner for Eastern service but many were later converted to oil firing for service in the West.





Canadian National - 4-8-2 U1F Mountain Steam Engine
 20-3497-1 Proto-Sound 3.0 \$1099.95

Canadian National took delivery of its first 4-8-2 locomotives in 1923, when they received the first sixteen of an ultimate fleet of 79 Mountains purchased over the next 20 years. Like the 4-8-2s on other railroads, CN's U1-class engines were designed for both passenger and freight service. The CN continued to order and operate 4-8-2s throughout its remaining steam years, demonstrating their confidence in the Mountains' power, speed, and reliability. M.T.H. models the CN's semi-streamlined U1F Mountain, which is

distinguished by the conical smokebox front covers, which earned them the nickname "Bullet Nose Betties." Designed for fast passenger service and built by Montreal Locomotive Works in 1944 and early 1945, the 20 U1Fs were the last new steam power the railroad received. The last of the U1Fs was retired in 1962, the year after the Northerns had disappeared from the CN lines.

M.T.H. Electric Trains has also modeled CNR 6060, also known as the Spirit of Alberta, which is currently based in Stettler, Alberta, and used for summer railfan excursions. No. 6076 and matching passenger set arrives in early 2014 as a beautifully detailed model sure to impress everyone who sees its smooth, powerful performance on your fast passenger and dual service road.



Canadian National - U1f Steam Passenger Set
 20-3498-1 Proto-Sound 3.0 \$1199.95

4-8-4 steam



Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Real Coal Load
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Precision Flywheel-Equipped Motor
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Remote Controlled Proto-Coupler
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Bell
- Metal Whistle
- Lighted Cab Interior
- Synchronized Puffing ProtoSmoke System
- Operating Tender Back-up Light
- 1:48 Scale Proportions
- On-Board DCC Receiver
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station Proto-Effects
- Unit Measures: 26 1/2" x 2 3/4" x 4 1/8"
- Operates On O-42 Curves



The first 4-8-4 Northern to appear on the Great Northern did so in 1929 after arriving from the Baldwin Locomotive works. Designated Class S, the locomotives were purchased by the Great Northern in two models, S-1 and S-2. Designated for fast passenger work, the S-1s featured 73" drivers but carried with them a reputation of being hard on the rails.

By 1930, Great Northern had received another 14 4-8-4s, this time designated as Class S-2. These locomotives utilized a radial stay firebox rather than the Belpaire variety found on the S-1. In addition, larger 80" drivers, the tallest of any Northern model, gave the S-2 fast speed ratings though she carried a reputation of being slippery when pulling a heavy train.

Designated for passenger service, the S-2, which pulled an all-welded vanderbilt tender, sported the classic cascade green livery of the Great Northern along with chrome plated cylinder covers and steam chest heads. The striking appearance made the locomotive the perfect choice for the Oriental Limited and Empire Builder passenger trains until the Northern's retirement in the mid 1950s. No. 2584 remains on display, in her cascade green livery, at the Havre, Montana depot.

O Scale modelers can celebrate the 83rd Year of the Empire Builder with this limited release of the S-2 locomotive and passenger set - exclusively from M.T.H. Electric Trains. Outfitted with industry-leading features including Proto-Sound 3.0 and its built-in DCC decoder, the S-2 is available in two cab numbers and is sold in both scale and hi-rail wheel versions. Both versions are outfitted with Proto-Scale 3-2™ which allows the user to configure in minutes either model for use on 2-rail or 3-rail track.



Great Northern (Green) - 4-8-4 S-2 Steam Locomotive w/Proto-Sound 3.0 (Cab No. 2579)

- 20-3499-1 Hi-Rail Wheels \$1099.95
- 20-3499-2 Scale Wheels \$1149.95

Great Northern (Green) - 4-8-4 S-2 Steam Locomotive w/Proto-Sound 3.0 (Cab No. 2584)

- 20-3501-1 Hi-Rail Wheels \$1099.95
- 20-3501-2 Scale Wheels \$1149.95

**Add Matching Passenger Sets
See Page 147**



Great Northern (Black) - 4-8-4 S-2 Steam Locomotive (Cab No. 2578)

- 20-3508-1 Hi-Rail Wheels \$1099.95
- 20-3508-2 Scale Wheels \$1149.95



Great Northern - S-2 Empire Builder Passenger Set

- 20-3500-1 Proto-Sound 3.0 \$1199.95



2-6-6-6 Allegheny

steam

Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Die-Cast Locomotive Trucks
- Engineer and Fireman Figures
- Metal Handrails and Bell
- Metal Whistle
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Kadee Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage Headlight
- Operating Marker Lights
- Operating Numberboard Lights
- Lighted Cab Interior
- Operating Tender Back-up Light
- Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:48 Scale Proportions
- Onboard DCC Receiver
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Freight Yard Proto-Effects
- Unit Measures: 29" x 2 3/4" x 4 1/4"
- Operates On 0-72 Curves

Did You Know?

Two surviving Alleghenies can still be seen by the public. No. 1618 resides at the Baltimore & Ohio Railroad Museum in Baltimore, Maryland. No. 1601 can be seen at the Henry Ford Museum in Detroit, Michigan.



By 1940, the C&O was looking for some new muscle to push, pull, and drag coal loads over the mountains between West Virginia and the eastern seaboard. Lima Locomotive Works knew they could design something that would fill the C&O's needs even better than the big-boilered Texas 2-10-4s the railroad considered buying. The resulting locomotive was the 2-6-6-6 Allegheny (named for the tough mountain range it had to conquer), first delivered in 1941. The six-wheeled trailing truck that gave this locomotive a new wheel design was necessary because the firebox was located completely behind the drivers.

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

M.T.H. is proud to return the 2-6-6-6 Allegheny, considered by many to be the best articulated locomotive ever designed, to the rails again in Chesapeake & Ohio and Virginian schemes outfitted for the first time with Proto-Sound 3.0.



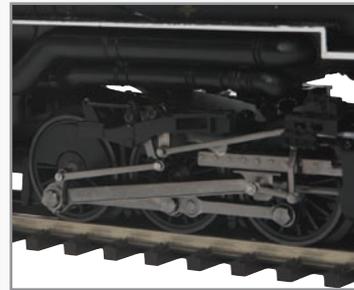
Chesapeake & Ohio - 2-6-6-6 Allegheny Steam Engine (Cab No. 1618)
20-3504-1 Proto-Sound 3.0 \$1399.95



Virginian - 2-6-6-6 Allegheny Steam Engine
20-3506-1 Proto-Sound 3.0 \$1399.95



Chesapeake & Ohio - 2-6-6-6 Allegheny Steam Engine (Cab No. 1601)
20-3505-1 Proto-Sound 3.0 \$1399.95



Chesapeake & Ohio - 2-6-6-6 Allegheny Freight Set
20-3507-1 Proto-Sound 3.0 \$1499.95

6-4-4-6 S1 steam



Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Real Coal Load
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Precision Flywheel-Equipped Motor
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Remote Controlled Proto-Coupler
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Bell
- Metal Whistle
- Lighted Cab Interior
- Synchronized Puffing ProtoSmoke System
- Operating Tender Back-up Light
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Quibble Whistle With Passenger Station Proto-Effects
- Unit Measures: 25 1/2" x 2 3/4" x 3 3/4"
- Operates On O-72 Curves

Did You Know?

No. 6100 was first revealed at the 1939-1940 World's Fair in Flushing Meadows, New York. Adorned in American Railroad livery rather than Pennsylvania, No. 6100 never ran on the roads in that scheme though its drivers did turn at the Fair, albeit on a roller bearing test bed.

Expand Your Set With Add-On Passenger Cars - See Page 145





Pennsylvania - 6-4-4-6 S1 Steam Engine
20-3502-1 Hi-Rail Wheels \$1299.95



American Railroads (World's Fair) - 6-4-4-6 S1 Steam Engine
20-3509-1 Hi-Rail Wheels \$1299.95

The Pennsylvania Railroad's final steam locomotive development years were dominated by flashy, eye-catching streamlined designs of unconventional wheel arrangements. Pennsy fans were often taken aback with the railroad's decision to abandon its deep seated affection for conventionalism.

Among the many new radical designs was the S1 Duplex. The 140 foot long 6-4-4-6 engine was aptly named "the big engine" by railroad men. She made her first public appearance at the 1940 New York World's Fair and later when not being studied for development of future locomotives, like the T-1 Duplex, was often seen whistling the "Trail Blazer" over the Fort Wayne Division

at incredible speeds. Indeed, the S1 was capable of hauling 1,200 tons at over 100 miles per hour.

Returning to the M.T.H. Premier Line for the first time since 2003, the S1 appears in all her streamlined glory. Outfitted with the incredible sounds and features of Proto-Sound 3.0, the big engine is a must for any Pennsylvania Railroad enthusiast.



Pennsylvania - S-1 6-4-4-6 Streamlined Passenger Set
20-3503-1 Proto-Sound 3.0 \$1399.95

Shay steam



Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- 1:48 Scale Proportions
- Authentic Paint Scheme
- Real Coal Load
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Precision Flywheel-Equipped Motor
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable*
- (2) Remote Controlled Proto-Couplers
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Bell
- Metal Whistle
- Synchronized Puffing ProtoSmoke System
- Operating Tender Back-up Light
- On-board DCC Decoder
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Freight Yard Proto-Effects
- Unit Measures: 20 1/2 x 2 7/16 x 4 1/16
- Operates On 0-72 Curves



Like many innovations, the Shay locomotive was invented by an entrepreneur trying to get a jump on the competition. When Civil War veteran and ex-schoolteacher Ephraim Shay opened a sawmill in Michigan in the 1870's, logging was largely a winter operation. Roads made of ice and snow enabled lumberjacks to bring timber to mills with horse-drawn sleds.

Shay reasoned - correctly, as it turned out - that laying rails through the woods would allow him to supply his mill year-round and undercut his competitors' lumber prices. Horses, Shay's original motive power, proved problematic as they tended to get run over by log cars on downgrades. Shay experimented with a small steam engine but the pounding of the side rods was too much for his light temporary track. The lightbulb moment came when he noticed that his flatcars, however, were not tough on the track, and he decided to power a flatcar with a steam engine and a belt drive to one axle. It was several years later in 1880 that machinist John Carnes at the Lima Machine Works, while modifying a locomotive for Ephraim Shay, came up with the idea of powering all trucks with a drive shaft and beveled gears. Within a few decades, the re-named Lima Locomotive Works was one of America's Big Three steam locomotive builders.

Of the 2,770 Shays that Lima produced, only six were built after 1930. By 1944, when the Western Maryland ordered a massive 3-truck Shay to serve a Maryland coal mine, few Lima employees remembered how to build one. Shop crews preferred working on more familiar engines for the war effort, and it took a year to construct WM No. 6. What turned out to be the last and nearly the largest Shay ever built worked just four years before the mine closed and she was retired. Fortunately, one of the nation's first railroad museums opened nearby just a few years later, and No. 6 became the WM's contribution to the B&O Transportation Museum in Baltimore. Even more fortunately, No. 6 was later traded to the Cass Scenic Railroad in Cass, West Virginia, where she steams in tourist service today.

The M.T.H 3-Truck and 4-Truck Shay reappears in the 2013 Premier Line fully detailed with digital sounds recorded from the actual engines used at Cass including the correct six chuffs per drive shaft revolution. Few, if any, previous O gauge models have duplicated the rapid-fire exhaust notes that make a Shay at crawl speed sound like it's going a hundred miles an hour. The combination of DCS and Proto-Sound 3.0 allows this model to portray the slow speed theatre and tremendous pulling power that marked Ephraim Shay's invention.



Union Pacific - 3-Truck Shay Steam Engine w/Proto-Sound 3.0

20-3493-1	Hi-Rail Wheels	\$1099.95
20-3493-2	Scale Wheels	\$1149.95



Denver & Rio Grande - 3-Truck Shay Steam Engine w/Proto-Sound 3.0

20-3492-1	Hi-Rail Wheels	\$1099.95
20-3492-2	Scale Wheels	\$1149.95



Chesapeake & Ohio - 4-Truck Shay Steam Engine w/Proto-Sound 3.0

20-3494-1	Hi-Rail Wheels	\$1099.95
20-3494-2	Scale Wheels	\$1149.95



Norfolk & Western - 4-Truck Shay Steam Engine w/Proto-Sound 3.0

20-3495-1	Hi-Rail Wheels	\$1099.95
20-3495-2	Scale Wheels	\$1149.95



Western Maryland - 4-Truck Shay Steam Engine w/Proto-Sound 3.0

20-3496-1	Hi-Rail Wheels	\$1099.95
20-3496-2	Scale Wheels	\$1149.95

4-8-4 GS-4 steam



Features

- Die-Cast Boiler and Tender Body
- 1:48 Scale Proportions
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Precision Flywheel-Equipped Motor
- Remote Controlled Proto-Coupler
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Bell
- Metal Whistle
- Operating Marker Lights
- Operating MARS Light*
- Lighted Cab Interior
- Operating Tender Back-up Light
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Synchronized Puffing ProtoSmoke System
- Wireless Drawbar
- Proto-Sound 3.0 With The Digital Command System Featuring:
 - Passenger Station Proto-Effects
- Unit Measures: 29" x 2 3/4" x 4 1/4"
- Hi-Rail Wheels Operate On 0-54 Curves
- Scale Wheels Operate On 42" Radius Curves

**Where Prototypical*



In 1937 the Southern Pacific trumpeted a new train in full-page magazine ads:

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

The Daylights linked Los Angeles and San Francisco "in a glorious daylight trip, streaking along the Pacific Ocean for more than a hundred breathless miles." Travelers were invited to "Step inside the Daylight and see the beauty and luxury that have already won the West. Notice the wide, soft seats in the coaches. They are cushioned with sponge rubber and turn to face the extraordinarily large windows." Presenting a glorious streak of orange and red from locomotive to observation car, the Daylights were a sharp departure from the SP's normal dark olive passenger cars.

Leading the trains were the Southern Pacific's class GS (for "Golden State") Northerns, arguably among the handsomest steam engines ever built. Constructed by Lima Locomotive Works, inventor of the super-power concept, the Daylight 4-8-4s had the combination of power and speed that characterized steam power at its zenith. Class GS-4 engines, delivered in 1941 and 1942, were among the last and best-looking of the breed, with tall 80" drivers and enclosed all-weather cabs. In addition to handling premier passenger trains, the Golden State 4-8-4s were regularly used in high-speed freight service on the San Francisco-Los Angeles Overnight.



Southern Pacific - 4-8-4 GS-4 Steam Engine

20-3485-1	Hi-Rail Wheels	\$1099.95
20-3485-2	Scale Wheels	\$1149.95

Ask Your MTH Authorized Retailer About Matching Passenger Sets

Western Pacific - 4-8-4 GS-4 Steam Engine

20-3486-1	Hi-Rail Wheels	\$1099.95
20-3486-2	Scale Wheels	\$1149.95



Southern Pacific - 4-8-4 GS-4 Steam Engine

20-3483-1	Hi-Rail Wheels	\$1099.95
20-3483-2	Scale Wheels	\$1149.95



Southern Pacific - 4-8-4 GS-4 Steam Engine

20-3484-1	Hi-Rail Wheels	\$1099.95
20-3484-2	Scale Wheels	\$1149.95



SD70ACe

diesel



NS 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
- Operating Ditch Lights
- Operating Smoke Unit
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Kadee Compatible Coupler Mounting Pads
- Onboard DCC Receiver
- 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 model Operates On 0-42 Curves
- Scale model Operates On 42" Radius Curves



Wabash - SD70ACe Diesel Engine		
20-20273-1	Hi-Rail Wheels	\$459.95
20-20273-2	Scale Wheels	\$479.95
20-20273-3	Non-Powered	\$269.95

The SD70ACe is Electro-Motive Division's hope for the future. While designed to meet the Environmental Protection Agency's Tier-2 emissions requirements that took effect on January 1, 2005, this replacement for the SD-70MAC also seems to have a higher purpose: to recapture the lead in North American locomotive sales that EMD lost to General Electric in 1987.

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

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

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

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



Penn Central - SD70ACe Diesel Engine

20-20268-1	Hi-Rail Wheels	\$459.95
20-20268-2	Scale Wheels	\$479.95
20-20268-3	Non-Powered	\$269.95



Virginian - SD70ACe Diesel Engine

20-20272-1	Hi-Rail Wheels	\$459.95
20-20272-2	Scale Wheels	\$479.95
20-20272-3	Non-Powered	\$269.95



Savannah & Atlanta - SD70ACe Diesel Engine

20-20275-1	Hi-Rail Wheels	\$459.95
20-20275-2	Scale Wheels	\$479.95
20-20275-3	Non-Powered	\$269.95



Reading - SD70ACe Diesel Engine

20-20271-3	Non-Powered	\$269.95
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New York Central - SD70ACe Diesel Engine

20-20274-3	Non-Powered	\$269.95
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Jersey Central - SD70ACe Diesel Engine

20-20269-3	Non-Powered	\$269.95
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Erie - SD70ACe Diesel Engine

20-20270-3	Non-Powered	\$269.95
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Lackawanna - SD70ACe Diesel Engine

20-20259-3	Non-Powered	\$269.95
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Illinois Terminal - SD70ACe Diesel Engine

20-20260-3	Non-Powered	\$269.95
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ES44AC

diesel



NS 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 Horn
- (2) Cab Figures
- Moveable Roof Fan Blades
- Metal Body Side Grilles
- Directionally Controlled Headlights
- Metal Wheels, Axles and Gears
- (2) Remotely Controlled Proto-Couplers®
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Lighted Cab Interior
- Illuminated Number Boards
- Operating Ditch Lights
- Operating Smoke Unit
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Onboard DCC Receiver
- 1:48 Scale Proportions
- 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 model Operates On 0-42 Curves
- Scale model Operates On 42" Radius Curves



Interstate - ES44AC Diesel Engine

20-20278-1	Hi-Rail Wheels	\$459.95
20-20278-2	Scale Wheels	\$479.95
20-20278-3	Non-Powered	\$269.95

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

At the heart of the Evolution Series is a brand new prime mover, the four-cycle, 12-cylinder GEVO-12. While producing the same 4400 horsepower as its 16-cylinder FDL-series predecessor, the GEVO-12 uses less fuel and spits out 40% fewer emissions. GE claims the EVOs are "the most fuel-efficient, most environmentally friendly diesel locomotives in history." Everything about these locomotives has been examined, questioned, and re-thought, generating 25 new U.S. patents in the process. And every Big Six railroad has ponied up to buy them, with the BNSF currently rostering the largest EVO fleet.

Like all Premier locomotives, the 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.



Central of Georgia - ES44AC Diesel Engine

20-20277-1	Hi-Rail Wheels	\$459.95
20-20277-2	Scale Wheels	\$479.95
20-20277-3	Non-Powered	\$269.95



Monongahela - ES44AC Diesel Engine

20-20281-1	Hi-Rail Wheels	\$459.95
20-20281-2	Scale Wheels	\$479.95
20-20281-3	Non-Powered	\$269.95



Lehigh Valley - ES44AC Diesel Engine

20-20279-3	Non-Powered	\$269.95
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Norfolk Southern - ES44AC Diesel Engine

20-20258-3	Non-Powered	\$269.95
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Nickel Plate Road - ES44AC Diesel Engine

20-20262-3	Non-Powered	\$269.95
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Norfolk & Western - ES44AC Diesel Engine

20-20276-3	Non-Powered	\$269.95
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Conrail - ES44AC Diesel Engine

20-20261-3	Non-Powered	\$269.95
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Southern - ES44AC Diesel Engine

20-20263-3	Non-Powered	\$269.95
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Pennsylvania - ES44AC Diesel Engine

20-20280-3	Non-Powered	\$269.95
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Dash-9

diesel



Features

- 1:48 Scale Proportions
- Directionally Controlled Headlights
- Intricately Detailed ABS Body
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Remotely Controlled Proto-Couplers
- Metal Handrails and Decorative Horn
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Lighted Cab Interior
- Illuminated Number Boards
- Lighted Marker Lights
- (2) Engineer Cab Figures
- Moveable Roof Fan Blades
- Metal Body Side Grilles
- Operating Ditch Lights
- Operating Smoke Unit
- Onboard DCC Receiver
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 18 3/4" x 2 3/4" x 3 7/8"
- Hi-Rail model Operates On 0-42 Curves
- Scale model Operates On 42" Radius Curves





Southern Pacific - Dash-9 Diesel
 20-20317-1 Hi-Rail Wheels \$459.95
 20-20317-2 Scale Wheels \$479.95



Union Pacific - Dash-9 Diesel
 20-20319-1 Hi-Rail Wheels \$459.95
 20-20319-2 Scale Wheels \$479.95



BNSF - Dash-9 Diesel
 20-20318-1 Hi-Rail Wheels \$459.95
 20-20318-2 Scale Wheels \$479.95



Canadian National - Dash-9 Diesel
 20-20320-1 Hi-Rail Wheels \$459.95
 20-20320-2 Scale Wheels \$479.95

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

Model railroaders looking to recreate the evolution of late twentieth-century motive power can do no better than an M.T.H. Premier Line Dash-9 with Proto-Sound 3.0. Outfitted with incredible sounds and operating features not found elsewhere, each handsome locomotive is produced in three different cab numbers for a realistic 2, or 3-unit lashup.

EMD E6 A-B-A

diesel set



Features

- (2) Remotely Controlled Proto-Couplers
- Metal Chassis
- Illuminated Number Boards
- Directionally Controlled Headlights
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Authentic Paint Scheme
- Metal Handrails and Decorative Horn
- Lighted Marker Lights
- Metal Body Side Grilles
- Intricately Detailed ABS Bodies
- Metal Wheels, Axles and Gears
- (2) Precision Flywheel-Equipped Motors
In Each A Unit
- Lighted Cab Interiors
- (2) Operating Smoke Units
- Locomotive Speed Control In Scale MPH
Increments
- (2) Cab Figures In Each A Unit
- Onboard DCC Receiver
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital
Command System Featuring
Passenger Station Proto-Effects
- Set Measures: 53" x 2 1/2" x 3 1/2"
- Operates On O-42 Curves

Did You Know?

Because the prime mover of an E-unit diesel could be changed easily, these locomotives were given new engines throughout their service years.



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

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

Now you can enjoy the beauty and glamour of the seminal E6 streamliners in the colorful schemes of some of America's great railroads. Imagine the excitement of hearing station announcements and squealing brakes as your train glides to a stop, followed by the hustle and bustle of passengers disembarking and boarding. Moments later, the conductor's departure call pierces the din, the locomotive's bell begins to ring, and your train is off again for faraway places. It's all possible thanks to Proto-Sound 3.0. Only M.T.H. offers such a complete array of sounds and other features to bring the drama of prototype railroading onto your home layout.



Union Pacific - EMD E6 A-B-A Diesel Engine Set

20-20344-1	Proto-Sound 3.0	\$729.95
20-20344-3	Non-Powered B-Unit	\$199.95

**Add a Matching Passenger Set
See Page 148**



Kansas City Southern - EMD E6 A-B-A Diesel Engine Set

20-20343-1	Proto-Sound 3.0	\$729.95
20-20343-3	Non-Powered B-Unit	\$199.95

**Add a Matching Passenger Set
See Page 148**



Baltimore & Ohio - EMD E6 A-B-A Diesel Engine Set

20-20341-1	Proto-Sound 3.0	\$729.95
20-20341-3	Non-Powered B-Unit	\$199.95

**Add a Matching Passenger Set
See Page 146**



Add a Matching Passenger Set - See Page 145

Florida East Coast - EMD E6 A-B-A Diesel Engine Set

20-20342-1	Proto-Sound 3.0	\$729.95
20-20342-3	Non-Powered B-Unit	\$199.95

EMD F3 A-B-A

diesel set



Features

- 1:48 Scale Proportions
- Directionally Controlled Headlights
- Intricately Detailed ABS Bodies
- Metal Wheels, Axles and Gears
- Metal Chassis
- Metal Handrails
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Lighted Cab Interiors
- Illuminated Number Boards
- Lighted Marker Lights
- (2) Engineer Cab Figures In Each A Unit
- Moveable Roof Fan Blades
- (2) Operating Smoke Units
- Die-Cast Truck Sides
- Die-Cast Fixed Pilots*
- (2) Remotely Controlled Proto-Couplers
- Onboard DCC Receiver
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station or Freight Yard Proto-Effects
- Unit Measures: 40 1/4" x 2 5/8" x 3 3/4"
- B-Unit Measures: 13" x 2 5/8" x 3 3/4"
- Hi-Rail model Operates On O-31 Curves
- Scale model Operates On 31" Radius Curves

*Scale Wheeled Version Only



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

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

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

Capture the excitement of the first-generation diesel era with this full-scale Premier model. With four flywheel-equipped motors, the M.T.H. F3 duplicates the bulldog tenacity of its prototype. Proto-Sound 3.0 offers authentic EMD 567 prime mover sounds, a first-generation diesel horn and bell, crew and station sounds, adjustable smoke volume, and the ability to maintain any speed down to 3 scale miles per hour. Our model features the see-through "chicken wire" screens and rectangular rooftop dynamic brake grilles that characterize most F3s, as well as a host of added-on details - including legible builder's plates, grab irons, multiple-unit hoses, rooftop lift rings, see-through rooftop fans, steam generator exhaust stack (for passenger car heating), windshield wipers, and trucks with separately-applied spring hangers, brake cylinders, and air pipes.



New Haven - F3 A-B-A Diesel Set

20-20348-1	Hi-Rail Wheels	\$729.95
20-20348-2	Scale Wheels	\$749.95
20-20348-3	Non-Powered B-Unit	\$189.95

Add a Matching Passenger Set
See Page 148



New York Central - F3 A-B-A Diesel Set

20-20349-1	Hi-Rail Wheels	\$729.95
20-20349-2	Scale Wheels	\$749.95
20-20349-3	Non-Powered B-Unit	\$189.95



Union Pacific - F3 A-B-A Diesel Set

20-20351-1	Hi-Rail Wheels	\$729.95
20-20351-2	Scale Wheels	\$749.95
20-20351-3	Non-Powered B-Unit	\$189.95



Add a Matching Passenger Set
See Page 146

Texas Special - F3 A-B-A Diesel Set

20-20350-1	Hi-Rail Wheels	\$729.95
20-20350-2	Scale Wheels	\$749.95
20-20350-3	Non-Powered B-Unit	\$189.95

premier diesel

AC6000

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
- (2) Engineer Cab Figures
- Moveable Roof Fan Blades
- Metal Body Side Grilles
- Operating Ditch Lights
- 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
- Onboard DCC Receiver
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 19 1/2" x 2 7/8" x 3 15/16"
- Operates On 0-42 Curves



The AC6000CW sprung from the horsepower wars of the late twentieth century. As GE and EMD fought to best each other with single-unit engines boasting more and more horsepower, General Electric introduced the AC6000CW Convertible. These initial AC-traction-motored engines provided 4,400 horsepower, but were designed to be converted to the twin-turbo 6,000 horsepower Deutz 7HDL16 diesel motors as soon as the motors were ready. The Union Pacific was the only taker for the convertibles, purchasing a total of 106 units.

The first production 6,000-horsepower engines were delivered in December 1995. The main spotting features of both the regular and convertible AC6000CW's are their huge radiators that hang out over the walkways at the rear of the body, and a step-up in the walkway on the right side of the body, to clear the twin air reservoirs. An immense 5500-gallon fuel tank was needed to satisfy the thirst of 6,000 horses, and that forced GE's designers to move the air reservoirs atop the fuel tank and raise the walkway to clear them.

As it turned out, American railroads decided a 4,300–4,400 horsepower engine was the optimum building block for multiple-unit consists, and the craze for 6,000 horsepower locomotives faded. None of the convertible models was ever upgraded to the larger motor. Significant fleets of AC6000CW's were purchased only by the Union Pacific and CSX before the last of 207 units produced was delivered in 2001.

M.T.H. is proud to return this Monster of the Mainline to our Premier Line diesel roster. Each locomotive is equipped with the unparalleled power of Proto-Sound 3.0 and available in three cab numbers; you won't find a better value in any other manufacturer's scale-sized O gauge diesel lineup.



GE Demo - AC6000 Diesel Engine
20-20322-1 Proto-Sound 3.0 \$459.95



CSX - AC6000 Diesel Engine
20-20321-1 Proto-Sound 3.0 \$459.95



Kansas City Southern - AC6000 Diesel Engine
20-20323-1 Proto-Sound 3.0 \$459.95



Union Pacific - AC6000 Diesel Engine
20-20324-1 Proto-Sound 3.0 \$459.95

Alco S-2 Switcher 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
- Die-Cast Metal Chassis
- Metal Handrails and Horn
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control in Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Lighted Cab Interior
- Illuminated Number Boards
- (2) Engineer Cab Figures
- Operating Smoke Unit
- Onboard DCC Receiver
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 12" x 2 3/4" x 3 3/4"
- Operates On 0-31 Curves



Green Bay & Western - Alco S-2 Diesel Switcher
20-20326-1 Proto-Sound 3.0 \$399.95



South Buffalo Railway - Alco S-2 Diesel Switcher
 20-20328-1 Proto-Sound 3.0 \$399.95



CP Rail - Alco S-2 Diesel Switcher
 20-20327-1 Proto-Sound 3.0 \$399.95



Baltimore & Ohio - Alco S-2 Diesel Switcher
 20-20325-1 Proto-Sound 3.0 \$399.95

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

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

Returning to the M.T.H. Premier Line in all-new schemes, the Also S-2 may be one of the finest O Scale switchers ever produced. One listen to its Proto-Sound 3.0 locomotive start-up sequence, followed by a quick run in the switch yard, is proof-positive that this is one serious little locomotive.

premier diesel



EMD E8 A-B-A

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
- Moveable Roof Fan Blades
- Metal Body Side Grilles
- (2) Operating Smoke Units
- Onboard DCC Receiver
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Set Measures: 53" x 2 1/2" x 3 1/2"
- B-Unit Measures: 17" x 2 1/2" x 3 1/2"
- Operates On 0-31 Curves



Did You Know?

The 2250 hp E-8 was one of a long line of EMD engines, including the BL2 and F-3, to use the 567-series prime mover.



Great Northern - E8 A-B-A Diesel Engine Set

20-20354-1 Proto-Sound 3.0 \$729.95
 20-20354-3 Non-Powered B-Unit \$199.95



Add a Matching Passenger Set
 See Page 147



Chesapeake & Ohio - E8 A-B-A Diesel Engine Set

20-20353-1 Proto-Sound 3.0 \$729.95
 20-20353-3 Non-Powered B-Unit \$199.95

Add a Matching Passenger Set
 See Page 148



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

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

The E8 returns to the Premier line in 2013 in paint schemes from the golden age of passenger travel as well as the less-luxurious period that followed.

Santa Fe - E8 A-B-A Diesel Engine Set

20-20255-1 Proto-Sound 3.0 \$729.95
 20-20255-3 Non-Powered B-Unit \$199.95

Add a Matching Passenger Set
 See Page 149



Amtrak - E8 A-B-A Diesel Engine Set

20-20352-1 Proto-Sound 3.0 \$729.95
 20-20352-3 Non-Powered B-Unit \$199.95



F59PHI

diesel



Features

- 1:48 Scale Proportions
- Directionally Controlled Headlights
- Intricately Detailed ABS Body
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Remotely Controlled Proto-Couplers
- Authentic Paint Scheme
- Metal Handrails and Decorative Horn
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Lighted Cab Interior
- Illuminated Number Boards
- Lighted Marker Lights
- (2) Engineer Cab Figures
- Moveable Roof Fan Blades
- Metal Body Side Grilles
- Operating Ditch Lights
- Operating Smoke Unit
- Onboard DCC Receiver
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Unit Measures: 15" x 2 5/8" x 3 7/8"
- Operates On O-31 Curves



In 1988 Toronto-area commuter operator GO transit commissioned EMD to design a new commuter locomotive to replace the aging F40PH - which had been North America's standard passenger engine for more than a decade. The new F59PH design incorporated a 3000 horsepower prime mover and a separate head end power (HEP) motor/generator set for car lighting, heat, and air conditioning. The new engine used 12 cylinders instead of 16 to produce the same horsepower as the seventies-era F40PH, and with lower emissions. On the exterior, however, the new locomotive didn't look like a passenger engine; it had the boxy, muscular look of a freight hauler.

The Canadian-born design really came into its own on the West Coast of the United States. In 1994 the California Department of Transportation placed an order for nine F59's for "Amtrak California" service and specified a new look that, while officially designated the F59PHI, became known as the California F59: rounded nose, side skirts covering the fuel tank, and a streamlined carbody to blend with high, bilevel passenger cars. Other railroads apparently liked the new look and the engine's performance, and the F59PHI became a common sight on the West Coast. Commuter operators include Metrolink in Los Angeles, Translink in Vancouver, B.C., and Seattle's Sound Transit "Sounder" service. On the other side of the continent, F59PHI's can be found on Montreal commuter runs and Amtrak service out of Raleigh, North Carolina.

Replicate the services that are reviving commuter rail travel in many parts of the United States with MTH's fully-detailed F59PHI and matching passenger consists. The F59PHI returns to the Premier line for the first time since 2005 decorated for a number of West Coast operators and complete with accurate station announcements for each commuter line.

Did You Know?

The addition of a separate motor/generator for head end power in the F59 eliminated an annoyance with the older F40PH, which had only a single motor: the prime mover in the F40 had to run at full throttle all the time, even when a train was stopped, in order to provide light and climate control to the passenger coaches. In fact a small number of F40's were built with a longer carbody to accommodate a separate HEP diesel motor.

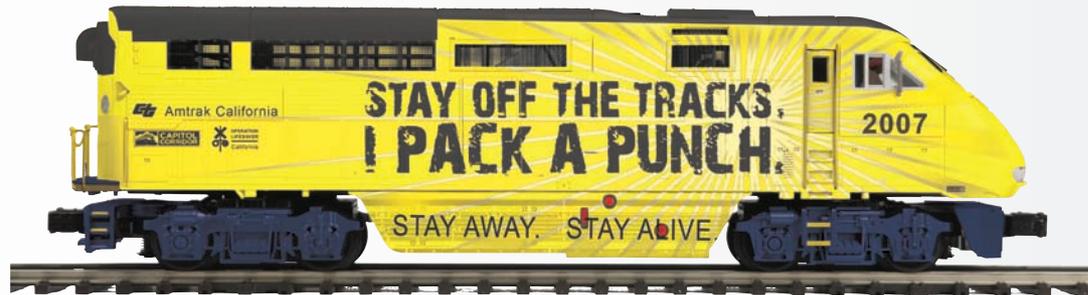


Amtrak - F59PHI Diesel Engine
20-20329-1 Proto-Sound 3.0 \$459.95

Superliner Passenger Sets
See Page 149



Amtrak - F59PHI Diesel Engine
20-20330-1 Proto-Sound 3.0 \$459.95



Amtrak - F59PHI Diesel Engine
20-20331-1 Proto-Sound 3.0 \$459.95



Amtrak - F59PHI Diesel Engine
20-20332-1 Proto-Sound 3.0 \$459.95

GP-40

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
- Metal Handrails and Decorative Horn
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Lighted Cab Interior
- Illuminated Number Boards
- Lighted Marker Lights
- (2) Engineer Cab Figures
- Moveable Roof Fan Blades
- Metal Body Side Grilles
- Operating Smoke Unit
- 1:48 Scale Proportions
- Onboard DCC Receiver
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 15 1/2" x 2 3/4" x 4"
- Hi-Rail model Operates On O-31 Curves
- Scale model Operates On 31" Radius Curves

Did You Know?

EMD overcame early adhesion problems and sold 2,398 of the popular GP-40 units.



Buffalo & Pittsburgh - GP-40 Diesel Engine

20-20335-1	Hi-Rail Wheels	\$459.95
20-20335-2	Scale Wheels	\$479.95

By the mid-1960s, EMD's General Purpose locomotives, known as "Geeps," had gained a favorable reputation with railroads. They were hard working road switchers known for their versatility and dependability. The 1500-h.p. GP-7, introduced in 1949, had set the standard for the series of locomotives, and the GP-40, which came along 16 years later, was to be yet another improvement in the GP family tree.

The GP-40 doubled the horsepower rating of the GP-7 and introduced the 645-series engine to the Geep heritage. EMD had relied upon the 567-series prime mover for years. The 3,000-h.p. in the GP-40 was indeed impressive, but it presented a problem. With only four axles and the barely adequate wheel-slip control systems then available, GP-40s had adhesion problems. While the units were being fixed at the La Grange, IL, plant, EMD supplied GP-40 buyers with temporary units. An improved electrical system fixed the adhesion problem on the GP-40s and they were ready to roll on U.S., Canadian and Mexican railroads once again.

By choosing one of the finest diesel road engines available today, your M.T.H. GP-40 engine will arrive with features unmatched by others. The incredible sound and action found in a Proto-Sound 3.0 equipped M.T.H. engine truly brings an interactive experience to your locomotive operations. Realistic, slow-speed operation is controlled through the industry-leading Proto-Speed Control system. Remotely controlled Proto-Couplers which can be fired open at any time in conventional or command modes gives the operator unprecedented switching functions for a truly fun operating experience.



Florida East Coast - GP-40 Diesel Engine

- 20-20336-1 Hi-Rail Wheels \$459.95
- 20-20336-2 Scale Wheels \$479.95



Illinois Central - GP-40 Diesel Engine

- 20-20334-1 Hi-Rail Wheels \$459.95
- 20-20334-2 Scale Wheels \$479.95



Indiana & Ohio - GP-40 Diesel Engine

- 20-20333-1 Hi-Rail Wheels \$459.95
- 20-20333-2 Scale Wheels \$479.95

Pioneer Zephyr

diesel set

Features

- Two-Motored Diesel Locomotive
- 3-Car Passenger Consist
- Directionally Controlled Headlights
- Intricately Detailed ABS Bodies
- Metal Wheels and Axles
- Die-Cast Truck Sides
- Authentic Deco Scheme
- Operates On O-72 Track
- Metal Chassis
- Metal Handrails and Decorative Horn
- (2) Precision Flywheel-Equipped Motors
- All Metal Wheels and Gears
- Lighted Marker Lights
- (2) Engineer Cab Figures
- 12 Passenger Figures In Each Car
- Operating Smoke Unit
- Locomotive Speed Control In Scale MPH Increments
- Onboard DCC Receiver
- Proto-Sound 3.0 w/Passenger Station Proto-Effects
- Complete Set Measures:
62 3/8" x 2 3/8" x 3 5/8"



On April 4, 1934, America's first streamlined, diesel-powered passenger train rolled out of the Edward G. Budd plant in Philadelphia. Revolutionary in almost every way, the little 3-car Burlington Zephyr was a collaboration between three partners who each had something to prove. It would turn out to be a perfect publicity vehicle for each of them.

Ralph Budd, president of the Chicago Burlington & Quincy Railroad (and no relation to the Budd Company), needed to prove to Depression-weary passengers that train travel could be modern and exciting. He also wanted an economical train for, as he put it, "situations where a train had to be operated but where earnings were insufficient for any profit." The Budd company, armed with a patented process for welding stainless steel to make vehicle bodies, had been successful in the automotive and aircraft industries and was looking for a foothold in the railroad business. General Motors, having recently purchased the Electro-Motive Company and the Winton Engine Company, was looking to prove the viability of its new diesel engines.

The lead designer in realizing Ralph Budd's dream was Albert Dean, an aeronautical engineer who came to the Budd company fresh out of college. The Zephyr borrowed many features from aircraft design, including a fully enclosed underbody for lower drag, and Dean tested his design in the wind tunnel at his alma mater, MIT. Radical at the time, the Zephyr's unpainted stainless steel exterior would become a hallmark of streamlined passenger trains, as would its lightweight design. The entire 3-car Zephyr, locomotive and all, weighed about the same as a single Pullman coach of the time. And it was fast. Fresh out of the factory, it was clocked at 104 mph.

Budd was determined to get the maximum publicity value out of his gleaming experiment before it settled into daily service. Between

April and November, the train visited 222 cities and hosted over two million visitors. In the depths of the Great Depression, the Zephyr was a futuristic, shiny symbol of hope. Everything about the train was bright and lightweight, compared with the dark and heavy materials used on trains of the time; the "heavyweight" look, which had symbolized richness and luxury in the twenties, now seemed a bit dark and depressing - like the state of the nation.

On May 26, 1934, the Burlington staged a non-stop "Dawn to Dusk" run from Denver to Chicago that made headlines throughout the nation. "Ushering in a new era in railroad history, the Burlington's streamline train, the Zephyr, arrived in Chicago from Denver tonight at the end of the longest and fastest run in railroad history," reported the New York Times. "In spanning a third of the continent, the Zephyr's speed at times reached 112 1/2 miles an hour." Fresh from its record run, the Zephyr went to the Chicago World's Fair and then to Hollywood to star in its own movie, Silver Streak - where it rushed an iron lung across the country to save a railroad president's son from polio.

While the movie was a bomb, the Zephyr was not. On its Lincoln - Omaha - Kansas City route, traffic increased 150%. Crowds turned out to ride the train and just to see it. Within a year, a fourth car was added and still the Zephyr was frequently sold out.

Romance Lives Again Along the Mississippi

Almost immediately, the Zephyr's success spurred the Burlington to order a fleet of similar trains. Designed for the 221-mile route from St. Louis to Burlington, Iowa, the fourth Zephyr ran through Samuel L. Clemens' boyhood home of Hannibal, Missouri, and was appropriately named the Mark Twain Zephyr. Its inauguration in 1935 was the high point in Hannibal's year-long centennial celebration of its favorite son's birth. And again Ralph Budd's publicity machine

went into overdrive. "Romance Lives Again Along the Mississippi" trumpeted a Burlington poster. On October 23 the MTZ set a new speed record of 122 mph; in Hannibal the next day, Clemens' granddaughter Nina Gabrilowitsch christened the new train in front of 10,000 people, including then-Senator Harry S. Truman. CBS Radio broadcast the ceremony nationwide. Like the original Zephyr (now renamed the Pioneer Zephyr to distinguish it from its brethren), the MTZ was a tremendous hit with passengers. A decade later, Hannibal turned out again to celebrate the train's tenth anniversary.

New England's Zephyr

While the Zephyrs' diesel power and lightweight, streamlined construction set the standard for the next generation of passenger trains, other aspects of its design were less successful. Their "shovelnose" cab design was dangerous in a collision and their semi-permanently coupled, articulated trainsets could not adapt to changing passenger loads. As a result, only one other railroad ordered a copy of the Zephyrs. On February 10, 1935, the Boston and Maine (which also managed the Maine Central) took delivery of the 3-car Flying Yankee. Following the Ralph Budd publicity model, the Yankee barnstormed over the B&M-MEC system for weeks, attracting huge crowds. The train's initial assignment was a grueling 6-day-a-week, 750-mile-per-day route from Portland, Maine to Boston to Portland to Bangor to Portland to Boston and back to Portland for the night. Like the Zephyrs, the Yankee proved both profitable and dependable, racking up 2.7 million miles in 22 years of service — before being replaced by another silver Budd-built pioneer, the RDC.



Burlington - Pioneer Zephyr Diesel Passenger Set
20-20357-1 Proto-Sound 3.0 \$799.95



Burlington (Mark Twain) - Pioneer Zephyr Diesel Passenger Set
20-20356-1 Proto-Sound 3.0 \$799.95



Boston & Maine - Pioneer Zephyr Diesel Passenger Set
20-20358-1 Proto-Sound 3.0 \$799.95

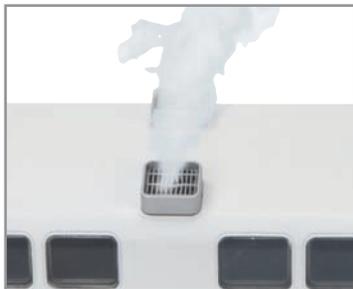
Turbotrain

diesel set



Features

- (2) Powered Locomotives
- Non-Powered Passenger Car
- Directionally Controlled Headlights
- Intricately Detailed ABS Bodies
- Metal Wheels, Gears and Axles
- Die-Cast Truck Sides
- Authentic Deco Scheme
- Operates On O-72 Track
- Metal Chassis
- Metal Handrails and Decorative Horn
- (2) Precision Flywheel-Equipped Motors
- Lighted Marker Lights
- (2) Engineer Cab Figures
- 12 Passenger Figures In Each Car
- Overhead Interior Lighting
- (2) Operating Smoke Units
- Locomotive Speed Control In Scale MPH Increments
- Onboard DCC Receiver
- Proto-Sound 3.0 w/Passenger Station Proto-Effects
- Complete Set Measures:
50 5/8" x 3 1/2" x 2 5/8"



The TurboTrain was largely the brainchild of one man, Alan R. Cripe. Fresh out of college in the 1950s, Cripe joined the Chesapeake & Ohio's Train X project. He eventually led the development of plans for a high-speed, diesel powered train with cars that would tilt outward on curves, much like a pendulum, to allow higher speeds on existing track. The train was never built, however, and Cripe moved on, only to be approached years later by United Aircraft Corp. (UAC) to resuscitate his ideas. Armed with tilting train patents purchased from the C&O, United and Cripe won a government contract to build demonstration trains under the High Speed Ground Transportation Act of 1965.

Introduced in 1967, the TurboTrain was, according to UAC, "a modern, streamlined, high-speed intercity passenger train designed by aerospace engineers and based on the principles of flight." There was little exaggeration in those claims. The tilting cars allowed passengers to comfortably cruise through curves 30% to 40% faster than conventional trains. Power was provided by up to seven (depending on configuration) Pratt & Whitney aircraft-style gas turbine

engines. The engines and many other components were designed to be changed out quickly for ease of maintenance. Seating was comparable to first-class airplane accommodations and, according to famed railroad writer William D. Middleton, "The over-the-engineer's-shoulder, straight-ahead view from the forward dome represents the best railfan seating since the Electroliner."

Owned by the Department of Transportation, the TurboTrains went into U.S. service in 1968 between Boston and New York, operated first by Penn Central and later by Amtrak. Canadian versions, purchased by Canadian National Railways and assembled by Montreal Locomotive Works, served briefly in 1968-1969 and later entered Montreal-Toronto service in 1973.

Why was the TurboTrain ultimately a failure, with no more units built, the U.S. trains retired in 1976, and the Canadian Turbos out of service by 1982? The conventional wisdom is that they were trouble-prone — but in fact the Canadian trains, after some initial teething problems, boasted a 97% availability record on CN and VIA

Rail. Perhaps the greater truth is that the railroads involved could not get comfortable with a jet-powered land vehicle, and that the U.S. government and the railroads were simply not ready to make a commitment to providing competitive passenger service. Today's Acela seems confirmation that Alan Cripe indeed had the right idea. With its low-slung aerodynamic design, tilting cars, and double-ended trainsets, the Acela is in many respects an electric-powered TurboTrain — but without the magnificent view from the domes. Forty years and billions of dollars later, the Acela's best Boston-New York time is only nine minutes faster than the Turbo's schedule, and the Acela has yet to beat the 170.8 mph speed record set by the TurboTrain in 1967.

The first O scale model of the magnificent experiment that was the TurboTrain returns to the Premier lineup for 2013. Imagine what might have been, as you run this superbly detailed model in its original U.S. 3-car configuration — or add a car to simulate the trains as they were expanded to meet passenger demand.



Amtrak - TurboTrain Passenger Set
20-20345-1 Proto-Sound 3.0 \$799.95

Amtrak - TurboTrain Passenger Car
20-61001 \$109.95



New Haven - TurboTrain Passenger Set
20-20346-1 Proto-Sound 3.0 \$799.95

New Haven - TurboTrain Passenger Car
20-61002 \$109.95



Via Rail - TurboTrain Passenger Set
20-20347-1 Proto-Sound 3.0 \$799.95

Via Rail - TurboTrain Passenger Car
20-61003 \$109.95



Propane Turbine

diesel set



Features

Set Contents

- Powered Turbine Locomotive
- Non-Powered Die-Cast Propane Tank Car

Locomotive Features

- Directionally Controlled Headlights
- Intricately Detailed ABS Locomotive Body
- Metal Wheels, Gears and Axles
- Die-Cast Truck Sides
- Authentic Deco Scheme
- Operates On O-72 Track
- Metal Chassis
- Metal Handrails and Decorative Horn
- (2) Precision Flywheel Equipped Motors
- Lighted Marker Lights
- Operating Smoke Unit
- Locomotive Speed Control In Scale MPH Increments
- Onboard DCC Receiver
- Proto-Sound 3.0 w/Freight Yard Proto-Effects



UP #57, the only propane turbine the railroad ever ran, was one of an order for ten 4500 hp turbines UP ordered from General Electric in 1951. The railroad was pleased with the performance of the turbines, which tested well in head-to-head competition with similar horsepower diesels. However, UP was concerned that the fuel used was too heavy and difficult to heat and handle. When #57 was delivered they decided to adapt it for an experiment with propane gas as a power source. The engine was equipped with a pressurized tank car for a tender and assigned a Los Angeles-Las Vegas run. The propane turbine made

its first revenue run on May 31, 1953. Since propane burns clean and leaves no carbon deposit residue, the engine's turbine blades wore well. The high cost of the safety precautions and operating procedures (to cut the high rate of fuel consumption, the railroad stopped and restarted the engines on each run) outweighed the engine's advantages, however, and the UP decided against adding any more propane turbines to the roster.



Union Pacific - Propane Turbine Locomotive Set
20-20359-1 Proto-Sound 3.0 \$899.95

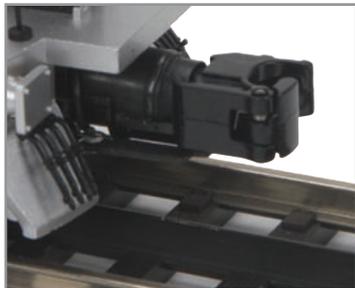
Little Joe

electric



Features

- 1:48 Scale Proportions
- Directionally Controlled Headlights
- Intricately Detailed Die-Cast Body
- Metal Wheels, Axles and Gears
- Motorized Operating Pantographs
- Die-Cast Truck Sides & Pilots
- (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
- Onboard DCC Receiver
- Illuminated Number Boards
- Lighted Marker Lights
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Unit Measures: 22 7/8" x 2 1/2" x 3 3/4"
- Operates On 0-72 Curves



Milwaukee Road's Little Joe might just as well have been called Lonesome Joe since no railroad wanted the engine. Actually, General Electric had contracted with the Soviet Union to build the locomotives for their Siberian railroad after World War II ended. But as relations between the Soviets and Americans began to deteriorate into the Cold War, the order was rescinded by the U.S. Government after GE had completed construction but not yet delivered 20 brand new engines.

Turning to U.S. railroads, GE was unable to find a buyer for several years. Clearly in a buyer's market, GE eventually reached an agreement with the Milwaukee Road to sell the entire lot plus parts for the fire sale price of \$1 Million. But even that agreement fell apart when the Milwaukee's brass elected to move toward dieselisation and scuttled the order. Eventually demand for electrification returned to the Milwaukee Road and 12 units were purchased from GE. This time, though, GE commanded the sale's terms.

The Little Joe (named by a Milwaukee Road employee for Russia's Joseph Stalin) returns to O Gauge for the first time since 2004. Fully detailed and constructed of die-cast metal, the Little Joe brings all the performance and value of a Proto-Sound 3.0 equipped locomotive to your layout. Its industry-leading Proto-Speed Control system, motorized operating pantographs and unique digital sounds will make the long-awaited return of the Little Joe a must-have for your roster.

Did You Know?

The Little Joes were first configured with trucks designed for the Russian rail gauge of 5', and later re-gauged for the American gauge of 4' 8 1/2"



GE Demo - Little Joe Electric
20-5675-1 Proto-Sound 3.0 \$799.95



South Shore - Little Joe Electric
20-5678-1 Proto-Sound 3.0 \$799.95

Add a Matching Passenger Set
See Page 142



Milwaukee Road - Little Joe Electric
20-5676-1 Proto-Sound 3.0 \$799.95

Add a Matching Passenger Set
See Page 146

Motorized
Pantographs



Milwaukee Road - Little Joe Electric
20-5677-1 Proto-Sound 3.0 \$799.95

Add a Matching Passenger Set - See Page 146

BB1 electric



Features

- 1:48 Scale Proportions
- Directionally Controlled Headlights
- Intricately Detailed Die-Cast Body
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides & Pilots
- (2) Remotely Controlled Proto-Couplers
- Authentic Paint Scheme
- Metal Handrails and Decorative Horn
- (2) Precision Flywheel-Equipped Motors
- Lighted Cab Interior
- (2) Engineer Cab Figures
- Onboard DCC Receiver
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Unit Measures: 12 3/4" x 3 3/4" x 2 1/2"
- Operates On O-31 Curves





Pennsylvania - BB1 Electric
20-5679-1 Proto-Sound 3.0 \$749.95

Add a Matching Passenger Set
See Page 141

Few railroads had the luxury of electric switchers, as electrification in the United States was generally reserved for heavily-used main lines. The mighty Pennsylvania Railroad, of course, did things its own way. Between 1926 and 1935, the road's Altoona shops built 42 pint-sized six-wheel boxcab switchers for the Pennsy and the Pennsy-controlled Long Island Railroad. Originally operated in pairs and designated classes BB1, BB2, and BB3, the switchers were later split into single units as Pennsy class B1 and Long Island class B3.



Pennsylvania - BB1 Electric
20-5680-1 Proto-Sound 3.0 \$749.95

As Al Stauffer wrote in his book *Pennsy Power*, "the diminutive B1 with its single pantograph fully extended has the appearance of stretching mightily to reach its trolley wire power supply far overhead." Stauffer goes on to describe the little engine as looking more like a toy train than the real thing. At just over 31' long, the B1s - affectionately called "rats" by railfans - were Pennsy's smallest but noisiest electrics. Like the New Haven's EP-5 electrics built decades later, the B1s were known for the din generated by the cooling blowers for their electrical gear. Providing 570 horsepower and 13,500 pounds of tractive effort from their three motors, the little switchers could only muster a top speed of 25 miles per hour. The Pennsy's fleet spent decades buzzing about the yards in New York, Philadelphia, and Harrisburg. Most B1s were scrapped by the late 1960s.



Long Island - BB1 Electric
20-5681-1 Proto-Sound 3.0 \$749.95

Add a Matching Passenger Set
See Page 143

Continuing the M.T.H. tradition of modeling unusual engines from railroading history, the BB1 is sure to attract attention on your layout! Making its return to the Premier line for the first time in eight years, this fine scale replica was the sixth die-cast Pennsylvania electric prototype to appear in the M.T.H. line - representing a commitment unmatched by any other manufacturer - and is beautifully detailed to capture the look and sound of the real locomotive. Outfitted with the awesome sound and performance of Proto-Sound@3.0, the "rat" will be a favorite in your Pennsy collection for years to come.

DC-3 Rail Inspection Car

electric

Features

- 1:48 Scale Proportions
- Directionally Controlled Headlights
- Intricately Detailed ABS Body
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Remotely Controlled Proto-Couplers
- Metal Chassis
- Metal Handrails and Decorative Horn
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Lighted Cab Interior
- Illuminated Number Boards
- Lighted Marker Lights
- (2) Engineer Cab Figures
- Operating Smoke Unit
- Onboard DCC Receiver
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 19 5/8" x 2 1/2" x 4"
- Operates On 0-72 Curves





Union Pacific - DC-3 Rail Inspection Car
20-20340-1 Proto-Sound 3.0 \$479.95



Long Island - DC-3 Rail Inspection Car
20-20338-1 Proto-Sound 3.0 \$479.95



Amtrak - DC-3 Rail Inspection Car
20-20337-1 Proto-Sound 3.0 \$479.95



Great Northern - DC-3 Rail Inspection Car
20-20339-1 Proto-Sound 3.0 \$479.95

Railroads have long recognized that good track and roadbed are essential to any successful operation. Regular inspection of the hundreds or even thousands of miles of track is a regimen that smart railroads don't dare to skip, and MTH presents a car built just for that purpose. Modeled on the Union Pacific DC-3, which used a magnetic induction method to check track for rail flaws, this rail inspection car will bring a new dimension of operational realism to your layout.

M.T.H.'s unique DC-3 car, with its specially designed sound set and PFA sequence, is available in four new roadnames, so railroaders all over the country can keep the tracks in great shape. No maintenance-of-way fleet is complete without it.

Did You Know?

Because rail inspection cars often stayed out for long stretches of time, the DC-3 was redesigned in 1957 to include living quarters for its four-man crew.

Premier Freight



M.T.H. Premier O Scale freight cars are the perfect complement to any manufacturer's scale-proportioned O Gauge locomotives. Whether you prefer to purchase cars individually or assemble a unit train, M.T.H. Premier rolling stock has freight cars for you in a variety of car types and paint schemes.

Virtually every sturdy Premier car is offered in two car numbers. Cars in 6-car sets offer additional car numbers, so in many cases it is possible to build a unit train with two 6-car sets and two individual cars, for a total of 14 different car numbers. In addition, many of our Premier freight car offerings can operate on the tightest O gauge curves, making them even more versatile for all types of layouts.

Operating Log Car

rolling
premier
stock



Norfolk Southern - Operating Log Car
20-98948 \$ 69.95



Pittsburgh & Lake Erie - Operating Log Car
20-98949 \$ 69.95

Operating Dump Car



Keystone Pipeline - Operating Dump Car with Pipe Load
20-98950 \$ 69.95



Alaska Railroad - Operating Dump Car with Pipe Load
20-98951 \$ 69.95

Features

- Die-Cast Metal Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Die-Cast Metal Body
- Removable Pipe or Log Load
- Operating Bay Rises Up On One Side, Side Wall Drops Down to Release Load
- Operates With Any Operating Track Section
- Operates With Any Transformer
- Unit Measures: 12" x 2 5/8" x 2 11/16"
- Operates On 0-27 Curves

50' High Cube Box Car



Penn Central - 50' High Cube Box Car
20-93597 \$ 64.95



Virginian - 50' High Cube Box Car
20-93599 \$ 64.95



Central of Georgia - 50' High Cube Box Car
20-93594 \$ 64.95



Wabash - 50' High Cube Box Car
20-93600 \$ 64.95



Savannah & Atlanta - 50' High Cube Box Car
20-93598 \$ 64.95



Interstate - 50' High Cube Box Car
20-93595 \$ 64.95

Monongahela - 50' High Cube Box Car
20-93596 \$ 64.95



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
- Sliding Car Doors
- O Scale Kadee Compatible Coupler
- Mounting Pads
- 1:48 Scale Dimensions
- Unit Measures: 14 1/2" x 2 5/8" x 4 3/16"
- Operates On 0-31 Curves

40' Box Car

rolling
stock
premier



Western Pacific - 40' Box Car
20-93608 \$ 59.95



Norfolk & Western - 40' Box Car
20-93606 \$ 59.95



Pennsylvania - 40' Box Car
20-93607 \$ 59.95



Milwaukee - 40' Box Car
20-93605 \$ 59.95



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
- Sliding Car Doors
- 1:48 Scale Dimensions
- Unit Measures: 11 5/8" x 2 5/8" x 3 3/4"
- Operates On 0-31 Curves

50' PS-1 Double Door Box Car



New Haven - 50' PS-1 Double Door Box Car
20-93601 \$ 59.95



New Haven - 6-Car 50' PS-1 Double Door Box Car Set
20-90750 \$ 329.95
20-90751 \$ 329.95



Southern Pacific - 50' PS-1 Double Door Box Car
20-93603 \$ 59.95



Southern Pacific - 6-Car 50' PS-1 Double Door Box Car Set
20-90754 \$ 329.95
20-90755 \$ 329.95



Western Maryland - 50' PS-1 Double Door Box Car
20-93604 \$ 59.95



Western Maryland - 6-Car 50' PS-1 Double Door Box Car Set
20-90756 \$ 329.95
20-90757 \$ 329.95



Southern - 50' PS-1 Double Door Box Car
20-93602 \$ 59.95



Southern - 6-Car 50' PS-1 Double Door Box Car Set
20-90752 \$ 329.95
20-90753 \$ 329.95

Features

- Intricately Detailed Durable ABS Body
- Needle-Point Axles
- Sliding Car Doors
- Die-Cast 4-Wheel Trucks
- 1:48 Scale Dimensions
- Operating Die-Cast Metal Couplers
- O Scale Kadee Compatible Coupler
- Colorful, Attractive Paint Schemes
- Mounting Pads
- Decorative Brake Wheels
- Unit Measures: 14 1/2" x 2 5/8" x 4 3/16"
- Separate Metal Handrails
- Operates On O-31 Curves
- Fast-Angle Wheel Sets

60' Reefer

rolling
premier
stock



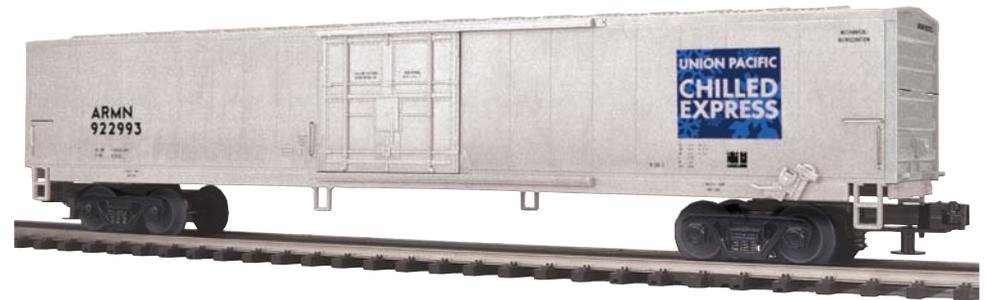
Pacific Fruit Express - 60' Reefer
20-94253 \$ 59.95



Canadian National - 60' Reefer
20-94252 \$ 59.95



BNSF - 60' Reefer
20-94251 \$ 59.95



Union Pacific - 60' Reefer
20-94254 \$ 59.95



Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- O Scale Kadee Compatible Coupler Mounting Pads
- Unit Measures: 16 1/2" x 2 1/2" x 3 1/2"
- Operates On O-42 Curves

36' Woodsided Reefer



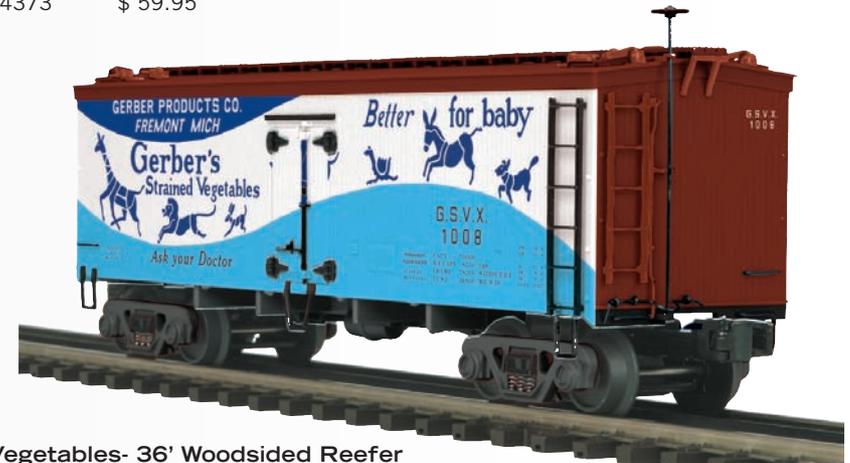
Nickel Plate Road - 36' Woodsided Reefer
20-94372 \$ 59.95



OTOE - 36' Woodsided Reefer
20-94373 \$ 59.95



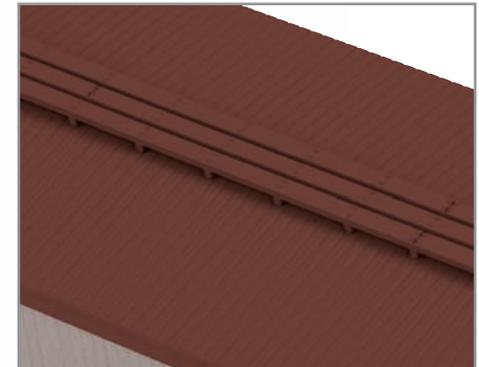
Skyland Eggs - 36' Woodsided Reefer
20-94374 \$ 59.95



Strained Vegetables- 36' Woodsided Reefer
20-94375 \$ 59.95

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
- 1:48 Scale Dimensions
- Opening Car Doors
- O Scale Kadee Compatible Coupler
- Mounting Pads
- Opening Roof Hatches
- Unit Measures: 10 3/4" x 2 3/8" x 3 1/4"
- Operates On O-31 Curves



2-Bay Fish Belly Hopper Car

rolling
stock
premier



Chesapeake and Ohio - 2-Bay Fish Belly Hopper Car
20-97307 \$ 59.95



Norfolk & Western - 2-Bay Fish Belly Hopper Car
20-97308 \$ 59.95



Norfolk & Western - 6-Car Fish Belly Hopper Car Set
20-90760 \$ 329.95
20-90761 \$ 329.95



Chesapeake & Ohio - 6-Car Fish Belly Hopper Car Set
20-90758 \$ 329.95
20-90759 \$ 329.95



Western Maryland - 2-Bay Fish Belly Hopper Car
20-97310 \$ 59.95



Western Maryland - 6-Car Fish Belly Hopper Car Set
20-90764 \$ 329.95
20-90765 \$ 329.95



Virginian - 2-Bay Fish Belly Hopper Car
20-97309 \$ 59.95



Virginian - 6-Car Fish Belly Hopper Car Set
20-90762 \$ 329.95
20-90763 \$ 329.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- O Scale Kadee Compatible Coupler Mounting Pads
- Unit Measures: 9 1/2" x 2 1/2" x 3"
- Operates On O-31 Curves

4 Bay Hopper Car



Buffalo & Pittsburgh - 4-Bay Hopper Car
20-97773 \$ 59.95



Buffalo & Pittsburgh - 4-Bay Hopper 6 Car Set
20-90742 \$ 329.95
20-90743 \$ 329.95



Conrail - 4-Bay Hopper Car
20-97774 \$ 59.95



Conrail - 4-Bay Hopper 6 Car Set
20-90744 \$ 329.95
20-90745 \$ 329.95



CSX - 4-Bay Hopper Car
20-97775 \$ 59.95



CSX - 4-Bay Hopper 6 Car Set
20-90746 \$ 329.95
20-90747 \$ 329.95



Illinois Central - 4-Bay Hopper Car
20-97776 \$ 59.95



Illinois Central - 4-Bay Hopper 6 Car Set
20-90748 \$ 329.95
20-90749 \$ 329.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- O Scale Kadee Compatible Coupler Mounting Pads
- Unit Measures: 13 1/4" x 2 5/8" x 3"
- Operates On O-31 Curves

3-Bay Centerflow Hopper Car

rolling
premier
stock



Kansas City Southern - 3-Bay Centerflow Hopper
20-97771 \$ 64.95



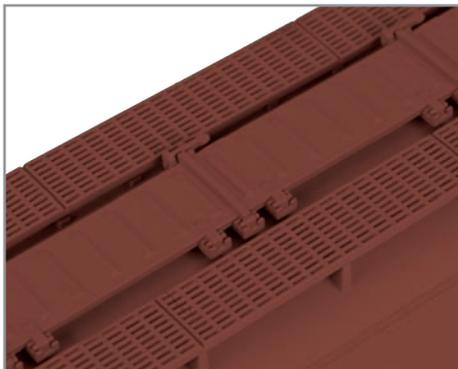
Burlington Northern - 3-Bay Centerflow Hopper
20-97769 \$ 64.95



St. Louis SouthWestern - 3-Bay Centerflow Hopper
20-97772



Detroit, Toledo & Ironton - 3-Bay Centerflow Hopper
20-97770 \$ 64.95



Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- O Scale Kadee Compatible Coupler Mounting Pads
- Unit Measurements: 137/8" x 211/16" x 37/8"
- Operates On O-31 Curves

55-Ton Steel Drop-Bottom Gondola



Denver Rio Grande & Western - 55-Ton Steel Drop-Bottom Gondola
20-98932 \$ 59.95



Great Northern - 55-Ton Steel Drop-Bottom Gondola
20-98933 \$ 59.95



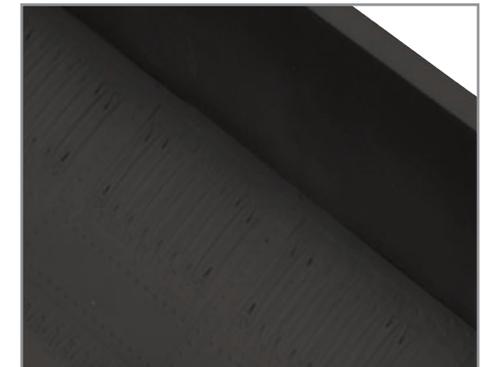
Milwaukee Road - 55-Ton Steel Drop-Bottom Gondola
20-98934 \$ 59.95



Union Pacific - 55-Ton Steel Drop-Bottom Gondola
20-98935 \$ 59.95

Features

- Intricately Detailed Durable ABS Body
- Detailed Interior
- Metal Wheels and Axles
- Die-Cast 2-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- O Scale Kadee Compatible Coupler Mounting Pads
- 1:48 Scale Dimensions
- Unit Measures: 11 1/2" X 2 5/8" X 2 1/2"
- Operates On O-27 Curves



8000 Gallon Tank Cars

rolling
stock
premier



ADJM Corn Sweeteners - 8000 Gallon Tank Car
20-96238 \$ 54.95



Emery - 8000 Gallon Tank Car
20-96239 \$ 54.95



GATX - 8000 Gallon Tank Car
20-96240 \$ 54.95



Nalco - 8000 Gallon Tank Car
20-96241 \$ 54.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- O Scale Kadee Compatible Coupler Mounting Pads
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Separate Metal Handrails
- Unit Measures: 9 1/16" x 2 3/4" x 3 7/8"
- Operates On O-27 Curves

Tank Cars



BNSF - Tank Car
20-96242 \$ 59.95



BNSF - 6-Car Tank Car Set
20-90766 \$ 329.95
20-90767 \$ 329.95



GATX - Tank Car
20-96243 \$ 59.95



GATX - 6-Car Tank Car Set
20-90770 \$ 329.95
20-90771 \$ 329.95



Gulf - Tank Car
20-96244 \$ 59.95



Gulf - 6-Car Tank Car Set
20-90768 \$ 329.95
20-90769 \$ 329.95



Turbo - Tank Car
20-96245 \$ 59.95



Turbo - 6-Car Tank Car Set
20-90772 \$ 329.95
20-90773 \$ 329.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- O Scale Kadee Compatible Coupler Mounting Pads
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Separate Metal Handrails
- Unit Measures: 9 1/16" x 2 3/4" x 3 7/8"
- Operates On O-27 Curves

Flat Car w/ Pipe Load

rolling
premier
stock



Union Pacific - Flat Car with Pipe Load
20-98943 \$ 59.95



Norfolk Southern - Flat Car with Pipe Load
20-98940 \$ 59.95



Union Pacific - 6-Car Flat Car w/Pipe Load
20-90780 \$ 329.95
20-90781 \$ 329.95



Norfolk Southern - 6-Car Flat Car w/Pipe Load
20-90774 \$ 329.95
20-90775 \$ 329.95



BNSF - Flat Car with Pipe Load
20-98942 \$ 59.95



CSX - Flat Car with Pipe Load
20-98941 \$ 59.95



BNSF - 6-Car Flat Car w/Pipe Load
20-90778 \$ 329.95
20-90779 \$ 329.95



CSX - 6-Car Flat Car w/Pipe Load
20-90776 \$ 329.95
20-90777 \$ 329.95

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
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Removable Pipe Load
- O Scale Kadee Compatible Coupler Mounting Pads
- Unit Measures: 14 5/8" x 2 3/4" x 1 11/16"
- Operates On O-31 Curves

Husky Stack Cars



CSX - Husky Stack Car
20-95112 \$ 69.95



BNSF - Husky Stack Car
20-95111 \$ 69.95



TTX - Husky Stack Car
20-95114 \$ 69.95



Santa Fe - Husky Stack Car
20-95113 \$ 69.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- (2) 48' Detailed Containers
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Unit Measures: 18 3/4" x 2 9/16" x 5 9/16"
- Operates On O-54 Curves



Flat Car w/ 40' Trailer

rolling
premier
stock



SOO Line - Flat Car w/ 40' Trailer
20-98939 \$ 69.95



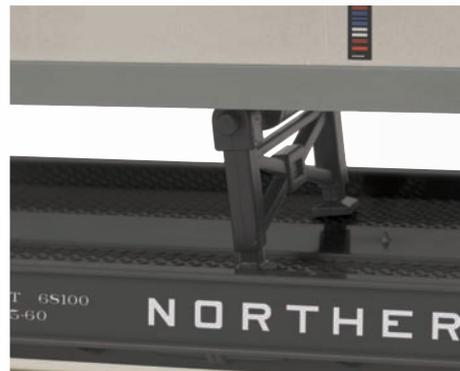
Baltimore & Ohio - Flat Car w/ 40' Trailer
20-98936 \$ 69.95



Northern Pacific - Flat Car w/ 40' Trailer
20-98937 \$ 69.95



Pacific Fruit Express - Flat Car w/ 40' Trailer
20-98938 \$ 69.95



Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- (1) 40' Trailer
- O Scale Kadee Compatible Coupler
- Mounting Pads
- Unit Measurements: 14 1/2" x 2 1/2" x 4 1/2"
- Operates On O-31 Curves

Flat Car w/ Subway Car



TTX - Flat Car w/R-142 Subway Car (Lead Car)
20-98954 \$ 119.95



TTX - Flat Car w/R-142 Subway Car (Middle Car)
20-98955 \$ 119.95



Trailer Train - Flat Car w/R-17 Subway Car (Blue + Silver)
20-98953 \$ 119.95



Trailer Train - Flat Car w/R-17 Subway Car (Red)
20-98952 \$ 119.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- (1) R-17 Subway Car or R-142 Subway Car
- Unit Measures: 14 1/2" x 2 1/2" x 4 1/2"
- Operates On 0-31 Curves



Jordan Spreaders

rolling
stock
premier



Chessie - Jordan Spreader
20-98946 \$ 69.95

New York Central- Jordan Spreader
20-98947 \$ 69.95



BNSF - Jordan Spreader
20-98944 \$ 69.95



Canadian national - Jordan Spreader
20-98945 \$ 69.95



Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Operating Interior Lighting
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Coupler
- Colorful, Attractive Paint Schemes
- Decorative Brake Wheels
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Operating Headlight
- Moveable Plow Wings
- Unit Measures: 12 3/4" x 2 11/16" x 4 1/4"
- Operates On O-31 Curves

Steel Caboose Center Cupola



Chesapeake & Ohio - Steel Caboose Center Cupola
20-91408 \$ 64.95



Illinois Central - Steel Caboose Center Cupola
20-91409 \$ 64.95



Virginian - Steel Caboose Center Cupola
20-91410 \$ 64.95



Western Maryland - Steel Caboose Center Cupola
20-91411 \$ 64.95

Features

- Intricately Detailed Durable ABS Body
- Detailed Car Interior
- Brakeman Figure
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Caboose Interiors With Overhead Lighting
- Separate Metal Handrails
- Decorative Brake Wheels
- O Scale Kadee Compatible
Coupler Mounting Pads
- Unit Measures: 9 1/8" x 2 7/16" x 3 3/4"
- Operates On 0-31 Curves

Bay Window Caboose

rolling
stock
premier



Chessie - Bay Window Caboose
20-91404 \$ 64.95



Florida East Coast - Bay Window Caboose
20-91405 \$ 64.95



New York Central - Bay Window Caboose
20-91406 \$ 64.95



Union Pacific - Bay Window Caboose
20-91407 \$ 64.95



Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Caboose Interiors With Overhead Lighting
- 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
- Unit Measures: 14 1/2" x 2 1/2" x 3 1/2"
- Operates On 0-31 Curves

Extended Vision Caboose



Penn Central - Extended Vision Caboose
20-91415 \$ 69.95



Savannah & Atlanta - Extended Vision Caboose
20-91416 \$ 69.95



Wabash - Extended Vision Caboose
20-91418 \$ 69.95



Virginian - Extended Vision Caboose
20-91417 \$ 69.95



Monongahela - Extended Vision Caboose
20-91414 \$ 69.95



Interstate - Extended Vision Caboose
20-91413 \$ 69.95

Central Of Georgia - Extended Vision Caboose
20-91412 \$ 69.95



Features

- Intricately Detailed Durable ABS Body
- Detailed Car Interior
- Brakeman Figure
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Caboose Interiors With Overhead Lighting
- Separate Metal Handrails
- Decorative Brake Wheels
- O Scale Kadee Compatible
- Coupler Mounting Pads
- Unit Measures: 10 3/4" x 2 3/4" x 4"
- Operates On O-31 Curves

Passenger Cars

passenger cars
premier

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.



Southern - 2-Car 70' Madison Comb/Din Passenger Set
30-4177 \$ 189.95



Southern - 5-Car 70' Madison Passenger Set
20-4077 \$ 449.95



Pennsylvania - 2-Car 70' Madison Comb/Din Passenger Set
30-42012 \$ 189.95



Pennsylvania - 2-Car 70' Madison Baggage/Coach Passenger Set
20-44012 \$ 189.95



Pennsylvania - 5-Car 70' Madison Passenger Set
20-40012 \$ 449.95



Pennsylvania - 70' Madison RPO Passenger Car
20-42012 \$ 99.95

Features

- Durable ABS Intricately Detailed Bodies
- Metal Wheels and Axles
- Overhead Interior Lighting
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- End-of-Car Diaphragms
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Detailed Car Interiors
- 10 Passenger Figures In Each Coach Car
- 1:48 Scale Dimensions
- Detailed Car Undercarriage
- Sliding Baggage Car Doors
- 2-Car Sets Feature (1) Combine & (1) Diner or (1) Baggage & (1) Coach
- 5-Car Sets Feature (1) Baggage, (3) Coaches, (1) Observation
- Die-Cast 6-Wheel Trucks
- Unit Measures: 95" x 2 7/16" x 3 1/2"
- Operates On O-42 Curves

Passenger Cars



South Shore Line - 70' Madison RPO Passenger Car
20-42009 \$ 99.95



South Shore Line - 2-Car 70' Madison Baggage/Coach Passenger Set
20-44009 \$ 189.95



South Shore Line - 2-Car 70' Madison Comb/Din Passenger Set
20-41009 \$ 189.95



South Shore Line - 5-Car 70' Madison Passenger Set
20-40009 \$ 449.95



Great Northern - 2-Car 70' Madison Comb/Din Passenger Set
20-41011 \$ 189.95



Great Northern - 70' Madison RPO Passenger Car
20-42011 \$ 99.95



Great Northern - 5-Car 70' Madison Passenger Set
20-40011 \$ 449.95



Long Island - 5-Car 70' Madison Passenger Set
20-40010 \$ 449.95



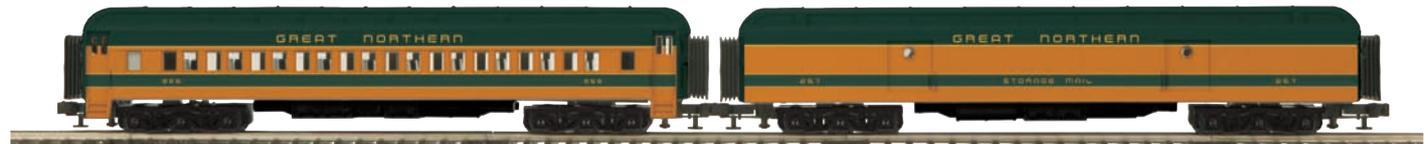
Long Island - 2-Car 70' Madison Comb/Din Passenger Set
20-41010 \$ 189.95



Long Island - 2-Car 70' Madison Baggage/Coach Passenger Set
20-44010 \$ 189.95



Long Island - 70' Madison RPO Passenger Car
20-42010 \$ 99.95



Great Northern - 2-Car 70' Madison Baggage/Coach Passenger Set
20-44011 \$ 189.95



Passenger Cars



Amtrak - 4-Car Scale SuperLiner Set
20-65231 \$ 439.95



Amtrak - 2-Car Scale SuperLiner Set
20-66231 \$ 229.95



Amtrak - 2-Car Scale SuperLiner Set
20-66232 \$ 229.95



Amtrak - 4-Car Scale SuperLiner Set
20-65232 \$ 439.95



Amtrak - Superliner Transitional Sleeper Car
20-68231 \$ 119.95



Amtrak - Superliner Transitional Sleeper Car
20-68233 \$ 119.95



Amtrak - Superliner Transitional Sleeper Car
20-68232 \$ 119.95



Amtrak - 4-Car Scale SuperLiner Set
20-65233 \$ 439.95



Amtrak - 2-Car Scale SuperLiner Set
20-66233 \$ 229.95



Pennsylvania - 70' ABS RPO Passenger Car (Smooth)
20-68234 \$ 99.95



Pennsylvania - 70' ABS Full Length Vista Dome Passenger Car
20-67234 \$ 99.95



Pennsylvania - 2-Car 70' ABS Baggage/Coach Passenger Set
20-69234 \$ 189.95



Pennsylvania - 2-Car 70' ABS Sleeper/Diner Passenger Set (Smooth)
20-66234 \$ 189.95



Florida East Coast - 5-Car 70' ABS Passenger Set (Ribbed)
20-65224 \$ 449.95



Florida East Coast - 2-Car 70' ABS Sleeper/Diner Passenger Set (Ribbed)
20-66224 \$ 189.95



Florida East Coast - 2-Car 70' ABS Baggage/Coach Passenger Set
20-69224 \$ 189.95

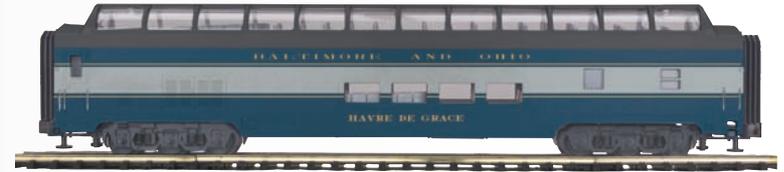


Florida East Coast - 70' ABS Full Length Vista Dome Passenger Car (Ribbed)
20-67224 \$ 99.95



Florida East Coast - 70' ABS RPO Passenger Car (Ribbed)
20-68224 \$ 99.95

Passenger Cars



Baltimore & Ohio - 70' ABS Full Length Vista Dome Passenger Car
20-67221 \$ 99.95



Baltimore & Ohio - 5-Car 70' ABS Passenger Set (Smooth)
20-65221 \$ 449.95



Baltimore & Ohio - 2-Car 70' ABS Sleeper/Diner Passenger Set (Smooth)
20-66221 \$ 189.95



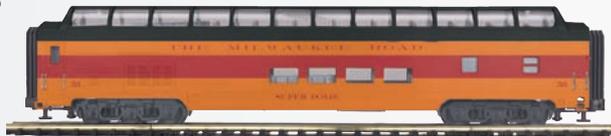
Baltimore & Ohio - 2-Car 70' ABS Baggage/Coach Passenger Set
20-69221 \$ 189.95



Baltimore & Ohio - 70' ABS RPO Passenger Car (Smooth)
20-68221 \$ 99.95



Milwaukee Road - 5-Car 70' ABS Passenger Set (Smooth)
20-65223 \$ 449.95



Milwaukee Road - 70' ABS Full Length Vista Dome Passenger Car
20-67223 \$ 99.95



Milwaukee Road - 70' ABS RPO Passenger Car (Smooth)
20-68223 \$ 99.95



Milwaukee Road - 2-Car 70' ABS Baggage/Coach Passenger Set
20-69223 \$ 189.95



Milwaukee Road - 2-Car 70' ABS Sleeper/Diner Passenger Set (Smooth)
20-66223 \$ 189.95





Great Northern - 5-Car 70' ABS Passenger Set (Smooth)
20-65229 \$ 449.95



Great Northern - 2-Car 70' ABS Sleeper/Diner Passenger Set (Smooth)
20-66229 \$ 189.95



Great Northern - 2-Car 70' ABS Baggage/Coach Passenger Set
20-69229 \$ 189.95



Great Northern - 70' ABS RPO Passenger Car (Smooth)
20-68229 \$ 99.95



Great Northern - 70' ABS Full Length Vista Dome Passenger Car
20-67229 \$ 99.95



Texas Special - 2-Car 70' ABS Baggage/Coach Passenger Set
20-69228 \$ 189.95



Texas Special - 2-Car 70' ABS Sleeper/Diner Passenger Set (Smooth)
20-66228 \$ 189.95



Texas Special - 70' ABS Full Length Vista Dome Passenger Car
20-67228 \$ 99.95



Texas Special - 70' ABS RPO Passenger Car (Smooth)
20-68228 \$ 99.95



Texas Special - 5-Car 70' ABS Passenger Set (Smooth)
20-65228 \$ 449.95

Passenger Cars



Chesapeake & Ohio - 70' ABS Full Length Vista Dome Passenger Car
20-67226 \$ 99.95



Chesapeake & Ohio - 5-Car 70' ABS Passenger Set (Ribbed)
20-65226 \$ 449.95



Chesapeake & Ohio - 70' ABS RPO Passenger Car (Ribbed)
20-68226 \$ 99.95



Chesapeake & Ohio - 2-Car 70' ABS Baggage/Coach Passenger Set
20-69226 \$ 189.95



Chesapeake & Ohio - 2-Car 70' ABS Sleeper/Diner Passenger Set (Ribbed)
20-66226 \$ 189.95



Union Pacific - 5-Car 70' ABS Passenger Set (Smooth)
20-65227 \$ 449.95



Union Pacific - 2-Car 70' ABS Sleeper/Diner Passenger Set (Smooth)
20-66227 \$ 189.95



Union Pacific - 2-Car 70' ABS Baggage/Coach Passenger Set
20-69227 \$ 189.95



Union Pacific - 70' ABS Full Length Vista Dome Passenger Car
20-67227 \$ 99.95



New Haven - 70' ABS Full Length Vista Dome Passenger Car
20-67225 \$ 99.95



Union Pacific - 70' ABS RPO Passenger Car (Smooth)
20-68227 \$ 99.95



New Haven - 5-Car 70' ABS Passenger Set (Ribbed)
20-65225 \$ 449.95



New Haven - 70' ABS RPO Passenger Car (Ribbed)
20-68225 \$ 99.95





New Haven - 2-Car 70' ABS Sleeper/Diner Passenger Set (Ribbed)
20-66225 \$ 189.95



New Haven - 2-Car 70' ABS Baggage/Coach Passenger Set
20-69225 \$ 189.95



Santa Fe - 70' ABS Full Length Vista Dome Passenger Car
20-67230 \$ 99.95



Santa Fe - 5-Car 70' ABS Passenger Set (Ribbed)
20-65230 \$ 449.95



Santa Fe - 2-Car 70' ABS Sleeper/Diner Passenger Set (Ribbed)
20-66230 \$ 189.95



Santa Fe - 2-Car 70' ABS Baggage/Coach Passenger Set
20-69230 \$ 189.95



Kansas City Southern - 2-Car 70' ABS Sleeper/Diner Passenger Set (Smooth)
20-66222 \$ 189.95



Santa Fe - 70' ABS RPO Passenger Car (Ribbed)
20-68230 \$ 99.95



Kansas City Southern - 70' ABS RPO Passenger Car (Smooth)
20-68222 \$ 99.95



Kansas City Southern - 70' ABS Full Length Vista Dome Passenger Car
20-67222 \$ 99.95



Kansas City Southern - 2-Car 70' ABS Baggage/Coach Passenger Set
20-69222 \$ 189.95



Kansas City Southern - 5-Car 70' ABS Passenger Set (Smooth)
20-65222 \$ 449.95

2013 European Lineup

Like our Premier Line American prototype locomotives and rolling stock, our European offerings bring a unique, unmatched variety of choices capable of running on 3-rail or 2-rail model railroads, regardless of which side of the pond one resides. And, although the European market is made up of O gauge models built to slightly different and slightly larger scales - 1:43.5 in England and France and 1:45 in the rest of Europe - than that found in the 1:48 scale of American O Gauge, Premier Line fans everywhere can be confident that any Premier Line model will run on their model railroad.

Many real-life 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. To ensure compatibility with existing European models, our European models are built to the correct scales for their respective countries and delivered with both American and European NEM couplers.

In addition to coming outfitted with European couplers, our European models, like our American prototypes, can be configured with Kadee couplers for those preferring the American standard scale coupler over the oversized O Gauge coupler or European type couplers. In addition,

European 2-rail models come equipped with NEM Fine Scale Wheels in accordance with European standards.

Outfitted with Proto-Sound 3.0, our European locomotives are DCC-equipped and often feature unique lighting effects that allow the operator to recreate locomotive lighting standards unique to their particular country. On some models, it's even possible to configure a locomotive for a specific country's lighting rules even if that locomotive ran through multiple countries.

Like the lighting effects, wherever possible, we've also included digital recordings of the actual European prototype to ensure that our locomotive sound effects are the most realistic you can find today, right down to the proper language in our Passenger Station, Freight Yard and Cab Chatter sound clips. Needless to say, you won't hear the clang of a bell, as European locomotives were not so equipped, but the shrill European whistles are sure to get noticed.

To learn more about our European offerings, including specific features and cab and car numbers and names, visit our European website at www.mthtrains.com/europe





2-3-1E Chapelon Pacific 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
- Precision Flywheel-Equipped Motor
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails
- Decorative Metal Whistle
- Lighted Cab Interior
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Synchronized Puffing ProtoSmoke System
- Wireless Drawbar
- Die-Cast Boiler and Tender Body
- 1:43.5 Scale Proportions
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Precision Flywheel Equipped Motor
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- NEM 310/311 Standard Fine Scale Wheels*
- NEM 365 Coupler Pocket*
- NEM 362 Lenz® Compatible Coupler Included*
- European NEM Fine Scale Coupler
- CE Rated
- Sprung Buffers
- Built-In DCC Receiver
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station Proto-Effects
- Unit Measures: 23 1/4" x 2 5/8" x 4"
- Hi-Rail Wheels Operate on 0-42 Curves
- Scale Wheels Operate On 42" Radius Curves



* Scale Wheel Models Only

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

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

Add a touch of color, mystery, and intrigue (but hopefully not murder) to your own railroad with our Chapelon Pacific (2-3-1E wheel arrangement in French parlance, which counts axles rather than wheels) that hauled the Orient Express from Paris to the French border in the period between the world wars — as well as the French section of the famed *Flèche d'Or* (Golden Arrow) between Calais and Paris. The sound set in this fully featured Premier model includes a European whistle and station announcements in English and French.



SNCF Green - 2-3-1 Chapelon Pacific Steam Engine with DCC/DCS Proto-Sound 3.0

- 20-3450-1 Hi-Rail Wheels \$1199.95
- 20-3450-2 Fine Scale Wheels \$1199.95



Nord Brown - 2-3-1 Chapelon Pacific Steam Engine with DCC/DCS Proto-Sound 3.0

- 20-3451-1 Hi-Rail Wheels \$1199.95
- 20-3451-2 Fine Scale Wheels \$1199.95



SNCF Black - 2-3-1 Chapelon Pacific Steam Engine with DCC/DCS Proto-Sound 3.0

- 20-3449-1 Hi-Rail Wheels \$1199.95
- 20-3449-2 Fine Scale Wheels \$1199.95

**Add Matching Passenger Cars
See Page 176**



141 P Mikado

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
- Precision Flywheel-Equipped Motor
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails
- Decorative Metal Whistle
- Lighted Cab Interior
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Synchronized Puffing ProtoSmoke System

- Wireless Drawbar
- Die-Cast Boiler and Tender Body
- 1:43.5 Scale Proportions
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Precision Flywheel Equipped Motor
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- NEM 310/311 Standard Fine Scale Wheels*
- NEM 365 Coupler Pocket*
- NEM 362 Lenz® Compatible Coupler Included*

- European NEM Fine Scale Coupler
- CE Rated
- Sprung Buffers
- Built-In DCC Receiver
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station Proto-Effects
- Unit Measures: 23 1/4" x 2 5/8" x 4"
- Hi-Rail Wheels Operate on 0-42 Curves
- Scale Wheels Operate On 42" Radius Curves

* Scale Wheel Models Only

The 2-8-2 wheel arrangement - a 141 configuration according to the French who count axles rather than wheels - was the most common steam locomotive configuration to ride France's rails. Beginning in 1945 and lasting for 30 years, the railroads were dominated by the American and Canadian built SNCF 141R class with a total of 1,323 locomotives entering service.

In fact, 1,340 141R units were ordered and built from the shops of Lima Locomotive Works, American Locomotive Company, Baldwin Locomotive Works, Montreal Locomotive Works and the Canadian Locomotive company at a rate of nearly three locomotives per day. Sixteen of the 141R's never made it to France, sinking in a violent storm off the coast of Newfoundland in 1947. A seventeenth unit was lost in Marseille Harbor.

Though the 141R was the most populous of the 2-8-2 mikado class found in France, the most powerful was the 318-strong 141P class. Boasting nearly 3,300 horsepower, the 141P was among the most efficient steam locomotives in the world thanks to their compound design. Burning 30% less fuel and using 40% less water than their 141R counterparts should have endeared them to the railroads' accountants, but they were unable to compete with the 141R when it came to reliability attested by the fact that all 318 units were scrapped while the 141R remained in service until the end of the steam era in 1975.

The 141P marks the third French locomotive to be released by M.T.H. Electric Trains following on the heels of the 231 Chapelon and Class 241A. Outfitted with Proto-Sound 3.0, the 141P can operate conventionally under AC or DC power or in command mode under DCC or DCS control. Equipped with high-quality digital sound, LED contant voltage lighting, hi-rail or fine scale wheels and synchronized puffing smoke timed to the drive wheels' revolutions ensures that the 141P will be a favorite on any O scale model railroad.



Argentan - 141P Mikado Steam Engine

- 20-3487-1 Hi-Rail Wheels \$1199.95
- 20-3487-2 Fine Scale Wheels \$1199.95



Chaumont - 141P Mikado Steam Engine

- 20-3488-1 Hi-Rail Wheels \$1199.95
- 20-3488-2 Fine Scale Wheels \$1199.95



Le Mans - 141P Mikado Steam Engine

- 20-3489-1 Hi-Rail Wheels \$1199.95
- 20-3489-2 Fine Scale Wheels \$1199.95



Noisy Le Sec - 141P Mikado Steam Engine

- 20-3490-1 Hi-Rail Wheels \$1199.95
- 20-3490-2 Fine Scale Wheels \$1199.95



Venissieux - 141P Mikado Steam Engine

- 20-3491-1 Hi-Rail Wheels \$1199.95
- 20-3491-2 Fine Scale Wheels \$1199.95

**Add Matching Passenger Cars
See Page 177**

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 310/311 Fine Scale Wheels*
- 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 0-54 Curves
- Scale Wheels Operate On 36" Radius Curves

* Scale Wheel Models Only





Tuscan and Black - Ce 6/8 II Crocodile Electric Engine

20-5667-1	Hi-Rail Wheels	\$899.95
20-5667-2	Scale Wheels	\$899.95

Operating,
Motorized
Pantographs

Add Matching 6-Car Freight Sets - See Page 168-171

Dark Green and Gray - Ce 6/8 II Crocodile Electric Engine

20-5668-1	Hi-Rail Wheels	\$899.95
20-5668-2	Scale Wheels	\$899.95



See It In Action At
www.mthtrains.com

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.

E94 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 310/311 Fine Scale Wheels*
- 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 0-54 Curves
- Scale Wheels Operate On 36" Radius Curves

* Scale Wheel Models Only





Austrian OBB - E94 Crocodile Electric Engine

20-5671-1	Hi-Rail Wheels	\$899.95
20-5671-2	Scale Wheels	\$899.95



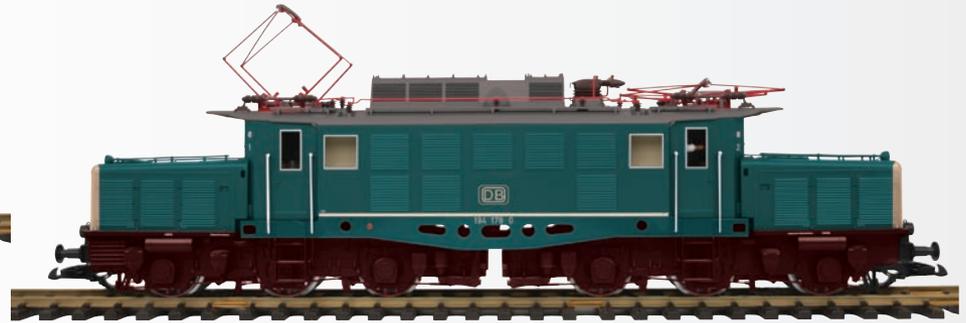
Austrian OBB - E94 Crocodile Electric Engine

20-5672-1	Hi-Rail Wheels	\$899.95
20-5672-2	Scale Wheels	\$899.95



German DB - E94 Crocodile Electric Engine

20-5673-1	Hi-Rail Wheels	\$899.95
20-5673-2	Scale Wheels	\$899.95



German DB - E94 Crocodile Electric Engine

20-5674-1	Hi-Rail Wheels	\$899.95
20-5674-2	Scale Wheels	\$899.95

Whether referred to as an E94 or BR 194 or Iron Pig, the German bred E94 electric freight locomotive was developed to tackle the steep grades of Southern Germany just as the more famous Swiss Crocodiles were created to combat the Gotthard line in Switzerland. Equipped with just six axles, weighing over 120 tons and measuring nearly 19 meters in length, the "German Alligator" could haul a 1,000 ton train up a 1.6% grade.

A total of 200 locomotives were constructed with the majority going to the Deutsche Reichsbahn Gesellschaft. Most of the production occurred in the early years of World War II in Austria and Germany. At the war's conclusion, most went to the Deutsche Bundesbahn (DB) and the Austrian Federal Railways. The final units rolled out of the locomotives shops in 1953 with some units lasting in service for 50 years. In fact, some still run today, controlled by various clubs and museums.

The E94 designers drew heavily on the locomotive's predecessor the E93 but the electrical systems were significantly different thanks to the incorporation of rheostatic braking which required a higher locomotive stance in order to house the enclosure for the braking resistors. Each locomotive truck utilized three traction motors mounted parallel to the drive axles via a sprung suspension mount - a traditional drive train often found on street cars.

The center section of the E94 is supported on the truck frames on large pivots giving the locomotive an articulated appearance and it's popular "Alligator" nickname. The center section contains the main transformer fed from overhead pantographs which in turn pull power from the catenary lines centered above the rail line. A passageway inside the center section allows crew members to traverse the locomotive from one end to the other.

Like the popular Swiss Crocodile of 2012, this all-new die-cast O Scale model is fully outfitted with digital sound, LED lighting and motorized operating pantographs and are available in both 3-Rail high-rail wheeled versions and 2-rail Fine Scale wheeled versions. Choose from four exciting liveries, two in Deutsche Bundesbahn schemes and two in Austrian Federal Railway schemes.

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
- NEM 310/311 Standard Fine Scale Wheels*
- NEM 365 Coupler Pocket*
- NEM 362 Lenz® Compatible Coupler Included*
- 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 0-72 Curves
- Scale Wheels Operate On 42" Radius Curves

* Scale Wheel Models Only



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

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

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

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



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

**Operating,
Motorized
Pantographs**



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

**Each Model Available In
Prototypical Cab Numbers
Visit www.mthtrains.com/europe
To Learn More**



See It In Action At
www.mthtrains.com

TRAXX

electric

Veolia Transport Germany TRAXX P160 AC2 Electric Engine

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



Railion European - TRAXX F140 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



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
20-5656-6	Non-Powered Scale Wheels	\$229.95



premier european electric

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



**CrossRail
TRAXX P140 AC2 Electric Engine**

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



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
- NEM 310/311 Standard Fine Scale Wheels*
- NEM 365 Coupler Pocket*
- NEM 362 Lenz® Compatible Coupler Included*
- 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 FreightY and Proto-Effects
- Unit Measures: 163/8" x 21/2" x 33/8"
- Hi-Rail Wheels Operate On O-72 Curves
- Scale Wheels Operate On 42" Radius Curves

* Scale Wheel Models Only



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, Siemens came up with an appealing alternative for operators-allowing them to lease the newest, most state-of-the-art locomotives on a flexible basis.

Hupac - Taurus ES-64-U2 Electric Engine

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



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



See It In Action At
www.mthtrains.com

Each Model Available In Prototypical Cab Numbers
Visit www.mthtrains.com/europe To Learn More

Taurus ES-64

electric



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



OBB - Taurus ES-64-U2 Electric Engine

20-5652-2	Scale Wheels	\$499.95
20-5652-3	Non-Powered	\$219.95

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



premier european electric

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



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

20-5649-1	Hi-Rail Wheels	\$449.95
20-5649-2	Scale Wheels	\$499.95



European Gedeckter Guterwagen

box car



SBB CFF - European Gedeckter Guterwagen (Box Car)
Car No. 20 85 114 4 418-7

22-99046 Fine Scale Wheels \$69.95

SBB CFF - 6-Car European Gedeckter Guterwagen Set

20-90945 Hi-Rail Wheels \$389.95

22-90945 Fine Scale Wheels \$389.95



SBB CFF - European Gedeckter Guterwagen (Box Car) Car
No. 30417

20-99045 Hi-Rail Wheels \$69.95

22-99045 Fine Scale Wheels \$69.95

SBB CFF - 6-Car European Gedeckter Guterwagen Set

20-90944 Hi-Rail Wheels \$389.95

22-90944 Fine Scale Wheels \$389.95



SBB CFF - European Gedeckter Guterwagen (Box Car) Car No.
34159

20-99047 Hi-Rail Wheels \$69.95

22-99047 Fine Scale Wheels \$69.95

SBB CFF - 6-Car European Gedeckter Guterwagen Set

20-90946 Hi-Rail Wheels \$389.95

22-90946 Fine Scale Wheels \$389.95



SBB CFF - European Gedeckter Guterwagen (Box Car) Car
No. 38727

20-99048 Hi-Rail Wheels \$69.95

22-99048 Fine Scale Wheels \$69.95

SBB CF- 6-Car European Gedeckter Guterwagen Set

20-90947 Hi-Rail Wheels \$389.95

22-90947 Fine Scale Wheels \$389.95



**SBB-CFF - European Gedeckter Guterwagen (Box Car)
Car No. 20 85 114 4947-1**

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



SBB-CFF - European Gedeckter Guterwagen (Box Car) Car No. 41138
20-99009 Hi-Rail Wheels \$69.95

SBB-CFF - 6-Car European Gedeckter Guterwagen Set
20-90912 Fine Scale Wheels \$389.95



**SBB CFF - European Gedeckter Guterwagen (Box Car) Car
No. 20 85 111 7650-4**

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

SBB-CFF - 6-Car European Gedeckter Guterwagen Set
20-90915 Fine Scale Wheels \$389.95



SBB-CFF - European Gedeckter Guterwagen (Box Car) Car No. 33109
20-99010 Hi-Rail Wheels \$69.95

SBB-CFF - 6-Car European Gedeckter Guterwagen 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
- 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



European Bierwagen

reefer



Brauerei Wartech Basel - European Bierwagen (Reefer Car)

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

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

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



Maggi - European Kühlwagen für Nahrungsmittel (Reefer Car)

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



Schützengarten - European Bierwagen (Reefer Car)

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

Schützengarten - 6-Car European Bierwagen (Reefer) Set

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



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



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

20-90900 Hi-Rail Wheels \$389.95
 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

* Scale Wheel Models Only



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

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

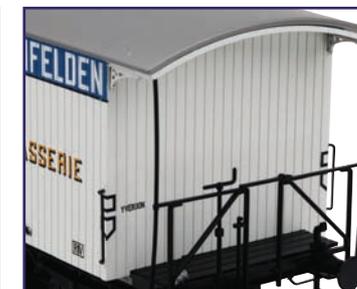


Brauerei Loewengarten - European Bierwagen (Reefer Car)

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

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

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



premier european
 rolling stock

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



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

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

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



Wascosa - European Modern Kesselwagen (Tank Car)

20-99019 Hi-Rail Wheels \$79.95



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



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

* Scale Wheel Models Only

rolling stock
 premier european

European Modern Offener Guterwagen

gondola car



DB Cargo - European Modern Offener Guterwagen (Gondola)

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



DB - European Modern Offener Guterwagen (Gondola)

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



SBB CFF - European Modern Offener Guterwagen (Gondola)

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



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

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



DB Cargo - European Modern Offener Guterwagen (Gondola Car)

20-99025 Hi-Rail Wheels \$79.95
20-99029 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



Railion - European Modern Offener Guterwagen (Gondola Car)

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

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

20-90930 Fine Scale Wheels \$439.95



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

20-90928 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

* Scale Wheel Models Only



European Passenger Cars



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

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



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

20-60020	Hi-Rail Wheels	\$549.95
20-60021	Scale Wheels	\$549.95



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

20-60022	Hi-Rail Wheels	\$549.95
20-60023	Scale Wheels	\$549.95



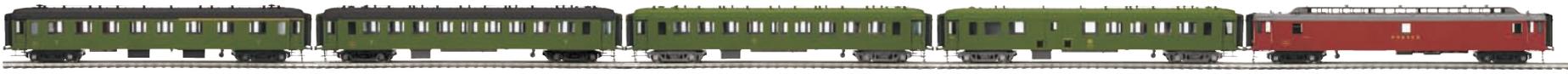
Orient Express (Brown) - 5-Car Orient Express Add-On Passenger Set

20-60024	Hi-Rail Wheels	\$549.95
20-60025	Scale Wheels	\$549.95





SNCF - 5-Car OCEM Passenger Car Set
 20-60019 Hi-Rail Wheels \$599.95
 20-60019-2 Scale Wheels \$599.95



SNCF - 5-Car OCEM Passenger Car Set
 20-60026 Hi-Rail Wheels \$599.95
 22-60026 Scale Wheels \$599.95



PLM - 5-Car OCEM Passenger Car Set
 20-60027 Hi-Rail Wheels \$599.95
 22-60027 Scale Wheels \$599.95



Deutsche Reichsbahn - 5-Car Rheingold Standard Passenger Set
 20-60017 Hi-Rail Wheels \$599.95
 20-60018 Scale Wheels \$599.95

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 Ouput Jacks

Z-500™ AC Transformer

40-500 \$ 69.95

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 \$89.95

- 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 \$ 29.95

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 \$ 59.95

Includes Z-500/Z-750 transformer controller, RealTrax lock-on (40-1003), RealTrax wire harness (40-1015)

400 Watts!

The Most Powerful UL Listed Transformer!

[Learn More About It](#)

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

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

Internal cooling fan

Rear Panel Outputs

UL Approved, patented design for continuous and safe maximum allowable power output at a sustained 18 volts RMS at 10 amps.

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.

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.

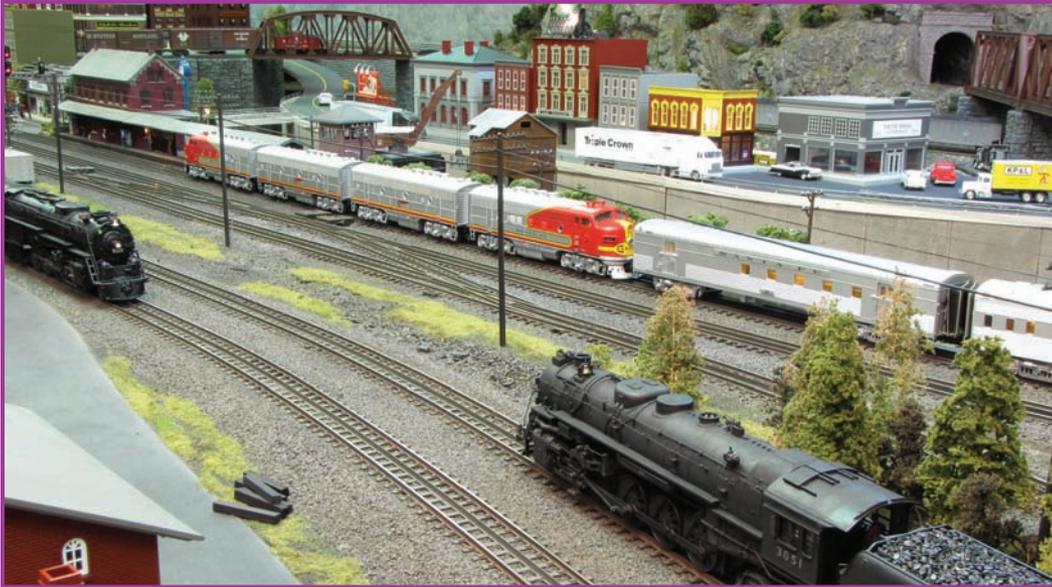


0-22 Volts Track Power (10 AMP) **10-Volt Accessory Power (3 AMP)** **14-Volt Accessory Power (3 AMP)** **0-22 Volts Track Power (10 AMP)**

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

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

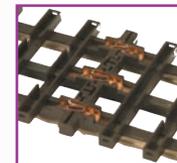
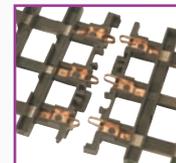
ScaleTrax track and switches are more affordable than comparable Atlas and Ross products.

Smaller Third Rail

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

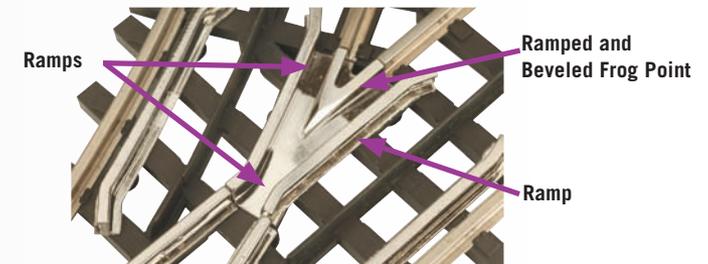
Better Electrical Contact

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.



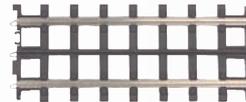
ScaleTrax™

It takes **EIGHT 0-31 CURVES** to make a circle.
 It takes **TWELVE 0-54 CURVES** to make a circle.
 It takes **SIXTEEN 0-72 CURVES** to make a circle.
 It takes **SIXTEEN 0-80 CURVES** to make a circle.

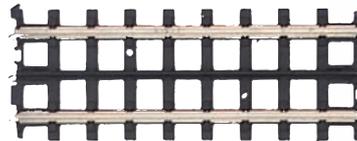


STRAIGHT, FLEX & OPERATING TRACK SECTIONS

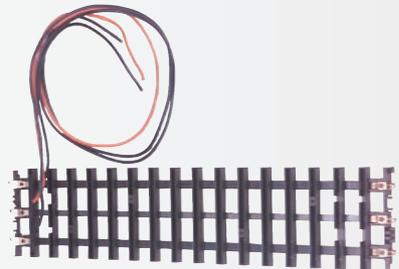
 **ScaleTrax™ - 1.75" Track Section**
 45-1011 \$2.49
ScaleTrax™ - 1.75" Track Section 4-Pack
 45-1011-4 \$10.25

 **ScaleTrax™ - 5.0" Track Section**
 45-1013 \$3.99

 **ScaleTrax™ - 4.25" Track Section**
 45-1012 \$3.99
ScaleTrax™ - 4.25" Track Section 2-Pack
 45-1012-2 \$8.99

 **ScaleTrax™ - 5.5" Track Section**
 45-1014 \$3.99
ScaleTrax™ - 5.5" Track Section 2-Pack
 45-1014-2 \$8.99

 **ScaleTrax™ - 10" Straight Track Section**
 45-1001 \$4.99



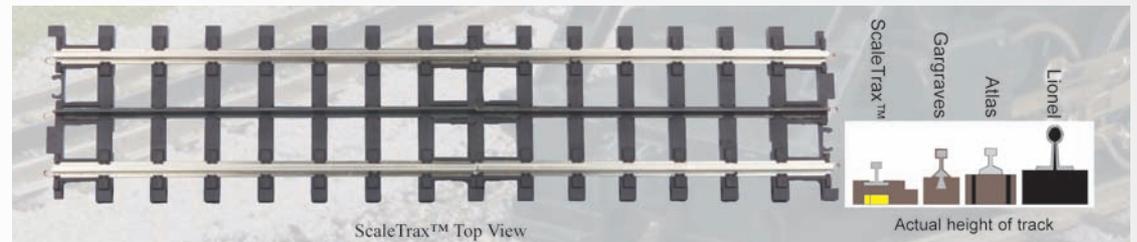
ScaleTrax™ - Lockon (Track Not Included)
 45-1033 \$4.25
 Each FlexTrack Section Requires 1 Lockon

 **ScaleTrax™ - 30" Track Section**
 45-1019 \$13.99

 **ScaleTrax™ - 30" FlexTrack Section**
 45-1049 \$13.99

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

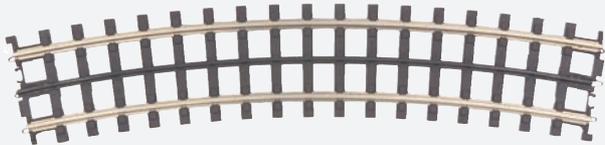
 **ScaleTrax™ - 15" Operating Track Section**
 45-1035 \$24.95



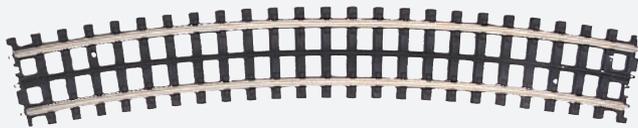
Curved Track Sections



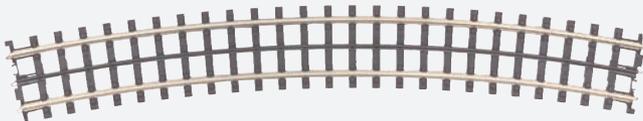
ScaleTrax™ - O-31 Curved Track Section
45-1002 \$4.99



ScaleTrax™ - O-54 Curved Track Section
45-1007 \$5.29



ScaleTrax™ - O-72 Curved Track Section
45-1010 \$5.99

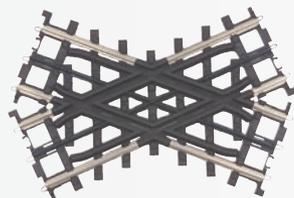


ScaleTrax™ - O-80 Curved Track Section
45-1034 \$6.99

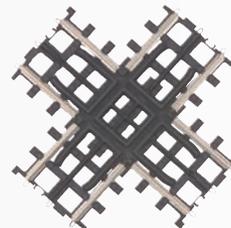
Crossovers



ScaleTrax™ - 22.5 Degree Crossing
45-1015 \$24.95

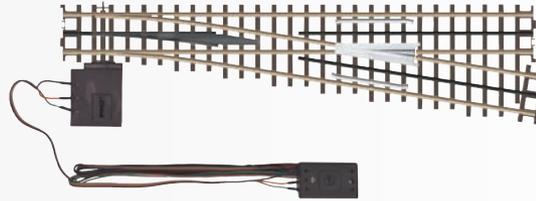


ScaleTrax™ - 45 Degree Crossing
45-1006 \$19.95

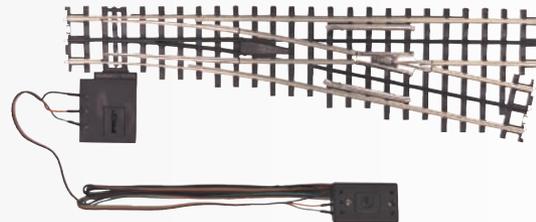


ScaleTrax™ - 90 Degree Crossing
45-1005 \$19.95

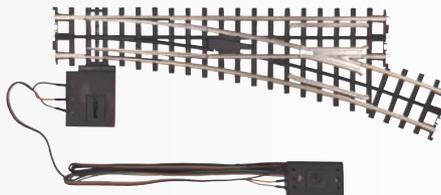
Switches



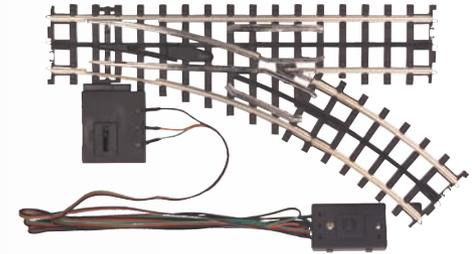
ScaleTrax™ - No. 6 Right Hand Switch
45-1053 \$89.95
ScaleTrax™ - No. 6 Left Hand Switch
45-1052 \$89.95



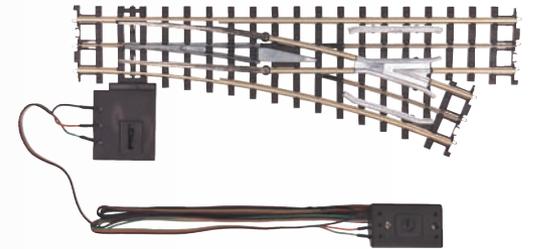
ScaleTrax™ - No. 4 Right Hand Switch
45-1051 \$89.95
ScaleTrax™ - No. 4 Left Hand Switch
45-1050 \$89.95



ScaleTrax™ - O-72 Right Hand Switch
45-1020 \$79.95
ScaleTrax™ - O-72 Left Hand Switch
45-1021 \$79.95



ScaleTrax™ - O-31 Right Hand Switch
45-1004 \$69.95
ScaleTrax™ - O-31 Left Hand Switch
45-1003 \$69.95



ScaleTrax™ - O-54 Right Hand Switch
45-1009 \$79.95
ScaleTrax™ - O-54 Left Hand Switch
45-1008 \$79.95

Accessories



ScaleTrax™ - Bumper
45-1025 \$15.95



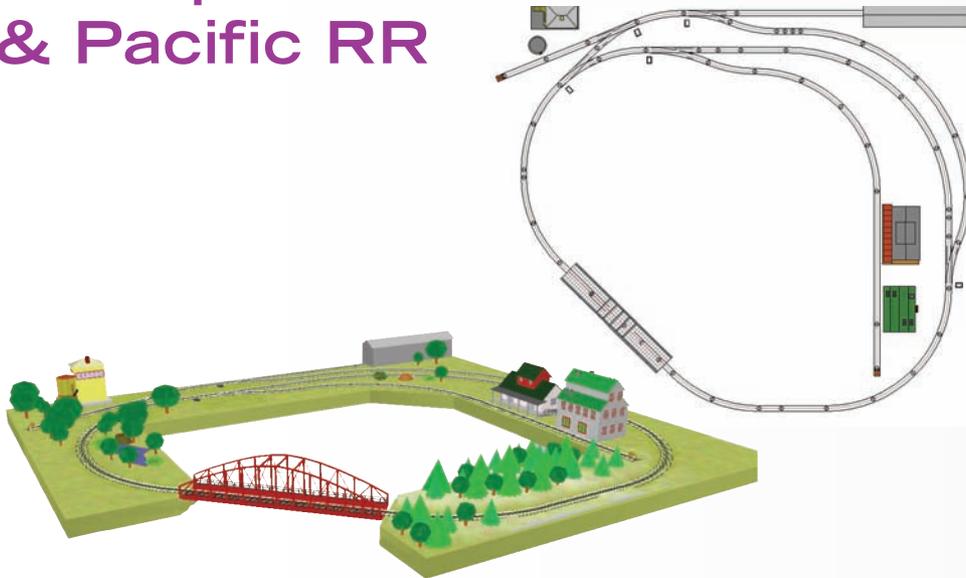
ScaleTrax™ - ITAD
45-1028 \$34.95
(used to activate signals
and trackside accessories)

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 & Pacific RR



ScaleTrax™ Pieces		45-1105		
Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	9	\$44.91
45-1007	O-54 curve	\$5.29	19	\$100.51
45-1008	O-54 LH switch	\$79.95	1	\$79.95
45-1009	O-54 RH switch	\$79.95	3	\$239.85
45-1010	O-72 curve	\$5.99	7	\$41.93
45-1011	1.75 inch straight	\$2.49	5	\$12.45
45-1012	4.25 inch straight	\$3.99	3	\$11.97
45-1013	5 inch straight	\$3.99	2	\$7.98
45-1014	5.5 inch straight	\$3.99	2	\$7.98
45-1019	30 inch straight	\$13.99	2	\$27.98
45-1020	O-72 RH switch	\$79.95	1	\$79.95
45-1025	bumper	\$15.95	2	\$31.90
45-1105	PACKAGE TOTAL:			\$689.95

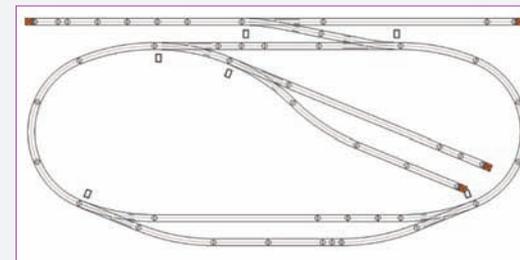


Roosevelt Junction

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 grow 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 accommodate most starter set trains, allowing two trains to pass each other.

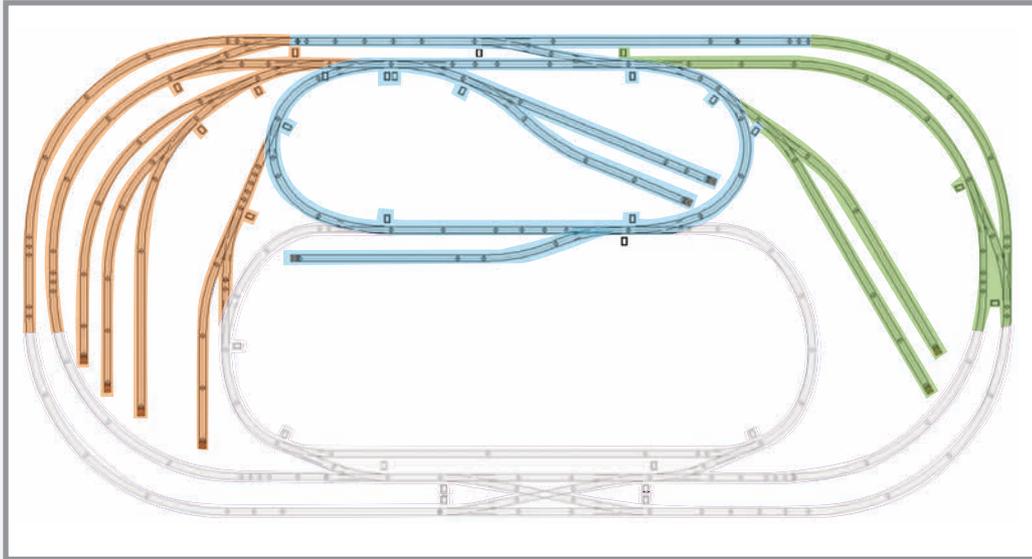


The O gauge layout that grows!

Build Roosevelt Junction in four phases.

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$ 4.99	6	\$29.94
45-1002	O-31 curve	\$ 4.99	6	\$29.94
45-1010	O-72 curve	\$ 5.99	5	\$29.95
45-1011	1.75 inch straight	\$ 2.49	3	\$7.47
45-1012	4.25 inch straight	\$ 3.99	6	\$23.94
45-1013	5 inch straight	\$ 3.99	1	\$3.99
45-1014	5.5 inch straight	\$ 3.99	6	\$23.94
45-1019	30 inch straight	\$ 13.99	3	\$41.97
45-1020	O-72 RH switch	\$ 79.95	3	\$239.85
45-1021	O-72 LH switch	\$ 79.95	1	\$79.95
45-1025	bumper	\$ 15.95	4	\$63.80
45-1033	lock-on	\$ 4.25	6	\$25.50
45-1051	#4 RH switch	\$ 89.95	2	\$179.90
45-1101	PACKAGE TOTAL:			\$739.95

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	\$ 4.99	3	\$14.97
45-1002	O-31 curve	\$ 4.99	3	\$14.97
45-1003	O-31 LH switch	\$ 49.95	1	\$49.95
45-1007	O-54 curve	\$ 5.29	3	\$15.87
45-1009	O-54 RH switch	\$ 79.95	1	\$79.95
45-1010	O-72 curve	\$ 5.99	11	\$65.89
45-1011	1.75 inch straight	\$ 2.49	11	\$27.39
45-1012	4.25 inch straight	\$ 3.99	2	\$7.98
45-1013	5 inch straight	\$ 3.99	3	\$11.97
45-1019	30 inch straight	\$ 13.99	2	\$27.98
45-1020	O-72 RH switch	\$ 79.95	6	\$479.70
45-1021	O-72 LH switch	\$ 79.95	2	\$159.90
45-1025	bumper	\$ 15.95	4	\$63.80
45-1033	lock-on	\$ 4.25	7	\$29.75
45-1034	O-80 curve	\$ 6.99	1	\$6.99

45-1102 **PACKAGE TOTAL: \$969.95**

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	\$ 4.99	6	\$29.94
45-1002	O-31 curve	\$ 4.99	2	\$9.98
45-1004	O-31 RH switch	\$ 49.95	1	\$49.95
45-1007	O-54 curve	\$ 5.29	2	\$10.58
45-1009	O-54 RH switch	\$ 79.95	1	\$79.95
45-1010	O-72 curve	\$ 5.99	5	\$29.95
45-1011	1.75 inch straight	\$ 2.49	5	\$12.45
45-1012	4.25 inch straight	\$ 3.99	1	\$3.99
45-1014	5.5 inch straight	\$ 3.99	1	\$3.99
45-1019	30 inch straight	\$ 13.99	2	\$27.98
45-1020	O-72 RH switch	\$ 79.95	2	\$159.90
45-1021	O-72 LH switch	\$ 79.95	1	\$79.95
45-1025	Bumper	\$ 15.95	1	\$15.95
45-1033	Lock-on	\$ 4.25	3	\$12.75
45-1034	O-80 curve	\$ 6.99	3	\$20.97

45-1103 **PACKAGE TOTAL: \$519.95**

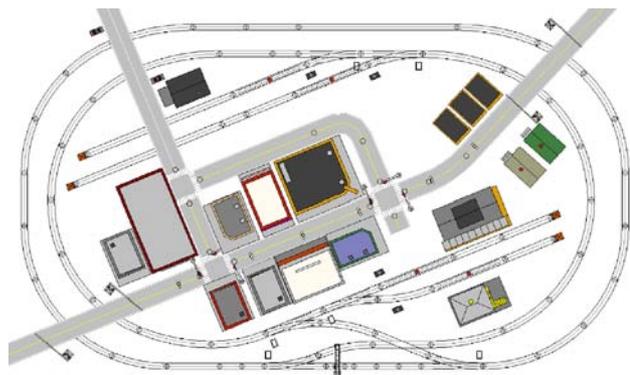
Roosevelt Junction - Phase 4

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	\$ 4.99	5	\$24.95
45-1007	O-54 curve	\$ 5.29	1	\$5.29
45-1008	O-54 LH switch	\$ 79.95	2	\$159.90
45-1009	O-54 RH switch	\$ 79.95	2	\$159.90
45-1010	O-72 curve	\$ 5.99	10	\$59.90
45-1011	1.75 inch straight	\$ 2.49	8	\$19.92
45-1013	5 inch straight	\$ 3.99	3	\$11.97
45-1014	5.5 inch straight	\$ 3.99	5	\$19.95
45-1015	22.5 deg crossing	\$ 24.95	1	\$24.95
45-1019	30 inch straight	\$ 13.99	2	\$27.98
45-1033	lock-on	\$ 4.25	5	\$21.25
45-1034	O-80 curve	\$ 6.99	4	\$27.96
45-1050	#4 LH switch	\$ 89.95	2	\$179.90
45-1051	#4 RH switch	\$ 89.95	2	\$179.90

45-1104 **PACKAGE TOTAL: \$869.95**

6x10 Main Street

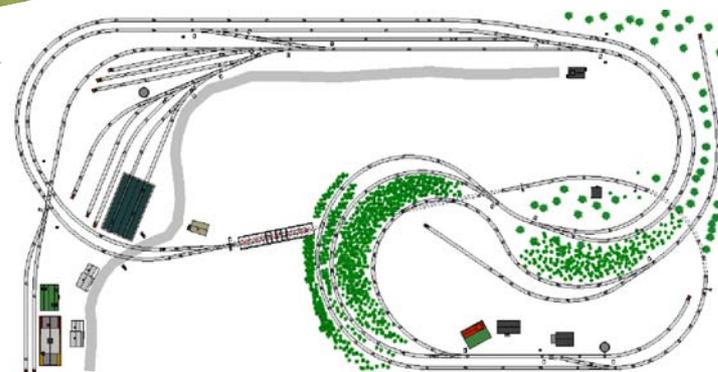
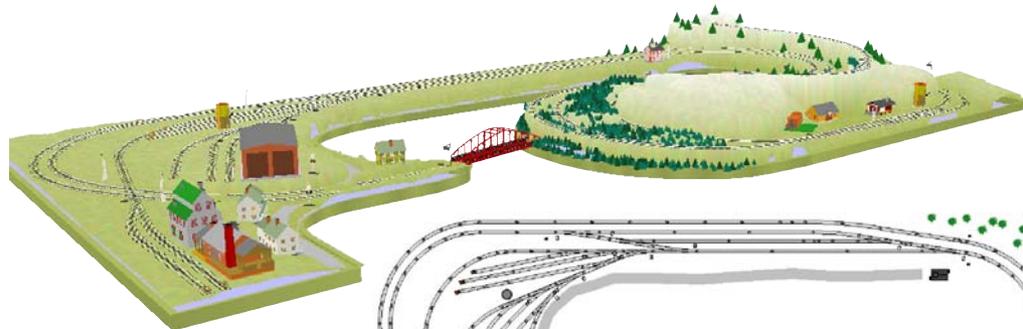


ScaleTrax™ Pieces

45-1107

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$ 4.99	10	\$49.90
45-1007	O-54 curve	\$ 5.29	30	\$158.70
45-1008	O-54 LH switch	\$ 79.95	3	\$239.85
45-1009	O-54 RH switch	\$ 79.95	3	\$239.85
45-1010	O-72 curve	\$ 5.99	2	\$11.98
45-1011	1.75 inch straight	\$ 2.49	3	\$7.47
45-1012	4.25 inch straight	\$ 3.99	5	\$19.90
45-1013	5 inch straight	\$ 3.99	2	\$7.98
45-1015	22.5 deg crossing	\$ 24.95	1	\$24.95
45-1019	30 inch straight	\$ 13.99	3	\$41.97
45-1025	bumper	\$ 15.95	4	\$63.80
45-1034	O-80 curve	\$ 6.99	4	\$27.96
45-1035	15" uncoupling section	\$ 24.95	4	\$99.80
45-1107	PACKAGE TOTAL:			\$939.95

12x24 Timber Mountain



ScaleTrax™ Pieces

45-1106

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$ 4.99	14	\$69.86
45-1006	45 deg crossing	\$ 19.95	2	\$39.90
45-1007	O-54 curve	\$ 5.29	10	\$52.90
45-1010	O-72 curve	\$ 5.99	41	\$245.59
45-1011	1.75 inch straight	\$ 2.49	4	\$9.96
45-1012	4.25 inch straight	\$ 3.99	5	\$19.95
45-1013	5 inch straight	\$ 3.99	1	\$3.99
45-1014	5.5 inch straight	\$ 3.99	2	\$7.98
45-1019	30 inch straight	\$ 13.99	30	\$419.70
45-1020	O-72 RH switch	\$ 79.95	1	\$79.95
45-1021	O-72 LH switch	\$ 79.95	5	\$399.75
45-1025	bumper	\$ 15.95	11	\$175.45
45-1033	lock-on	\$ 4.25	30	\$127.50
45-1034	O-80 curve	\$ 6.99	22	\$153.78
45-1049	30 inch flex	\$ 13.99	23	\$321.77
45-1050	#4 LH switch	\$ 89.95	3	\$269.85
45-1051	#4 RH switch	\$89.95	5	\$449.75
45-1052	#6 LH switch	\$89.95	4	\$359.80
45-1053	#6 RH switch	\$89.95	3	\$269.85
45-1106	PACKAGE TOTAL:			\$3299.95

RealTrax[®] : Rugged — Realistic — Reliable

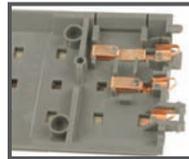
REALTRAX[®]
BY M.T.H. ELECTRIC TRAINS

It takes **EIGHT 0-31 CURVES** to make a circle.
 It takes **TWELVE 0-42 CURVES** to make a circle.
 It takes **TWELVE 0-54 CURVES** to make a circle.
 It takes **SIXTEEN 0-72 CURVES** to make a circle.
 It takes **SIXTEEN 0-82 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

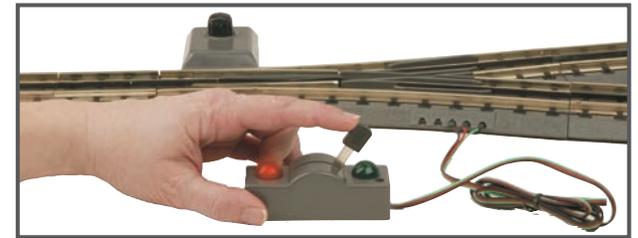
With its realistic crossties and ballasted roadbed, RealTrax looks like the mainline track used by heavy freights and high-speed passenger trains. Unlike older O gauge track with a round cross section, RealTrax uses flat-top "T"-rail like a real railroad.

Reliable

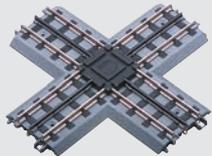
Nickel silver rail ensures that RealTrax will never rust. Spring-loaded phosphor bronze contacts provide superior electrical connections between track sections. The contacts are spring loaded to maintain a solid connection over time and are highly resistant to corrosion of

any kind. Similar materials are used in many electrical connections around your home, such as lamps, battery-operated appliances, and electrical outlets.

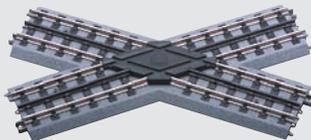
RealTrax switches feature the same durable construction as regular RealTrax sections and utilize long-lasting switch motors that provide precise throws every time. The reversible motor mechanism quickly snaps onto the other side of the switch if space is a problem. No disassembly of the switch is required! 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 \$24.95



**RealTrax - 45*
Crossover Track**
40-1007 \$24.95



**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 - 10" Straight Track Section (4 Pcs)
40-1001-4 \$17.99



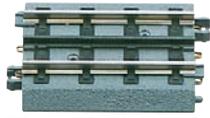
RealTrax - 5.0" Track Section
40-1016 \$3.99
40-1016-2 (2 Pcs) \$8.49



RealTrax - 5.5" Track Section
40-1012 \$3.99
40-1012-2 (2 Pcs) \$8.49



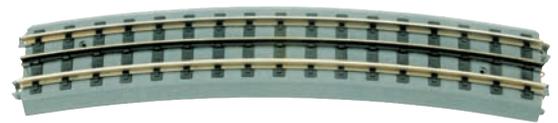
RealTrax- O-82 Curved Track Section
40-1082 \$5.99



RealTrax - 3.5" Track Section
40-1018 \$3.99
40-1018-2 (2 Pcs) \$8.49



RealTrax - 4.25" Track Section
40-1017 \$3.99
40-1017-2 (2 Pcs) \$8.49



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



RealTrax - O-42 Half Curve Track
40-1045 \$4.49
40-1045-2 (2 Pcs) \$8.99



RealTrax - O-54 Half Curve Track
40-1057 \$4.99
40-1057-2 (2 Pcs) \$8.99



RealTrax - O-31 Half Curve Track
40-1022 \$3.99
40-1022-2 (2 Pcs) \$8.49



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



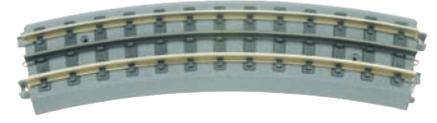
RealTrax - Adapter Track Section
40-1011 \$8.99



RealTrax - O-31 Curved Track Section
40-1002 \$4.49
40-1002-4 (4 Pcs) \$17.99

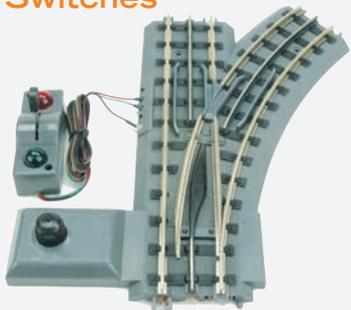


RealTrax - O-72 Half Curved Track Section
40-1049 \$4.99

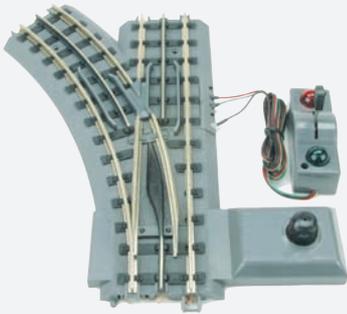


RealTrax - O-42 Curved Track Section
40-1042 \$4.99
40-1042-2 (2 Pcs) \$8.99

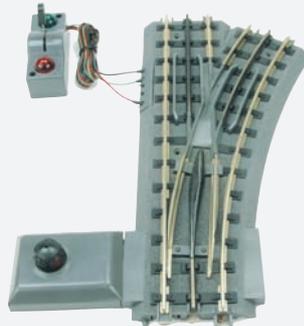
Switches



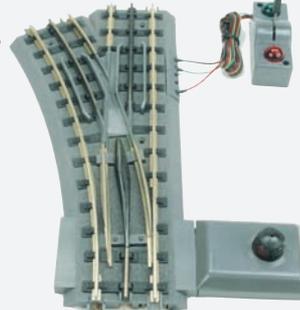
RealTrax - O-31 Switch (RH)
40-1004 \$64.95



RealTrax - O-31 Switch (LH)
40-1005 \$64.95



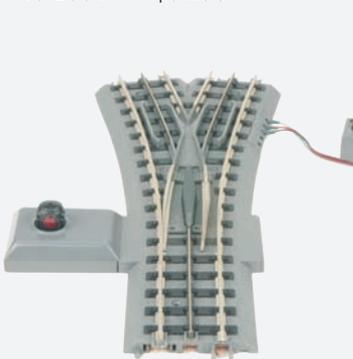
RealTrax - O-42 Switch (LH)
40-1043 \$74.95



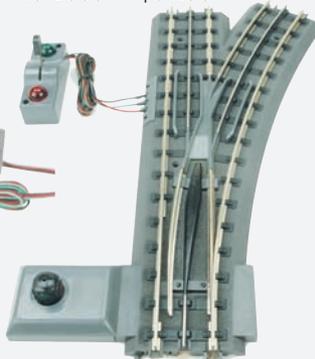
RealTrax - O-42 Switch (RH)
40-1044 \$74.95



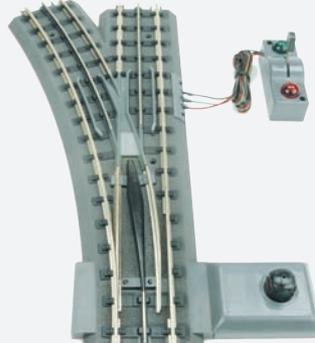
RealTrax - 10" Insulated Straight Track Section Set
40-1029 \$8.99



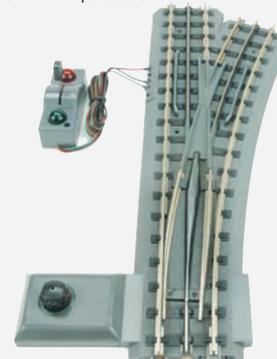
RealTrax- O-72 Wye Switch
40-1068 \$89.95



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

Cantenary System



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

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

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 \$169.95



O Steel Arch Bridge - Rust
40-1103 \$79.95
O Steel Arch Bridge - Silver
40-1101 \$79.95
O Steel Arch Bridge - Black
40-1105 \$79.95

Bridges Now Compatible with Lionel® Fastrack™



O Subway Trestle Bridge
40-1148 \$34.95



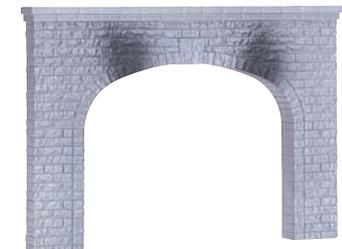
O 2-Track Bridge Girder - Rust
40-1110 \$39.95
O 2-Track Bridge Girder - Silver
40-1108 \$39.95
O 2-Track Bridge Girder - Black
40-1112 \$39.95



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



O Bridge Girder - Rust
40-1104 \$34.95
O Bridge Girder - Silver
40-1102 \$34.95
O Bridge Girder - Black
40-1106 \$34.95



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

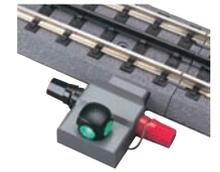
RealTrax - 24-Piece Graduated Trestle System For Lionel Fastrack
40-1113 \$54.95



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

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

RealTrax - Lighted Lockon
40-1003 \$5.99



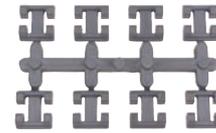
RealTrax - Track Activation Device (I.T.A.D.)
40-1028 \$24.95
(Allows passing train to activate signals or trackside accessories)



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



8 Piece Elevated Subway Trestle Set For Lionel Fastrack
40-1157 \$39.95



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

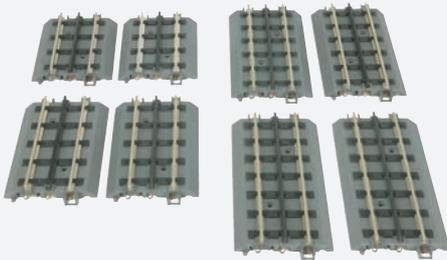


RealTrax - Non-Slip Track Pads (50/pack)
40-1046 \$7.95



RealTrax - Lighted Bumper
40-1024 \$14.95

Layout Builders



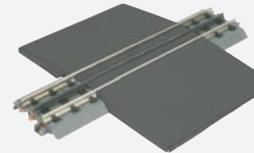
RealTrax - Layout Builder (8 Pcs)
40-1023 \$29.95
(Contains: (2) 3.5" Half Tracks, (2) 4.25" Half Tracks, (2) 5.0" Half Tracks, (2) 5.5" Half Tracks)



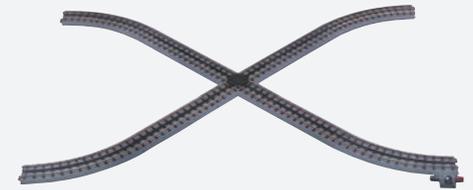
RealTrax - Right Hand Track Siding Layout Builder
40-1027 \$89.95
(Contains (1) Right-Hand O-31 Switch, (4) 10" Straights, (1) O-31 Curve, (1) RealTrax™ Bumper)



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



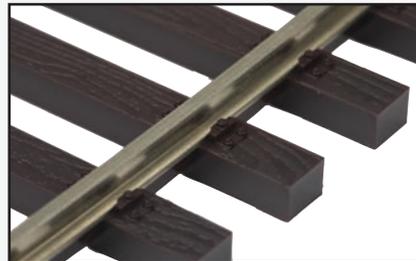
RealTrax - Figure 8 Layout Builder
40-1025 \$59.95
(Contains: (4) O-31 Curves, (4) 10" Straights, (1) Lighted Lockon, (1) 90 Degree Crossover)



RealTrax - O-72 Wye Switch Spur Layout Builder
40-1069 \$149.95

ScaleTrax

2-Rail O-Scale Track



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 36" (914.4mm) Radius Curved Track Section
45-2036 \$8.99



ScaleTrax - 2-Rail 17" (444.1mm) Straight Track Section
45-2017 \$7.99



ScaleTrax - 2-Rail 22" (558.4mm) Radius Curved Track Section
45-2022 \$7.99

7 oz. ProtoSmoke™ Fluid

60-1045	Unscented	\$15.95
60-1046	Christmas	\$15.95
60-1047	Coal	\$15.95
60-1048	Diesel	\$15.95
60-1049	Woodburning	\$15.95

Assortment (36 pieces)

2 oz. ProtoSmoke™ Fluid Bottles

60-1051 \$189.95

2 oz. ProtoSmoke™ Fluid Bottles

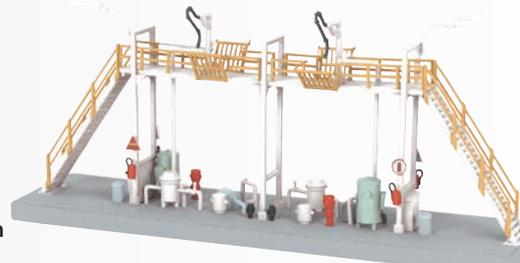
60-1051a	Christmas	\$5.29
60-1051b	Coal	\$5.29
60-1051c	Diesel	\$5.29
60-1051d	Wood Burning	\$5.29
60-1051e	Coffee	\$5.29
60-1051f	Eggs & Bacon	\$5.29
60-1051g	Vanilla	\$5.29
60-1051h	Candy Cane	\$5.29
60-1051i	Barbeque	\$5.29
60-1051j	Pipe Smoke	\$5.29
60-1051k	Cinnamon Roll	\$5.29
60-1051l	Apple Pie	\$5.29
60-1051m	Unscented	\$5.29



Shell - Operating Storage Tank
30-9189 \$199.95



Shell - Operating Storage Tank Station
30-9190 \$179.95



Shell - Tank Filling Station
30-90472 \$59.95

Accessories



Track Cleaning Block
40-1099 \$22.95

Maintenance Kit

30-50051 \$24.95

Includes: 4 oz. Track Cleaner solution, 1/3 oz. grease, 14.9 ml medium oil in precision needle oiler, and 3 1/2" x 5" Scotchbrite cleaning pad

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 Drawbar Sets

Proto-Sound 3.0 6-Pin Wireless Drawbar Set 1

20-89020 \$29.95

Proto-Sound 3.0 6-Pin Wireless Drawbar Set 2

20-89021 \$29.95



Wireless Drawbar Set

20-89011 \$29.95

Conversion Wheel Kits

Ps2 Proto-Scale 3-2™ 4-Wheel Truck Scale Wheel Set Kit

20-89005 \$39.95

Ps2 Proto-Scale 3-2™ 6-Wheel Truck Scale Wheel Set Kit

20-89006 \$59.95

Ps2 Proto-Scale 3-2™ 4-Wheel Truck Hi-Rail Wheel Set Kit

20-89008 \$39.95

Ps2 Proto-Scale 3-2™ 6-Wheel Truck Hi-Rail Wheel Set Kit

20-89009 \$59.95

3-Rail

Railking 3-Rail Bettendorf Freight Car Two Truck Pack

30-89001 \$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



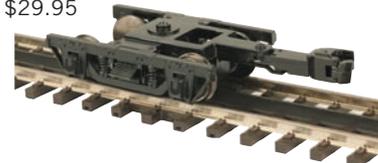
2-Rail Heavyweight Passenger Car Two Truck Pack*

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

20-89001 \$19.95



2-Rail Roller Bearing Freight Car Two Truck Pack

20-89002 \$19.95



*Includes Removable 3-Rail Couplers



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

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30-74723 MTHRRRC 50' Double Door Plugged Boxcar
RailKing Membership is \$50.00

Premier Membership



20-93584 MTHRRRC Chesapeake & Ohio 50' Ps-1 Box Car with Youngstown Door
Premier Membership is \$55.00

Lionel Corp. Std. Gauge Membership



11-30149 Lionel Corp. No. 215 Std. Gauge Oil Car
Lionel Corp. 200 Series Membership is \$120.00

Tinplate O Gauge Membership



10-8084 MTHRRRC No. 2815 O Gauge Oil Car
Tinplate 2800 Series Membership is \$90.00

Tinplate Std. Gauge Membership



10-2243 MTHRRRC No. 215 Std. Gauge Oil Car
Tinplate 200 Series Membership is \$120.00

Lionel Corp. O Gauge Membership



11-70091 Lionel Corp. No. 2815 O Gauge Oil Car
Lionel Corp. 2800 Series Membership is \$90.00

S-Gauge Membership



35-74000 MTHRRRC Baltimore & Ohio Rebuilt Steel Box Car
S-Gauge Membership is \$55.00

One-Gauge Membership



70-75032 MTHRRRC Pennsylvania Power & Light 4-Bay Hopper
One-Gauge Membership is \$100.00

HO Membership



80-94029 MTHRRRC Farmer's Cooperative
R40-2 Woodside Reefer
HO Membership is \$30.00

Basic Membership

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

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The CrossingGate™ Club Magazine



You will receive our quarterly full color Club magazine, jam-packed with product news, layout visits, rail history, and step-by-step articles on how to enjoy M.T.H. products even more.

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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 3.0 train effects, and much more. This DVD retails for \$79.95, but is yours FREE as a Club member.

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You'll have the option to purchase uncataloged members-only engines and rolling stock, and take advantage of members-only discounts on select cataloged items.

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Club members can save an additional 15% on these kits for upgrading older locomotives.

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DCS™ Simply The Best Way To Run A Railroad™
M.T.H.'s DCS Digital Command System has received U.S. Patent No. 6,457,681. M.T.H.'s Proto-Sound® 2.0 system has received U.S. Patent No's 6,457,681 B1 (sound system), 6,457,681 B1 (Proto-Speed Control™), 6,604,641 (Proto-Coupler™), 7,210,656 (Sound), 6,662,917 (2/3Rail), 7,210,656 (Internet Downloads, Music & Doppler). 6,655,640 (Smoke Synchronization)
M.T.H.'s RealTrax® has received U.S. Patent No. 6,019,289.
M.T.H.'s Z-4000® Transformer has received U.S. Patent No's. 6,281,606 & 6,624,537.
HO Coupler 7,694,834 Bi-Directional Communication 8262034

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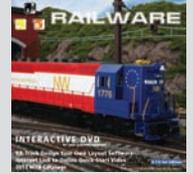
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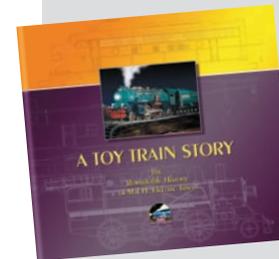
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This interactive DVD is packed full of sights & sounds guaranteed to make you rethink how far the hobby of model railroading has come. You'll learn about some of the most innovative products ever produced & marvel at the sophistication of a product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



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pages on the website. Only MTHRC members can get these cars!

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3.0 Locomotive to any Demo Center
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