

2014 volume 1

RailKing & Premier O Gauge Trains



MTne
ELECTRIC TRAINS®

Coming in 2014:

Command Control from

Since 1992, M.T.H. Electric Trains has released nearly 23,000 different items. In 2013 alone, we'll have announced and produced nearly 1,800 new items in our nine different product lines. HO, S Gauge, O Gauge, One Gauge, Tinplate and European fans can all look to M.T.H. for trains and accessories that will surprise and delight them. No other model railroad company can make that claim.

By producing "model trains that do more," we not only ensure that our customers remain excited about the hobby — we make it easier to attract new hobbyists and keep model railroading alive and growing, with a constant supply of new items to entice current and future hobbyists. M.T.H. fans know that our products get better each year and come with new and exciting features that reflect the vitality of our brand.



This catalog marks the fourteenth year that we've been producing steam locomotives featuring synchronized puffing smoke timed to drive wheel revolutions. It's the fourteenth year we've built models throughout all of our product lines that feature locomotive speed control, digital sound, and command control receivers. From entry-level ready-to-run train sets to our top-of-the-line locomotives in five scales, each and every Proto-Sound 2.0 and 3.0 model operates the

same way using the same equipment — whether it be a traditional transformer or our industry-leading DCS Digital Command System.

Throughout those fourteen years, we've continued to expand our onboard technology. All of our product lines now feature locomotives that can operate on AC or DC power in conventional or command mode. We offer HO models that can run on 3-rail track and O gauge models that can run on 2-rail track. Our electric locomotives — including HO models — began arriving with motorized operating pantographs that can work with powered catenary nearly five years ago. With the release of Proto-Sound 3.0, we added a third operating mode: NMRA-standard DCC. M.T.H. locomotives can sense what type of command signal is present on the rails and configure themselves to operate accordingly, with little or no input from the operator. In the age of the smart phone, we've been building smart trains for years. M.T.H. trains really can "do more."

But at M.T.H., we say "What's next?" Technology continues to expand in all aspects of our lives; we believe it must continue to do so in our products and our control systems if

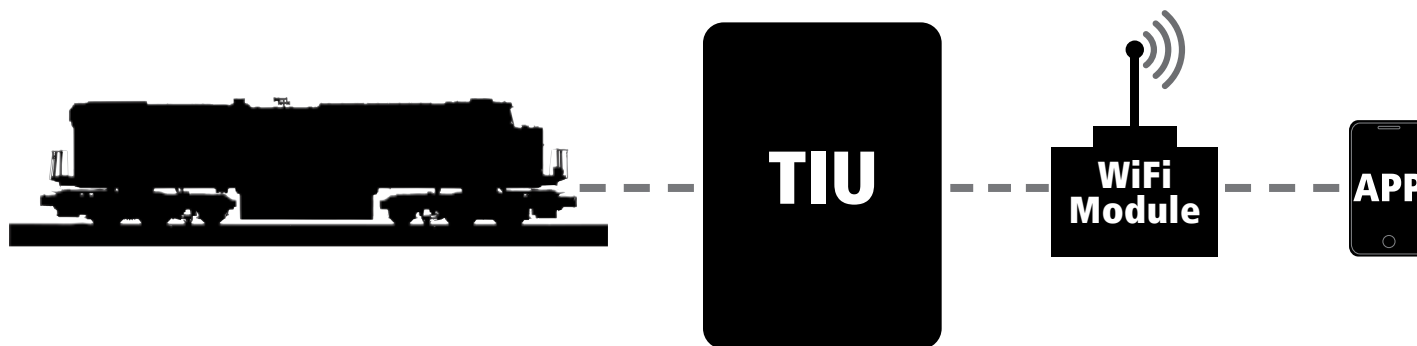


we want our hobby to remain relevant in the world of smart phones, tablets and wearable technology.

Why put a remote control in the hands of an operator when he or she probably has an even more powerful device in their pocket? Why shouldn't a modeler control their layout with their phone, when they can already use that phone to



Your Smart Phone



run their television, adjust their thermostat, and activate their home alarm system? More importantly, how many new members can we attract into our hobby when we bundle that hobby with technology they use every day?

Enter our first model railroading app

In 2014, M.T.H. will release smart phone and tablet apps that will allow operators to run their trains from Apple iOS or Android phones or tablets. That means your Apple iPhone or Samsung Galaxy S4 can do one more thing we only dreamed about fourteen years ago. Your favorite Android tablet or Apple iPad will bring the DCS Digital Command System to life in a way you never thought possible when you first picked up a DCS remote control. Any of these smart devices can run our new app. That means anybody who visits your layout can run trains — the days of fighting over the remote control are over!



Whether you're running Android or iOS, our DCS app will allow you to control your entire layout in command or conventional modes without using a DCS handheld remote. You'll still need a TIU (Track Interface Unit) along with a new, separately sold DCS WiFi module. Simply plug the module into the TIU, search for its WiFi signal on your phone or tablet, and you'll be running your layout in command mode in no time. Everything the DCS handheld remote can do, the app can do — but your experience will be better and in full color!

Our new app isn't limited to just DCS control either. With it, you'll be able to access special pages on the M.T.H. website, see the latest catalogs and news articles, and shop for M.T.H. products. Look for the app in the Spring of 2014 — it's gonna be fun.

Contents

Proto-Sound 3.0®	4
DCS™	6
RailKing®	8
Steam	10
Diesel	22
Rolling Stock.....	38
Passenger Cars.....	68
Premier	72
Steam	74
Diesel	82
Electric	98
Freight Cars	108
Passenger Cars.....	128
European Lineup	132
Steam.....	134
Electric	138
Freight Cars	148
Passenger Cars.....	156
Transformers	162
ScaleTrax™	164
RealTrax®	170
2-Rail Track / Accessories.....	174
2-Rail Conversion Trucks.....	175
MTH RailRoders Club™	176

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/2013shr

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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 North American prototypes (our European Premier models are built to 1:45 dimensions for German and Swiss prototypes and 1:43.5 for English and French models). 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 locomotives feature 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 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. Our tag line "HO Trains That Do More" is no understatement. Our sound-equipped locomotives are compatible with all HO operating systems: analog DC, NMRA-standard DCC, and M.T.H.'s Digital Command System (DCS). LED lighting, synchronized smoke output and durable ABS or die-cast metal bodies ensure that M.T.H. HO locomotives and rolling stock are worthy additions to any HO roster.

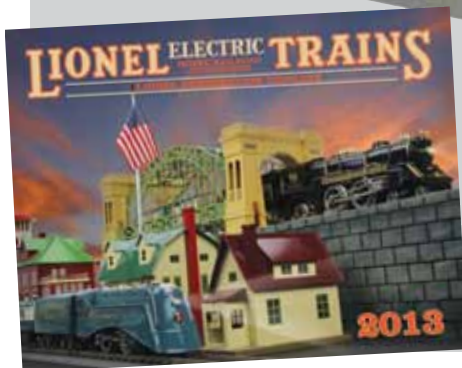
MTH S Gauge, our newest venture, will soon offer the excitement of puffing smoke, digital sound, and DCS command control for the first time in superbly detailed 1:64 scale models.



Celebrate Lionel Corporation Tinplate!



Modelers in other scales can celebrate Lionel Corporation Tinplate 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.

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

ATMOSPHERIC SOUNDS

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

EXTRAORDINARY SLOW SPEED CAPABILITY

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

UNMATCHED SPEED CONTROL

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

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.



LIGHTING EFFECTS

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

MULTIPLE UNIT CAPABILITY

In DCS command mode, all locomotives set to the same 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.

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/Backup light
- Bell
- Whistle
- Start-up/Shut-down
- Passenger Station/Freight Yard Sounds
- All Other Lights (On/Off)
- Master Volume
- Front Coupler
- Rear Coupler
- Forward Whistle Signal
- Reverse Whistle Signal
- Grade Crossing Signal
- 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/Backup Light
- Bell
- Horn
- Start-up/Shut-down
- Passenger Station/Freight Yard Sounds
- All Other Lights (On/Off)
- Master Volume
- Front Coupler
- Rear Coupler
- Forward Horn Signal
- Reverse Horn Signal
- Grade Crossing Signal
- 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

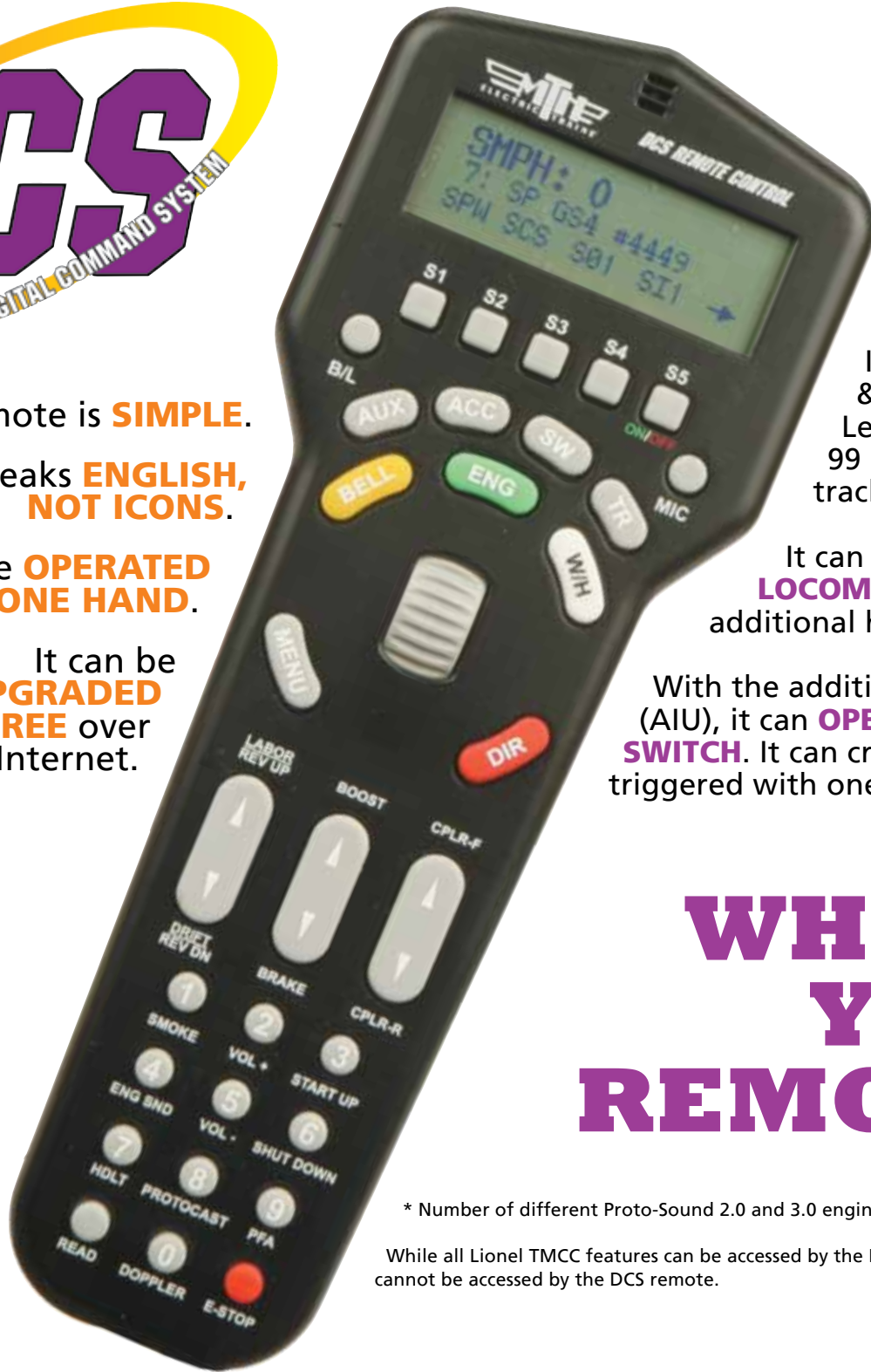


This remote is **SIMPLE**.

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 O SCALE ACCESSORY OR SWITCH**. It can create scenes and routes that are triggered with one push of a button.

WHAT CAN YOUR REMOTE DO?

* Number of different Proto-Sound 2.0 and 3.0 engines cataloged through the 2014 Volume 1 Catalog.

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

Remote Shown Actual Size

the Best Way a Railroad™

Command Control Explained

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

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

Learn More About It



TRY IT at your local DCS Demo Center

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

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

DCS COMMANDER: Get into DCS on a budget

Ideal for small layouts running two or three Proto-Sound 2.0 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 Track Interface Unit (TIU)
50-1003 \$189.95



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



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



Proto-Sound Battery
50-1008 \$11.95



DCS Accessory Interface Unit (AIU)
50-1004 \$109.95



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



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



TIU/Barrel Jack Adapter Cable
50-1017 \$10.95



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



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



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

RailKing

The Best Value in O Gauge

RAILKING[®]
By M.T.H. Electric Trains

Features typically found on RailKing models include:

- Durably constructed ABS diesel locomotive and car bodies
- Die-Cast metal steam locomotive boilers
- All-metal diesel and steam locomotive chassis
- All-metal wheels, gears and axles
- All-metal couplers
- All-metal freight and passenger car trucks 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.



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

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



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

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



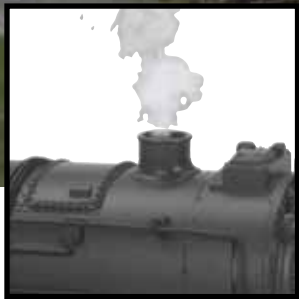
Features typically found on Imperial models include all of our RailKing features, plus:

- 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.

2-8-4 Imperial Berkshire



IMPERIAL
SERIES

Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Real Coal Load in Tender
- Die-Cast Locomotive and Tender Trucks
- Engineer and Fireman Figures
- Metal Handrails and Bell
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Operating Firebox Glow
- Tender Backup Light
- Tender Truck Safety Chains
- Illuminated Engine Class Lights
- Separately Added Metal Grab Irons
- Legible Builder's Plates
- Cab Interior Light
- Painted Cab Backhead Gauges
- Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCC Receiver
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station or Freight Yard Proto-Effects
- Unit Measures:
22 1/2" x 2 1/2" x 3 3/8"
- Operates On O-31 Curves





Nickel Plate Road - 2-8-4 Imperial Berkshire Steam Engine
30-1629-1 Proto-Sound 3.0 \$449.95



Nickel Plate Road - 2-8-4 Imperial Berkshire Steam Engine
30-1630-1 Proto-Sound 3.0 \$449.95

Add A Matching Passenger Set
See Page 70



Richmond Fredericksburg & Potomac - 2-8-4 Imperial Berkshire Steam Engine
30-1631-1 Proto-Sound 3.0 \$449.95



Pittsburgh & Lake Erie - 2-8-4 Imperial Berkshire Steam Engine
30-1632-1 Proto-Sound 3.0 \$449.95

In the 1920s, increased competition meant that railroads had to come up with new ways of doing business if they hoped to remain successful. Up to that time, most freight was moved by connecting as many cars as possible to a locomotive and having the steam engine heave and drag them along (called "drag freight"). Some railroads decided to compete more effectively by increasing the speed, not the capacity, of their freight trains. The Lima Locomotive Works' 2-8-4 Berkshire steamer, introduced in 1924 and named for the Massachusetts mountains where it was demonstrated, helped make this happen. The Berkshire was dubbed a "Super Power" engine because its larger firebox grate and other related elements (which necessitated the 4-wheel trailing truck) greatly increased the engine's steam-making capacity. And more steam capacity meant more power and more speed. In all, 611 Berkshires were built for nearly 20 Class 1 railroads. They were a huge success and remained in service on U.S. rails until 1958, well into the diesel era.

MTH is pleased to offer the RailKing Imperial Berkshire in three road names: Nickel Plate, including No. 765 which runs today in excursion service (learn more at www.fortwaynerrailroad.org); Richmond Fredericksburg & Potomac; and the P&LE subsidiary of the New York Central System.

N&W 4-8-4 Imperial "J" Northern



IMPERIAL
SERIES

Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Real Coal Load in Tender
- Die-Cast Locomotive and Tender Trucks
- Engineer and Fireman Figures
- Metal Handrails and Whistle
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage Headlight
- Operating Firebox Glow
- Operating Numberboard Lights
- Tender Backup Light
- Tender Truck Safety Chains
- LED-Illuminated Engine Class Lights
- Separately Added Metal Grab Irons
- Legible Builder's Plates
- Cab Interior Light
- Painted Cab Backhead Gauges
- Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCC Receiver
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Unit Measures: 22 1/8" x 2 1/2" x 3 7/8"
- Operates On O-31 Curves





Add A Matching Passenger Set
See Page 71

Norfolk & Western - 4-8-4 Imperial "J" Northern Steam Engine
30-1633-1 Proto-Sound 3.0 \$459.95

A visit to the Norfolk & Western in the early 1950s was like a scene from *Jurassic Park*: prehistoric beasts romping in their natural mountain habitat. At a time when other roads were letting their remaining steam engines rot away and giving them minimal service in dirty, dingy, soon-to-close facilities, the N&W was still running a first-class steam operation and even building new power. With its main line through some of the nation's richest coalfields, it was still betting on the future of steam; as late as 1955, the N&W didn't roster a single diesel. The majority of traffic was handled by what N&W fans call the "holy trinity of steam": the massive Y6 2-8-8-2; the articulated greyhound Class A; and the N&W's glamour girl, the streamlined Class J.

The Class J 4-8-4 was an engine of quiet superlatives. Handsome, powerful (5100 hp), and, as a test on the Pennsylvania Railroad proved, capable of hauling 15 cars at 110 mph,

it was designed and styled not by one of the big three builders (ALCo, Baldwin, and Lima) or a famous designer like Raymond Loewy or Henry Dreyfuss, but by the N&W's home-grown team of designers and craftsmen at the road's Roanoke, Virginia shops. For power and quick acceleration through mountainous territory, and to make room for the largest possible boiler, they equipped the streamlined J with 70" drivers — unusually small for a 4-8-4 and fully 10" smaller than the Southern Pacific's *Daylight* GS-4 of the same wheel arrangement.

Built in several groups between 1941 and 1950, a mere fourteen J's were able to handle 80% of the N&W's passenger traffic, because their designers addressed one of steam power's key weaknesses: down time for maintenance and repairs. Equipped with Timken roller bearings on all axles and rods, Timken-designed lightweight pistons and rods,

and an automatic lubrication system that reached more than 200 points including the bell bearings, the Js were designed to go a quarter-million miles between scheduled shop visits. Like a race car, they were engineered for quick pit stops: in less than an hour, a J could be fully serviced, lubricated, filled with coal and water and ready for its next dash over the road's 676-mile main line between Norfolk and Cincinnati, hauling the deluxe daylight *Powhatan Arrow* or the overnight *Pocahontas*.

Our Imperial N&W J is more fun to operate than any previous version of this magnificent locomotive, with its N&W whistle, passenger station announcements, synchronized chuff and puffing smoke, and speed control so smooth you won't spill the water in the diner.



Norfolk & Western - 4-8-4 Imperial "J" Northern Steam Engine
30-1634-1 Proto-Sound 3.0 \$459.95

4-6-0 Imperial Camelback



IMPERIAL
SERIES



Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Real Coal Load in Tender
- Die-Cast Locomotive and Tender Trucks
- Engineer and Fireman Figures
- Metal Handrails and Bell
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage Headlight
- Tender Truck Safety Chains
- Tender Backup Light
- LED-Illuminated Engine Class Lights and Tender Marker Lights
- Separately Added Metal Grab Irons
- Legible Builder's Plates
- Cab Interior Light
- Painted Cab Backhead Gauges
- Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCC Receiver
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Unit Measures: 18" x 2 1/2" x 4"
- Operates On O-31 Curves



Jersey Central - 4-6-0 Imperial Camelback Steam Engine
30-1635-1 Proto-Sound 3.0 \$449.95

Add A Matching Passenger Set
See Page 68



Reading - 4-6-0 Imperial Camelback Steam Engine
30-1636-1 Proto-Sound 3.0 \$449.95

Add A Matching Passenger Set
See Page 68



Long Island - 4-6-0 Imperial Camelback Steam Engine
30-1637-1 Proto-Sound 3.0 \$449.95

Add A Matching Passenger Set
See Page 68



Baltimore & Ohio - 4-6-0 Imperial Camelback Steam Engine
30-1638-1 Proto-Sound 3.0 \$449.95

Add A Matching Passenger Set
See Page 68

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

But one characteristic of anthracite mining was that close to 20% of production wound up as finely-ground, low-quality waste, or culm, that accumulated in huge heaps outside the mines. In the 1870s, John E. Wooten of the Philadelphia & Reading Rail Road determined to explore the potential of culm as a cheap locomotive fuel. The result was the Wooten firebox, based on a large grate, or firebox floor, two to three times the size of a conventional grate and burning culm in a very thin layer. Whereas most engines of the time had a narrow firebox placed between the rear drivers, the Wooten firebox extended out over the drivers and was as wide as clearances allowed.

This, of course, made space in the cab rather tight, and designers soon moved the cab forward and placed it over the boiler barrel, which was smaller in diameter than the Wooten firebox. The result was the "Mother Hubbard" or Camelback (a reference to the odd bulge of its center cab) style of locomotive, with the engineer in the cab and the fireman back on the tender deck shoveling culm into the rear of the engine. By the late 1800s more than 40 roads rostered Mother Hubbards; among the largest users were the New York Ontario & Western, the Jersey Central, and its parent the Reading.

British author Brian Reed noted in *Locomotives in Profile* that "Firing a Mother Hubbard was no kind of job at all. The fireman was alone, and he had almost no range of vision. He could see the driving cab and the line ahead only if he hung well out sideways, and ... it was difficult for him to determine if there was anything wrong in the cab." The engineer didn't have it much better. He was squeezed up against the hot boiler with the controls alongside him, rather than spread across the backhead as on a normal steamer. "Side rods breaking beneath his feet were even more disastrous than a fracture in a normal engine, and there was much less chance of living to tell the tale." No wonder that safety concerns led the Interstate Commerce Commission to ban the construction of new Mother Hubbards in 1918. Although not a favorite of crews, however, many proved to be remarkably long-lived workhorses, serving as fast freight and later as commuter engines until the end of steam.

4-8-8-2 Imperial Cab Forward



IMPERIAL
SERIES

Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Die-Cast Locomotive and Tender Trucks
- Engineer and Fireman Figures
- Metal Handrails and Whistle
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage Headlight
- LED-Illuminated Engine Class Lights and Tender Marker Lights
- Tender Truck Safety Chains
- Tender Backup Light
- Separately Added Metal Grab Irons
- Legible Builder's Plates
- Cab Interior Light
- Painted Cab Backhead Gauges
- (2) Precision Flywheel-Equipped Motors
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCC Receiver
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures:
27 1/2" x 2 1/2" x 4 1/16"
- Operates On O-31 Curves





Southern Pacific - 4-8-8-2 Imperial Cab Forward Steam Engine
30-1648-1 Proto-Sound 3.0 \$699.95

Part of the first transcontinental railroad, the Southern Pacific's passage over the Sierra Nevadas, from Sparks, Nevada to Roseville, California, has always been a challenge for man and machine. Grades in both directions approximate 2.5%. Thirty-nine tunnels and nearly 40 miles of snow sheds protect the track from snowdrifts and avalanches — Sierra Nevada, after all, is Spanish for "snow covered." Seeking more muscle for this route, the SP took delivery of two Baldwin articulated 2-8-8-2s in 1909. Initial trials, however, revealed that heat and exhaust gases in the tunnels and snowsheds made life nearly unbearable for the engine

crew. Although cab forwards had been tried before in Italy and northern California, legend has it the SP cab forwards were inspired by an engineer who turned a Baldwin articulated around and ran it tender-first, putting the smoke behind him so he could breathe while he did his job.

The first true Southern Pacific Cab Forwards were delivered in March of 1910 and proved so successful that the SP eventually bought 254 more in various classes. Because the firebox and tender were at opposite ends of the locomotive, the cab forwards burned oil, piped under pressure

from the tender to the firebox. The cab in front gave the engineer the best forward visibility of any steam locomotive. Engine 4294, the inspiration for our RailKing replica, was the last new steam engine delivered to the Southern Pacific and is today a centerpiece display on the main floor of the California State Railroad Museum.

Last offered in 2007, the Cab Forward returns to the RailKing lineup in 2014 in Imperial dress and upgraded with Proto-Sound 3.0.



Southern Pacific - 4-8-8-2 Imperial Cab Forward Steam Engine
30-1649-1 Proto-Sound 3.0 \$699.95



Southern Pacific - 4-8-8-2 Imperial Cab Forward Specialty Freight Set
30-1650-1 Proto-Sound 3.0 \$799.95

**Add Even More Cars With
a 3-Car Add-On Set
See Page 66**

2-8-2 Imperial L1s Mikado



IMPERIAL
SERIES

Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Real Coal Load in Tender
- Die-Cast Locomotive and Tender Trucks
- Engineer and Fireman Figures
- Metal Handrails and Bell
- Metal Whistle
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage Headlight
- Operating Firebox Glow
- Tender Backup Light
- LED-Illuminated Engine Class Lights
- Separately Added Metal Grab Irons
- Legible Builder's Plates
- Cab Interior Light
- Painted Cab Backhead Gauges
- Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCC Receiver
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 20" x 2 1/2" x 3 1/2"
- Operates On O-31 Curves





Pennsylvania (Cab No. 203) - 2-8-2 Imperial L1s Mikado Steam Engine
30-1641-1 Proto-Sound 3.0 \$449.95



Pennsylvania (Cab No. 742) - 2-8-2 Imperial L1s Mikado Steam Engine
30-1642-1 Proto-Sound 3.0 \$449.95



Long Island - 2-8-2 Imperial L1s Mikado Steam Engine
30-1651-1 Proto-Sound 3.0 \$449.95



Pennsylvania (Green with Gold stripes) - 2-8-2 Imperial L1s Mikado Steam Engine
30-1643-1 Proto-Sound 3.0 \$449.95

Built between 1914 and 1919, the Pennsylvania Railroad's fleet of L1s Mikados hauled freight through two world wars and served until the end of steam in 1957. Designed by the railroad's own mechanical engineers in tandem with the passenger-service K4s Pacifics, the Mikes replaced 2-8-0 Consolidations as Pennsy's main line freight power.

The Mikado followed the Pennsy's practice of testing a locomotive design thoroughly and then building a standardized engine in large numbers. The L1s class — 574 strong — and the 425 class K4s Pacifics shared an identical boiler and many other common parts, giving shop crews nearly 1000 locos that were largely the same. While the "s" in L1s stood for superheater, the Mikados had few other modern appliances when built. The Walschaert valve gear was hand-reversed by a heavy screw mechanism and the large firebox was hand-shoveled.

By the early 1930's the Interstate Commerce Commission had mandated the use of power reverse gear. The addition of this mechanism to the engineer's side of the engine pushed the air tank to the front of the boiler, giving the L1s the characteristic face it wore in later years. Many, but not all, Mikados eventually received coal stokers to feed the firebox, adding about 1000 horses to their original potential of about 2700 horsepower. Over level or moderately hilly terrain, an L1s could handle a 70 - 80 car freight train. In one instance, a Mike hauled two GG1's with their two passenger consists through a 10-mile stretch after the overhead wire became disabled.

Just as the Mikados displaced lesser 2-8-0's, however, they were themselves bumped from mainline service by the advent of Decapods and other larger power. The Mikado fleet spent many of its later years going in and out of mothballs as the Pennsy's freight business ebbed and flowed. When every piece of available power was needed during World War II, Mikados that were still hand-fired had two firemen shoveling coal. Many of the dependable Mikes worked in branch line, helper, and even railfan service until the end of steam on the Pennsylvania Railroad.

2-8-8-8-2 Imperial Triplex



IMPERIAL
SERIES

Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Real Coal Load in Tender
- Die-Cast Locomotive and Tender Trucks
- Engineer and Fireman Figures
- Metal Handrails and Bell
- Metal Whistle
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage Headlight
- LED-Illuminated Engine and Tender Marker Lights
- Separately Added Metal Grab Irons
- Legible Builder's Plates
- Cab Interior Light
- Painted Cab Backhead Gauges
- Tender Truck Safety Chains
- (2) Precision Flywheel-Equipped Motors
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCC Receiver
- Proto-Sound 3.0 With The Digital With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 23" x 2 3/8" x 4 3/16"
- Operates On O-42 Curves





Erie (Black) - 2-8-8-2 Imperial Triplex Steam Engine
30-1644-1 Proto-Sound 3.0 \$699.95



Virginian - 2-8-8-2 Imperial Triplex Steam Engine
30-1646-1 Proto-Sound 3.0 \$699.95



Erie (Blue) - 2-8-8-2 Imperial Triplex Steam Engine
30-1645-1 Proto-Sound 3.0 \$699.95



Erie - 2-8-8-0 Imperial Triplex Speciality Freight Set
30-1647-1 Proto-Sound 3.0 \$799.95

P. T. Barnum would have loved the Triplex. It was an engine of superlatives: more drivers than anything before or since, too big for the shops of its owner, the Erie Railroad, powerful enough to pull a train nearly five miles long. Nearly a century ago, in the days before multiple-unit control allowed one throttle to control several locomotives, the Triplex was the ultimate attempt to put as much power as possible in the hands of a single engineer. In the end, it proved a noble, flamboyant, but less-than-successful experiment. Baldwin Locomotive Works built three triplexes between 1914 and 1916 for pusher service on the Erie Railroad's daunting Susquehanna Hill (also known as Gulf Summit) near Deposit, N.Y. The cylinders of the Triplex's middle engine were powered by high pressure steam direct from the boiler, while the front and rear engines used low pressure steam exhausted from the middle cylinders.

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

The RailKing Imperial Triplex recreates the flamboyance of the original design but runs better than the prototype ever did. Only MTH engineering could make such a complex model run smoothly and steadily at speeds from a barely perceptible crawl to wide-open throttle.

Did You Know?

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

EMD SD9 Diesel



RAILKING
scale

Features

- Intricately Detailed ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- (2) Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- Illuminated Number Boards
- (2) Precision Flywheel-Equipped Motors
- Operating Smoke Unit
- Onboard DCC Receiver
- Locomotive Speed Control In Scale MPH Increments
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 16" x 2 3/4" x 4"
- Operates On O-31 Curves





Great Northern - SD9 Diesel Engine
30-20195-1 Proto-Sound 3.0 \$329.95



Chessie - SD9 Diesel Engine
30-20196-1 Proto-Sound 3.0 \$329.95

Norfolk Southern - SD9 Diesel Engine
30-20197-1 Proto-Sound 3.0 \$329.95



Southern Pacific - SD9 Diesel Engine
30-20198-1 Proto-Sound 3.0 \$329.95

In the General Motors' Electro-Motive Division time line, 1954 holds significance for two important events. In that year, the manufacturer produced its 15,000th locomotive and introduced the 1,750-h.p. SD9. The road switcher was produced until 1959. Basically an elongated — and, some might say, handsomer — version of EMD's very popular GP9, the SD9 spread the same horsepower over two additional axles, resulting in a lower loading on each axle. This made the engine more suitable for use on light rail and in situations requiring power at low speeds, such as hump yard service.

The RailKing Scale model of the SD9 is built to 1/48th scale proportions and is thus somewhat larger than typical RailKing diesels. O gauge operators looking for scale proportioned locomotives will find durable, yet well detailed, RailKing Scale models to be an excellent alternative to more expensive O scale diesels.

Did You Know?

A special version of the SD9, the SD9s, was a lightweight locomotive used primarily for branchline service.

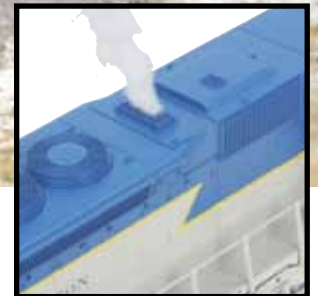
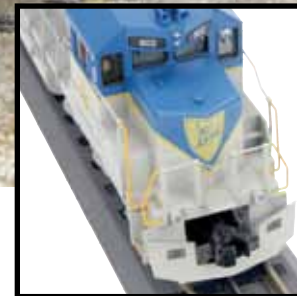
EMD SD45 Diesel



RAILKING
scale

Features

- Intricately Detailed ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- (2) Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- Illuminated Number Boards
- (2) Precision Flywheel-Equipped Motors
- Operating Smoke Unit
- Onboard DCC Receiver
- Locomotive Speed Control In Scale MPH Increments
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 17 1/4" x 3 3/4" x 2 3/4"
- Operates On O-31 Curves





Pennsylvania - SD45 Diesel Engine
 30-20199-1 Proto-Sound 3.0 \$329.95
 30-20199-3 Non-Powered \$179.95



BNSF - SD45 Diesel Engine
 30-20200-1 Proto-Sound 3.0 \$329.95
 30-20200-3 Non-Powered \$179.95



Wheeling & Lake Erie - SD45 Diesel Engine
 30-20201-1 Proto-Sound 3.0 \$329.95
 30-20201-3 Non-Powered \$179.95

Delaware & Hudson - SD45 Diesel Engine
 30-20202-1 Proto-Sound 3.0 \$329.95
 30-20202-3 Non-Powered \$179.95



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

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

Despite the initial crankshaft problems, many SD45s served their original owners for decades, as well as successor railroads like Conrail and the BNSF, and later went on to new lives at smaller, secondary roads.

The RailKing Scale model comes fully equipped with Proto-Sound 3.0, remotely activated Proto-Couplers, speed control in scale miles-per-hour, operating smoke, LED lighting and much more.



NORFOLK SOUTHERN
HERITAGE SERIES
ES44AC Imperial Diesel



I M P E R I A L
SERIES

Features

- Intricately Detailed ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- (2) Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- Operating Ditch Lights
- (2) Precision Flywheel-Equipped Motors
- Operating Smoke Unit
- Onboard DCC Receiver
- Locomotive Speed Control In Scale MPH Increments
- 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





Conrail - ES44AC Imperial Diesel Engine
30-20203-1 Proto-Sound 3.0 \$329.95



Norfolk Southern - ES44AC Imperial Diesel Engine
30-20210-1 Proto-Sound 3.0 \$329.95



Central of Georgia - ES44AC Imperial Diesel Engine
30-20207-1 Proto-Sound 3.0 \$329.95

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. 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 this Imperial diesel 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!

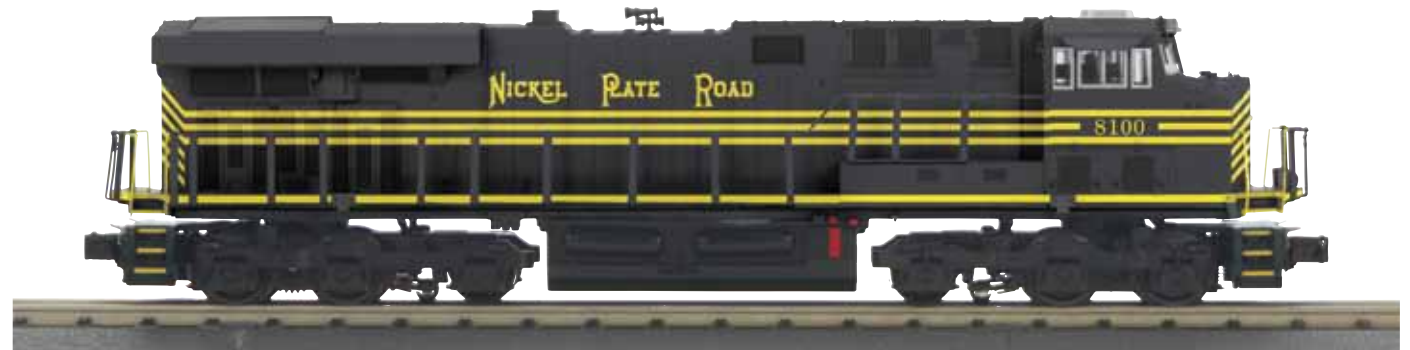
NORFOLK SOUTHERN HERITAGE



Lehigh Valley - ES44AC Imperial Diesel Engine
30-20204-1 Proto-Sound 3.0 \$329.95

**Add Matching
Heritage Boxcars
and Cabooses**
See Page 42

To celebrate its 30th anniversary in 2012, the Norfolk Southern Railway painted 20 freight diesels in paint schemes honoring its predecessor railroads. Eleven of the prototype schemes were applied to EMD SD70ACe locomotives at Progress Rail Services' shops in Muncie, IN. Norfolk Southern employees at its Chattanooga, TN and Altoona, PA shops applied the remaining nine heritage schemes to General Electric ES44AC diesels.



Nickel Plate Road - ES44AC Imperial Diesel Engine
30-20205-1 Proto-Sound 3.0 \$329.95



Norfolk & Western - ES44AC Imperial Diesel Engine
30-20206-1 Proto-Sound 3.0 \$329.95

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.

SERIES DIESELS



Interstate - ES44AC Imperial Diesel Engine
30-20208-1 Proto-Sound 3.0 \$329.95



Monongahela - ES44AC Imperial Diesel Engine
30-20209-1 Proto-Sound 3.0 \$329.95

Additional ES44AC Diesels



CSX - ES44AC Imperial Diesel Engine
30-20211-1 Proto-Sound 3.0 \$329.95



Canadian Pacific - ES44AC Imperial Diesel Engine
30-20212-1 Proto-Sound 3.0 \$329.95

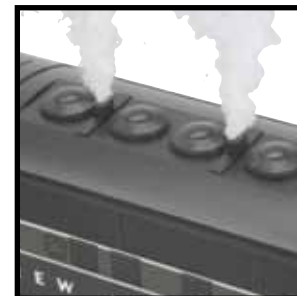
EMD F3 A-B-A Diesel Set



RAILKING
scale

Features

- Intricately Detailed ABS Bodies
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Die-Cast Metal Chassis
- Metal Handrails and Horn
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- (2) Precision Flywheel-Equipped Motors In Lead A-Unit
- Operating Smoke Unit
- Onboard DCC Receiver
- Locomotive Speed Control In Scale MPH Increments
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Unit Measures: 40 1/4" x 2 5/8" x 3 3/4"
- Operates On O-31 Curves





Canadian National - F3 A-B-A Diesel Engine Set
30-20223-1 Proto-Sound 3.0 \$529.95

Add A Matching Passenger Set
See Page 69

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

Recognizing that EMD and the railroads were anxious to publicize their modern motive power, Lionel convinced General Motors, the Santa Fe Railroad, and the New York Central Railroad help share the cost of dies for the original models — in exchange for having their names on engines that appeared on virtually every boy's holiday wish list for

years. In the end, it seems the Santa Fe got the best deal, as its red, yellow, and silver "warbonnet" paint scheme is still an icon of railroading to the American public.

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

Postwar and RailKing Scale fans will no doubt want to order this stellar M.T.H. replica of model railroading's most famous diesel. The look and feel of the classic original is faithfully reproduced, right down to the diecast metal chassis. Under the hood, however, lies the power and performance of

ProtoSound 3.0, twin flywheel-equipped motors, and Proto-Smoke, offering today's model railroaders an operating experience that boys of the 1950s could only dream about.

Did You Know?

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



New York Central - F3 A-B-A Diesel Engine Set
30-20221-1 Proto-Sound 3.0 \$529.95

Add A Matching Passenger Set
See Page 69



Norfolk Southern Executive Train - F3 A-B-A Diesel Engine Set
30-20222-1 Proto-Sound 3.0 \$529.95

Add A Matching Passenger Set
See Page 69



Northern Pacific - F3 A-B-A Diesel Engine Set
30-20224-1 Proto-Sound 3.0 \$529.95

Add A Matching Passenger Set
See Page 70

RS-3 Diesel



RAILKING
scale

Features

- Intricately Detailed ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlight
- (2) Precision Flywheel-Equipped Motors
- Onboard DCC Receiver
- Operating Smoke Unit
- Locomotive Speed Control In Scale MPH Increments
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station or Freight Yard Proto-Effects
- Unit Measures: 14 1/2" x 2 1/2" x 3 3/4"
- Operates On O-27 Curves



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

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

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

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

Bring the versatility of this do-anything/go-anywhere engine to your railroad with the RailKing Scale RS-3. Thanks to ProtoSound 3.0, our model features authentic Alco prime mover sounds, pulling power to match its hardy prototype, and a speed range from a slow crawl to full throttle.

Did You Know?

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



Nickel Plate Road - RS-3 Diesel Engine
30-20213-1 Proto-Sound 3.0 \$319.95



Long Island - RS-3 Diesel Engine
30-20214-1 Proto-Sound 3.0 \$319.95

Add Matching Passenger Cars
See Page 70



Interstate - RS-3 Diesel Engine
30-20215-1 Proto-Sound 3.0 \$319.95



Rock Island - RS-3 Diesel Engine
30-20216-1 Proto-Sound 3.0 \$319.95

EMD NW2 Switcher



RAILKING
scale

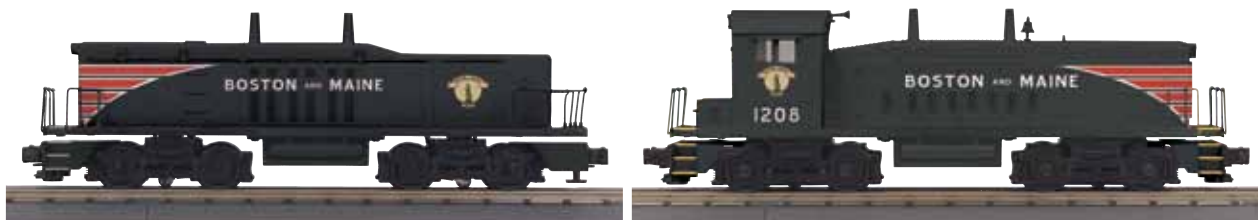
Features

- Intricately Detailed ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- (2) Precision Flywheel-Equipped Motors
- Onboard DCC Receiver
- Locomotive Speed Control In Scale MPH Increments
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 12 3/8" x 2 1/2" x 3 7/8"
- Operates On O-27 Curves

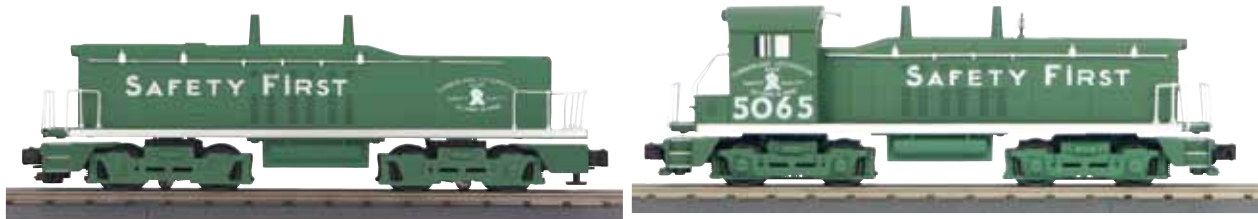




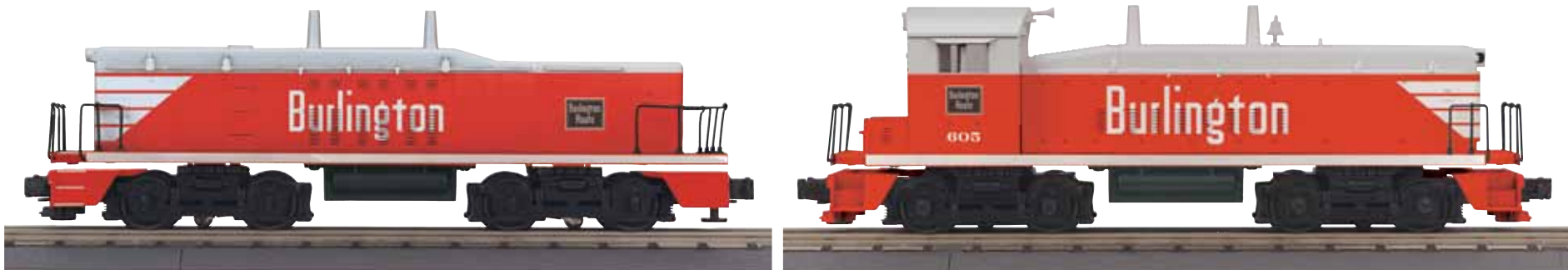
Union Pacific - NW2 Diesel Switcher
 30-20228-1 Proto-Sound 3.0 \$309.95
 30-20228-3 Non-Powered Calf \$139.95



Boston & Maine - NW2 Diesel Switcher
 30-20225-1 Proto-Sound 3.0 \$309.95
 30-20225-3 Non-Powered Calf \$139.95



CSX - NW2 Diesel Switcher
 30-20226-1 Proto-Sound 3.0 \$309.95
 30-20226-3 Non-Powered Calf \$139.95



Burlington - NW2 Diesel Switcher
 30-20227-1 Proto-Sound 3.0 \$309.95
 30-20227-3 Non-Powered Calf \$139.95

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

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

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

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

The NW2 returns to the RailKing lineup in 2014 with everything you need in a hard-working switcher: twin-motored pulling power down to 3 scale miles per hour, dual Proto-Couplers to drop off cars anywhere, and authentic EMD 567 sounds.

Genesis Diesel



Features

- Intricately Detailed ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Horn
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlight
- Lighted Cab Interior
- (2) Precision Flywheel-Equipped Motors
- Onboard DCC Receiver
- Locomotive Speed Control In Scale MPH Increments
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Unit Measures: 14 1/2" x 2 1/2" x 3 1/2"
- Operates On O-31 Curves





Amtrak - Genesis Diesel Engine
30-20217-1 Proto-Sound 3.0 \$299.95

Add Matching Passenger Cars
See Page 71



Amtrak - Genesis Diesel Engine
30-20218-1 Proto-Sound 3.0 \$299.95

Add Matching Passenger Cars
See Page 71



New Haven - Genesis Diesel Engine
30-20220-1 Proto-Sound 3.0 \$299.95

Add Matching Passenger Cars
See Page 71

Add Matching Passenger Cars
See Page 71

Amtrak - Genesis Diesel Engine
30-20219-1 Proto-Sound 3.0 \$299.95



By the late 1980's, Amtrak was searching for a replacement for its outdated and aging fleet of F40PHs and GP-40s. Wary of getting more locomotives that were really designed for freight operation, Amtrak searched for a new, lightweight, high-tech alternative. General Electric provided Amtrak with an answer with its unveiling of the "Genesis." Featuring a monocoque frame, advanced electronics, and special environmental and safety features, the Genesis represented the state-of-the-art in U.S. passenger service.

While GE officially designated these engines as model AMD-103 (for Amtrak Diesel-103 mph), they are popularly called the Genesis engine because they represent an entirely new stage in passenger locomotive technology. Forty-four of these 4,000 hp engines, numbered 800-843, were delivered between April and December 1993.

Returning to our RailKing lineup, the Genesis brings you everything you have come to expect from M.T.H. diesels, including the awesome sound and features of Proto-Sound 3.0. Enjoy the incredible performance of Proto-Speed control for slow, realistic stops as your train arrives at a passenger station. A push of the bell and whistle buttons on your transformer announces the arrival of your train at the station — complete with conductor voices and sounds of passengers coming and going. These unique features are only found in M.T.H. passenger locomotives.

RailKing Rolling Stock



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

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

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

Modern Reefer



Tropicana - Modern Reefer
30-78169 \$49.95



Western Fruit Express - Modern Reefer
30-78168 \$49.95



Erie - Modern Reefer
30-78170 \$49.95



Santa Fe - Modern Reefer
30-78167 \$49.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Detailed Brake Wheel
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Opening Car Doors
- Unit Measures: 11 1/2" x 2 3/8" x 2 5/16"
- Operates On O-27 Curves



Boxcar



Chessie - Boxcar
30-74746 \$49.95



Burlington Northern - Boxcar
30-74744 \$49.95



Penn Central - Boxcar
30-74743 \$49.95



Illinois Central - Boxcar
30-74745 \$49.95

Features

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



50' Modern Boxcar



TTX - 50' Modern Boxcar
30-74759 \$54.95



Conrail - 50' Modern Boxcar
30-74760 \$54.95



Southern - 50' Modern Boxcar
30-74762 \$54.95



Ann Arbor - 50' Modern Boxcar
30-74761 \$54.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Opening Car Doors
- Detailed Brake Wheel
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Unit Measures: 12 7/8" x 2 9/16" x 3 9/16"
- Operates On O-31 Curves



NORFOLK SOUTHERN HERITAGE



Conrail - 40' High Cube Boxcar
30-74747 \$54.95



Lehigh Valley - 40' High Cube Boxcar
30-74748 \$54.95



Nickel Plate Road - 40' High Cube Boxcar
30-74749 \$54.95



Norfolk & Western - 40' High Cube Boxcar
30-74750 \$54.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Detailed Brake Wheel
- Opening Car Doors
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Unit Measures: 11 1/4" x 2 9/16" x 3 17/16"
- Operates On O-27 Curves

SERIES FREIGHT



RailKing Rolling Stock



Interstate - 40' High Cube Boxcar
30-74752 \$54.95



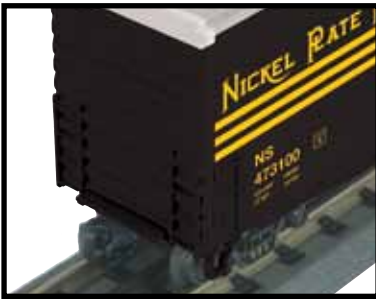
Central of Georgia - 40' High Cube Boxcar
30-74751 \$54.95



Norfolk Southern - 40' High Cube Boxcar
30-74754 \$54.95



Monongahela - 40' High Cube Boxcar
30-74753 \$54.95



50' Double-Door Boxcar



Norfolk & Western - 50' Double Plug-Door Boxcar
30-74757 \$54.95



Tropicana - 50' Double Plug-Door Boxcar
30-74755 \$54.95



Evans - 50' Double Plug-Door Boxcar
30-74758 \$54.95



Western Maryland - 50' Double Plug-Door Boxcar
30-74756 \$54.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Opening Car Doors
- Detailed Brake Wheel
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Unit Measures: 13" x 2 1/2" x 3 1/2"
- Operates On O-31 Curves



40' Window Mint Boxcar with Gold



Chicago & Northwestern - 40' Window Mint Boxcar with Gold
30-74766 \$59.95



Long Island - 40' Window Mint Boxcar with Gold
30-74763 \$59.95



New Haven - 40' Window Mint Boxcar with Gold
30-74765 \$59.95



Pittsburgh & Lake Erie - 40' Window Mint Boxcar with Gold
30-74764 \$59.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Detailed Brake Wheel
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Simulated Gold Bar Loads
- (4) Opening Window Doors
- Unit Measures: 11 3/4" x 2 1/2" x 2 3/8"
- Operates On O-27 Curves



Tank Car



Bakelite Corporation - Tank Car
30-73413 \$54.95



Shell Chemical Company - Tank Car
30-73414 \$54.95



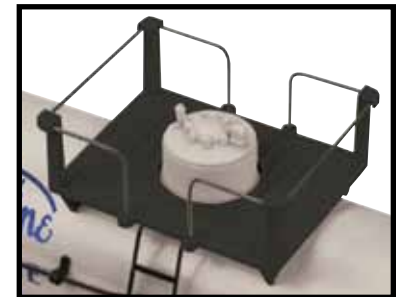
U.S. Army - Tank Car
30-73411 \$54.95



White Star Refining Company - Tank Car
30-73412 \$54.95

Features

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



Modern Tank Car



ADM - Modern Tank Car
30-73417 \$54.95



GATX - Modern Tank Car
30-73415 \$54.95



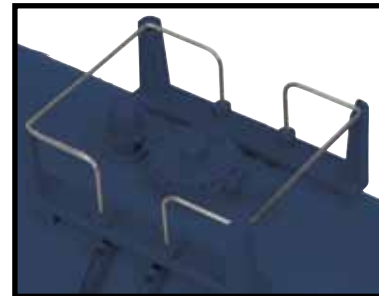
Honeywell International - Modern Tank Car
30-73418 \$54.95



Montana Rail Link - Modern Tank Car
30-73416 \$54.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- 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 O-27 Curves



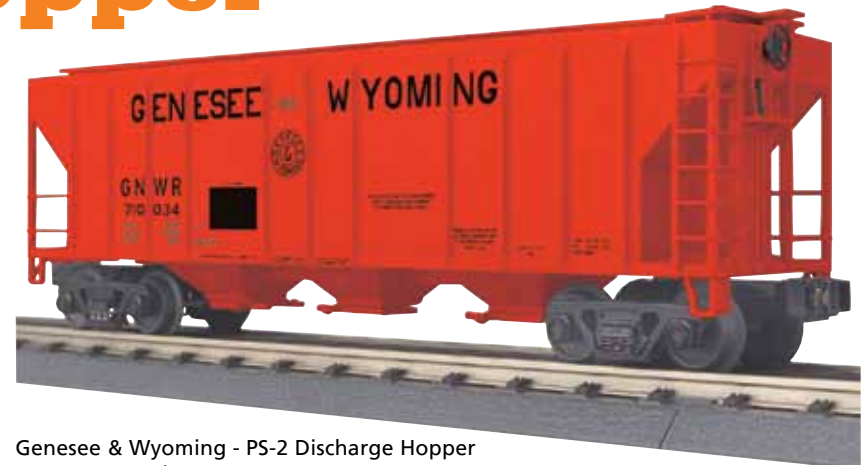
PS-2 Discharge Hopper



Carborundum - PS-2 Discharge Hopper
30-75464 \$49.95



Great Northern - PS-2 Discharge Hopper
30-75466 \$49.95



Genesee & Wyoming - PS-2 Discharge Hopper
30-75465 \$49.95



Chicago & Northwestern - PS-2 Discharge Hopper
30-75467 \$49.95

Features

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



4-Bay Hopper



Jersey Central - 4-Bay Hopper
30-75468 \$49.95



Erie - 4-Bay Hopper
30-75471 \$49.95



Pennsylvania - 4-Bay Hopper
30-75469 \$49.95



New York Central - 4-Bay Hopper
30-75470 \$49.95

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Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Detailed Brake Wheel
- 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-31 Curves



Engineering Car



Norfolk Southern - Engineering Car
30-79398 \$54.95



U.S. Army - Engineering Car
30-79399 \$54.95



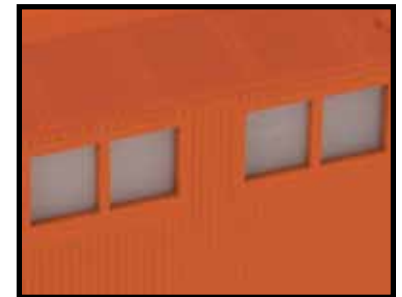
Long Island - Engineering Car
30-79400 \$54.95



NASA - Engineering Car
30-79401 \$54.95

Features

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



Ore Car



Nickel Plate Road - Ore Car
30-75472 \$49.95



Erie Lackawanna - Ore Car
30-75473 \$49.95



Frisco - Ore Car
30-75475 \$49.95



Burlington - Ore Car
30-75474 \$49.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Detailed Brake Wheel
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Unit Measures: 7 1/4" x 2 9/16" x 3 1/8"
- Operates On O-27 Curves



American Crane Car and Tender



Union Pacific - American Crane Car
30-79402 \$69.95



Union Pacific - Crane Tender Car
30-79406 \$54.95



Boston & Maine - American Crane Car
30-79403 \$69.95



Boston & Maine - Crane Tender Car
30-79407 \$54.95

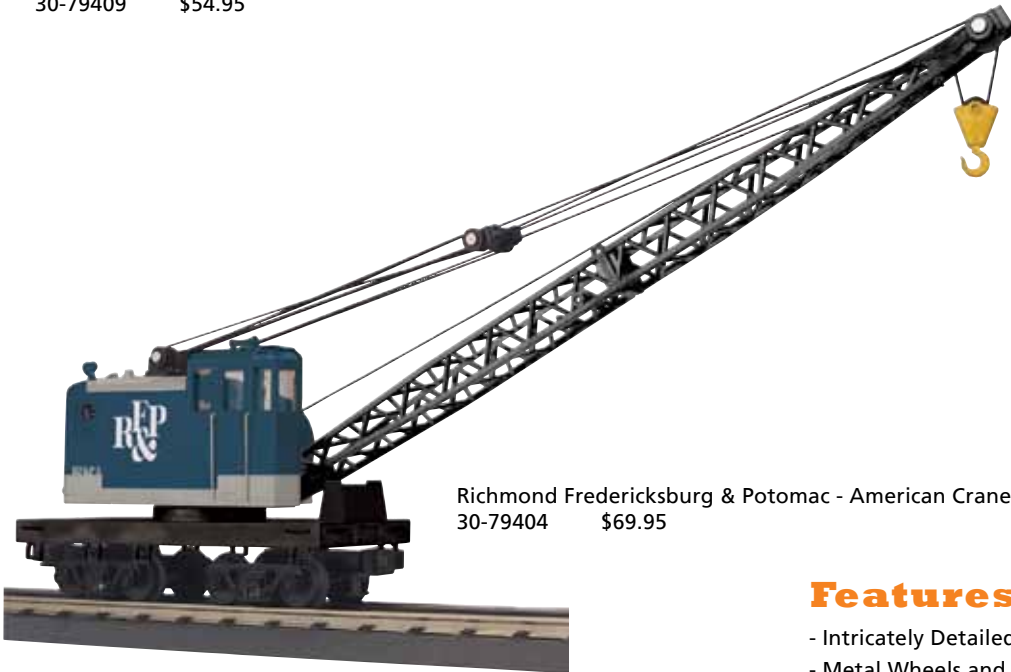




Milwaukee Road - Crane Tender Car
30-79409 \$54.95



Milwaukee Road - American Crane Car
30-79405 \$69.95



Richmond Fredericksburg & Potomac - American Crane Car
30-79404 \$69.95



Richmond Fredericksburg & Potomac - Crane Tender Car
30-79408 \$54.95

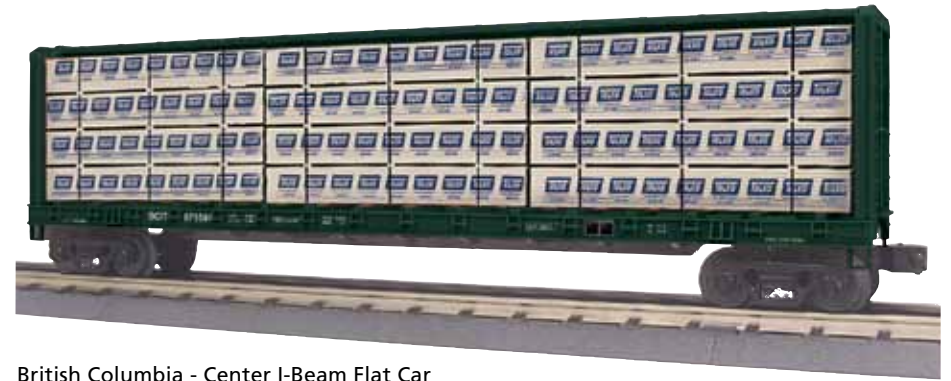
Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Detailed Brake Wheel
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Crane Features Manually Operated Crane Hook & Boom
- Crane Tender Features Operating Interior Lighting
- Crane Measures: 17 5/8" x 2 5/8" x 4"
- Crane Tender Measures: 11 1/2" x 2 5/16" x 4"
- Crane Operates On O-31 Curves
- Crane Tender Operates On O-27 Curves

Center I-Beam Flat Car



Denver and Rio Grande - Center I-Beam Flat Car
30-76550 \$54.95



British Columbia - Center I-Beam Flat Car
30-76549 \$54.95



TTX - Center I-Beam Flat Car
30-76552 \$54.95



Northern Pacific - Center I-Beam Flat Car
30-76551 \$54.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Detailed Brake Wheel
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Removable Lumber Load
- Unit Measures: 15" x 2 3/8" x 3 15/16"
- Operates On O-31 Curves



Depressed Center Flat Car with Rocket Load



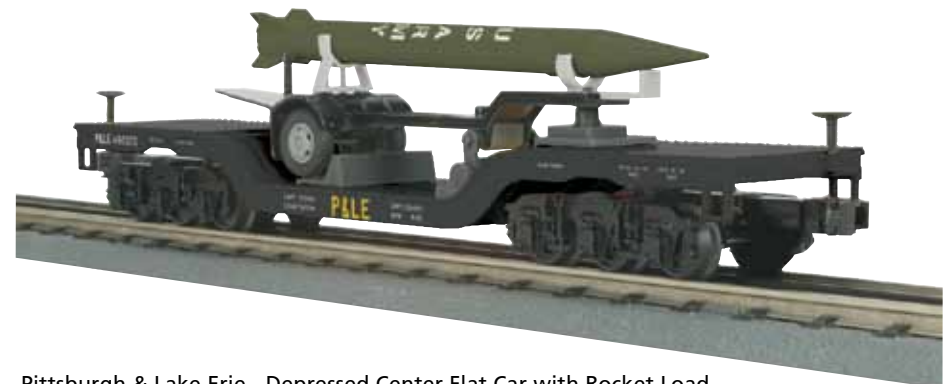
Florida East Coast - Depressed Center Flat Car with Rocket Load
30-76554 \$49.95



Milwaukee Road - Depressed Center Flat Car with Rocket Load
30-76553 \$49.95



New York Central - Depressed Center Flat Car with Rocket Load
30-76556 \$49.95



Pittsburgh & Lake Erie - Depressed Center Flat Car with Rocket Load
30-76555 \$49.95

Features

- Metal Wheels and Axles
- Die-Cast 6-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Detailed ABS Body
- ABS Rocket Load On Trailer
- Unit Measures: 12 7/8" x 2 1/4" x 3 1/8"
- Operates On O-27 Curves



Flat Car with Trailer



Canadian Pacific - Flat Car with Trailer
30-76545 \$59.95



Pennsylvania - Flat Car with Trailer
30-76546 \$59.95



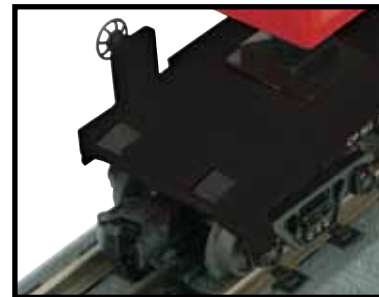
Pacific Fruit Express - Flat Car with Trailer
30-76548 \$59.95



Rock Island - Flat Car with Trailer
30-76547 \$59.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Detailed Brake Wheel
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Detailed ABS Trailer
- Unit Measures: 11 5/8" x 2 1/4" x 3 3/4"
- Operates On O-27 Curves



Husky Stack Car with ETD



CSX - Husky Stack Car with ETD
30-76541 \$74.95



BNSF - Husky Stack Car with ETD
30-76542 \$74.95



Norfolk Southern - Husky Stack Car with ETD
30-76543 \$74.95



TTX - Husky Stack Car with ETD
30-76544 \$74.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Detailed Brake Wheel
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Flashing End Of Train Device (ETD)
- Unit Measures: 14 3/4" x 2 5/16" x 5"
- Operates On O-31 Curves



50' Flat Car with Boat



Bessemer & Lake Erie - 50' Flat Car with Fishing Boat
30-76537 \$49.95



Long Island - 50' Flat Car with Fishing Boat
30-76538 \$49.95



Norfolk Southern - 50' Flat Car with Rescue Boat
30-76539 \$49.95



New York Central - 50' Flat Car with Rescue Boat
30-76540 \$49.95

Features

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



50' Flat Car with Camper



Maine Central - 50' Flat Car with Camper
30-76536 \$49.95



NASA - 50' Flat Car with Camper
30-76535 \$49.95

50' Flat Car with Zambonis



Pittsburgh & Lake Erie -
50' Flat Car with Two Zambonis
30-76533 \$54.95



Alaska - 50' Flat Car with Two Zambonis
30-76531 \$54.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal 4-Wheel Trucks
- Colorful, Attractive Paint Scheme
- Operating Die-Cast Metal Couplers
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Features Either (1) Removable Camper or (2) Removable Zamboni Machines
- Unit Measures: 11 5/8" x 2 1/4" x 3 3/4"
- Operates On O-31 Curves

Auto Carrier Flat Car



U.S. Army - Auto Carrier Flat Car
with (4) Mini Battle Tanks
30-76560 \$64.95



U.S. Army - Auto Carrier Flat Car
with (4) Mini Army Trucks
30-76559 \$64.95

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this car at mthtrains.com



Seaboard - Auto Carrier Flat Car
with (4) Chrysler PT Cruisers
30-76557 \$64.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Detailed Brake Wheel
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (4) Removable Die-Cast Vehicles
- Unit Measures:
11 11/16" x 2 5/16" x 3 1/2"
- Operates On O-27 Curves



Die-Cast Searchlight Car



Alaska - Die-Cast Searchlight Car
30-79411 \$59.95



Union Pacific - Die-Cast Searchlight Car
30-79410 \$59.95



CSX - Die-Cast Searchlight Car
30-79413 \$59.95



Pennsylvania - Die-Cast Searchlight Car
30-79412 \$59.95

Features

- Die-Cast Metal Body
- Metal Wheels and Axles
- Die-Cast 6-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Detailed Brake Wheel
- Fast-Angle Wheel Sets
- Lighted, Rotating Searchlight
- Needle-Point Axles
- Operates On Any O Gauge Track System With Any Power Supply
- Unit Measures: 11 5/8" x 2 1/4" x 3 3/4"
- Operates On O-27 Curves



Gondola with LCL Containers



Southern Pacific - Gondola with LCL Containers
30-72126 \$54.95



Wabash - Gondola with LCL Containers
30-72127 \$54.95



Florida East Coast - Gondola with LCL Containers
30-72128 \$54.95



Illinois Central - Gondola with LCL Containers
30-72129 \$54.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Detailed Brake Wheel
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (5) Removable LCL Containers
- Unit Measures: 11 7/8" x 2 3/16" x 1 11/16"
- Operates On O-27 Curves



Gondola with Cover



Santa Fe - Gondola with Cover
30-72130 \$49.95



Penn Central - Gondola with Cover
30-72131 \$49.95



Chicago & Eastern Illinois - Gondola with Cover
30-72133 \$49.95



Buffalo & Pittsburgh - Gondola with Cover
30-72132 \$49.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Detailed Brake Wheel
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Removable Coil Cover
- Unit Measures: 11 15/16 x 2 3/16 x 1 11/16
- Operates On O-27 Curves



NORFOLK SOUTHERN HERITAGE



Conrail - Bay Window Caboose
30-77244 \$64.95



Lehigh Valley - Bay Window Caboose
30-77245 \$64.95



Nickel Plate Road - Bay Window Caboose
30-77246 \$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
- Detailed Brake Wheel
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Unit Measures: 10 1/2" x 2 1/4" x 3 1/2"
- Operates On O-31 Curves

Learn more:

Search on the item numbers for
this caboose at mthtrains.com



Norfolk & Western - Bay Window Caboose
30-77247 \$64.95

SERIES FREIGHT



RailKing Rolling Stock



Central of Georgia - Bay Window Caboose
30-77248 \$64.95



Norfolk Southern - Bay Window Caboose
30-77251 \$64.95



Monogahela - Bay Window Caboose
30-77250 \$64.95



Interstate - Bay Window Caboose
30-77249 \$64.95



3-Car Boxcar Set



New York Central - 3-Car Boxcar Set
30-7071 \$144.95



Southern Pacific - 3-Car Boxcar Set
30-7072 \$144.95



Baltimore & Ohio - 3-Car Boxcar Set
30-7073 \$144.95



State of Maine - 3-Car Boxcar Set
30-7074 \$144.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Detailed Brake Wheel
- 3 Different Car Numbers in Set
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Each Car Measures: 11 1/2" x 2 3/8" x 2 5/16"
- Operates On O-27 Curves

3-Car Flat Car with Trailer Set



CSX - 3-Car Flat Car with Trailer Set
30-7075 \$169.95



Norfolk Southern - 3-Car Flat Car with Trailer Set
30-7076 \$169.95



BNSF - 3-Car Flat Car with Trailer Set
30-7077 \$169.95



Union Pacific - 3-Car Flat Car with Trailer Set
30-7078 \$169.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Detailed Brake Wheel
- 3 Different Car Numbers in Set
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Removable Trailer
- Each Car Measures: 11 5/8" x 2 1/4" x 3 3/4"
- Operates On O-27 Curves

Passenger Cars



Long Island - 60' Madison Coach
30-69181 \$64.95



Long Island - 2-Car 60' Madison Combo/Diner Set
30-69180 \$129.95



Long Island - 4-Car 60' Madison Passenger Set
30-69179 \$249.95



Baltimore & Ohio - 4-Car 60' Madison Passenger Set
30-69188 \$249.95



Baltimore & Ohio - 2-Car 60' Madison Combo/Diner Set
30-69189 \$129.95



Baltimore & Ohio - 60' Madison Coach
30-69190 \$64.95



Jersey Central - 4-Car 60' Madison Passenger Set
30-69182 \$249.95



Jersey Central - 2-Car 60' Madison Combo/Diner Set
30-69183 \$129.95



Jersey Central - 60' Madison Coach
30-69184 \$64.95



Reading - 60' Madison Coach
30-69187 \$64.95

Madison Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Overhead Interior Lighting
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- End-of-Car Diaphragms
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Detailed Car Interiors
- Die-Cast 6-Wheel Trucks
- Unit Measures: 16 11/16" x 2 5/8" x 4 5/16"
- Operates On O-31 Curves



Reading - 2-Car 60' Madison Combo/Diner Set
30-69186 \$129.95



Reading - 4-Car 60' Madison Passenger Set
30-69185 \$249.95



New York Central - 4-Car 60' Streamlined ABS Passenger Set
30-67773 \$249.95



New York Central - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67774 \$129.95



New York Central - 60' Streamlined ABS Full-Length Vista Dome
30-67776 \$69.95



Norfolk Southern Executive Train - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67778 \$129.95



New York Central - 60' Streamlined ABS Coach
30-67775 \$64.95



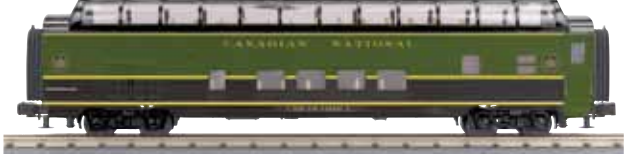
Norfolk Southern Executive Train - 4-Car 60' Streamlined ABS Passenger Set
30-67777 \$249.95



Norfolk Southern Executive Train - 60' Streamlined ABS Coach
30-67779 \$64.95



Norfolk Southern Executive Train
60' Streamlined ABS Full-Length Vista Dome
30-67780 \$69.95



Canadian National - 60' Streamlined ABS Full-Length Vista Dome
30-67784 \$69.95



Canadian National - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67782 \$129.95



Canadian National - 60' Streamlined ABS Coach
30-67783 \$64.95



Canadian National - 4-Car 60' Streamlined ABS Passenger Set
30-67781 \$249.95

Passenger Cars



Northern Pacific - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67786 \$129.95



Northern Pacific - 4-Car 60' Streamlined ABS Passenger Set
30-67785 \$249.95



Northern Pacific - 60' Streamlined ABS Coach
30-67787 \$64.95

Northern Pacific - 60' Streamlined ABS Full-Length Vista Dome
30-67788 \$69.95

Long Island - 60' Streamlined ABS Coach
30-67791 \$64.95

Long Island - 60' Streamlined ABS Full-Length Vista Dome
30-67792 \$69.95



Long Island - 4-Car 60' Streamlined ABS Passenger Set
30-67789 \$249.95



Long Island - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67790 \$129.95



Nickel Plate Road - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67806 \$129.95



Nickel Plate Road - 4-Car 60' Streamlined ABS Passenger Set
30-67805 \$249.95



Nickel Plate Road - 60' Streamlined ABS Coach
30-67807 \$64.95



Nickel Plate Road - 60' Streamlined ABS Full-Length Vista Dome
30-67808 \$69.95





Amtrak - 60' Streamlined ABS
Full-Length Vista Dome
30-67796 \$69.95



Amtrak - 60' Streamlined ABS Coach
30-67795 \$64.95



Amtrak - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67794 \$129.95



Amtrak - 4-Car 60' Streamlined ABS Passenger Set
30-67793 \$249.95



New Haven - 4-Car 60' Streamlined ABS Passenger Set
30-67797 \$249.95



New Haven - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67798 \$129.95



New Haven - 60' Streamlined ABS
Full-Length Vista Dome
30-67800 \$69.95



New Haven - 60' Streamlined ABS Coach
30-67799 \$64.95



Norfolk & Western - 60' Streamlined ABS
Full-Length Vista Dome
30-67804 \$69.95



Norfolk & Western - 60' Streamlined ABS Coach
30-67803 \$64.95



Norfolk & Western - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67802 \$129.95

Streamlined Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Overhead Interior Lighting
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- 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"
- Operates On O-31 Curves



Norfolk & Western - 4-Car 60' Streamlined ABS Passenger Set
30-67801 \$249.95

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-rail 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, precision flywheel-equipped motor, ProtoSmoke system with billowing smoke prototypically timed to its drive wheel revolutions, and realistic lighting effects — all of which make for an exciting and realistic operating experience.

Many Premier diesels feature metal handrails and grill details and additional 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 in command mode, even while pulling long strings of cars.

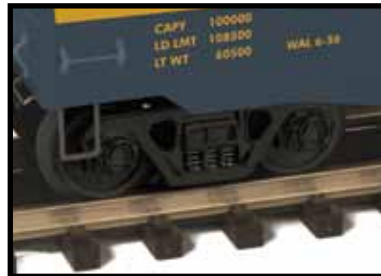
Premier locomotives were introduced to fulfill the needs of 3-rail model railroaders, operators, and collectors for whom accuracy, quality, and detail are essential. And while the authenticity of detail is designed to please the most discriminating of model railroaders, many Premier locomotives are now 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 DCC and DCS receivers, operators now have an unprecedented number of ways to operate their locomotives. No other manufacturer today can match the number of operating modes 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.

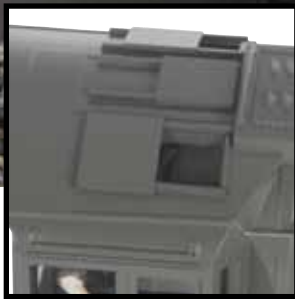
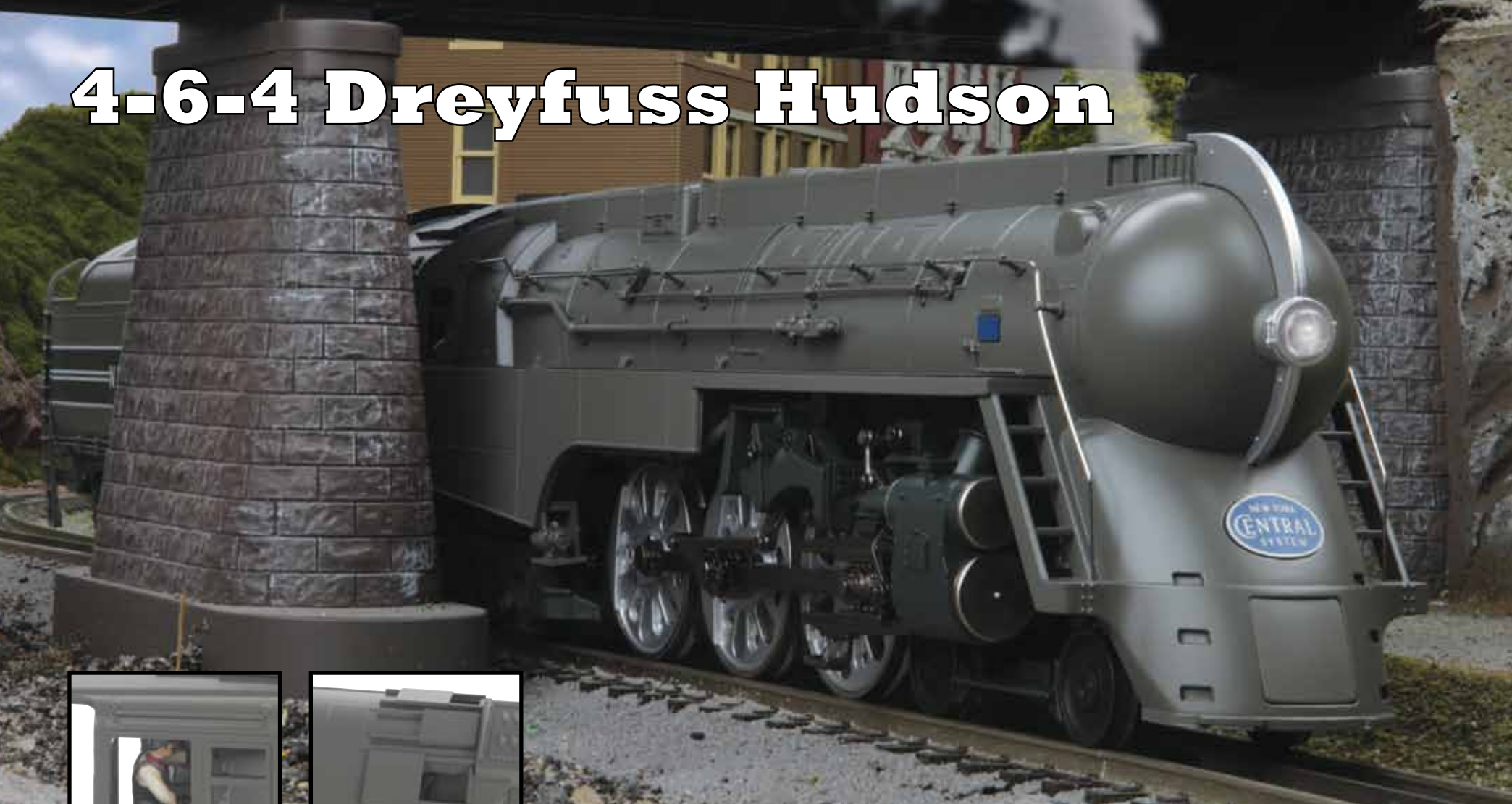
Because space is limited on each of our catalog pages, Premier Line enthusiasts should refer to our website (www.mthtrains.com) to find each product's complete feature list and available cab numbers or car names.





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!

4-6-4 Dreyfuss Hudson



Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive and Tender Trucks
- Engineer and Fireman Figures
- Metal Handrails and Whistle
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Kadee Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage Headlight
- Operating Firebox Glow
- Operating Marker Lights
- Lighted Cab Interior
- Operating Tender Back-up Light
- 7-Pole 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-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station Proto-Effects
- Unit Measures:
25 1/2" x 2 3/4" x 3 3/4"
- Hi-Rail Model Operates On O-42 Curves
- Scale Wheel Model Operates On 42" Radius



New York Central (1940) - 4-6-4 Dreyfuss Hudson Steam Engine
 20-3521-1 Scullin Hi-Rail Wheels, Cab # 5454 \$999.95
 22-3521-2 Scullin Scale Wheels, Cab # 5454 \$999.95



New York Central (1940) - 4-6-4 Dreyfuss Hudson Steam Engine
 20-3522-1 Boxpok Hi-Rail Wheels, Cab # 5449 \$999.95
 22-3522-2 Boxpok Scale Wheels, Cab # 5449 \$999.95



New York Central (1938) - 4-6-4 Dreyfuss Hudson Steam Engine
 20-3523-1 Boxpok Hi-Rail Wheels, Cab # 5448 \$999.95
 22-3523-2 Boxpok Scale Wheels, Cab # 5448 \$999.95



New York Central (1938) - 4-6-4 Dreyfuss Hudson Steam Engine
 20-3524-1 Scullin Hi-Rail Wheels, Cab # 5451 \$999.95
 22-3524-2 Scullin Scale Wheels, Cab # 5451 \$999.95
 22-3526-2 Scullin Scale Wheels, Cab # 5453 \$999.95



New York Central - 4-6-4 Dreyfuss Hudson Steam Engine with PT Tender
 20-3527-1 Boxpok Hi-Rail Wheels, Cab # 5445 \$999.95
 22-3527-1 Boxpok Scale Wheels, Cab # 5445 \$999.95



New York Central (1938) - 20th Century Limited Streamlined Passenger Set
 20-3525-1 Proto-Sound 3.0 \$1099.95

New York Central (1940) - 20th Century Limited Streamlined Passenger Set
 20-3526-1 Proto-Sound 3.0 \$1099.95

The 1938 edition of the *Twentieth Century Limited* is often regarded as the high water mark of the American passenger train. Thirty-six years to the day after passengers strode down a red plush carpet to the first run of the *Century* — inspiring the phrase "red carpet treatment" — the new incarnation of America's most famous train pulled out of Grand Central Station behind a homely boxcab electric. Thirty-three miles later, at Harmon, New York, the train was turned over to a streamlined Hudson with a prow reminiscent of a Roman gladiator's helmet, and the effect was complete. From engine to observation car, in every detail down to the dining car china and matchbook covers, the train had been styled by Henry Dreyfuss, a giant in the then-new profession of industrial design. The design was so handsome and striking that it became a symbol of the New York Central railroad and, later, of the entire Art Deco era. Decades later, *Time* magazine selected the locomotive as its single symbol of the twentieth century.

Advertised as "the first all-room train in America, 16 hours between New York and Chicago," the 1938 *Century* was the last word in luxury travel. Every afternoon the famous red carpet was unfurled in Grand Central Station, welcoming passengers aboard. Taking aim at Pennsy's rival *Broadway Limited*, which had to cross the Allegheny Mountains to make the same trip, the New York Central promoted itself as "The Water Level Route... You Can Sleep."

Leading the train was one of the best examples of streamlining ever applied to a locomotive. Unlike Raymond Loewy's design for the *Broadway Limited's* Pacifics, which largely hid the engine under a streamlined shroud, Dreyfuss' styling clung tightly to the locomotive, glorifying rather than hiding its shape and boldly displaying the wheel and rod motion that make a steam engine so exciting. No wonder the Dreyfuss Hudson has been a favorite image of graphic artists ever since.

For our 2014 lineup, M.T.H. brings back the most fun-to-operate O scale model of this landmark locomotive ever made, upgraded with Proto-Sound 3.0. Our Dreyfuss Hudson is offered in several prototypical versions with either the original 1938 paint scheme with blue edging on the stripes, or the cleaner, more simplified 1940 scheme. Play the departure announcements for the *Twentieth Century Limited* and begin your trip so smoothly that your passengers won't realize they're moving. Listen to the chuff sounds and synchronized puffs of smoke accelerate as your train picks up speed. If you're operating with the M.T.H. DCS system, you can even make your own signature sounds with the quillable whistle feature. In model railroading, it doesn't get any better than this.

6-4-4-6 S1



Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive and Tender Trucks
- Engineer and Fireman Figures
- Metal Handrails and Whistle
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Kadee Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage Headlight
- Operating Marker Lights
- Operating Tender Back-up Light
- Lighted Cab Interior
- 7-Pole 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 Passenger Station Proto-Effects
- Unit Measures: 35 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 Railroads livery rather than Pennsylvania, No. 6100 never ran on the Pennsy in that scheme though its drivers did turn at the Fair, albeit on a roller bearing test bed.





Pennsylvania - 6-4-4-6 S1 Steam Engine
20-3502-1 Proto-Sound 3.0 \$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 whisking 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.



American Railroads - 6-4-4-6 S1 Steam Engine
20-3509-1 Proto-Sound 3.0 \$1299.95



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

4-8-2 U1F Mountain



Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Die-Cast Locomotive and Tender 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
- 7-Pole 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 Passenger Station or 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.



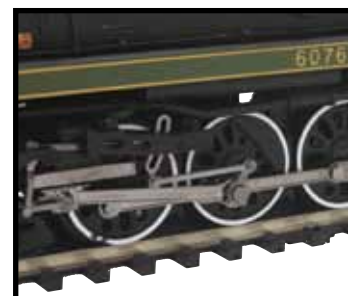


Canadian National - 4-8-2 U1F Mountain Steam Engine
20-3497-1 Proto-Sound 3.0 \$1099.95

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 its confidence in the Mountains' power, speed, and reliability. M.T.H. models the CN's semi-streamlined U1F Mountains, which were

distinguished by the conical smokebox front covers that 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 Northern's 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



2-6-6-6 Allegheny





Chesapeake & Ohio - 2-6-6-6 Allegheny Steam Engine
20-3504-1 Proto-Sound 3.0 \$1399.95



Chesapeake & Ohio - 2-6-6-6 Allegheny Steam Engine
20-3505-1 Proto-Sound 3.0 \$1399.95



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

Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Die-Cast Locomotive and Tender 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
- 7-Pole 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 O-72 Curves

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.

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.



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

EMD GP38-2 Diesel



Features

- Intricately Detailed ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Fixed Die-Cast Pilots On Scale Wheel Models
- Metal Chassis
- Metal Handrails and Horn
- Moveable Roof Fans
- Metal Body Side Grilles
- Detachable Snow Plow
- (2) Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Kadee Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- Lighted Cab Interior
- Illuminated Number Boards
- Lighted Marker Lights
- (2) Precision Flywheel-Equipped Motors
- Operating Smoke Unit
- Onboard DCC Receiver
- Locomotive Speed Control In Scale
- MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 15 1/2" x 2 3/4" x 4"
- Hi-Rail Version Operates On O-31 Curves
- Scale Wheel Version Operates On 31" Radius Curves



Lehigh Valley - GP38-2 Diesel Engine

20-20372-1	Hi-Rail Wheels	\$439.95
22-20372-2	Scale Wheels	\$459.95



Providence & Worcester - GP38-2 Diesel Engine

20-20373-1	Hi-Rail Wheels	\$439.95
22-20373-2	Scale Wheels	\$459.95



Norfolk Southern - GP38-2 Diesel Engine

20-20370-1	Hi-Rail Wheels	\$439.95
22-20370-2	Scale Wheels	\$459.95



Produced from 1972 to 1986, the GP38-2 helped inaugurate Electro-Motive's "Dash-2" series of locomotives and became one of EMD's all-time best sellers. With over 2200 engines sold throughout North America, rare was the railroad that did not roster these reliable, second-generation EMD workhorses.

Building on the success of the GP38 introduced in 1966, the Dash-2 model looked almost identical on the outside but incorporated a host of internal upgrades that lowered exhaust emissions and improved reliability, ease of maintenance, and tractive effort. Most significant was the replacement of the maze of hard-wired circuits, switches, interlocks, and relays — which had characterized first-generation diesels and had been the source of many of their service issues — with modular, solid-state electronics. Other improvements toughened the pistons, rings, and bearings of the 2000-horsepower, non-turbocharged model 645 prime mover.

The result was an engine so hard working and dependable that it became as common on American railroads as the F-unit was in the 1950s and '60s. *Trains* magazine recognized this in 1982 by designating B&O GP38 No. 3802 (a pre-Dash-2 model) as the All American Diesel; the engine resides today in the Baltimore & Ohio Railroad Museum, repainted in its 1982 Chessie System colors. Many GP38-2s have soldiered on for more than three decades and remain in service today on short lines and regional railroads.

While our Premier model is not the only O gauge version of this second-generation stalwart, it offers the best combination of detail, realism, and performance of any 1/48 scale GP38-2. Added-on detail parts include windshield wipers, metal see-thru body grilles, lift rings, metal grab irons and handrails, and see-thru rooftop fan housings, as well as brake cylinders, air pipes, and swing hangers on our super-detailed Blomberg trucks. And in command mode with the DCS system, you can create a lashup combining one or more GP38-2s with other Proto-Sound 2.0 and 3.0 first- or second-generation power — and run them all from a single throttle, just like the prototype.

Maryland Midland - GP38-2 Diesel Engine

20-20371-1	Hi-Rail Wheels	\$439.95
22-20371-2	Scale Wheels	\$459.95

EMD GP7 Diesel



New York Central - GP7 Diesel Engine
20-20363-1 Proto-Sound 3.0 \$439.95

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.

The GP7 returns to the Premier line with the full range of superb detailing you expect in a Premier locomotive: see-through end steps, body side grilles, and roof fan housings; metal side and end handrails; separate metal grab irons; metal lift rings on its roof panels; windshield wipers; and the super-detailed Blomberg trucks introduced earlier on our Premier F-units. Our Geeps also feature authentic first-generation diesel sounds including a single-chime air horn and the throb of an EMD 16-cylinder model 567 prime mover — so named because each of its cylinders displaced 567 cubic inches.



Boston & Maine - GP7 Diesel Engine
20-20361-1 Proto-Sound 3.0 \$439.95



Pennsylvania - GP7 Diesel Engine
20-20362-1 Proto-Sound 3.0 \$439.95



Detroit Toledo & Ironton - GP7 Diesel Engine
20-20364-1 Proto-Sound 3.0 \$439.95

Features

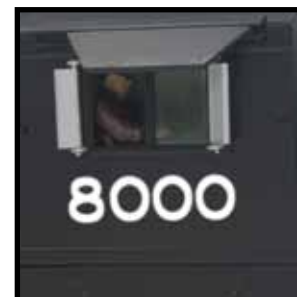
- Intricately Detailed ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Moveable Roof Fans
- Metal Body Side Grilles
- Detachable Snow Plow
- (2) Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Kadee Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- Lighted Cab Interior
- Illuminated Number Boards
- Lighted Marker Lights
- (2) Precision Flywheel-Equipped Motors
- Operating Smoke Unit
- Onboard DCC Receiver
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 14 3/4" x 2 1/2" x 3 3/4"
- Operates On O-31 Curves

GE U30C Diesel



Features

- Intricately Detailed ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Fixed Die-Cast Pilots On Scale Wheel Models
- Metal Chassis
- Metal Handrails and Horn
- Metal Body Side Grilles
- (2) Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Kadee Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- Lighted Cab Interior
- Illuminated Number Boards
- Lighted Marker Lights
- (2) Precision Flywheel-Equipped Motors
- Operating Smoke Unit
- Onboard DCC Receiver
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 17 1/2" x 2 1/2" x 4 5/16"
- Hi-Rail Version Operates On O-42 Curves
- Scale Wheel Version Operates On 31" Radius Curves





Conrail - GE U30C Diesel Engine
 20-20365-1 Hi-Rail Wheels \$459.95
 22-20365-2 Scale Wheels \$479.95

Delaware & Hudson - GE U30C Diesel Engine
 20-20366-1 Hi-Rail Wheels \$459.95
 22-20366-2 Scale Wheels \$479.95



Norfolk & Western - GE U30C Diesel Engine
 20-20367-1 Hi-Rail Wheels \$459.95
 22-20367-2 Scale Wheels \$479.95

Burlington Northern - GE U30C Diesel Engine
 20-20369-1 Hi-Rail Wheels \$459.95
 22-20369-2 Scale Wheels \$479.95



CSX - GE U30C Diesel Engine
 20-20368-1 Hi-Rail Wheels \$459.95
 22-20368-2 Scale Wheels \$479.95

In 1953, Alco and General Electric went their separate ways, ending the partnership that had produced some of the handsomest first-generation diesel units, the FA and PA. Seven years later, GE was back in the market with the U25B, its first self-produced road locomotive and the product of an intensive research and development effort. By 1963, GE sales surpassed those of its former partner, and the company became a serious threat to EMD's market dominance. The nation's diesel builders were locked in a horsepower race as railroads bought second-generation power to replace the first-generation diesels that had killed the steam engine. In 1966, General Electric introduced the six-axle, 3000 hp U30C, aimed directly at EMD's equally powerful SD40.

While the U30C did not outsell the SD40, it became General Electric's best-selling "U-boat." It set the stage for GE to pull ahead of EMD in diesel sales by 1983, and stay ahead to this day. Over the course of a 10-year production run, nearly 600 U30Cs were sold to 17 class one railroads, while other roads such as Conrail acquired them in mergers. Union Pacific and Burlington Northern owned the largest fleets, with BN using its U30Cs to haul coal from the massive Powder River Basin deposits in Montana and Wyoming. Many U30Cs served nearly three decades before retirement in the early 1990s.

GE's most popular Universal-series diesel returns to the M.T.H. lineup for 2014, loaded with all the features you expect in a Premier diesel: superb, railroad-specific detailing; accurate paint schemes; bold prototypical sounds; and smooth, steady operation at any speed from a crawl to full throttle.

Our Premier General Electric U30C diesels are the most detailed, most accurate models of this landmark "U-boat" ever produced in O gauge. As with many of our latest diesels, the tooling for the U30C is engineered to produce a multitude of different, railroad-specific versions of this engine. Details found on all versions include etched safety tread on the walkways; opening cab doors; folding drop steps on the end platforms; optional snow plow; underframe air tanks with pipes; superbly detailed trucks with speed recorder cable, shock absorbers, and brake cylinders; legible builders plate and warning labels; and separately added grab irons, windshield wipers, platform safety chains, MU cables, and coupler lift bars.

The U30Cs also feature variable exhaust smoke, General Electric diesel motor sounds, and our new speaker system with improved bass response — to more accurately reproduce the ground-shaking rumble of the prototype.

Dash-8 Narrow Nose Diesel



Features

- Intricately Detailed ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Fixed Die-Cast Pilots On Scale Wheel Models
- Metal Chassis
- Metal Handrails and Horn
- Moveable Roof Fans
- Metal Body Side Grilles
- Detachable Snow Plow
- (2) Engineer Cab Figures
- Metal Wheels, Axles and Gears
- Kadee Compatible Coupler Mounting Pads
- (2) Remote Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- Lighted Cab Interior
- Illuminated Number Boards
- (2) Precision Flywheel-Equipped Motors
- Operating Smoke Unit
- Onboard DCC Receiver
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 17 3/4" x 2 1/2" x 4"
- Hi-Rail Version Operates On O-42 Curves
- Scale Wheel Version Operates On 42" Radius Curves

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

M.T.H. is proud to produce a superbly detailed replica of the Dash 8 model that found its niche in high-speed intermodal service, the Dash 8-40C — 4000 horsepower, 6-wheel trucks, standard cab. Like its prototype, this model is a perfect choice to power the hottest trains on your railroad.

Did You Know?

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



Norfolk Southern - Dash-8 Narrow Nose Diesel
 20-20374-1 Hi-Rail Wheels \$459.95
 22-20374-2 Scale Wheels \$479.95



Canadian National - Dash-8 Narrow Nose Diesel
 20-20375-1 Hi-Rail Wheels \$459.95
 22-20375-2 Scale Wheels \$479.95



Union Pacific - Dash-8 Narrow Nose Diesel
 20-20376-1 Hi-Rail Wheels \$459.95
 22-20376-2 Scale Wheels \$479.95

CSX - Dash-8 Narrow Nose Diesel
 20-20377-1 Hi-Rail Wheels \$459.95
 22-20377-2 Scale Wheels \$479.95



Union Pacific - Dash-8 Diesel Solid Rocket Motor Transport Boxed Set
 20-20392-1 Proto-Sound 3.0 \$749.95



Norfolk Southern - Dash-8 Diesel Solid Rocket Motor Transport Boxed Set
 20-20393-1 Proto-Sound 3.0 \$749.95

FM Trainmaster Diesel



Features

- Intricately Detailed ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Fixed Die-Cast Pilots On Scale Wheel Models
- Metal Handrails and Horn
- Moveable Roof Fans
- Metal Body Side Grilles
- (2) Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Kadee Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- Lighted Cab Interior
- Illuminated Number Boards
- Lighted Marker Lights
- (2) Precision Flywheel-Equipped Motors
- Operating Smoke Unit
- Locomotive Speed Control In Scale MPH Increments
- Onboard DCC Receiver
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 17" x 2 5/8" x 3 7/8"
- Hi-Rail Version Operates On O-42 Curves
- Scale Wheel Version Operates On 36" Radius Curves



Canadian National - FM Trainmaster Diesel Engine

20-20378-1 Hi-Rail Wheels \$459.95

22-20378-2 Scale Wheels \$479.95



Norfolk & Western - FM Trainmaster Diesel Engine

20-20379-1 Hi-Rail Wheels \$459.95

22-20379-2 Scale Wheels \$479.95



Southern Pacific - FM Trainmaster Diesel Engine

20-20380-1 Hi-Rail Wheels \$459.95

22-20380-2 Scale Wheels \$479.95



Erie Lackawanna - FM Trainmaster Diesel Engine

20-20381-1 Hi-Rail Wheels \$459.95

22-20381-2 Scale Wheels \$479.95

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

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

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

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

In the world of O gauge railroading, however, the Trainmaster was a hit from the moment it went on the market in the mid-1950's. The engine's massive size and tremendous pulling power have made it one of the most-loved engines among 3-rail operators for more than half a century. The Premier Trainmaster comes complete with the digital sound, amazing slow speed capability, and variable smoke output that make Proto-Sound 3.0 the best sound and control system in model railroading. Unlike past iterations of the Trainmaster from other model railroad companies, our model's tooling was designed to allow us to customize the model according to each railroad's prototype. In short, this is the most accurate Trainmaster ever constructed for the O Gauge marketplace.

AC4400CW Diesel



Features

- Intricately Detailed ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Fixed Die-Cast Pilots On Scale Wheel Models
- Metal Chassis
- Metal Handrails and Horn
- Moveable Roof Fans
- Metal Body Side Grilles
- Detachable Snow Plow
- (2) Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Kadee Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- Lighted Cab Interior
- Illuminated Number Boards
- Lighted Marker Lights
- Operating Ditch Lights
- (2) Precision Flywheel-Equipped Motors
- Operating Smoke Unit
- Onboard DCC Receiver
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 19 1/2" x 2 1/2" x 4"
- Hi-Rail Wheel Version Operates On O-42 Curves
- Scale Wheel Version Operates On 31" Radius Curves



From the dawn of dieselization through its first six decades, virtually every American diesel locomotive used DC traction motors. By the early 1990s, however, a series of technological advances allowed designers to tap the inherent superiority of AC traction — namely, the ability of an AC motor to start a heavier load than a DC motor, with the same prime mover. The superior adhesion of AC power touched off a new horsepower race because, with the same number of wheels, AC traction could put more horsepower on the rails.

Two years behind rival EMD, General Electric entered the AC traction business in June 1993 with the AC4400CW — 4400 horsepower, “C” for 3-axle trucks, and “W” for wide North American cab. The new engine was basically an AC version of the Dash 9-44CW introduced the same year. The key external difference between the two engines is the large box behind the cab on the left side of the AC 4400CW, which houses much of the AC traction electronics.

Although General Electric’s AC power arrived on the scene later, its AC engines have outsold those made by EMD. One reason may be GE’s use of one inverter bank per traction motor, a design that allows the crew to cut out a single malfunctioning motor and still retain more than 80% of a locomotive’s function. On a comparable EMD AC-powered engine, an entire truck has to be taken offline if one of its three motors fails.

One area of weakness for GE was its high adhesion trucks, which were generally acknowledged to be inferior to EMD’s steerable radial truck. Later model AC4400CWs feature GE’s own version of a steerable truck, which improves adhesion on curves.

Now you can bring the brute strength of the AC4400CW to your own freight operations. This model offers the industry-leading features you expect in a Premier diesel: awesome sounds, superb detailing, see-through body grilles, a wealth of added-on details, and smooth operation at any throttle setting from a crawl to high-speed mainline service.



BNSF - AC4400CW Diesel Engine
 20-20382-1 Hi-Rail Wheels \$459.95
 22-20382-2 Scale Wheels \$479.95



Canadian Pacific - AC4400CW Diesel Engine
 20-20383-1 Hi-Rail Wheels \$459.95
 22-20383-2 Scale Wheels \$479.95



CSX - AC4400CW Diesel Engine
 20-20384-1 Hi-Rail Wheels \$459.95
 22-20384-2 Scale Wheels \$479.95



Union Pacific - AC4400CW Diesel Engine
 20-20385-1 Hi-Rail Wheels \$459.95
 22-20385-2 Scale Wheels \$479.95

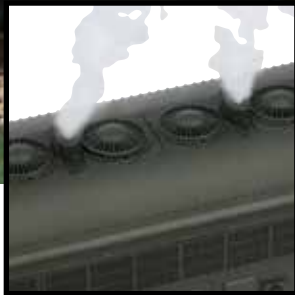


Union Pacific - AC4400CW Diesel Twin-Stack Freight Set
 20-20394-1 Proto-Sound 3.0 \$749.95



CSX - AC4400CW Diesel Twin-Stack Freight Set
 20-20395-1 Proto-Sound 3.0 \$749.95

EMD F7 A-B-A Diesel Set



Features

- Intricately Detailed ABS Bodies
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Fixed Die-Cast Pilots On Scale Wheel Models
- Metal Chassis
- Metal Handrails and Horn
- Moveable Roof Fans
- Metal Body Side Grilles
- (2) Engineer Cab Figures In Each A Unit
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Kadee Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- Lighted Cab Interiors
- Illuminated Number Boards
- Lighted Marker Lights
- Operating MARS Light
- (2) Precision Flywheel-Equipped Motors In Each A Unit
- (2) Operating Smoke Units
- Onboard DCC Receiver
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Unit Measures: 40 1/4" x 2 5/8" x 3 3/4"
- Hi-Rail Version Operates On O-31 Curves
- Scale Wheel Version Operates On 31" Radius Curves



Northern Pacific - F7 A-B-A Diesel Set with Proto-Sound 3.0

20-20388-1	Hi-Rail Wheels	\$729.95
22-20388-2	Scale Wheels	\$749.95
20-20388-3	Non-Powered B-Unit	\$169.95

Add A Matching Passenger Set

See Page 131



Richmond Fredericksburg & Potomac - F7 A-B-A Diesel Set with Proto-Sound 3.0

20-20389-1	Hi-Rail Wheels	\$729.95
22-20389-2	Scale Wheels	\$749.95
20-20389-3	Non-Powered B-Unit	\$169.95



Alaska - F7 A-B-A Diesel Set with Proto-Sound 3.0

20-20391-1	Hi-Rail Wheels	\$729.95
22-20391-2	Scale Wheels	\$749.95
20-20391-3	Non-Powered B-Unit	\$169.95

Add A Matching Passenger Set

See Page 131



Southern Pacific (Black Widow) - F7 A-B-A Diesel Set with Proto-Sound 3.0

20-20390-1	Hi-Rail Wheels	\$729.95
22-20390-2	Scale Wheels	\$749.95
20-20390-3	Non-Powered B-Unit	\$169.95

Add A Matching Passenger Set

See Page 128



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

Externally, the F7 was very similar to the earlier F3. The key spotting features that distinguished an F7 were its stainless steel upper body grilles that replaced the "chicken wire" worn by most F3s, and the rooftop dynamic brake fan that replaced the F3's rectangular roof vents just behind the cab. Internally, the F7 was also an evolution of the F3. While horsepower was the same, new D27 traction motors allowed the F7 to handle a heavier load.

Capture the excitement of the first-generation diesel era with this four-motored, full-scale model. Throttle down to speeds as low as 3 scale miles per hour with any load, or roll along at the prototype's maximum speed of 102 mph with passenger gearing. Proto-Sound 3.0 offers authentic EMD 567 prime mover sounds, a first-generation diesel horn and bell, crew and station sounds, and adjustable smoke volume. The F7 features the same level of superb detailing that characterizes all Premier F-units, with added-on details that include legible builder's plates, grab irons, multiple-unit hoses, rooftop lift rings, see-through side grilles and rooftop fan housings, steam generator exhaust stack (for passenger versions), windshield wipers, and our super-detailed Blomberg trucks with separately-applied spring hangers, brake cylinders, and air pipes.

Did You Know?

Beginning in 1949, EMD F7s were produced for 49 U.S. and Canadian railroads.

M10000 Diesel Set





Union Pacific (1934) - M10000 Diesel Passenger Set
20-20386-1 Proto-Sound 3.0 \$749.95

"Tomorrow's Train... TODAY!" heralded a Union Pacific brochure on the M-10000. And indeed it was. The "Little Zip," as UP crews called it, was America's first lightweight, internal-combustion-powered, streamlined train. The UP beat its rival, the Burlington, by rolling out the M-10000 on February 12, 1934 using a 600hp Winton spark-ignition distillate engine, because Winton's diesel was not yet ready. Two months later, Burlington's Zephyr became the first diesel-powered streamliner. That spring and summer, the Little Zip and the Zephyr barnstormed the nation, showing a Depression-weary public that train travel could once again be modern and exciting.

Developed with the aid of a wind tunnel, the M-10000 was lower than a standard passenger train and had a "fishbelly" cross section, with sides that slanted inward toward the roof line (both features are duplicated on our model). It was quiet and fast, with a top speed of over 100 mph. For safety, the UP painted the train Armour yellow for visibility and installed a skyward-facing beacon just behind the headlight, to warn bystanders of the train's rapid approach. The Little Zip was the first train to wear the bright yellow that soon became a UP trademark.

At first glance, the distinctive look of the M-10000 and the small feet of UP streamliners it spawned in the mid-1930s seems unrelated to later passenger trains. Indeed the M-10000's semi-permanently coupled articulated trainset soon proved impractical, and its monstrous nose air intake, echoed by the 1934 Chrysler Airflow, quickly became yesterday's design. But look closely at the Little Zip's turret cab and rounded nose — reputedly styled by the GM Styling Department under legendary automotive designer Harley Earl — and you'll see the genesis of the EMD E-units and F-units that became the most recognized first-generation diesels. The crew position high above the rails, protected by the engine's GM-styled nose and offering a panoramic view of the road ahead, was descended not from the shovel-nosed Zephyrs but from the M-10000 and its siblings.

With M.T.H.'s M10000, you'll have an accurate, full-scale model of the pioneering train that prompted one bystander to observe, "They really don't run this Union Pacific train. They just aim and fire it."

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
- Chrome Plated Bodies
- Operates On O-72 Track
- Metal Chassis
- Metal Handrails and 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
- On-board 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"



Union Pacific (1934) - M10000 Coach
20-61004 \$99.95



Union Pacific (1936 City of Salina) - M10000 Coach
20-61005 \$99.95



Union Pacific (1936 City of Salina) - M10000 Diesel Passenger Set
20-20387-1 Proto-Sound 3.0 \$749.95

E33 & E44 Electrics



Norfolk & Western - E33 Electric Engine
20-5687-1 Proto-Sound 3.0 \$459.95





New Haven - E33 Electric Engine
20-5685-1 Proto-Sound 3.0 \$459.95



Penn Central - E33 Electric Engine
20-5686-1 Proto-Sound 3.0 \$459.95

The operating history of the Rectifier Electric Locomotive dates back to the 1890s when Peter Cooper-Hewitt discovered how a mercury rectifier actually works. About the same time, Charles Steinmetz of General Electric (GE) was also working on this operating principle to identify converters for commercial and industrial applications for the process. A railway vehicle application occurred in 1906, which initiated years of rail car experimentation on a few railroad lines. Following World War II, a device known as the Ignitron came to the forefront in the experimentation of rectifier technology. The use of the Ignitron on railway units helped to open the door for electrification and modernization of railroads.

The E-33 Rectifier Electric Train has a somewhat complicated history in that it first made an appearance as the Virginian EL-3a. Once the Virginia Railway merged with the Norfolk & Western, these locomotives were classified as EF-4s. That's when the New Haven Railroad bought several of them for \$20,000 each.

Features

- Intricately Detailed ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Metal Body Side Grilles
- (2) Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Kadee Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- Lighted Cab Interior
- Illuminated Number Boards
- Lighted Marker Lights
- (2) Precision Flywheel-Equipped Motors
- Mechanically Operating Pantographs
- Catenary/Track Power Selector Switch
- Onboard DCC Receiver
- Locomotive Speed Control In Scale MPH Increments
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures:
16 7/16" x 2 1/2" x 3 1/2"
- Operates On O-42 Curves



Conrail - E44 Electric Engine
20-5684-1 Proto-Sound 3.0 \$459.95



Pennsylvania (Brunswick Green) - E44 Electric Engine
20-5683-1 Proto-Sound 3.0 \$459.95



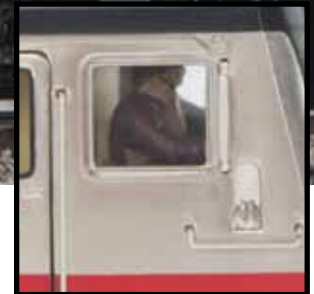
Pennsylvania (Tuscan) - E44 Electric Engine
20-5682-1 Proto-Sound 3.0 \$459.95

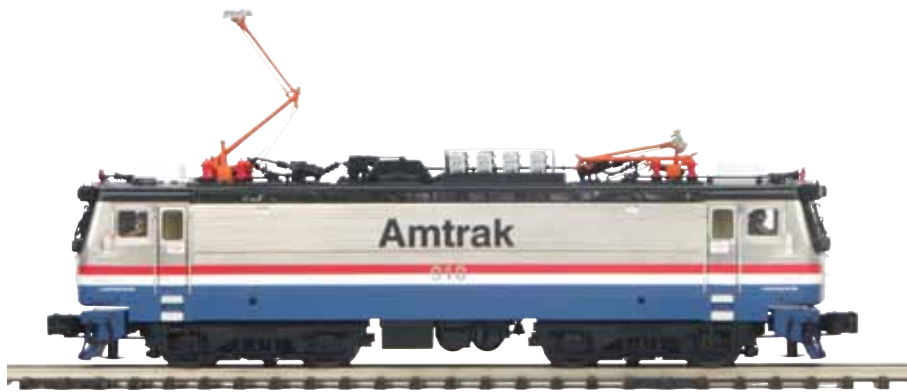
AEM-7 Electric



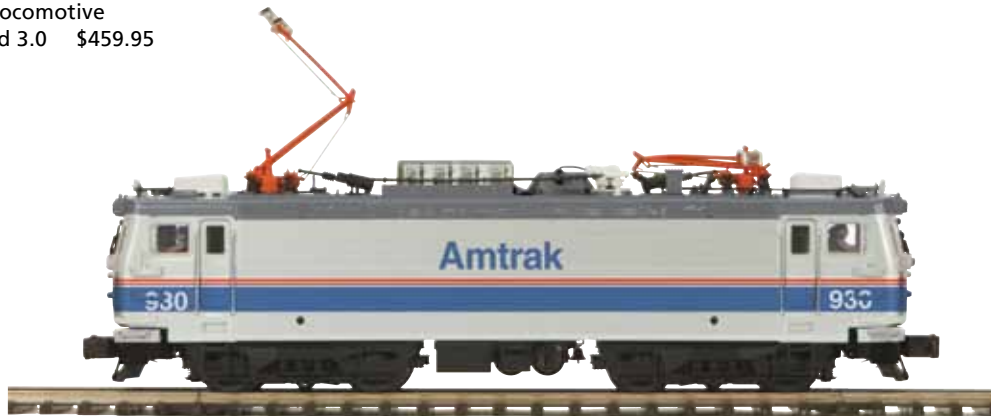
Features

- Intricately Detailed ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Metal Body Side Grilles
- (2) Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- Kadee Compatible Coupler Mounting Pads
- (2) Remote Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- Lighted Cab Interior
- Simulated Stainless Steel Plated Finish
- Illuminated Number Boards
- Lighted Marker Lights
- Overhead Blinking Light
- (2) Precision Flywheel-Equipped Motors
- Mechanically Operating Pantographs
- Catenary/Track Power Selector Switch
- Onboard DCC Receiver
- Locomotive Speed Control In Scale MPH Increments
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Unit Measures: 13 1/2 x 2 3/8 x 3 5/8
- Operates On O-42 Curves

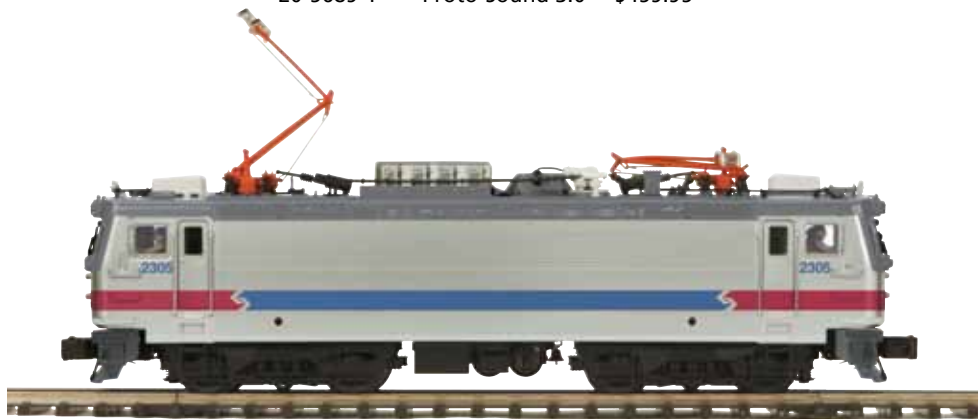




Amtrak - AEM-7 Electric Locomotive
20-5688-1 Proto-Sound 3.0 \$459.95



Amtrak - AEM-7 Electric Locomotive
20-5689-1 Proto-Sound 3.0 \$459.95



SEPTA - AEM-7 Electric Locomotive
20-5690-1 Proto-Sound 3.0 \$459.95



NJ Transit - AEM-7 Electric Locomotive
20-5691-1 Proto-Sound 3.0 \$459.95

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

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

The handwriting is on the wall, however, for the venerable AEM-7s, which collectively have logged more than 200 million miles. In mid-2013, Amtrak took delivery of the first of 70 Siemens-built ACS-64 Cities Sprinters, which will replace all AEM-7s and HHP-8s by 2016.

New Haven EF-3b Electric



Features

- Intricately Detailed Die-Cast Body
- Die-Cast Truck Sides & Pilots
- Metal Chassis
- Metal Handrails
- (2) Engineer Cab Figures
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Directionally Controlled Constant Voltage LED Headlights
- Lighted Cab Interior
- Lighted Number boards
- Lighted Marker Lights
- (2) Precision Flywheel-Equipped Motors
- Motorized Operating Pantographs
- Catenary/Track Power Selector Switch
- Onboard DCC Receiver
- Locomotive Speed Control In Scale MPH Increments
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station or Freight Yard Proto-Effects
- Unit Measures: 19 3/4" x 2 1/2" x 4 3/16"
- Operates On O-72 Curves

Die-Cast Body



New Haven - EF-3b Electric
20-5692-1 Proto-Sound 3.0 \$799.95

Add Matching Passenger Cars See Page 130



New Haven (McGinnis) - EF-3b Electric
20-5695-1 Proto-Sound 3.0 \$799.95

Motorized Operating Pantographs



New Haven - EF-3b Electric
20-5693-1 Proto-Sound 3.0 \$799.95



New Haven - EF-3b Electric Passenger Set
20-5694-1 Proto-Sound 3.0 \$929.95

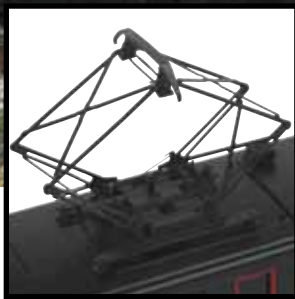
The trouble-free EF-3s were the New Haven's most powerful electrics, and they deserved a better fate than they got. Built in 1942 and 1943 by both Baldwin-Westinghouse and General Electric, the ten EF-3s were replacements for the road's aging fleet of freight motors, the newest of which had been built in 1926.

Externally, the EF-3s were near-identical twins of the EP-4 passenger motors delivered by General Electric in 1938. But New Haven passenger electrics were limited in weight by their need to enter Manhattan's Grand Central Station over the weight-restricted Park Avenue Viaduct. Free of that restriction, the EF-3 freight motors were heavier and more powerful than their passenger sisters. Continuous horsepower rating for an EF-3 was 4,860 at its top speed of 65 mph, and short-term maximum horsepower (for starting heavy trains and for hills) was 9,100 — both figures beating the Pennsy's GG1. In service over the NH electrified division from Bay Ridge, Long Island to Cedar Hill, just outside New Haven, an EF-3 could haul 125 cars northbound and 75 cars southbound.

The EF-3s were also intended to work passenger trains if needed, on the New Haven's alternate New York entrance via Pennsylvania Station. Although designed with space for a train heat boiler, they were built as freight-only engines due to World War II restrictions. But after the EF-3s proved their mettle hustling 20-car wartime passenger trains from Penn Station to New Haven, five of the class were equipped for train heat and reclassified EF-3b.

While the EF-3 class served faithfully through the war and for years after, they were unfortunate victims of the McGinnis/Alpert mismanagement of the New Haven in the 1950s. Still in their prime, the EF-3s were retired in 1959 in favor of less-efficient diesels, and the freight-only catenary from Bay Ridge to Cedar Hill went dead. Although none of the freight motors made it into New Haven red, white and black, our McGinnis version allows you to model what might have been, had this magnificent electric been given its due.

BB1 Electric



Features

- 1:48 Scale Proportions
- Directionally Controlled Headlights
- Intricately Detailed Die-Cast Bodies
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides & Pilots
- (2) Remotely Controlled Proto-Couplers
- Authentic Paint Scheme
- Metal Handrails and Horn
- (2) Precision Flywheel-Equipped Motors (One in Each Unit)
- Marker Lights with Individual LED Illumination
- Lighted Cab Interior
- (2) Engineer Cab Figures
- Mechanically Operating Pantographs
- Catenary/Track Power Selector Switch
- Onboard DCC Receiver
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard 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

Die-Cast Bodies



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



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

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.

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.

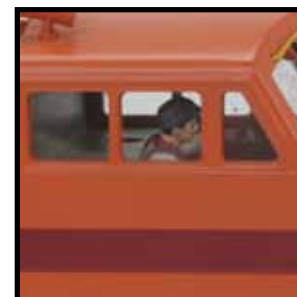
Continuing the M.T.H. tradition of modeling unusual engines from railroading history, the BB1 is sure to attract attention on your layout! Making its return to the Premier line for the first time in eight years, this fine scale replica was the sixth die-cast Pennsylvania electric prototype to appear 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.

Little Joe Electric



Features

- 1:48 Scale Proportions
- Directionally Controlled Headlights
- Intricately Detailed Die-Cast Body
- Metal Wheels, Axles and Gears
- Motorized Operating Pantographs
- Catenary/Track Power Selector Switch
- Die-Cast Truck Sides & Pilots
- (2) Remotely Controlled Proto-Couplers
- Metal Handrails and Horn
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Lighted Cab Interior
- Illuminated Number Boards
- Lighted Marker Lights
- Onboard DCC Receiver
- 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 O-72 Curves



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

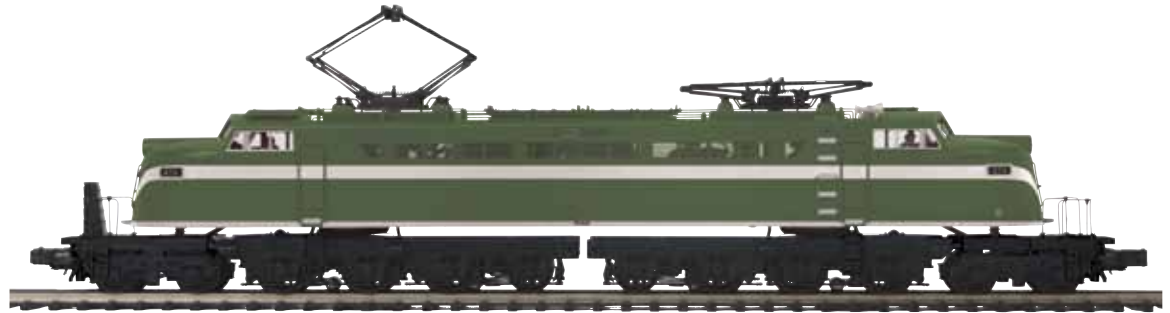
The Joes were actually built for another customer half a world away, Russia's Trans-Siberian Railroad. But by the time they were ready to deliver in 1948, the Cold War had frozen sales to the Soviet Union, and builder General Electric was stuck with twenty 5,500 hp locomotives designed to run on 3,300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

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

An upsurge of traffic from the Korean War convinced the Milwaukee it had made a mistake, and in August 1950 it purchased the remaining 12 Joes for the original million-dollar price. All went to the Rocky Mountain Division between Harlowton, Montana and Avery, Idaho — ten designated EF-4 for freight service and two as EP-4s for *Olympian Hiawatha* passenger trains. Eventually, however, second-generation diesels brought an end to electrification, and on June 15, 1974, the last Little Joes folded their pantographs.

Did You Know?

The Little Joes were first configured with trucks designed for the Russian rail gauge of 5' compared to the U.S. gauge of 4' 8 1/2".



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

Motorized Operating Pantographs



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

Die-Cast Body



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



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

55' All-Door Boxcar



Illinois Terminal - 55' All-Door Boxcar
20-93615 \$59.95



Thrall - 55' All-Door Boxcar
20-93617 \$59.95



U.S. Plywood - 55' All-Door Boxcar
20-93616 \$59.95



Green Bay & Western - 55' All-Door Boxcar
20-93614 \$59.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Detailed Brake Wheel
- Separate Metal Handrails
- Needle-Point Axles
- Sliding Car Doors
- 1:48 Scale Dimensions
- Unit Measures: 15 1/8" x 2 9/16" x 4 1/16"
- Operates On O-31 Curves



50' Waffle Boxcar

Premier Rolling Stock



BNSF - 50' Waffle Boxcar
20-93619 \$59.95



Norfolk & Western - 50' Waffle Boxcar
20-93618 \$59.95



Santa Fe - 50' Waffle Boxcar
20-93620 \$59.95



Union Pacific - 50' Waffle Boxcar
20-93621 \$59.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Detailed Brake Wheel
- Separate Metal Handrails
- Needle-Point Axles
- Sliding Car Doors
- 1:48 Scale Dimensions
- O Scale Kadee Compatible Coupler Mounting Pads
- Unit Measures: 14 1/8" x 2 3/4" x 3 7/8"
- Operates On O-31 Curves



40' AAR Boxcar



New Haven - 40' AAR Boxcar
 20-93610 \$59.95
 New Haven - 6-Car 40' AAR Boxcar Set
 20-90786 Nos. 33406, 33404, 33420, 33423, 33434, 33439 \$329.95
 20-90787 Nos. 33405, 33402, 33424, 33428, 33433, 33438 \$329.95



New York Central - 40' AAR Boxcar
 20-93611 \$59.95
 New York Central - 6-Car 40' AAR Boxcar Set
 20-90790 Nos. 175076, 175078, 175089, 175082, 175094, 175090 \$329.95
 20-90791 Nos. 175070, 175073, 175088, 175085, 175092, 175097 \$329.95

Features

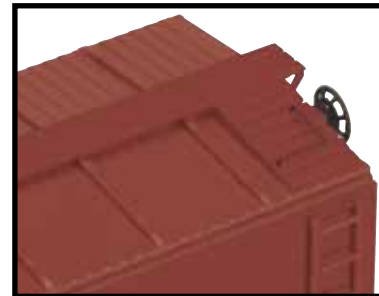
- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Detailed Brake System
- Separately Added Grab Irons and Corner Steps
- Needle-Point Axles
- Sliding Car Doors
- 1:48 Scale Dimensions
- O Scale Kadee Compatible Coupler
- Mounting Pads
- Unit Measures: 11 5/8" x 2 5/8" x 3 3/4"
- Operates On O-31 Curves



Seaboard - 40' AAR Boxcar
 20-93612 \$59.95
 Seaboard - 6-Car 40' AAR Boxcar Set
 20-90788 Nos. 17722, 17726, 17738, 17734, 17745, 17749 \$329.95
 20-90789 Nos. 17750, 17753, 17766, 17762, 17775, 17778 \$329.95



Union Pacific - 40' AAR Boxcar
 20-93613 \$59.95
 Union Pacific - 6-Car 40' AAR Boxcar Set
 20-90792 Nos. 198856, 198852, 198867, 198862, 198878, 198873 \$329.95
 20-90793 Nos. 198854, 198859, 198860, 198863, 198872, 198875 \$329.95



Learn more:
Search on the item numbers
for this car at mthtrains.com

50' PS-1 Boxcar with Pullman-Standard Door

Premier Rolling Stock



Chesapeake & Ohio - 50' PS-1 Boxcar with Pullman-Standard Door
20-93623 \$59.95



Central of Georgia - 50' PS-1 Boxcar with Pullman-Standard Door
20-93624 \$59.95



SOO Line - 50' PS-1 Boxcar with Pullman-Standard Door
20-93625 \$59.95



Monon - 50' PS-1 Boxcar with Pullman-Standard Door
20-93622 \$59.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- O Scale Kadee Compatible Coupler Mounting Pads
- Detailed Brake Wheel
- Separately Added Grab Irons and Corner Steps
- Needle-Point Axles
- Sliding Car Doors
- 1:48 Scale Dimensions
- Unit Measures: 14 1/2" x 2 5/8" x 4 3/16"
- Operates On O-31 Curves



100-Ton Covered Hopper



Toronto Hamilton & Buffalo - 100-Ton Covered Hopper
20-97780 \$59.95



Alcan - 100-Ton Covered Hopper
20-97777 \$59.95



Canada - 100-Ton Covered Hopper
20-97778 \$59.95



Canadian Wheat - 100-Ton Covered Hopper
20-97779 \$59.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Separate Metal Grab Irons
- Detailed Brake System
- See-Through Roof Walks
- Needle-Point Axles
- 1:48 Scale Dimensions
- O Scale Kadee Compatible Coupler Mounting Pads
- Unit Measures: 15" x 2 11/16" x 3 3/4"
- Operates On O-31 Curves



PS-2CD High-Side Hopper

Premier Rolling Stock



Illinois Central - PS-2CD High-Side Hopper
20-97317 \$59.95



Cargill - PS-2CD High-Side Hopper
20-97316 \$59.95



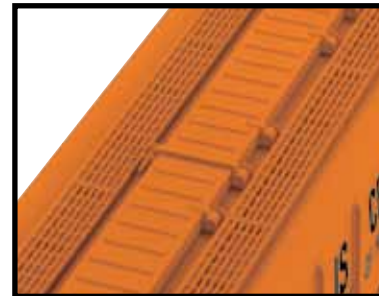
BC Rail - PS-2CD High-Side Hopper
20-97318 \$59.95



ADM - PS-2CD High-Side Hopper
20-97315 \$59.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- See-Through Roof Walks
- Separate Metal Handrails
- Needle-Point Axles
- 1:48 Scale Dimensions
- O Scale Kadee Compatible Coupler Mounting Pads
- Unit Measures: 14" x 2 11/16" x 3 13/16"
- Operates On O-31 Curves



PS-2 Covered Hopper



Western Maryland - PS-2 Covered Hopper

20-97320 \$59.95

Western Maryland - 6-Car PS-2 Covered Hopper Set

20-90802 No.: 5849, 5843, 5855, 5854, 5862, 5868 \$329.95

20-90803 No.: 5822, 5828, 5835, 5832, 5845, 5840 \$329.95



Baltimore & Ohio - PS-2 Covered Hopper

20-97322 \$59.95

Baltimore & Ohio - 6-Car PS-2 Covered Hopper Set

20-90806 No.: 613522, 613528, 613537, 613534, 613540, 613545 \$329.95

20-90807 No.: 613556, 613554, 613567, 613563, 613578, 613572 \$329.95



Santa Fe - PS-2 Covered Hopper

20-97323 \$59.95

Santa Fe - 6-Car PS-2 Covered Hopper Set

20-90808 No.: 82955, 82957, 82963, 82960, 82974, 82976 \$329.95

20-90809 No.: 82952, 82958, 82966, 82967, 82979, 82970 \$329.95



Lehigh Valley - PS-2 Covered Hopper

20-97321 \$59.95

Lehigh Valley - 6-Car PS-2 Covered Hopper Set

20-90804 No.: 50849, 50843, 50855, 50854, 50862, 50868 \$329.95

20-90805 No.: 50822, 50828, 50835, 50832, 50845, 50840 \$329.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Needle-Point Axles
- See-Through Roof Walks
- Separate Metal Handrails
- 1:48 Scale Dimensions
- O Scale Kadee Compatible Coupler Mounting Pads
- Unit Measures: 10" x 2 9/16" x 3 3/8"
- Operates On O-31 Curves



Coil Car

Premier Rolling Stock



CSX - Coil Car
20-98961 \$59.00



Norfolk Southern - Coil Car
20-98962 \$59.00



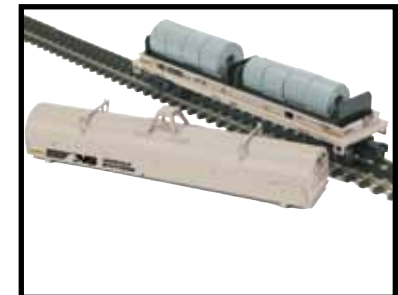
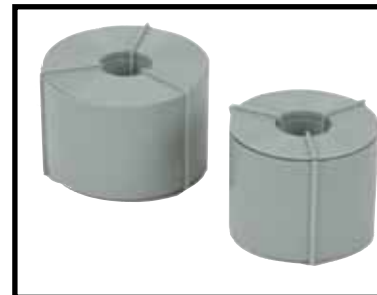
Kansas City Southern - Coil Car
20-98963 \$59.00



Iowa Interstate - Coil Car
20-98964 \$59.00

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal 4-Wheel Trucks
- (4) Individual Coil Spools
- Removeable Coil Cover
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Needle-Point Axles
- 1:48 Scale Dimensions
- O Scale Kadee Compatible Coupler Mounting Pads
- Unit Measures: 13" x 2 1/2" x 3 3/4"
- Operates On O-31 Curves



Wrecking Crane and Crane Tender



Long Island - Wrecking Crane
20-98969 \$79.95



Long Island - Crane Tender
20-98970 \$59.95



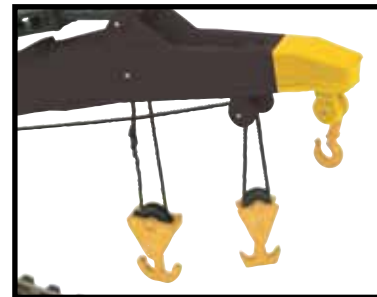
Lehigh Valley - Crane Tender
20-98972 \$59.95



Lehigh Valley - Wrecking Crane
20-98971 \$79.95

Features

- Intricately Detailed Durable ABS Bodies
- Die-Cast Crane Chassis
- Metal Wheels and Axles
- Colorful, Attractive Paint Scheme
- Operating Die-Cast Metal Couplers
- Moveable Hook & Boom
- Needle-Point Axles
- 1:48 Scale Dimensions
- Separate Metal Handrails
- Die-Cast Crane and Tender Trucks
- Crane Measures: 18 1/2" x 2 5/8" x 4 1/8"
- Crane Tender Measures: 14 1/2" x 2 5/8" x 3 15/16"
- Operates On O-31 Curves





Pittsburgh & Lake Erie - Wrecking Crane
20-98973 \$79.95



Pittsburgh & Lake Erie - Crane Tender
20-98974 \$59.95



New Haven - Crane Tender
20-98976 \$59.95



New Haven - Wrecking Crane
20-98975 \$79.95



Funnel Flow Tank Car



United Tank Car Lines - Funnel Flow Tank Car
20-96246 \$59.95



Cargill - Funnel Flow Tank Car
20-96247 \$59.95



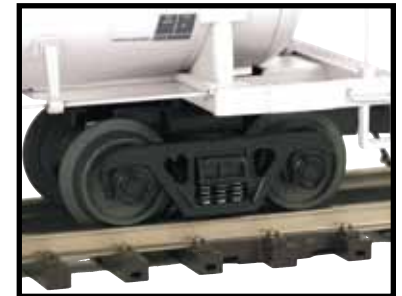
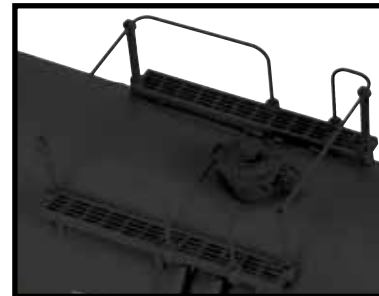
Riceland Foods - Funnel Flow Tank Car
20-96248 \$59.95



Nord Kaolin Company - Funnel Flow Tank Car
20-96249 \$59.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Needle-Point Axles
- 1:48 Scale Dimensions
- Detailed Brake System
- Separate Metal Handrails
- O Scale Kadee Compatible Coupler Mounting Pads
- Unit Measures: 11" x 2 5/8" x 4"
- Operates On O-27 Curves



Schnabel Car

Premier Rolling Stock



Alaska - Schnabel Car
20-98977 \$129.95



Pittsburgh & Lake Erie - Schnabel Car
20-98978 \$129.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal 4-Wheel Trucks and Die-Cast Metal 6-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Detailed Brake Wheel
- Separate Metal Handrails
- Needle-Point Axles
- 1:48 Scale Dimensions
- Removable Transformer Load
- O Scale Kadee Compatible Coupler Mounting Pads
- Unit Measures: 26 1/2" x 3 3/16" x 4 7/8"
- Operates On O-72 Curves



Gondola Car with Coil Steel Load



Western Maryland - Gondola Car with Coil Steel Load
20-98957 \$59.95



Penn Central - Gondola Car with Coil Steel Load
20-98958 \$59.95

Learn more:
Search on the item numbers
for this car at mthtrains.com



Erie Lackawanna - Gondola Car with Coil Steel Load
20-98959 \$59.95



Rock Island - Gondola Car with Coil Steel Load
20-98960 \$59.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- O Scale Kadee® Compatible Coupler Mounting Pads
- Colorful, Attractive Paint Scheme
- Needle-Point Axles
- 1:48 Scale Dimensions
- Removable Coil Loads
- Unit Measures: 14 5/8" x 2 5/8" x 3 15/16"
- Operates On O-31 Curves



Corrugated Auto Carrier

Premier Rolling Stock



Canadian Pacific - Corrugated Auto Carrier
20-98965 \$79.95



Missouri Pacific - Corrugated Auto Carrier
20-98966 \$79.95



Kansas City Southern - Corrugated Auto Carrier
20-98968 \$79.95



Canadian National - Corrugated Auto Carrier
20-98967 \$79.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Needle-Point Axles
- Separate Metal Handrails
- 1:48 Scale Dimensions
- O Scale Kadee Compatible Coupler Mounting Pads
- Unit Measures: 20 1/8" x 2 5/8" x 5 1/16"
- Operates On O-54 Curves



Extended Vision Caboose



CSX - Extended Vision Caboose
20-91423 \$69.95



Maine Central - Extended Vision Caboose
20-91424 \$69.95



Milwaukee Road - Extended Vision Caboose
20-91426 \$69.95



Burlington Northern - Extended Vision Caboose
20-91425 \$69.95

Features

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



Bay Window Caboose

Premier Rolling Stock



Chessie - Bay Window Caboose
20-91419 \$64.95



Providence & Worcester - Bay Window Caboose
20-91420 \$64.95



Norfolk Southern - Bay Window Caboose
20-91421 \$64.95



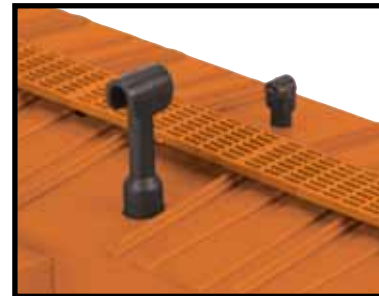
Long Island - Bay Window Caboose
20-91422 \$64.95

Learn more:

Search on the item numbers for this caboose at mthtrains.com

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Caboose Interior With Overhead Lighting
- Die-Cast Sprung Metal 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Detailed Brake Wheel
- Separate Metal Handrails
- Needle-Point Axles
- Unit Measures: 14 1/2" x 2 1/2" x 3 1/2"
- Operates On O-31 Curves



Center Cupola Steel Caboose



Lehigh Valley - Center Cupola Steel Caboose
20-91427 \$64.95



Norfolk & Western Center Cupola Steel Caboose
20-91428 \$64.95



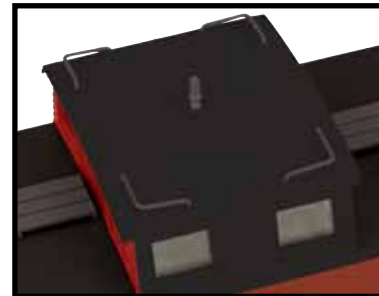
Erie Lackawanna - Center Cupola Steel Caboose
20-91430 \$64.95



Boston & Maine - Center Cupola Steel Caboose
20-91429 \$64.95

Features

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



Twin-Stack Container Sets



CSX - 5-Car Twin-Stack Container Set
20-90832 \$349.95

CSX - 5-Car Twin-Stack Container Set
20-90833 \$349.95

CSX - 2-Car Twin-Stack Container Set
20-90834 \$159.95



BNSF - 5-Car Twin-Stack Container Set
20-90835 \$349.95

BNSF - 5-Car Twin-Stack Container Set
20-90836 \$349.95

BNSF - 2-Car Twin-Stack Container Set
20-90837 \$159.95



TTX - 5-Car Twin-Stack Container Set
20-90838 \$349.95

TTX - 5-Car Twin-Stack Container Set
20-90839 \$349.95

TTX - 2-Car Twin-Stack Container Set
20-90840 \$159.95



Norfolk Southern - 5-Car Twin-Stack Container Set
20-90841 \$349.95

Norfolk Southern - 5-Car Twin-Stack Container Set
20-90842 \$349.95

Norfolk Southern - 2-Car Twin-Stack Container Set
20-90843 \$159.95



Union Pacific - AC4400 Diesel Twin-Stack Freight Set
20-20394-1 Proto-Sound 3.0 \$699.95



CSX - AC4400 Diesel Twin-Stack Freight Set
20-20395-1 Proto-Sound 3.0 \$699.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Needle-Point Axles
- Separately Added Brake System and Container Chock Mechanism Details
- See-Through Walkways
- Containers Compatible With Other Premier Stack Cars
- 1:48 Scale Dimensions
- Each End Car Measures: 14 3/4" X 2 3/4" X 3"
- Each Middle Car Measures: 13 5/16" X 2 3/4" X 3"
- Operates On O-54 Curves

5-Car Solid Rocket Motor Transport Set



Union Pacific - 5-Car Solid Rocket Motor Transport Set
20-90810 \$369.95



NASA - 5-Car Solid Rocket Motor Transport Set
20-90811 \$369.95



Norfolk Southern - 5-Car Solid Rocket Motor Transport Set
20-90812 \$369.95



Florida East Coast - 5-Car Solid Rocket Motor Transport Set
20-90813 \$369.95



Union Pacific - Dash-8 Diesel Solid Rocket Motor Transport Boxed Set
20-20392-1 Proto-Sound 3.0 \$749.95



Norfolk Southern - Dash-8 Diesel Solid Rocket Motor Transport Boxed Set
20-20393-1 Proto-Sound 3.0 \$749.95

Features

Set Includes

- (5) 47' TTX Heavy Duty Flat Cars with Removable Covers & Rocket Sections

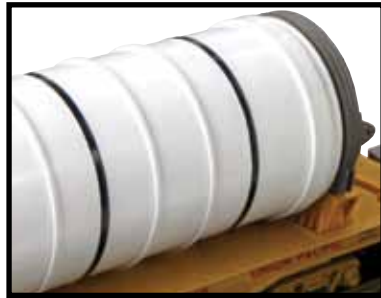
Flat Car Features

- Metal Wheels and Axles
- Sprung Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Authentic Paint Scheme
- Needle-Point Axles

- Separate Metal Handrails
- Detailed Brake Wheel
- Intricately Detailed Durable ABS Bodies
- Removable Cover
- Removable Rocket Section
- 1:48 Scale Dimensions



Nasa - 70' ABS Passenger Coach (Ribbed)
20-61009 \$99.95



**Add A Prototypical Southern
Passenger Car
To Your Rocket Set**



Passenger Cars



Southern Pacific - 2-Car 70' ABS Slpr/Diner Passenger Set (Ribbed)
20-66239 \$189.95



Southern Pacific - 5-Car 70' ABS Passenger Set (Ribbed)
20-65239 \$449.95



Southern Pacific - 2-Car 70' ABS Baggage/Coach Passenger Set (Ribbed)
20-69239 \$189.95



Southern Pacific - 70' ABS RPO Passenger Car (Ribbed)
20-68239 \$99.95



Southern Pacific - 70' ABS Full Length Vista Dome Passenger Car (Ribbed)
20-67239 \$99.95





New York Central (1938) - 5-Car 70' ABS Passenger Set (Smooth)
20-65236 \$449.95



New York Central (1938) - 2-Car 70' ABS Baggage/Coach Passenger Set (Smooth)
20-69236 \$189.95



New York Central (1938) - 70' ABS Full Length Vista Dome Passenger Car (Smooth)
20-67236 \$99.95



New York Central (1938) - 2-Car 70' ABS Slpr/Diner Passenger Set (Smooth)
20-66236 \$189.95



New York Central (1938) - 70' ABS RPO Passenger Car (Smooth)
20-68236 \$99.95



New York Central (1940) - 70' ABS RPO Passenger Car (Smooth)
20-68237 \$99.95



New York Central (1940) - 2-Car 70' ABS Slpr/Diner Passenger Set (Smooth)
20-66237 \$189.95



New York Central (1940) - 70' ABS Full Length Vista Dome Passenger Car (Smooth)
20-67237 \$99.95



New York Central (1940) - 2-Car 70' ABS Baggage/Coach Passenger Set (Smooth)
20-69237 \$189.95



New York Central (1940) - 5-Car 70' ABS Passenger Set (Smooth)
20-65237 \$449.95

Passenger Cars



New Haven - 2-Car 70' ABS Baggage/Coach Passenger Set (Ribbed)
20-69240 \$189.95



New Haven - 70' ABS RPO Passenger Car (Ribbed)
20-68240 \$99.95



New Haven - 2-Car 70' ABS Slpr/Diner Passenger Set (Ribbed)
20-66240 \$189.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Overhead Interior Lighting
- Die-Cast Sprung Metal 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- End-of-Car Diaphragms
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Detailed Car Interiors
- 10 Passenger Figures In Each Coach
- 1:48 Scale Dimensions
- Detailed Car Undercarriage
- Sliding Baggage Car Doors
- 5-Car Sets Feature: (1) Baggage, (3) Coaches, (1) Observation
- 5-Car Set Measures: 95" x 2 7/16" x 3 1/2"
- Sleeper/Diner Set Measures: 38" x 2 7/16" x 3 1/2"
- Operates On O-42 Curves



New Haven - 70' ABS Full Length Vista Dome Passenger Car (Ribbed)
20-67240 \$99.95



New Haven -5-Car 70' ABS Passenger Set (Ribbed)
20-65240 \$449.95





Northern Pacific - 5-Car 70' ABS Passenger Set (Smooth — North Coast Limited)
20-65238 \$449.95



Northern Pacific - 70' ABS Full Length Vista Dome Passenger Car (Smooth — North Coast Limited)
20-67238 \$99.95



Northern Pacific - 2-Car 70' ABS Slpr/Diner Passenger Set (Smooth — North Coast Limited)
20-66238 \$189.95



Northern Pacific - 2-Car 70' ABS Baggage/Coach Passenger Set (Smooth — North Coast Limited)
20-69238 \$189.95



Northern Pacific - 70' ABS RPO Passenger Car (Smooth — North Coast Limited)
20-68238 \$99.95



Alaska - 70' ABS RPO Passenger Car (Smooth)
20-68235 \$99.95



Alaska - 2-Car 70' ABS Slpr/Diner Passenger Set (Smooth)
20-66235 \$189.95



Alaska - 2-Car 70' ABS Baggage/Coach Passenger Set (Smooth)
20-69235 \$189.95



Alaska - 70' ABS Full Length Vista Dome Passenger Car (Smooth)
20-67235 \$99.95



Alaska - 5-Car 70' ABS Passenger Set (Smooth)
20-65235 \$449.95

2014 European Lineup

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.

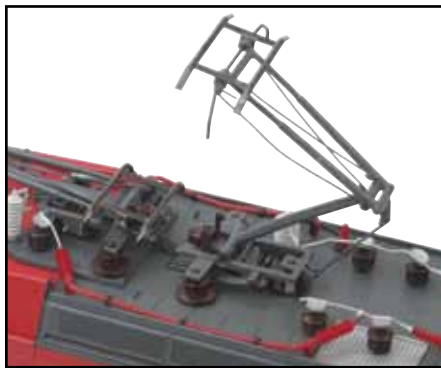
Many Premier diesels feature metal handrails and grill details and additional operating features such as moveable roof fans, operating marker lights, and illuminated number boards. Every one of our engines features a precisely designed body and a crisp, detailed paint scheme modeled closely to the original. 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!

2-3-1E Chapelon Pacific



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
- 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
- Remotely Controlled Proto-Coupler** on Tender
- Kadee-Compatible Coupler Mounting Pad
- NEM 310/311 Standard Fine Scale Wheels*
- NEM 365 Coupler Pocket*
- Sprung Buffers
- European NEM Fine Scale Coupler
- 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" 590mm x 66mm x 102mm
- Hi-Rail Wheels Operate on 0-42 Curves
- Scale Wheels Operate On 42" Radius Curves

* Scale Wheel Models Only
 ** Hi-Rail Wheel Models Only



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

**Add Matching
Passenger Cars**
See Page 156



See It In Action At
www.mthtrains.com



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

The history of locomotives is the story of an ever-increasing need for speed and power, as trains became heavier and schedules more demanding. On France's Paris-Orleans (PO) Railway in the mid-1920s, management saw electrification as the answer, and development of new steam locomotives came to a halt. But André Chapelon, a young development engineer, had different ideas. He persuaded his superiors to let him drastically rebuild one of the PO's aging Pacifics, and the result cemented his reputation as one of the greatest locomotive designers ever. Chapelon analyzed the design of the steam engine from end to end, from the cold water in the tender to the steam exiting the stack. He modified the boiler and firebox to produce more steam with the same amount of fuel, and opened up nearly every steam passage to improve the flow of steam in and out of the cylinders. Testing proved his rebuilt engine delivered 85% more horsepower and was more efficient to operate — music to the ears of the very managers who had resisted his ideas for years.

The success of the original engine, No. 3566, led the PO to rebuild 31 additional Pacifics. When the Nord Railway tested a Chapelon Pacific against its own best power in 1931 and found the Chapelon superior, it too ordered 20 of the "miracle" rebuilds from the PO's shops. And when the PO ran out of engines to rebuild and sell to other railroads, the Nord ordered an additional 28 Chapelon-design Pacifics from other locomotive builders. Chapelons headed many of the most famous French trains, from the Paris-Calais section of the *Flèche d'Or* (Golden Arrow) to the first leg of the Paris-Istanbul *Orient Express*. To this day, the Chapelon Pacific is considered a high point of French locomotive design, for its combination of speed, power, and economy.

The Chapelon Pacific returns to the Premier lineup for 2014 in chocolate-brown 1930s Nord livery and two SNCF post-nationalization schemes. Our model is based on preserved engine 3.1192, built for the Nord in 1936 and preserved today at the Cité du Train in Mulhouse, France. With over 260 added-on engine and tender detail parts, this is one of the most superbly detailed locomotives we have ever made.

SNCF 141P Mikado



Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive and Tender Trucks
- Engineer and Fireman Figures
- Metal Handrails and Whistle
- Sprung Buffers
- NEM 340 Metal Wheels
- (2) Hook & Chain Coupler Assemblies
- Remotely Controlled Proto-Coupler* on Tender
- Kadee-Compatible Coupler Mounting Pad
- Close Coupling Option For Rear Coupler
- Constant Voltage Headlight
- Operating Firebox Glow
- 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 w/Close Coupling Option
- 1:43.5 Scale Proportions
- Onboard DCC Receiver
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station Proto-Effects
- Unit Measures: 531mm X 98mm X 68mm
- Hi-Rail Wheels Operate on O-54 Curves
- Scale Wheels Operate on 45" Radius Curves

** Hi-Rail 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 on French rails. Beginning in 1945 and lasting for 30 years, France's nationalized railroad was 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 its 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 to by the fact that all 318 units were scrapped while the 141R class remained in service until the end of steam 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, this 141P will be a favorite on any O scale model railroad.

**Add Matching
Passenger Cars**
See Page 160



Argentan - 141P Mikado Steam Engine with DCC/DCS Proto-Sound 3.0

20-3487-1 Hi-Rail Wheels \$1199.95

20-3487-2 Fine Scale Wheels \$1199.95



Chaumont - 141P Mikado Steam Engine with DCC/DCS Proto-Sound 3.0

20-3488-1 Hi-Rail Wheels \$1199.95

20-3488-2 Fine Scale Wheels \$1199.95



Le Mans - 141P Mikado Steam Engine with DCC/DCS Proto-Sound 3.0

20-3489-1 Hi-Rail Wheels \$1199.95

20-3489-2 Fine Scale Wheels \$1199.95



Noisy Le Sec - 141P Mikado Steam Engine with DCC/DCS Proto-Sound 3.0

20-3490-1 Hi-Rail Wheels \$1199.95

20-3490-2 Fine Scale Wheels \$1199.95



Venissieux - 141P Mikado Steam Engine with DCC/DCS Proto-Sound 3.0

20-3491-1 Hi-Rail Wheels \$1199.95

20-3491-2 Fine Scale Wheels \$1199.95

TRAXX Electric



Features

- Intricately Detailed ABS Body
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides and Pilots
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Horn
- Directionally Controlled Headlights
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- (2) Remotely Controlled Proto-Couplers**
- Kadee-Compatible Coupler Mounting Pads
- Lighted Cab Interior
- (2) Engineer Cab Figures
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 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 Buffers
- LED Lighting Effects
- On Board DCC Receiver
- (2) Motorized Pantographs (2 inside units on locomotives with more than 2 pantographs)
- Catenary or Track Power Selector Switch
- 1:45 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring German Language Freight Yard Proto-Effects
- Measures: 16 3/16" x 2 1/2" x 4 5/16" 411mm x 64mm x 110mm
- Hi-Rail Wheels Operate On O-72 Curves
- Scale Wheels Operate On 42" Radius Curves

* Scale Wheel Models Only
 ** Hi-Rail Wheel Models Only



Veolia Transport Germany - TRAXX P160 AC2 Electric Engine

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

Operating, Motorized Pantographs



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 Hi-Rail Wheels	\$219.95



See It In Action At
www.mthtrains.com



CrossRail - TRAXX P140 AC2 Electric Engine

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

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

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

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 track-side 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.

Each Model Available In
Prototypical Cab Numbers
Visit www.mthtrains.com/europe
To Learn More

TRAXX Electric



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



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



MRCE displok - TRAXX F140 AC-1 Electric Engine

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



Railion - TRAXX F140 AC-1 Electric Engine

20-5656-1	Hi-Rail Wheels	\$449.95
20-5656-2	Scale Wheels	\$499.95
20-5656-3	Non-Powered Hi-Rail Wheels	\$219.95
20-5656-6	Non-Powered Scale Wheels	\$229.95

Taurus ES-64 Electric



Features

- Intricately Detailed ABS Body
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides and Pilots
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Horn
- Directionally Controlled Headlights
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- (2) Remotely Controlled Proto-Couplers**
- Kadee-Compatible Coupler Mounting Pads
- Lighted Cab Interior
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- (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 Buffers
- LED Lighting Effects
- On Board DCC Receiver
- (2) Motorized Pantographs (2 inside units on locomotives with more than 2 pantographs)
- Catenary or Track Power Selector Switch
- 1:45 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 16 3/8" x 2 1/2" x 3 3/8"
- Hi-Rail Wheels Operate On O-72 Curves
- Scale Wheels Operate On 42" Radius Curves

* Scale Wheel Models Only
** Hi-Rail 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.



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

20-5649-1	Hi-Rail Wheels	\$449.95
20-5649-2	Scale Wheels	\$499.95

Each Model Available In
Prototypical Cab Numbers
Visit www.mthtrains.com/europe
To Learn More



OBB - Taurus ES-64-U2 Electric Engine

20-5652-2	Scale Wheels	\$499.95
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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 Hi-Rail Wheels	\$219.95



DB Railion - Taurus ES-64-U2 Electric Engine

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

Crocodile Electric



Features

- Intricately Detailed Die-Cast Metal Body
- Directionally Controlled Headlights
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides and Pilots
- (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
- Lighted Cab Interior
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- (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 Buffers
- (2) Motorized Pantographs
- Catenary or Track Power Selector Switch
- LED Lighting Effects
- On Board DCC Receiver
- 1:45 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring German Language Passenger Station Proto-Effects
- Measures: 17 9/16" x 2 1/2" x 3 3/4" 419mm x 64mm x 95mm
- Hi-Rail Wheels Operate On O-54 Curves
- Scale Wheels Operate On 36" Radius Curves

* Scale Wheel Models Only
 ** Hi-Rail 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

Add Matching Freight Cars See Page 148

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



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 Gotthard Tunnel — the longest in the world when it was opened in 1882. The Gotthard was the stumping 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 6/8^{II} and Ce 6/8^{III} (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 Premier model offers the chance to own the most detailed, smoothest running O gauge model of this iconic mountain goat ever made.

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.



See It In Action At
www.mthtrains.com

E94 Crocodile Electric



Features

- Intricately Detailed Die-Cast Body
- Die-Cast Truck Sides and Pilots
- Die-Cast Metal Chassis
- Metal Handrails and Horn
- (2) Engineer Cab Figures
- Authentic Paint Scheme
- Sprung Buffers
- Metal Wheels, Axles and Gears
- NEM 340 Metal Wheels
- (2) Remote Controlled Proto-Couplers*
- Kadee Compatible Coupler Mounting Pads
- Close Coupling Option For Front & Rear Couplers
- Directionally Controlled Constant voltage LED Headlights
- Lighted Cab Interior
- (2) Precision Flywheel-Equipped Motors
- Motorized Operating Pantographs
- Catenary or Track Power Selector Switch
- Onboard DCC Receiver
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:45 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures:
 - 413mm X 69.5mm X 99.85mm
- Hi-Rail Wheels Operate On O-54 Curves
- Scale Wheels Operate On 36" Radius Curves

* Hi-Rail Wheel Models Only



Austrian OBB (Green) - E94 Crocodile Electric Engine With Proto-Sound 3.0

- | | | |
|-----------|----------------|----------|
| 20-5671-1 | Hi-Rail Wheels | \$899.95 |
| 20-5671-2 | Scale Wheels | \$899.95 |



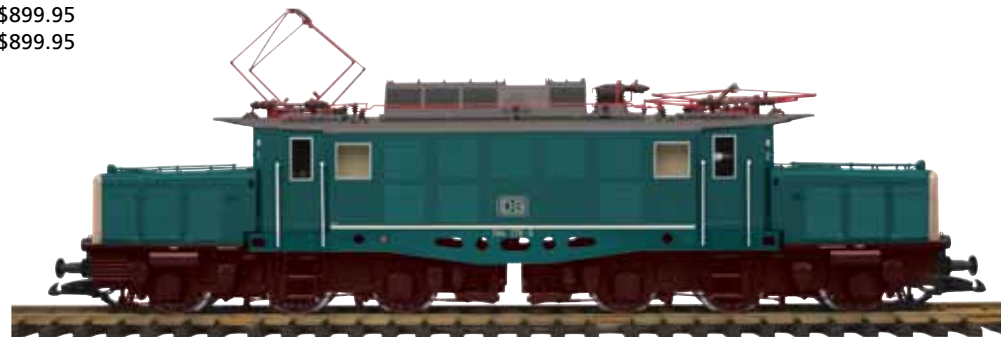
Austrian OBB (Orange) - E94 Crocodile Electric Engine With Proto-Sound 3.0

- | | | |
|-----------|----------------|----------|
| 20-5672-1 | Hi-Rail Wheels | \$899.95 |
| 20-5672-2 | Scale Wheels | \$899.95 |



German DB (Green) - E94 Crocodile Electric Engine With Proto-Sound 3.0

- | | | |
|-----------|----------------|----------|
| 20-5673-1 | Hi-Rail Wheels | \$899.95 |
| 20-5673-2 | Scale Wheels | \$899.95 |



German DB (Blue) - E94 Crocodile Electric Engine With Proto-Sound 3.0

- | | | |
|-----------|----------------|----------|
| 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 locomotive 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 its popular "Alligator" nickname. The center section contains the main transformer fed from overhead pantographs that 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 our popular Swiss Crocodile introduced in 2012, this all-new die-cast O Scale model is fully outfitted with digital sound, LED lighting and motorized operating pantographs, and is available in both 3-Rail high-rail wheeled versions and 2-rail Fine Scale wheeled versions. Our Proto-Scale 3-2 feature allows either version to be configured to run on 2-rail or 3-rail track. Choose from four exciting liveries, two in Deutsche Bundesbahn schemes and two in Austrian Federal Railway colors.

European Bierwagen (Beer Reefer)



Brauerei Warteck Basel - European Bierwagen
 20-99041 Hi-Rail Wheels \$69.95
 22-99041 Fine Scale Wheels \$69.95



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



Maggi - European Kühlwagen für Nahrungsmittel
 20-99042 Hi-Rail Wheels \$69.95
 22-99042 Fine Scale Wheels \$69.95
 Maggi - 6-Car European Kühlwagen für Nahrungsmittel Set
 22-90941 Fine Scale Wheels \$389.95



Bierbrauerei Falken - European Bierwagen
 20-99044 Hi-Rail Wheels \$69.95
 22-99044 Fine Scale Wheels \$69.95



Brasserie du Cardinal - European Bierwagen
 20-99002 Hi-Rail Wheels \$69.95
 20-99006 Fine Scale Wheels \$69.95
 Brasserie du Cardinal - 6-Car European Bierwagen Set
 20-90905 Fine Scale Wheels \$389.95



Feldschloesschen - European Bierwagen
 20-99004 Hi-Rail Wheels \$69.95
 20-99008 Fine Scale Wheels \$69.95
 Feldschloesschen - 6-Car European Bierwagen Set
 20-90903 Hi-Rail Wheels \$389.95
 20-90907 Fine Scale Wheels \$389.95



Brauerei Loewengarten - European Bierwagen
 20-99003 Hi-Rail Wheels \$69.95
 20-99007 Fine Scale Wheels \$69.95
 Brauerei Loewengarten - 6-Car European Bierwagen Set
 20-90902 Hi-Rail Wheels \$389.95
 20-90906 Fine Scale Wheels \$389.95



Biere Beauregard - European Bierwagen
 20-99001 Hi-Rail Wheels \$69.95
 20-99005 Fine Scale Wheels \$69.95
 Biere Beauregard - 6-Car European Bierwagen 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
- Realistic Paint Scheme
- Die-Cast Metal Underframe
- Highly Detailed Brake System
- Opening Doors
- Metal Grab Irons
- Hi-Rail Wheeled Cars Include Scale European Couplers and Dummy American Knuckle Couplers
- Needle-Point Axles
- 1:45 Scale Dimensions
- O Scale Kadee® Compatible Coupler Mounting Pads
- Sprung Buffers
- European NEM Fine Scale Couplers Included*
- NEM 365 Coupler Pocket*

- NEM 362 Lenz® Compatible Coupler Included*
- Hi-Rail Wheels Operate On O-31 Curves
- NEM 310/311 Standard Fine Scale Wheels Operate On 31" Radius Curves

* Scale Wheel Models Only



European Gedeckter Güterwagen (Boxcar)



SBB CFF - European Gedeckter Guterwagen
 20-99045 Hi-Rail Wheels \$69.95
 22-99045 Fine Scale Wheels \$69.95
 SBB CFF - 6-car European Gedeckter Guterwagen Set
 22-90944 Fine Scale Wheels \$389.95



SBB CFF - European Gedeckter Guterwagen
 22-99046 Fine Scale Wheels \$69.95
 SBB CFF - 6-car European Gedeckter Guterwagen Set
 22-90945 Fine Scale Wheels \$389.95



SBB CFF - European Gedeckter Guterwagen
 20-99047 Hi-Rail Wheels \$69.95
 22-99047 Fine Scale Wheels \$69.95
 SBB CFF - 6-car European Gedeckter Guterwagen Set
 22-90946 Fine Scale Wheels \$389.95



SBB CFF - European Gedeckter Guterwagen
 20-99048 Hi-Rail Wheels \$69.95
 22-99048 Fine Scale Wheels \$69.95
 SBB CFF - 6-car European Gedeckter Guterwagen Set
 22-90947 Fine Scale Wheels \$389.95



SBB-CFF - European Gedeckter Guterwagen
 20-99012 Hi-Rail Wheels \$69.95
 20-99016 Fine Scale Wheels \$69.95
 SBB-CFF - 6-Car European Gedeckter Guterwagen Set
 20-90912 Fine Scale Wheels \$389.95

SBB-CFF - European Gedeckter Guterwagen
 20-99011 Hi-Rail Wheels \$69.95
 20-99015 Fine Scale Wheels \$69.95
 Sihital Zurich Uetliberg Bahn - 6-Car European Gedeckter Guterwagen Set
 20-90913 Fine Scale Wheels \$389.95



SBB-CFF - European Gedeckter Guterwagen
 20-99010 Hi-Rail Wheels \$69.95
 SBB-CFF - 6-Car European Gedeckter Guterwagen Set
 20-90915 Fine Scale Wheels \$389.95



SBB-CFF - European Gedeckter Guterwagen
 20-99009 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
- Realistic Paint Schemes
- Die-Cast Metal Underframe
- Highly Detailed Brake System
- Opening Doors
- Metal Grab Irons
- Hi-Rail Wheeled Cars Include Scale European Couplers and Dummy American Knuckle Couplers
- 1:45 Scale Dimensions
- O Scale Kadee® Compatible Coupler Mounting Pads
- Sprung Buffers
- European NEM Fine Scale Couplers Included*
- NEM 365 Coupler Pocket*
- NEM 362 Lenz® Compatible Coupler Included*
- Hi-Rail Wheels Operate On O-31 Curves
- NEM 310/311 Standard Fine Scale Wheels Operate On 31" Radius Curves

* Scale Wheel Models Only



European Modern Kesselwagen (Tank Car)



Wascosa Petroplus - European Modern Kesselwagen
 20-99033 Hi-Rail Wheels \$79.95
 22-99033 Fine Scale Wheels \$79.95
 Wascosa Petroplus - 6-Car European Modern Kesselwagen Set
 20-90932 Hi-Rail Wheels \$439.95
 22-90932 Fine Scale Wheels \$439.95



VTG - European Modern Kesselwagen
 20-99034 Hi-Rail Wheels \$79.95
 22-99034 Fine Scale Wheels \$79.95
 VTG - 6-Car European Modern Kesselwagen Set
 22-90933 Fine Scale Wheels \$439.95



Jet - European Modern Kesselwagen
 20-99035 Hi-Rail Wheels \$79.95
 22-99035 Fine Scale Wheels \$79.95
 Jet - 6-Car European Modern Kesselwagen Set
 20-90934 Hi-Rail Wheels \$439.95
 22-90934 Fine Scale Wheels \$439.95



Shell - European Modern Kesselwagen
 20-99036 Hi-Rail Wheels \$79.95
 22-99036 Fine Scale Wheels \$79.95
 Shell - 6-Car European Modern Kesselwagen Set
 20-90935 Hi-Rail Wheels \$439.95



BP - European Modern Kesselwagen
 20-99017 Hi-Rail Wheels \$79.95
 20-99021 Fine Scale Wheels \$79.95
 BP - 6-Car European Modern Kesselwagen Set
 20-90916 Hi-Rail Wheels \$439.95
 20-90920 Fine Scale Wheels \$439.95



Wascosa - European Modern Kesselwagen
 20-99019 Hi-Rail Wheels \$79.95



Wascosa OMV - European Modern Kesselwagen
 20-99020 Hi-Rail Wheels \$79.95
 20-99024 Fine Scale Wheels \$79.95
 Wascosa OMV - 6-Car European Modern Kesselwagen Set
 20-90919 Hi-Rail Wheels \$439.95



GATX - European Modern Kesselwagen
 20-99018 Hi-Rail Wheels \$79.95
 20-99022 Fine Scale Wheels \$79.95
 GATX - 6-Car European Modern Kesselwagen Set
 20-90917 Hi-Rail Wheels \$439.95
 20-90921 Fine Scale Wheels \$439.95



Features

- Intricately Detailed Durable ABS Body
- Die-Cast Metal Underframe
- Metal Wheels and Axles
- Die-Cast 2-Wheel Trucks
- Hi-Rail Wheeled Cars Include Scale European Couplers and Dummy American Knuckle Couplers
- See-Through Top Walkways
- Detailed Unloading Pipes and Brake System
- Realistic Paint Scheme
- Needle-Point Axles
- 1:45 Scale Dimensions
- O Scale Kadee® Compatible Coupler Mounting Pads
- Sprung Buffers
- NEM 365 Coupler Pocket*
- NEM 362 Lenz® Compatible Coupler Included*
- European NEM Fine Scale Couplers Included*
- Hi-Rail Wheels Operate On O-31 Curves
- NEM 310/311 Standard Fine Scale Wheels Operate On 31" Radius Curves

* Scale Wheel Models Only

European Modern Offener Güterwagen (Gondola)



DB Cargo - European Modern Offener Güterwagen
 20-99037 Hi-Rail Wheels \$79.95
 22-99037 Fine Scale Wheels \$79.95



DB - European Modern Offener Güterwagen
 20-99039 Hi-Rail Wheels \$79.95
 22-99039 Fine Scale Wheels \$79.95
 DB - 6-Car European Modern Offener Güterwagen Set
 22-90938 Fine Scale Wheels \$439.95



OBB Rail Cargo Austria - European Modern Offener Güterwagen
 20-99040 Hi-Rail Wheels \$79.95
 22-99040 Fine Scale Wheels \$79.95
 OBB Rail Cargo Austria - 6-Car European Modern Offener Güterwagen Set
 20-90939 Hi-Rail Wheels \$439.95
 22-90939 Fine Scale Wheels \$439.95



SBB CFF - European Modern Offener Güterwagen
 20-99038 Hi-Rail Wheels \$79.95



DB Cargo - European Modern Offener Guterwagen

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

DB Cargo - 6-Car European Modern Offener Guterwagen Set

20-90928 Fine Scale Wheels \$439.95



Niederlandischen Eisenbahnen - European Modern Offener Guterwagen

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

Niederlandischen Eisenbahnen - 6-Car European Modern Offener Guterwagen Set

20-90929 Fine Scale Wheels \$439.95



Railion - European Modern Offener Guterwagen

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

Railion - 6-Car European Modern Offener Guterwagen Set

20-90930 Fine Scale Wheels \$439.95



SBB-CFF - European Modern Offener Guterwagen

20-99028 Hi-Rail Wheels \$79.95

Features

- Intricately Detailed Durable ABS Body
- Die-Cast Metal Underframe
- Metal Wheels and Axles
- Die-Cast 2-Wheel Trucks
- Hi-Rail Wheeled Cars Include Scale European Couplers and Dummy American Knuckle Couplers
- Realistic Paint Scheme
- Detailed Brake System
- Needle-Point Axles
- 1:45 Scale Dimensions
- O Scale Kadee® Compatible Coupler Mounting Pads
- Sprung Buffers
- European NEM Fine Scale Couplers Included*
- NEM 365 Coupler Pocket*
- NEM 362 Lenz® Compatible Coupler Included*
- Hi-Rail Wheels Operate On O-31 Curves
- NEM 310/311 Standard Fine Scale Wheels Operate On 31" Radius Curves

* Scale Wheel Models Only



European Passenger Cars



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

20-60004	Hi-Rail Wheels	\$599.95
20-60004-2	Scale Wheels	\$599.95



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

20-60022	Hi-Rail Wheels	\$599.95
20-60023	Fine Scale Wheels	\$599.95



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

20-60024	Hi-Rail Wheels	\$599.95
20-60025	Fine Scale Wheels	\$599.95



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

20-60020	Hi-Rail Wheels	\$599.95
20-60021	Fine Scale Wheels	\$599.95



Premier European Passenger Cars

European Passenger Cars



British Railways (Crimson & Cream) - 4-Car LMS Standard Passenger Set
22-60030 Fine Scale Wheels \$449.95



British Railways (Crimson & Cream) - LMS Standard Passenger Car
22-60032 Fine Scale Wheels \$114.95



British Railways (Crimson & Cream) - LMS Standard Baggage Car
22-60031 Fine Scale Wheels \$114.95



London, Midland & Scottish Railway - 4-Car LMS Standard Passenger Set
22-60036 Fine Scale Wheels \$449.95



London, Midland & Scottish Railway - LMS Standard Baggage Car
22-60037 Fine Scale Wheels \$114.95



London, Midland & Scottish Railway - LMS Standard Passenger Car
22-60038 Fine Scale Wheels \$114.95



British Railways (Maroon) - 4-Car LMS Standard Passenger Set
22-60033 Fine Scale Wheels \$449.95



British Railways (Maroon) - LMS Standard Baggage Car
22-60034 Fine Scale Wheels \$114.95



British Railways (Maroon) - LMS Standard Passenger Car
22-60035 Fine Scale Wheels \$114.95



Coronation Scot - 4-Car LMS Standard Passenger Set
22-60039 Fine Scale Wheels \$449.95



Coronation Scot - LMS Standard Passenger Car
22-60040 Fine Scale Wheels \$114.95



British Railways (Blue) - LMS Standard Baggage Car
22-60041 Fine Scale Wheels \$114.95

European Passenger Cars



SNCF - 5-Car OCEM Passenger Car Set
 20-60019 Hi-Rail Wheels \$599.95
 20-60019-2 Fine Scale Wheels \$599.95



SNCF - 5-Car OCEM Passenger Car Set
 20-60026 Hi-Rail Wheels \$599.95
 22-60026 Fine Scale Wheels \$599.95



PLM - 5-Car OCEM Passenger Car Set
 20-60027 Hi-Rail Wheels \$599.95
 22-60027 Fine Scale Wheels \$599.95



Deutsche Reichsbahn - 5-Car Rheingold Standard Passenger Set
 20-60017 Hi-Rail Wheels \$599.95
 20-60018 Fine Scale Wheels \$599.95

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 Scheme
- Fast-Angle Hi-Rail Wheel Sets
- Detailed Interiors With Overhead LED Lighting
- Separate Metal Handrails
- Needle-Point Axles
- 1:45 Scale Dimensions
- O Scale Kadee Compatible Coupler Mounting Pads
- Sprung Buffers
- European NEM Fine Scale Couplers Included*
- NEM 365 Coupler Pocket*
- NEM 362 Lenz® Compatible Coupler Included*
- Hi-Rail Wheels Operate On O-72 Curves
- NEM 310/311 Standard Fine Scale Wheels Operate On 31" Radius Curves

* Scale Wheel Models Only



See It In Action At
www.mthtrains.com



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

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!



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 large, easy-to-read LCD screen displays the selected channel's track voltage output. 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.

Z-4000 Remote Control System
40-4001 \$149.95

The Z-4000 remote system can even respond to conventional commands from the M.T.H. DCS Digital Command System handheld remote, providing command control operators with complete wireless control over their Z-4000-powered model railroad.

* Each Z-4000 transformer requires (1) 40-4002 Z-4000 Remote Control Receiver



Z-DC300 30 Watt DC Transformer
40-300 \$79.95

Featuring 30 watts of DC power and a 16 volt AC accessory port, the CSA approved DC-300 will comfortably run up to five HO locomotives.

- Controller LED On Light
- Overload Light
- Power On Switch
- Momentum Control
- Brake Control
- Direction Control
- Built-In Circuit Breaker Protection
- 30 Watt DC Power Supply w/16v AC Accessory Output Jacks

Z-500™ AC Transformer
40-500 \$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 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

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

Bell and whistle/horn buttons compatible with all AC engines

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 for each throttle.

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.



0-22 Volts Track Power (10 AMP)

10-Volt Accessory Power (3 AMP)

14-Volt Accessory Power (3 AMP)

0-22 Volts Track Power (10 AMP)

Accepts bare wires, spade lugs, or banana plugs (recommended) for easy connections

Z-4000® Transformer

40-4000 \$ 459.95

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

WHY THE OR LISTING?

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

ScaleTrax™

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



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

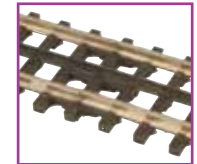
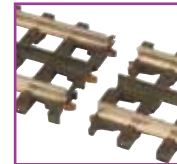
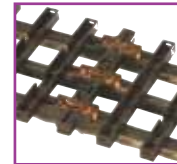
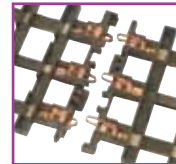
ScaleTrax track and switches are more affordable than comparable Atlas and Ross products.

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.




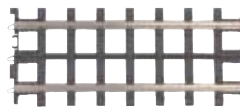
Easier-To-Use Flex Track

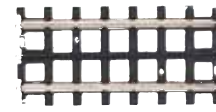
Low-profile rail and ties make ScaleTrax flex easier to bend than other brands.

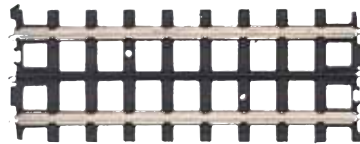


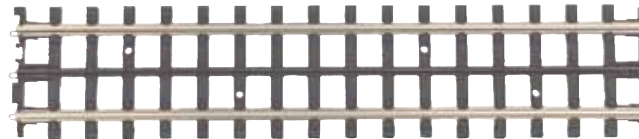
STRAIGHT, FLEX & OPERATING TRACK SECTIONS


 ScaleTrax™ - 1.75" Track Section
 45-1011 \$2.49
 ScaleTrax™ - 1.75" Track Section 4-Pack
 45-1011-4 \$10.25

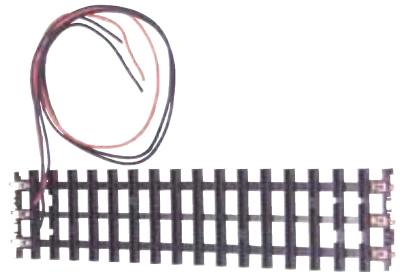

 ScaleTrax™ - 5.0" Track Section
 45-1013 \$3.99
 ScaleTrax™ - 5.0" Track Section - 2 pack
 45-1013-2 \$8.99


 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™ - 10" Straight Track Section - 4-Pack
 45-1001-4 \$19.95



ScaleTrax™ - Lockon (Track Not Included)
 45-1033 \$4.25
 Each FlexTrack Section Requires 1 Lockon

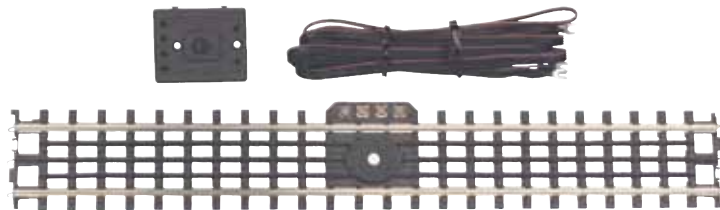


ScaleTrax™ - 30" Track Section
 45-1019 \$13.99

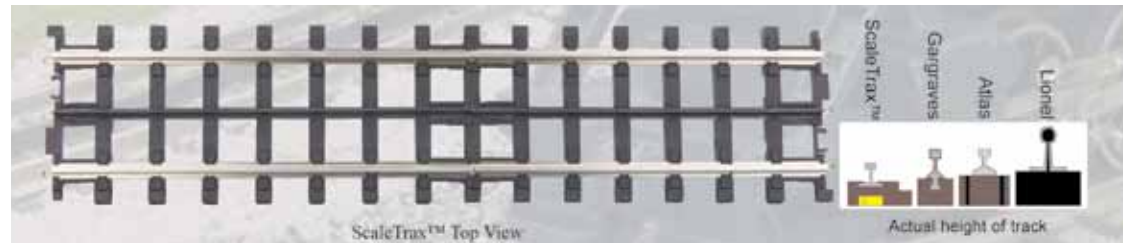


ScaleTrax™ - 30" FlexTrack Section
 45-1049 \$13.99

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-31 Curved Track Section - 4 pack
45-1002-4 \$19.95

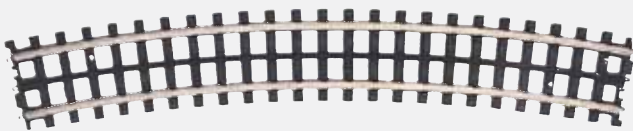
It takes **EIGHT O-31 CURVES** to make a circle.



ScaleTrax™ - O-54 Curved Track Section
45-1007 \$5.29

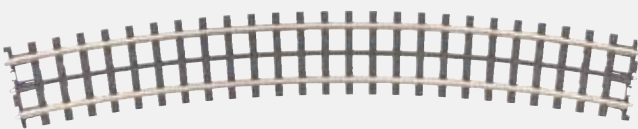
ScaleTrax™ - O-54 Curved Track Section - 4 pack
45-1007-4 \$19.95

It takes **TWELVE O-54 CURVES** to make a circle.



ScaleTrax™ - O-72 Curved Track Section
45-1010 \$5.99

It takes **SIXTEEN O-72 CURVES** to make a circle.



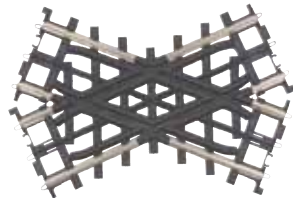
ScaleTrax™ - O-80 Curved Track Section
45-1034 \$6.99

It takes **SIXTEEN O-80 CURVES** to make a circle.

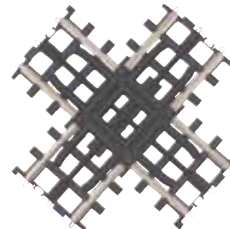
Crossovers



ScaleTrax™ - 22.5 Degree Crossing
45-1015 \$24.95

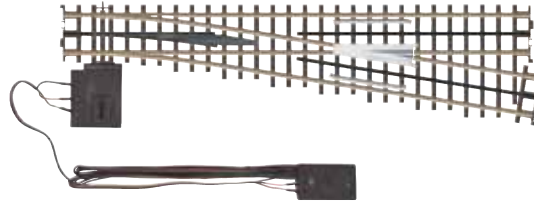


ScaleTrax™ - 45 Degree Crossing
45-1006 \$19.95



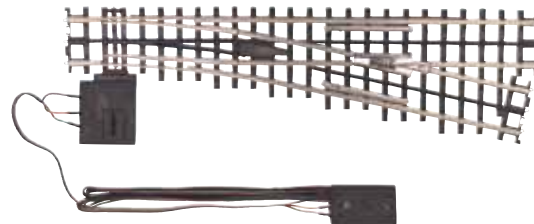
ScaleTrax™ - 90 Degree Crossing
45-1005 \$19.95

Switches



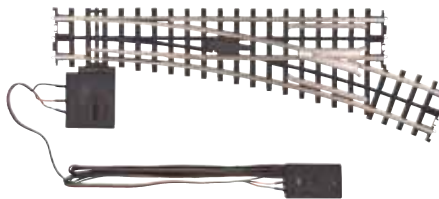
ScaleTrax™ - No. 6 Right Hand Switch
45-1053 \$89.95

ScaleTrax™ - No. 6 Left Hand Switch
45-1052 \$89.95



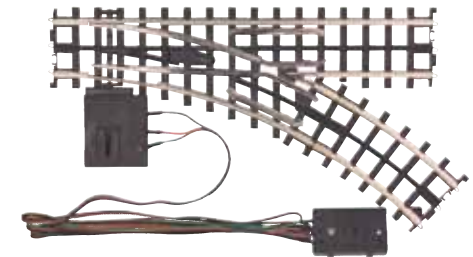
ScaleTrax™ - No. 4 Right Hand Switch
45-1051 \$89.95

ScaleTrax™ - No. 4 Left Hand Switch
45-1050 \$89.95



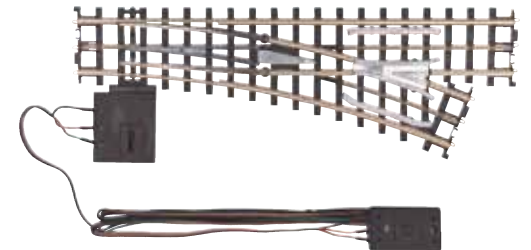
ScaleTrax™ - O-72 Right Hand Switch
45-1020 \$79.95

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



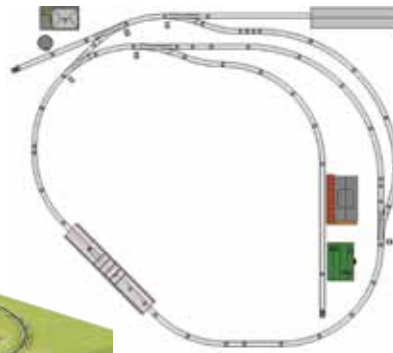
ScaleTrax™ - ITAD
45-1028 \$34.95
(Infrared Track Activation Device, used to activate signals and trackside accessories)

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
45-1033	lock-on	\$4.25	8	\$34.00
45-1034	O-80 curve	\$6.99	1	\$6.99
45-1105	PACKAGE TOTAL: \$689.95			



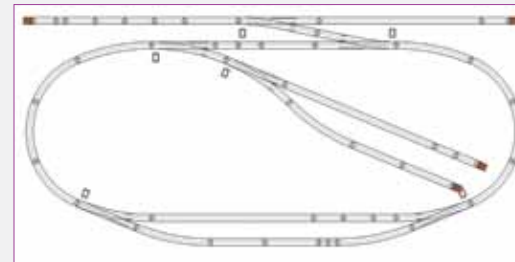
www.hikelogauge.com

Roosevelt Junction

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

Roosevelt Junction - Phase 1

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



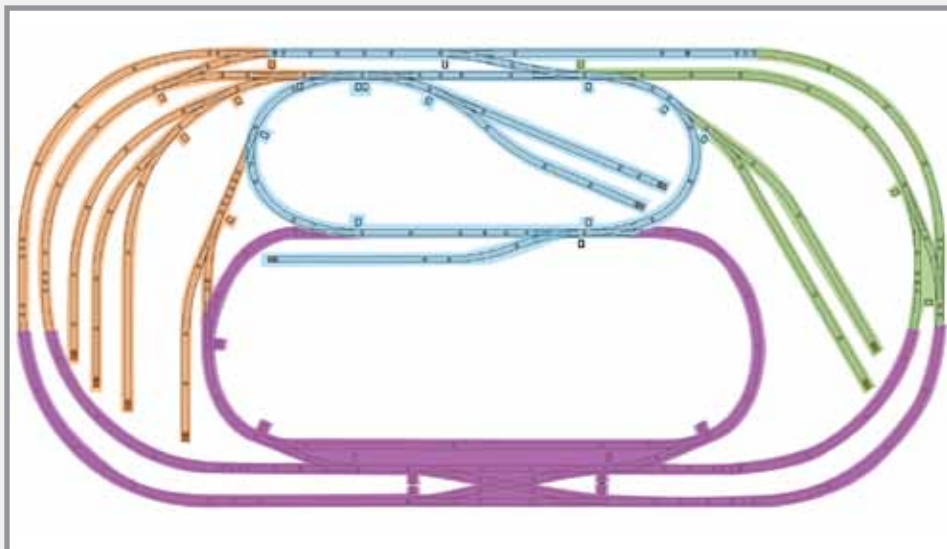
The O gauge layout that grows!

Build Roosevelt Junction in four phases.

ScaleTrax™ Pieces 45-1101

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.

ScaleTrax™ Pieces 45-1102

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.

ScaleTrax™ Pieces 45-1103

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			

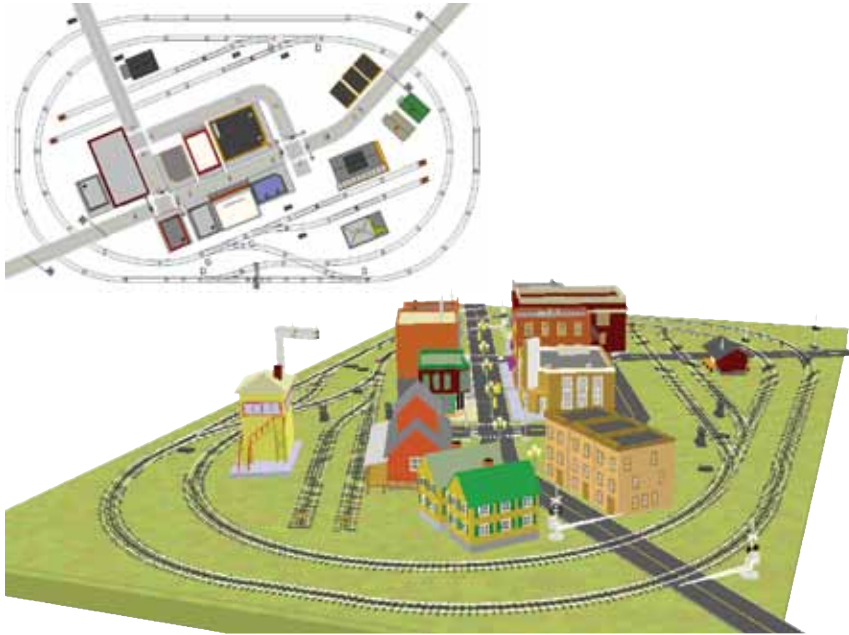
Roosevelt Junction - Phase 4

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.

ScaleTrax™ Pieces 45-1104

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			

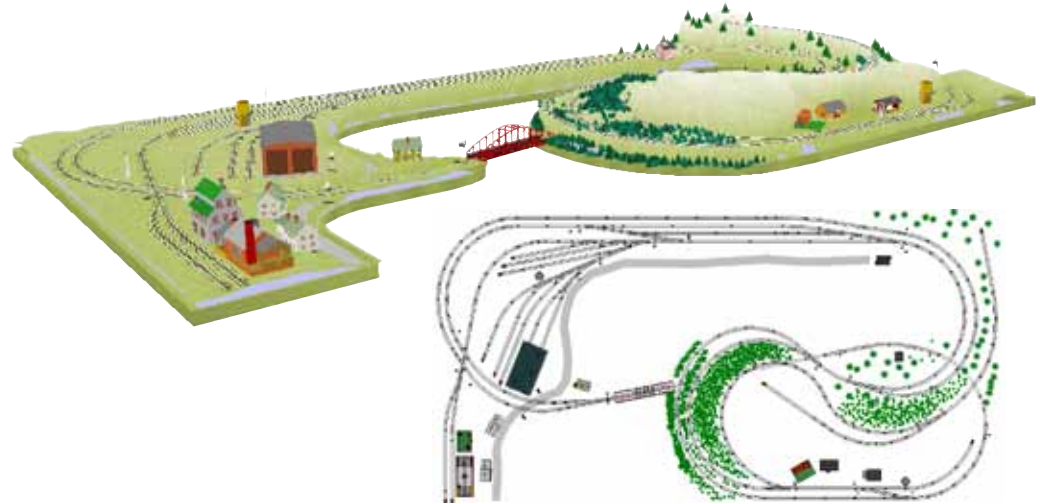
6x10 Main Street



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

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

Rugged

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

Realistic

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

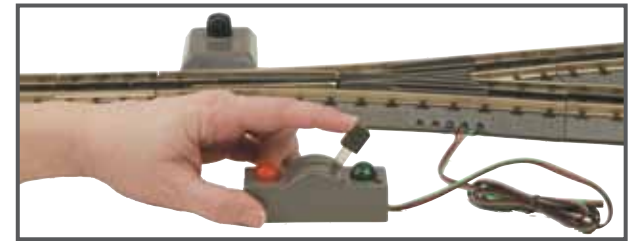
Reliable

Nickel silver rail ensures that RealTrax will never rust. Spring-loaded phosphor bronze contacts provide superior electrical connections between track sections. The contacts are spring loaded to maintain

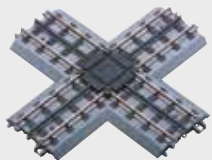


a solid connection over time and are highly resistant to corrosion of any kind. Similar materials are used in many electrical connections around your home, such as lamps, battery-operated appliances, and electrical outlets.

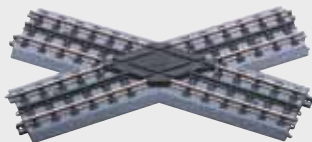
RealTrax switches feature the same durable construction as regular RealTrax sections and utilize long-lasting switch motors that provide precise throws every time. The reversible motor mechanism quickly snaps onto the other side of the switch if space is a problem. No disassembly of the switch is required! Lighted switch controllers allow you to throw a switch remotely from a distance, and lights on the controller indicate which direction the switch is thrown — green for straight and red for curved.



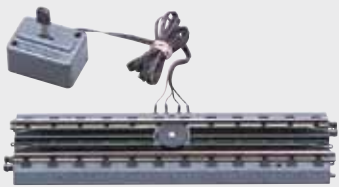
Crossovers & Operating Sections



RealTrax - 90*
Crossover Track
40-1006 \$24.99



RealTrax - 45* Cross-
over Track
40-1007 \$24.99



RealTrax - Operating
Track Section
40-1008 \$29.95

Straight & Curved Track Sections



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



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



RealTrax - 5.0" Track Section
40-1016 \$3.99
40-1016-2 (2 Pcs) \$8.49



RealTrax - 10" Straight Track Section
40-1001 \$4.49
RealTrax - 10" Straight Track Section (4 Pcs)
40-1001-4 \$17.99



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



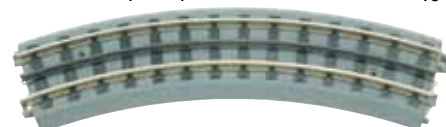
RealTrax - O-31 Half Curve Track
40-1022 \$3.99
40-1022-2 (2 Pcs) \$8.49



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



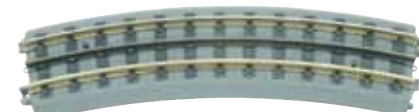
RealTrax - Adapter Track Section
40-1011 \$8.99



RealTrax - O-31 Curved Track Section
40-1002 \$4.49
40-1002-4 (4 Pcs) \$17.99

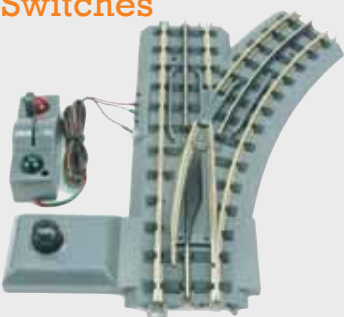


RealTrax - O-72 Half Curved Track Section
40-1049 \$4.99

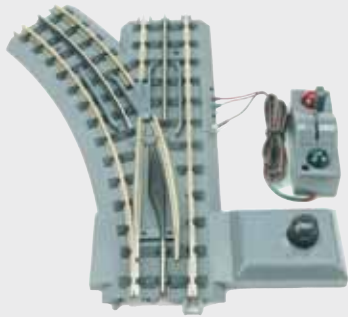


RealTrax - O-42 Curved Track Section
40-1042 \$4.99
40-1042-2 (2 Pcs) \$8.99

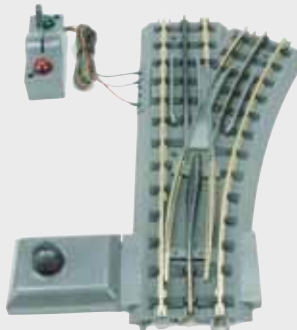
Switches



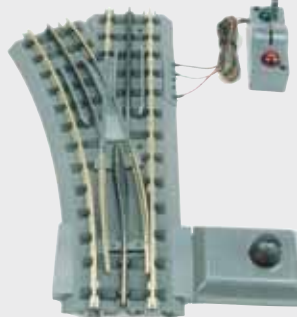
RealTrax - O-31 Switch (RH)
40-1004 \$64.95



RealTrax - O-31 Switch (LH)
40-1005 \$64.95



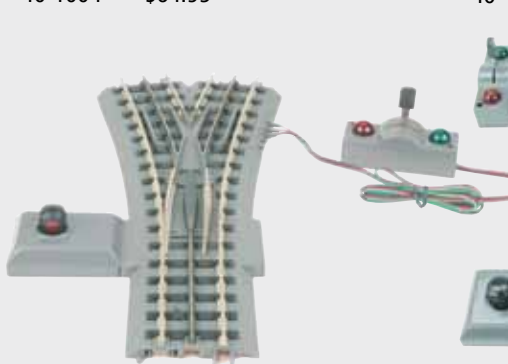
RealTrax - O-42 Switch (LH)
40-1043 \$74.95



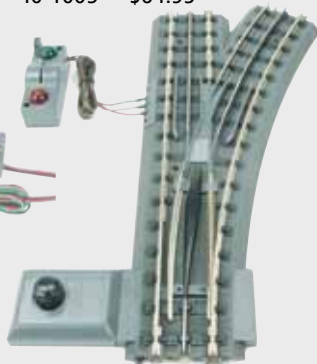
RealTrax - O-42 Switch (RH)
40-1044 \$74.95



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

Catenary 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
40-1048 \$34.95



O Bridge Girder - Rust
40-1104 \$34.95
O Bridge Girder - Silver
40-1102 \$34.95
O Bridge Girder - Black
40-1106 \$34.95



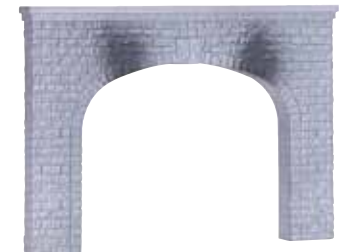
O 2-Track Bridge Girder - Rust
40-1110 \$39.95
O 2-Track Bridge Girder - Silver
40-1108 \$39.95
O 2-Track Bridge Girder - Black
40-1112 \$39.95



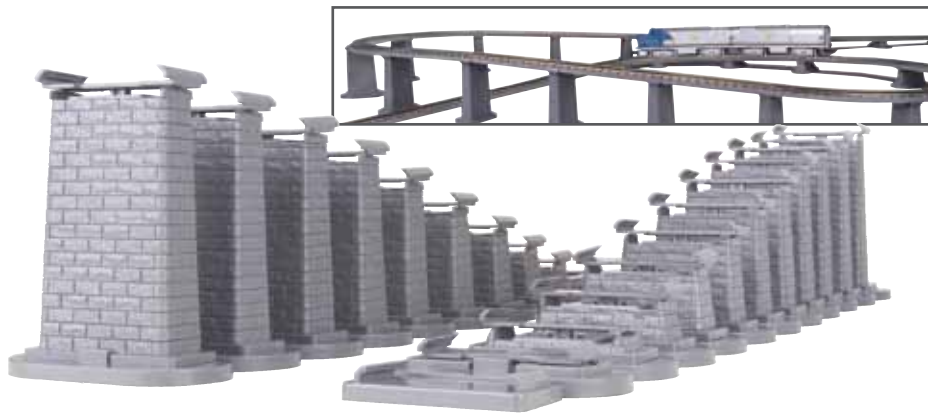
O 2-Track Steel Arch Bridge - Rust
40-1109 \$99.95
O 2-Track Steel Arch Bridge - Silver
40-1107 \$99.95
O 2-Track Steel Arch Bridge - Black
40-1111 \$99.95



Tunnel Portal - Single
40-9014 \$14.95



Tunnel Portal - Double
40-9015 \$19.95



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

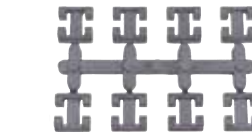


RealTrax - Track Activation Device (I.T.A.D.)
40-1028 \$24.95
(Allows passing train to activate signals or trackside accessories)



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

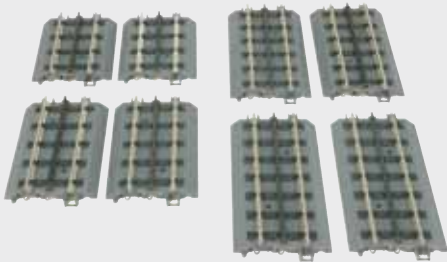


RealTrax - Non-Slip Track Pads (50/pack)
40-1046 \$7.95



RealTrax - Lighted Bumper
40-1024 \$14.95

Layout Builders



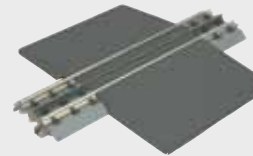
RealTrax - Layout Builder (8 Pcs)
40-1023 \$29.95
(Contains: (2) 3.5" Half Tracks, (2) 4.25" Half Tracks, (2) 5.0" Half Tracks, (2) 5.5" Half)



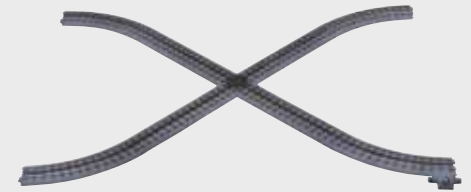
RealTrax - Right Hand Track Siding Layout Builder
40-1027 \$89.95
(Contains (1) Right-Hand O-31 Switch, (4) 10" Straights, (1) O-31 Curve, (1) RealTrax™ Bumper)



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)



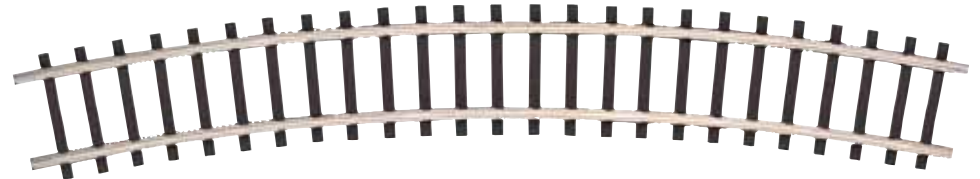
RealTrax - O-72 Wye Switch Spur Layout Builder
40-1069 \$149.95

ScaleTrax

2-Rail O-Scale Track



ScaleTrax - 2-Rail 17" (444.1mm) Straight Track Section
45-2017 \$7.99



ScaleTrax - 2-Rail 36" (914.4mm) Radius Curved Track Section
45-2036 \$8.99



ScaleTrax - 2-Rail 22" (558.4mm) Radius Curved Track Section
45-2022 \$7.99

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:

ProtoSmoke™ Fluid (7 oz.)

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



ProtoSmoke™ Fluid (2 oz.)

60-1051	Assortment	\$189.95
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(36) 2 oz. ProtoSmoke™ Fluid Bottles, 3 each of 12 Different Scents

60-1051A	Christmas	\$5.29
60-1051B	Coal	\$5.29
60-1051C	Diesel	\$5.29
60-1051D	Wood Burning (Hickory)	\$5.29
60-1051E	Coffee	\$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
60-1051N	Lemon	\$5.29

\$5.29

Accessories



Parts Maintenance Kit
60-1365 \$399.95



A perfect service solution for every modeler who owns a large fleet of M.T.H. O Gauge locomotives. Kit includes traction tires, replacement bulbs, smoke units, speakers, pickup rollers, wire harnesses, couplers and much, much more.

0-Gauge or 2-Rail 0 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

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

Locomotive Drawbar Sets

Proto-Sound 3.0 6-Pin Wireless Drawbar Set 1
20-89020 \$29.95
Contains 3 Drawbar Sizes: 25mm, 30mm, 45mm
Proto-Sound 3.0 6-Pin Wireless Drawbar Set 2
20-89021 \$29.95
Contains 3 Drawbar Sizes: 30mm, 35mm, 50mm



Proto-Sound 2.0 Wireless Drawbar Set
20-89011 \$29.95
Contains 3 Drawbar Sizes: 30mm, 35mm, 40mm

3-Rail

Railking 3-Rail Die-Cast Sprung Metal Bettendorf Freight Car Two Truck Pack
30-89001 \$17.95

Railking 3-Rail Die-Cast Sprung Metal Roller Bearing Freight Car Two Truck Pack
30-89002 \$17.95



Premier 3-Rail Die-Cast Sprung Metal Bettendorf Freight Car Two Truck Pack
20-89003 \$17.95

Premier 3-Rail Die-Cast Sprung Metal Roller Bearing Freight Car Two Truck Pack
20-89004 \$17.95



Premier 2-Rail

2-Rail Die-Cast Sprung Metal 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



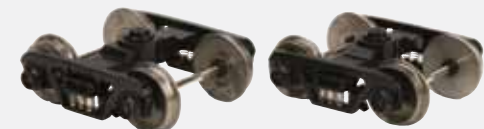
2-Rail Bettendorf Caboose Truck Pack*
20-89015 \$19.95



2-Rail Die-Cast Sprung Metal Bettendorf Freight Car Two Truck Pack
20-89001 \$19.95



2-Rail Die-Cast Sprung Metal Roller Bearing Freight Car Two Truck Pack
20-89002 \$19.95



*Includes Removable 3-Rail Couplers

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Join The M.T.H. Railroaders Club

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

RailKing Membership



30-76561 MTHRRC Flat Car with Trailer
RailKing Membership is \$50.00

Premier Membership



20-97319 Pillsbury - PS-2CD High-Side Hopper Car
Premier Membership is \$55.00

Lionel Corp. StD. Gauge Membership



11-30166 Lionel Corporation No. 216 Std. Gauge Coal Car
Lionel Corp. 200 Series Membership is \$120.00

Tinplate O Gauge Membership



10-8085 MTHRRC No. 2814 O Gauge Box Car
Tinplate 2800 Series Membership is \$90.00

Tinplate StD. Gauge Membership



10-2244 MTHRRC No. 216 Std. Gauge Coal Car
Tinplate 200 Series Membership is \$120.00

Lionel Corp. O Gauge Membership



11-70100 Lionel Corporation No. 2814 O Gauge Box Car
Lionel Corp. 2800 Series Membership is \$90.00

S-Gauge Membership



35-75033 Duluth Missabe & Iron Range Ore Car
S-Gauge Membership is \$55.00

One-Gauge Membership



70-75032 Pennsylvania Power & Light 4-Bay Hopper
One-Gauge Membership is \$100.00

HO Membership



80-97021 Pennsylvania USRA
55-Ton Steel Twin Hopper Car
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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JOIN ONLINE! IT'S EASY — JUST GO TO **WWW.MTHTRAINS.COM**



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Limited-Edition Club Car



Each year we produce beautifully decorated cars exclusively for our Club members. Members automatically receive the car that matches their Club membership (RailKing, Premier, Tinplate Traditions or One Gauge) and have the option to collect other Club cars as well.

The CrossingGate™ Club Magazine



You will receive our full-color Club magazines, jam-packed with product news, ideas from other members, rail history, & step-by-step articles explaining how M.T.H. technology can bring your railroad to life.

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



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

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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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Show the world your membership in this elite group of model railroaders with your high-quality embossed membership card & beautiful enameled lapel pin.

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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.

Proto-Sound 2.0 Upgrade Kits

Club Web Site

RealTrax®, Z-750™, Z-4000®, Z-1000™, DCS™ and the MTH Numbering System and all others indicated throughout this catalog.

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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Carry on the M.T.H. Tradition with Memorabilia and Collectibles

MTH Promotional DVD

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



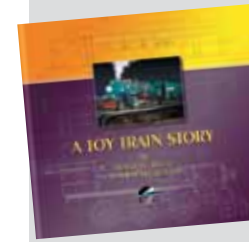
Previous Year Club Cars

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



A Toy Train Story

This comprehensive book is a must for collectors & other lovers of toy trains. 350 pages & 1900 color photos, hard cover. Add this book to your membership for only \$25.00 (50% off the \$49.95 cover price)!



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