

2015

volume one

RailKing & Premier O-Gauge Trains



CAR REPAIR SHOP



Reflections on Our 35th

What Does 35 Mean?

What is the number 35 about? Does it hold any specific meaning that demands attention? Does it command respect for those who tout it? Should model railroaders care?

In 2015, we at M.T.H. Electric Trains think 35 means a lot. Yes, we'll be celebrating our 35th Anniversary, but that's just part of the story. It's what has happened to us, to our customers and to the hobby of model railroading over those **35** years that really speaks to the significance of the number.

In just three and a half decades, we've released more than **25,000** different items. In addition to O Gauge, we produce models, track and accessories in HO, S, and G Scales along with tinplate reproductions in O and Standard Gauge — each of which interacts with our universal DCS Digital Command System remote control technology.

All told, we market **11** different brands, each born sometime along our 35-year journey. Every month, we ship on average more than **125** different items to more than **1,000** hobby shops around the world. Our semiannual O Gauge catalogs, like the 2015 Volume 1 catalog you're perusing, each contain over **500** new items.

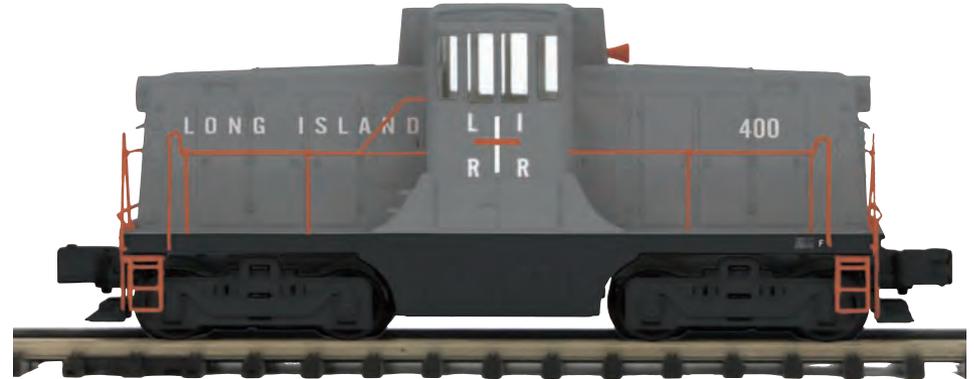
What Does 35 Bring?

As we enter our 35th year, we've committed ourselves to ramping up the excitement in our Premier and RailKing O Gauge brands. Our Premier O Scale lineup will include a brand-new diesel locomotive in the form of General Electric's 44-ton diesel switcher. This die-cast

metal workhorse will feature two motors, a new sound set recorded from a currently operating 44-Tonner, and the power and performance of Proto-Sound 3.0.

New features and improved sounds will be a big part of our 35th year. Our Premier Line Union Pacific Big Boy will be our first O Gauge locomotive with a quillable, steaming whistle, whose steam output varies as you "play" the whistle with a DCS handheld controller. We first brought this feature to model railroading back in 2007, with the release of our RailKing One Gauge Triplex steam locomotive.

And when the Union Pacific finishes its restoration of prototype Big Boy No. 4014, which is



currently taking place, we'll be right there to record No. 4014 in action and issue a free replacement sound set that you can download into our 2015 model — or any other M.T.H. O or HO Gauge Big Boy with Proto-Sound 2.0 or 3.0.

In a similar manner, the Norfolk and Western "J" in this catalog will be delivered with a new sound set recorded from prototype J No. 611, currently under restoration and scheduled to hit the road in early 2015. And our latest release of the Nickel Plate Berkshire, also in this catalog, features sounds recorded from recently restored NKP Berk No. 765. Both of these sound sets can also be downloaded over the Internet into Proto-Sound 2.0 or 3.0 engines you already own — a feature unique to the M.T.H. DCS system.

For the first time since 2002, an all-new Proto-Sound upgrade kit will arrive. The Proto-Sound 3.0 Upgrade System will be available for steam, diesel and electric locomotives, giving users a robust digital package that features built-in speed control, AC and DC functionality and two command control protocols — thanks to the inclusion of an NMRA-standard DCC

receiver as well as our own DCS Digital Command System.

In 2015, control over those DCS features will be accessible from your favorite iOS or Android device. Our DCS App will interface with a separately sold WiFi adapter and our DCS Track Interface Unit (TIU), to bring you remote control over your model railroad from devices you and your family probably use every day.



Anniversary



You'll learn more about all these innovations through a redesigned website, our weekly free electronic newsletters, our daily updated Facebook page and our breaking news Twitter updates.

Where Does 35 Take Us?

The last 35 years have seen a resurgence of interest in model railroading. During this time, model railroaders have witnessed unparalleled growth in the hobby from M.T.H. and other companies. Many have said that these past few decades are the golden age of model railroading. We couldn't agree more — but we think the next 35 will be even better.

So come aboard and join the fun. See how our first 35 years have shaped our company and produced multiple product lines full of products that truly do more. Enjoy celebratory 35th Anniversary products we'll release in each of our brands throughout the year.

And now, without further ado, we invite you to turn the page and see for yourself what we have to offer in this, our 35th year of building model

trains. As always, we hope you'll find items in this catalog that will surprise and delight you, and help you continue to enjoy this most wonderful of hobbies.



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See It, Hold It, Run It!

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

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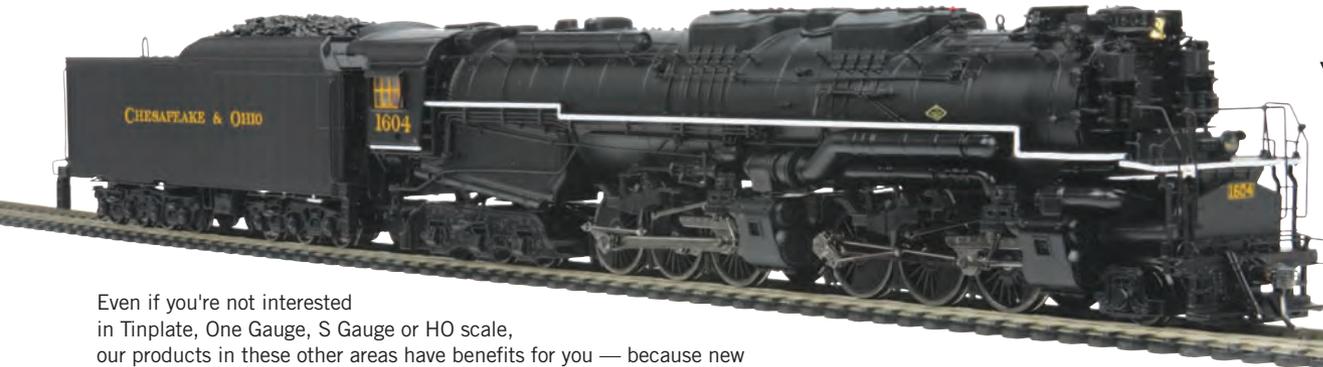
www.mthtrains.com

Benefits

From Other M.T.H. Product Lines

See it in Action!

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



MTH
ELECTRIC TRAINS®
HO TRAINS THAT DO MORE

Even if you're not interested in Tinplate, One Gauge, S 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, was North America's first production model with a smoking whistle — a feature we're introducing this year in O Gauge.

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.

Our newest venture, M.T.H. S Gauge, brings 1/64th scale proportions to our full S Scale product line featuring track, rolling stock and locomotives. The smaller Proto-Sound 3.0 electronics that we developed for our S Gauge engines made possible the tiny O Gauge GE 44-ton diesel that we're announcing in this catalog.

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



MTH
ELECTRIC TRAINS®
S Gauge Trains That Do More



BY M.T.H. ELECTRIC TRAINS
RAILKING
ONE-GAUGE TRAINS

LIONEL ELECTRIC TRAINS

MODEL RAILROAD ACCESSORIES
LIONEL CORPORATION TINPLATE

Celebrate Lionel Corporation Tinplate!

Modelers in other scales can celebrate Lionel Corporation Tinplate with O and Standard Gauge locomotives and freight cars.



TINPLATE TRADITIONS

By MTH ElectricTrains



About Our Product Lines

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 Rail-King 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 flamboyant era.

Tinplate Traditions models are constructed from the same techniques employed in the Lionel Corporation Tinplate lineup but feature products of non-Lionel vintage, including reproductions of Ives Dorfan locomotives and accessories as well as unique reproductions like the monorail originally produced by a company called Detroit-Leland.

Marklin Tinplate Like our Lionel Corporation Tinplate product line, our Marklin reproductions stem from a licensing arrangement created in 2014. Our first product, the Leipzig Station, comes packaged in a vintage Marklin themed box complete with the world-famous Marklin bicycle logo. Featuring hand soldering, stunning deco and modular components that ensure the station sets up quickly, the Leipzig Station may be one of the finest tinplate reproductions we've ever released.

The **M.T.H. HO** product line features locomotives sporting the absolute latest in cutting-edge digital electronics for the HO market. Our slogan "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 DCC as well as DCS command control for the first time in superbly detailed 1:64 scale models.

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 steam chuff or diesel motor 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 transformer or DCC or DCS controller. In most cases, the station sequence features an actual name train pulled by that particular engine. Freight engines include Freight Yard Proto-Effects, a symphony of freight terminal sounds.

ATMOSPHERIC SOUNDS

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

EXTRAORDINARY SLOW SPEED CAPABILITY

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

UNMATCHED SPEED CONTROL

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

LIGHTING EFFECTS

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

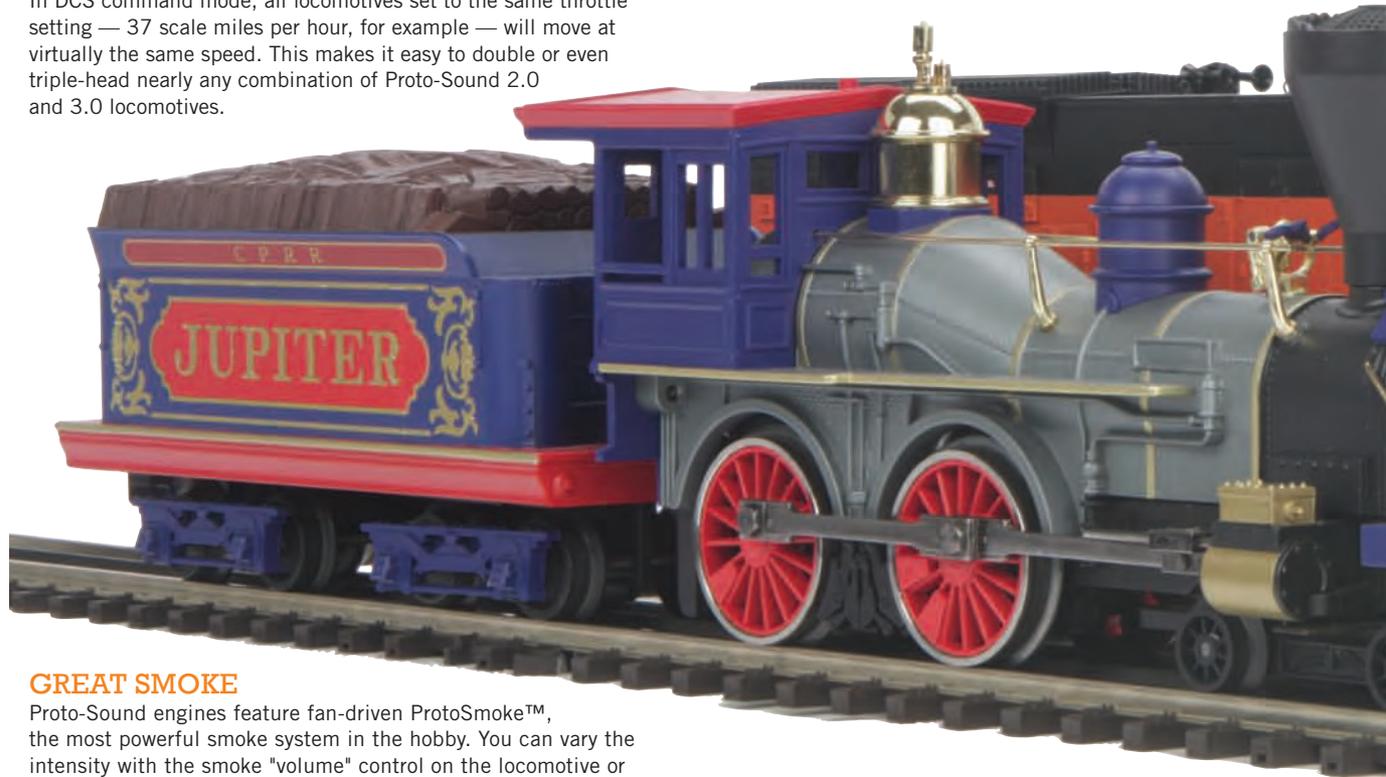
on the locomotive, these may include constant-brightness headlights, illuminated number boards, lighted marker lamps, and alternating ditch lights. In DCS operation, many of these lighting effects can be individually controlled.

MULTIPLE UNIT CAPABILITY

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

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.



GREAT SMOKE

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

SYNCHRONIZED CHUFF AND PUFF

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

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 (3)
- Rear Coupler (3)
- 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

(3) If Equipped

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 (7)
- Rear Coupler (7)
- 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

(7) If Equipped



Simply the Best Way

DCS is **SIMPLE** to use.

It's **ACCESSABLE** from any iOS or Android smart phone, tablet or the included remote.

It can be **UPGRADED FOR FREE** over the Internet.

It can **DO MORE** for less money than other command control systems.

It's why you'll have **MORE FUN** operating your trains than ever before.

It can run over 5300* 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.

* Number of different Proto-Sound 2.0 and 3.0 engines cataloged through the 2015 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 a DCS remote.



DCS Remote Control System
50-1001 \$349.95
Includes handheld and TIU

DCS Remote Control Handheld Unit
50-1002 \$169.95



DCS Accessory Interface Unit (AIU)
50-1004 \$119.95



DCS WiFi Module
50-1034 \$179.95



DCS Track Interface Unit (TIU)
50-1003 \$199.95

to Run 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

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

TRY IT at your local DCS Demo Center

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

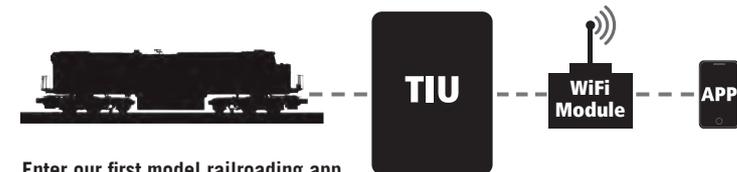
WHAT CAN YOUR REMOTE DO?

M.T.H. Railroading App

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 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 2015, 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 can do one more thing we only dreamed about fifteen years ago when we introduced DCS. 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 this year — it's gonna be fun.



See A Demo At www.mthtrains.com

RailKing

The Best Value in O Gauge



Features typically found on RailKing models include:

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

First appearing in 1995 and now encompassing more than 9,100 items, RailKing is M.T.H.'s best-selling and most attractively priced product line. Cars and locomotives featured in the M.T.H. RailKing line are equipped with moderate detail and run on the same O gauge track as the intricately detailed O scale models found in our Premier Line. But, because RailKing models are shorter in length, they can negotiate tighter curves. In fact, most RailKing models can negotiate a circle as small as 31 inches in diameter, and some can operate on curves even smaller than that. This is a real advantage for model train enthusiasts with modestly sized layouts.

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





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

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

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

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



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

- Die-Cast Metal Boiler, Chassis and Tender
- Separate class 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.

EMD SW9



Features

- Intricately Detailed ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- (2) Handpainted Engineer Cab Figures
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED Lighted Cab Interior
- (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
- Measures: 12" x 2 1/2" x 3 1/2"
- Operates On 0-27 Curves





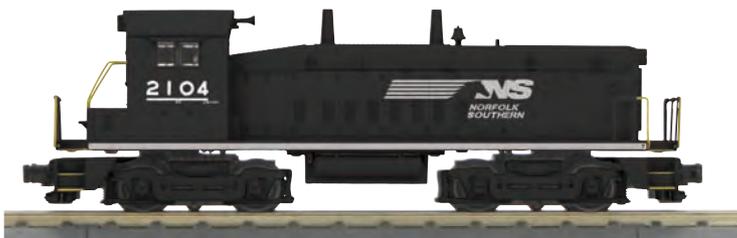
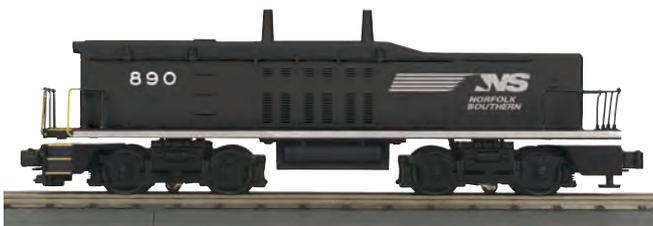
BNSF - SW9 Switcher Diesel

- 30-20283-1 Proto-Sound 3.0 \$319.95
- 30-20283-3 Non-Powered Calf \$149.95



CSX - SW9 Switcher Diesel

- 30-20284-1 Proto-Sound 3.0 \$319.95
- 30-20284-3 Non-Powered Calf \$149.95



Norfolk Southern - SW9 Switcher Diesel

- 30-20285-1 Proto-Sound 3.0 \$319.95
- 30-20285-3 Non-Powered Calf \$149.95



CP Rail - SW9 Switcher Diesel

- 30-20286-1 Proto-Sound 3.0 \$319.95
- 30-20286-3 Non-Powered Calf \$149.95

EMD's 800-hp SW-8 and 1,200-hp SW9 both debuted in 1950, marking the next stage in the evolution of one of railroading's longest-lived diesel families. The first SW-class engine, the 600-hp SW1, appeared in 1939, and the SW units remained in the EMD catalog until the 1,000-hp SW-1000 was finally retired in 1986. With the "SW" in the name denoting that the engine was built for switching duties, it never needed the high horsepower ratings of road diesels. They could be paired with cab-less "calf" units in the classic cow and calf configuration if a particular job needed more power.

These boxy little workhorses return to the M.T.H. RailKing lineup in 2015 in a new variety of roadnames. As with all RailKing diesel engines, each is available with the exciting Proto-Sound 3.0 system for unprecedented value and fun. As switch locomotives, the SWs are perfect for yard duty thanks to their incredible slow-speed performance — performance governed by M.T.H.'s industry-leading Proto-Speed speed control system. No other switchers can creep so slow or uncouple cars from front or rear without additional equipment. If you've got a transformer with a whistle and bell button, you've got the best switcher you can buy today.

Did You Know?

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

GE C30-7



Features

- Intricately Detailed ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- (2) Handpainted Engineer Cab Figures
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED Illuminated Number Boards
- (2) Precision Flywheel-Equipped Motors
- Operating Proto-Smoke Unit with 8 Intensity Levels
- 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
- Measures: 17 1/4" x 2 3/4" x 3 7/8"
- Operates On O-31 Curves
- Non-Powered Units Feature Operating Couplers and Constant-Voltage LED Lighting





Burlington Northern - C30-7 Diesel

30-20259-1	Proto-Sound 3.0	\$329.95
30-20259-3	Non-Powered	\$179.95



Conrail - C30-7 Diesel

30-20260-1	Proto-Sound 3.0	\$329.95
30-20260-3	Non-Powered	\$179.95

Norfolk & Western - C30-7 Diesel

30-20261-1	Proto-Sound 3.0	\$329.95
30-20261-3	Non-Powered	\$179.95



Ohio Central - C30-7 Diesel

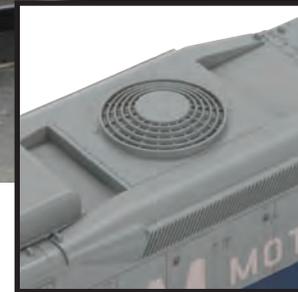
30-20262-1	Proto-Sound 3.0	\$329.95
30-20262-3	Non-Powered	\$179.95

Debuting at the Chicago railroad industry equipment show in the fall of 1976, General Electric revealed the first of its Dash-7 line of locomotives, the C30-7. The locomotive was expected to replace the U30C, which at the time was GE's most successful six-axle model.

Utilizing numerous design changes, the external appearance of the C30-7 differed significantly from the U30C. The most obvious of these differences were the radiator "wings" located at the back of the engine and a shortened hood. Each of these improvements came about as part of GE's desire to revolutionize their diesel offerings. Ultimately, their new locomotive succeeded by becoming a favorite of the major western coal hauling roads, the Santa Fe and the Burlington Northern, as well as Appalachian coal road Norfolk and Western.

The C30-7 returns in 2015 fully outfitted with the power and performance of Proto-Sound 3.0. Model railroaders looking for a value-rich road diesel need look no further than the C30-7. The patented Proto-Speed control system, digital sound variety of Proto-Sound 3.0 and awesome pulling power of two flywheel-equipped motors will quickly endear this locomotive to its new owner.

EMD GP20



Features

- Intricately Detailed ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- (2) Handpainted Cab Figures
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED Lighted Cab Interior
- LED Illuminated Number Boards
- (2) Precision Flywheel-Equipped Motors
- Operating Proto-Smoke Unit with 8 Intensity Levels
- Onboard DCC Receiver
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 14 7/8" x 2 3/4" x 4"
- Operates On 0-31 Curves
- Non-Powered Units Feature Operating Couplers and Constant Voltage LED Lighting



In the late 1950s, railroads were looking for units with high-horsepower output. General Electric and Alco obliged by releasing units with 2,400 and 2,500-h.p. capability. General Motors' Electro-Motive Division, at first, was reluctant to chime in. They figured that turbocharging their 567 engine would drive up maintenance costs, and that was to be avoided. Yet, in 1959, EMD outshopped the GP20, a 16-cylinder, 2,000-h.p. road switcher with a turbocharged 567D2 engine.

Union Pacific fostered EMD's change of heart. For it was only after the road experimented with and found success with turbocharging EMD's 567 engine in the GP9s on their roster, that EMD recognized the engine's potential. GP20s closely resembled earlier Geeps, such as the GP7, GP9 and GP18, but introduced a low nose for better visibility. The increased power made the difference. As a result of that power, one distinguishing feature of the GP20 from prior Geeps was its short exhaust stack, located just aft of the first fan behind the cab. These units were produced until 1962.

These popular units come alive once again in the exciting Rail-King Scale lineup in four exciting roadnames. Each locomotive is built to scale proportions and includes more detail than those in the regular RailKing product line.



Union Pacific - GP20 Diesel		
30-20263-1	Proto-Sound 3.0	\$329.95
30-20263-3	Non-Powered	\$179.95



Lehigh Valley - GP20 Diesel		
30-20264-1	Proto-Sound 3.0	\$329.95
30-20264-3	Non-Powered	\$179.95



GM Demo - GP20 Diesel		
30-20265-1	Proto-Sound 3.0	\$329.95
30-20265-3	Non-Powered	\$179.95



Milwaukee Road - GP20 Diesel		
30-20266-1	Proto-Sound 3.0	\$329.95
30-20266-3	Non-Powered	\$179.95

EMD GP9

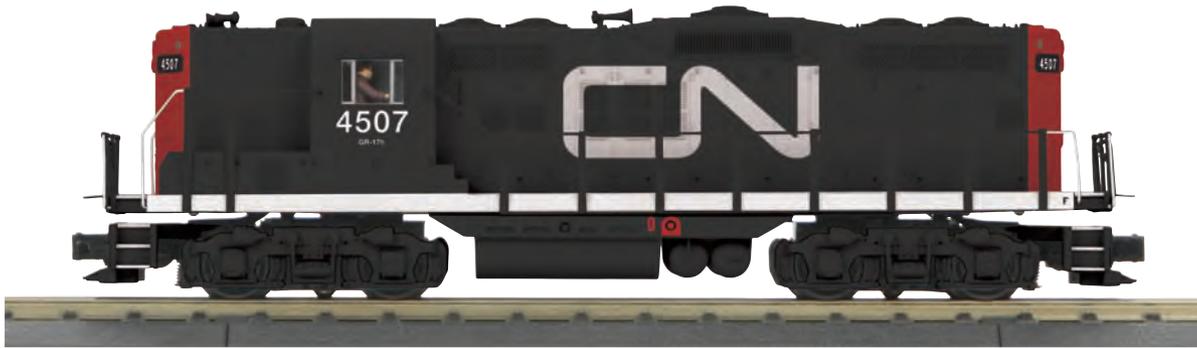


RAILKING
scale

Features

- Intricately Detailed ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- (2) Handpainted Engineer Cab Figures
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED Illuminated Number Boards
- (2) Precision Flywheel-Equipped Motors
- Operating Proto-Smoke Unit with 8 Intensity Levels
- 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
- Measures: 14 3/4" x 2 1/2" x 3 3/4"
- Operates On O-31 Curves
- Non-Powered Units Feature Operating Couplers and Constant-Voltage LED Lighting





Canadian National - GP9 Diesel
 30-20267-1 Proto-Sound 3.0 \$329.95
 30-20267-3 Non-Powered \$179.95



Illinois Central - GP9 Diesel
 30-20268-1 Proto-Sound 3.0 \$329.95
 30-20268-3 Non-Powered \$179.95



Santa Fe - GP9 Diesel
 30-20269-1 Proto-Sound 3.0 \$329.95
 30-20269-3 Non-Powered \$179.95



Chessie - GP9 Diesel
 30-20270-1 Proto-Sound 3.0 \$329.95
 30-20270-3 Non-Powered \$179.95

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

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

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

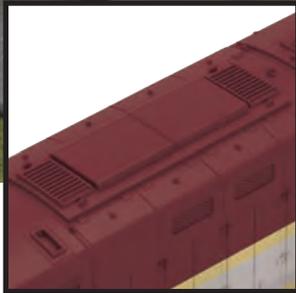
In those early days of diesel power, experienced engineers loved the Geep cab because, unlike the new streamliners, it felt like home to them. An engineer in a Geep running long hood forward sat near the back of the engine, looking out over the power plant — just as he had in a steam engine. Even running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

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

Did You Know?

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

Alco RS-27



Features

- Intricately Detailed ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- (2) Handpainted 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
- (2) Precision Flywheel-Equipped Motors
- Operating Proto-Smoke Unit with 8 Intensity Levels
- 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
- Measures: 14 5/8" x 2" x 4"
- Operates On 0-31 Curves
- Non-Powered Units Feature Operating Couplers and Constant-Voltage LED Lighting

Did You Know?

The RS-27 demo scheme was designed by noted railroad oil and watercolor artist Howard Fogg.



Union Pacific - RS-27 Diesel
 30-20271-1 Proto-Sound 3.0 \$329.95
 30-20271-3 Non-Powered \$179.95

Alco's RS-27 was both rare and long-lived. Only 27 units were built between December 1959 and October 1962, but two are still running today. On the Minnesota Commercial Railway, where they've been hauling freight for nearly three decades, they uphold the reputation of Alcos as "honorary steam locomotives," belching thick black smoke on acceleration until their turbochargers spool up.

The RS-27 was a transition model for Alco, between the RS-11, which had been its answer to EMD's hugely popular Geeps, and the Century Series, which would prove to be Alco's last stand in the locomotive business. The RS-27 previewed many features of the Century Series, including the low short hood that would become the look of second-generation diesels industry-wide. Power was supplied by a 2400 hp V-16 version of Alco's 251 motor, which offered greatly improved reliability over the earlier, much-maligned model 244.

In January 1960, five demo RS-27s embarked on a tour of 22 railroads. While they performed well, especially in fast freight trials on the New York Central, the railroad industry was in a slump and only one engine was sold that first year. Unfortunately for Alco, 1960 also marked the re-entry of General Electric into the diesel business, with its revolutionary U25B, and the following year EMD answered the challenge with its strong-selling GP30.

In the end, only the Pennsylvania, Soo Line, Chicago & North Western and Green Bay & Western would purchase RS-27s new, with the Union Pacific picking up four of the demonstrators. The largest fleet, Pennsy's 15 RS-27s, would last through Penn Central and Conrail ownership until Conrail retired virtually all of its inherited Alcos in the late 1970s. Meanwhile, RS-27s from other roads would go on to second and third owners.

Relive one of Alco's final, valiant attempts to stay competitive, with this RailKing Scale RS-27 featuring the distinctive notched-nose look of the prototype, the authentic chant of an Alco prime mover, and Proto-Speed control for tremendous pulling power at any speed from a crawl to full throttle.

Alco Demo - RS-27 Diesel
 30-20274-1 Proto-Sound 3.0 \$329.95
 30-20274-3 Non-Powered \$179.95



Pennsylvania - RS-27 Diesel
 30-20272-1 Proto-Sound 3.0 \$329.95
 30-20272-3 Non-Powered \$179.95



Chicago & North Western - RS-27 Diesel
 30-20273-1 Proto-Sound 3.0 \$329.95
 30-20273-3 Non-Powered \$179.95



EMD F3 A-B-A Set



Features

- Intricately Detailed ABS Bodies
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Die-Cast Metal Chassis
- Metal Handrails and Horn
- Handpainted 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
- (2) Precision Flywheel-Equipped Motors In Lead A-Unit
- Operating Proto-Smoke Unit with 8 Intensity Levels
- 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
- Measures: 40 1/4" x 2 5/8" x 3 3/4"
- Operates On 0-31 Curves



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

Recognizing that EMD and the railroads were anxious to publicize their modern motive power, General Motors, the Santa Fe Railroad, and the New York Central Railroad helped share the cost of dies for the original models in exchange for having their names on engines that appeared on virtually every boy's holiday wish list for years. In the end, it seems the Santa Fe got the best

deal, as its red, yellow, and silver "warbonnet" F3s remained a popular fixture on model railroad locomotives longer than any other railroad livery.

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

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

ever, 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.



Santa Fe - F3 A-B-A
30-20279-1 Proto-Sound 3.0 \$549.95

Add A Matching Passenger Set - See Page 63



Canadian Pacific - F3 A-B-A
30-20280-1 Proto-Sound 3.0 \$549.95

Add A Matching Passenger Set - See Page 62



Baltimore & Ohio - F3 A-B-A
30-20281-1 Proto-Sound 3.0 \$549.95

Add A Matching Passenger Set - See Page 62



Norfolk Southern - F3 A-B-A
30-20282-1 Proto-Sound 3.0 \$549.95

Add A Matching Passenger Set - See Page 64

Alco PA A-A Set



Features

- Intricately Detailed ABS Bodies
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- 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
- Near-Scale Sizing
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 28 1/2" x 2 1/2" x 3 5/8"
- Operates On O-31 Curves

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

The muscular PA profile and its elegant nose with the characteristic grille around the headlight were designed by Ray Patten of General Electric. At the time, GE and Alco were partners in the locomotive business, with GE making the electrical equipment for all Alco diesels. While Alco would later fall by the wayside, GE went on to become America's largest locomotive builder by the early 1990's.

Under the hood of the PA beat a 16-cylinder model 244 prime mover that developed 2000 hp. Depending on their gearing, PA's could hustle a passenger consist along at up to 100 mph.

Long after all other PA's had gone to scrap, four restored ex-Santa Fe units remained in service on the Delaware & Hudson into the late 1970's. Sold to the Ferrocarriles Nacionales de Mexico (FNM) in 1978, most of the units eventually deteriorated to junk status, although one remained operational. But in April of 2000, Doyle McCormack — who also happens to be the engineer of 4449, the restored Southern Pacific Daylight — and the Smithsonian Institution repatriated two of the junked units for rebuilding. One of the units will be restored to Santa Fe livery for static display, while Doyle is bringing the other PA back to life in the Nickel Plate Road "Bluebird" scheme. You can follow the progress of Doyle's labor on the Web site www.nkp190.com.

Recreate the excitement of first-class passenger travel with the RailKing Alco PA locomotive and matching RailKing passenger sets. Our ProtoSound 3.0 sound and control system brings you the authentic sounds of an Alco prime mover and the ability to start your train so gently you won't spill the water in the diner — and then accelerate up to scale speeds of over 100 mph, just like the prototype.

Did You Know?

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



New Haven - Alco PA A-A Set
 30-20275-1 Proto-Sound 3.0 \$399.95
 30-20275-3 Non-Powered B-Unit \$149.95

Add A Matching Passenger Set
See Page 65



Delaware & Hudson - Alco PA A-A Set
 30-20276-1 Proto-Sound 3.0 \$399.95
 30-20276-3 Non-Powered B-Unit \$149.95

Add A Matching Passenger Set
See Page 64



Santa Fe - Alco PA A-A Set
 30-20277-1 Proto-Sound 3.0 \$399.95
 30-20277-3 Non-Powered B-Unit \$149.95

Add A Matching Passenger Set
See Page 63



Pennsylvania - Alco PA A-A Set
 30-20278-1 Proto-Sound 3.0 \$399.95
 30-20278-3 Non-Powered B-Unit \$149.95

Add A Matching Passenger Set
See Page 65



4-4-0 Golden Spike Passenger Sets



Central Pacific - 4-4-0 Golden Spike Passenger Set
30-1671-1 Proto-Sound 3.0 \$629.95

Central Pacific - 3-Car Overton Passenger Coach Set
30-6438 \$189.95



Union Pacific - 4-4-0 Golden Spike Passenger Set 30-1670-1 Proto-Sound 3.0 \$629.95
 Union Pacific - 3-Car Overton Passenger Coach Set 30-6437 \$189.95
 Union Pacific - 19th Century 34' Box Car 30-74795 \$49.95
 Union Pacific - 4-4-0 American Steam Engine 30-1672-1 Proto-Sound 3.0 \$429.95

Just four years after the war that nearly tore the nation apart, the fledgling railroad industry helped bind it together again. On May 10, 1869, at Promontory Summit, Utah Territory, with the gentle tapping of four precious metal spikes into a laurelwood tie, the first transcontinental railroad was completed. Perhaps in reference to the Civil War, the official Golden Spike was engraved, "May God continue the unity of our country as the railroad unites the two great Oceans of the world."

After workmen replaced the ceremonial spikes and tie with real ones, a Western Union telegrapher flashed the news to a waiting nation: "D-O-N-E." With this culmination of one of the greatest engineering feats in history, life in the United States changed dramatically. All of a sudden, moving west to start a farm or business became a realistic goal for hundreds of thousands more citizens and new immigrants. In a short time, shipping agricultural and factory products to faraway customers would become commonplace.



The two engines that touched noses that bright May Monday — depicted in the famous "Champagne Photo" — were both 4-4-0's, a wheel arrangement celebrated in Currier & Ives prints and so prevalent on U.S. railroads that it was called the American. The steam locomotive was still a bold new technology at the

time, and the vivid, colorful paint schemes worn by both engines were commonplace. Arriving from the west was *Jupiter*, pulling a train of dignitaries led by Central Pacific Railroad President Leland Stanford. *Jupiter* had not been Stanford's first choice to pull his special, but an accident en route had damaged *Antelope*, the original power assigned to the train. Like its stable mates *Storm*, *Whirlwind* and *Leviathan*, *Jupiter* was an 1868 product of the Schenectady Locomotive Works of New York. Like all CP power, they had traveled by ship around Cape Horn to San Francisco and then been barged upriver to Central Pacific rails in Sacramento.

Arriving from the east by a much less circuitous route was *No. 119* of the Union Pacific Railroad with its own train of dignitaries. Built in 1868 by the Rogers Locomotive and Machine Works of Paterson, New Jersey, *No. 119* was, like *Jupiter*, an understudy taking the place of an incapacitated engine and achieving an accidental place in history. But while the ceremonial spikes were preserved for posterity, no one thought to save the locomotives. Both *Jupiter* and *No. 119* went back to their normal jobs, seved faithfully for decades, and were eventually scrapped in the early 1900s. On May 10, 1979, however, 110 years to the day after the original Golden Spike ceremony, the National Park Service welcomed accurate reproductions of *Jupiter* and *No. 119* to the Golden Spike National Historic Site, where they reenact the joining of the two great Oceans for park visitors to this day.

time, and the vivid, colorful paint schemes worn by both engines were commonplace. Arriving from the west was *Jupiter*, pulling a train of dignitaries led by Central Pacific Railroad President Leland Stanford. *Jupiter* had not been Stanford's first choice to pull his special, but an accident en route had damaged *Antelope*, the original power assigned to the train. Like its stable mates *Storm*, *Whirlwind* and *Leviathan*, *Jupiter* was an 1868 product of the Schenectady Locomotive Works of New York. Like all CP power, they had traveled by ship around Cape Horn to San Francisco and then been barged upriver to Central Pacific rails in Sacramento.



Features

Set Features

- 4-4-0 Steam Locomotive With Proto-Sound 3.0
- 3-Car Overton Passenger Set
- 19th Century Box Car

Locomotive Features

- Die-Cast Boiler and Tender Body
- Near-Scale Proportions
- Die-Cast Metal Chassis
- Colorful Paint Scheme
- Metal Wheels and Axles
- Constant Voltage LED Headlight
- Die-Cast Tender Truck Sides
- Precision Flywheel-Equipped Motor
- Locomotive Speed Control In Scale MPH Increments
- Remote Controlled Proto-Coupler
- Synchronized Puffing ProtoSmoke System

- Metal Handrails and Whistle
 - Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
 - Measures: 17 1/2" x 2 5/8" x 4 1/4"
 - Operates On O-31 Curves
- ### Rolling Stock Features
- Intricately Detailed Durable ABS Bodies
 - Metal Wheels and Axles
 - Detailed Passenger Car Interiors
 - Overhead Interior Lighting
 - Die-Cast 4-Wheel Trucks
 - Operating Die-Cast Metal Couplers
 - Colorful, Attractive Paint Scheme
 - Separate Metal Handrails
 - Fast-Angle Wheel Sets
 - Needle-Point Axles
 - Near-Scale Proportions



Central Pacific - 19th Century 34' Box Car 30-74796 \$49.95

Central Pacific - 4-4-0 American Steam Engine 30-1673-1 Proto-Sound 3.0 \$429.95

L-3 4-8-2 Mohawk



Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Die-Cast Locomotive Trucks
- Metal Handrails, Bell and Whistle
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- 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
- Measures: 22" x 2 1/2" x 3 1/2"
- Operates On 0-31 Curves



While its competitors needed monstrous engines to conquer mountain ranges, the New York Central did not. Its Water Level Route from New York City to Chicago was a nearly level raceway built along rivers and the Lake Erie shoreline, and the Central's mainline steam engines were racehorses bred for speed on that route. By the early 1930s, the NYC relied on two locomotives for premier services: the 4-6-4 Hudson for its Great Steel Fleet of passenger trains and the nation's largest stable of 4-8-2s for fast freight. Although the 4-8-2 was labeled a Mountain on any other railroad, that would hardly do on the Water Level Route, so the Central named its engines Mohawks after one of the rivers its rails followed.

As the Depression waned in the late 1930s and traffic picked up, the need arose for a dual service locomotive that could augment the Hudson fleet and hustle freight as well. As an experiment, two existing L-2 Mohawks were modified with higher boiler pressure, smaller cylinders, lightweight rods and other reciprocating parts, and roller bearings — which pushed their top speed from 60 mph to the 80 mph needed for passenger work. The success of these engines led to the class L-3 Mohawks delivered from 1940–1942. With over 5000 horsepower on tap, they were equally at home pulling the *20th Century Limited* or more than 100 freight cars.

A new feature on the L-3s was the largest tender yet seen on a Central locomotive, with a 43-ton-capacity coal bunker. These tenders didn't carry enough water to match all that coal, however, because the Central used water scoops under its tenders and track pans between the rails to enable locomotives to pick up water on the move. One of the most spectacular sights of the steam era was a Mohawk or Hudson taking on water at speed, with excess water blasting out of relief vents on the tender deck.

Like the prototype, our RailKing version of this dual-purpose steamer combines good looks with the muscle to pull heavy freight or passenger loads; it returns to the RailKing lineup for 2015 upgraded with a wireless drawbar and the outstanding features of Proto-Sound 3.0.



New York Central - 4-8-2 L-3 Mohawk Steam Engine
30-1652-1 Proto-Sound 3.0 \$429.95



New York Ontario & Western - 4-8-2 L-3 Mohawk Steam Engine
30-1653-1 Proto-Sound 3.0 \$429.95



Milwaukee Road - 4-8-2 L-3 Mohawk Steam Engine
30-1654-1 Proto-Sound 3.0 \$429.95



Southern - 4-8-2 L-3 Mohawk Steam Engine
30-1655-1 Proto-Sound 3.0 \$429.95



New York Central - 4-8-2 L-3 Mohawk Freight Set
30-1656-1 \$579.95



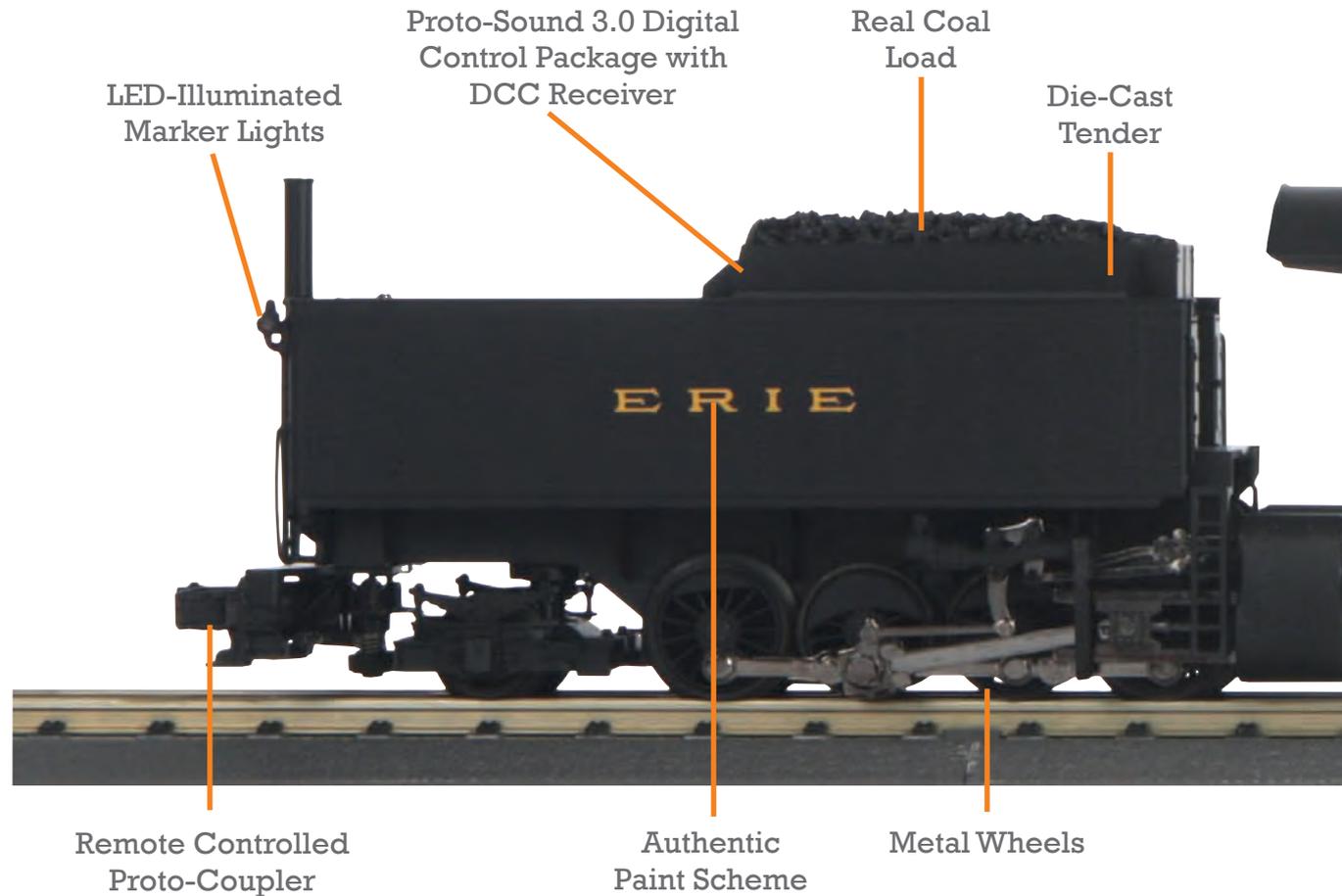
New York Central - 4-8-2 L-3 Mohawk Specialty Passenger Set
30-1657-1 \$579.95

Anatomy of an Imperial Steam Engine

For modelers who want to fit more railroad into a reasonable space, RailKing Imperial steam engines offer the sounds and drama of steam-era railroading in attractively sized models with a high level of detail.

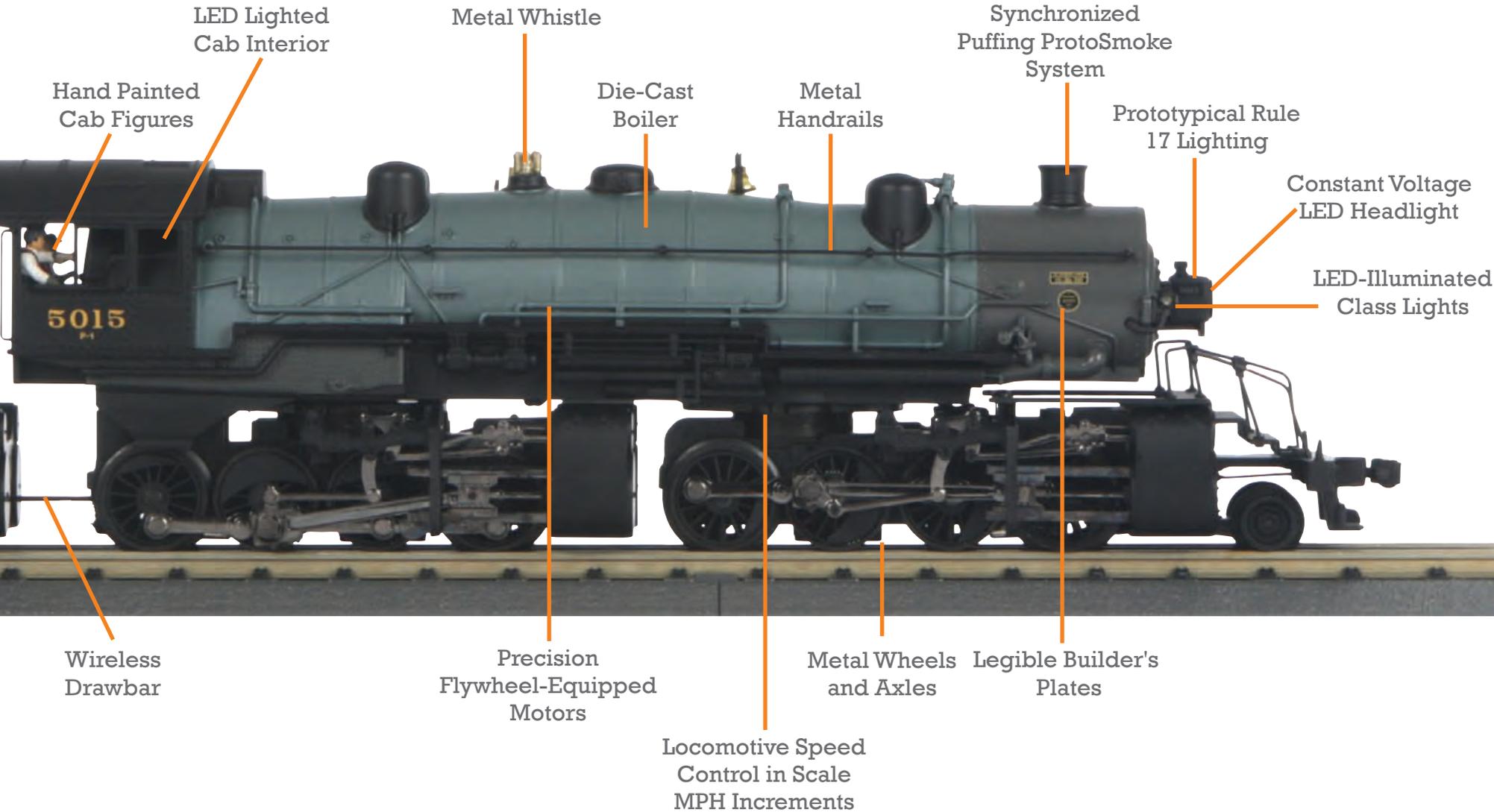
Imperial steamers will negotiate much tighter curves and switches than the full-scale Premier locomotives shown elsewhere in this catalog — yet Imperial engines feature the same Proto-Sound 3.0 electronics, wireless drawbars, synchronized puffing ProtoSmoke, and rugged, smooth-running die-cast construction as more costly Premier models.

Imperial steamers are also distinguished by a high level of detailing, to replicate the look and feel of the prototype being modeled. These details may include a real coal load, legible builders' plates, separately added grab irons and handrails, painted backhead gauges in the cab, tender truck safety chains and more, as well as a variety of authentic lighting effects. As you can see from this anatomy of our Imperial Triplex, there's a lot of fun to be had in owning and operating a RailKing Imperial steamer.



IMPERIAL

SERIES



2-8-8-8-2 Imperial Triplex



Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Real Coal Load in Tender
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails and Bell
- Metal Whistle
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- 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
- 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 Command System Featuring Freight Yard Proto-Effects
- Measures: 23" x 2 3/8" x 4 3/16"
- Operates On O-31 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 (blue simulates Russia Iron boiler jacket)
30-1645-1 Proto-Sound 3.0 \$699.95



Erie - 2-8-8-2 Imperial Triplex Specialty 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 M.T.H. 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.

Norfolk & Western Y6b 2-8-8-2 Mallet

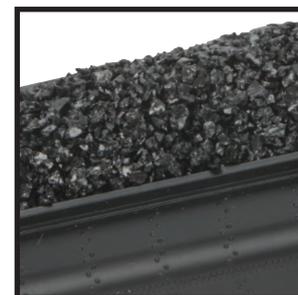
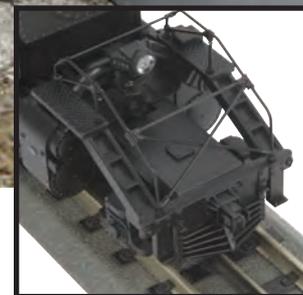


IMPERIAL
SERIES

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Real Coal Load in Tender
- Die-Cast Locomotive Trucks
- Tender Truck Safety Chains
- Handpainted Engineer and Fireman Figures
- Painted Cab Backhead Gauges
- Separately Added Metal Handrails, Whistle and Bell
- Metal Wheels and Axles

- Remote Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Glowing Firebox
- LED Cab Interior Light
- Constant-Voltage LED Headlight, Class Lights and Tender Backup Light
- Legible Builder's Plates
- (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
- Measures: 24 3/4" x 2 1/2" x 3 5/8"
- Operates On 0-31 Curves





Norfolk & Western - 2-8-8-2 Imperial Y6b Steam Engine
30-1662-1 Proto-Sound 3.0 \$699.95



Union Pacific - 2-8-8-2 Imperial Y6b Steam Engine
30-1663-1 Proto-Sound 3.0 \$699.95



Baltimore & Ohio - 2-8-8-2 Imperial Y6b Steam Engine
30-1664-1 Proto-Sound 3.0 \$699.95



Santa Fe - 2-8-8-2 Imperial Y6b Steam Engine
30-1665-1 Proto-Sound 3.0 \$699.95

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, soot-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 streamlined Class J Northern; the articulated greyhound Class A; and the massive Y6b 2-8-8-2, "the workhorse of the N&W."

Built in the N&W's own Roanoke shops from 1948–52, the Y6b was the final evolution of the USRA Heavy Mallet, designed at the N&W's request in 1918. Unlike most modern articulated locomotives, which were "simple expansion" engines that used high-pressure boiler steam in all four cylinders, the Y6b followed Anatole Mallet's original idea. Like all true Mallets, the Y6b was a compound articulated that used steam twice: first in the smaller, high-pressure cylinders of its rear engine, and then again in the larger, low-pressure cylinders of its front engine before exhausting up the stack.

"Long after everybody else gave up the Mallet as an impossibly slow beast of burden," wrote *Trains* magazine editor David P. Morgan, "N&W kept tinkering with the design it had once loaned to other roads in the guise of the USRA compound 2-8-8-2 until it had that ideal mountain engine, the Y6. (And if anybody ever manages to locate the figures to compare N&W's compounds with anybody else's simple articulateds in mountain service, I'd lay my money on using steam twice.)" As Morgan noted, the Y6b was "one of those unique compounds that can be worked simple (high-pressure steam to all four cylinders) up to 10 mph [to start a heavy train], and thereafter still get a shot of 300-pound boiler steam for the fat low-pressure cylinders up front if the going gets rough." He called it "the *piece de resistance* of any Norfolk & Western roundhouse, a loud-mouthed, squat-drivered monster that weighs 495 tons, requires a 115-foot turntable, and can hit 50 mph." Like the Swiss Crocodile shown elsewhere in this catalog, the Y6b was a mountain goat bred for heavy loads, steep grades, and winding curves.

For 2015, the Y6b returns to the RailKing Imperial line, upgraded with Proto-Sound 3.0 and a wireless drawbar, and equipped with twin motors and speed control to match the prototype's pulling power at any speed. Imperial features that set this model apart include legible builders plates, tender truck safety chains, crew figures, cab interior light, painted backhead gauges, and a real coal load in the tender.

USRA 2-8-8-2 Mallet



IMPERIAL
SERIES

Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Colorful Paint Scheme
- Real Coal Load in Tender
- Die-Cast Locomotive Trucks
- Tender Truck Safety Chains
- Handpainted Engineer and Fireman Figures
- Separately Added Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant-Voltage LED Headlight
- Legible Builder's Plates
- LED Cab Interior Light
- Painted Cab Backhead Gauges
- Glowing Firebox
- Operating Tender Back-up Light
- (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
- Measures: 25" x 2 1/2" x 3 3/4"
- Operates On O-31 Curves





Pennsylvania - 2-8-8-2 Imperial USRA Steam Engine
30-1666-1 Proto-Sound 3.0 \$699.95



Great Northern - 2-8-8-2 Imperial USRA Steam Engine
30-1667-1 Proto-Sound 3.0 \$699.95



Chesapeake & Ohio - 2-8-8-2 Imperial USRA Steam Engine
30-1668-1 Proto-Sound 3.0 \$699.95



Denver & Rio Grande - 2-8-8-2 Imperial USRA Steam Engine
30-1669-1 Proto-Sound 3.0 \$699.95

In 1874, Swiss technical writer Anatole Mallet invented the articulated locomotive, coupling two sets of driving wheels under one boiler. Mallets used their steam twice: the rear cylinders were fed high-pressure boiler steam, and the larger front cylinders used low-pressure steam exhausted from the rear cylinders. In 1909, Baldwin delivered the first 2-8-8-2 Mallets to the Southern Pacific, where they became the precursors of the SP's famous Cab Forwards. By World War I, Mallet 2-8-8-2s were in use across the United States, particularly on mountain routes where they replaced two or three smaller engines.

When the federal government's United States Railroad Administration took over the railroads during the War, it used the Norfolk and Western class Y-2 2-8-8-2 as the starting point for the largest of its 12 standardized steam locomotive designs. (For more on the USRA, see page 37.) Although Mallets later fell out of favor with most railroads, in favor of faster "simple" articulateds that delivered high-pressure boiler steam to all four cylinders, the USRA's largest design proved to be one of its most enduring. In 1952, a Norfolk and Western Y6b, a direct descendant of the original USRA design, was the last mainline steam engine built in the United States.

The USRA 2-8-8-2 returns to the RailKing lineup in 2015, upgraded with Proto-Sound 3.0 and wireless drawbar and featuring a full complement of Imperial-level details: legible builder's plates, painted backhead gauges, cab interior light, glowing firebox, engine crew, tender truck safety chains, and a real coal load in the tender.

USRA 0-6-0 Switcher



Features

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





Pennsylvania - 0-6-0 Imperial USRA Steam Switcher
30-1659-1 Proto-Sound 3.0 \$429.95

During World War I, Uncle Sam nationalized the railroads when they proved unequal to the task of moving massive amounts of men and materiel for the war effort. The agency that ran the trains was the United States Railroad Administration, or USRA, and one of its chief accomplishments was the creation of 12 steam engine designs that lasted for decades. According to the American Society of Mechanical Engineers, USRA locomotives were “the first successful standardization of American motive power” — and the only standard designs until the diesel era.



Alaska - 0-6-0 Imperial USRA Steam Switcher
30-1658-1 Proto-Sound 3.0 \$429.95

With 255 engines delivered to 23 railroads, production numbers for the government-issue 0-6-0 were the second-highest of any USRA design. And more than any other USRA engine, the six-coupled switcher was found from coast to coast, from Maine to Texas, and on railroads large and small. Its short wheelbase enabled it to slip into industrial and wharf sidings where larger engines couldn't go. Owners were generally quite pleased with the quality of the government's design, and many 0-6-0s lasted into the 1950s.



Pittsburgh & Lake Erie (NYC) - 0-6-0 Imperial USRA Steam Switcher
30-1660-1 Proto-Sound 3.0 \$429.95

Offered for the first time with Proto-Sound 3.0 and a wireless drawbar, our USRA 0-6-0 sports Imperial-level details like legible builders plates and a real coal load, as well as all the operating features you'd want in a steam switcher: smooth, steady operation down to 3 scale miles per hour; remote Proto-Couplers front and rear; chuffing sounds and puffing smoke synchronized with the drivers at a correct four chuffs per revolution; adjustable smoke intensity; great pulling power; directional headlight and backup light; and authentic stream-era sounds.



Santa Fe - 0-6-0 Imperial USRA Steam Switcher
30-1661-1 Proto-Sound 3.0 \$429.95

RailKing Freight



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

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

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

Smoking Tank Car



NASA - Smoking Tank Car
30-73431 \$79.95



Air Products - Smoking Tank Car
30-73432 \$79.95



Flat Car with Operating Helicopter



Pennsylvania - Flat Car with Operating Helicopter
30-79455 \$79.95

Flies Up To
10' In The Air



New York Central - Flat Car with Operating Helicopter
30-79456 \$79.95

Features

- Durable ABS Intricately Detailed Bodies
- Chrome Plated Body Finish
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Intricately Detailed Durable ABS Body
- Detailed Brake Wheel
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Tank Car Features Operating Smoke
- Tank Car Measures: 10 3/8" x 2 3/8" x 3 13/16"
- Flat Car Measures: 11 5/8" x 3 3/8" x 4 1/2"
- Operates On 0-27 Curves

40' Double Door Boxcar



Chesapeake & Ohio - 40' Double Door Boxcar
30-74806 \$54.95



Union Pacific - 40' Double Door Boxcar
30-74807 \$54.95



Canadian National - 40' Double Door Boxcar
30-74808 \$54.95



Santa Fe - 40' Double Door Boxcar
30-74809 \$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
- Opening Car Doors
- Detailed Brake Wheel
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Sliding Car Doors
- Measures: 11 1/2" x 2 1/2" x 3 7/16"
- Operates On O-31 Curves



Rounded Roof Boxcar with Generator



NASA - Rounded Roof Boxcar with Generator
30-74803 \$54.95



Buffalo & Pittsburgh - Rounded Roof Boxcar with Generator
30-74804 \$54.95



Pennsylvania - Rounded Roof Boxcar with Generator
30-74805 \$54.95



Westinghouse - Rounded Roof Boxcar with Generator
30-74802 \$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

- Fast-Angle Wheel Sets
- Needle-Point Axles
- Measures: 11 5/8" x 2 1/2" x 3 7/16"
- Operates On O-27 Curves

50' Modern Boxcar



Rail Box - 50' Modern Boxcar
30-74810 \$54.95



Providence & Worcester - 50' Modern Boxcar
30-74813 \$54.95



Milwaukee Road - 50' Modern Boxcar
30-74812 \$54.95



Pacific Fruit Express - 50' Modern Boxcar
30-74811 \$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
- Opening Car Doors
- Detailed Brake Wheel
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Measures: 12 7/8" x 2 9/16" x 3 9/16"
- Operates On 0-31 Curves

40' High Cube Box Car



Burlington - 40' High Cube Boxcar
30-74814 \$54.95



Chessie - 40' High Cube Boxcar
30-74815 \$54.95



British Columbia - 40' High Cube Boxcar
30-74817 \$54.95



Southern Pacific - 40' High Cube Boxcar
30-74816 \$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
- Opening Car Doors
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Measures: 11 1/4" x 2 9/16" x 3 17/16"
- Operates On O-27 Curves



Modern Reefer



Western Maryland - Modern Reefer
30-78177 \$54.95



Pacific Fruit Express - Modern Reefer
30-78178 \$54.95



Milwaukee Road - Modern Reefer
30-78180 \$54.95



Santa Fe - Modern Reefer
30-78179 \$54.95

Features

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



Stock Car



Frisco - Stock Car
30-7194 \$54.95



Union Pacific - Stock Car
30-7195 \$54.95



Norfolk & Western - Stock Car
30-7196 \$54.95



Chesapeake & Ohio - Stock Car
30-7197 \$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
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Opening Car Doors
- Measures: 11 5/8" x 2 1/2" x 3 3/8"
- Operates On 0-27 Curves



Modern Tank Car



BNSF - Modern Tank Car
30-73435 \$54.95



Amstar - Modern Tank Car
30-73436 \$54.95



Mobile - Modern Tank Car
30-73434 \$54.95



Union Pacific - Modern Tank Car
30-73433 \$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
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Measures: 10 7/8" x 2 3/8" x 3 7/8"
- Operates On O-27 Curves



3-Dome Tank Car



Norfolk Southern - 3-Dome Tank Car
30-73437 \$54.95



Lackawanna - 3-Dome Tank Car
30-73438 \$54.95



Lehigh Valley - 3-Dome Tank Car
30-73439 \$54.95



Reading - 3-Dome Tank Car
30-73440 \$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
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Measures: 10 1/4" x 2 3/8" x 3 9/16"
- Operates On O-27 Curves



Airslide Hopper



ADM - Airslide Hopper
30-75502 \$54.95



Chessie - Airslide Hopper
30-75503 \$54.95



Southern - Airslide Hopper
30-75504 \$54.95



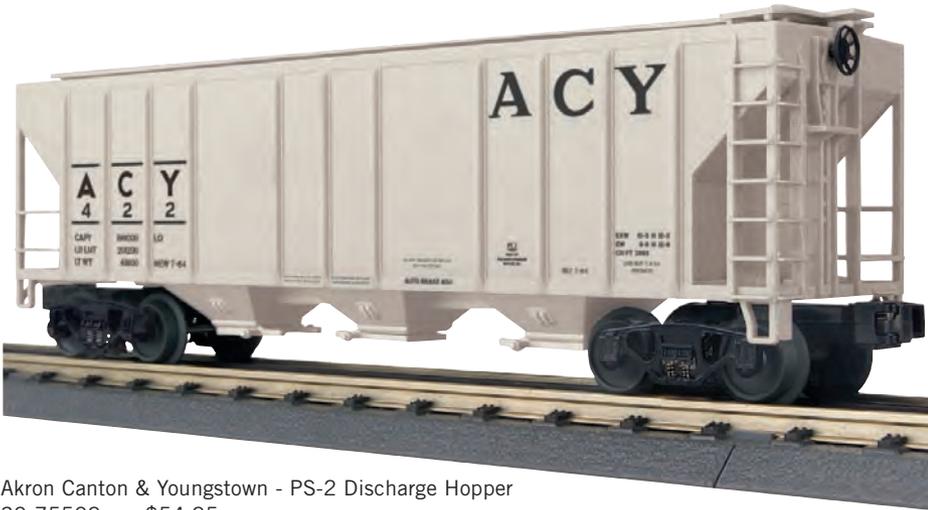
Great Northern - Airslide Hopper
30-75505 \$54.95

Features

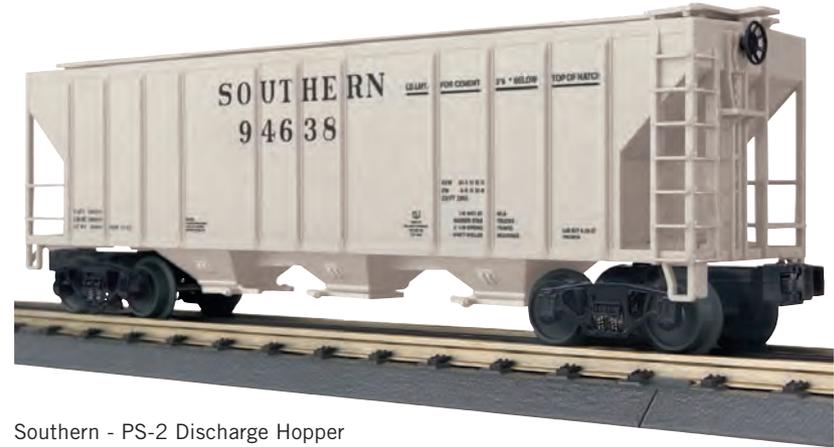
- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Detailed Brake Wheel
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Measures: 13" x 2 7/16" x 3 5/8"
- Operates On 0-31 Curves



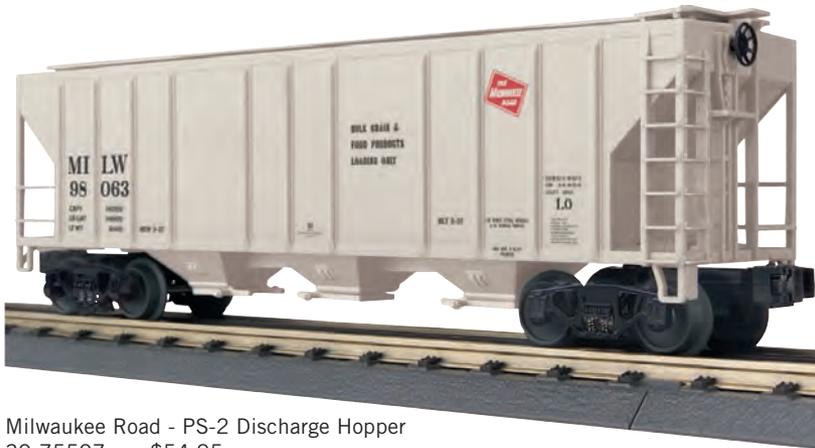
PS-2 Center-Discharge Hopper



Akron Canton & Youngstown - PS-2 Discharge Hopper
30-75509 \$54.95



Southern - PS-2 Discharge Hopper
30-75508 \$54.95



Milwaukee Road - PS-2 Discharge Hopper
30-75507 \$54.95



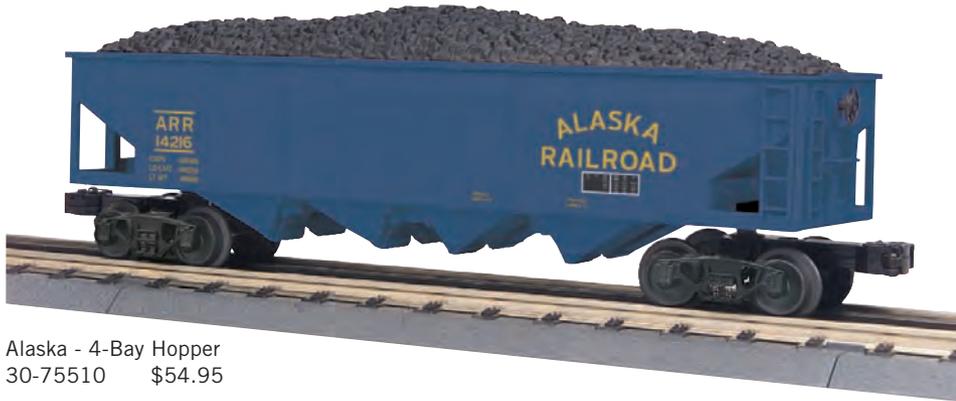
Pittsburgh & Lake Erie - PS-2 Discharge Hopper
30-75506 \$54.95

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
- Measures: 11 1/4" x 2 1/2" x 3 3/8"
- Operates On 0-31 Curves



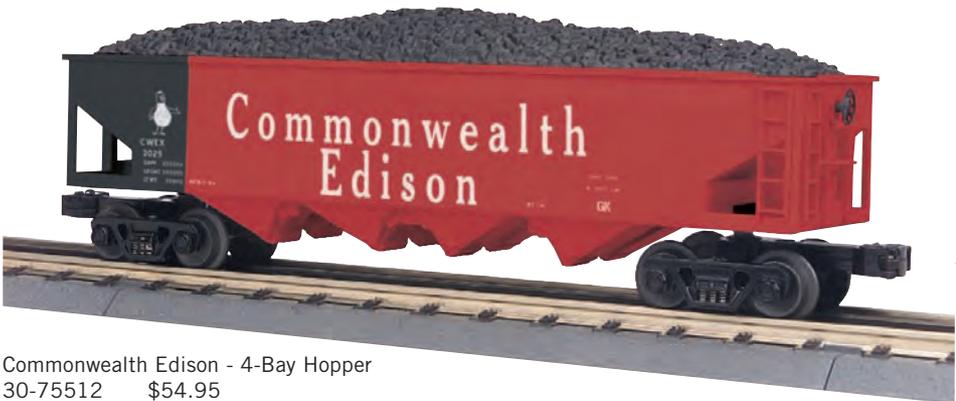
4-Bay Hopper



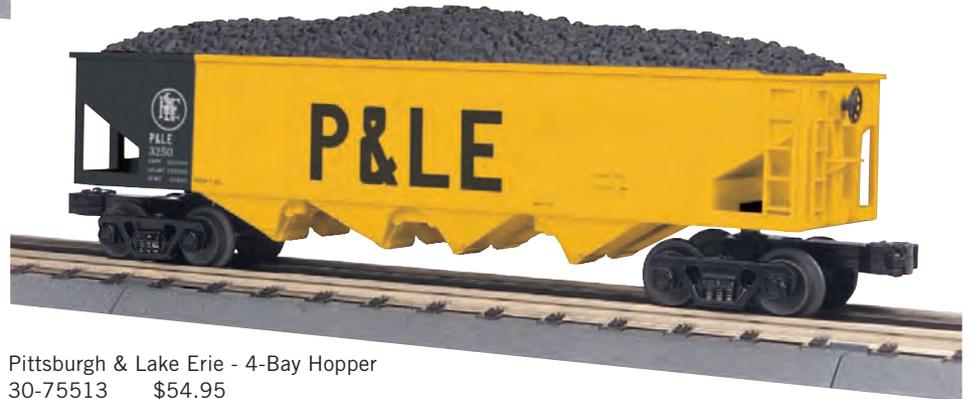
Alaska - 4-Bay Hopper
30-75510 \$54.95



Potomac Edison Company - 4-Bay Hopper
30-75511 \$54.95



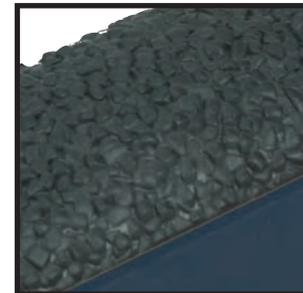
Commonwealth Edison - 4-Bay Hopper
30-75512 \$54.95



Pittsburgh & Lake Erie - 4-Bay Hopper
30-75513 \$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
- Measures: 11 3/4 x 2 1/2 x 2 3/4
- Operates On O-27 Curves



Slag Car



American Steel - Slag Car
30-79457 \$49.95



New York Central - Slag Car
30-79458 \$49.95



Erie Lackawanna - Slag Car
30-79460 \$49.95



Santa Fe - Slag Car
30-79459 \$49.95



Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Colorful, Attractive Paint Scheme
- Operating Die-Cast Metal Couplers
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Measures: 8 1/4" x 2 1/8" x 3 3/8"
- Operates On 0-31 Curves

American Crane and Tender



NASA - American Crane Car
30-79461 \$79.95



NASA - Crane Tender
30-79462 \$54.95



Norfolk & Western - Crane Tender
30-79464 \$54.95



Norfolk & Western - American Crane Car
30-79463 \$79.95



Delaware & Hudson - American Crane Car
30-79465 \$79.95



Delaware & Hudson - Crane Tender
30-79466 \$54.95



CP Rail - Crane Tender
30-79468 \$54.95



CP Rail - American Crane Car
30-79467 \$79.95

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 Tender Features Operating Interior Lighting
- Manually Operated Crane Hook & Boom
- Crane Measures: 17 5/8" x 2 5/8" x 4"
- Crane Operates On 0-31 Curves
- Crane Tender Measures: 11 1/2" x 2 5/16" x 4"
- Crane Tender Operates On 0-27 Curves

Gondola with LCL Containers



American Steel - Gondola with LCL Containers
30-72142 \$59.95



Long Island - Gondola with LCL Containers
30-72143 \$59.95



Burlington Northern - Gondola with LCL Containers
30-72144 \$59.95



Delaware & Hudson - Gondola with LCL Containers
30-72145 \$59.95

Features

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



Gondola with Log Load



Alaska - Gondola with Log Load
30-72148 \$54.95



Bessemer & Lake Erie - Gondola with Log Load
30-72146 \$54.95



Virginian - Gondola with Log Load
30-72149 \$54.95



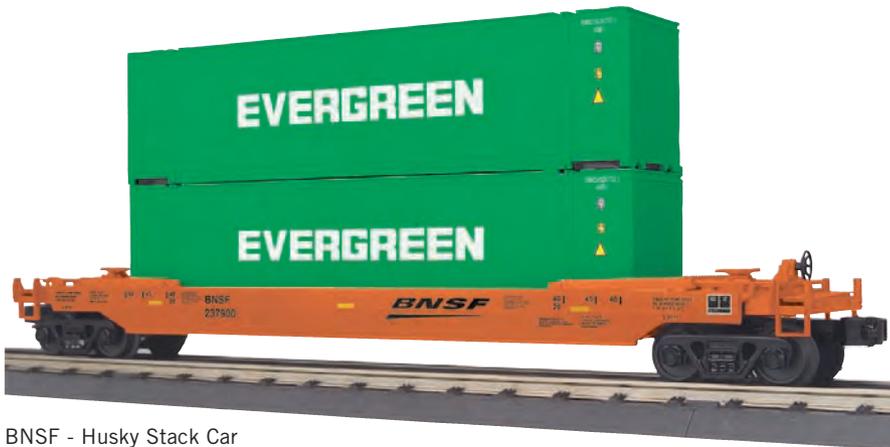
Pennsylvania - Gondola with Log Load
30-72147 \$54.95



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
- (6) Removable Logs
- Measures: 11 7/8" x 2 3/16" x 1 11/16"
- Operates On O-27 Curves

Husky Stack Car



BNSF - Husky Stack Car
30-76596 \$69.95



Santa Fe - Husky Stack Car
30-76597 \$69.95



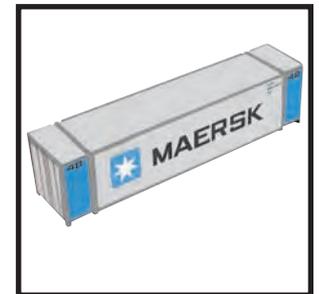
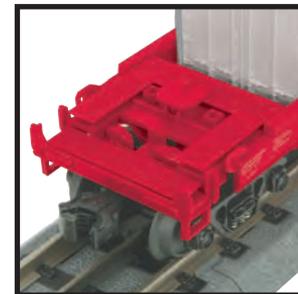
TTX - Husky Stack Car
30-76599 \$69.95



Southern Pacific - Husky Stack Car
30-76598 \$69.95

Features

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



Flat Car with Bulkheads and Pipe Load



CP Rail - Flat Car with Bulkheads and Pipe load
30-76589 \$54.95



Reading - Flat Car with Bulkheads and Pipe load
30-76590 \$54.95



TTX - Flat Car with Bulkheads and Pipe load
30-76591 \$54.95



Long Island - Flat Car with Bulkheads and Pipe load
30-76588 \$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
- (9) Piece Pipe Load
- Measures: 11 5/8" x 2 1/4" x 3 3/4"
- Operates On 0-31 Curves

Center I-Beam Flat Car



Alaska - Center I-Beam Flat Car
30-76592 \$59.95



Pittsburgh & Lake Erie - Center I-Beam Flat Car
30-76593 \$59.95



Southern - Center I-Beam Flat Car
30-76594 \$59.95



Lehigh Valley - Center I-Beam Flat Car
30-76595 \$59.95

Features

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



Flat Car with 40' Trailer



Bessemer & Lake Erie - Flat Car with 40' Trailer
30-76585 \$59.95



Union Pacific - Flat Car with 40' Trailer
30-76584 \$59.95



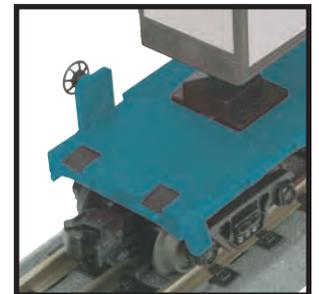
Long Island - Flat Car with 40' Trailer
30-76586 \$59.95



Moore McCormack Lines - Flat Car with 40' Trailer
30-76587 \$59.95

Features

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



N5c Caboose



Pennsylvania - N5c Caboose
30-77267 \$64.95



Conrail - N5c Caboose
30-77268 \$64.95



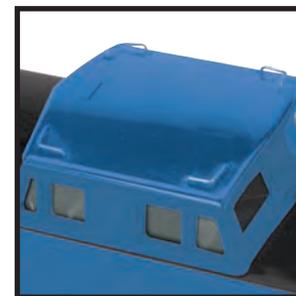
Penn Central - N5c Caboose
30-77269 \$64.95



Long Island - N5c Caboose
30-77270 \$64.95

Features

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



Bay Window Caboose



Norfolk Southern - Bay Window Caboose
30-77263 \$64.95



Milwaukee Road - Bay Window Caboose
30-77264 \$64.95



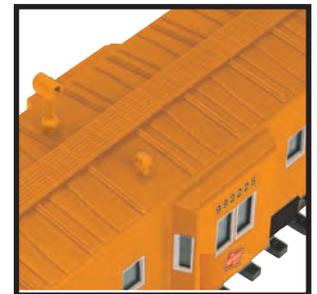
CP Rail - Bay Window Caboose
30-77265 \$64.95



CSX - Bay Window Caboose
30-77266 \$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 Scheme
- Detailed Brake Wheel
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Measures: 10 1/2" x 2 1/4" x 3 1/2"
- Operates On O-31 Curves



Passenger Cars



Canadian Pacific - 60' Streamlined ABS Full-Length Vista Dome
30-67838 \$74.95



Canadian Pacific - 60' Streamlined ABS Coach
30-67837 \$69.95



Baltimore & Ohio - 60' Streamlined ABS Coach
30-67841 \$69.95



Baltimore & Ohio - 60' Streamlined ABS Full-Length Vista Dome
30-67842 \$74.95



Baltimore & Ohio - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67840 \$139.95



Baltimore & Ohio - 4-Car 60' Streamlined ABS Passenger Set
30-67839 \$279.95





Canadian Pacific - 4-Car 60' Streamlined ABS Passenger Set
30-67835 \$279.95



Canadian Pacific - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67836 \$139.95



Santa Fe - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67832 \$139.95



Santa Fe - 60' Streamlined ABS Coach
30-67833 \$69.95



Santa Fe - 60' Streamlined ABS Full-Length Vista Dome
30-67834 \$74.95



Santa Fe - 4-Car 60' Streamlined ABS Passenger Set
30-67831 \$279.95



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

Passenger Cars



Delaware & Hudson - 60' Streamlined ABS Full-Length Vista Dome
30-67854 \$74.95



Delaware & Hudson - 60' Streamlined ABS Coach
30-67853 \$69.95



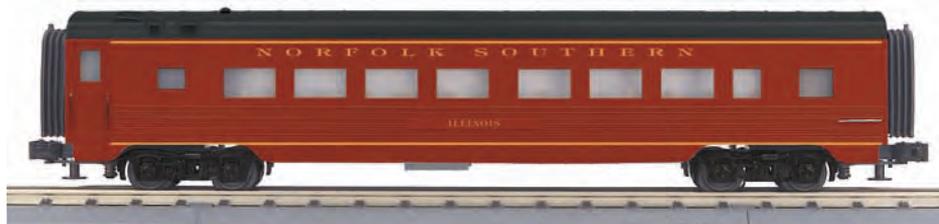
Delaware & Hudson - 4-Car 60' Streamlined ABS Passenger Set
30-67851 \$279.95



Delaware & Hudson - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67852 \$139.95



Norfolk Southern - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67778 \$139.95



Norfolk Southern - 60' Streamlined ABS Coach
30-67779 \$69.95



Norfolk Southern - 60' Streamlined ABS Full-Length Vista Dome
30-67780 \$74.95



Norfolk Southern - 4-Car 60' Streamlined ABS Passenger Set
30-67777 \$279.95



New Haven - 4-Car 60' Streamlined ABS Passenger Set
30-67847 \$279.95



New Haven - 60' Streamlined ABS Coach
30-67849 \$69.95



New Haven - 60' Streamlined ABS Full-Length Vista Dome
30-67850 \$74.95



New Haven - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67848 \$139.95



Pennsylvania - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67856 \$139.95



Pennsylvania - 4-Car 60' Streamlined ABS Passenger Set
30-67855 \$279.95



Pennsylvania - 60' Streamlined ABS Full-Length Vista Dome
30-67858 \$74.95



Pennsylvania - 60' Streamlined ABS Coach
30-67857 \$69.95

Premier Line





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. 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 of their consideration.

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.

PROTO-SCALE™
3-2

Proto-Scale 3-2™

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

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

The conversion wheel kits listed on page 174 offer additional versatility. Each kit contains enough wheel sets for (2) diesel power trucks. Scale wheels are polished, turned metal with scale treads and flange height, and are mounted on metal axles with one insulated side for use on 2-rail O Scale track systems. Two wheelsets in each kit contain a pre-mounted drive gear.



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

UP 4-8-8-4 Big Boy





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

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

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

This enduring symbol of American railroading returns to the rails for 2015, upgraded with our first quillable, variable intensity steaming whistle in an O Gauge model. Blow the whistle from your DCS handheld controller, and watch the whistle steam output vary as you "play" the whistle like a prototype engineer.

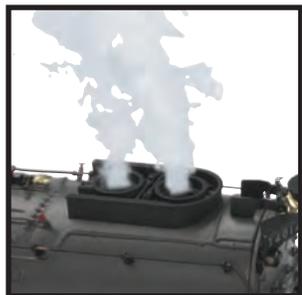
Our Proto-Sound 3.0 model also features industry-leading speed control and smoke output, as well as authentic articulated chuffing sounds with the front and rear engines drifting in and out of sync. And when the Union Pacific Railroad finishes its restoration of prototype Big Boy No. 4014, which is currently taking place, we'll record No. 4014 in action and issue a free replacement sound set that you can download into our 2015 model — or any other M.T.H. O or HO Gauge Big Boy with Proto-Sound 2.0 or 3.0.

UP 4-8-8-4 Big Boy



Union Pacific - 4-8-8-4 Big Boy Steam Engine (Oil Burner)
 20-3575-1 Hi-Rail Wheels \$1599.95
 22-3575-2 Scale Wheels \$1599.95

Now With Quillable, Variable Intensity Steaming Whistle



Union Pacific - 4-8-8-4 Big Boy Steam Engine
 20-3577-1 Hi-Rail Wheels \$1599.95
 22-3577-2 Scale Wheels \$1599.95



Union Pacific - 4-8-8-4 Big Boy Steam Engine
 20-3576-1 Hi-Rail Wheels \$1599.95
 22-3576-2 Scale Wheels \$1599.95



Union Pacific - 4-8-8-4 Big Boy Specialty Freight Set
 20-3578-1 \$1749.95



Union Pacific - 4-8-8-4 Big Boy Specialty Passenger Set
 20-3579-1 \$1749.95



Features

- Die-Cast Boiler and Tender Body
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails, Bell and Whistle
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Kadee Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- LED Operating Firebox Glow
- LED Operating Numberboard and Class Lights
- LED Lighted Cab Interior
- Operating LED Tender Back-up Light
- Precision 7-Pole Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Steaming Whistle with "Playable" Intensity*
- 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 Freight Yard or Passenger Station Proto-Effects
- Measures: 35" x 2 7/8" x 4 1/8"
- Hi-Rail Version Operates On 0-72 Curves
- Scale Wheel Version Operates On 72" Radius Curves
- * Requires DCS Digital Command System



Union Pacific
Die-Cast Auxiliary Water Tender
20-3558 Hi-Rail Wheels \$249.95



Union Pacific
Die-Cast Auxiliary Water Tender
20-3559 Hi-Rail Wheels \$249.95



Union Pacific
Die-Cast Auxiliary Water Tender
20-3560 Hi-Rail Wheels \$249.95



N&W J 4-8-4 Northern



Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails, Bell and Whistle
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Kadee Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- LED Operating Firebox Glow
- LED Operating Class Lights
- LED 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-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
- Measures: 27 3/4" x 2 3/4" x 3 7/8"
- Hi-Rail Version Operates On 0-54 Curves
- Scale Wheel Version Operates On 54" Radius Curves





Norfolk & Western - 4-8-4 J Steam Locomotive
 20-3571-1 Hi-Rail Wheels \$1199.95
 22-3571-2 Scale Wheels \$1199.95

“The finest steam passenger engine ever built, anywhere, anytime”

- Robert B. Claytor, Chairman, Norfolk Southern Railway, of J No. 611 on the occasion of her first restoration in 1982



Norfolk & Western - 4-8-4 J Steam Locomotive
 20-3572-1 Hi-Rail Wheels \$1199.95
 22-3572-2 Scale Wheels \$1199.95



Norfolk & Western - 4-8-4 J Steam Locomotive
 20-3573-1 Hi-Rail Wheels \$1199.95
 22-3573-2 Scale Wheels \$1199.95

New Sound Set

These models will feature a new sound set recorded from prototype J No. 611, currently under restoration and scheduled to hit the road in early 2015. Current owners of Proto-Sound 2.0 or 3.0 Class Js can download the new sound set for free after it's released. Watch the progress of 611's restoration and make a contribution at fireup611.org



Norfolk & Western - 4-8-4 J Class Specialty Passenger Set
 20-3574-1 \$1349.95

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 Js 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*.

Now you can enjoy the return of one of our finest steam engine models to the M.T.H. Premier Line. Fully outfitted with the power and performance of Proto-Sound 3.0, the 2015 model, like all Premier steam engines is equipped with synchronized puffing smoke, Proto-Speed control for smooth power at any speed down to 3 scale miles per hour, and station arrival and departure sounds that take you back to the golden age of the passenger train.

NKP S-2 2-8-4 Berkshire



Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails and Bell
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Kadee Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- LED Operating Firebox Glow
- LED Operating Class and Marker Lights
- LED 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
- Measures: 26" x 2 1/2" x 3 7/8"
- Hi-Rail Version Operates On O-54 Curves



Nickel Plate Road - 2-8-4 Berkshire Steam Engine
20-3566-1 Hi-Rail Wheels \$1199.95

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



Nickel Plate Road - 2-8-4 Berkshire Steam Engine
20-3567-1 Hi-Rail Wheels \$1199.95

At about the same time, the Van Sweringen brothers of Cleveland, Ohio assembled a group of railroads under their control, including the Chesapeake & Ohio, the Nickel Plate Road, the Pere Marquette, and the Erie Railroad. Under the leadership of talented designer John Black, an Advisory Mechanical Committee was formed to design engines for the Van Sweringen roads. The group turned out some of the finest locomotives of the super power era, and perhaps its crowning achievement was the "Nickel Plate Berk," a 2-8-4 introduced in 1934 and called by steam historian Eugene Huddleston "the greatest 2-8-4 ever to take to the rails." Engineers loved its looks, speed, power, and wonderful sound; as one recalled, "It was a thrill to operate them." Intended for fast freight, the 700-series Berks could also take off for 18-20 car WWII troop train.



Nickel Plate Road - 2-8-4 Berkshire Steam Engine
20-3568-1 Hi-Rail Wheels \$1199.95

The Nickel Plate Berk returns to the Premier line in 2015, cataloged for the first time with Proto-Sound 3.0, upgraded with additional details and wireless drawbar, and featuring sounds from prototype NKP Berk No. 765, restored for excursion service by the Fort Wayne Railroad Historical Society.



Nickel Plate Road - 2-8-4 Berkshire Specialty Passenger Set
20-3569-1 \$1349.95



Nickel Plate Road - 2-8-4 Berkshire Specialty Freight Set
20-3570-1 \$1349.95

H10s 2-8-0 Consolidation



Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails, Bell and Whistle
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Kadee Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- LED Operating Firebox Glow
- LED Operating Marker Lights
- LED Illuminated Number Boards
- LED Lighted Cab Interior
- Operating LED 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 Freight Yard Proto-Effects
- Measures: 19 1/4" x 3 3/4" x 3 3/4"
- Hi-Rail Version Operates On O-42 Curves
- Scale Wheel Version Operates On 36" Radius Curves





Pennsylvania - 2-8-0 H10s Consolidation Steam Engine

20-3563-1	Hi-Rail Wheels	\$899.95
22-3563-2	Scale Wheels	\$899.95



Pennsylvania Reading Seashore - 2-8-0 H10s Consolidation Steam Engine

20-3564-1	Hi-Rail Wheels	\$899.95
22-3564-2	Scale Wheels	\$899.95



Long Island - 2-8-0 H10s Consolidation Steam Engine

20-3565-1	Hi-Rail Wheels	\$899.95
22-3565-2	Scale Wheels	\$899.95



Long Island - 2-8-0 H10s Consolidation Speciality Freight Set

20-3580-1	Proto-Sound 3.0	\$1049.95
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The H10s ("s" for superheated steam) was the last and largest in a line of Pennsy Consolidations that stretched back to 1875. The 273 new H10s constructed by Alco, Baldwin, and Lima, as well as the 147 H10s rebuilt from older H8s in the railroad's own shops, represented Pennsy's premier fast freight power in the era just before World War I. With a good engine crew, an H10 could hustle about 50 cars along level track, or considerably more cars in drag service hauling coal or iron ore.

When the H10s engines were constructed, the Pennsy was still divided into Lines West — all of its affiliated railroads west of Pittsburgh — and Lines East. The H10s was strictly a Lines West phenomenon, built from a standard boiler common to the H8, H9, and H10 classes, but possessing the largest cylinders of any Pennsy "Consol." When a 1920 reorganization abolished the division between Lines East and West, the railroad owned over three thousand 2-8-0's, a majority of them having a common boiler design. It was a measure of the Pennsylvania Railroad's conservative management that in the early 1920s, its entire front line freight fleet consisted of a wheel arrangement deemed obsolete by other railroads. By the mid- and late-1920s, however, the H10s and their older siblings were pushed into secondary and branch line service by the arrival of larger, more modern power: Mikados, Decapods, and Mountains. Many Consolidations sat out the Depression years in storage, until recalled to service by the crush of World War II traffic. From the war years though the end of steam, H10s could be found all over the Pennsy, the Long Island Railroad, and the Pennsylvania Reading Seashore Line in switching, work train, branch line, and occasionally main line service.

The H10s returns to the MTH lineup in 2015, featuring the level of detail you've come to expect in a Premier steamer. Virtually all piping and boiler appliances are separate, added-on parts, as are the bell and whistle cords. Rods and valve gear have a prototypically darkened, grimy appearance, and the ProtoSound 3.0 sound and control system features an accurate Pennsy whistle. If you model any period from the Woodrow Wilson era to the Eisenhower years, there's an appropriate chore on your railroad for this rugged, muscular-looking steamer.

Did You Know?

H10s No. 7688 was preserved by the Pennsy as part of its historical collection in Northumberland, PA. It resides today in the main exhibition hall of the Railroad Museum of Pennsylvania along with two earlier Consolidations: H3 No. 1187 (which has also appeared as a Premier line model) and an H6sb.

Pennsy T1 4-4-4-4 Duplex



Pennsylvania - 4-4-4-4 T-1 Duplex Steam Engine
20-3518-1 Hi-Rail Wheels \$1399.95



Pennsylvania - 4-4-4-4 T-1 Duplex Steam Engine
20-3517-1 Hi-Rail Wheels \$1399.95

Driving a T1 separated the men from the boys. A perfectly tuned T1 in the hands of a skillful engineer was a racing thoroughbred, capable of cruising at 100 mph with a 16-car limited. But a less well-maintained T1 driven by an average engineer could be a slippery, unforgiving beast — and that was more often the case in the waning days of steam on the Standard Railroad of the World.

Although it looked at first glance like an articulated, the T1 was in fact a duplex. It was an attempt to improve on the 4-8-4, the reigning queen of fast steam passenger power, by splitting the drive mechanism in two but retaining the 4-8-4's rigid frame. The concept originated in the early 1940s with Baldwin Locomotive Works' Chief Engineer Ralph Johnson.

The duplex addressed one of the key drawbacks of steam: the massive weight of reciprocating rods and other machinery that produced a pounding on the rails and limited engine speeds. By doubling the number of cylinders, a duplex design could have shorter, lighter rods, smaller pistons, lower piston speeds, and produce less wear and tear on both the engine and the track. On paper, Baldwin's T1 design looked like the long-awaited replacement for the Pennsylvania Railroad's aging fleet of K4s Pacifics. And a striking Raymond Loewy-designed exterior promised a great public relations image. The Pennsy's one change to Baldwin's original design was its insistence on the novel Franklin poppet valve gear, based on previous successful tests with a K4s.

In initial trials, the pair of prototype T1s built in 1942 looked like winners. Nos. 6110 and 6111, the prototypes for our Premier models, delivered over 6000 horsepower, exceeding the PRR's design requirements. A T1 could out-pull a four-unit Electro-Motive FT diesel at all speeds above 26 mph. Based on the test results, the Pennsy ordered 50 more T1s, built by Baldwin and the road's own Altoona shops in 1945-46.

Outside of the test arena, however, the production T1s proved problematic. With all but the best engineers, a T1 was prone to violent slipping by one pair of drivers, as weight shifted between the two driver sets. While this was disconcerting when starting a train, it was absolutely frightening when it occurred at speed. Furthermore, the drive mechanisms for the poppet valve gear were located in nearly inaccessible spots, resulting in poor maintenance that hurt engine performance.

But perhaps most important, the T1 simply arrived on the scene too late. By the late 1940s, the diesel revolution was on, and there was not time to address the T1s problems. After serving several years on crack passenger runs between Harrisburg and Chicago, the T1s were demoted to lesser trains and eventually retired and scrapped in the early 1950s. Alvin Stauffer, late poet laureate of Pennsy commentators, put it best: "The T1 was everything: beautiful, unusual, fast, slippery, success and failure. Pennsy's chunk of 'too much experimentation' was born too late and died too soon."

Features

- Die-Cast Boiler and Tender Body
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive Trucks
- Handpainted 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 LED Headlight
- LED Operating Firebox Glow
- Real Tender Coal Load
- Operating Class Lights
- Operating Numberboard Lights
- Lighted Cab Interior
- LED Operating Tender Backup 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 Proto-Effects
- Measures: 31 1/4" x 2 5/8" x 3 7/8"
- Hi-Rail Version Operates on 0-72 Curves



Pennsylvania - T-1 Fleet of Modernism Passenger Set
20-3519-1 Proto-Sound 3.0 \$1549.95



Pennsylvania - T-1 Express Mail Freight Set
20-3520-1 Proto-Sound 3.0 \$1549.95

J1e 4-6-4 Hudson



Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Kadee Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- LED Operating Firebox Glow
- LED Operating Class and Marker Lights
- LED Lighted Cab Interior
- Operating Tender LED 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 or Freight Yard Proto-Effects
- Measures: 27" x 2 1/2" x 3 7/8"
- Hi-Rail Version Operates On 0-42 Curves
- Scale Wheel Version Operates On 42" Radius Curves



New York Central - 4-6-4 J1e Hudson Steam Engine with PT Tender

- 20-3581-1 Hi-Rail Wheels \$1199.95
- 22-3581-2 Scale Wheels \$1199.95



New York Central - 4-6-4 J1e Hudson Steam Engine

- 20-3582-1 Hi-Rail Wheels \$1199.95
- 22-3582-2 Scale Wheels \$1199.95



Boston & Albany - 4-6-4 J1e Hudson Steam Engine

- 20-3583-1 Hi-Rail Wheels \$1199.95
- 22-3583-2 Scale Wheels \$1199.95



New York Central - 4-6-4 J1e Hudson Streamlined Passenger Set (Hi-Rail Wheels)

- 20-3584-1 Proto-Sound 3.0 \$1349.95



New York Central - 4-6-4 J1e Hudson Freight Set (Hi-Rail Wheels)

- 20-3585-1 Proto-Sound 3.0 \$1349.95

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

Thanks to Joshua Lionel Cowen, the Hudson also holds a special place in the history of 3-rail O gauge. Lionel's 700E scale Hudson, manufactured from 1937 to 1942, set a standard of detail for 3-rail engines that was unmatched for nearly 50 years, until Jerry Williams and Mike Wolf began the trend toward scale detailing that continues today.

Like Lionel in 1937, we believe our model of this engine exemplifies the best in today's O gauge locomotives. The legendary J1e returns to the Premier line for 2015, upgraded with Proto-Sound 3.0 and a wireless drawbar, and offered in several versions — including No. 5334 with Scullin disc drivers and the massive PT tender that allowed longer distances between coal stops.

EMD Tunnel Motors



Features

- Intricately Detailed ABS Body
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Horn
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Directionally Controlled LED Headlights
- LED Lighted Cab Interior
- LED Illuminated Number Boards
- LED Lighted Marker Lights
- (2) Handpainted Cab Figures
- Moveable Roof Fan Blades
- Metal Body Side Grilles
- Operating Proto-Smoke Unit with 8 Intensity Levels
- (2) Remotely Controlled Proto-Couplers
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 18 5/8" 2 9/16" x 4"
- Hi-Rail Version Operates On 0-42 Curves
- Scale Wheel Version Operates On 31" Radius Curves

**Each road name
available in three different
engine numbers**

Where prototypical



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

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

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

Did You Know?

Iron ore haulers DM&IR and B&LE bought former Southern Pacific SD45T-2 Tunnel Motors and had them rebuilt and reclassified as SD40T-3 locomotives.



Duluth Missabe & Iron Range - SD40T-3 Tunnel Motor

- 20-20439-1 Hi-Rail Wheels \$499.95
- 22-20439-2 Scale Wheels \$499.95



Bessemer & Lake Erie - SD40T-3 Tunnel Motor

- 20-20440-1 Hi-Rail Wheels \$499.95
- 22-20440-2 Scale Wheels \$499.95



Union Pacific - SD40T-2 Tunnel Motor Diesel Engine

- 20-20441-1 Hi-Rail Wheels \$499.95
- 22-20441-2 Scale Wheels \$499.95



Southern Pacific - SD45T-2 Tunnel Motor Diesel Engine

- 20-20442-1 Hi-Rail Wheels \$499.95
- 22-20442-2 Scale Wheels \$499.95



St. Louis Southwestern (Cotton Belt) - SD45T-2 Tunnel Motor Diesel Engine

- 20-20443-1 Hi-Rail Wheels \$499.95
- 22-20443-2 Scale Wheels \$499.95

EMD SD60M



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) Handpainted 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
- LED Lighted Cab Interior
- LED Illuminated Number Boards
- (2) Precision Flywheel-Equipped Motors
- Operating Proto-Smoke Unit with 8 Intensity Levels
- 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
- Measures: 18 3/8" x 2 1/2" x 3 15/16"
- Operates On O-42 Curves

Introduced in the mid-1980s, the SD60 and its four-axle sister, the GP60, were the first EMD diesels to incorporate computer technology and onboard diagnostics to aid the engineer. Under the hood was a new 16-cylinder model 710 prime mover rated at 3800 horsepower. In January 1989, the Union Pacific Railroad accepted the initial order of SD60M's, featuring GM's version of the North American Safety Cab. The wide-nosed cab was relatively new to American rails but had been popular for some years with Canadian crews, who found it particularly cozy in the winter.

Derived from the popular SD45 series, the SD60, like its SD50 sibling, added dynamic brakes in a new location — just behind the cab. This unique location for the brakes gave engine spotters an identifying mark to distinguish SD50/60s from other SD engines. The only way to distinguish a 50 from a 60 however was to count doors. The SD60 had eight compared to the six found on the SD50. The Safety Cab underwent several changes in appearance over the years, with the transition from a three-piece windshield to a two-piece model one of the most obvious. Other upgrades included the addition of front number boards above the windshield and window glass in the nose-mounted cab access door.

The SD60M returns to the MTH lineup in 2015 in four paint schemes, each loaded with the added-on details and operating features that make M.T.H. Premier Line diesels a terrific value.

Did You Know?

EMD's SD50 diesel, introduced in 1980, had engine problems that led to the introduction of the SD60 just four years later. The SD50's model 645 prime mover was working so close to its limitations that the motor required a major overhaul every two years — twice as often as the motor in the previous SD-40 and SD40-2 locomotives. Responding to customer complaints, EMD developed the stronger, more reliable model 710 prime mover introduced in the SD60 diesel.

Each road name
available in three different
engine numbers

Where prototypical



BNSF - SD60M Diesel Engine
20-20445-1 Proto-Sound 3.0 \$499.95



CSX - SD60M Diesel Engine
20-20446-1 Proto-Sound 3.0 \$499.95



Norfolk Southern - SD60M Diesel Engine
20-20444-1 Proto-Sound 3.0 \$499.95



Union Pacific - SD60M Diesel Engine
20-20447-1 Proto-Sound 3.0 \$499.95

EMD SD70MAC



Features

- Intricately Detailed ABS Body
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Remotely Controlled Proto-Couplers
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Horn
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 18 1/2" x 2 5/8" x 4"
- Operates On O-42 Curves
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Directionally Controlled LED Headlights
- LED Lighted Cab Interior
- LED Illuminated Number Boards
- (2) Handpainted Engineer Cab Figures
- Moveable Roof Fan Blades
- Metal Body Side Grilles
- Operating Ditch Lights
- Operating Proto-Smoke Unit with 8 Intensity Levels

Each road name
available in three different
engine numbers

Where prototypical





Kansas City Southern - SD70MAC Diesel Engine
20-20451-1 Proto-Sound 3.0 \$499.95



Alaska - SD70MAC Diesel Engine
20-20448-1 Proto-Sound 3.0 \$499.95



Burlington Northern - SD70MAC Diesel Engine
20-20449-1 Proto-Sound 3.0 \$499.95

Conrail - SD70MAC Diesel Engine
20-20450-1 Proto-Sound 3.0 \$499.95



Alaska - SD70MAC Passenger Set
20-20452-1 Proto-Sound 3.0 \$769.95

In 1993, GM's Electro-Motive Division (EMD) introduced the new SD70 Series of engines, in standard direct-current (DC) and alternating-current (AC) models. One glance at the design of these engines revealed enormous technological gains in railroading.

The SD70 boasts a 32-bit 16mHz control microprocessor named the EM2000. This computer works with the Integrated Cab Electronics (ICE) system to collect, analyze, and display a range of accurate-to-the-second information, such as speed, amps, throttle position, air brake operation, and cab signals. All of this information is displayed on full-color liquid crystal displays that replace the gauges and indicators found on earlier diesels. The 70 Series also employs the HTCR (high-traction three-axle radial) truck that reduces rolling resistance in curves and lateral loads and therefore reduces wear on wheels. EMD estimates this increases wheel life by 20 percent. These innovations led to brisk sales of both the SD70M (DC version) and SD70MAC (AC version) through 2004, when these models were replaced by the SD70M-2 and SD70ACe.

The SD70MAC returns to the Premier Line roster for 2015 in four attractive roadnames. Like all Premier Line diesel locomotives, each locomotive is equipped with Proto-Sound 3.0, comes in multiple cab numbers and features redesigned Proto-Scale 3-2 conversion trucks that can be quickly adapted for a 2-rail layout.

EMD GP38-2



Features

- Intricately Detailed ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Fixed Die-Cast Pilots
- Metal Chassis
- Metal Handrails and Horn
- Moveable Roof Fans
- Metal Body Side Grilles
- Detachable Snow Plow
- (2) Handpainted Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- Kadee Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED Lighted Cab Interior
- LED Illuminated Number Boards
- LED Lighted Marker Lights
- (2) Precision Flywheel-Equipped Motors
- Operating Proto-Smoke Unit with 8 Intensity Levels
- 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
- Measures: 15 1/2" x 2 3/4" x 4"
- Operates On O-31 Curves



Union Pacific - GP38-2 Diesel Engine

- 20-20453-1 Hi-Rail Wheels \$479.95
- 22-20453-2 Scale Wheels \$479.95



Santa Fe - GP38-2 Diesel Engine

- 20-20454-1 Hi-Rail Wheels \$479.95
- 22-20454-2 Scale Wheels \$479.95



Boston & Maine - GP38-2 Diesel Engine

- 20-20455-1 Hi-Rail Wheels \$479.95
- 22-20455-2 Scale Wheels \$479.95



Canadian National - GP38-2 Diesel Engine

- 20-20456-1 Hi-Rail Wheels \$479.95
- 22-20456-2 Scale Wheels \$479.95



Norfolk Southern - GP38-2 M.O.W. Freight Set

- 20-20479-1 Proto-Sound 3.0 \$749.95

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 (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 3.0 first- or second-generation power — and run them all from a single throttle just like the prototype.

Each road name
available in three different
engine numbers

Where prototypical

FM C-Liner



Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- (2) Handpainted 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 Headlight
- Metal Body Side Grilles
- LED Lighted Cab Interior
- LED Illuminated Number Boards
- LED Lighted Class Lights
- (2) Precision Flywheel-Equipped Motors
- Operating Proto-Smoke Unit with 8 Intensity Levels
- 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
- Measures: 14 7/8" x 2 5/8" x 3 3/4"
- Operates On O-31 Curves



The Fairbanks-Morse Consolidation Line engines — fondly known as C-Liners — were an enormously versatile class of cab-unit diesels. Railroads had a choice of three engines, 1600, 2000, or 2400 hp, and nine gear ratios. Dynamic braking and steam generators were options at the factory or could be added later. These adaptable engines could be configured to perform just about any job, and they performed well in both freight and passenger service.

The versatile C-Liner returns to the Premier lineup for 2015 in two wheel arrangements and upgraded with Proto-Sound 3.0. This powerful and detailed engine can perform just about any task your railroad can present.

Did You Know?

Fairbanks-Morse offered the C-Liner in six different horsepower-wheel arrangement combinations, all but one of which were eventually made.



Add A Matching Passenger Set
See Page 126

New Haven - C-Liner A-Unit Diesel Engine	
20-20473-1	Cab Number 791 \$479.95
20-20474-1	Cab Number 793 \$479.95



Pennsylvania - C-Liner A-Unit Diesel Engine	
20-20477-1	Cab Number 9449 \$479.95
20-20478-1	Cab Number 9451 \$479.95

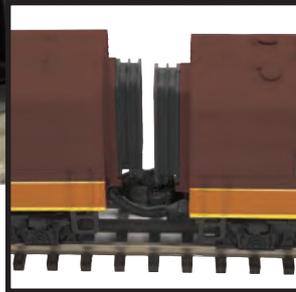
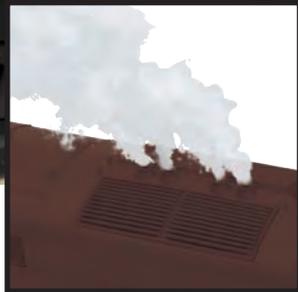


New York Central - C-Liner A-Unit Diesel Engine	
20-20471-1	Cab Number 6600 \$479.95
20-20472-1	Cab Number 6607 \$479.95



Canadian National - C-Liner A-Unit Diesel Engine	
20-20475-1	Cab Number 6701 \$479.95
20-20476-1	Cab Number 6702 \$479.95

EMD E6 A-B-A Set



Features

- Intricately Detailed, Durable ABS Bodies
- Die-Cast Truck Sides, Pilots and Fuel Tanks
- Metal Chassis
- Metal Handrails and Horns
- Moveable Roof Fans
- (2) Handpainted Engineer Cab Figures in Each A-Unit
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED Lighted Cab Interiors
- LED Illuminated Number Boards
- LED Lighted Marker Lights
- Operating LED MARS Light
- (2) Precision Flywheel-Equipped Motors In Each A-Unit
- Operating ProtoSmoke Unit with 8 Intensity Levels
- 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
- Set Measures: 53" x 2 1/2" x 3 1/2"
- Operates On 0-42 Curves



Santa Fe - E6 A-B-A Diesel Set
 20-20461-1 Proto-Sound 3.0 \$799.95
 20-20461-3 Non-Powered B-Unit \$199.95



Milwaukee Road - E6 A-B-A Diesel Set
 20-20462-1 Proto-Sound 3.0 \$799.95
 20-20462-3 Non-Powered B-Unit \$199.95



Atlantic Coast Line - E6 A-B-A Diesel Set
 20-20464-1 Proto-Sound 3.0 \$799.95
 20-20464-3 Non-Powered B-Unit \$199.95



Illinois Central - E6 A-B-A Diesel Set
 20-20463-1 Proto-Sound 3.0 \$799.95
 20-20463-3 Non-Powered B-Unit \$199.95



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

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

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

Add A Matching Passenger Set
 See Pages 124-128

EMD SD45



Features

- Intricately Detailed, Durable 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) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Kadee Compatible Coupler Mounting Pads
- Directionally Controlled Constant Voltage LED Headlights
- LED Lighted Cab Interior
- LED Illuminated Number Boards
- LED Lighted Class Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Unit with 8 Intensity Levels
- 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 1/4" x 3 3/4" x 2 3/4"
- Hi-Rail Wheels Operate On 0-42 Curves
- Scale Wheels Operate On 31" Radius Curves



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, 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, the Norfolk Southern and the BNSF, and later went on to new lives at smaller, secondary roads.

Our Premier model of this heavy hauler offers an outstanding combination of detail, realism, and performance. Added-on detail parts include windshield wipers, lift rings, metal grab irons and handrails, see-thru rooftop fan housings, and walkways with safety tread. Thanks to Proto-Speed Control, this model can dig in and haul long trains at any speed from a crawl to full throttle. And in command mode with the DCS system, you can create a lashup combining one or more SD45s with any other Proto-Sound 2.0 or 3.0 locomotives, and run them all from a single throttle just like the prototype.

Did you know?

Several SD45s have been preserved, including engine 400, the original GN Hustle Muscle. Repainted in its original Omaha Orange and Pullman Green, it resides today in working condition at the Minnesota Transportation Museum in St. Paul.

**Each Road Name Available
In 3 Cab Numbers
Where prototypical**



Seaboard Coast Line - SD45 Diesel
20-20457-1 Hi-Rail Wheels \$499.95
22-20457-2 Scale Wheels \$499.95



Wisconsin Central - SD45 Diesel
20-20458-1 Hi-Rail Wheels \$499.95
22-20458-2 Scale Wheels \$499.95



Norfolk Southern - SD45 Diesel
20-20459-1 Hi-Rail Wheels \$499.95
22-20459-2 Scale Wheels \$499.95



BNSF - SD45 Diesel
20-20460-1 Hi-Rail Wheels \$499.95
22-20460-2 Scale Wheels \$499.95

GE 44-Tonner



Features

- Intricately Detailed, Die-Cast Metal Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- 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
- LED Lighted Cab Interior
- LED Illuminated Number Boards
- (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: 8 1/2" x 2 7/16" x 3 1/4"
- Operates On 0-27 Curves

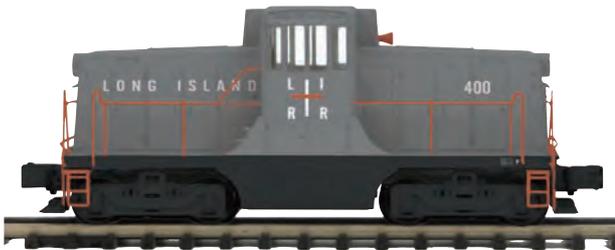


Each Road Name Available
In 3 Cab Numbers
Where prototypical



Pennsylvania - GE 44-Ton Diesel
20-20465-1 Hi-Rail Wheels \$449.95

Die-Cast Metal Body



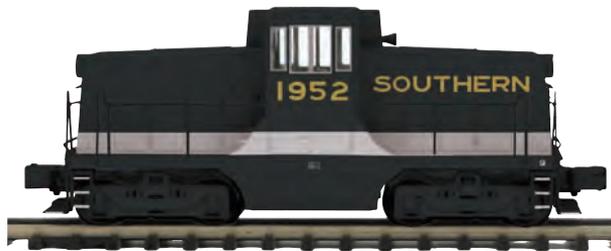
Long Island - GE 44-Ton Diesel
20-20466-1 Hi-Rail Wheels \$449.95



Western Maryland - GE 44-Ton Diesel
20-20467-1 Hi-Rail Wheels \$449.95



Santa Fe - GE 44-Ton Diesel
20-20468-1 Hi-Rail Wheels \$449.95



Southern - GE 44-Ton Diesel
20-20469-1 Hi-Rail Wheels \$449.95



New Haven - GE 44-Ton Diesel
20-20470-1 Hi-Rail Wheels \$449.95

The 44-tonner was a workaround. In 1937, seeing that new diesels were putting the fireman's role in jeopardy, the railroad unions negotiated the "90,000 Pound Rule" with the railroads — specifying that any engine with a weight on drivers of 90,000 pounds or more would require a two-man crew. General Electric's 44-tonner, introduced in 1940, skirted the 90,000 pound rule and was thus the largest locomotive that could legally be operated by one person on a common carrier railroad.

But while the 44-tonner put the fireman out of work, it made the engineer's life easier than it had been on the 0-4-0 or 0-6-0 steamer it replaced. The greenhouse-like cab in the center of the engine offered 360-degree visibility, a decided advantage in the chaos of the switch yards, industrial areas and railroad backshops where the 44-tonners usually labored. In the event of a collision, the engineer had the protection of a hood at each end of his locomotive, unlike an end-cab switcher.

Under each of those hoods throbbed a dependable 180-hp Caterpillar V-8 diesel — so dependable that many of these engines are still hauling freight or tourists today, more than seven decades after they were built. Predicting modern diesels, where the lone engineer shares his cab with a train crew that no longer has a caboose, the 44-tonner's cab also sported a second seat for a brakeman or conductor.

Unlike most of its competitors in the small engine business, who saw their main clients as industrial plants and short lines, General Electric pursued sales with Class 1 railroads. At least 26 of them rostered 44-tonners, with the Pennsy having the largest fleet at 45 engines. The 44-tonner was also beloved by industrial roads and short lines, where it often served as mainline power on rural lines with names like Arcade & Attica or Dansville & Mount Morris. The engine was also popular with the U.S. military for use domestically and abroad. By the time the last of the 44-tonners was outshopped in 1956, about 386 engines were working in locales as diverse as Cuba, India and Saudi Arabia.

While our Premier model is not the first O scale 44-tonner, we believe it is the best. Die-cast metal construction and twin vertical can motors provide extraordinary pulling power, while versatile tooling allows us to produce early and late body styles in exact 1:48 scale. Proto-Sound 3.0 provides sounds recorded from a 44-tonner running today, the ability to throttle down as slow as 3 scale miles per hour, and a "lash-up" feature* that allows you to operate the 44-tonner as a shop switcher moving around steam engines or diesels many times its size.

* When operated with the M.T.H. DCS digital command system

Premier Freight



Gondola w/Switch Load

NEW TOOLING



Pennsylvania - Gondola Car w/Switch Load
20-95135 \$99.95

NEW TOOLING



Chesapeake & Ohio - Gondola Car w/Switch Load
20-95137 \$99.95

NEW TOOLING



New York Central - Gondola Car w/Switch Load
20-95136 \$99.95

NEW TOOLING



Union Pacific - Gondola Car w/Switch Load
20-95138 \$99.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Removable Switch Load
- O Scale Kadee-Compatible Coupler Mounting Pads
- Unit Measures: 14 5/8 x 2 5/8 x 2 9/16"
- Operates On O-31 Curves

Prototype railroads use sectional track too! Gondolas and flat cars are used to carry pre-made "panel track" switches and straights to sites where fast installation is needed.



60' Flat Car w/Switch Load

NEW
TOOLING



Norfolk Southern - 60' Flat Car w/Switch Load
20-95139 \$99.95

NEW
TOOLING



CSX - 60' Flat Car w/Switch Load
20-95141 \$99.95

NEW
TOOLING



Long Island - 60' Flat Car w/Switch Load
20-95140 \$99.95

NEW
TOOLING



TTX - 60' Flat Car w/Switch Load
20-95142 \$99.95



Features

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

60' Flat Car w/(4) Track Load

Each Road Name Available in 2 Car Numbers



Alaska - 60' Flat Car w/(4) Track Load
 20-95143 \$69.95
 Alaska - 6-Car 60' Flat Car w/Track Load Set
 20-92035 \$339.95



Union Pacific - 60' Flat Car w/(4) Track Load
 20-95145 \$69.95
 Union Pacific - 6-Car 60' Flat Car w/Track Load Set
 20-92036 \$339.95



Burlington Northern - 60' Flat Car w/(4) Track Load
 20-95144 \$69.95
 Burlington Northern - 6-Car 60' Flat Car w/Track Load Set
 20-92037 \$339.95



Long Island - 60' Flat Car w/(4) Track Load
 20-95146 \$69.95
 Long Island - 6-Car 60' Flat Car w/Track Load Set
 20-92038 \$339.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Metal Grab Irons
- Detailed Brake System
- (4) Removable Track Loads
- O Scale Kadee-Compatible Coupler Mounting Pads
- Unit Measures: 16" x 2 1/2" x 4 1/2"
- Operates On 0-42 Curves



40' PS-1 Boxcar

Each Road Name Available in 2 Car Numbers



Western Maryland - 40' Boxcar
20-93640 \$59.95



Canadian Pacific - 40' Boxcar
20-93642 \$59.95



Great Northern - 40' Boxcar
20-93641 \$59.95



Delaware & Hudson - 40' Boxcar
20-93643 \$59.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Detailed Brake Wheel and Brake Platform
- Separately Added Grab Irons and Ladders
- See-Through Roof Walk
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Sliding Car Doors
- 1:48 Scale Dimensions
- Unit Measures: 11 5/8" x 2 5/8" x 3 3/4"
- Operates On 0-31 Curves



Reefer

All Road Names Also Available In Six-Car Reefer Sets
See Page 122



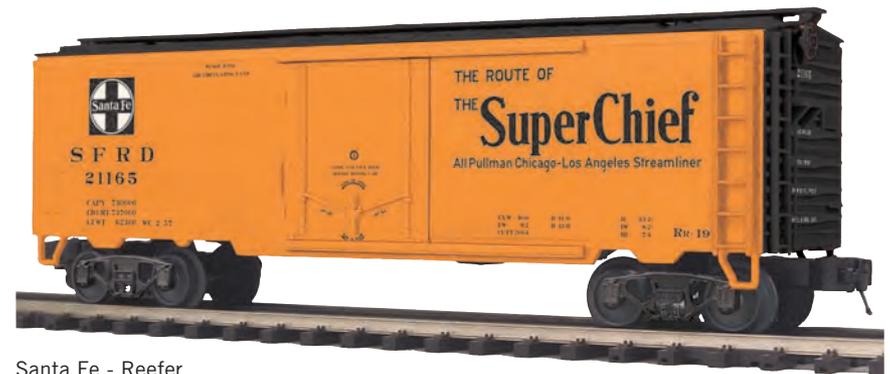
Pacific Fruit Express- Reefer
20-94259 \$59.95



Burlington - Reefer
20-94261 \$59.95



Tropicana - Reefer
20-94260 \$59.95



Santa Fe - Reefer
20-94262 \$59.95

Each Road Name Available in 2 Car Numbers

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Opening Doors
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Unit Measures: 11 5/8" x 2 3/4" x 3 9/16"
- Operates On 0-31 Curves



4-Bay Hopper

All Roadnames Also Available In Six-Car Hopper Sets
See Page 121



Wheeling & Lake Erie - 4-Bay Hopper
20-97805 \$59.95



Canadian National - 4-Bay Hopper
20-97807 \$59.95



Union Pacific - 4-Bay Hopper
20-97806 \$59.95



Norfolk Southern - 4-Bay Hopper
20-97808 \$59.95

Each Road Name Available in 2 Car Numbers

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
- Fast-Angle Wheel Sets
- Metal Grab Irons and Handrails
- Detailed Brake System
- Removable Coal Load
- Needle-Point Axles
- 1:48 Scale Dimensions
- O Scale Kadee-Compatible Coupler Mounting Pads
- Unit Measures: 13 1/4" x 2 5/8" x 3"
- Operates On 0-31 Curves

Easily Convert to 2-Rail!

2-Rail Die-Cast Sprung Metal Roller Bearing Freight Car Two Truck Pack
20-89002 \$24.95



PS-2 Covered Hopper



Boston & Maine - PS-2 Hopper
20-97328 \$59.95



Conrail - PS-2 Hopper
20-97330 \$59.95



Milwaukee Road - PS-2 Hopper
20-97329 \$59.95



Southern - PS-2 Hopper
20-97331 \$59.95

Each Road Name Available in 2 Car Numbers

Features

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

Easily Convert to 2-Rail!

2-Rail Die-Cast Sprung Metal Roller Bearing Freight Car Two Truck Pack
20-89002 \$24.95



2-Bay Centerflow Hopper



Burlington Northern - 2-Bay Centerflow Hopper
20-97809 \$59.95



Rock Island - 2-Bay Centerflow Hopper
20-97811 \$59.95



Great Northern - 2-Bay Centerflow Hopper
20-97810 \$59.95



Erie Lackawanna - 2-Bay Centerflow Hopper
20-97812 \$59.95

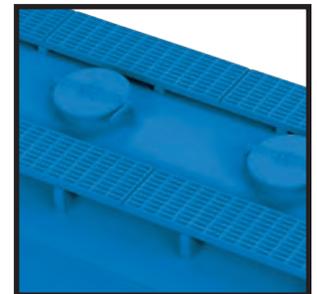
Each Road Name Available in 2 Car Numbers

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- O Scale Kadee Compatible Coupler Mounting Pads
- Unit Measures:
10 1/8" x 2 11/16" x 3 3/4"
- Operates On O-31 Curves

Easily Convert to 2-Rail!

2-Rail Die-Cast Sprung Metal Roller Bearing Freight Car Two Truck Pack
20-89002 \$24.95



100 Ton Hopper

Each Road Name Available in 2 Car Numbers



CP Rail - 100 Ton Hopper
20-97813 \$59.95



Canadian Wheat - 100 Ton Hopper
20-97815 \$59.95



Canada - 100 Ton Hopper
20-97814 \$59.95



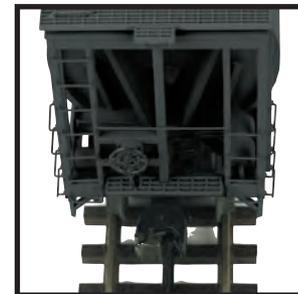
Chessie - 100 Ton Hopper
20-97816 \$59.95

Features

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

Easily Convert to 2-Rail!

2-Rail Die-Cast Sprung Metal Roller Bearing Freight Car Two Truck Pack
20-89002 \$24.95



Wood Chip Hopper

All Roadnames Also Available In Three-Car Hopper Sets
See Page 123



Southern Pacific - Wood Chip Hopper
20-97793 \$64.95



Chessie - Wood Chip Hopper
20-97795 \$64.95



Montana Rail Link - Wood Chip Hopper
20-97794 \$64.95



Southern - Wood Chip Hopper
20-97796 \$64.95

Each Road Name Available in 2 Car Numbers

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Operating Interior Lighting
- Die-Cast 4-Wheel Trucks
- Colorful, Attractive Paint Scheme
- Operating Die-Cast Metal Couplers
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- O Scale Kadee Compatible Coupler Mounting Pads
- Unit Measures:
16 3/8" x 2 13/16" 4 3/16"
- Operates On 0-54 Curves

Easily Convert to 2-Rail!

2-Rail Die-Cast Sprung Metal Roller Bearing Freight Car Two Truck Pack
20-89002 \$24.95



Flat Car with 40' Trailer



British Columbia Railway - Flat Car with 40' Trailer
20-95119 \$69.95



Trailer Train - Flat Car with 40' Trailer
20-95121 \$69.95



Chicago North Western - Flat Car with 40' Trailer
20-95120 \$69.95



Trailer Train - Flat Car with 40' Trailer
20-95122 \$69.95

Each Road Name Available in 2 Car Numbers

Features

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

Easily Convert to 2-Rail!

2-Rail Die-Cast Sprung Metal Roller Bearing Freight Car Two Truck Pack
20-89002 \$24.95



Flat Car with PUP Trailers



Nickel Plate Road - Flat Car with (2) PUP Trailers
20-95123 \$69.95



Goetz Country Club Beer - Flat Car with (2) PUP Trailers
20-95125 \$69.95



Union Pacific - Flat Car with (2) PUP Trailers
20-95124 \$69.95



Narragansett Ale - Flat Car with (2) PUP Trailers
20-95126 \$69.95

Each Road Name Available in 2 Car Numbers

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- (2) 20' Trailers
- O Scale Kadee Compatible Coupler
- Mounting Pads
- Unit Measures:
14 1/2" x 2 1/2" x 4 1/2"
- Operates On O-42 Curves

Easily Convert to 2-Rail!

2-Rail Die-Cast Sprung Metal
Bettendorf Freight Car Two Truck Pack
20-89001 \$24.95



Center Beam Flat Car with Lumber Load



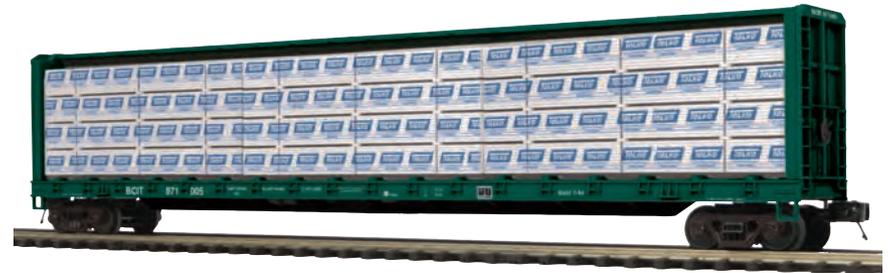
Milwaukee Road - Center Beam Flat Car with Lumber Load
20-95127 \$64.95



CP Rail - Center Beam Flat Car with Lumber Load
20-95129 \$64.95



Alaska - Center Beam Flat Car with Lumber Load
20-95128 \$64.95



British Columbia Railway - Center Beam Flat Car with Lumber Load
20-95130 \$64.95

Each Road Name Available in 2 Car Numbers

Features

- Durable ABS Intricately Detailed Bodies
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Removeable Lumber Load
- Operates On O-31 Track
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- O Scale Kadee Compatible Coupler Mounting Pads
- Unit Measures: 20" x 2 3/8" x 4 3/8"
- Operates On O-42 Curves

Easily Convert to 2-Rail!

2-Rail Die-Cast Sprung Metal Roller Bearing Freight Car Two Truck Pack
20-89002 \$24.95



Flat Car with Crates

All Roadnames Also Available In Six-Car Flat Car Sets
See Page 119

NEW
TOOLING



Pennsylvania - Flat Car with (3) Crates
20-98995 \$64.95

NEW
TOOLING



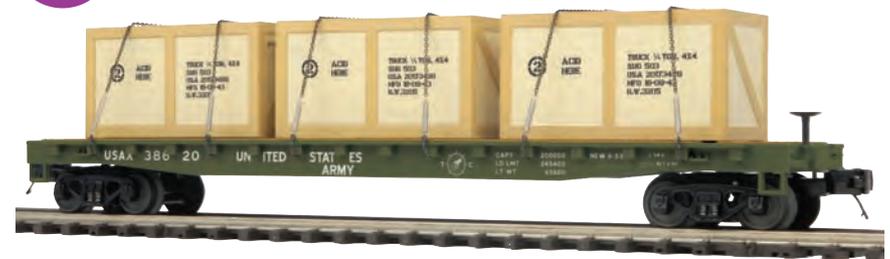
Union Pacific - Flat Car with (3) Crates
20-98997 \$64.95

NEW
TOOLING



New York Central - Flat Car with (3) Crates
20-98996 \$64.95

NEW
TOOLING



United States Army - Flat Car with (3) Crates
20-98998 \$64.95

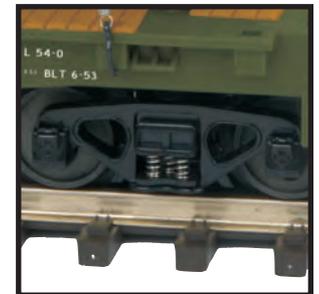
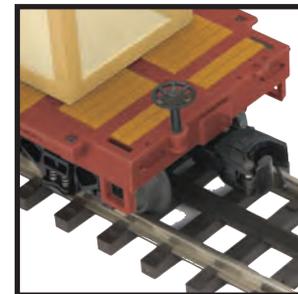
Each Road Name Available in 2 Car Numbers

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- (3) Removable Crates
- O Scale Kadee Compatible Coupler Mounting Pads
- Unit Measures:
14 1/2" x 2 1/2" x 4 1/2"
- Operates On O-42 Curves

Easily Convert to 2-Rail!

2-Rail Die-Cast Sprung Metal
Bettendorf Freight Car Two Truck Pack
20-89001 \$24.95



8000 Gallon Tank Car



Geigy - 8000 Gallon Tank Car
20-96254 \$59.95



GATX - 8000 Gallon Tank Car
20-96256 \$59.95



Union Tank Car Line - 8000 Gallon Tank Car
20-96255 \$59.95



Standard Chemical - 8000 Gallon Tank Car
20-96257 \$59.95

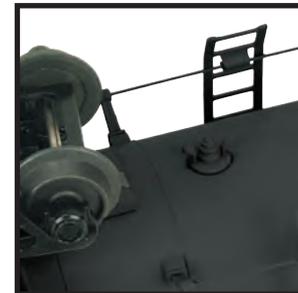
Each Road Name Available in 2 Car Numbers

Features

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

Easily Convert to 2-Rail!

2-Rail Die-Cast Sprung Metal Roller Bearing Freight Car Two Truck Pack
20-89002 \$24.95



Rapid Discharge Car

All Roadnames Also Available In Six-Car Sets
See Page 120



BNSF - Rapid Discharge Car
20-97324 \$59.95



Norfolk Southern - Rapid Discharge Car
20-97326 \$59.95



CSX - Rapid Discharge Car
20-97325 \$59.95



Wisconsin Central - Rapid Discharge Car
20-97327 \$59.95

Each Road Name Available in 2 Car Numbers

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Unit Measures: 11 1/4" x 2 9/16" x 3 3/8"
- Operates On 0-31 Curves



Corrugated Auto Carrier



Kansas City Southern - Corrugated Auto Carrier
20-95131 \$79.95



BNSF - Corrugated Auto Carrier
20-95133 \$79.95



Norfolk Southern - Corrugated Auto Carrier
20-95132 \$79.95



CSX - Corrugated Auto Carrier
20-95134 \$79.95

Each Road Name Available in 2 Car Numbers

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 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 0-54 Curves

Easily Convert to 2-Rail!

2-Rail Die-Cast Sprung Metal Roller Bearing Freight Car Two Truck Pack
20-89002 \$24.95



N6b Caboose

Each Road Name Available in 2 Car Numbers
Where Prototypical



Pennsylvania - N6b Caboose
20-91442 \$69.95



Baltimore & Ohio - N6b Caboose
20-91444 \$69.95



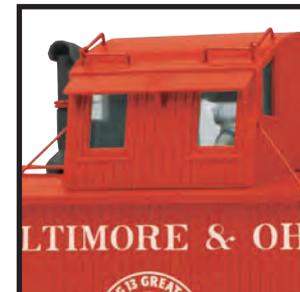
Detroit Toledo & Ironton - N6b Caboose
20-91443 \$69.95



Maryland and Pennsylvania - N6b Caboose
20-91445 \$69.95

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 Scheme
- Detailed Brake System
- Illuminated Marker Lamps
- Brakeman Figure in Cupola
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Unit Measures: 9" x 2 7/8" x 4 1/16"
- Operates On 0-31 Curves



CA-1 Caboose

Each Road Name Available in 2 Car Numbers



Southern Pacific - CA-1 Caboose
20-91446 \$69.95



Milwaukee Road - CA-1 Caboose
20-91448 \$69.95



Union Pacific - CA-1 Caboose
20-91447 \$69.95



Illinois Central - CA-1 Caboose
20-91449 \$69.95

Features

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



Extended Vision Caboose



Chessie - Extended Vision Caboose
20-91550 \$69.95



Alaska - Extended Vision Caboose
20-91552 \$69.95



Seaboard Coast Line - Extended Vision Caboose
20-91551 \$69.95



Wisconsin Central - Extended Vision Caboose
20-91553 \$69.95

Each Road Name Available in 2 Car Numbers
Where Prototypical

Features

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

Easily Convert to 2-Rail!

2-Rail Roller Bearing Caboose
Truck Pack
20-89016 \$24.95



6-Car Flat Car with Crate Set



Pennsylvania - 6-Car Flat Car with (3) Crate Set

20-90876	Car Nos. 473622, 473625, 473630, 473636, 473644, 473647	\$349.95
20-90877	Car Nos. 473623, 473627, 473632, 473634, 473648, 473645	\$349.95



New York Central - 6-Car Flat Car with (3) Crate Set

20-90878	Car Nos. 499329, 499322, 499330, 499334, 499347, 499345	\$349.95
20-90879	Car Nos. 499324, 499327, 499332, 499339, 499342, 499348	\$349.95



Union Pacific - 6-Car Flat Car with (3) Crate Set

20-90880	Car Nos. 56909, 56903, 56910, 56913, 56922, 56927	\$349.95
20-90881	Car Nos. 56900, 56902, 56914, 56918, 56923, 56929	\$349.95

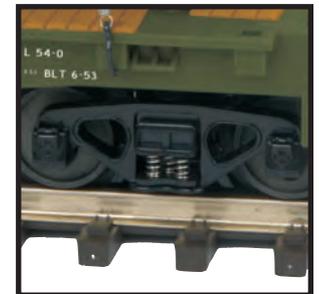


United States Army - 6-Car Flat Car with (3) Crate Set

20-90882	Car Nos. 38622, 38627, 38639, 38634, 38644, 38640	\$349.95
20-90883	Car Nos. 38625, 38623, 38636, 38630, 38649, 38642	\$349.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Each Car Contains (3) Removable Crates



6-Car Rapid Discharge Hopper Set



BNSF - 6-Car Rapid Discharge Hopper Set

20-90884	Car Nos. 605050, 605052, 605064, 605062, 605078, 605073	\$329.95
20-90885	Car Nos. 605054, 605059, 605068, 605067, 605076, 605070	\$329.95



CSX - 6-Car Rapid Discharge Hopper Set

20-90886	Car Nos. 291612, 291618, 291622, 291628, 291630, 291635	\$329.95
20-90887	Car Nos. 291610, 291613, 291625, 291627, 291634, 291639	\$329.95



Norfolk Southern - 6-Car Rapid Discharge Hopper Set

20-90888	Car Nos. 153329, 15335, 153342, 153356, 153368, 153375	\$329.95
20-90889	Car Nos. 153327, 153333, 153340, 153352, 153364, 153378	\$329.95



Wisconsin Central - 6-Car Rapid Discharge Hopper Set

20-90890	Car Nos. 208335, 208337, 208343, 208345, 208355, 208359	\$329.95
20-90891	Car Nos. 208333, 208330, 208348, 208342, 208356, 208353	\$329.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions



6-Car 4-Bay Hopper Set



Wheeling & Lake Erie - 6-Car 4-Bay Hopper Set

20-90892	Car Nos. 502, 505, 518, 514, 522, 529	\$329.95
20-90893	Car Nos. 504, 506, 512, 515, 523, 520	\$329.95



Union Pacific - 6-Car 4-Bay Hopper Set

20-90894	Car Nos. 44272, 44275, 44294, 44294, 44307, 44338	\$329.95
20-90895	Car Nos. 44345, 44354, 44371, 44379, 44397, 44450	\$329.95



Canadian National - 6-Car 4-Bay Hopper Set

20-90896	Car Nos. 330208, 330202, 330214, 330217, 330220, 330225	\$329.95
20-90897	Car Nos. 330215, 330218, 330222, 330228, 330230, 330232	\$329.95



Norfolk Southern - 6-Car 4-Bay Hopper Set

20-90898	Car Nos. 300325, 300329, 300334, 300338, 300344, 300347	\$329.95
20-90899	Car Nos. 300352, 300356, 300365, 300369, 300371, 300374	\$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
- Fast-Angle Wheel Sets
- Metal Grab Irons and Handrails
- Detailed Brake System
- Removable Coal Load
- Needle-Point Axles
- 1:48 Scale Dimensions
- O Scale Kadee-Compatible Coupler Mounting Pads
- Each Car Measures: 13 1/4" x 2 5/8" x 3"
- Operates On O-31 Curves

Easily Convert to 2-Rail!

2-Rail Die-Cast Sprung Metal Roller Bearing Freight Car Two Truck Pack
20-89002 \$24.95



6-Car Reefer Set



Pacific Fruit Express - 6-Car Reefer Set

20-92015 Car Nos. 8005, 8003, 8012, 8014, 8027, 8022 \$329.95
 20-92016 Car Nos. 8006, 8008, 8017, 8010, 8024, 8025 \$329.95



Tropicana - 6-Car Reefer Set

20-92017 Car Nos. 11052, 11055, 11060, 11068, 11074, 11077 \$329.95
 20-92018 Car Nos. 11083, 11086, 11092, 11095, 11104, 11108 \$329.95



Burlington - 6-Car Reefer Set

20-92019 Car Nos. 76222, 76224, 76226, 76235, 76238, 76230 \$329.95
 20-92020 Car Nos. 76229, 76223, 76220, 76234, 76236, 76233 \$329.95



Santa Fe - 6-Car Reefer Set

20-92021 Car Nos. 21160, 21169, 21175, 21173, 21186, 21180 \$329.95
 20-92022 Car Nos. 21163, 21167, 21179, 21176, 21188, 21184 \$329.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Opening Doors
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Each Car Measures:
11 5/8" x 2 3/4" x 3 9/16"
- Operates On 0-31 Curves

Easily Convert to 2-Rail!

2-Rail Die-Cast Sprung Metal
 Bettendorf Freight Car Two Truck Pack
 20-89001 \$24.95



3-Car Wood Chip Hopper Set



Southern Pacific - 3-Car wood Chip Hopper Set
 20-92023 Car Nos. 355420, 355425, 355429 \$169.95
 20-92024 Car Nos. 355432, 355438, 355434 \$169.95



Montana Rail Link - 3-Car wood Chip Hopper Set
 20-92025 Car Nos. 35080, 35020, 35015 \$169.95
 20-92026 Car Nos. 35029, 35034, 35085 \$169.95



Chessie - 3-Car wood Chip Hopper Set
 20-92027 Car Nos. 65015, 65018, 65012 \$169.95
 20-92028 Car Nos. 65022, 65025, 65029 \$169.95



Southern - 3-Car wood Chip Hopper Set
 20-92029 Car Nos. 132850, 132855, 132858 \$169.95
 20-92030 Car Nos. 132862, 132867, 132873 \$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
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- O Scale Kadee Compatible Coupler Mounting Pads
- Each Car Measures: 16 3/8" x 2 13/16" 4 3/16"
- Operates On O-54 Curves

Easily Convert to 2-Rail!

2-Rail Die-Cast Sprung Metal Roller Bearing Freight Car Two Truck Pack
 20-89002 \$24.95



Passenger Cars

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Detailed Car Interior
- Overhead Interior Lighting
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- End-of-Car Diaphragms
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 10 Passenger Figures In Each Coach
- Detailed Car Undercarriage
- Sliding Baggage Car Doors
- Die-Cast 4-Wheel or 6-Wheel Trucks
- 5-Car Sets Feature (1) Baggage, (3) Coaches or (2) Coaches and (1) Dome Car, and (1) Observation
- 5-Car Set Measures: 95" x 2 7/16" x 3 1/2"
- Operates On O-42 Curves



Alaska - 70' ABS RPO Passenger Car (Smooth Sides)
20-68256 \$99.95



Alaska - 2-Car 70' ABS Baggage/Coach Passenger Set (Smooth Sides)
20-69256 \$189.95



Alaska - 2-Car 70' ABS Slpr/Diner Passenger Set (Smooth Sides)
20-66256 \$189.95



Alaska - 5-Car 70' ABS Passenger Set (Smooth Sides)
20-65256 \$449.95



Nickel Plate Road - 2-Car 70' ABS Baggage/Coach Passenger Set (Ribbed Sides)
20-69259 \$189.95



Alaska - 70' ABS Full Length Vista Dome Passenger Car (Smooth Sides)
20-67256 \$99.95



Nickel Plate Road - 5-Car 70' ABS Passenger Set (Ribbed Sides)
20-65259 \$449.95



Nickel Plate Road - 2-Car 70' ABS Slpr/Diner Passenger Set (Ribbed Sides)
20-66259 \$189.95



Pennsylvania - 2-Car 70' ABS Baggage/Coach Passenger Set (Smooth Sides)
20-69258 \$189.95



Nickel Plate Road - 70' ABS Full Length Vista Dome Passenger Car (Ribbed Sides)
20-67259 \$99.95



Nickel Plate Road - 70' ABS RPO Passenger Car (Ribbed Sides)
20-68259 \$99.95



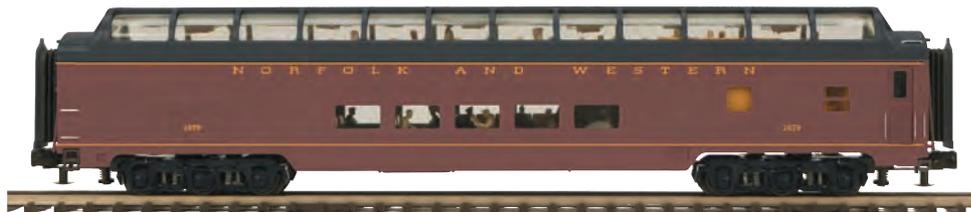
Pennsylvania - 70' ABS RPO Passenger Car (Smooth Sides)
20-68258 \$99.95



Norfolk & Western - 5-Car 70' ABS Passenger Set (Smooth Sides)
20-65260 \$449.95



Norfolk & Western - 2-Car 70' ABS Slpr/Diner Passenger Set (Smooth Sides)
20-66260 \$189.95



Norfolk & Western - 70' ABS Full Length Vista Dome Passenger Car (Smooth Sides)
20-67260 \$99.95



Norfolk & Western - 70' ABS RPO Passenger Car (Smooth Sides)
20-68260 \$99.95



Norfolk & Western - 2-Car 70' ABS Baggage/Coach Passenger Set (Smooth Sides)
20-69260 \$189.95



Union Pacific - 70' ABS Full Length Vista Dome Passenger Car (Smooth Sides)
20-67261 \$99.95



Union Pacific - 2-Car 70' ABS Slpr/Diner Passenger Set (Smooth Sides)
20-66261 \$189.95



Union Pacific - 70' ABS RPO Passenger Car (Smooth Sides)
20-68261 \$99.95



Union Pacific - 2-Car 70' ABS Baggage/Coach Passenger Set (Smooth Sides)
20-69261 \$189.95



Pennsylvania - 2-Car 70' ABS Slpr/Diner Passenger Set (Smooth Sides)
20-66258 \$189.95



Pennsylvania - 70' ABS Full Length Vista Dome Passenger Car (Smooth Sides)
20-67258 \$99.95



Pennsylvania - 5-Car 70' ABS Passenger Set (Smooth Sides)
20-65258 \$449.95

Passenger Cars



New Haven - 70' ABS Full Length Vista Dome Passenger Car (Ribbed Sides)
20-67253 \$99.95



New Haven - 2-Car 70' ABS Slpr/Diner Passenger Set (Ribbed Sides)
20-66253 \$189.95



New Haven - 5-Car 70' ABS Passenger Set (Ribbed Sides)
20-65253 \$449.95



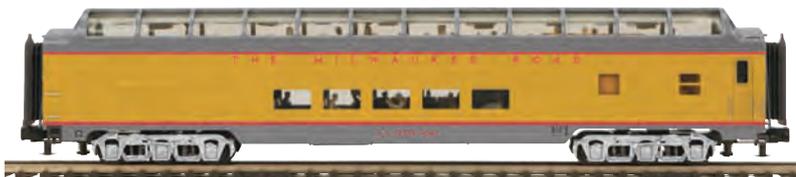
New Haven - 2-Car 70' ABS Baggage/Coach Passenger Set (Ribbed Sides)
20-69253 \$189.95



New Haven - 70' ABS RPO Passenger Car (Ribbed Sides)
20-68253 \$99.95



Milwaukee Road - 5-Car 70' ABS Passenger Set (Smooth Sides)
20-65254 \$449.95



Milwaukee Road - 70' ABS Full Length Vista Dome Passenger Car (Smooth Sides)
20-67254 \$99.95



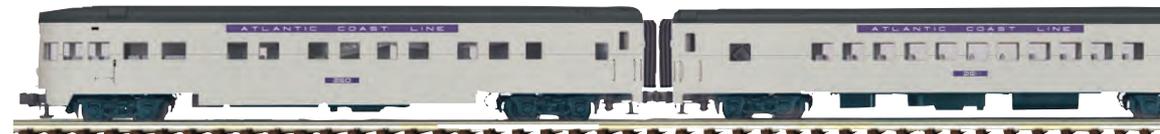
Milwaukee Road - 2-Car 70' ABS Slpr/Diner Passenger Set (Smooth Sides)
20-66254 \$189.95



Milwaukee Road - 2-Car 70' ABS Baggage/Coach Passenger Set (Smooth Sides)
20-69254 \$189.95



Milwaukee Road - 70' ABS RPO Passenger Car (Smooth Sides)
20-68254 \$99.95





Illinois Central - 5-Car 70' ABS Passenger Set (Smooth Sides)
20-65255 \$449.95



Illinois Central - 2-Car 70' ABS Slpr/Diner Passenger Set (Smooth Sides)
20-66255 \$189.95



Illinois Central - 70' ABS Full Length Vista Dome Passenger Car (Smooth Sides)
20-67255 \$99.95



Illinois Central - 2-Car 70' ABS Baggage/Coach Passenger Set (Smooth Sides)
20-69255 \$189.95



Illinois Central - 70' ABS RPO Passenger Car (Smooth Sides)
20-68255 \$99.95



Atlantic Coast Line - 70' ABS RPO Passenger Car (Ribbed Sides)
20-68252 \$99.95



Atlantic Coast Line - 2-Car 70' ABS Slpr/Diner Passenger Set (Ribbed Sides)
20-66252 \$189.95



Atlantic Coast Line - 70' ABS Full Length Vista Dome Passenger Car (Ribbed Sides)
20-67252 \$99.95



Atlantic Coast Line - 2-Car 70' ABS Baggage/Coach Passenger Set (Ribbed Sides)
20-69252 \$189.95



Atlantic Coast Line - 5-Car 70' ABS Passenger Set (Ribbed Sides)
20-65252 \$449.95

Passenger Cars



Santa Fe - 5-Car 70' ABS Passenger Set (Ribbed Sides)
20-65251 \$449.95



Santa Fe - 70' ABS Full Length Vista Dome Passenger Car (Ribbed Sides)
20-67251 \$99.95



Santa Fe - 70' ABS RPO Passenger Car (Ribbed Sides)
20-68251 \$99.95



New York Central - 2-Car 70' ABS Slpr/Diner Passenger Set (Smooth Sides)
20-66257 189.95



New York Central - 2-Car 70' ABS Baggage/Coach Passenger Set (Smooth Sides)
20-69257 \$189.95



New York Central - 5-Car 70' ABS Passenger Set (Smooth Sides)
20-65257 \$449.95



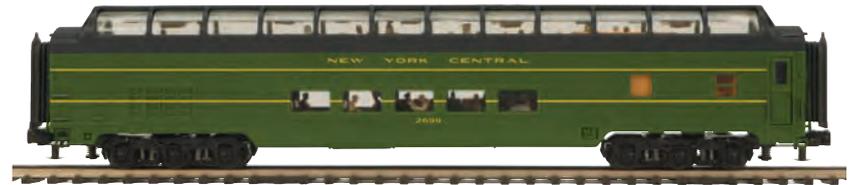
Santa Fe - 2-Car 70' ABS Slpr/Diner Passenger Set (Ribbed Sides)
20-66251 \$189.95



Santa Fe - 2-Car 70' ABS Baggage/Coach Passenger Set (Ribbed Sides)
20-69251 \$189.95



New York Central - 70' ABS RPO Passenger Car (Smooth Sides)
20-68257 \$99.95



New York Central - 70' ABS Full Length Vista Dome Passenger Car (Smooth Sides)
20-67257 \$99.95

2015 European Lineup



Until now, European O gauge hobbyists have often had to choose between models that look realistic and models that run well. M.T.H. Electric Trains is one of the only model railroading manufacturers to deliver accurate, highly detailed scale models that run superbly and have more features than any previous O gauge trains — all at attractive pricing.

M.T.H. locomotives feature on-board DCC, full compatibility with all 2-rail and 3-rail AC and DC operating systems, scale detailing, vivid sounds, synchronized puffing smoke in steam engines, steady speeds down to 3 scale miles per hour, and a choice of 4 coupling systems.

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 and electric locomotives are unmatched in value and performance and our passenger and freight cars can withstand

the scrutiny of many a seasoned modeler. Almost all of our Premier Line European 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 1:43.5 to 1:45 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 with a flywheel-equipped motor, pours billowing smoke from the ProtoSmoke system prototypically timed with the drive wheel revolutions, and is outfitted with lighting effects that make for a realistic operating experience.

M.T.H. European Premier electrics feature metal handrails and grill details and additional operating features such as motorized pantographs, 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 electric 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 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, the onboard Proto-Sound 3.0 electronics — capable of operating on AC or DC power and in command mode under DCC and DCS protocols — give M.T.H. operators an unprecedented number of ways to run 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.

DR/DB 44 Class "Jumbo"



Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails and Decorative Whistle
- Sprung Buffers
- NEM 310 Metal Wheels
- (2) Hook & Chain Coupler Assemblies
- NEM 365 Lenz Coupler & Pocket Assembly
- Constant Voltage LED Boiler Lighting
- LED Lighted Cab Interior
- Operating LED Tender Lights
- Operating LED Running Board Lights
- 5-Pole Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar w/Close Coupling Option
- 1:45 Scale Proportions
- Onboard DCC Receiver
- CE Rated
- 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 or Freight Yard Proto-Effects
- Measures: 531mm X 98mm X 68mm
- Hi-Rail Wheels Operate On 0-54 Curves
- Scale Wheels Operate On 36" Radius Curves

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

Wooden Stationary
Display Base Included



The long history of the Class 44 (*Baureihe 44* or *BR 44* in German) begins with the nationalization of the German railways in 1920. The newly formed *Deutsche Reichsbahn* (DR) had taken over more than 120 different locomotive types from the various former state railways. As in the United States during World War I and in Great Britain after World War II, nationalization of the railways brought about the desire for a standard series of locomotives that could be built in large quantities and efficiently operated and maintained, with as many common components as possible. The result was the Standard Engines (*Einheitslokomotiven*), which became the basis for development and construction of German locomotives for more than 20 years. Among the most successful of the Standard Engines was the ten-coupled BR 44, which would become Germany's standard heavy freight locomotive from the late 1930s to the end of steam.

To put the maximum amount of power on the rails, the BR 44's designers gave it ten relatively small 55" (1400 mm) drive wheels and three cylinders, with the two outside cylinders driving the third axle and the inside cylinder driving the second axle. Delivering 2000 horsepower, the heavy freighter had a top speed of 80 kph (48 mph). Like its less powerful two-cylinder sister, the BR 43, the BR 44 was designed for the DR's new, heavier standard axle loading of 20 tons. (In the U. S., by comparison, heavy freight engines were more likely to have eight rather than ten drivers and driver axle loads of around 35 tons.)

After more than three years of development, the first BR 43s and BR 44s were outshopped in 1926 — ten locomotives of each class. As the two-cylinder BR 43 was more economical to operate, the onset of the Great Depression halted further production of the BR 44. Eventually, however, the two-cylinder motion of the BR 43 proved more stressful to the engine frame and other components, and series production of the BR 44 resumed in 1937, with Wagner smoke deflectors and new welded 2'2" T34 tenders.

As the nation's premier heavy freight hauler, the BR 44 became one of only a handful of steam locomotives prioritized for wartime production. By the end of series production in 1944, nearly 2000 BR 44s had been produced by 14 factories in Germany and occupied territories. A so-called "austerity" version, with simplified wartime construction, was the BR 44 Ük; notable spotting features included the omission of both the smoke deflectors and the forward cab side windows. (As many routes in Germany and occupied territories had not yet been upgraded to accept 20-ton axle loads, wartime production also included large numbers of lighter ten-coupled steamers to serve areas where the BR 44 couldn't go.)

After World War II, 1,242 BR 44s found their way to the West German *Deutsche Bundesbahn* (DB) and 355 engines to East Germany's *Deutsche Reichsbahn* (DR). These included a final ten locomotives assembled in 1949 from existing parts. The BR 44s were urgently needed for the reconstruction of the country and soon got modernized. The DB attached Witte smoke deflectors, replaced the air pumps, and added new headlights. The DR just changed the smoke deflectors and experimented with coal-dust fired engines. Both German railways converted part of their engines to oil burners.

During this period, the big locomotives acquired the nickname "Jumbos" — as strong, untiring, and good-natured beasts of burden. During the German *Wirtschaftswunder* ("economic miracle"), the Jumbos were significant contributors to the recovery and the success of German industry. They hauled heavy ore and coal trains as well as mixed freights with manufactured goods over long routes and steep gradients. A legendary train was the *Langer Heinrich* ("Long Henry") of the 1960s and '70s, a 4000-ton ore train from the North Sea coast to the industrial Ruhr region. BR 44 engines were in regular service until the end of steam in Germany — 1977 in the West and 1981 in the East.

The Class 44 had also been built in occupied France from 1942 onward. Some of these engines were later transferred to the SNCF as war reparations. In 1946, French locomotive factories built 226 more engines with minor modifications. Rostered by the SNCF as series 150X, they were the most powerful and the heaviest steam freight engines in France. They were assigned to industrial transport in the EST region (in green livery) and in the NORD region (in black livery). Forty-eight engines were sold to Turkish Railways in 1955, and all the rest were withdrawn from service by 1965 as France converted to electric traction.

New for 2014, M.T.H. is proud to introduce these superbly detailed BR 44 models, reproducing the power, dependability, and sheer drama that have endeared the Jumbos to generations of railfans. Heavy die-cast metal construction and a powerful electronically controlled drive system offer enormous tractive effort and superior running qualities. Each version accurately replicates how the BR 44 looked in a particular era. And thanks to ProtoSound 3.0, we can see, hear, and feel the dynamics of these massive engines, with smooth operation from a crawl to full throttle, synchronized puffing smoke, conventional or command operation with DCC or M.T.H.'s Digital Command System (DCS), and distinctive three-cylinder exhaust notes and other sounds recorded from an actual BR 44. The M.T.H. Jumbos bring back the steam era as a thrilling experience for our senses in the gorgeous size of O gauge.



SNCF - 150 X Era IIIa Steam Engine with DCC/DCS Proto-Sound 3.0
 20-3528-1 Hi-Rail Wheels \$1399.95
 22-3528-2 Fine Scale Wheels \$1399.95



DB - BR 44 Era IIIb Steam Engine with DCC/DCS Proto-Sound 3.0
 20-3529-1 Hi-Rail Wheels \$1399.95
 22-3529-2 Fine Scale Wheels \$1399.95



DRG - BR 44 Era IIc Steam Engine with DCC/DCS Proto-Sound 3.0
 20-3530-1 Hi-Rail Wheels \$1399.95
 22-3530-2 Fine Scale Wheels \$1399.95



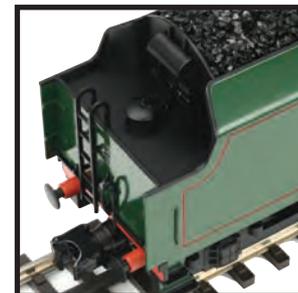
DB - BR 044 Era IV Steam Engine with DCC/DCS Proto-Sound 3.0
 20-3531-1 Hi-Rail Wheels \$1399.95
 22-3531-2 Fine Scale Wheels \$1399.95

Duchess



Features

- Die-Cast Boiler and Tender Body
- 1:43.5 Scale Proportions
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Real Coal Load
- Precision Flywheel-Equipped Motor
- Remote Controlled Proto-Coupler™
- Handpainted Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails
- Metal Whistle
- Lighted Cab Interior
- Locomotive Speed Control
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- Synchronized Puffing ProtoSmoke™ System
- Sprung Buffers
- Wireless Drawbar
- Proto-Sound 2.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Unit Measures: 23 7/16" x 2 11/16" x 4 5/16"
- Operates On O-54 Curves





British Railways - Duchess Class Steam Engine with Proto-Sound 2.0 with FREE LMS Baggage Car (Hi-Rail Wheels)
20-3586-1 46230 Duchess of Buccleuch \$1199.95



British Railways - Duchess Class Steam Engine with Proto-Sound 2.0 with FREE LMS Baggage Car (Hi-Rail Wheels)
20-3587-1 46234 Duchess of Abercorn \$1199.95



British Railways - Duchess Class Steam Engine with Proto-Sound 2.0 with FREE LMS Baggage Car (Hi-Rail Wheels)
20-3588-1 46231 Duchess of Athol \$1199.95



See It In Action At
www.mthtrains.com

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

While the London, Midland & Scottish was the largest of England's four major railways, its motive power department had been hobbled by internal rivalries, a legacy from the several railways that combined in 1923 to form the LMS. Locomotive designer William Stanier, with a direct line to the president of the railroad, was hired in 1932 to resolve those problems. He brought the LMS from an also-ran to a leader in British engine design. Stanier's crowning achievement was the four-cylinder Princess Coronation Class Pacifics, built from 1937-1948. In contrast with American designers, who generally shunned engines with more than two cylinders as being too hard to maintain, Europeans often used three or four cylinders to produce a more balanced engine that was easier on the track. In Stanier's design, the Walschaert's valve gear on the outside cylinders also drove the valves on the inside cylinders, located within the frame, through a set of rocker arms.

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

Relive the glory days of LMS express passenger service with our superbly detailed Princess Coronation Class Pacific, complete with sounds recorded from the prototype *Duchess of Sutherland*, synchronized puffing smoke with prototypically correct chuffs per driver revolution, and station sounds for the *Royal Scot*.

Learn more about it: search on the item number for this model on the M.T.H. Web site for links to additional information on this locomotive and prototype British railroading.

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
- Handpainted 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
- Constant Voltage LED Headlight
- LED Operating Firebox Glow
- LED Lighted Cab Interior
- Operating LED Tender Back-Up Light
- 5-Pole 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*

Wooden Stationary Display Base Included



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 constant 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 158**



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

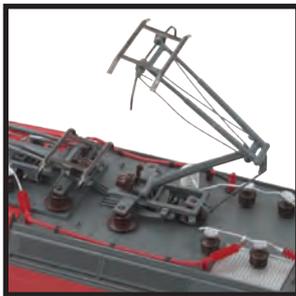


Noisy Le Sec - 141P Mikado Steam Engine with DCC/DCS Proto-Sound 3.0
20-3490-1 Hi-Rail Wheels \$1199.95
20-3490-2 Fine Scale Wheels \$1199.95



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, Durable ABS Body
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides and Pilots
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Horn
- Directionally Controlled LED Headlights
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- (2) Remotely Controlled Proto-Couplers**
- Kadee-Compatible Coupler Mounting Pads
- LED Lighted Cab Interior
- (2) Handpainted 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 0-72 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 trackside signals.

But the most practical feature of the TRAXX electric has nothing to do with speed or safety. It turns out the engine's smooth, flat sides make a perfect rolling billboard, either for publicizing the owner or selling ad space for additional revenue. The most complex images can be printed on a heavy plastic foil and applied neatly to the engine, and changed easily when necessary. Passenger engines based on the same platform have carried graphics publicizing rock musicals, vacation destinations, and even UNICEF.

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
20-5654-3	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
20-5653-6	Non-Powered Scale Wheels	\$229.95



MRCE dispolok - TRAXX F140 AC-1 Electric Engine

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, Durable ABS Body
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides and Pilots
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Horn
- Directionally Controlled LED Headlights
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- (2) Remotely Controlled Proto-Couplers**
- Kadee-Compatible Coupler Mounting Pads
- LED Lighted Cab Interior
- (2) Handpainted 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
- Catenary or Track Power Selector Switch
- (2) Motorized Pantographs (2 inside units on locomotives with more than 2 pantographs)
- 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
20-5649-3	Non-Powered Hi-Rail Wheels	\$219.95

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



OBB - Taurus ES-64-U2 Electric Engine

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

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 LED 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
- LED Lighted Cab Interior
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- (2) Handpainted 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

Dark Green and Gray - Ce 6/8^{III} 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 stomping ground for the 2-10-0 “Elephants,” the largest steam engines ever used in Switzerland. But when the decision was made to electrify the route, the Elephants were replaced by Crocodiles.

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

In the 33 first-generation engines built in 1919–21, the powered jackshaft drove a main rod that was connected to both the first set of drivers and a second idler jackshaft. The 18 second-generation crocodiles, built in 1925–26, used a simpler arrangement with the powered jackshaft driving a main rod connected to the third set of drivers. In Swiss parlance, the two generations of engines were designated Ce 6/8^{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 im-

ported 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) Handpainted 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
- Directionally Controlled Constant voltage LED Headlights
- LED 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 0-54 Curves
- Scale Wheels Operate On 36" Radius Curves

** Hi-Rail Wheel Models Only*

Wooden Stationary Display Base Included





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 Freight and Passenger Rolling Stock



European Modern Kesselwagen (Tank Car)



ARAL - 6-Car European Modern Kesselwagen (Tank Car) Set
22-90948 Fine Scale Wheels \$449.95



DHL - 6-Car European Modern Kesselwagen (Tank Car) Set
22-90949 Fine Scale Wheels \$449.95



On Rail - 6-Car European Modern Kesselwagen (Tank Car) Set
22-90951 Fine Scale Wheels \$449.95



Ermewa - 6-Car European Modern Kesselwagen (Tank Car) Set
22-90950 Fine Scale Wheels \$449.95

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 \$449.95



VTG - European Modern Kesselwagen
 20-99034 Hi-Rail Wheels \$79.95
 VTG - 6-Car European Modern Kesselwagen Set
 20-90933 Hi-Rail Wheels \$449.95



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 \$449.95
 22-90934 Fine Scale Wheels \$449.95



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 \$449.95



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 \$449.95

20-90920 Fine Scale Wheels \$449.95



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 \$449.95



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 \$449.95

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 0-42 Curves
- NEM 310/311 Standard Fine Scale Wheels Operate On 31" Radius Curves

* Scale Wheel Models Only



European Bierwagen (Beer Reefer)



Brauerei Wardeck Basel - European Bierwagen
 20-99041 Hi-Rail Wheels \$69.95
 22-99041 Fine Scale Wheels \$69.95
 Brauerei Wardeck Basel - 6-Car European Bierwagen Set
 22-90940 Fine Scale Wheels \$389.95



Schützengarten - European Bierwagen
 22-99043 Fine Scale Wheels \$69.95
 Schützengarten - 6-Car European Bierwagen Set
 22-90942 Fine Scale Wheels \$389.95



Maggi - 6-Car European Kühlwagen für Nahrungsmittel Set
 20-90941 Hi-Rail Wheels \$389.95
 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
 Bierbrauerei Falken - 6-Car European Bierwagen Set
 20-90943 Hi-Rail Wheels \$389.95
 22-90943 Fine Scale Wheels \$389.95



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

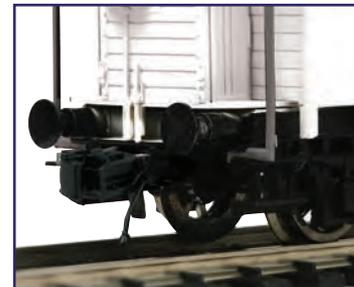


Biere Beauregard - European Bierwagen
 20-99001 Hi-Rail Wheels \$69.95
 20-99005 Fine Scale Wheels \$69.95
 Biere Beauregard - 6-Car European Bierwagen Set
 20-90900 Hi-Rail Wheels \$389.95
 20-90904 Fine Scale Wheels \$389.95

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
- O Scale Kadee® Compatible Coupler Mounting Pads
- Hi-Rail Wheeled Cars Include Scale European Couplers and Dummy American Knuckle Couplers
- Needle-Point Axles
- 1:45 Scale Dimensions
- Sprung Buffers
- European NEM Fine Scale Couplers Included*
- NEM 365 Coupler Pocket*
- NEM 362 Lenz® Compatible Coupler Included*
- Hi-Rail Wheels Operate On 0-31 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 Güterwagen
 20-99045 Hi-Rail Wheels \$69.95
 22-99045 Fine Scale Wheels \$69.95
 SBB CFF - 6-car European Gedeckter Güterwagen Set
 22-90944 Fine Scale Wheels \$389.95



SBB CFF - European Gedeckter Güterwagen
 22-99046 Fine Scale Wheels \$69.95
 SBB CFF - 6-car European Gedeckter Güterwagen Set
 20-90945 Hi-Rail Wheels \$389.95
 22-90945 Fine Scale Wheels \$389.95



SBB CFF - 6-car European Gedeckter Güterwagen Set
 22-90946 Fine Scale Wheels \$389.95



SBB CFF - European Gedeckter Güterwagen
 20-99048 Hi-Rail Wheels \$69.95
 SBB CFF - 6-car European Gedeckter Güterwagen 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

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 Offener Güterwagen (Gondola)



DB Cargo - European Modern Offener Güterwagen
 20-99037 Hi-Rail Wheels \$79.95
 22-99037 Fine Scale Wheels \$79.95
 DB Cargo - 6-Car European Modern Offener Güterwagen Set
 20-90936 Hi-Rail Wheels \$439.95



DB - European Modern Offener Güterwagen
 20-99039 Hi-Rail 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
 22-99038 Fine Scale 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
20-60004-2 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



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



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 84" Radius Curves

* Scale Wheel Models Only



See It In Action At
www.mthtrains.com



POWER UP

with the Best Transformers in O Gauge



Z-1000™ AC Transformer
40-1000 \$109.95
With 14 Volt Accessory Port

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

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

Z-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.



RailKing Controller Set
40-750C \$59.95
Includes Z-500/Z-750 transformer controller, RealTrax lock-on (40-1003), RealTrax wire harness (40-1015)

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



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



Proto-Sound 2.0 Battery Charger
50-1019 \$19.95



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



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



Proto-Sound Battery
50-1008 \$11.95



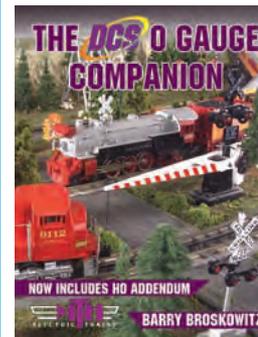
TIU/TMCC-Legacy
6' Connector Cable
50-1032 \$24.95



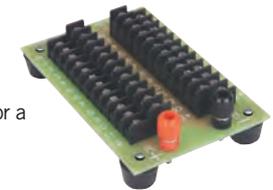
Z-DC24 24-Watt Power Supply
50-240 \$17.95



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



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

400 Watts!

The Most Powerful UL Listed Transformer!

[Learn More About It](#)

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

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

Overload indicator

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

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

Power-on indicator

Bell and whistle/horn buttons compatible with all AC engines

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

Programming button for original Proto-Sound and QSI® AC sound systems

Internal cooling fan

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.

Rear Panel Outputs



0~22 Volts Track Power (10 AMP)

10-Volt Accessory Power (3 AMP)

14-Volt Accessory Power (3 AMP)

0~22 Volts Track Power (10 AMP)

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

Z-4000® Transformer
40-4000 \$ 459.95

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

WHY THE UL OR SF 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

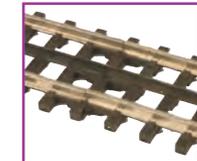
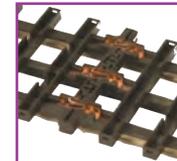
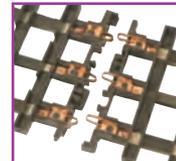
ScaleTrax track and switches are more affordable than comparable Atlas and Ross products.

Smaller Third Rail

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

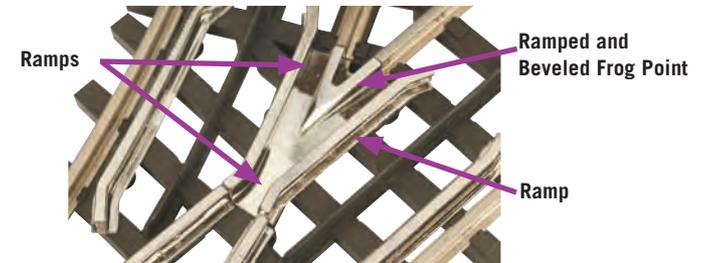
Better Electrical Contact

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.

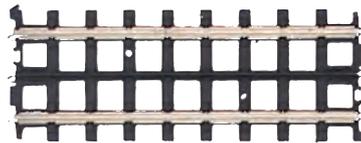


STRAIGHT, FLEX & OPERATING TRACK SECTIONS

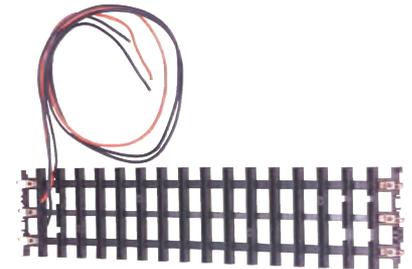

 ScaleTrax™ - 1.75" Track Section
 45-1011 \$2.49
 ScaleTrax™ - 1.75" Track Section 4-Pack
 45-1011-4 \$10.25


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


 ScaleTrax™ - 4.25" Track Section
 45-1012 \$3.99
 ScaleTrax™ - 4.25" Track Section 2-Pack
 45-1012-2 \$8.99


 ScaleTrax™ - 5.5" Track Section
 45-1014 \$3.99
 ScaleTrax™ - 5.5" Track Section 2-Pack
 45-1014-2 \$8.99


 ScaleTrax™ - 10" Straight Track Section
 45-1001 \$4.99



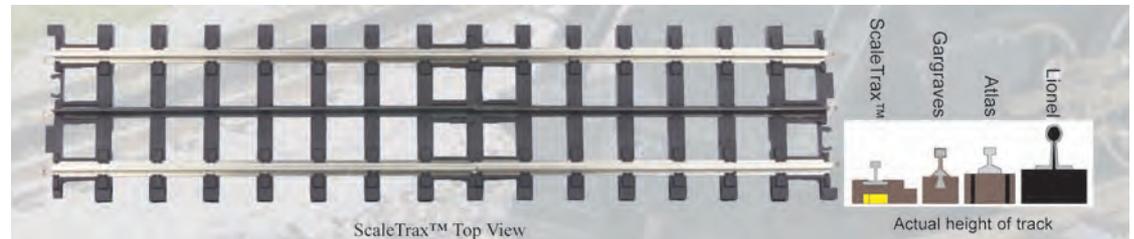
ScaleTrax™ - Lockon (Track Not Included)
 45-1033 \$4.25
 Each FlexTrack Section Requires 1 Lockon


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


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

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

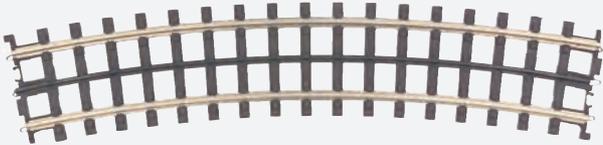

 ScaleTrax™ - 15" Operating Track Section
 45-1035 \$24.95



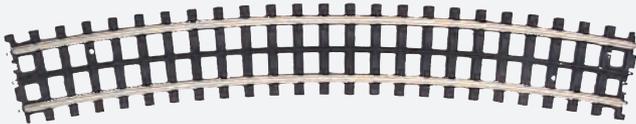
Curved Track Sections



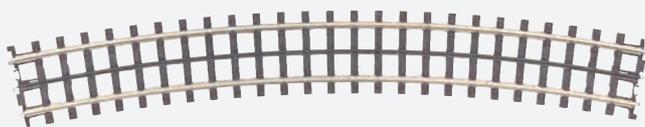
ScaleTrax™ - 0-31 Curved Track Section
45-1002 \$4.99
It takes **EIGHT 0-31 CURVES** to make a circle.



ScaleTrax™ - 0-54 Curved Track Section
45-1007 \$5.29
It takes **SIXTEEN 0-54 CURVES** to make a circle.



ScaleTrax™ - 0-72 Curved Track Section
45-1010 \$5.99
It takes **SIXTEEN 0-72 CURVES** to make a circle.



ScaleTrax™ - 0-80 Curved Track Section
45-1034 \$6.99
It takes **SIXTEEN 0-80 CURVES** to make a circle.

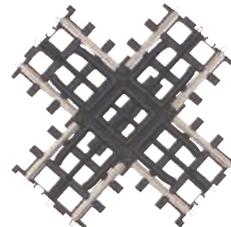
Crossovers



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

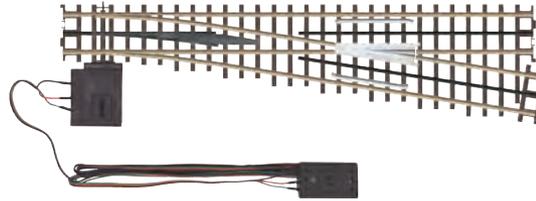


ScaleTrax™ - 45 Degree Crossing
45-1006 \$19.95

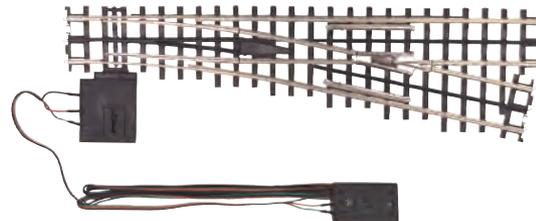


ScaleTrax™ - 90 Degree Crossing
45-1005 \$19.95

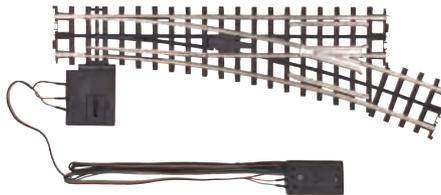
Switches



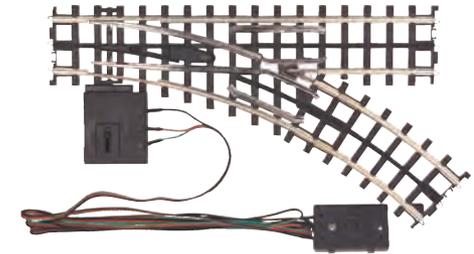
ScaleTrax™ - No. 6 Right Hand Switch
45-1053 \$89.95
ScaleTrax™ - No. 6 Left Hand Switch
45-1052 \$89.95



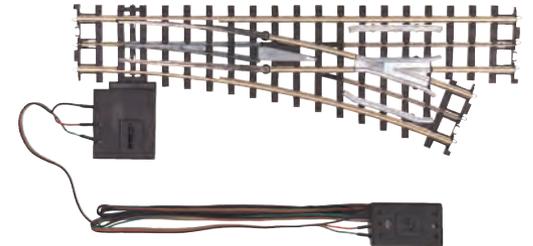
ScaleTrax™ - No. 4 Right Hand Switch
45-1051 \$89.95
ScaleTrax™ - No. 4 Left Hand Switch
45-1050 \$89.95



ScaleTrax™ - 0-72 Right Hand Switch
45-1020 \$79.95
ScaleTrax™ - 0-72 Left Hand Switch
45-1021 \$79.95



ScaleTrax™ - 0-31 Right Hand Switch
45-1004 \$69.95
ScaleTrax™ - 0-31 Left Hand Switch
45-1003 \$69.95



ScaleTrax™ - 0-54 Right Hand Switch
45-1009 \$79.95
ScaleTrax™ - 0-54 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)

ScaleTrax™ 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.

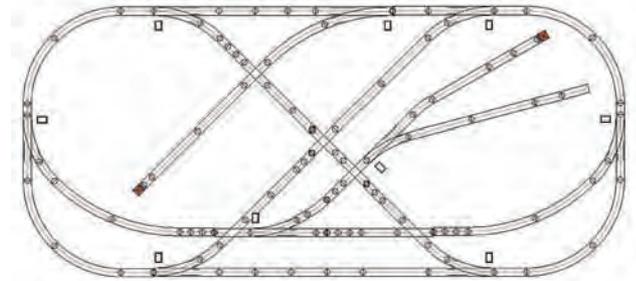
4x8 M.T.H. Tradeshow Layout

Like towns across America this layout plan features a bustling Main Street that has grown up around it's railroads. Whether you want to see a movie, make a bank deposit, go shopping for model trains, pickup the latest railroad shipments at the freight warehouse, or have some documents shredded, this little town has it all. This featured showroom layout can be found at M.T.H. headquarters in Columbia, Maryland and makes appearances at some of the train shows we attend each year.

Now's your chance to recreate an M.T.H. Tradeshow Layout of your very own. The layout includes all the track components you need. Just assemble on to your own layout platform and you'll have created an awesome layout featuring the most realistic O Gauge track you can buy today.

ScaleTrax™ Pieces 45-1108

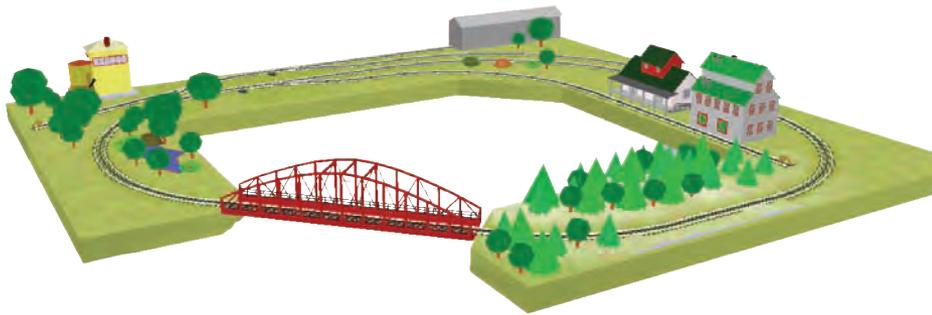
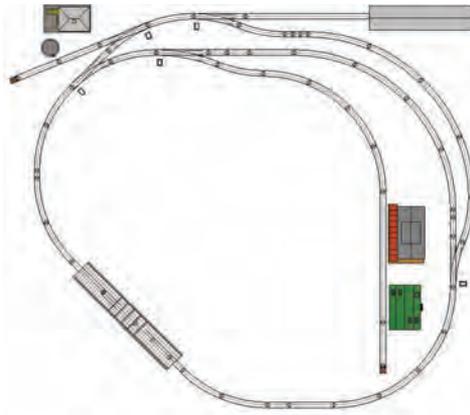
Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	8	\$39.92
45-1002	0-31 curve	\$4.99	8	\$39.92
45-1003	0-31 LH switch	\$49.95	4	\$199.80
45-1004	0-31 RH switch	\$49.95	4	\$199.80
45-1005	90 deg crossing	\$19.95	3	\$59.85
45-1006	45 deg crossing	\$19.95	2	\$39.90
45-1007	0-54 curve	\$5.29	5	\$26.45
45-1008	0-54 LH switch	\$79.95	1	\$79.95
45-1011	1.75 inch straight	\$2.49	24	\$59.76
45-1012	4.25 inch straight	\$3.99	7	\$27.93
45-1013	5 inch straight	\$3.99	5	\$19.95
45-1014	5.5 inch straight	\$3.99	10	\$39.90
45-1025	bumper	\$15.95	2	\$31.90
45-1033	lock-on	\$4.25	4	\$17.00
PACKAGE TOTAL:				\$839.95



**Recreate
the MTH
Tradeshow
Layout!**



8x9 Spare Room & Pacific RR



ScaleTrax™ Pieces

45-1105

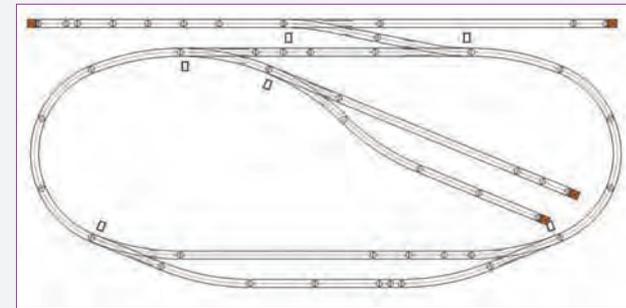
Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	9	\$44.91
45-1007	0-54 curve	\$5.29	19	\$100.51
45-1008	0-54 LH switch	\$79.95	1	\$79.95
45-1009	0-54 RH switch	\$79.95	3	\$239.85
45-1010	0-72 curve	\$5.99	7	\$41.93
45-1011	1.75 inch straight	\$2.49	5	\$12.45
45-1012	4.25 inch straight	\$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	0-72 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	0-80 curve	\$6.99	1	\$6.99
45-1105	PACKAGE TOTAL: \$689.95			

Roosevelt Junction

Roosevelt Junction starts small at just 4 ft. by 8 ft., but can grow in four phases to reach an awesome 8 ft. by 16 ft. railroading empire. Each 4 ft. by 8 ft. phase adds new operating possibilities. As you 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 accomodate most starter set trains, allowing two trains to pass each other.



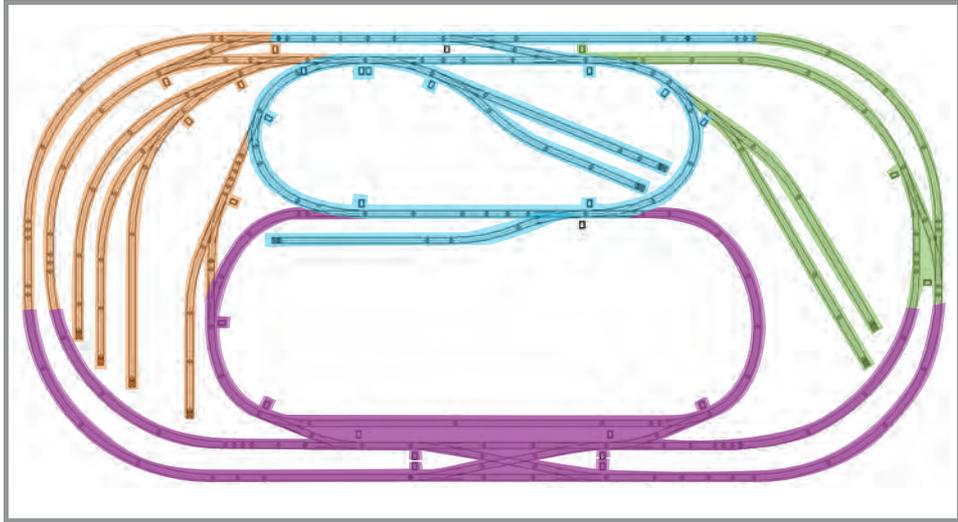
The O gauge layout that grows!
Build Roosevelt Junction in four phases.

ScaleTrax™ Pieces

45-1101

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	6	\$29.94
45-1002	0-31 curve	\$4.99	6	\$29.94
45-1010	0-72 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	0-72 RH switch	\$79.95	3	\$239.85
45-1021	0-72 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	0-31 curve	\$4.99	3	\$14.97
45-1003	0-31 LH switch	\$49.95	1	\$49.95
45-1007	0-54 curve	\$5.29	3	\$15.87
45-1009	0-54 RH switch	\$79.95	1	\$79.95
45-1010	0-72 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	0-72 RH switch	\$79.95	6	\$479.70
45-1021	0-72 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	0-80 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	0-31 curve	\$4.99	2	\$9.98
45-1004	0-31 RH switch	\$49.95	1	\$49.95
45-1007	0-54 curve	\$5.29	2	\$10.58
45-1009	0-54 RH switch	\$79.95	1	\$79.95
45-1010	0-72 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	0-72 RH switch	\$79.95	2	\$159.90
45-1021	0-72 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	0-80 curve	\$6.99	3	\$20.97
45-1103	PACKAGE TOTAL: \$519.95			

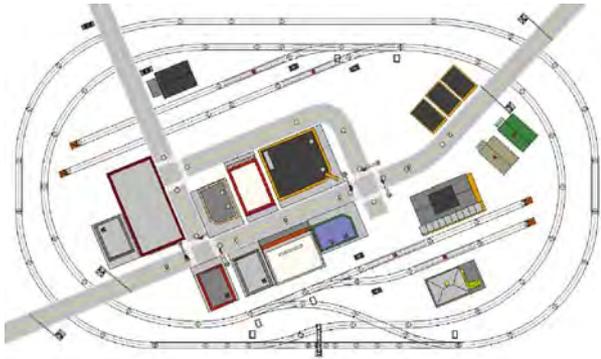
Roosevelt Junction - Phase 4

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 0-72 curves as well as an interior 0-31 loop allowing independent operations of three trains. Carefully located crossovers permit east access from either 0-72 mainline into the yards. Three yard spurs connect to the mains with 0-72 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	0-54 curve	\$5.29	1	\$5.29
45-1008	0-54 LH switch	\$79.95	2	\$159.90
45-1009	0-54 RH switch	\$79.95	2	\$159.90
45-1010	0-72 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	0-80 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

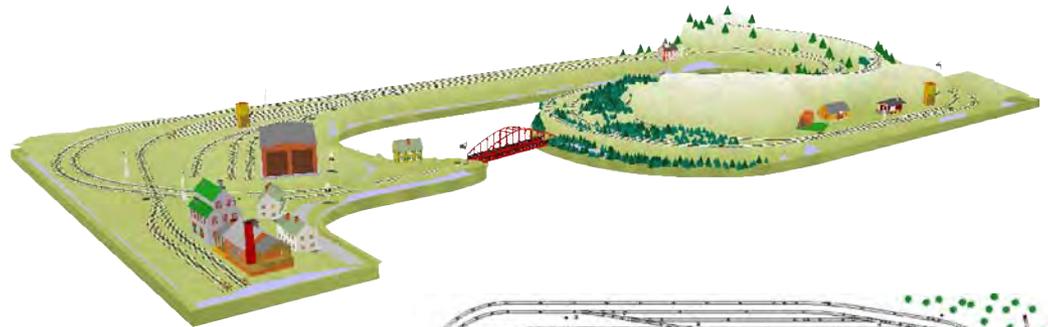


ScaleTrax™ Pieces

45-1107

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	10	\$49.90
45-1007	0-54 curve	\$5.29	30	\$158.70
45-1008	0-54 LH switch	\$79.95	3	\$239.85
45-1009	0-54 RH switch	\$79.95	3	\$239.85
45-1010	0-72 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	0-80 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



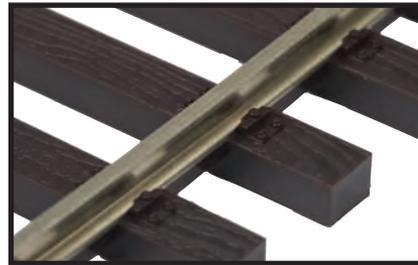
ScaleTrax™ Pieces

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	0-54 curve	\$5.29	10	\$52.90
45-1010	0-72 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	0-72 RH switch	\$79.95	1	\$79.95
45-1021	0-72 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	0-80 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		

ScaleTrax

2-Rail O-Scale Track



ScaleTrax - 2-Rail 36" (914.4mm) Radius Curved Track Section
45-2036 \$8.99



ScaleTrax - 2-Rail 17" (444.1mm) Straight Track Section
45-2017 \$7.99



ScaleTrax - 2-Rail 22" (558.4mm) Radius Curved Track Section
45-2022 \$7.99

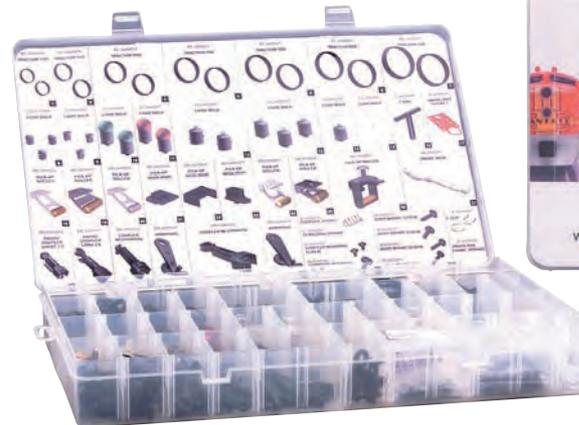
ProtoSmoke™ Fluid (7 oz.)		
60-1045	Unscented	\$15.95
60-1046	Christmas	\$15.95
60-1047	Coal	\$15.95
60-1048	Diesel	\$15.95
60-1049	Woodburning	\$15.95



ProtoSmoke™ Fluid (50 ml)		
60-1051	Assortment	\$189.95
<i>(36) 50 ml ProtoSmoke™ Fluid Bottles, 3 each of 12 Different Scents</i>		

60-1051A	Christmas	\$5.29
60-1051B	Coal	\$5.29
60-1051C	Diesel	\$5.29
60-1051D	Wood Burning	\$5.29
60-1051E	Coffee	\$5.29
60-1051G	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

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.

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

RealTrax®

Rugged — Realistic — Reliable

REALTRAX®
BY M.T.H. ELECTRIC TRAINS

It takes **EIGHT 0-31 CURVES** to make a circle.
 It takes **TWELVE 0-42 CURVES** to make a circle.
 It takes **SIXTEEN 0-54 CURVES** to make a circle.
 It takes **SIXTEEN 0-72 CURVES** to make a circle.
 It takes **SIXTEEN 0-82 CURVES** to make a circle.

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

Rugged

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

Realistic

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

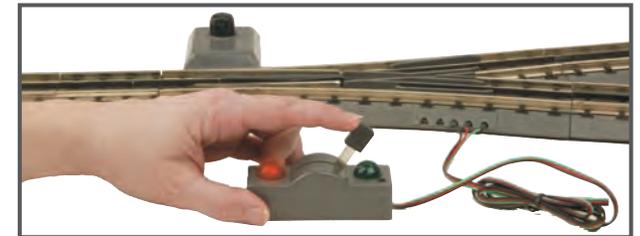
Reliable

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

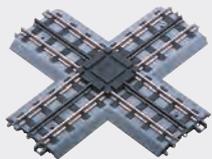


over time and are highly resistant to corrosion of any kind. Similar materials are used in many electrical connections around your home, such as lamps, battery-operated appliances, and electrical outlets.

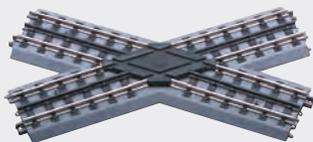
RealTrax switches feature the same durable construction as regular RealTrax sections and utilize long-lasting switch motors that provide precise throws every time. The reversible motor mechanism quickly snaps onto the other side of the switch if space is a problem. No disassembly of the switch is required!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



Crossovers & Operating Sections



RealTrax - 90° Cross-over 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 - 10" Straight Track Section
40-1001 \$4.49
RealTrax - 10" Straight Track Section (4 Pcs)
40-1001-4 \$17.99



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



RealTrax - 5.5" Track Section
40-1012 \$3.99
40-1012-2 (2 Pcs) \$8.49



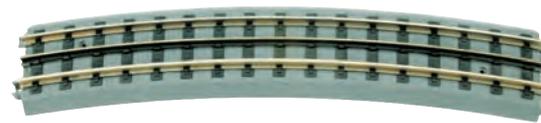
RealTrax - O-82 Curved Track Section
40-1082 \$5.99



RealTrax - 3.5" Track Section
40-1018 \$3.99
40-1018-2 (2 Pcs) \$8.49



RealTrax - 4.25" Track Section
40-1017 \$3.99
40-1017-2 (2 Pcs) \$8.49



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



RealTrax - O-42 Half Curve Track
40-1045 \$4.49
40-1045-2 (2 Pcs) \$8.99



RealTrax - O-54 Half Curve Track
40-1057 \$4.99
40-1057-2 (2 Pcs) \$8.99



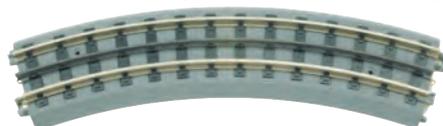
RealTrax - O-31 Half Curve Track
40-1022 \$3.99
40-1022-2 (2 Pcs) \$8.49



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



RealTrax - Adapter Track Section
40-1011 \$8.99
Tubular track not included



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

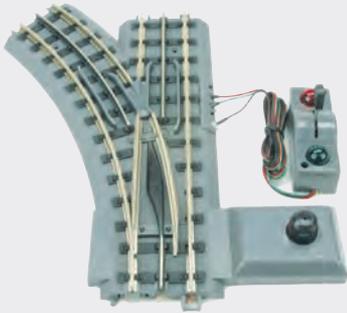


RealTrax - O-42 Curved Track Section
40-1042 \$4.99
40-1042-2 (2 Pcs) \$8.99

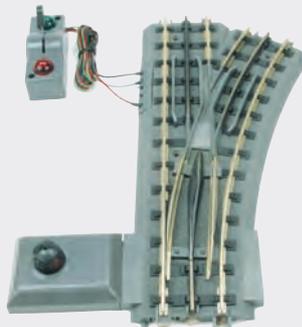
Switches



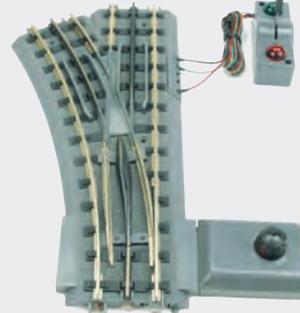
RealTrax - O-31 Switch (RH)
40-1004 \$64.95



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



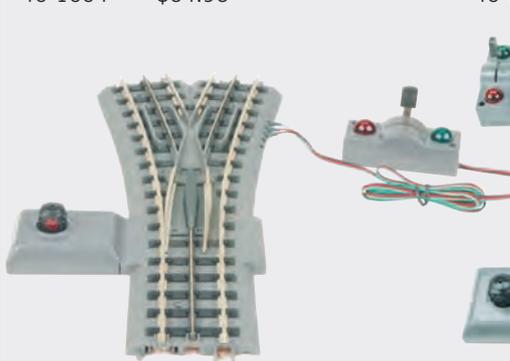
RealTrax - O-42 Switch (RH)
40-1043 \$74.95



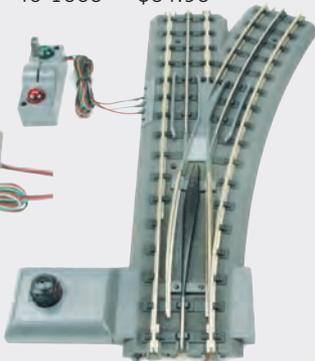
RealTrax - O-42 Switch (LH)
40-1044 \$74.95



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



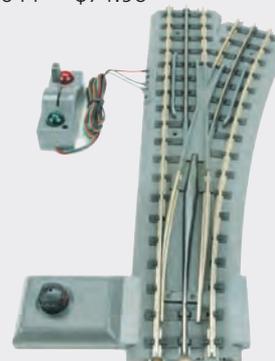
RealTrax - O-72 Wye Switch
40-1068 \$89.95



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
40-1148 \$34.95



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



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



Tunnel Portal - Single
40-9014 \$14.95



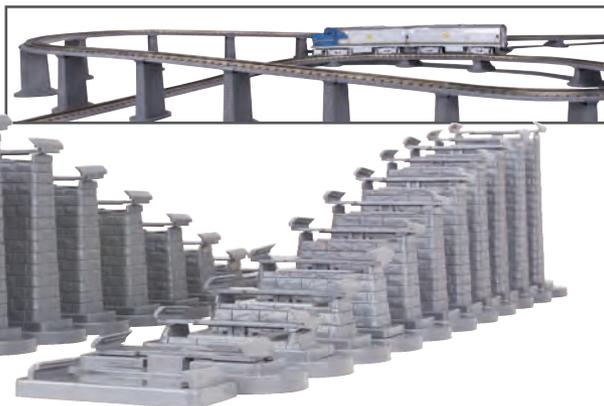
Tunnel Portal - Double
40-9015 \$19.95



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



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



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



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

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

RealTrax - Lighted Lockon
40-1003 \$5.99



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



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

8 Piece Elevated Subway Trestle Set For Lionel Fastrack
40-1157 \$39.95



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

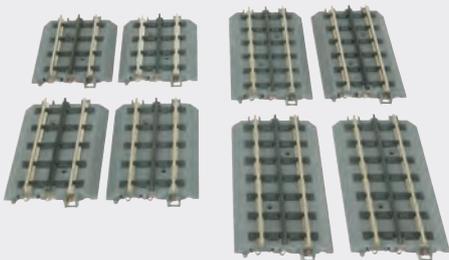


RealTrax - Non-Slip Track Pads (50/pack)
40-1046 \$7.95



RealTrax - Lighted Bumper
40-1024 \$14.95

Layout Builders



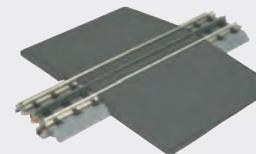
RealTrax - Layout Builder (8 Pcs)
40-1023 \$29.95
(Contains: (2) 3.5" Half Tracks, (2) 4.25" Half Tracks, (2) 5.0" Half Tracks, (2) 5.5" Half)



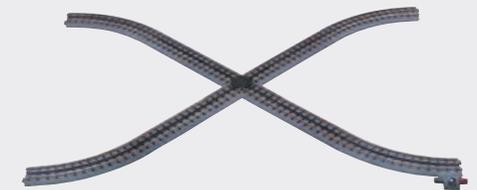
RealTrax - Right Hand Track Siding Layout Builder
40-1027 \$89.95
(Contains (1) Right-Hand O-31 Switch, (4) 10" Straights, (1) O-31 Curve, (1) RealTrax™ Bumper)



RealTrax - Left Hand Track Siding Layout Builder
40-1026 \$89.95
(Contains (1) Left-Hand O-31 Switch, (4) 10" Straights, (1) O-31 Curve, (1) RealTrax Bumper)



RealTrax - Grade Crossing
40-1009 \$9.95



RealTrax - Figure 8 Layout Builder
40-1025 \$59.95
(Contains: (4) O-31 Curves, (4) 10" Straights, (1) Lighted Lockon, (1) 90 Degree Crossover)



RealTrax - O-72 Wye Switch Spur Layout Builder
40-1069 \$149.95

O-Gauge or 2-Rail O Scale Couplers & Trucks

End-Of-Train-Device Roller Bearing Freight Truck

This long requested accessory can convert any M.T.H. Premier Line freight car to an end-of-train car in just minutes.

The all die-cast sprung roller bearing truck includes a center-rail pickup roller that powers a bright flashing LED, reproducing the end-of-train effect found on modern freight drags.

The ETD truck easily mounts to your existing freight cars in just a few minutes.



Features:

- Die-Cast Construction
- Fully Assembled
- Self-Powered Strobe Light
- Mounts To Any M.T.H. Freight Car
- Unit Measures: 1" High

White End-of-Train-Device Roller Bearing Freight Truck

20-89013 \$24.95

Yellow End-of-Train-Device Roller Bearing Freight Truck

20-89010 \$24.95

Kadee Couplers

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

20-89018 \$4.75

No. 805 Kadee Coupler & Draft Gear Box Set (Metal)

20-89019 \$4.75



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



Premier 2-Rail

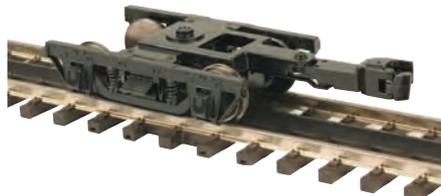
2-Rail Die-Cast Sprung Metal Lightweight Passenger Car Two Truck Pack

20-89007 \$29.95



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

20-89012 \$29.95



2-Rail Die-Cast Sprung Metal Bettendorf Freight Car Two Truck Pack

20-89001 \$24.95



3-Rail

Railking 3-Rail Die-Cast Sprung Metal Bettendorf Freight Car Two Truck Pack

30-89001 \$19.95

Railking 3-Rail Die-Cast Sprung Metal Roller Bearing Freight Car Two Truck Pack

30-89002 \$19.95



2-Rail Heavyweight Passenger Car Two Truck Pack*

20-89014 \$29.95



2-Rail Bettendorf Caboose Truck Pack*

20-89015 \$24.95



2-Rail Roller Bearing Caboose Truck Pack

20-89016 \$24.95



2-Rail Die-Cast Sprung Metal Roller Bearing Freight Car Two Truck Pack

20-89002 \$24.95



*Includes Removable 3-Rail Couplers

Premier 3-Rail Die-Cast Sprung Metal Bettendorf Freight Car Two Truck Pack

20-89003 \$24.95

Premier 3-Rail Die-Cast Sprung Metal Roller Bearing Freight Car Two Truck Pack

20-89004 \$24.95





Celebrate Our 35th Anniversary With Special MTHRRC Offerings

Throughout 2015, we'll be celebrating our 35th anniversary with special offers for MTHRRC Railroader Club members. The first of these offerings are found below.

If you're not yet a member, learn about all the great MTHRRC membership options on the next page. Memberships start at just \$25.00 per year.



35th Anniversary - No. 214 Std. Gauge Box Car
10-2245 M.S.R.P. \$149.95
Club Member Price: \$99.95

**Club Members
Save \$50!**



35th Anniversary - Flat Car w/40' Trailer
30-76600 M.S.R.P. \$59.95
Club Member Price: \$35.00

**Club Members
Save \$25!**



35th Anniversary - 60' Flat Car with 48' Trailer
20-95148 M.S.R.P. \$69.95
Club Member Price: \$49.95

**Club Members
Save \$20!**



MTH Railroaders Club

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



30-75514 MTHRC 4-Bay Hopper
RailKing Membership is \$50.00

Premier Membership



20-95147 Norfolk Southern 60' Flat Car
w/(4) ScaleTrax 10" Straights
Premier Membership is \$55.00

Lionel Corp. StD. Gauge Membership



11-30190 Lionel Corporation No. 212 Std. Gauge Gondola Car
Lionel Corp. 200 Series Membership is \$120.00

Tinplate O Gauge Membership



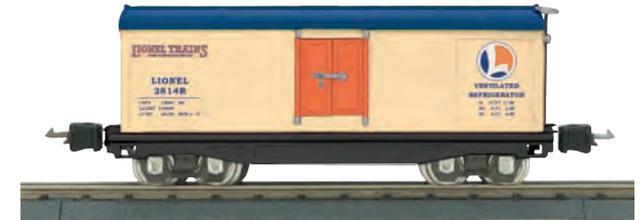
10-8086 MTHRC No. 2814R O Gauge Refrigerator Car
Tinplate 2800 Series Membership is \$90.00

Tinplate StD. Gauge Membership



10-2246 MTHRC No. 212 Std. Gauge Gondola Car
Tinplate 200 Series Membership is \$120.00

Lionel Corp. O Gauge Membership



11-70112 Lionel Corporation No. 2814R O Gauge Refrigerator Car
Lionel Corp. 2800 Series Membership is \$90.00

S-Gauge Membership



35-76001 MTHRC Flat Car with Trailer
S-Gauge Membership is \$55.00

One-Gauge Membership



70-74090 Western Maryland 40' Box Car
One-Gauge Membership is \$100.00

HO Membership



80-97085 MTHRC 70-Ton Center
Discharge Ore Car
HO Membership is \$30.00

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

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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



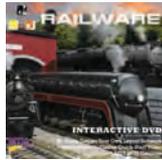
You will receive our full-color Club magazines, jam-packed with product news, ideas from other members, rail history, & step-by-step articles explaining how M.T.H. technology can bring your railroad to life.

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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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Proto-Sound 2.0 Upgrade Kits

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M.T.H.'s DCS Digital Command System has received U.S. Patent No. 6,457,681.
M.T.H.'s Proto-Sound® 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

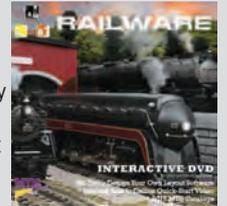
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This interactive DVD is packed full of sights & sounds guaranteed to make you rethink how far the hobby of model railroading has come. You'll learn about some of the most innovative products ever produced & marvel at the sophistication of a product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



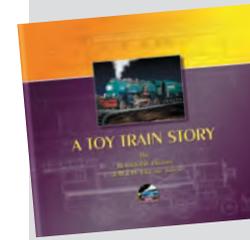
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