



EMTne
ELECTRIC TRAINS®
2016 Volume 1

RailKing & Premier O Gauge Trains

Something for Everyone

Like our hobby itself, the models in this catalog embrace more than a century of progress in American railroading. You'll find steam engines ranging from a 2-10-0 originally built for Czarist Russia to the newly restored Norfolk & Western J that thrilled railfans this past summer. The Pennsy engine that raced newsreels of Charles Lindberg's homecoming to Broadway theatres is in this catalog too, along with the Big Boy currently under restoration by the Union Pacific Railroad and the Milwaukee Road's streamlined Hudson that could cruise at over 100 mph.

For fans of big steam, we also offer the Union Pacific's 4-12-2, the longest rigid-wheelbase American steamer ever built — complete with operating third-cylinder valve gear on the pilot deck — as well as the Northwest's own articulated, the Z-6 Challenger, and much more.



Diesel fans will likely recognize this catalog's cover as a tribute to Streamliners at Spencer, the May 2014 gathering of more than two dozen historic "covered wagon" diesels at the North Carolina Transportation Museum in Spencer, NC. Like that event, this catalog features E-units and

F-units in the riot of colors that characterized first-generation diesel paint schemes. Many of our models wear the same colors and cab numbers that appeared at Spencer. Also in these pages, you'll find the Norfolk & Western Class J steamer, adorned in her 2015 "Spirit of Roanoke" dress. While not at the Spencer celebration; the J began the beginning of her restoration in the Spencer shops.

If hood diesels or more modern power are your thing, we've got you covered as well. Fairbanks Morse's war baby, the H10-44 switcher, is offered in these pages along with a range of EMD and GE switchers and road engines. For something a bit different, take a look at our newly tooled SD60E, a Norfolk Southern rebuild that the railroad refers to as "the ultimate in recycling." It's offered in several paint schemes, including one honoring veterans as well as the first responder commemorative diesel outshopped this past June.

For subway fans, this catalog includes the New York cars built for the 1964-65 World's Fair, the last international event to be called a World's Fair, and New York's first stainless steel cars, built just a year later and still running today — much to the chagrin of riders on the C and J/Z lines. More than any other O Gauge manufacturer, we believe our product line offers something for everyone.



New This Fall: Our DCS App

Our crown jewel — the item that binds all our product lines together — is the DCS Digital Command System. More than a decade after its introduction, DCS is still the simplest-to-use, most intuitive command control system in model railroading — and it remains the only command system that can be upgraded for free over the Internet. With the debut of our DCS Wi-Fi App this fall, we believe we've achieved the ultimate in accessibility: you and anyone who visits your layout can run trains from their smart phone or tablet. The DCS App is our latest effort in a line of innovations in O Gauge train control that began with our Z-4000 transformer, which in 1998 became the first truly viable replacement for the 1940s-era Lionel ZW.

The DCS App installs on your iOS or Android smart phone or tablet and offers the same features as the DCS handheld remote, allowing you and your guests to control your entire layout in command or conventional mode. The App comes in three flavors: a Free version sporting limited control

over three locomotives; a \$4.99 Standard version featuring control over 10 locomotives and most locomotive settings; and a \$24.95 Premium version with all the features of the DCS handheld remote — including simultaneous command control of up to 99 locomotives — and a lot more.

The Free and Standard versions are available now from the Apple Store or Google Play, and the Premium version will be released soon. All three require the new DCS Wi-Fi Interface Unit (WIU), along with a standard TIU (Track Interface Unit). Setup couldn't be easier and takes just a few minutes. Try it and we're sure you'll agree it's the most enjoyable way yet to run a model railroad!

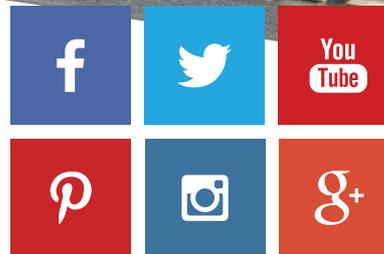




Join the Club

Over the past year, we've ramped up the membership benefits of the M.T.H. Railroaders Club, introducing limited runs of unique prototype paint schemes. Our run of Premier Fairbanks Morse Train Master Demo Units TM-1 and TM-2 sold out quickly, as did our RailKing Scale Baldwin AS-616 in a 1953 demo scheme that had never been done before in any scale, to our knowledge. In the coming year, we're planning more unique demo units for club members, and a number of freight cars in paint schemes that have never been available to O Gauge modelers. If you're not yet a Club member, you can join for as little as \$25; see page 161 for a list of benefits.

And now, without further ado, we invite you to turn the page and see for yourself what we have to offer, as we enter our 36th 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.



www.mthtrains.com

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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



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 introduced last year in our O Gauge Big Boy.

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, offers a full 1:64 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 announced last year.

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

Celebrate Lionel Corporation Tinplate!



LIONEL ELECTRIC TRAINS
MODEL RAILROAD ACCESSORIES
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 Electric Trains



About Our Product Lines

Premier engines and cars 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 diesel exhaust smoke. Premier engines also have more elaborate lighting effects.

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

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

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

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

Märklin Tinplate reproductions stem from a licensing arrangement created in 2014. Our first product, the Leipzig Station, comes packaged in a vintage Märklin-themed box complete with the world-famous Märklin 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

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, or motor sound for a particular diesel. 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.

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.



MULTIPLE UNIT CAPABILITY

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

GREAT SMOKE

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

BRAKE SOUNDS

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

FULL COMPATIBILITY WITH ALL OPERATING SYSTEMS

Right out of the box, every O Gauge Proto-Sound 3.0 engine is compatible with all operating systems: conventional AC or DC, DCC, and our own Digital Command System (DCS).*

in Model Railroading

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.

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.

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.

**RailKing locomotives require installation of a simple DCS/DCC switch in order to operate on DCC.*

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

- Headlight/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)
- Pantograph Auto/Manual (4)
- Front Pantograph Up/Down (4)
- Rear Pantograph 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.

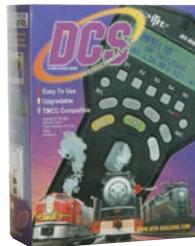
It's why you'll have **MORE FUN** operating your trains than ever before.

It can run over 5500* Proto-Sound® 2.0 & 3.0 engines and every TMCC®, EOB, or Legacy™ engine ever made — and run 99 of them at the same time, on the same track, independently, in command mode.

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

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

* Number of different Proto-Sound 2.0 and 3.0 engines cataloged through the 2015 Volume 2 Catalog. While all Lionel TMCC features can be accessed by the DCS handheld remote, at present some Legacy features cannot be accessed by 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 Wi-Fi Interface Unit (WIU)
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 \$259.95

DCS Commander Controller (without power supply)
50-1028 \$179.95



DCS Remote Commander Set
50-1033 \$59.95

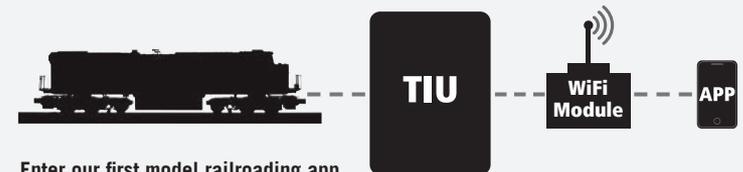
WHAT CAN YOUR REMOTE DO?

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



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 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



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
- Hand-painted engineer cab 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.

SW1500 Switcher



Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Die-Cast Metal Chassis
- Metal Handrails and Horn
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- (2) Precision Flywheel-Equipped Motors
- Onboard DCC/DCS Decoder
- 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: 11 3/4" x 2 1/2" x 4"
- Operates On 0-27 Curves





ABC Railway - SW1500 Diesel Switcher
30-20326-1 Proto-Sound 3.0 \$319.95



CSX - SW1500 Diesel Switcher
30-20327-1 Proto-Sound 3.0 \$319.95



Kansas City Southern - SW1500 Diesel Switcher
30-20328-1 Proto-Sound 3.0 \$319.95

Norfolk Southern - SW1500 Diesel Switcher
30-20329-1 Proto-Sound 3.0 \$319.95



The River Street Rambler was a local freight operated by the Norfolk Southern on its River Street Branch in Savannah, Georgia. From 1983 until the end of operations in 2003, the line was powered by a succession of specially painted SW1500s.

EMD, famous for its successful production of quality locomotives, hit the target once again when the company introduced the SW1500 and its cousin the SW1000 on January 1, 1966. These locomotives were the latest in the SW line of switchers that had been tremendously popular since the mid-1930s. Under their hoods throbbed EMD's new 645E prime mover; the SW1500 sported a 12-cylinder version that developed 1500 hp.

The list of optional equipment for the SW1500 — which included a larger fuel tank, smoother-riding Flexicoil trucks like those on our model, and ballasting to add weight — suggests that EMD expected the locomotive to be used as a true road switcher, performing duties in yards and out on the road as well. Many railroads did just that.

Returning to the RailKing Scale line for 2016, our SW1500 has everything you'd want in a yard switcher or road switcher: front and rear remote Proto-Couplers, smooth performance at any speed down to 3 scale miles per hour, dual-motor power, and authentic EMD sounds.

Did You Know?

When equipped with optional Flexicoil trucks, an SW1500 could tool along at up to 60 mph.

EMD GP20



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 Headlights
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- 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 7/8" x 2 3/4" x 4"
- Operates On O-31 Curves





York Rail - GP20 Diesel

- 30-20330-1 Proto-Sound 3.0 \$329.95
- 30-20330-3 Non-Powered \$189.95



Pittsburg & Shawmut - GP20 Diesel

- 30-20331-1 Proto-Sound 3.0 \$329.95
- 30-20331-3 Non-Powered \$189.95



Santa Fe - GP20 Diesel

- 30-20332-1 Proto-Sound 3.0 \$329.95
- 30-20332-3 Non-Powered \$189.95

Canadian Pacific - GP20 Diesel

- 30-20333-1 Proto-Sound 3.0 \$329.95
- 30-20333-3 Non-Powered \$189.95



In the late '50s, 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 Motor's 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 its 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 its roster, that EMD recognized the engine's potential. GP20s closely resembled earlier Geeps, such as the GP7, GP9 and GP18. 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 locomotives come alive once again in the exciting RailKing Scale division in four exciting road-names. Each locomotive is built to scale proportions and includes more detail than those in the regular RailKing product line.

EMD E8



Features

- Intricately Detailed, Durable ABS Bodies
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- 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
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 29 3/4" x 2 1/2" x 3 1/2"
- Operates On O-31 Curves





Pennsylvania - E8 A-A Diesel Engine Set
 30-20346-1 Proto-Sound 3.0 \$399.95
 30-20346-3 Non-Powered B-Unit \$149.95



Southern - E8 A-A Diesel Engine Set
 30-20347-1 Proto-Sound 3.0 \$399.95
 30-20347-3 Non-Powered B-Unit \$149.95



Union Pacific - E8 A-A Diesel Engine Set
 30-20348-1 Proto-Sound 3.0 \$399.95
 30-20348-3 Non-Powered B-Unit \$149.95



Wabash - E8 A-A Diesel Engine Set
 30-20349-1 Proto-Sound 3.0 \$399.95
 30-20349-3 Non-Powered B-Unit \$149.95

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

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

Returning to the RailKing line in 2016, our E8 brings you the authentic sounds of EMD prime movers, plus the ability to announce your departure and start your train so gently you won't spill the water in the diner — and then accelerate up to scale speeds of over 100 mph, just like the prototype.

**Add a Matching Passenger Set
 See Page 58 - 61**



EMD F3



RAILKING
scale

Features

- Intricately Detailed Durable ABS Bodies
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Die-Cast Metal Chassis
- Metal Horns
- (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-Illuminated Cab Interior
- LED-Illuminated Number Boards
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust in Powered A-Unit
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard or 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.



Chesapeake & Ohio - F3 A-B-A Diesel Engine Set
30-20350-1 Proto-Sound 3.0 \$549.95

Add a Matching Passenger Set - See Page 59



Reading - F3 A-B-A Diesel Engine Set
30-20352-1 Proto-Sound 3.0 \$549.95



Bessemer & Lake Erie - F3 A-B-A Diesel Engine Set
30-20353-1 Proto-Sound 3.0 \$549.95



Lackawanna -F3 A-B-A Diesel Engine Set
30-20351-1 Proto-Sound 3.0 \$549.95

FM H10-44



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 Headlights
- LED-Illuminated Cab Interior
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- 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: 13" x 2 5/8" x 3 3/4"
- Operates On O-31 Curves



Did You Know?

In the H10-44 model name, "H" stood for hood type construction, "10" indicated 1000 horsepower, and "44" indicated 4 axles, 4 motors.



Milwaukee Road - FM H10-44 Diesel Engine
30-20335-1 Proto-Sound 3.0 \$329.95



Baltimore & Ohio - FM H10-44 Diesel Engine
30-20334-1 Proto-Sound 3.0 \$329.95



Norfolk & Western - FM H10-44 Diesel Engine
30-20336-1 Proto-Sound 3.0 \$329.95



Pennsylvania - FM H10-44 Diesel Engine
30-20337-1 Proto-Sound 3.0 \$329.95



New York Central - FM H10-44 Diesel Engine
30-20338-1 Proto-Sound 3.0 \$329.95



Union Pacific - FM H10-44 Diesel Engine
30-20339-1 Proto-Sound 3.0 \$329.95

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

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

FM had tooled up to produce its first diesel-electric, a 1000 hp switcher, when World War II intervened, and its entire production of OP engines was requisitioned for submarine service. The War Production Board allowed FM to build one prototype locomotive in 1944, and the H10-44 was born. With a high hood like all subsequent FM locomotives — to clear the tall OP motor — and styling polished by industrial designer Raymond Loewy of Pennsy GG1 fame, the muscular H10-44 made FM a new contender in the nascent diesel locomotive business. In the postwar market, with railroads clamoring for new power to replace their war-weary fleets, FM's plant worked at capacity filling H10-44 orders from a dozen Class 1 railroads and many short lines as well.

GE Dash 8



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 Headlights
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- 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: 18 1/2" x 2 5/8" x 3 7/8"
- Operates On 0-31 Curves





CSX - Dash 8 Diesel

30-20340-1	Proto-Sound 3.0	Cab No. 7376	\$349.95
30-20340-3	Non-Powered	Cab No. 7350	\$199.95



Norfolk Southern - Dash 8 Diesel

30-20341-1	Proto-Sound 3.0	Cab No. 8413	\$349.95
30-20341-3	Non-Powered	Cab No. 8417	\$199.95



Santa Fe - Dash 8 Diesel

30-20342-1	Proto-Sound 3.0	Cab No. 912	\$349.95
30-20342-3	Non-Powered	Cab No. 925	\$199.95



BNSF - Dash 8 Diesel

30-20343-1	Proto-Sound 3.0	Cab No. 871	\$349.95
30-20343-3	Non-Powered	Cab No. 915	\$199.95



Conrail - Dash 8 Diesel

30-20344-1	Proto-Sound 3.0	Cab No. 6074	\$349.95
30-20344-3	Non-Powered	Cab No. 6087	\$199.95



Providence & Worcester - Dash 8 Diesel

30-20345-1	Proto-Sound 3.0	Cab No. 4005	\$349.95
30-20345-3	Non-Powered	Cab No. 4006	\$199.95

In the mid-1980s, as computers found their way into homes across America, they made their way into locomotives as well. In 1982, a year after IBM debuted its Personal Computer, General Electric fielded its first computerized diesel, test unit No. 606. With microprocessors controlling its engine and other systems, including a MicroSentry Adhesion System for wheelslip control, No. 606 and its counterparts at EMD ushered in the third generation of diesel power. By the end of the decade, the typical American road diesel would be profoundly different both inside and outside — evolving from a four-axle hood unit with a narrow short nose and electronic controls to a high-horsepower, six-axle computerized heavy hauler with a wide “North American” cab.

After extensive testing of several prototypes, GE delivered its first production units in 1984, models B32-8 and B39-8 — “B” for two-axle trucks, “32” or “39” for 3200 or 3900 horsepower, and -8 to indicate the new model, succeeding the second-gener-

ation -7 lineup. In part due to the recession of the early 1980s, orders didn’t really heat up until late 1987, when GE uprated its prime mover to 4000 horsepower and changed the model’s name to “Dash 8.” In the ensuing years, as GE took the lead from EMD in North American locomotive sales, the Dash 8 series became a best seller, with over 1500 units delivered by the end of production in 1994.

From the beginning, the Dash 8 was offered in both four-axle (Dash 8-40B) and six-axle (Dash 8-40C) versions. With six-axle units outselling four-axle units almost seven to one, the sales numbers told the story of what was happening out on the road: as engine power increased, twelve wheels were proving superior to eight in getting all that muscle onto the rails. A 1991 Santa Fe order for 83 Dash 8s would prove to be the last four-axle road freight diesels GE ever built.

Up in the cab, another dramatic change was occurring. Following the lead of the Canadian National Railroad, where the wide-nosed “comfort cab” or “safety cab” had been standard for over a decade, the Union Pacific Railroad worked with both GE and EMD to design a safer, more comfortable cab. GE No. 606, the original -8 prototype, became a test bed for the new “North American cab,” with much input from UP engine men and crews. Introduced in 1989, the wide-nosed Dash 8-40BW and Dash 8-40CW and their EMD counterparts established the look of the American road diesel as we know it today.

Did You Know?

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

R-33S Subway



Features

Set Features

- 4-Car Consist with (1) Powered Car, (3) Non-Powered Cars
- 4-Car Set Measures: 54" x 2 1/2" x 3 3/8"
- Operates on O-31 Curves

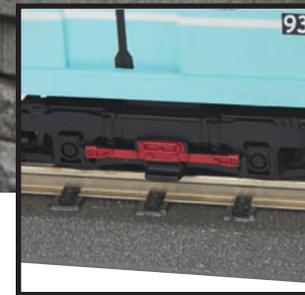
Powered Car Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides & Pilots
- Metal Chassis
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears

- (2) Remote-Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Interior
- LED-Illuminated Destination Sign
- (2) Precision Flywheel-Equipped Motors
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- Equipped With Proto-Sound 3.0 Featuring Station Stop Proto-Effects

Non-Powered Car Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Authentic Paint Scheme
- Detailed, LED-Illuminated Interior
- Stamped Metal Floor
- Detailed Car Undercarriage





Metropolitan Transportation Authority (Red Bird) - R-33S 4-Car Subway Set
30-20354-1 Proto-Sound 3.0 \$479.95



Metropolitan Transportation Authority (Red Bird) - R-33S 2-Car Subway Add-On Set
30-20354-3 Non-Powered \$159.95



Metropolitan Transportation Authority (World's Fair) - R-33S 4-Car Subway Set
30-20355-1 Proto-Sound 3.0 \$479.95



Metropolitan Transportation Authority (World's Fair) - R-33S 2-Car Subway Add-On Set
30-20355-3 Non-Powered \$159.95



Metropolitan Transportation Authority (Work Train) - R-33S 4-Car Subway Set
30-20356-1 Proto-Sound 3.0 \$479.95



Metropolitan Transportation Authority (Work Train) - R-33S 2-Car Subway Add-On Set
30-20356-3 Non-Powered \$159.95

In 1964 and 1965, New York City hosted the last of the great international expositions to be called a World's Fair. Built on the site of the 1939-40 World's Fair at Flushing Meadows, Queens, the 1964/1965 New York World's Fair was served by the IRT #7 Flushing Line of the city's subway system.

To handle an expected 70 million visitors, the system took delivery of 430 new cars in 1963. Most were class R-36WF (for "World's Fair") cars constructed as married pairs. But because the Flushing Line was the only IRT route built for 11-car trains, 40 single-unit cars, class R-33S (a.k.a. R-33WF) were ordered to run with the married pairs to create full-length trains.

Both R33S and R36WF cars had wide picture windows, in contrast with the smaller windows in the R33ML ("main line") series and most other New York cars of the time. They were also the last New York subways built with no stainless steel on their exteriors, and among the last cars built with a feature that had delighted generations of young riders: a half-width cab that left room for a passenger window on the front of the car, with the same view as the engineer.

As with all cars on the IRT division, the World's Fair cars were shorter and narrower than rolling stock on the BMT and IND divisions of New York's subways, due to tighter clearances on the former Interborough Rapid Transit Co. system.

Like their R36WF brethren, the R33S cars were delivered in a snappy "Blue-bird" World's Fair paint scheme, turquoise blue with a white accent stripe. During a four-decade career, they would wear three more schemes. In the mid-1970s they were painted silver with a dark blue stripe. When New York's subway system declared war on graffiti, they acquired a white teflon coating in 1981-82. Their final colors, the famous Redbird scheme of dark red with black accents and a silver roof, were applied during the General Overhaul (GOH) program in 1985.

The GOH was a major undertaking that added decades to the life of many classes of New York's subways. The R33S and R36WF cars were the pioneers of the program, and were completely rebuilt in the system's own Coney Island Shops. But while the R36 married pairs had room to add air conditioning, the single-unit R 33 cars did not, and in subsequent years they were taken out of service in hot summer months.

After the GOH, the R33S cars delivered reliable service into the early years of the next century, when retirements began. On November 3, 2003, an R33S followed by 10 R36WFs made the last-ever run of the Redbird fleet, and the era of non-stainless cars on the New York subways was over. Today, however, you can still occasionally ride car #9306, the only R33S not to go through the GOH program, resplendent in her original colors as she leads fan trips for the New York City Transit Museum.

Like all M.T.H. Proto-Sound 2.0 and 3.0 subways, the R-33S features Station Stop Proto-Effects, allowing you to program the train to stop automatically at designated station stops, even in Conventional Mode. When configured to run on automatic, the R-33S stops itself at locations you define and calls out station names that you select in advance; the train essentially runs itself. And when you program the R-33S for an out-and-back route, it even reverses itself and heads back downtown when it reaches the end of the line — stopping along the way at each station to broadcast the name of the stop and the hustle and bustle of passengers coming and going.

N&W Class J 4-8-4 Northern



IMPERIAL

Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, 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
- Metal Wheels and Axles
- Remote-Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant-Voltage LED Headlight, Class Lights, Number Board Lights, Cab Light and Tender Backup Light
- LED Firebox Glow
- Legible Builder's Plate
- Powerful Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCS/DCC Decoder
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 22 1/8" x 2 1/2" x 3 7/8"
- Operates On O-31 Curves



Norfolk & Western - 4-8-4 Imperial "J" Northern Steam Engine
30-1674-1 Proto-Sound 3.0 \$459.95



Norfolk & Western - 4-8-4 Imperial "J" Northern Steam Engine
30-1675-1 Proto-Sound 3.0 \$459.95



Norfolk & Western - 4-8-4 Imperial "J" Northern Steam Engine
30-1676-1 Proto-Sound 3.0 \$459.95



Norfolk & Western - Auxiliary Water Tender (Die-Cast)
30-79497 \$149.95



Norfolk & Western - Auxiliary Water Tender (Die-Cast)
30-79498 \$149.95

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.

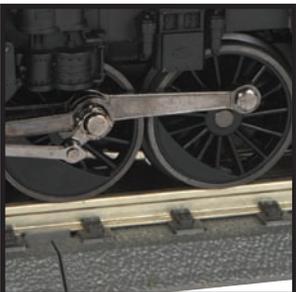
The Class J 4-8-4 was an engine of quiet superlatives. Handsome, powerful (5100 hp), and, as a test on the Pennsylvania Railroad proved, capable of hauling 15 passenger cars at 110 mph, it was designed and styled not by one of the big three builders (Alco, Baldwin, and Lima) or a famous designer like Raymond Loewy or Henry Dreyfuss, but by the N&W's home-grown team of designers and craftsmen at the road's Roanoke, Virginia shops. For power and quick acceleration through mountainous territory, and to make room for the largest possible boiler, they equipped the streamlined J with 70" drivers — unusually small for a 4-8-4 and fully 10" smaller than the Southern Pacific's *Daylight* GS-4 of the same wheel arrangement.

Built in several groups between 1941 and 1950, a mere fourteen J's were able to handle 80% of the N&W's passenger traffic, because their designers addressed one of steam power's key weaknesses: down time for maintenance and repairs. Equipped with Timken roller bearings on all axles and rods, Timken-designed lightweight pistons and rods, and an automatic lubrication system that reached more than 200 points including the bell bearings, the Js were designed to go a quarter-million miles between scheduled shop visits. Like a race car, they were engineered for quick pit stops: in less than an hour, a J could be fully serviced, lubricated, filled with coal and water and ready for its next dash over the road's 676-mile main line between Norfolk and Cincinnati, hauling the deluxe daylight *Powhatan Arrow* or the overnight *Pocahontas*.

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

IMPERIAL
SERIES

USRA 4-6-2 Pacific



Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Die-Cast Locomotive and Tender Trucks
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- Remote-Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Class Lights
- LED-Illuminated Cab with Painted Backhead Gauges, LED Firebox Glow and Hand-Painted Engineer and Fireman Figures
- Legible Builders' Plates
- Real Tender Coal Load
- Tender Truck Safety Chains
- Powerful Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCS/DCC Decoder
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 21" x 2 7/16" x 3 11/16"
- Operates On O-31 Curves

Some Imperial upgrades are not shown in photos



New York Central - 4-6-2 Pacific Steam Engine
30-1677-1 Proto-Sound 3.0 \$449.95



Great Northern - 4-6-2 Pacific Steam Engine
30-1680-1 Proto-Sound 3.0 \$449.95



Burlington - 4-6-2 Pacific Steam Engine
30-1681-1 Proto-Sound 3.0 \$449.95



Alaska - 4-6-2 Pacific Steam Engine
30-1682-1 Proto-Sound 3.0 \$449.95



Union Pacific - 4-6-2 Pacific Steam Engine
30-1679-1 Proto-Sound 3.0 \$449.95



Pennsylvania - 4-6-2 Pacific Steam Engine
30-1678-1 Proto-Sound 3.0 \$449.95

The Pacific was *the* passenger locomotive of the early twentieth century. It was the next logical development of the turn-of-the-century 4-6-0 Ten Wheelers and 4-4-2 Atlantics. A four-wheel lead truck allowed the Pacific to track well at high passenger speeds, a two-wheel trailing truck supported a bigger firebox than was possible with a 4-6-0 and, as passenger car construction evolved from wood to steel, six drivers delivered enough power to pull an 800-900 ton train of heavyweight cars. Higher drivers gave a Pacific more speed but less power than a freight engine of similar size.

The first true Pacific, according to most accounts, was delivered in 1902 to the Missouri Pacific, hence the name Pacific. The British version of the story, however, credits New Zealand Railways with ordering the first Pacifics from Baldwin Locomotive Works in 1901, and claims the name derived from their subsequent shipment across the Pacific Ocean. In any case, the 4-6-2 became the dominant North American passenger locomotive, with about 6800 engines built in the U.S. and Canada by 1930. Pick any name train of the 1920s or '30s and the chances are it was led by a Pacific. With the advent of the super power steam era in the late 1920s, larger Hudsons and Northerns came into prominence, especially on the New York Central and in mountainous territory west of the Mississippi. But in much of the country the Pacific remained the primary passenger hauler until the end of steam.

Our RailKing model replicates the USRA Pacific, developed during World War I by the United States Railroad Administration and considered by many to be one of the best-designed Pacifics ever built. Perhaps the handsomest Pacific ever constructed, the Southern Railway's green and silver Ps-4, was based on the USRA design and is today a centerpiece exhibit in the Smithsonian Institution's National Museum of American History in Washington, D.C.

**Add a Matching Passenger Set
See Page 56 - 57**

Hiawatha F7 4-6-4 Hudson



IMPERIAL
SERIES

Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Die-Cast Locomotive and Tender Trucks
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- Remote-Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Class Lights
- LED-Illuminated Cab with Painted Backhead Gauges, LED Firebox Glow
- and Hand-Painted Engineer and Fireman Figures
- Legible Builders' Plates
- Operating LED Tender Backup Light
- Real Tender Coal Load
- Tender Truck Safety Chains
- Powerful Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCS/DCC Decoder
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 22 5/16" x 2 1/2" x 3 3/4"
- Operates On 0-31 Curves





Milwaukee Road - 4-6-4 Hiawatha Hudson Steamer
30-1683-1 Proto-Sound 3.0 \$459.95



Milwaukee Road - 2-Car 60' Streamlined Sleeper/Diner
30-67860 \$149.95

Did You Know?

The F7 was capable of running at up to 125 miles per hour. This prompted a proposal to increase the cruising speed of the Hiawatha from 90 to 105 miles per hour along the Chicago-to-Milwaukee route. However, a gentleman's agreement between the three railroads competing along the route prevented the increase, as trains on the other two roads did not have the ability to reach such speeds.



Milwaukee Road - 60' Streamlined ABS Coach
30-67861 \$74.95

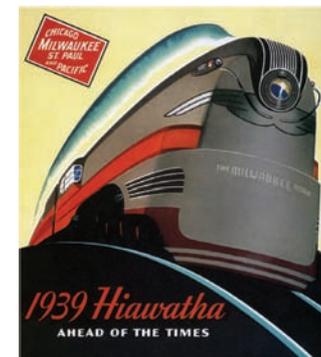


Milwaukee Road - 60' Streamlined ABS Full-Length Vista Dome
30-67862 \$79.95



Milwaukee Road - 4-Car 60' Streamlined Passenger Set
30-67859 \$299.95

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



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

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

Fortunately, your O gauge railroad can recreate the sights and sounds of this legendary train. Last seen in the RailKing line in 2005, the *Hiawatha* Hudson features die-cast locomotive and tender construction and the latest M.T.H. features, including synchronized puffing Proto-Smoke, *Hiawatha* arrival and departure announcements, and the incredible sounds and performance of Proto-Sound 3.0.

IMPERIAL
SERIES

UP 4-8-8-4 Big Boy



Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive and Tender Trucks
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- Remote-Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- LED-Illuminated Cab with Painted Backhead Gauges, LED Firebox Glow
- and Hand-Painted Engineer and Fireman Figures
- Operating LED Numberboard Lights
- Operating Tender LED Back-up Light
- (2) Powerful Precision Flywheel-Equipped Motors
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCS/DCC Decoder
- Proto-Sound 3.0 With The Digital Command System Featuring
- Freight Yard Proto-Effects
- Measures: 29 1/8" x 2 5/8" x 4"
- Operates On O-31 Curves





Union Pacific - 4-8-8-4 Imperial Big Boy Steam Engine
30-1684-1 \$799.95

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

But in the battle for hearts and minds, the Big Boy won. Perhaps it was the name, simple and direct, scrawled on a locomotive under construction by an Alco shop worker. Maybe it was timing, as the Big Boys hit the road just when America needed symbols to rally around. Maybe the UP's publicity department just did a

better job of telling the world what great equipment they had. Whatever the reason, the Big Boy captured the imagination of railfans and the American public over the ensuing years, perhaps more than any other steam engine. In many ways it is the symbolic locomotive of the American West, as big and powerful as the country it sped through.

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 RailKing line for 2016, complete with the industry-leading speed control, smoke output, and range of accurate sounds that characterize all MTH Proto-Sound 3.0 locomotives — including authentic articulated chuffing sounds with the two engines drifting in and out of sync. Both engine and tender are constructed of die-cast metal and adorned with detail. Our model features two motors and four traction tires for pulling power and speed that rival the original Big Boy. Imperial features that set this model apart include legible builders plates, crew figures, cab interior light, painted backhead gauges, and a real coal load in the tender.



Union Pacific - 4-8-8-4 Imperial Big Boy Steam Engine
30-1685-1 \$799.95



Union Pacific - 4-8-8-4 Imperial Big Boy Specialty Passenger Set
30-1686-1 \$929.95



Union Pacific - 4-8-8-4 Imperial Big Boy Specialty Freight Set
30-1687-1 \$929.95

Daylight GS-4 4-8-4 Northern



IMPERIAL
SERIES

Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Die-Cast Locomotive and Tender Trucks
- Metal Handrails and Whistle
- Metal Wheels and Axles
- Remote-Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Marker Lights
- Operating LED Numberboard Lights
- Operating Tender LED Back-up Light
- Operating LED MARS Light
- Powerful Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCS/DCC Decoder
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 21 1/2" x 2 5/8" x 3 3/8"
- Operates On 0-31 Curves





Southern Pacific (Daylight Large Lettering) - 4-8-4 Imperial GS-4 Northern Steam Engine
30-1688-1 \$459.95



Southern Pacific (Daylight Small Lettering) - 4-8-4 Imperial GS-4 Northern Steam Engine
30-1689-1 \$459.95



Southern Pacific (Black Large Letters) - 4-8-4 Imperial GS-4 Northern Steam Engine
30-1690-1 \$459.95



Southern Pacific (Daylight Large Lettering) - 4-8-4 Imperial GS-4 Northern Steam Engine
30-1691-1 \$459.95



Southern Pacific - Auxiliary Die-Cast Fuel Tender
30-79499 \$149.95

Add A Matching Die-Cast Fuel Tender

Visit www.mthtrains.com/railking/spotlight/09_2015/e

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

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

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

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

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

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

C&O L-1 4-6-4 Hudson



IMPERIAL
SERIES

Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Die-Cast Locomotive and Tender Trucks
- Metal Handrails
- Metal Wheels and Axles
- Remote-Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Class Lights
- LED-Illuminated Cab with Painted Backhead Gauges, LED Firebox Glow and Hand-Painted Engineer and Fireman Figures
- Operating LED Tender Back-up Light
- Real Tender Coal Load
- Tender Truck Safety Chains
- Powerful Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCS/DCC Decoder
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 20 3/4" x 2 1/2" x 3 5/8"
- Operates On 0-31 Curves



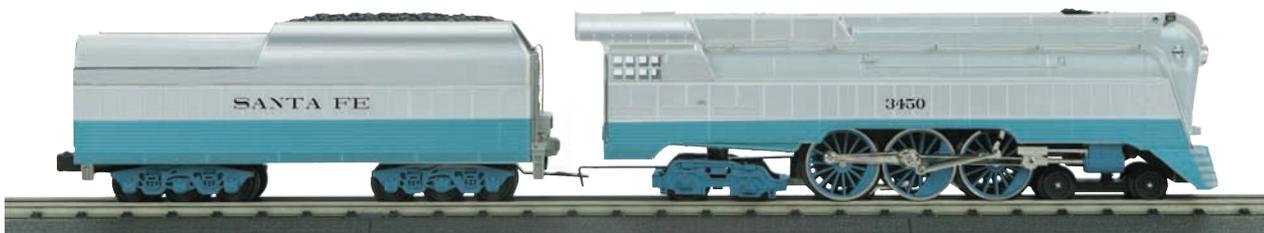
Some Imperial upgrades are not shown in photos



Chesapeake & Ohio - 4-6-4 Streamlined Hudson Steam Engine

30-1692-1 Cab No. 492 \$459.95
 30-1693-1 Cab No. 493 \$459.95

Add Matching Passenger Sets — See Page 60 - 61



Santa Fe - 4-6-4 Streamlined Hudson Steam Engine

30-1695-1 \$459.95



Chicago, Burlington & Quincy - 4-6-4 Streamlined Hudson Steam Engine

30-1694-1 \$459.95



Southern - 4-6-4 Streamlined Hudson Steam Engine

30-1696-1 \$459.95

While the C&O's "Yellowbelly" Hudsons were not the most numerous, most famous, or even the most beautiful streamlined Hudsons, they arguably got the last laugh. Chesapeake & Ohio Yellowbelly No. 490 is the only surviving Hudson from the golden age of Art Deco streamlined steam engines, and resides comfortably today at the Baltimore & Ohio Railroad Museum in Baltimore, Maryland.

The C&O's four L-1 Hudsons started life in 1926 as Alco-built Pacifics. In 1946-47 the railroad's Huntington shops used their boilers and fireboxes to build streamlined steamers to haul connecting sections of the *Chessie*, the C&O's new daytime domeliner planned for the Washington to Cincinnati route. The Hudsons' tenders were shaped to blend in with the new Budd streamliners, and the steamers' orange and fluted stainless steel finish matched the sides and letterboards of the new train.

Unfortunately, by the time Budd delivered the 46 spectacular Chessie cars in 1948, the railroad's fortunes had turned. The *Chessie* was quietly canceled without ever turning a wheel, and its cars scattered to other railroads and lesser C&O assignments. The streamlined Hudsons were repainted in yellow, acquired the nickname "Yellowbellies" from their crews, and assigned to other passenger trains. By 1950 three of the engines were out of service, but No. 490 soldiered on until Saturday, June 7, 1953, when it led a National Railway Historical Society excursion to Charlottesville, Va. that turned out to be the last C&O steam run into or out of Washington, D.C. Preserved in the Chesapeake and Ohio Historical Collection, No. 490 came to the B&O Museum in 1971.

Returning to the M.T.H. RailKing lineup for the first time since 2006, the C&O Yellowbelly for 2016 comes fully equipped with Proto-Sound 3.0, including synchronized puffing smoke timed to four chuffs and puffs per driver revolution — a standard M.T.H. feature for the past 15 years. Available in authentic Chesapeake & Ohio livery, the model will also be produced in three other schemes for the Santa Fe, Southern, and Chicago, Burlington & Quincy.

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

Operating Freight



Norfolk Southern - Dump Car w/Operating Bay
30-79504 \$74.95



Ohio Central - Dump Car w/Operating Bay
30-79505 \$74.95



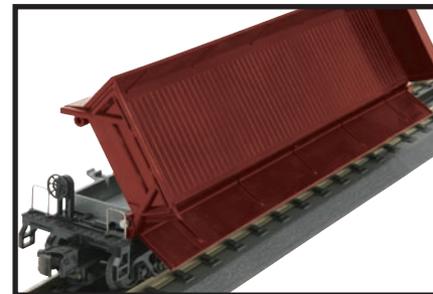
Milwaukee Road - Operating Log Dump Car
30-79503 \$74.95



Burlington Northern - Operating Log Dump Car
30-79502 \$74.95

Features

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



50' Modern Boxcar



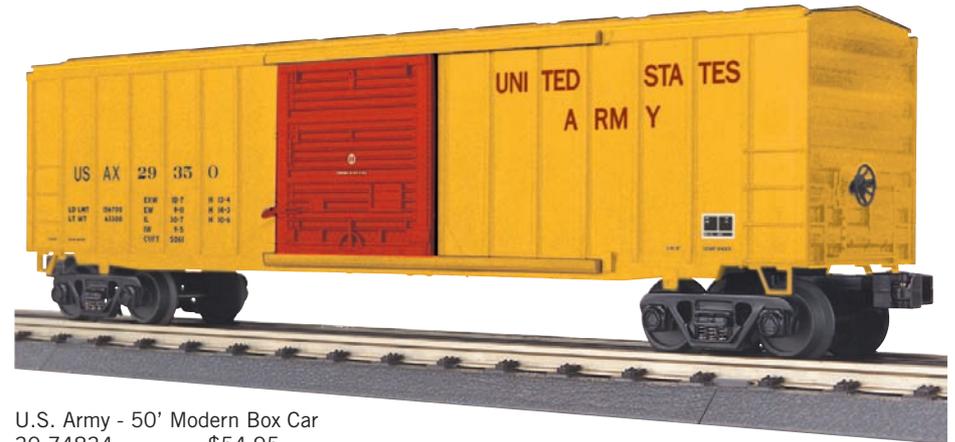
TTX - 50' Modern Box Car
30-74836 \$54.95



Boston & Maine - 50' Modern Box Car
30-74835 \$54.95



Denver Rio Grande - 50' Modern Box Car
30-74837 \$54.95



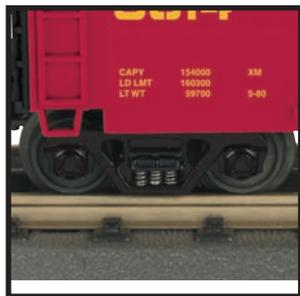
U.S. Army - 50' Modern Box Car
30-74834 \$54.95

Features

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



50' Double Door Plugged Boxcar



Norfolk Southern - 50' Double Door Plugged Boxcar
30-74838 \$54.95



Alaska - 50' Double Door Plugged Boxcar
30-74839 \$54.95



Safety Train - 50' Double Door Plugged Boxcar
30-74840 \$54.95



Florida East Coast - 50' Double Door Plugged Boxcar
30-74841 \$54.95

Features

- Intricately Detailed, Durable ABS Body
- Stamped Metal Floors
- Metal Wheels and Axles
- Die-Cast Sprung Metal Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Sliding Car Doors
- Near-Scale Proportions
- Measures: 13" x 2 1/2" x 3 1/2"
- Operates On 0-31 Curves

4-Bay Cylindrical Hopper



BNSF - 4-Bay Cylindrical Hopper
30-75542 \$59.95



Chessie - 4-Bay Cylindrical Hopper
30-75545 \$59.95



Alberta - 4-Bay Cylindrical Hopper
30-75544 \$59.95



Union Pacific - 4-Bay Cylindrical Hopper
30-75543 \$59.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Separate Metal Handrails
- Near-Scale Proportions
- Measures: 13 3/8" x 2 3/8" x 3 7/16"
- Operates On 0-31 Curves



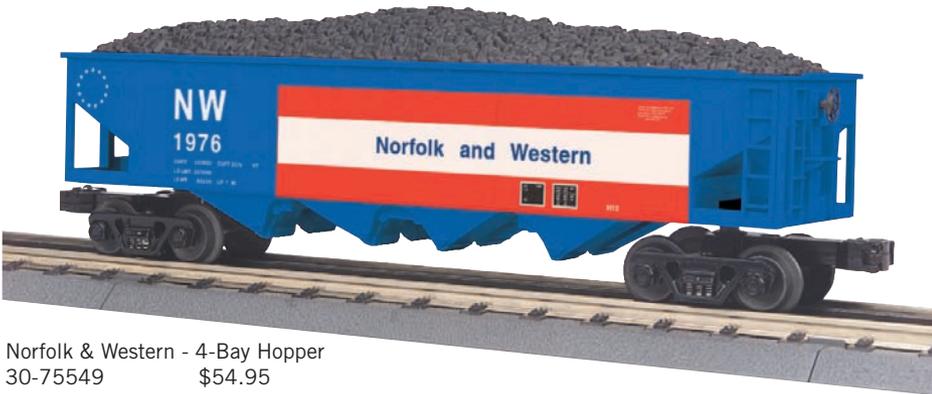
4-Bay Hopper



Pittsburg & Shawmut - 4-Bay Hopper
30-75546 \$54.95



Norfolk Southern - 4-Bay Hopper
30-75547 \$54.95



Norfolk & Western - 4-Bay Hopper
30-75549 \$54.95



Wheeling & Lake Erie - 4-Bay Hopper
30-75548 \$54.95



Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Separate Metal Handrails
- Near-Scale Proportions
- Unit Measures: 13 3/8" x 2 3/8" x 3 7/16"
- Operates On O-31 Curves

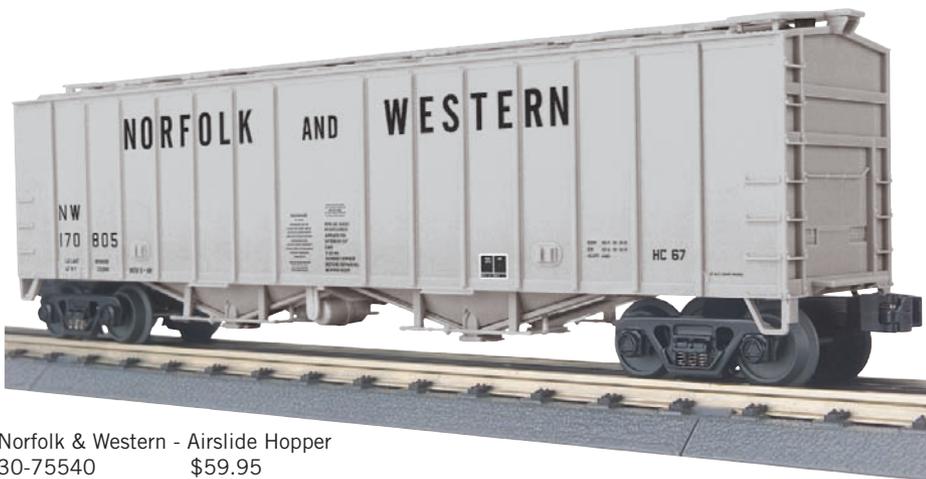
Airslide Hopper



GACX - Airslide Hopper
30-75539 \$59.95



GATX - Airslide Hopper
30-75541 \$59.95



Norfolk & Western - Airslide Hopper
30-75540 \$59.95



GACX - Airslide Hopper
30-75538 \$59.95

Features

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



Ore Car



Canadian National - Ore Car
30-75553 \$54.95



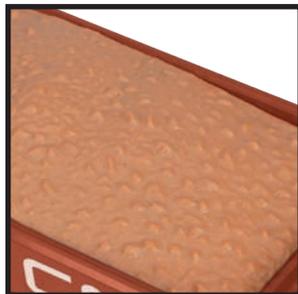
Pittsburgh Steel Ore Company - Ore Car
30-75550 \$54.95



Duluth Missabe & Iron Range - Ore Car
30-75551 \$54.95



Duluth Missabe & Iron Range - Ore Car
30-75552 \$54.95



Features

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

Slag Car



Chicago NorthWestern - Slag Car
30-79506 \$54.95



Boston & Maine - Slag Car
30-79507 \$54.95



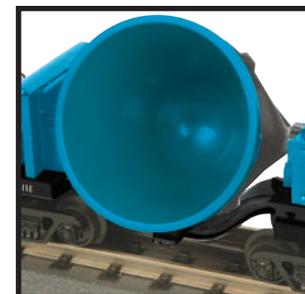
Union Pacific - Slag Car
30-79509 \$54.95



Chessie - Slag Car
30-79508 \$54.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal Trucks
- Colorful, Attractive Paint Schemes
- 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



Husky Stack Car



Santa Fe - Husky Stack Car
30-76630 \$74.95



Union Pacific - Husky Stack Car
30-76629 \$74.95



TTX - Husky Stack Car
30-76627 \$74.95



Pacer Stacktrain - Husky Stack Car
30-76628 \$74.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Decorative Brake Wheels
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Measures: 14 3/4" x 2 5/16" x 5"
- Operates On 0-31 Curves

Add An End-Of-Train-Device Roller Bearing Freight Truck See Page 174

Convert any M.T.H. Premier Line freight car to an end-of-train device in just minutes.



20-89013



33K Gallon Tank Car



Norfolk Southern - 33K Gallon Tank Car
30-73469 \$59.95



Sun Oil Company - 33K Gallon Tank Car
30-73471 \$59.95



NASA - 33K Gallon Tank Car
30-73472 \$59.95



BNSF - 33K Gallon Tank Car
30-73470 \$59.95

Features

- Intricately Detailed, Durable ABS Body
- Colorful, Attractive Paint Scheme
- Metal Wheels and Axles
- Die-Cast Sprung Metal Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Separate Metal Handrails
- Near-Scale Proportions
- Measures: 14 3/4" x 2 3/8" x 3 3/4"
- Operates On O-31 Curves

Modern Tank Car



Union Pacific - Modern Tank Car
30-73462 \$59.95



Safety Train - Modern Tank Car
30-73463 \$59.95



Norfolk Southern - Modern Tank Car
30-73461 \$59.95



Tank Train - Modern Tank Car
30-73464 \$59.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Separate Metal Handrails
- Near-Scale Proportions
- Measures: 10 7/8" x 2 3/8" x 3 7/8"
- Operates On 0-27 Curves



Tank Car



Wyandotte Chemicals - Tank Car
30-73467 \$59.95



Gulf - Tank Car
30-73468 \$59.95



U.S. Industrial Chemical Company - Tank Car
30-73466 \$59.95



Tiona - Tank Car
30-73465 \$59.95

Features

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



Auto Carrier Flat Car



Chessie - Auto Carrier Flat Car
w/(4) '79 Pontiac Firebird
30-76642 \$69.95



Long Island - Auto Carrier Flat Car
w/(4) '64 Mercury Marauder
30-76643 \$69.95



Pittsburgh & Lake Erie - Auto Carrier Flat Car
w/(2) '48 Ford Woody
30-76644 \$69.95

Flat Car with Auto Load

Union Pacific - Flat Car w/(2) '57 Chevy Nomad
30-76639 \$59.95



Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Decorative Brake Wheels
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Each Car Includes Removable Die-Cast Auto Loads
- Measures: 11 3/4 x 2 5/16 x 1 15/16
- Operates On O-27 Curves



Detroit Toledo & Ironton - Flat Car w/(2) '48 Ford Woody
30-76641 \$59.95

Flat Car with Airplane



CSX - Flat Car with Airplane
30-76636 \$59.95



Norfolk Southern - Flat Car with Airplane
30-76637 \$59.95



Pennsylvania - Flat Car with Airplane
30-76638 \$59.95



BNSF - Flat Car with Airplane
30-76635 \$59.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Decorative Brake Wheels
- Fast-Angle Wheel Sets
- Needle-Point Axles
- ABS Detailed Plane w/Foldback Wings
- Measures: 11 3/4" x 2 5/16" x 4 1/2"
- Operates On O-27 Curves



Flat Car with 40' Trailer



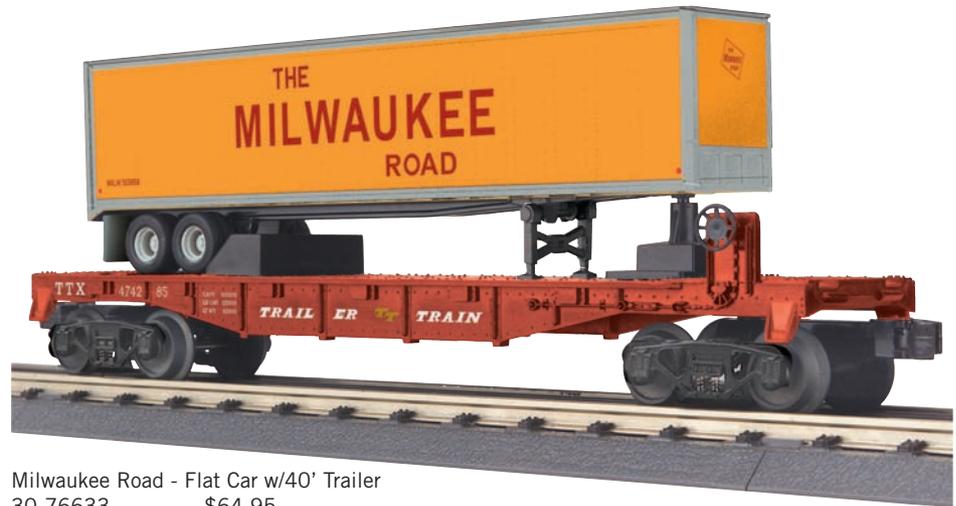
Alaska - Flat Car w/40' Trailer
30-76631 \$64.95



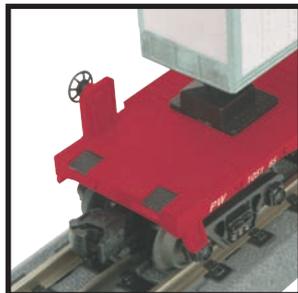
Canadian National - Flat Car w/40' Trailer
30-76632 \$64.95



Providence & Worcester - Flat Car w/40' Trailer
30-76634 \$64.95



Milwaukee Road - Flat Car w/40' Trailer
30-76633 \$64.95



Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- ABS Detailed Trailer
- Near-Scale Proportions
- Measures: 11 5/8" x 2 1/4" x 3 3/4"
- Operates On 0-27 Curves

Gondola with Junk Load



Virginian - Gondola with Junk Load
30-72168 \$54.95



Reading - Gondola with Junk Load
30-72169 \$54.95



Wabash - Gondola with Junk Load
30-72170 \$54.95



Nickel Plate Road - Gondola with Junk Load
30-72171 \$54.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal Trucks
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Removable Junk Load
- Near-Scale Proportions
- Measures: 11 7/8" x 2 3/16" x 1 11/16"
- Operates On O-27 Curves



Gondola with Cover



Western Maryland - Gondola Car w/Cover
30-72165 \$54.95



Northern Pacific - Gondola Car w/Cover
30-72166 \$54.95



Conrail - Gondola Car w/Cover
30-72164 \$54.95



Railgon - Gondola Car w/Cover
30-72167 \$54.95

Features

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



Bay Window Caboose



Buffalo & Pittsburgh - Bay Window Caboose
30-77286 \$64.95



Norfolk Southern - Bay Window Caboose
30-77287 \$64.95



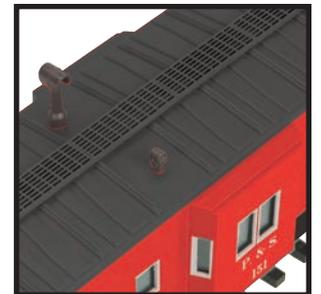
Union Pacific - Bay Window Caboose
30-77289 \$64.95



Pittsburg & Shawmut - Bay Window Caboose
30-77288 \$64.95

Features

- Intricately Detailed, Durable ABS Body
- Stamped Metal Floors
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Caboose Interiors With Overhead Lighting
- Detailed Brake Wheel
- Separate Metal Handrails
- Near-Scale Proportions
- Measures: 10 1/2" x 2 1/4" x 3 1/2"
- Operates On O-31 Curves



Offset Steel Caboose



Bessemer & Lake Erie - Offset Steel Caboose
30-77292 \$64.95



Canadian Pacific - Offset Steel Caboose
30-77291 \$64.95



Chesapeake & Ohio - Offset Steel Caboose
30-77293 \$64.95



Santa Fe - Offset Steel Caboose
30-77290 \$64.95



Features

- Intricately Detailed, Durable ABS Body
- Stamped Metal Floors
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Caboose Interiors With Overhead Lighting
- Detailed Brake Wheel
- Separate Metal Handrails
- Near-Scale Proportions
- Measures: 10 1/4" x 2 1/2" x 4 1/4"
- Operates On O-27 Curves

Passenger Cars



New York Central - 4-Car 60' Madison Passenger Set
30-69203 \$299.95



New York Central - 2-Car 60' Madison Combo/Diner Set
30-69204 \$149.95



New York Central - 60' Madison Coach Car
30-69205 \$74.95



Pennsylvania - 4-Car 60' Madison Passenger Set
30-69206 \$299.95



Pennsylvania - 60' Madison Coach Car
30-69208 \$74.95



Pennsylvania - 2-Car 60' Madison Combo/Diner Set
30-69207 \$149.95



Union Pacific - 2-Car 60' Madison Combo/Diner Set
30-69210 \$149.95



Union Pacific
60' Madison Coach Car
30-69211 \$74.95



Union Pacific - 4-Car 60' Madison Passenger Set
30-69209 \$299.95

Features

- Intricately Detailed, Durable ABS Bodies
- Stamped Metal Floor
- Detailed Car Undercarriage
- Authentic Paint Scheme
- Metal Wheels and Axles
- Die-Cast 6-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Overhead Interior Lighting
- End-of-Car Diaphragms
- Separate Metal Handrails
- Detailed Car Interiors
- Sliding Baggage Car Doors
- Detailed Brake Wheel
- 4-Car Sets Feature: (1) Baggage, (2) Coaches, (1) Observation
- Near Scale Sizing
- Measures: 68 3/4" x 2 5/8" x 3 5/16"
- Operates On 0-31 Curves



Burlington - 4-Car 60' Madison Passenger Set
30-69215 \$299.95



Burlington - 2-Car 60' Madison Combo/Diner Set
30-69216 \$149.95



Burlington - 60' Madison Coach Car
30-69217 \$74.95



Norfolk & Western - 4-Car 60' Madison Passenger Set
30-69221 \$299.95



Norfolk & Western - 2-Car 60' Madison Combo/Diner Set
30-69222 \$149.95



Norfolk & Western - 60' Madison Coach Car
30-69223 \$74.95



Alaska - 60' Madison Coach Car
30-69229 \$74.95



Alaska - 2-Car 60' Madison Combo/Diner Set
30-69228 \$149.95



Alaska - 4-Car 60' Madison Passenger Set
30-69227 \$299.95



Great Northern - 60' Madison Coach Car
30-69214 \$74.95



Great Northern - 2-Car 60' Madison Combo/Diner Set
30-69213 \$149.95



Great Northern - 4-Car 60' Madison Passenger Set
30-69212 \$299.95

Passenger Cars



Pennsylvania - 60' Streamlined Full-Length Vista Dome
30-67882 \$79.95



Pennsylvania - 60' Streamlined Coach
30-67881 \$74.95



Pennsylvania - 4-Car 60' Streamlined Passenger Set
30-67879 \$299.95



Pennsylvania - 2-Car 60' Streamlined Sleeper/Diner
30-67880 \$149.95



Union Pacific - 2-Car 60' Streamlined Sleeper/Diner
30-67892 \$149.95



Union Pacific - 60' Streamlined Coach
30-67893 \$74.95



Union Pacific - 60' Streamlined Full-Length Vista Dome
30-67894 \$79.95



Union Pacific - 4-Car 60' Streamlined Passenger Set
30-67891 \$299.95



Milwaukee Road - 4-Car 60' Streamlined Passenger Set
30-67859 \$299.95



Milwaukee Road - 60' Streamlined Coach
30-67861 \$74.95



Milwaukee Road - 60' Streamlined Full-Length Vista Dome
30-67862 \$79.95



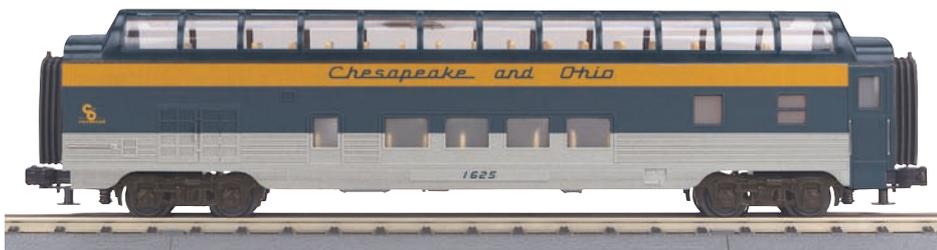
Milwaukee Road - 2-Car 60' Streamlined Sleeper/Diner
30-67860 \$149.95



Chesapeake & Ohio - 2-Car 60' Streamlined Sleeper/Diner
30-67896 \$149.95



Chesapeake & Ohio - 4-Car 60' Streamlined Passenger Set
30-67895 \$299.95



Chesapeake & Ohio - 60' Streamlined Full-Length Vista Dome
30-67898 \$79.95



Chesapeake & Ohio - 60' Streamlined Coach
30-67897 \$74.95

Passenger Cars



Burlington - 60' Streamlined Full-Length
Vista Dome
30-67878 \$79.95



Burlington - 2-Car 60' Streamlined Sleeper/Diner
30-67876 \$149.95



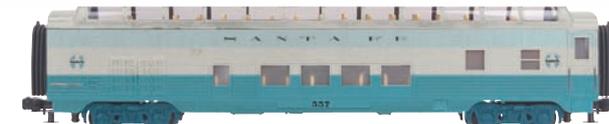
Burlington - 60' Streamlined Coach
30-67877 \$74.95



Burlington - 4-Car 60' Streamlined Passenger Set
30-67875 \$299.95



Santa Fe - 4-Car 60' Streamlined Passenger Set
30-67871 \$299.95



Santa Fe - 60' Streamlined Full-Length Vista Dome
30-67874 \$79.95



Santa Fe - 60' Streamlined Coach
30-67873 \$74.95



Santa Fe - 2-Car 60' Streamlined Sleeper/Diner
30-67872 \$149.95

Chesapeake & Ohio - 60'
Streamlined Coach
30-67865 \$74.95



Chesapeake & Ohio - 60' Streamlined Full-Length Vista Dome
30-67866 \$79.95



Chesapeake & Ohio - 2-Car 60' Streamlined Sleeper/Diner
30-67864 \$149.95



Chesapeake & Ohio - 4-Car 60' Streamlined Passenger Set
30-67863 \$299.95



Wabash - 4-Car 60' Streamlined Passenger Set
30-67887 \$299.95



Wabash - 2-Car 60' Streamlined Sleeper/Diner
30-67888 \$149.95

Wabash - 60' Streamlined
Full-Length Vista Dome
30-67890 \$79.95

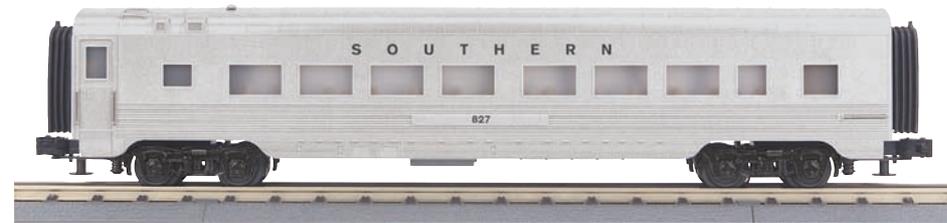


Features

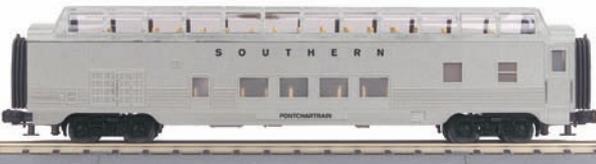
- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Overhead Interior Lighting
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- End-of-Car Diaphragms
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Detailed Car Interiors
- 4-Car Sets Feature: (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 0-31 Curves



Wabash - 60' Streamlined Coach
30-67889 \$74.95



Southern - 60' Streamlined Coach
30-67869 \$74.95



Southern - 60' Streamlined Full-Length Vista Dome
30-67870 \$79.95



Southern - 2-Car 60' Streamlined Sleeper/Diner
30-67868 \$149.95



Southern - 4-Car 60' Streamlined Passenger Set
30-67867 \$299.95

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 class 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 158 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.

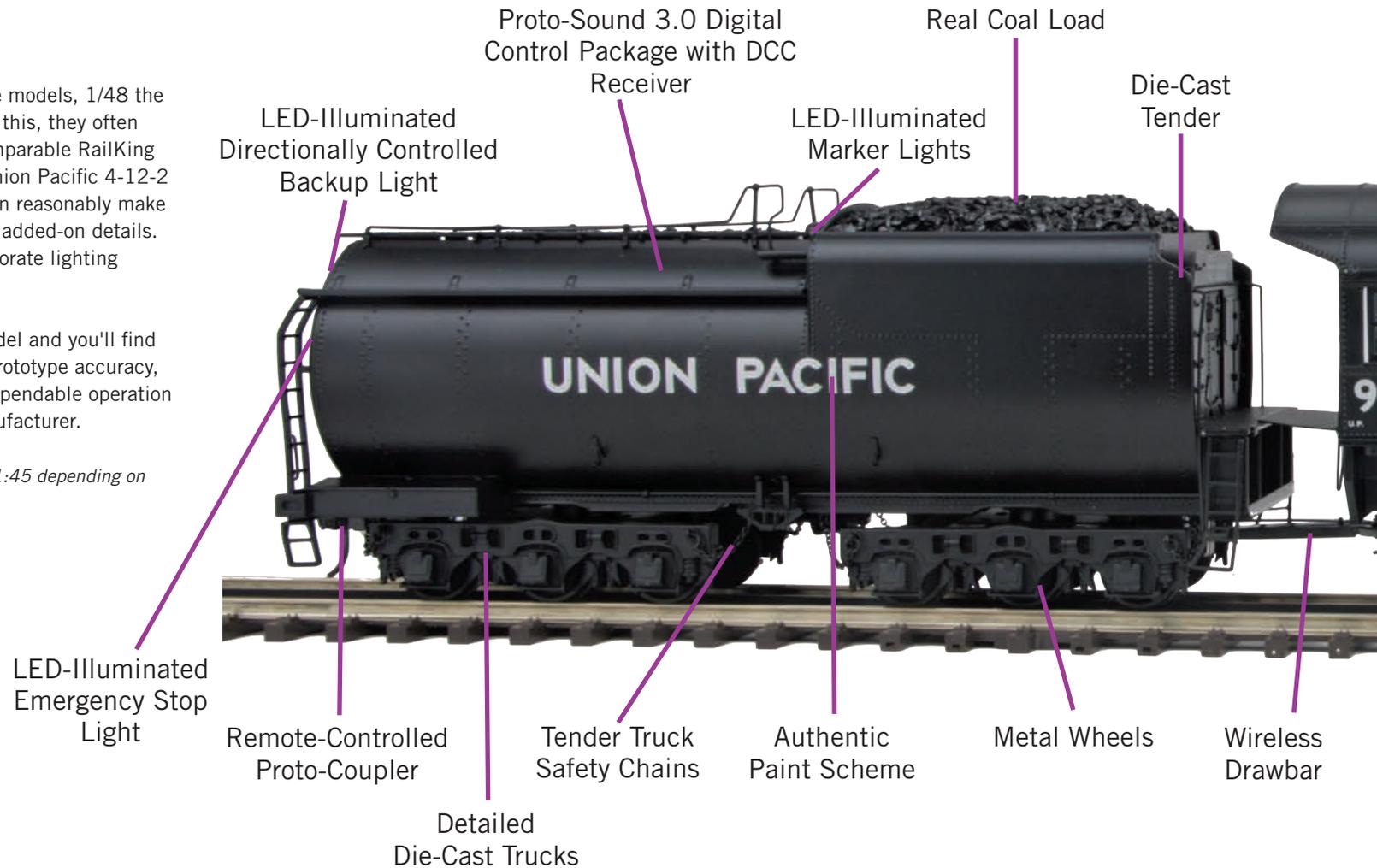


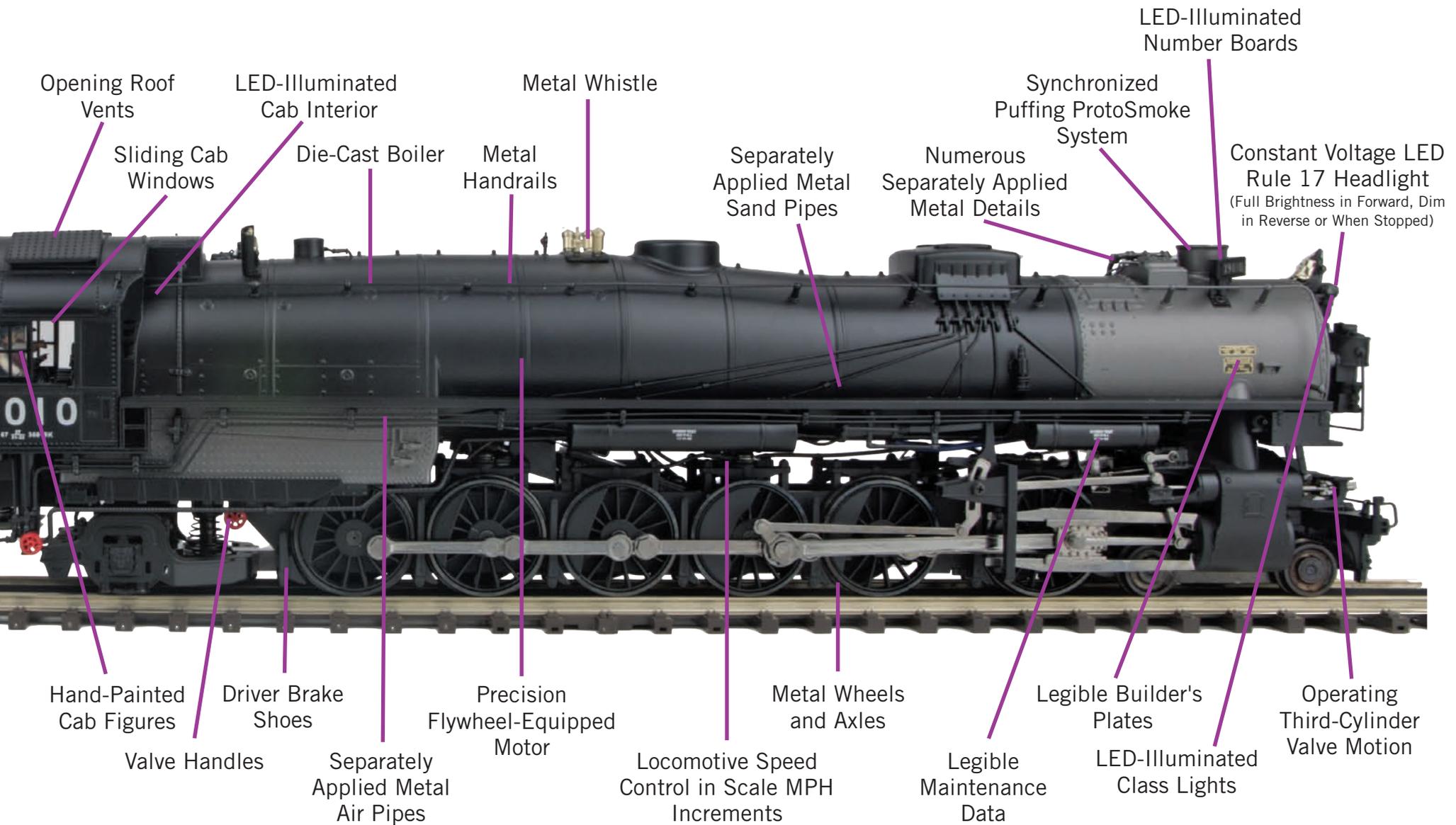
Anatomy of a Premier Steam Engine

Premier Line engines are full O scale models, 1/48 the size of their prototypes.* Because of this, they often require larger radius curves than comparable RailKing models. Premier engines, like the Union Pacific 4-12-2 shown here, are as detailed as we can reasonably make them, and feature a large number of added-on details. Premier engines also offer more elaborate lighting effects than RailKing models.

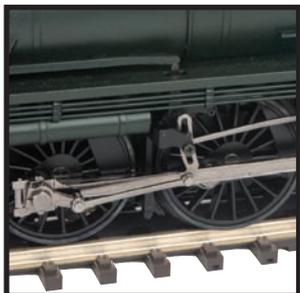
Look closely at any Premier Line model and you'll find a combination of superb detailing, prototype accuracy, rugged construction, and smooth, dependable operation that is unmatched by any other manufacturer.

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





Pennsy E6s 4-4-2 Atlantic



Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, 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
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- LED-Illuminated Cab Interior
- LED-Illuminated Firebox Glow
- LED-Illuminated Class and Marker Lights
- Operating Tender LED Back-up Light
- Powerful Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:48 Scale Dimensions
- Onboard DCC/DCS Decoder
- 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: 19 3/4" x 2 5/8" x 3 5/8"
- Hi-Rail Version Operates On 0-31 Curves
- Scale Wheel Version Operates On 42" Radius Curves

The Lindberg Special: No. 460 Beats the Airplanes

Of all the many exploits of the E6s Atlantics, the greatest was the *Lindberg Special*. On the morning of June 11, 1927, in Washington, D.C., an exuberant nation welcomed home Charles A. Lindbergh, the 25-year-old air mail pilot who weeks before had become the first person to fly solo and non-stop across the Atlantic. Waiting to greet him was President Calvin Coolidge, who had ordered a Navy ship to bring The Lone Eagle home and presented Lindy with the Distinguished Flying Cross and the Congressional Medal of Honor. Filming the event and the enormous crowd were all the major newsreel services, vying to be the first to show the event on Broadway theatre screens — in a pre-TV era when the latest news was shown in movie theatres.

Most of the footage was flown to New York labs to be processed and sent to theatres. But the International News Reel Company reasoned differently. They had chartered a Pennsy special train, hauling a coach as well as a baggage car converted into a mobile lab, where the film would be processed, edited and duplicated en route. For a run where speed was essential, the Pennsy had chosen not a K4s Pacific, its primary passenger power at the time, but E6s Atlantic No. 460, the last of her class to be built, fresh from an overhaul and ready to sprint.

At just after noon, the cameramen dashed across the concourse of Washington Union Station, hoisted their film cans into baggage car No. 7874, and the *Lindbergh Special* was off. In the tender were 16 tons of coal, enough for the entire trip to New York; the plan was not to stop at all, but to pick up water from track pans en route, using the tender's water scoop.

That plan came apart when the scoop was damaged at the first attempted pickup. Outside Wilmington, Delaware, the crew stopped, filled the tender and repaired the scoop, all in four minutes flat. For much of the trip, riders in the coach hung on as speed frequently exceeded 80 mph and often topped 100, peaking at 115 mph. At one point, a plane from a competing newsreel service dipped down and paced the train at 85 mph.

At 3:10 p.m., the *Special* pulled into Manhattan Transfer and handed the cars to a DD1 electric, for the final sprint through the tunnels under the Hudson and into New York. Thanks to a police escort, the finished films were showing on Broadway 15 minutes after arrival — more than an hour ahead of the competition that went by plane. No. 460 had covered the 216 miles from Washington to Manhattan Transfer in 2 hours and 56 minutes, a record that stood until the end of steam. In the words of *Trains* magazine editor David Morgan, "It was as polished a performance as the Pennsylvania had ever pulled off — this 100-mile-an-hour running right up the spine of the most heavily trafficked railroad division in the nation. As it bulleted toward New York, the train was not slowed by a single caution or stop signal indication, yet it delayed not one other passenger train. And not once was the throttle of No. 460 wide open!"

To the end of its service life, No. 460 would be known as the "Lindbergh Engine" wherever it served — on the Pennsy and in commuter and summer tourist service on the Long Island and the Pennsylvania-Reading Seashore Lines. On a railfan excursion in 1954, the old engine showed it was still capable of topping 80 mph. Capping a well-earned retirement and restored to its original appearance, No. 460 is now a primary exhibit at the Railroad Museum of Pennsylvania in Strasburg, PA.



Pennsylvania (Passenger Striping) - 4-4-2 Atlantic Steam Engine
20-3623-1 Hi-Rail Wheels \$899.95
22-3623-2 Scale Wheels \$899.95



Pennsylvania - 4-4-2 Atlantic Steam Engine
20-3624-1 Hi-Rail Wheels \$899.95
22-3624-2 Scale Wheels \$899.95



Long Island - 4-4-2 Atlantic Steam Engine
20-3626-1 Hi-Rail Wheels \$899.95
22-3626-2 Scale Wheels \$899.95



Pennsylvania-Reading Seashore Lines - 4-4-2 Atlantic Steam Engine
20-3627-0 Hi-Rail Wheels \$899.95
22-3627-2 Scale Wheels \$899.95



Long Island - E-6 Atlantic Steam Passenger Set
20-3629-1 Proto-Sound 3.0 \$1049.95

This value-priced set replicates No. 460 as it ran in Long Island commuter service in its later years.

Learn More About It: Enter the product number of this engine into the Product Search feature on www.mthtrains.com for more information on the E6s.



Pennsylvania - E-6 Atlantic *Lindbergh Special* Passenger Set
20-3628-1 Proto-Sound 3.0 \$1049.95

This value-priced set allows you to replicate the original 2-car *Lindbergh Special* or a longer consist of mainline varnish like the 460 pulled in its early years.

USRA 2-10-0 Russian Decapod



Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- Remote-Controlled Proto-Coupler
- O Scale Kadee-Compatible Coupler
- Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Firebox Glow
- Operating LED Marker Lights
- Lighted LED Cab Interior
- Operating Tender LED Back-up Light
- Powerful Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:48 Scale Dimensions
- Onboard DCC/DCS Decoder
- 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: 20" x 2 3/4" x 4 5/5"
- Hi-Rail Version Operates On O-42 Curves
- Scale Wheel Version Operates On 54" Radius Curves





Western Maryland (Fireball) - 2-10-0 Russian Decapod
 20-3633-1 Hi-Rail Wheels \$999.95
 22-3633-2 Scale Wheels \$999.95



Western Maryland (Black) - 2-10-0 Russian Decapod
 20-3634-1 Hi-Rail Wheels \$999.95
 22-3634-2 Scale Wheels \$999.95



Santa Fe - 2-10-0 Russian Decapod
 20-3635-1 Hi-Rail Wheels \$999.95
 22-3635-2 Scale Wheels \$999.95



Seaboard Air Line - 2-10-0 Russian Decapod
 20-3636-1 Hi-Rail Wheels \$999.95
 22-3636-2 Scale Wheels \$999.95



Detroit Toledo & Ironton - 2-10-0 Russian Decapod
 20-3637-1 Hi-Rail Wheels \$999.95
 22-3637-2 Scale Wheels \$999.95



Susquehanna - 2-10-0 Russian Decapod
 20-3638-1 Hi-Rail Wheels \$999.95
 22-3638-2 Scale Wheels \$999.95

There are two reasons to put a lot of drivers under a locomotive. One, obviously, is to increase pulling power. The other is to spread out the engine's weight, allowing it to operate on lighter-duty track and rail. The "Russian" Decapods were an example of the latter.

During World War I, the Imperial Russian State Railways ordered 1230 locomotives of the 2-10-0 wheel arrangement from Alco and Baldwin. With light axle loading and tiny 52" drivers — about the same size as a typical switcher — these Decapods were designed for moderate speeds on light and often poorly maintained track. When the Bolshevik Revolution overthrew the czar, the final 200 engines in the order were stranded in the U.S. Desperately in need of wartime motive power, the United States Railroad Administration (USRA) had the Decapods regauged from five feet to standard gauge and allocated them to railroads, mainly in the east, in early 1918.

While the 2-10-0 wheel arrangement was not especially popular in North America, the light-footed, nimble, yet strong Russian Decapods proved ideal for service on branch lines and smaller railroads. As on our model, some drivers on the prototype were blind (unflanged) to allow it to negotiate tighter curves.

Although originally allocated mainly to larger Class 1 roads including the Pennsy, Erie, Western Maryland, Southern, New Haven, and Seaboard Air Line, many Russian Decapods were later sold to smaller railroads where they became the largest motive power on the road. Our Santa Fe model depicts an engine bought in 1918 by the Kansas City, Mexico and Orient Railroad, which was acquired a decade later by the Santa Fe. A number of Russian Decapods served to the end of steam, and six are preserved today.

For a lot of action in a small steamer, add this vest-pocket Decapod to your own railroad. Our model features the extraordinary detail you've come to expect in a Premier steamer, plus all the features that make Proto-Sound 3.0 locomotives more fun to operate than any other engines in model railroading — including synchronized, puffing smoke with variable intensity; crystal-clear digital sound; and Proto-Speed control for smooth pulling power at any speed from 3 mph to full throttle.

4-12-2 9000



Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- 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
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- LED-Illuminated Class Lights
- LED-Illuminated Backup Light and Emergency Stop Light on Tender
- Powerful 7-Pole Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:48 Scale Dimensions
- Onboard DCC/DCS Decoder
- 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: 26 1/2" x 2 3/4" x 4 1/8"
- Hi-Rail Version Operates On O-72 Curves
- Scale Wheel Version Operates On 54" Radius Curves



Union Pacific - 4-12-2 9000 Steam Engine, Cab No. 9011
 20-3639-1 Hi-Rail Wheels \$1299.95
 22-3639-2 Scale Wheels \$1299.95



Union Pacific - 4-12-2 9000 Steam Engine, Cab No. 9002
 20-3640-1 Hi-Rail Wheels \$1299.95
 22-3640-2 Scale Wheels \$1299.95



Union Pacific - 4-12-2 9000 Steam Engine, Cab No. 9001
 20-3641-1 Hi-Rail Wheels \$1299.95
 22-3641-2 Scale Wheels \$1299.95



Union Pacific - 4-12-2 9000 Steam Engine, Cab No. 9013
 20-3642-1 Hi-Rail Wheels \$1299.95
 22-3642-2 Scale Wheels \$1299.95

For much of the twentieth century, the Union Pacific had a love affair with massive, larger-than-life locomotives, like the Challenger, Big Boy, and DDA40X Centennial diesel. One of the UP's earliest and most successful big engines was the 9000-class 4-12-2, which boasted the longest rigid wheelbase of any American steam locomotive. Designed for fast freight service, the eighty-eight 9000-class engines were built by Alco in 1926-30, during a period when low-speed "drag" freight service — the norm on American railroads for decades — was being largely supplanted by freight trains running at passenger speeds. The 9000s could haul a mile-long train at 50 mph, twice the speed of the Mallet articulateds they replaced.

Known as a "Union Pacific" type for their wheel arrangement unique to the U.P., the 9000s were also the most successful three-cylinder American rod locomotives ever built. The third cylinder was placed between the two outside cylinders and drove a rod connected to the second axle, which was shaped like a crankshaft rather than a straight axle. A pair of hinged rods driven off the outer cylinders, and clearly visible on the pilot in front of the cylinders, operated the third cylinder's valve gear. The rest of the middle cylinder's machinery, however, was not so visible or accessible, and tended to receive less than the optimal amount of attention from shop crews. Despite the maintenance headaches of the third cylinder, however, the 4-12-2s proved versatile and dependable. When faster and more powerful Challengers and Big Boys replaced them as the UP's premier freight engine, the 9000s became the principal freight power on the Nebraska division, where they served until early 1956. Engine No. 9000 was saved from the scrapper and resides today at the Los Angeles County Fairplex in Pomona, CA.

Returning for the first time since 2007, the 9000-class joins the other unique and massive UP power that has graced the Premier lineup. With smoother operation than any other model of this unique engine, our 4-12-2 will feature the wealth of added-on details you expect in a Premier locomotive — including operating third-cylinder valve gear on the pilot — and a correct six chuffs per driver revolution.

Operating Third-Cylinder Valve Motion

2-8-2 USRA Light Mikado



Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- Remote-Controlled Proto-Coupler
- O Scale Kadee-Compatible Coupler
- Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Firebox Glow
- Operating LED Marker Lights
- Lighted LED Cab Interior
- Operating Tender LED Back-up Light
- Powerful 7-Pole Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:48 Scale Dimensions
- Onboard DCC/DCS Decoder
- 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: 21" x 2 5/8" x 3 11/16"
- Hi-Rail Version Operates On O-42 Curves
- Scale Wheel Version Operates On 42" Radius Curves





Southern - 2-8-2 USRA Light Mikado Steam Engine
 20-3643-1 Hi-Rail Wheels \$1099.95
 22-3643-2 Scale Wheels \$1099.95



Chesapeake & Ohio - 2-8-2 USRA Light Mikado Steam Engine
 20-3644-1 Hi-Rail Wheels \$1099.95
 22-3644-2 Scale Wheels \$1099.95



Southern - 2-8-2 USRA Light Mikado Steam Engine
 20-3655-1 Hi-Rail Wheels \$1099.95
 22-3655-2 Scale Wheels \$1099.95



Pennsylvania - 2-8-2 USRA Light Mikado Steam Engine
 20-3646-1 Hi-Rail Wheels \$1099.95
 22-3646-2 Scale Wheels \$1099.95



Nickel Plate Road - 2-8-2 USRA Light Mikado Steam Engine
 20-3647-1 Hi-Rail Wheels \$1099.95
 22-3647-2 Scale Wheels \$1099.95

During World War I, Uncle Sam nationalized the railroads when they proved unequal to the task of moving massive amounts of men and material 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.

The most popular of the USRA designs was the 2-8-2 Mikado, which was heavy main line steam power in the World War I era. The very first USRA engine built was Baltimore & Ohio #4500, a light Mikado that is preserved today in the Baltimore & Ohio Railroad Museum in Baltimore, MD. At the direction of Baldwin Locomotive Works Senior VP Samuel Vauclain, #4500 was constructed in a record 20 days so Baldwin would have the honor of delivering the first USRA locomotive on July 4, 1918.

The USRA designs were modern but conservative. They incorporated the best practices of their day, but broke little new ground. After the war, the basic designs were used by railroads across the nation, and about one-quarter of the Mikados built in the United States were either of USRA designs or descendants of those designs. While Mikados were generally relegated to lesser duties as heavier power arrived in succeeding decades, many USRA Mikes outlasted later, more modern steam engines because they were relatively simple and durable.

Constructed with dozens of added-on detail parts, the USRA Light Mikado returns to the Premier line in new road names and numbers for the first time since 2007. While other manufacturers have offered fine models of this classic engine, we believe none matches the detail level, sound quality, slow speed performance, and synchronized puffing smoke of this MTH Premier model.

Did You Know?

USRA Mikados came in a light version with a smaller axle loading for lighter rail and a heavy version for use on heavier rail. Under the USRA, 625 Light Mikados and 233 Heavy Mikes were turned out by the "Big Three" American locomotive builders: Alco, Baldwin, and Lima. Hundreds more Mikes were built to the same designs after the USRA returned operating control back to the railroads.

Seen on page 72

New York Central - 2-8-2 USRA Light Mikado Steam Engine
 20-3645-1 Hi-Rail Wheels \$1099.95
 22-3645-2 Scale Wheels \$1099.95

Z-6 4-6-6-4 Challenger



Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- LED-Illuminated Cab Interior
- LED-Illuminated Firebox Glow
- LED-Illuminated Number Boards
- LED-Illuminated Class and Marker Lights
- Operating Tender LED Back-up Light
- Powerful 7-Pole Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:48 Scale Dimensions
- Onboard DCC/DCS Decoder
- Proto-Sound 3-2 3-Rail/2-Rail Conversion Capable
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 30 3/4" x 2 1/2" x 4"
- Hi-Rail Version Operates On 72" Radius Curves
- Scale Wheel Version Operates On 72" Radius Curves



Great Northern (Green) - Z-6 4-6-6-4 Challenger Steam Engine

20-3650-1	Hi-Rail Wheels	\$1499.95
22-3650-2	Scale Wheels	\$1499.95



Great Northern (Black) - Z-6 4-6-6-4 Challenger Steam Engine

20-3651-1	Hi-Rail Wheels	\$1499.95
22-3651-2	Scale Wheels	\$1499.95



Northern Pacific - Z-6 4-6-6-4 Challenger Steam Engine

20-3652-1	Hi-Rail Wheels	\$1499.95
22-3652-2	Scale Wheels	\$1499.95



Spokane Portland & Seattle - Z-6 4-6-6-4 Challenger Steam Engine

20-3653-1	Hi-Rail Wheels	\$1499.95
22-3653-2	Scale Wheels	\$1499.95



Great Northern - Z-6 4-6-6-4 Challenger Steam Engine Specialty Freight Set

20-3654-1	Proto-Sound 3.0	\$1649.95
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In the early part of the twentieth century, most freight moved in relatively slow “drag” freight trains, and speed was secondary to just getting the goods delivered. The introduction of “super-power” steam technology in the 1920’s, however, enabled builders to create freight locomotives that combined speed and power. Perhaps the zenith of the fast freight engine was the 4-6-6-4 Challenger, first conceived by the Union Pacific Railroad and American Locomotive Works in the mid-1930s. The Northern Pacific liked what it saw taking shape at Alco and ordered its own, even bigger Challengers.

The first dozen Z-6 Challengers arrived in 1936, just months after the UP received its own first Challengers. Like 4-6-6-4s on the UP and the Western Maryland, the articulated Z-6s replaced older, slower rigid-frame engines — doubleheaded Mikados in the Northern Pacific’s case. The Z-6s spent most of their careers hauling reefer trains and fast freights on Northern Pacific divisions in Washington State and Montana’s Big Sky country, with occasional passenger stints leading the crack North Coast Limited. Sixty-nine inch drivers allowed a Z-6 to maintain 60 mph on the plateaus between the Northwest’s mountain ranges.

The Northern Pacific was pleased enough with its new articulateds to order nine more Z-6s in 1937. The same year, an additional six engines were ordered for the Spokane, Portland & Seattle, a jointly-owned subsidiary of the NP and the Great Northern. Two of the SP&S engines were later sold to the Great Northern for use in Washington and Oregon. For a time in the late steam era, the thundering Z-6 was indeed the Northwest’s own articulated.

Empire State Express 4-6-4



Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- Remote-Controlled Proto-Coupler
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Firebox Glow
- Illuminated LED Driver Lights
- Operating LED Marker Lights
- Lighted LED Cab Interior
- Operating Tender LED Back-up Light
- Powerful 7-Pole Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:48 Scale Dimensions
- Onboard DCC/DCS Decoder
- 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: 21" x 2 5/8" x 3 11/16"
- Hi-Rail Version Operates On O-42 Curves
- Scale Wheel Version Operates On 42" Radius Curves





New York Central - 4-6-4 Empire State Express Steam Engine, Cab No. 5429
 20-3649-1 Hi-Rail Wheels \$1199.95
 22-3649-2 Scale Wheels \$1199.95

Add Matching Passenger Sets — See Page 127



New York Central - 4-6-4 Empire State Express Steam Engine, Cab No. 5426
 20-3648-1 Hi-Rail Wheels \$1199.95
 22-3648-2 Scale Wheels \$1199.95

Before it was eclipsed by the Twentieth Century Limited, the Empire State Express was the New York Central's flagship passenger run. In 1893, it was the Empire State Express, led by a hot-rod 4-4-0 with outlandishly large drivers, that became the first man-made vehicle to exceed 100 mph and made the New York Central famous around the world. Beyond the record-setting run, the Empire State Express gained recognition as a pioneer in high-speed rail service on its New York-Buffalo-Cleveland route. Scientific American noted in 1898 that the Empire State Express "opened the present remarkable era of fast, long distance express trains. [It] will always figure conspicuously in the annals of the world's railroads as being the first to maintain a regular schedule speed of over 52 miles an hour for an unprecedented distance and for runs of unprecedented length between stops."

But by the Roaring Twenties, most high-class rail travel was by Pullman, and coach trains on daytime runs, like the Empire

State Express, were often seen as a less desirable way to travel. High-quality coach travel made a comeback during the Depression, however, as railroads sought to attract customers by offering less-expensive fares combined with upgraded amenities. So it was that on December 7, 1941, with much fanfare, the New York Central launched a newly equipped Empire State Express with two Henry-Dreyfus-styled Hudsons and gleaming, streamlined Budd-built train sets. Passengers on the inaugural run were surprised at the scarcity of trackside observers - until they heard about the event halfway around the world that had overshadowed all other news that December Sunday.

The 1941 ESE was a train with one foot in the past and the other in the future. Its reserved-seat, stainless steel Budd coaches and parlor cars presaged the postwar streamliners, America's last hurrah of luxury passenger travel. But its two specially styled Hudsons, Nos. 5426 and 5429, were clearly a bridge - albeit

a beautiful one - between a dying technology and cars that belonged behind a diesel. Designer Henry Dreyfus blended the stainless fluting of Budd's streamliners with his design for the 1938 Twentieth Century Hudsons, arguably among the best-looking streamlined steamers ever built. After the war, however, more powerful Niagaras bumped the ESE Hudsons to lesser trains, and by 1949 their streamlining had been removed.

Relive the brief but glorious era of streamlined steam on the Water Level Route with these superbly detailed locomotives. With their fully featured sound systems, Empire State Express passenger station announcements, and ability to start your train so smoothly you won't spill a drop of water in the diner, we believe these are surely the best O scale models of these Hudsons ever built.

N&W 4-8-4 J 611 Excursion Set



Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive Trucks
- Engineer and Fireman Figures
- Metal Handrails and Decorative Bell
- Metal Wheels and Axles
- Remote-Controlled Proto-Coupler
- Kadee Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage Headlight
- Operating Firebox Glow
- Operating Marker Lights
- Operating Numberboard Lights
- Lighted Cab Interior
- Operating Tender Back-up Light
- Powerful 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 O-54 Curves
- Scale Wheel Version Operates On 54" Radius Curves

Learn more about the restoration and return to service of J No. 611 in the summer of 2015 at fireup611.org



Norfolk & Western (Spirit of Roanoke)- 4-8-4 J Steam Locomotive, Cab No. 611
 20-3630-1 Hi-Rail Wheels \$1199.95
 22-3630-2 Scale Wheels \$1199.95

Run the 611 with the cars she pulled on her return to excursion service last summer — see the cars below.



Norfolk & Western- 4-8-4 J Steam Locomotive, Cab No. 610
 20-3632-1 Hi-Rail Wheels \$1199.95
 22-3632-2 Scale Wheels \$1199.95

Norfolk & Western- 4-8-4 J Steam Locomotive, Cab No. 601
 20-3631-1 Hi-Rail Wheels \$1199.95
 22-3631-2 Scale Wheels \$1199.95



Norfolk & Western - 70' Madison Baggage Car
 20-43001 \$99.95



Norfolk Southern (New Jersey) - 70' Passenger Coach (Smooth)
 20-61014 \$99.95



Norfolk Southern (Florida) - 70' Passenger Coach (Smooth)
 20-61015 \$99.95



Norfolk Southern (New York) - 70' Passenger Coach (Ribbed)
 20-61018 \$99.95



Norfolk Southern (Powhatan Arrow) - 70' Passenger Coach (Smooth)
 20-61016 \$99.95



Norfolk & Western - 70' Passenger Coach (Smooth)
 20-61019 \$99.95



Pennsylvania - 70' Passenger Coach (Ribbed)
 20-61021 \$99.95



Florida East Coast - 70' Passenger Coach (Ribbed)
 20-61017 \$99.95



Wabash - 70' Passenger Vista Dome (Smooth)
 20-61020 \$99.95



Norfolk Southern - 70' Madison Observation Car
 20-43002 \$99.95

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

The Class J 4-8-4 was an engine of quiet superlatives. Handsome, powerful (5100 hp), and, as a test on the Pennsylvania Railroad proved, capable of hauling 15 cars at 110 mph, it was designed and styled not by one of the big three builders (ALCo, Baldwin, and Lima) or a famous designer like Raymond Loewy or Henry Dreyfuss, but by the N&W's home-grown team of designers and craftsmen at the road's Roanoke, Virginia shops. For power and quick acceleration through mountainous territory, and to make room for the largest possible boiler, they equipped the streamlined J with 70" drivers — unusually small for a 4-8-4 and fully 10" smaller than the Southern Pacific's *Daylight* GS-4 of the same wheel arrangement.

Built in several groups between 1941 and 1950, a mere fourteen J's were able to handle 80% of the N&W's passenger traffic, because their designers addressed one of steam power's key weaknesses: down time for maintenance and repairs. Equipped with Timken roller bearings on all axles and rods, Timken-designed lightweight pistons and rods, and an automatic lubrication system that reached more than 200 points including the bell bearings, the Js were designed to go a quarter-million miles between scheduled shop visits. Like a race car, they were engineered for quick pit stops: in less than an hour, a J could be fully serviced, lubricated, filled with coal and water and ready for its next dash over the road's 676-mile main line between Norfolk and Cincinnati, hauling the deluxe daylight *Powhatan Arrow* or the overnight *Pocahontas*.

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 2016 model, like all Premier steam engines is equipped with synchronized puffing smoke and Proto-Speed control for incredible slow speed action. The Spirit of Roanoke will include special cab chatter dialogue featuring audio from Wick Moorman, former CEO and current Chairman of the Board of Norfolk Southern. Accessible through the Proto-Sound 3.0 PFA feature, these special recordings can be accessed in Conventional Mode from any transformer with a whistle and bell button or via the M.T.H. DCS Digital Command System.

UP DDA40X Centennial



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
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- LED-Illuminated Class Lights
- (2) Operating ProtoSmoke Diesel Exhaust Units
- (2) Precision Flywheel-Equipped Motors
- Onboard DCC/DCS Decoder
- 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:
25 3/8" x 2 3/4" x 3 15/16"
- Operates On O-72 Curves



Union Pacific - DDA40X Diesel
20-20566-1 Proto-Sound 3.0 Cab No. 6900 \$699.95



Union Pacific - DDA40X Diesel
20-20567-1 Proto-Sound 3.0 Cab No. 6922 \$699.95



Union Pacific - DDA40X Diesel
20-20568-1 Proto-Sound 3.0 Cab No. 6944 \$699.95



Union Pacific - DDA40X Diesel
20-20569-1 Proto-Sound 3.0 Cab No. 6936 \$699.95

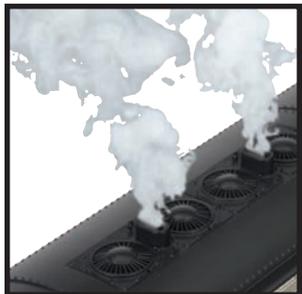
Learn More About It: Enter the product number of this engine into the Product Search feature on www.mthtrains.com for links to more information on the Centennials.

For much of the twentieth century, the Union Pacific had a love affair with massive, larger-than-life locomotives, custom-built for the UP and rostered nowhere else. The family line that began with the Union Pacific-type 4-12-2 steamer (shown elsewhere in this catalog) and continued with the Challenger, Big Boy, and gas turbines ended with the DDA40X Centennials. Built by the Electro-Motive Division of General Motors in 1969-71, the Centennials are still the longest (98') and most powerful (6600hp) diesels ever built in the western hemisphere, and the last unique UP motive power. For the decade of the 1970s, they ruled the road from the Midwest to the west coast, hustling UP fast freights at up to 90mph.

In the early 1960s, the UP had asked the major diesel builders to come up with a high-powered, fast freight engine, and EMD, GE, and Alco had each built samples following the same concept: two diesel motors on one long frame with a total of about 5000 horsepower. While Alco's smoky, somewhat-unreliable Century 855 never made it past the prototype stage, EMD's DD35 and GE's U50 generated modest orders from the railroad. When the UP decided to revisit the concept a few years later, EMD was ready with a better idea: the DDA40X ("X" for experimental) essentially packed two GP40s under one hood, incorporated the then-new wide-nosed cab for increased crew comfort and safety, and served as a test bed for the electronics that EMD would later incorporate into its next generation of diesels, the Dash 2 series. The first engine, no. 6900, was rushed to completion in time for the May 10, 1969 centennial of the golden spike that completed the first transcontinental railroad, giving the new class of diesels its name. The 47 Centennials became the UP's premier power on its western main lines and kept that crown for a decade, with many units running up more than 2 million miles of service.

By 1980, however, the units were heavily worn, and a traffic downturn that year led the UP to mothball the Centennial fleet. Although many returned to service briefly in 1984-85, the now-failure-prone engines were soon retired in favor of younger, more modern power. But the giant engines had acquired quite a following among railfans, one of whom spray painted "Save the Whales, Save the 6900s" on several highway viaducts near UP's Salt Lake City yard. In response, the railroad donated or preserved a dozen Centennials and kept no. 6936 on its active roster, where it still serves today on special business trains, promoting the railroad to current and prospective shippers.

EMD F7



Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horns
- Moveable Roof Fans
- Metal Body Side Grilles
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- O Scale Kadee-Compatible Coupler Mounting Pads
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- LED-Illuminated Class Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/ 2-Rail Conversion Capable
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station or Freight Yard Proto-Effects
- Unit Measures: 13" x 2 5/8" x 3 3/4"
- Operates On O-31 Curves

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

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

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



Chesapeake & Ohio - F7 A-Unit Diesel, Cab No. 7011		
20-20611-1	Hi-Rail Wheels	\$449.95
Chesapeake & Ohio - F7 Non-Powered B-Unit Diesel, Cab No. 7543		
20-20611-3	Hi-Rail Wheels	\$169.95
Chesapeake & Ohio - F7 Non-Powered A-Unit Diesel, Cab No. 7057		
20-20611-4	Hi-Rail Wheels	\$169.95



Reading - F7 A-Unit Diesel, Cab No. 284		
20-20603-1	Hi-Rail Wheels	\$449.95
22-20603-2	Scale Wheels	\$449.95
Reading - F7 Non-Powered A-Unit Diesel, Cab No. 282		
20-20603-4	Hi-Rail Wheels	\$169.95
Reading - F7 A-Unit Diesel, Cab No. 283		
20-20604-1	Hi-Rail Wheels	\$449.95
22-20604-2	Scale Wheels	\$449.95
Reading - F7 Non-Powered B-Unit Diesel, Cab No. 267B		
20-20603-3	Hi-Rail Wheels	\$169.95
22-20603-3	Scale Wheels	\$169.95
Reading - F7 Non-Powered B-Unit Diesel, Cab No. 270B		
20-20604-3	Hi-Rail Wheels	\$169.95



New Haven - F7 A-Unit Diesel, Cab No. 2019		
20-20607-1	Hi-Rail Wheels	\$449.95
22-20607-2	Scale Wheels	\$449.95
New Haven - F7 Non-Powered B-Unit Diesel, Cab No. 2019B		
20-20607-3	Hi-Rail Wheels	\$169.95
New Haven - F7 Non-Powered A-Unit Diesel, Cab No. 2027		
20-20607-4	Hi-Rail Wheels	\$169.95
New Haven - F7 A-Unit Diesel, Cab No. 2023		
20-20608-1	Hi-Rail Wheels	\$449.95
22-20608-2	Scale Wheels	\$449.95
New Haven - F7 Non-Powered B-Unit Diesel, Cab No. 2023B		
20-20608-3	Hi-Rail Wheels	\$169.95
22-20608-3	Scale Wheels	\$169.95



Baltimore & Ohio - F7 A-Unit Diesel, Cab No. 722		
20-20605-1	Hi-Rail Wheels	\$449.95
22-20605-2	Scale Wheels	\$449.95
Baltimore & Ohio - F7 Non-Powered A-Unit Diesel, Cab No. 290		
20-20605-4	Hi-Rail Wheels	\$169.95
Baltimore & Ohio - F7 A-Unit Diesel, Cab No. 295		
20-20606-1	Hi-Rail Wheels	\$449.95
22-20606-2	Scale Wheels	\$449.95
Baltimore & Ohio - F7 Non-Powered B-Unit Diesel, Cab No. 281X		
20-20605-3	Hi-Rail Wheels	\$169.95
22-20605-3	Scale Wheels	\$169.95
Baltimore & Ohio - F7 Non-Powered B-Unit Diesel, Cab No. 297X		
20-20606-3	Hi-Rail Wheels	\$169.95



Pan Am Railways - F7 A-Unit Diesel, Cab No. PAR 1		
20-20609-1	Hi-Rail Wheels	\$449.95
22-20609-2	Scale Wheels	\$449.95
Pan Am Railways - F7 Non-Powered B-Unit Diesel, Cab No. PAR 1B		
20-20609-3	Hi-Rail Wheels	\$169.95
Pan Am Railways - F7 Non-Powered A-Unit Diesel, Cab No. PAR 3		
20-20609-4	Hi-Rail Wheels	\$169.95
Pan Am Railways - F7 A-Unit Diesel, Cab No. PAR 2		
20-20610-1	Hi-Rail Wheels	\$449.95
22-20610-2	Scale Wheels	\$449.95
Pan Am Railways - F7 Non-Powered B-Unit Diesel, Cab No. PAR 2B		
20-20610-3	Hi-Rail Wheels	\$169.95
22-20609-3	Scale Wheels	\$169.95



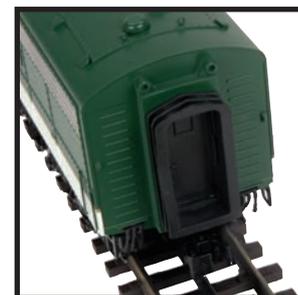
Chesapeake & Ohio - Freight Express F7 Train Set
20-20612-1 Proto-Sound 3.0 \$729.95

EMD E8



Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horns
- Moveable Roof Fans
- Metal Body Side Grilles
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlight
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- LED-Illuminated Class Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Unit Measures: 18" x 2 1/2" x 3 7/8"
- Operates On O-31 Curves





Southern - E8 Diesel

20-20619-1	A-Unit With Proto-Sound 3.0	Cab No. 6900	\$469.95
20-20620-1	A-Unit With Proto-Sound 3.0	Cab No. 6906	\$469.95
20-20619-3	Non-Powered B-Unit	Cab No. 6900B	\$169.95



Add a Matching Passenger Set
See Pages 124-126



Union Pacific - E8 Diesel

20-20613-1	A-Unit With Proto-Sound 3.0	Cab No. 949	\$469.95
20-20614-1	A-Unit With Proto-Sound 3.0	Cab No. 953	\$469.95
20-20614-3	Non-Powered B-Unit	Cab No. 953B	\$169.95



Add a Matching Passenger Set
See Pages 124-126



Erie - E8 Diesel

20-20615-1	A-Unit With Proto-Sound 3.0	Cab No. 833	\$469.95
20-20616-1	A-Unit With Proto-Sound 3.0	Cab No. 829	\$469.95
20-20616-3	Non-Powered B-Unit	Cab No. 829B	\$169.95



Add a Matching Passenger Set
See Pages 124-126



Wabash - E8 Diesel

20-20617-1	A-Unit With Proto-Sound 3.0	Cab No. 1009	\$469.95
20-20618-1	A-Unit With Proto-Sound 3.0	Cab No. 1011	\$469.95
20-20618-3	Non-Powered B-Unit	Cab No. 1011B	\$169.95



Add a Matching Passenger Set
See Pages 124-126



Santa Fe - E8 Diesel

20-20621-1	A-Unit With Proto-Sound 3.0	Cab No. 84	\$519.95
20-20621-3	Non-Powered B-Unit	Cab No. 86A	\$199.95



Santa Fe A and B Units Feature Plated Stainless Side Panels



20-20622-1	Proto-Sound 3.0	\$829.95
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Santa Fe Passenger Cars Feature Plated Stainless Bodies

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, until the war effort arrested production of all passenger diesels in 1942. The E6 was the last passenger diesel to sport the 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. With the introduction of the E8 in 1949, the E-unit, America's most popular passenger diesel, reached its final visual form — just in time for the last hurrah of the American passenger train. With twin motors to ensure reliability and six-wheel trucks that rode like a Cadillac, the E8 was an engineer's dream. For hoggers who had not long ago worked in steam locomotives, the clean cab of an E-unit with its lofty, panoramic view of the road ahead was not hard to get used to.

The E8 returns to the Premier line for 2016 in paint schemes from the golden age of passenger travel. Proto-Sound 3.0 brings you the authentic sounds of the E8's EMD prime movers 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.

EMD FT



Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horns
- Moveable Roof Fans
- Metal Body Side Grilles
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlight
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- LED-Illuminated Class Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 12 5/8" x 2 5/8" x 3 3/4"
- Operates On O-31 Curves



* As FT B-units did not wear external road numbers, at least in the early years, a prototypical A-B-B-A set can be modeled with two of these B-units and two differently numbered A-units.



EMD Demonstrator - FT Diesel

20-20623-1	A-Unit With Proto-Sound 3.0	Cab No. 103	\$449.95
20-20624-1	A-Unit With Proto-Sound 3.0	Cab No. 103A	\$449.95
20-20623-3	Non-Powered B-Unit	Cab No. 103B*	\$169.95



Santa Fe - FT Diesel

20-20625-1	A-Unit With Proto-Sound 3.0	Cab No. 100	\$449.95
20-20626-1	A-Unit With Proto-Sound 3.0	Cab No. 103	\$449.95
20-20625-3	Non-Powered B-Unit	Cab No. 100B*	\$169.95



Great Northern - FT Diesel

20-20628-1	A-Unit With Proto-Sound 3.0	Cab No. 249A	\$449.95
20-20627-1	A-Unit With Proto-Sound 3.0	Cab No. 258A	\$449.95
20-20627-3	Non-Powered B-Unit	Cab No. 258B*	\$169.95



Boston & Maine - FT Diesel

20-20630-1	A-Unit With Proto-Sound 3.0	Cab No. 4208	\$449.95
20-20629-1	A-Unit With Proto-Sound 3.0	Cab No. 4213	\$449.95
20-20629-3	Non-Powered B-Unit	Cab No. 4213B*	\$169.95



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

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

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

Did You Know?

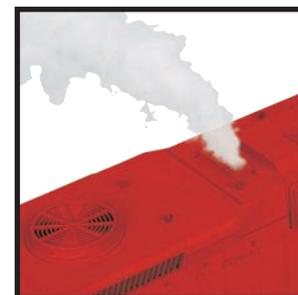
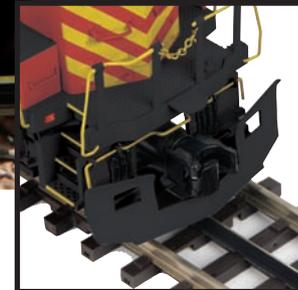
The original FT demonstrator was sold to the Southern Railway and soldiered on for 20 more years. The lead unit, Southern #6100, is today a National Historic Mechanical Engineering Landmark, preserved at the National Museum of Transport in St. Louis.

EMD GP40



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
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- LED-Illuminated Class Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 15 1/2" x 2 3/4" x 4"
- Operates On O-31 Curves





CSX - GP40 Diesel, Cab No. 6412

20-20570-1	Hi-Rail Wheels	\$499.95
22-20570-2	Scale Wheels	\$499.95

CSX - GP40 Diesel, Cab No. 6216

20-20571-1	Hi-Rail Wheels	\$499.95
22-20571-2	Scale Wheels	\$499.95



Norfolk Southern - GP40 Diesel, Cab No. 3095

20-20572-1	Hi-Rail Wheels	\$499.95
22-20572-2	Scale Wheels	\$499.95

Norfolk Southern - GP40 Diesel, Cab No. 3096

20-20573-1	Hi-Rail Wheels	\$499.95
22-20573-2	Scale Wheels	\$499.95



BNSF - GP40 Diesel, Cab No. 3001

20-20574-1	Hi-Rail Wheels	\$499.95
22-20574-2	Scale Wheels	\$499.95

BNSF - GP40 Diesel, Cab No. 3008

20-20575-1	Hi-Rail Wheels	\$499.95
22-20575-2	Scale Wheels	\$499.95



U.S. Army - GP40 Diesel, Cab No. 4652

20-20576-1	Hi-Rail Wheels	\$499.95
22-20576-2	Scale Wheels	\$499.95

U.S. Army - GP40 Diesel, Cab No. 4653

20-20577-1	Hi-Rail Wheels	\$499.95
22-20577-2	Scale Wheels	\$499.95



Norfolk Southern - GP-40 Safety Train Set

20-20578-1	Proto-Sound 3.0	\$749.95
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Both under the hood and under the frame, the GP40 exemplified EMD's product line in transition. Along with its less-powerful sister, the GP38, the Geep 40 was the first EMD locomotive with the model 645 diesel motor. Its predecessor, the 567 diesel that had powered EMD locos since the late 1930s — named for its 567 cubic inch displacement per cylinder — had become inadequate to meet customers' demands for higher horsepower.

Remarkably, the 645 was the same external size and weight as the motor it replaced, with the power increase achieved largely by increasing the cylinder bore. In its normally aspirated form, with a Roots blower pressurizing the incoming air, a 16-cylinder 645 cranked out 2000 horsepower; this was the motor in the GP38. The same engine with a turbo-charger, however, put out 3000 hp in the GP40, with lower fuel consumption and emissions and improved high-altitude performance; the tradeoff was higher maintenance costs for turbo-equipped engines.

A design problem with turbochargers is "turbo lag": because the turbo's air compressor is powered by engine exhaust gas, the turbo doesn't become effective until the engine gets up to speed. In Alco diesels, this issue produced thick black smoke as the motors ramped up, earning them the nickname "honorary steam engines." In the 645 motor, EMD's engineers solved the problem with a gear train and over-running clutch, which drove the turbo at low engine speeds until the exhaust gas took over.

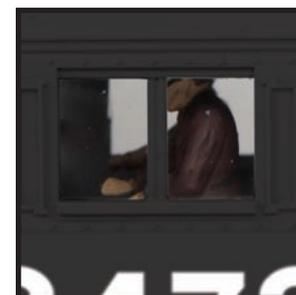
While the GP40 heralded the introduction of a new motor, it also marked the beginning of a long goodbye to the four-axle road diesel. Under the frame, railroads were seeing that six-wheel trucks, once an expedient for spreading out engine weight on lighter-duty track, were more suited to the increasing tonnage and speed of modern freight service. The GP40 and its successor, the GP40-2, were the last high-horsepower, four-axle Geeps to sell in large quantities. During a six-year production run that began in 1965, over 1200 GP40s were sold to U.S., Canadian and Mexican railroads. Notably ent from the list of original owners, however, were western heavy haulers Santa Fe and Union Pacific; both roads purchased fleets of six-axle EMD SD40s and SD40-2s. Although the lighter-duty, four-axle GP38 series continued to be a strong seller, the transition to the six axle, high-horsepower unit — which would become the standard road diesel of the 21st century — began in the era of the GP40.

EMD SD40-2



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
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- LED-Illuminated Class Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 17 1/2" x 2 5/8" x 3 7/8"
- Operates On 0-42 Curves





Buffalo & Pittsburgh - SD40-2 Diesel

20-20579-1	Cab No. 3323	\$499.95
20-20580-1	Cab No. 3328	\$499.95



Reading and Northern - SD40-2 Diesel

20-20581-1	Cab No. 3050	\$499.95
20-20582-1	Cab No. 3053	\$499.95



Burlington Northern - SD40-2 Diesel

20-20583-1	Cab No. 1876	\$499.95
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Did You Know?

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



Norfolk Southern - SD40-2 Diesel

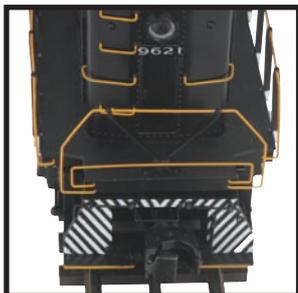
20-20584-1	Cab No. 3473	\$499.95
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Offering better reliability and lower maintenance costs than the higher powered SD-45, EMD's SD40-2 enjoyed a long production run of 3,100 units. The 3,000 horsepower diesel was the primary motive power for many railroads throughout the 1970's and 80's.

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

As one of the most popular road engines for EMD, the SD40-2 has been well represented in the O Gauge marketplace in the past. M.T.H.'s Premier Line SD40-2 offers the user more features and value than any other model. Fully equipped with Proto-Sound 3.0, operating smoke, Proto-Speed Control™ and incredible details ensure that this engine operates as well as it looks.

ALCO S-2 Switcher



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 Headlights
- LED-Illuminated Number Boards
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring: Freight Yard Proto-Effects
- Unit Measures: 12" x 2 3/4" x 3 3/4"
- Operates On O-31 Curves



Pennsylvania - Alco S-2 Switcher Diesel
 20-20585-1 Cab No. 5644 \$449.95
 20-20586-1 Cab No. 5926 \$449.95

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

New Haven - Alco S-2 Switcher Diesel
 20-20587-1 Cab No. 0615 \$449.95
 20-20588-1 Cab No. 0617 \$449.95



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

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



New York Central - Alco S-2 Switcher Diesel
 20-20589-1 Cab No. 9621 \$449.95
 20-20590-1 Cab No. 9631 \$449.95

Long Island - Alco S-2 Switcher Diesel
 20-20591-1 Cab No. 447 \$449.95
 20-20592-1 Cab No. 451 \$449.95



NS/EMD SD60E



Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Wheels, Axles and Gears
- Metal Handrails and Horn
- Metal Body Side Grilles
- Moveable Roof Fan Blades
- Detachable Snow Plow
- Authentic Paint Scheme
- (2) Hand-Painted Engineer Cab Figures
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- Flashing LED Ditch Lights
- (2) Remote-Controlled Proto-Couplers
- Kadee-Compatible Coupler Mounting Pads
- Operating ProtoSmoke Diesel Exhaust
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control in Scale MPH Increments
- Onboard DCC/DCS Decoder
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- 1:48 Scale Proportions
- Unit Measures: 18 3/8" x 2 1/2" x 3 15/16"
- Operates On 0-42 Curves

**1/48th Scale Fire Truck
Available Separately**

Item 30-50091 \$44.95

New Tooling!

Norfolk Southern - SD60E Diesel, Cab No. 911
 20-20593-1 Hi-Rail Wheels \$499.95
 22-20593-2 Scale Wheels \$499.95

New Tooling!

Norfolk Southern - SD60E Diesel, Cab No. 6920
 20-20594-1 Hi-Rail Wheels \$499.95
 22-20594-2 Scale Wheels \$499.95

New Tooling!

Norfolk Southern - SD60E Diesel, Cab No. 6963
 20-20595-1 Hi-Rail Wheels \$499.95
 22-20595-2 Scale Wheels \$499.95

New Tooling!

Norfolk Southern - SD60E Diesel, Cab No. 6957
 20-20596-1 Hi-Rail Wheels \$499.95
 22-20596-2 Scale Wheels \$499.95

Norfolk Southern - SD60E Diesel, Cab No. 6965
 20-20597-1 Hi-Rail Wheels \$499.95
 22-20597-2 Scale Wheels \$499.95

The SD60E is the star of the Norfolk Southern Railway's diesel rebuilding program, which it describes as "the ultimate in recycling." In the road's ex-Pennsy Juniata Locomotive Shop in Altoona, PA, more than 150 1980s-era EMD SD60s are being rebuilt into 21st-century locomotives.

Introduced in 1984, Electro-Motive's SD60 was the first EMD diesel to incorporate computer technology, onboard diagnostics to aid the engineer, and the new model 710 diesel motor. The SD60E (E for "Enhanced") program adds the major advances in locomotive technology in the ensuing three decades: improved crash-worthiness, better fuel efficiency, lower emissions and a more user-friendly crew environment.

The most obvious change is the new Crescent Cab, designed in-house and named for the NS's Crescent Corridor, an infrastructure project that speeds up traffic across 11 states from Louisiana to New York. Built for a post-caboose era when the entire train crew rides in the locomotive, the cab is "one of the roomiest ever built" according to NS, and incorporates a large sun visor, padded floor and ceiling, a desk for the conductor, an air-controlled stainless steel restroom, and improved crash protection.

In the engine room, a completely rebuilt 16-cylinder model 710G3B prime mover delivers 4,000 hp, 200 more than the original engine. Electronic fuel injection is only one of the improvements that helps this motor deliver lower emissions and better fuel economy than the stock 1980s power plant. Another is a patented dual-circuit or "split" cooling system that makes the new engine run 40 to 50 degrees cooler than the original. It was designed by two NS employees who describe themselves as "old hot rodders," drawing on ideas from high-performance racing engines. The improved 710 diesel also features automatic stop/start to reduce unnecessary idling, saving both fuel and engine wear. In addition, a GPS-based computer system tells the engineer the optimum train speed for maximum fuel efficiency at any point on the road.

Since the start of the SD60E program in 2010, several locomotives have received special commemorative paint schemes. Unveiled at Altoona in November 2012, engine 6920 honors the commitment of America's military veterans. It also symbolizes the Norfolk Southern's commitment to hiring veterans and members of the National Guard and Reserves, who include more than 4,200 NS employees.

Outshopped in March 2014, engine 6963 commemorates the 10th anniversary of GoRail, a non-profit group that mobilizes support for business and government policies that lead to more freight moving by rail. Engine 911, originally slated to be NS 7003, became the latest commemorative engine this past June in a ceremony at Washington D.C.'s Union Station. Featuring the Maltese Cross of fire services, the Emergency Medical Services' "Star of Life," and the Police shield, No. 911 honors the dedication and sacrifices of first responders. In addition, it underscores the railroad's commitment to its outreach program for hazmat training, which in 2014 reached more than 5,400 emergency first responders in lineside communities.

Both the Veterans and the First Responders locomotives in M.T.H.'s lineup will include special cab chatter dialogue featuring audio from Wick Moorman, former CEO and current Chairman of the Board of Norfolk Southern. Accessible through the Proto-Sound 3.0 PFA feature, these special recordings can be accessed in Conventional Mode from any transformer with a whistle and bell button or via the M.T.H. DCS Digital Command System.

R-32 Subway



Features

- Intricately Detailed, Durable ABS Bodies
- Die-Cast Truck Sides
- Metal Chassis
- Metal Wheels, Axles and Gears
- Authentic Paint Scheme
- Directionally Controlled LED Headlights and Tail Lights
- LED-Illuminated Number Boards
- LED-Illuminated Destination Signs
- Detailed, LED-Illuminated Interiors
- Hand-Painted Passenger Figures
- (1) Remote-Controlled Proto-Coupler on Powered Unit
- (2) Precision Flywheel-Equipped Motors in Powered Unit
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- 1:48 Scale Proportions
- Proto-Sound 3.0 With the Digital Command System Featuring Station Stop Proto-Effects
- 4-Car Set Measures: 62" x 2 1/2" x 3 1/2"
- Operates on 0-42 Curves

The R-32 was New York's first mass-produced, stainless steel subway car. After years of trying and two sets of experimental prototypes, the Budd Company, which had pioneered stainless steel trains in the 1930s, won a bid to deliver 600 all-stainless cars in 1964-65.

Despite higher initial cost, the advantages of stainless were obvious: a stainless steel car offered lower weight for the same structural strength, didn't need painting, and was nearly impervious to the rust and corrosion that plagued normal high-strength steel. When delivered, the R-32s were the hot rods of the New York subways. With basically the same mechanical and electrical gear as previous cars but 5 tons less weight, they ran fast and accelerated like jackrabbits. And to seal the deal, Budd had given up the usual price premium for stainless construction to get its foot in the door with the New York subway system.

Dubbed Brightliners for their gleaming exteriors, the R-32s were

introduced to the public at Grand Central Terminal on September 9, 1964, in a ceremony complete with a 20-piece marching band. Riders loved the shiny cars with their brightly lit blue interiors and contoured fiberglass seats — as did operators, who enjoyed their performance, and maintenance crews, who cited the durability and craftsmanship characteristic of Budd products. The 60' cars, which ran in married pairs, were sized for the subway's BMT and IND lines (as opposed to the IRT lines, which have tighter clearances and require smaller cars).

The durability of the R-32s, however, has been something of a mixed blessing for New York commuters. Budd was the only company to build all-stainless cars, as its patented Shotweld electric welding process allowed it to fabricate an all-stainless body. Other car builders, unable to weld stainless steel, used a stainless steel exterior riveted to ordinary, rust-prone steel. As a result, five non-Budd classes of New York subways built after the R-32s came and went, while the R-32s soldiered on. Although many R-32s have been retired, the 200 or so remaining

cars are today the oldest operating cars in New York and among the oldest in the world. Despite two major overhaul programs, their aging mechanical and electrical systems make them the least dependable cars in the city, much to the chagrin of riders on the C and J/Z lines — who were recently told they may be riding these 1960s cars into 2022 before the last of their replacements arrive.

Like all M.T.H. Proto-Sound 2.0 and 3.0 subways, the R-32 features Station Stop Proto-Effects, allowing you to program the train to stop automatically at designated station stops, even in Conventional Mode. When configured to run on automatic, the R-32 stops itself at locations you define and calls out station names that you select in advance; the train essentially runs itself. And when you program the R-32 for an out-and-back route, it even reverses itself and heads back downtown when it reaches the end of the line — stopping along the way at each station to broadcast the name of the stop and the hustle and bustle of passengers coming and going.



Metropolitan Transportation - R-32 2-Car Subway Set Add-On (Non-Powered)
20-20631-3 \$219.95



Metropolitan Transportation - R-32 4-Car Subway Set
20-20631-1 \$629.95

Operating Reefer

MTH Premier O Scale operating freight cars bring life and excitement to your O Scale layout. Sized to scale, each car is a perfect complement to any manufacturer's scale proportioned O Gauge locomotives.

The car comes to life when parked on an operating track section. When the track section is activated, the car door will slowly slide open evidenced by a rush of foggy cold air. Two workers inside carefully slide out the first pallet of refrigerated goods, tirelessly repeating the process until all the pallets are unloaded. The door then closes and the train can move up for the next car.

Each operating car is offered in two car numbers, making it easier than ever to create a multi-car consist. As with most of MTH's Premier Rolling Stock offerings, the operating reefer can also operate on the tightest O Gauge curves, giving it even more versatility on your layout.



New Haven - Operating Reefer
20-94384 \$99.95



Hoods Dairy - Operating Reefer
20-94385 \$99.95

**Works With Any
Manufacturer's
Operating Track
Section**

Features

- 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
- Operating Interior Lighting
- Intricately Detailed, Durable ABS Body
- Auto Opening Door
- Operating Workman Pushes Out Load
- Simulated Dry-Ice "Smoke"
- Unit Measures: 11 5/8" x 2 3/4" x 3 9/16"
- Operates On 0-31 Curves



40' AAR Box Car



Iowa Interstate - 40' AAR Box Car
20-93670 \$64.95



Long Island - 40' AAR Box Car
20-93671 \$64.95



U.S. Air Force - 40' AAR Box Car
20-93672 \$64.95



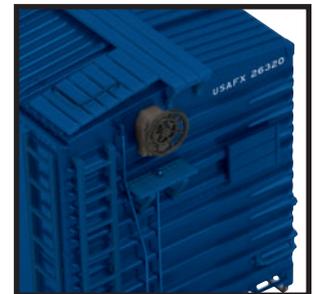
Illinois Central - 40' AAR Box Car
20-93673 \$64.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Decorative Brake Wheels
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Sliding Car Doors
- 1:48 Scale Dimensions
- O Scale Kadee Compatible Coupler Mounting Pads
- Unit Measures: 11 5/8" x 2 5/8" x 3 3/4"
- Operates On O-31 Curves

Easily Convert to 2-Rail!

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



55' All-Door Box Car



Delson Lumber Company - 55' All-Door Box Car
20-93678 \$69.95



Idaho Forest Industries - 55' All-Door Box Car
20-93679 \$69.95



Canfor - 55' All-Door Box Car
20-93680 \$69.95



Lake State Railway - 55' All-Door Box Car
20-93681 \$69.95

Features

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



Double Door 50' Box Car



Nickel Plate Road - Double Door 50' Box Car
20-93674 \$69.95



Pere Marquette - Double Door 50' Box Car
20-93675 \$69.95



Baltimore & Ohio - Double Door 50' Box Car
20-93676 \$69.95



New York Central - Double Door 50' Box Car
20-93677 \$69.95

Features

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



Coalporter Hopper



BNSF - Coalporter Hopper
 20-97829 \$69.95
 BNSF - 6-Car Coalporter Hopper Set
 20-92075 Car Nos. 668043, 668066, 668109, 668101, 668111, 668115 \$389.95
 20-92076 Car Nos. 668103, 668117, 668124, 668129, 668137, 668142 \$389.95



Union Pacific - Coalporter Hopper
 20-97830 \$69.95
 Union Pacific - 6-Car Coalporter Hopper Set
 20-92077 Car Nos. 28320, 28330, 28342, 28355, 28362, 28374 \$389.95
 20-92078 Car Nos. 28329, 28332, 28345, 28357, 28368, 28376 \$389.95



Northern Indiana Public Service - Coalporter Hopper
 20-97831 \$69.95
 Northern Indiana Public Service - 6-Car Coalporter Hopper Set
 20-92079 Car Nos. 2500, 2508, 2520, 2524, 2533, 2536 \$389.95
 20-92080 Car Nos. 2501, 2504, 2527, 2522, 2535, 2532 \$389.95



Canadian National - Coalporter Hopper
 20-97832 \$69.95
 Canadian National - 6-Car Coalporter Hopper Set
 20-92081 Car Nos. 193099, 193125, 193131, 193142, 193159, 193171 \$389.95
 20-92082 Car Nos. 193025, 193121, 193141, 193158, 193160, 193162 \$389.95

Features

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



50' Airslide Hopper



GACX - 50' Airslide Hopper
20-97833 \$69.95



ADM - 50' Airslide Hopper
20-97834 \$69.95



GACX - 50' Airslide Hopper
20-97835 \$69.95



Burlington Northern - 50' Airslide Hopper
20-97836 \$69.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Separate Metal Handrails
- O Scale Kadee Compatible Coupler Mounting Pads
- Unit Measures:
13 5/8" x 2 11/16" x 3 11/16"
- 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



3-Bay Centerflow Hopper



SOO Line - 3-Bay Centerflow Hopper
20-97837 \$69.95



BNSF (Santa Fe) - 3-Bay Centerflow Hopper
20-97838 \$69.95



BNSF (Northern Pacific) - 3-Bay Centerflow Hopper
20-97839 \$69.95



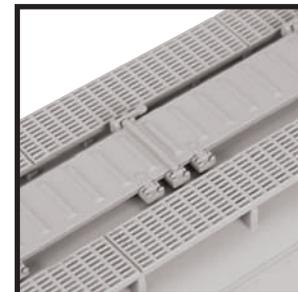
Union Pacific - 3-Bay Centerflow Hopper
20-97840 \$69.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- O Scale Kadee Compatible Coupler Mounting Pads
- Unit Measures: 13 7/8" x 2 11/16" x 3 7/8"
- 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 Fish Belly Hopper



Western Maryland - 2-Bay Fish Belly Hopper
20-97336 \$64.95



Norfolk Southern - 2-Bay Fish Belly Hopper
20-97337 \$64.95



Norfolk & Western - 2-Bay Fish Belly Hopper
20-97338 \$64.95



Reading - 2-Bay Fish Belly Hopper
20-97339 \$64.95

Also Available In 6-Car Sets
See Page 121

Features

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

Easily Convert to 2-Rail!

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



Reefer



Conrail - Reefer
20-94263 \$64.95



Safety Train - Reefer
20-94265 \$64.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- 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 O-42 Curves



Union Pacific - Reefer
20-94264 \$64.95



Alaska - Reefer
20-94266 \$64.95



36' Woodsided Reefer



Milwaukee Road - 36' Woodsided Reefer
20-94380 \$64.95



Canadian National - 36' Woodsided Reefer
20-94381 \$64.95



Grand Trunk Western - 36' Woodsided Reefer
20-94382 \$64.95



Western Fruit Express - 36' Woodsided Reefer
20-94383 \$64.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Decorative Brake Wheels
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Opening Car Doors
- O Scale Kadee Compatible Coupler Mounting Pads
- Opening Roof Hatches
- Unit Measures: 10 3/4" x 2 3/8" x 3 1/4"
- Operates On O-31 Curves

Easily Convert to 2-Rail!

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



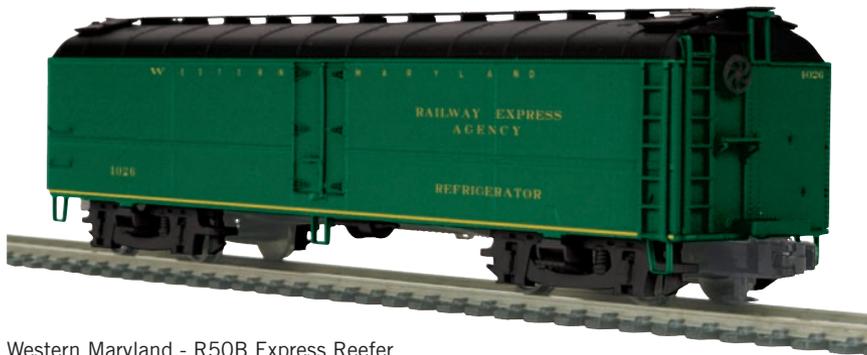
R50B Express Reefer



Pennsylvania - R50B Express Reefer
20-94267 \$74.95



Santa Fe - R50B Express Reefer
20-94268 \$74.95



Western Maryland - R50B Express Reefer
20-94269 \$74.95



New York Central - R50B Express Reefer
20-94270 \$74.95

Features

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



20K Gallon 4-Compartment Tank Car



BNSF - 20K Gallon 4-Compartment Tank Car
20-96729 \$79.95



Tank Train - 20K Gallon 4-Compartment Tank Car
20-96730 \$79.95



Kansas City Southern - 20K Gallon 4-Compartment Tank Car
20-96731 \$79.95



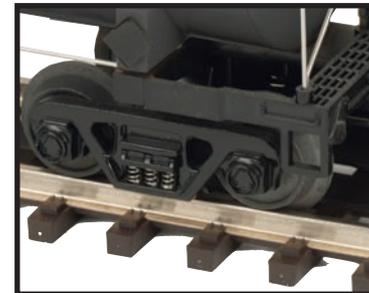
Quaker State - 20K Gallon 4-Compartment Tank Car
20-96732 \$79.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- O Scale Kadee-Compatible Coupler Mounting Pads
- Detailed Brake Wheel
- Separate Metal Handrails
- 1:48 Scale Dimensions
- Unit Measures: 17 5/8 x 2 1/2 x 4
- 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



Funnel Flow Tank Car



Iowa Interstate - Funnel Flow Tank Car
20-96264 \$64.95



Sunbelt - Funnel Flow Tank Car
20-96265 \$64.95



ACFX - Funnel Flow Tank Car
20-96266 \$64.95



ADM - Funnel Flow Tank Car
20-96267 \$64.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Separate Metal Handrails
- O Scale Kadee Compatible Coupler Mounting Pads
- Unit Measures: 11" x 2 5/8" x 4"
- 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



33K Gallon Tank Car



CSX - 33K Gallon Tank Car
20-96260 \$79.95



Safety Train - 33K Gallon Tank Car
20-96261 \$79.95



Union Pacific - 33K Gallon Tank Car
20-96262 \$79.95



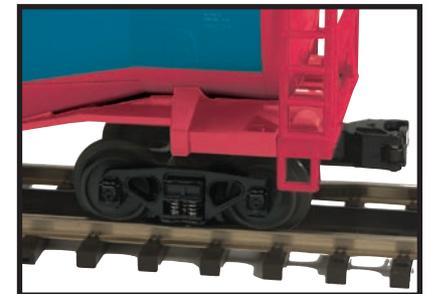
Tank Train - 33K Gallon Tank Car
20-96263 \$79.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Separate Metal Handrails
- O Scale Kadee Compatible Coupler Mounting Pads
- Unit Measures: 17 5/8" x 2 1/2" x 4"
- 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



Husky Stack Car



TTX - Husky Stack Car
20-95172 \$79.95



TTX - Husky Stack Car
20-95173 \$79.95



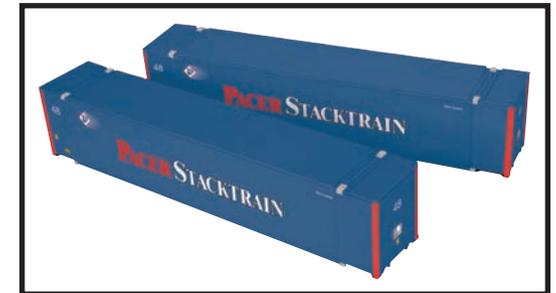
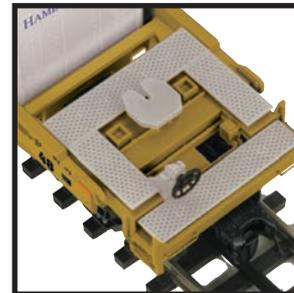
Northwestern Oklahoma - Husky Stack Car
20-95174 \$79.95



Pacer Stacktrain - Husky Stack Car
20-95175 \$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 Schemes
- (2) 48' Detailed Containers
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Unit Measures: 18 3/4 x 2 9/16 x 5 9/16
- Operates On O-54 Curves



Coil Car



Ohio Central - Coil Car
20-95160 \$64.95



Canadian National - Coil Car
20-95161 \$64.95



Illinois Central - Coil Car
20-95162 \$64.95



Wisconsin Central - Coil Car
20-95163 \$64.95

Features

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



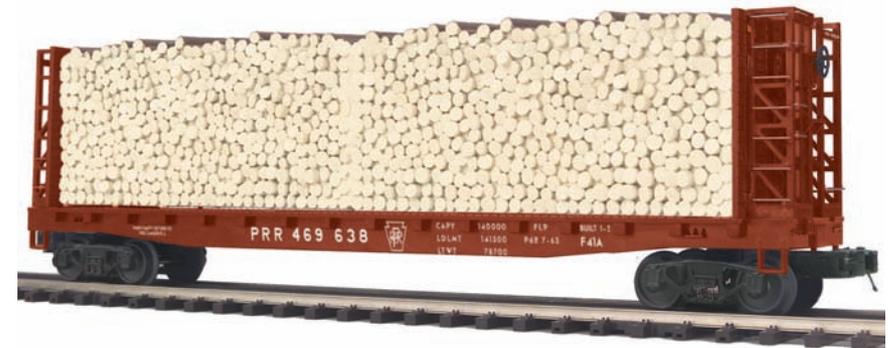
Flat Car with Bulkheads and Log Load



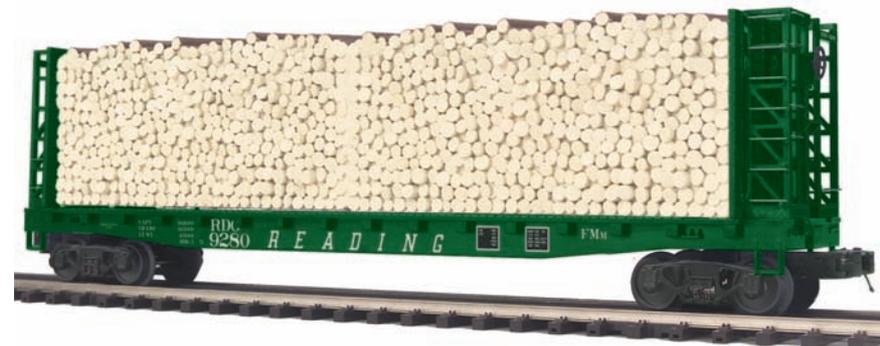
Montana Rail Link - Flat Car with Bulkheads and Log Load
20-95168 \$69.95



Chicago NorthWestern - Flat Car with Bulkheads and Log Load
20-95170 \$69.95



Pennsylvania - Flat Car with Bulkheads and Log Load
20-95169 \$69.95



Reading - Flat Car with Bulkheads and Log Load
20-95171 \$69.95

Features

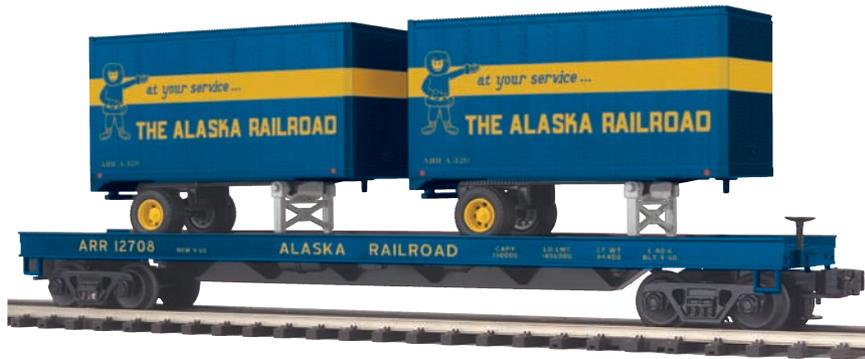
- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Removeable Log Load
- 1:48 Scale Dimensions
- O Scale Kadee Compatible Coupler Mounting Pads
- Unit Measures: 14 5/8" x 2 3/4" x 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



Flat Car with 20' Trailers



Alaska - Flat Car with 20' Trailers
20-95164 \$79.95



Baltimore & Ohio - Flat Car with 20' Trailers
20-95165 \$79.95



Canadian National - Flat Car with 20' Trailers
20-95166 \$79.95



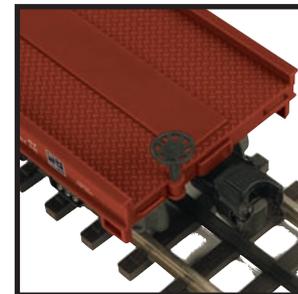
TTX - Flat Car with 20' Trailers
20-95167 \$79.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- (2) 20' Trailers
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- 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



Extended Vision Caboose



Norfolk Southern - Extended Vision Caboose
20-91571 \$69.95



U.S. Army - Extended Vision Caboose
20-91572 \$69.95



Union Pacific - Extended Vision Caboose
20-91573 \$69.95



Burlington Northern - Extended Vision Caboose
20-91574 \$69.95

Features

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



Center Cupola Steel Caboose



Reading & Northern - Center Cupola Steel Caboose
20-91575 \$69.95



New Haven - Center Cupola Steel Caboose
20-91576 \$69.95



Western Maryland - Center Cupola Steel Caboose
20-91577 \$69.95



Rock Island - Center Cupola Steel Caboose
20-91578 \$69.95

Features

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



N-6b Caboose w/Operating Signal Man



Pennsylvania - N-6b Caboose w/Operating Signal Man
20-91579 \$89.95



Boston & Maine - N-6b Caboose w/Operating Signal Man
20-91580 \$89.95



Canadian Pacific - N-6b Caboose w/Operating Signal Man
20-91581 \$89.95



Milwaukee Road- N-6b Caboose w/Operating Signal Man
20-91582 \$89.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Caboose Interiors With Overhead Lighting
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Decorative Brake Wheels
- Brakeman Figure in Cupola
- Moving Signal Man w/Operating Lantern
- 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 O-31 Curves



Flat Car w/R-33S Subway Car



TTX - Flat Car w/R-33S Subway Car
20-95180 Car No.940432 (9328), 940435 (9330) \$129.95



TTX - Flat Car w/R-33S Subway Car
20-95181 Car No. 940350 (9309) 940356 (9342) \$129.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Removeable R33 Subway Car
- 1:48 Scale Dimensions
- O Scale Kadee Compatible Coupler Mounting Pads
- Unit Measures: 14 5/8" x 2 3/4" x 4"
- Operates On O-31 Curves

Easily Convert to 2-Rail!

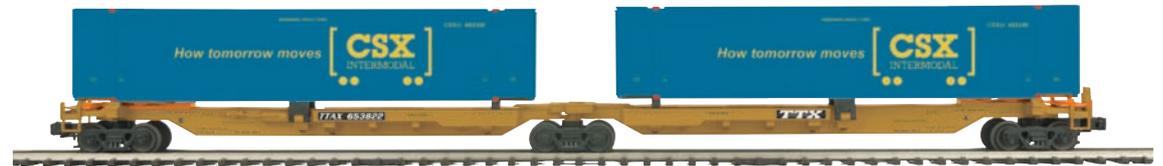
2-Rail Die-Cast Sprung Metal Roller Bearing Freight Car Two Truck Pack
20-89002 \$24.95



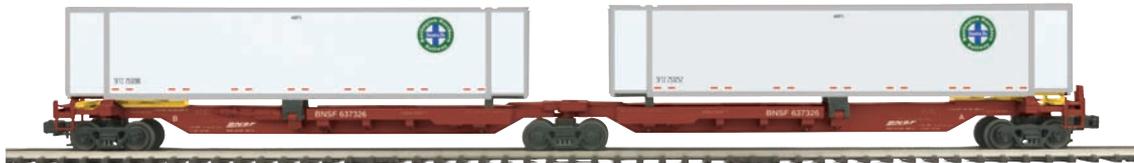
2-Car Spine Car Set with 48' Containers



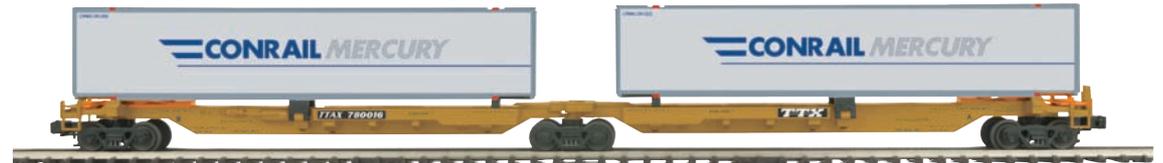
Norfolk Southern - 2-Car Spine Car Set with 48' Containers
20-95176 \$129.95



CSX - 2-Car Spine Car Set with 48' Containers
20-95177 \$129.95



BNSF - 2-Car Spine Car Set with 48' Containers
20-95178 \$129.95



Conrail - 2-Car Spine Car Set with 48' Containers
20-95179 \$129.95

Features

- Intricately Detailed Durable ABS Spine Car Bodies
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- O Scale Kadee Compatible Coupler Mounting Pads
- Colorful, Attractive Paint Schemes
- Fully Assembled & Ready-to-Run
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- (2) Removeable 48' Trailers
- Operates On O-42 Curves



6-Car 2-Bay Fish Belly Hopper Set



Western Maryland - 6-Car 2-Bay Fish Belly Hopper Set
 20-92067 Car Nos. 13404, 13418, 13426, 13433, 13445, 13450 \$349.95
 20-92068 Car Nos. 13409, 13410, 13423, 13436, 13444, 13457 \$349.95



Norfolk Southern - 6-Car 2-Bay Fish Belly Hopper Set
 20-92069 Car Nos. 9032, 9034, 9037, 9040, 9044, 9048 \$349.95
 20-92070 Car Nos. 9036, 9035, 9039, 9042, 9047, 9045 \$349.95



Norfolk & Western - 6-Car 2-Bay Fish Belly Hopper Set
 20-92071 Car Nos. 96208, 96213, 96226, 96237, 96249, 96254 \$349.95
 20-92072 Car Nos. 96205, 96210, 96227, 96232, 96246, 96255 \$349.95



Reading - 6-Car 2-Bay Fish Belly Hopper Set
 20-92073 Car Nos. 66305, 66309, 66322, 66324, 66330, 66333 \$349.95
 20-92074 Car Nos. 66307, 66302, 66328, 66323, 66339, 66335 \$349.95

Features

- Intricately Detailed, Durable Bodies
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Operates On O-31 Track
- 1:48 Scale Dimensions



Passenger Cars



Pennsylvania - 70' Madison RPO Passenger Car (Railway Post Office)
20-42026 \$99.95



Pennsylvania - 2-Car 70' Madison Combine/Diner Passenger Set
20-41026 \$199.95



Pennsylvania - 5-Car 70' Madison Passenger Set
20-40026 \$469.95



Pennsylvania - 2-Car 70' Madison Baggage/Coach Passenger Set
20-44026 \$199.95



Long Island - 70' Madison RPO Passenger Car
20-42027 \$99.95



Long Island - 2-Car 70' Madison Baggage/Coach Passenger Set
20-44027 \$199.95



Long Island - 5-Car 70' Madison Passenger Set
20-40027 \$469.95

Features

- Intricately Detailed, Durable ABS Bodies
- Metal Wheels and Axles
- Detailed Car Interior
- Overhead Interior LED 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



Long Island - 2-Car 70' Madison Combine/Diner Passenger Set
20-41027 \$199.95





Pennsylvania-Reading Seashore Lines - 5-Car 70' Madison Passenger Set
20-40028 \$469.95



Pennsylvania-Reading Seashore Lines - 2-Car 70' Madison Combine/Diner Passenger Set
20-41028 \$199.95



Pennsylvania-Reading Seashore Lines - 70' Madison RPO Passenger Car
20-42028 \$99.95



Pennsylvania-Reading Seashore Lines - 2-Car 70' Madison Baggage/Coach Passenger Set
20-44028 \$199.95



Reading - 70' Full Length Vista Dome Passenger Car (Smooth Sides)
20-67266 \$99.95



Reading - 2-Car 70' Sleeper/Diner Passenger Set (Smooth Sides)
20-66266 \$199.95



Reading - 70' RPO Passenger Car (Smooth Sides)
20-68266 \$99.95



Reading - 2-Car 70' Baggage/Coach Passenger Set (Smooth Sides)
20-69266 \$199.95



Reading - 5-Car 70' Passenger Set (Smooth Sides)
20-65266 \$469.95

Passenger Cars



Union Pacific - 70' Full Length Vista Dome Passenger Car (Smooth Sides)
20-67267 \$99.95



Union Pacific - 2-Car 70' Sleeper/Diner Passenger Set (Smooth Sides)
20-66267 \$199.95



Union Pacific - 5-Car 70' Passenger Set (Smooth Sides)
20-65267 \$469.95



Union Pacific - 2-Car 70' Baggage/Coach Passenger Set (Smooth Sides)
20-69267 \$199.95



Union Pacific - 70' RPO Passenger Car (Smooth Sides)
20-68267 \$99.95



Erie - 5-Car 70' Passenger Set (Smooth Sides)
20-65268 \$469.95



Erie - 70' Full Length Vista Dome Passenger Car (Smooth Sides)
20-67268 \$99.95



Erie - 2-Car 70' Sleeper/Diner Passenger Set (Smooth Sides)
20-66268 \$199.95



Erie - 2-Car 70' Baggage/Coach Passenger Set (Smooth Sides)
20-69268 \$199.95



Erie - 70' RPO Passenger Car (Smooth Sides)
20-68268 \$99.95





New Haven - 5-Car 70' Passenger Set (Ribbed Sides)
20-65269 \$469.95



New Haven - 2-Car 70' Sleeper/Diner Passenger Set (Ribbed Sides)
20-66269 \$199.95



New Haven - 70' Full Length Vista Dome Passenger Car (Ribbed Sides)
20-67269 \$99.95



New Haven - 2-Car 70' Baggage/Coach Passenger Set (Ribbed Sides)
20-69269 \$199.95



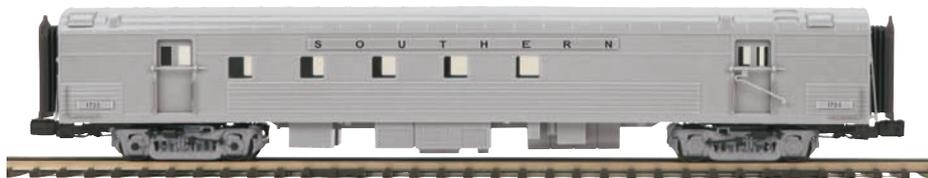
New Haven - 70' RPO Passenger Car (Ribbed Sides)
20-68269 \$99.95



Southern - 70' Full Length Vista Dome Passenger Car (Ribbed Sides)
20-67271 \$99.95



Southern - 2-Car 70' Sleeper/Diner Passenger Set (Ribbed Sides)
20-66271 \$199.95



Southern - 70' RPO Passenger Car (Ribbed Sides)
20-68271 \$99.95



Southern - 2-Car 70' Baggage/Coach Passenger Set (Ribbed Sides)
20-69271 \$199.95



Southern - 5-Car 70' Passenger Set (Ribbed Sides)
20-65271 \$469.95

Passenger Cars



Baltimore & Ohio - 70' Full Length Vista Dome Passenger Car (Smooth Sides)
20-67270 \$99.95



Baltimore & Ohio - 2-Car 70' Sleeper/Diner Passenger Set (Smooth Sides)
20-66270 \$199.95



Baltimore & Ohio - 5-Car 70' Passenger Set (Smooth Sides)
20-65270 \$469.95



Baltimore & Ohio - 2-Car 70' Baggage/Coach Passenger Set (Smooth Sides)
20-69270 \$199.95



Baltimore & Ohio - 70' RPO Passenger Car (Smooth Sides)
20-68270 \$99.95



Wabash - 70' Full Length Vista Dome Passenger Car (Ribbed Sides)
20-67272 \$99.95



Wabash - 2-Car 70' Sleeper/Diner Passenger Set (Ribbed Sides)
20-66272 \$199.95



Wabash - 2-Car 70' Baggage/Coach Passenger Set (Ribbed Sides)
20-69272 \$199.95



Wabash - 5-Car 70' Passenger Set (Ribbed Sides)
20-65272 \$469.95



New York Central - 5-Car 70' Passenger Set (Ribbed Sides)
20-65275 \$469.95



New York Central - 2-Car 70' Sleeper/Diner Passenger Set (Ribbed Sides)
20-66275 \$199.95



New York Central - 70' Full Length Vista Dome Passenger Car (Ribbed Sides)
20-67275 \$99.95



New York Central - 2-Car 70' Baggage/Coach Passenger Set (Ribbed Sides)
20-69275 \$199.95



New York Central - 70' RPO Passenger Car (Ribbed Sides)
20-68275 \$99.95



Pan Am - 2-Car 70' Coach/Vista Dome Passenger Set (Smooth/Ribbed)
20-61013 \$199.95



Wabash - 70' RPO Passenger Car (Ribbed Sides)
20-68272 \$99.95



Pan Am - 2-Car 70' Coach/Observation Passenger Set (Smooth Sides)
20-61012 \$199.95



2016 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.

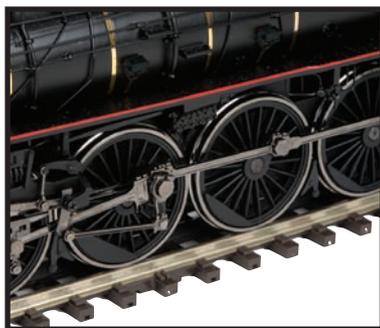
O scale model railroaders, whether they be 3-rail or 2-rail fans, who have or plan to have a premier model railroad will find choosing an M.T.H. Premier Line locomotive or rolling stock item a worthy choice. Our steam and electric locomotives are unmatched in value and performance and our passenger and 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, power-

ful 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 found in an M.T.H. locomotive equipped with Proto-Sound 3.0.



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 in French parlance, which counts 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 140**



Argentan - 141P Mikado Steam Engine with DCC/DCS Proto-Sound 3.0
20-3487-1 Hi-Rail Wheels \$1299.95
20-3487-2 Fine Scale Wheels \$1299.95



Chaumont - 141P Mikado Steam Engine with DCC/DCS Proto-Sound 3.0
20-3488-1 Hi-Rail Wheels \$1299.95
20-3488-2 Fine Scale Wheels \$1299.95



Le Mans - 141P Mikado Steam Engine with DCC/DCS Proto-Sound 3.0
20-3489-1 Hi-Rail Wheels \$1299.95
20-3489-2 Fine Scale Wheels \$1299.95



Noisy Le Sec - 141P Mikado Steam Engine with DCC/DCS Proto-Sound 3.0
20-3490-1 Hi-Rail Wheels \$1299.95
20-3490-2 Fine Scale Wheels \$1299.95



Venissieux - 141P Mikado Steam Engine with DCC/DCS Proto-Sound 3.0
20-3491-1 Hi-Rail Wheels \$1299.95
20-3491-2 Fine Scale Wheels \$1299.95

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 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 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



**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.

M.T.H. is proud to offer 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.



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

22-3529-2 Fine Scale Wheels \$1399.95



DRG - BR 44 Era IIc Steam Engine with DCC/DCS Proto-Sound 3.0

22-3530-2 Fine Scale Wheels \$1399.95



DB - BR 044 Era IV Steam Engine with DCC/DCS Proto-Sound 3.0

22-3531-2 Fine Scale Wheels \$1399.95

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 Freight Yard 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
20-5667-2 Scale Wheels \$899.95

Dark Green and Gray - Ce 6/8^{III} Crocodile Electric Engine
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 O-54 Curves
- Scale Wheels Operate On 36" Radius Curves

* Hi-Rail Wheel Models Only

Wooden Stationary Display Base Included





See It In Action At
www.mthtrains.com



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 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
20-60025 Fine Scale Wheels \$599.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers (Hi-Rail Only)
- Colorful, Attractive Paint Scheme
- Fast-Angle Hi-Rail Wheel Sets
- Sprung Buffers
- Detailed Interiors With Overhead LED Lighting
- Separate Metal Handrails
- Needle-Point Axles
- 1:43.5 Scale Dimensions (French cars)
- 1:45 Scale Dimensions (German Cars)
- O Scale Kadee Compatible Coupler Mounting Pads
- 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



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



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 4-Wheel Trucks
- Operating Die-Cast Metal Couplers (Hi-Rail Only)
- Colorful, Attractive Paint Scheme
- Fast-Angle Hi-Rail Wheel Sets
- Sprung Buffers
- Detailed Interiors With Overhead LED Lighting
- Separate Metal Handrails
- Needle-Point Axles
- 1:43.5 Scale Dimensions (French cars)
- 1:45 Scale Dimensions (German Cars)
- O Scale Kadee Compatible Coupler Mounting Pads
- 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



European Passenger Cars

These all-new LMS passenger cars are patterned after the D1930 and D1910 Coach 1st and Brake/Coach 1st of LMS' Standard Period III era. Six cars featured the Coronation Scot Blue and Silver livery seen on page 143, but most carried the simpler maroon or cream livery found on the LMS and British Railways. With but two exceptions, all of these cars survived until 1965.

Each car is accurately numbered according to prototype and car type. You'll find these details by visiting www.mthtrains.com and searching for the item number.



British Railways (Maroon) - 2-Car LMS Standard Passenger Set
22-60051 (Fine Scale Wheels) \$229.95

British Railways (Maroon) - 2-Car LMS Standard Passenger Set
22-60052 (Fine Scale Wheels) \$229.95



British Railways (Maroon) - 4-Car LMS Standard Passenger Set
22-60050 (Fine Scale Wheels) \$449.95

ALL-NEW TOOLING



British Railways (Maroon) - LMS Standard Passenger Car
22-60053 (Fine Scale Wheels) \$114.95

British Railways (Maroon) - LMS Standard Passenger Car
22-60054 (Fine Scale Wheels) \$114.95



British Railways (Cream) - LMS Standard Passenger Car
22-60048 (Fine Scale Wheels) \$114.95

British Railways (Cream) - LMS Standard Passenger Car
22-60049 (Fine Scale Wheels) \$114.95



British Railways (Cream) - 2-Car LMS Standard Passenger Set
22-60046 (Fine Scale Wheels) \$229.95



British Railways (Cream) - 2-Car LMS Standard Passenger Set
22-60047 (Fine Scale Wheels) \$229.95



British Railways (Cream) - 4-Car LMS Standard Passenger Set
22-60045 (Fine Scale Wheels) \$449.95



Coronation Scot - 4-Car LMS Standard Passenger Set
22-60055 (Fine Scale Wheels) \$449.95



Coronation Scot - 2-Car LMS Standard Passenger Set
22-60056 (Fine Scale Wheels) \$229.95

Coronation Scot - 2-Car LMS Standard Passenger Set
22-60057 (Fine Scale Wheels) \$229.95



London, Midland & Scottish Railway - LMS Standard Passenger Car
22-60063 (Fine Scale Wheels) \$114.95

London, Midland & Scottish Railway - LMS Standard Passenger Car
22-60064 (Fine Scale Wheels) \$114.95



Coronation Scot - LMS Standard Passenger Car
22-60058 (Fine Scale Wheels) \$114.95

Coronation Scot - LMS Standard Passenger Car
22-60059 (Fine Scale Wheels) \$114.95



London, Midland & Scottish Railway - 2-Car LMS Standard Passenger Set
22-60061 (Fine Scale Wheels) \$229.95

London, Midland & Scottish Railway - 2-Car LMS Standard Passenger Set
22-60062 (Fine Scale Wheels) \$229.95



London, Midland & Scottish Railway - 4-Car LMS Standard Passenger Set
22-60060 (Fine Scale Wheels) \$449.95



POWER UP

with the Best Transformers in O Gauge



Z-1000™ AC Transformer
40-1000 \$129.95
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 \$89.95

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



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



Proto-Sound Battery
50-1008 \$11.95



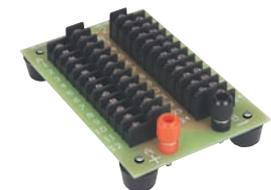
Z-DC24 24-Watt Power Supply
50-240 \$17.95



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



DCS Companion
60-1386
Digital Version \$14.95
Soft Cover \$34.95
Available as a soft cover book or a pdf download — order from www.mthtrains.com



24-Port Terminal Block
50-1020 \$37.95
12-Port Terminal Block
50-1014 \$27.95

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

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

Bell and whistle/horn buttons compatible with all AC engines

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

Rear Panel Outputs

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.



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 SP 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 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

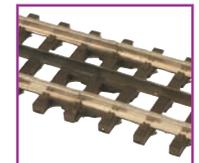
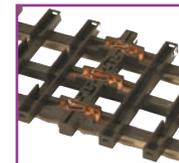
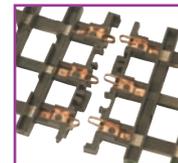
ScaleTrax track and switches are more affordable than comparable Atlas and Ross products.

Smaller Third Rail

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

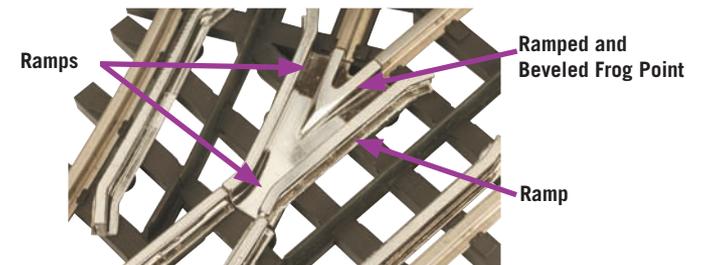
Better Electrical Contact

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

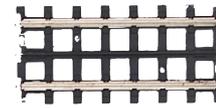
Low-profile rail and ties make ScaleTrax flex easier to bend than other brands.

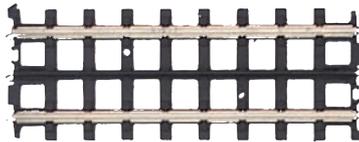


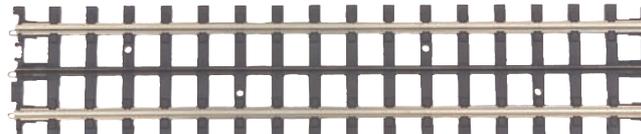
STRAIGHT, FLEX & OPERATING TRACK SECTIONS

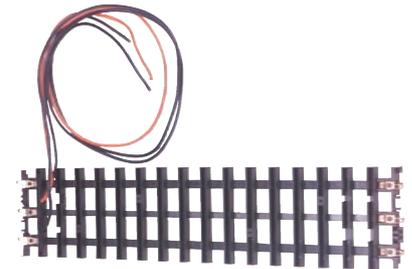

 ScaleTrax™ - 1.75" Track Section
 45-1011 \$2.49
 ScaleTrax™ - 1.75" Track Section 4-Pack
 45-1011-4 \$10.25


 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

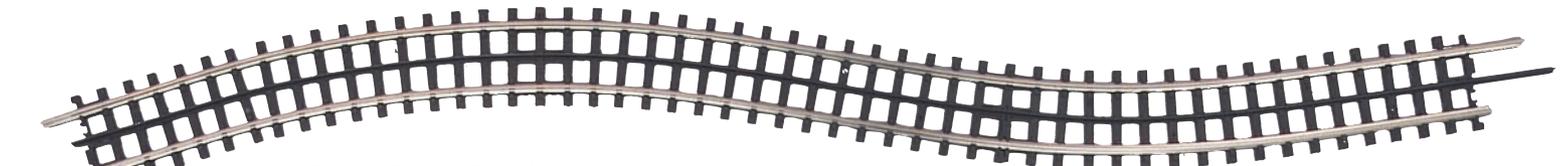

 ScaleTrax™ - 5.5" Track Section
 45-1014 \$3.99
 ScaleTrax™ - 5.5" Track Section 2-Pack
 45-1014-2 \$8.99


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



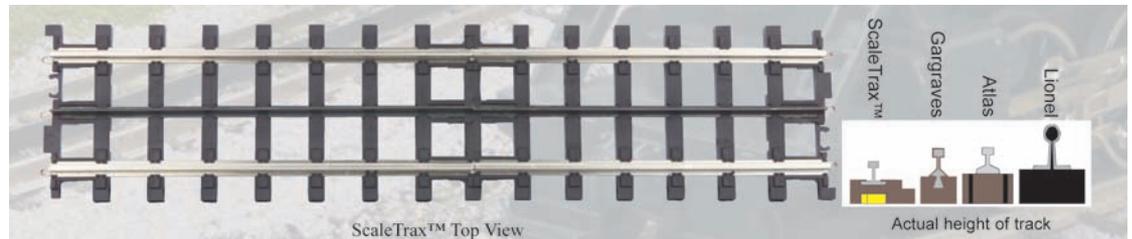
ScaleTrax™ - Lockon (Track Not Included)
 45-1033 \$4.25
 Each FlexTrack Section Requires 1 Lockon


 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!

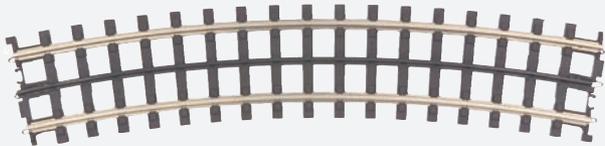

 ScaleTrax™ - 15" Operating Track Section
 45-1035 \$24.95



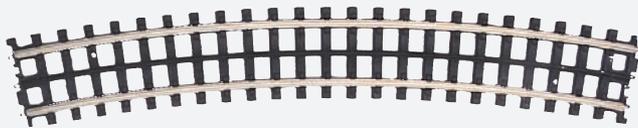
Curved Track Sections



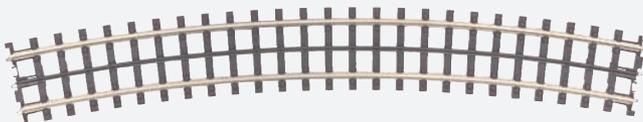
ScaleTrax™ - 0-31 Curved Track Section
45-1002 \$4.99
It takes **EIGHT 0-31 CURVES** to make a circle.



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.

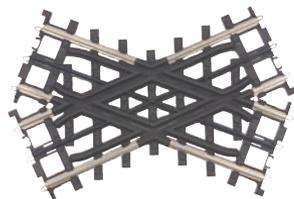


ScaleTrax™ - 0-80 Curved Track Section
45-1034 \$6.99
It takes **SIXTEEN 0-80 CURVES** to make a circle.

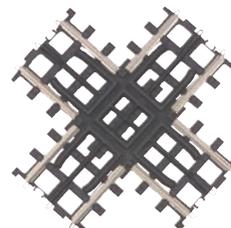
Crossovers



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

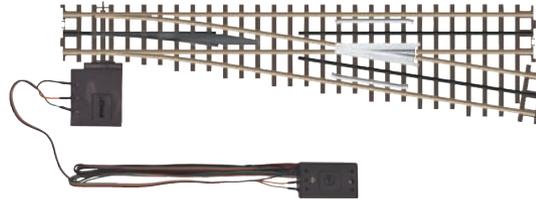


ScaleTrax™ - 45 Degree Crossing
45-1006 \$19.95

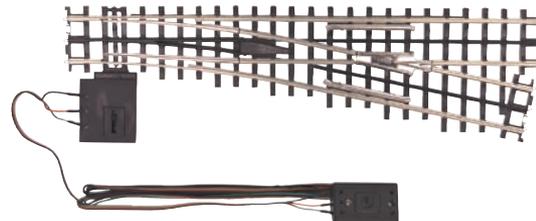


ScaleTrax™ - 90 Degree Crossing
45-1005 \$19.95

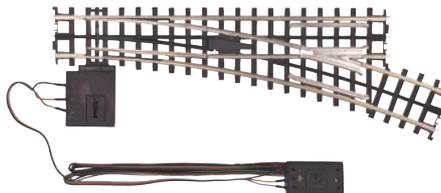
Switches



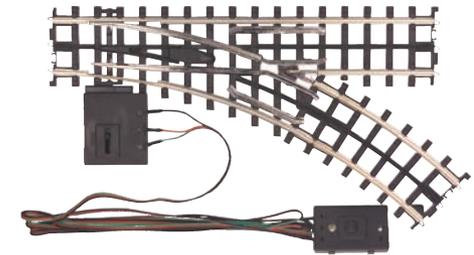
ScaleTrax™ - No. 6 Right Hand Switch
45-1053 \$89.95
ScaleTrax™ - No. 6 Left Hand Switch
45-1052 \$89.95



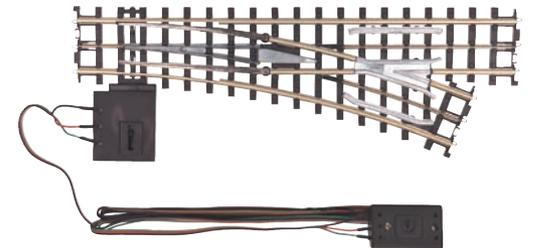
ScaleTrax™ - No. 4 Right Hand Switch
45-1051 \$89.95
ScaleTrax™ - No. 4 Left Hand Switch
45-1050 \$89.95



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.

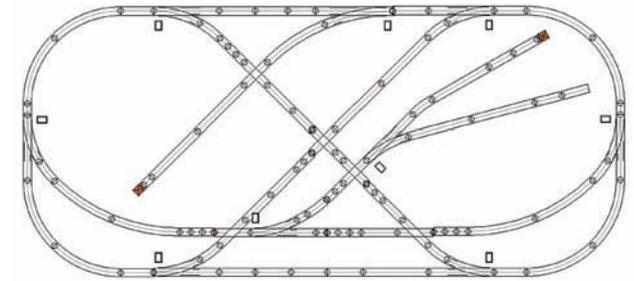
4x8 M.T.H. Tradeshow Layout

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

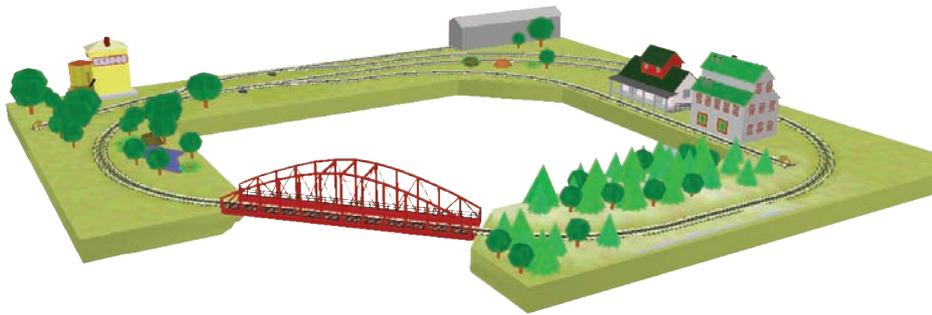
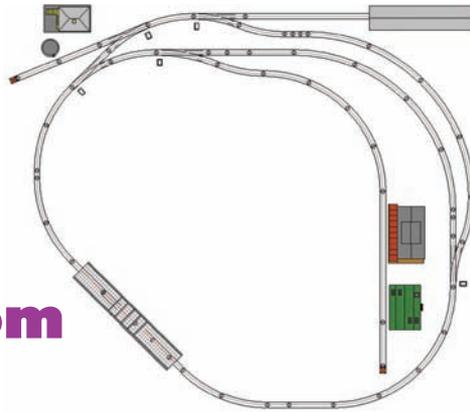
Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	8	\$39.92
45-1002	0-31 curve	\$4.99	8	\$39.92
45-1003	0-31 LH switch	\$49.95	4	\$199.80
45-1004	0-31 RH switch	\$49.95	4	\$199.80
45-1005	90 deg crossing	\$19.95	3	\$59.85
45-1006	45 deg crossing	\$19.95	2	\$39.90
45-1007	0-54 curve	\$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

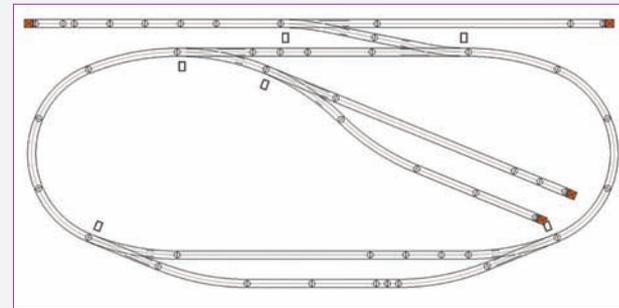
Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	9	\$44.91
45-1007	0-54 curve	\$5.29	19	\$100.51
45-1008	0-54 LH switch	\$79.95	1	\$79.95
45-1009	0-54 RH switch	\$79.95	3	\$239.85
45-1010	0-72 curve	\$5.99	7	\$41.93
45-1011	1.75 inch straight	\$2.49	5	\$12.45
45-1012	4.25 inch straight	\$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 accomidate most starter set trains, allowing two trains to pass each other.



The O gauge layout that grows!

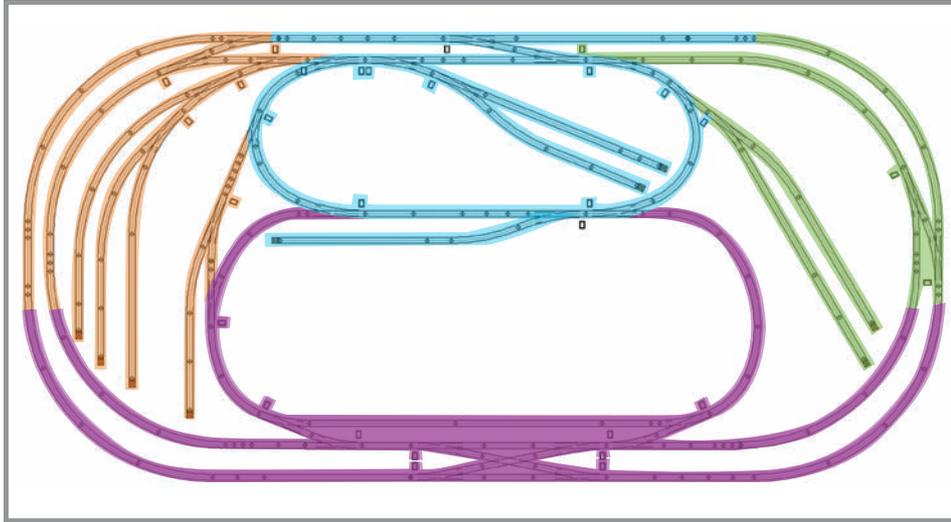
Build Roosevelt Junction in four phases.

ScaleTrax™ Pieces

45-1101

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	6	\$29.94
45-1002	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			

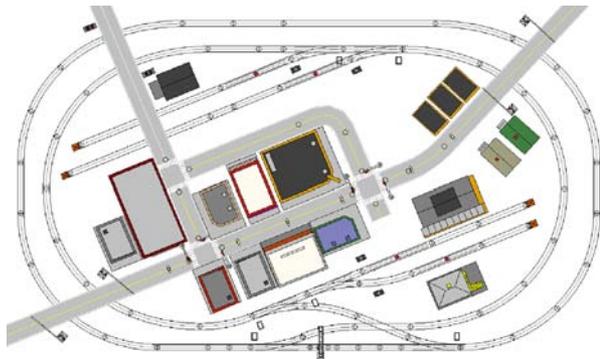
Roosevelt Junction - Phase 4

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			

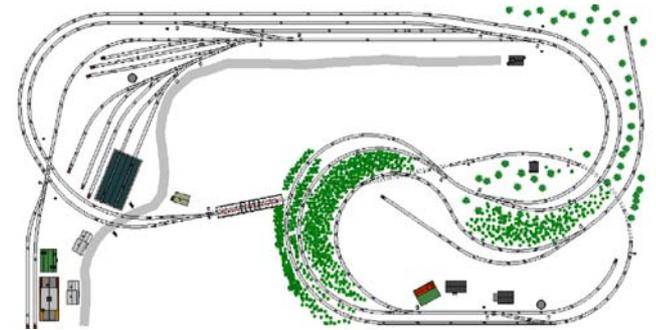
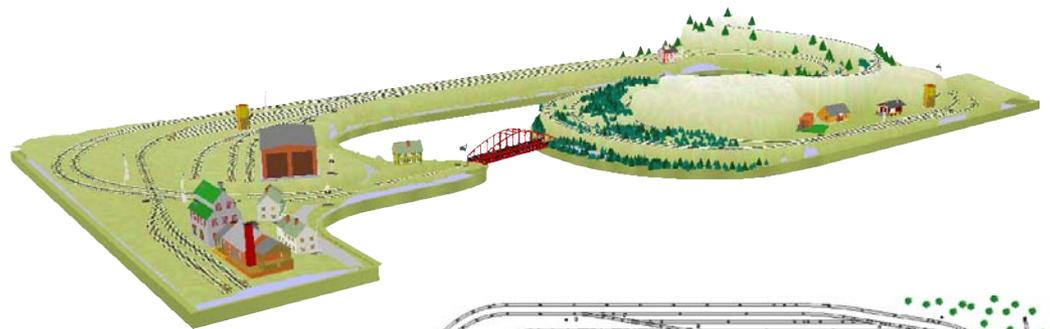
6x10 Main Street



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

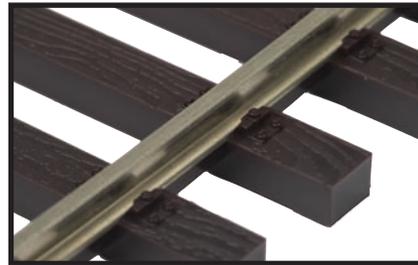


ScaleTrax™ Pieces 45-1106

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 0-Scale Track



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

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



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



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



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

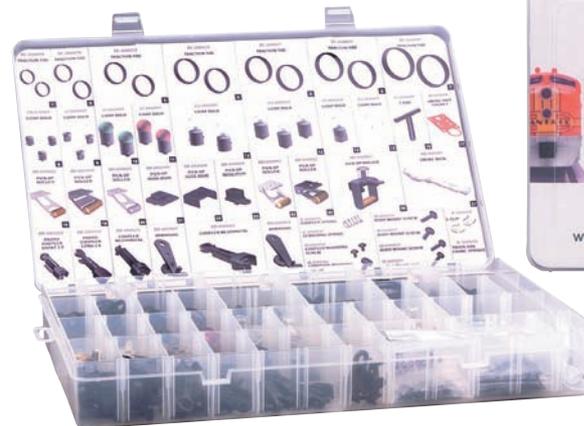
ProtoSmoke™ Fluid (7 oz.)		
60-1045	Unscented	\$15.95
60-1046	Christmas	\$15.95
60-1047	Coal	\$15.95
60-1048	Diesel	\$15.95
60-1049	Woodburning	\$15.95



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.

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.

Rugged

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

Realistic

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

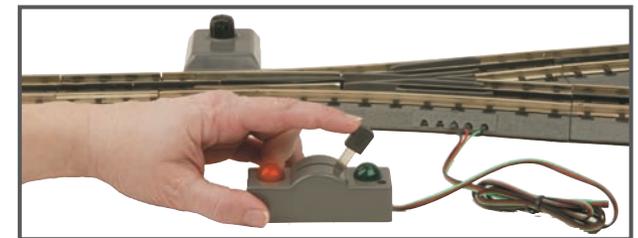
Reliable

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



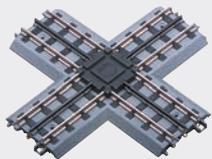
contacts are spring loaded to maintain a solid connection over time and are highly resistant to corrosion of any kind. Similar materials are used in many electrical connections around your home, such as lamps, battery-operated appliances, and electrical outlets.

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



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.

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



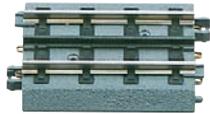
RealTrax - 5.0" Track Section
40-1016 \$3.99
40-1016-2 (2 Pcs) \$8.49



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



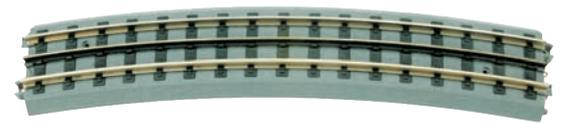
RealTrax - O-82 Curved Track Section
40-1082 \$5.99



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

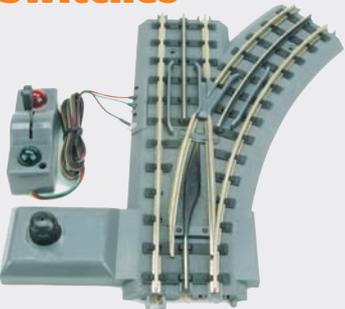


RealTrax - O-72 Half Curved Track Section
40-1049 \$4.99

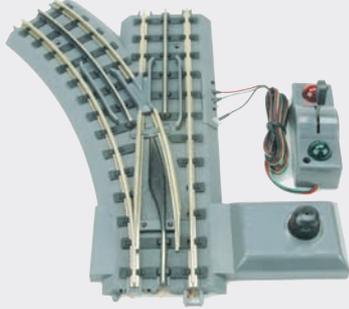


RealTrax - O-42 Curved Track Section
40-1042 \$4.99
40-1042-2 (2 Pcs) \$8.99

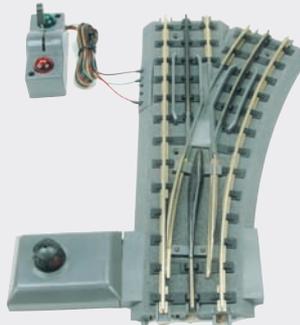
Switches



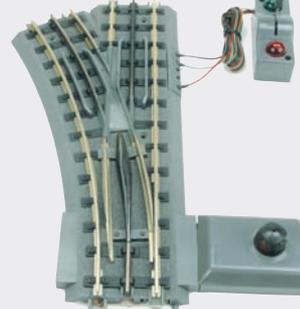
RealTrax - O-31 Switch (RH)
40-1004 \$64.95



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



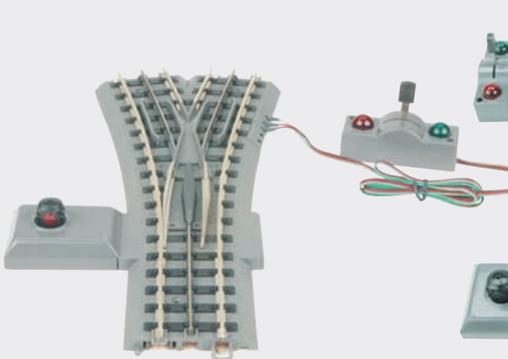
RealTrax - O-42 Switch (RH)
40-1043 \$74.95



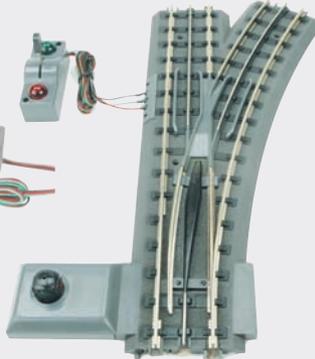
RealTrax - O-42 Switch (LH)
40-1044 \$74.95



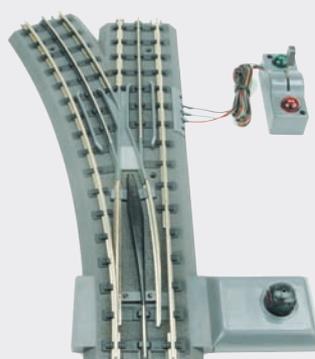
RealTrax - 10" Insulated Straight Track Section Set
40-1029 \$8.99



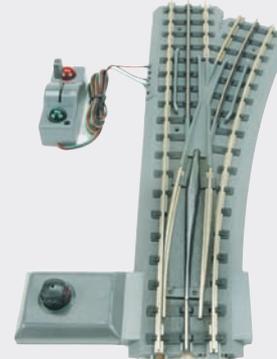
RealTrax - O-72 Wye Switch
40-1068 \$89.95



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



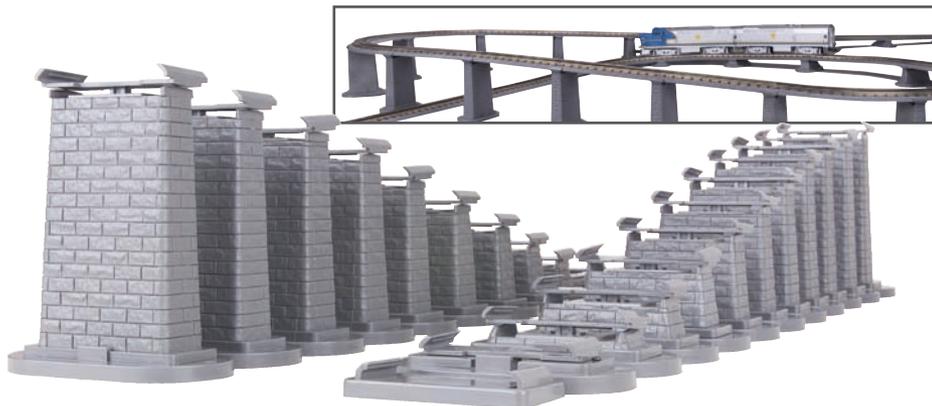
Tunnel Portal - Single
40-9014 \$14.95



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



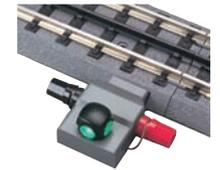
RealTrax - 24-Piece Graduated Trestle System For Lionel Fastrack
40-1113 \$54.95



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



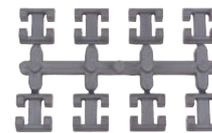
RealTrax - Track Activation Device (I.T.A.D.)
40-1028 \$24.95
(Allows passing train to activate signals or trackside accessories)



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

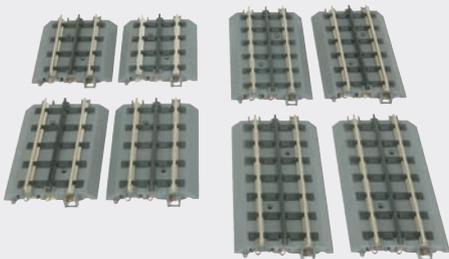


RealTrax - Non-Slip Track Pads (50/pack)
40-1046 \$7.95



RealTrax - Lighted Bumper
40-1024 \$14.95

Layout Builders



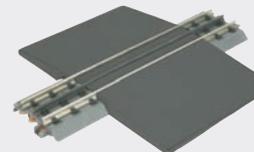
RealTrax - Layout Builder (8 Pcs)
40-1023 \$29.95
(Contains: (2) 3.5" Half Tracks, (2) 4.25" Half Tracks, (2) 5.0" Half Tracks, (2) 5.5" Half)



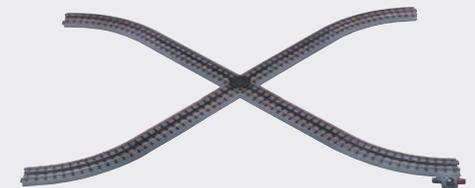
RealTrax - Right Hand Track Siding Layout Builder
40-1027 \$89.95
(Contains (1) Right-Hand O-31 Switch, (4) 10" Straights, (1) O-31 Curve, (1) RealTrax™ Bumper)



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
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Locomotive Drawbar Sets

Proto-Sound 3.0 6-Pin Wireless Drawbar Set 1
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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

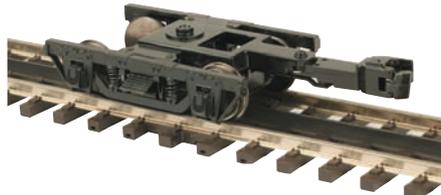


Premier 2-Rail

2-Rail Die-Cast Sprung Metal Lightweight Passenger Car
Two Truck Pack
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2-Rail 64' Woodsided Passenger Car Two Truck Pack*
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2-Rail Die-Cast Sprung Metal Bettendorf Freight Car
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*Includes Removable 3-Rail Couplers

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Premier 3-Rail Die-Cast Sprung Metal Roller Bearing Freight
Car Two Truck Pack
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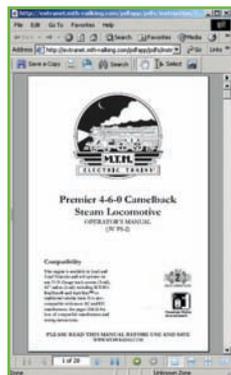


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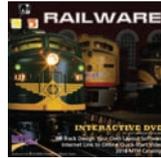
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M.T.H.'s DCS Digital Command System has received U.S. Patent No. 6,457,681.
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M.T.H.'s RealTrax® has received U.S. Patent No. 6,019,289.
M.T.H.'s Z-4000® Transformer has received U.S. Patent No's. 6,281,606 & 6,624,537.
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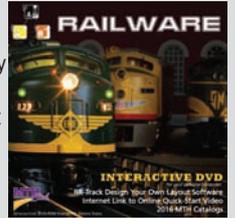
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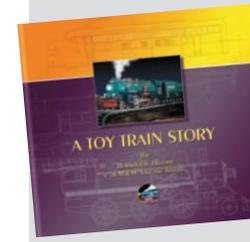
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