

**MTM**  
ELECTRIC TRAINS®



2017 Volume 2

*RailKing® & Premier O Gauge Trains*

# What We've Been Up To

In a moment, you'll be paging through this catalog to see what's new and decide what you might like to own. But before you do (or after, if you can't wait), we'd like to update you on some of our longer-term projects — efforts that span the course of several catalogs and, we hope, have a significant impact on how you enjoy this hobby.

## The App

Since the dawn of the hobby, "remote control" has been a Holy Grail of model railroading. When Ives® and then Lionel® introduced reverse units that could be actuated from a transformer, "Distant Control" was a big deal: "Watch them reverse! All at the touch of magic buttons." Before that, you reversed a train by moving a lever that stuck out of a hole in the locomotive.

Remote controlled sound, in the 1930s, was the next big step. "Listen to them whistle! One press of a tiny button and instantly your Lionel roars out a whistle signal so real it'll stir you to the heels."

The next big advance, command control, began in the 1960s but took awhile to catch on. Now a hobbyist could control multiple trains, individually, on the same electrically continuous piece of track. More and more, a model railroad could operate like a real railroad, with each locomotive doing its own thing. Our own version of command control, the DCS Digital Command System, debuted in 2002, with full digital sound.

As this catalog goes to press, we're releasing the next evolution of remote control: The App. Until now, virtually every command control system, AC or DC, has required a dedicated handheld controller. Now handhelds are yesterday's news. With the M.T.H. DCS App, any Apple or Android smartphone or tablet can run your railroad — and do it better than a handheld controller.



By taking advantage of today's cellphone technology, the App offers a more intuitive interface and communicates faster than our DCS handheld. In addition, the App offers features that were not previously available in DCS, including Lionel Legacy™ compatibility and the ability to build Legacy lashups. For the first time, 3-rail O Gauge operators have a truly universal command controller.

In a sense, the App represents the ultimate evolution of remote control. Because any visitor with a smartphone can download the App and run trains on your layout — if you allow them onto your WiFi network — it's easier than ever to have each locomotive run by a different engineer. Operating night on a DCS layout is truly BYOR: Bring Your Own Remote.



## Promoting the Hobby

In our last catalog, we invited you to participate in two new contests and our longstanding competition, the Blue Comet Award, as part of a shared commitment to promoting our hobby and ensuring its continuity into the next generation. We're happy to report that the contest to design the Blue Comet Award train, to be taken home by the person or organization who did the most to promote the O Gauge hobby this past year, elicited numerous creative entries. The winner of that train design contest will be announced soon after you receive this catalog.





We continue to be amazed at the quality of entries for the Blue Comet Award itself, and the sixth annual winner will be announced by May 31 and honored at this October's York TCA meet.

Our third contest, the RailTown™ Kitbashing Contest, was still accepting entries at press time. We're looking forward to celebrating the craftsmanship and imagination that so many of you put into creating a miniature world — and to presenting the winner with their choice of an M.T.H. locomotive.



In addition, the latest in our series of MTHRRRC models of demonstrator locomotives, EMD's quirky BL2, will soon be available to members at an attractive Club price. Additional car and locomotive offerings are planned for later this year, and we hope you'll think about joining the Club so you can add them to your collection.

And now, we invite you to turn the page and see for yourself what we have to offer in this, our 37<sup>th</sup> 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.



## M.T.H. Railroaders Club

As part of our MTHRRRC program, we're continuing to research and offer unique and never-before-done models. This year's Premier Club Car, a Pullman-Standard demo box car that has never been made before in O scale, will soon be accompanied by the original 1946 PS-1 demo boxcar which, to our knowledge, has never been offered before in any scale. After nearly a year of searching for color info, we were able to locate original Pullman-Standard literature with the help of a university researcher.



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### FIND US ONLINE



[www.mthtrains.com](http://www.mthtrains.com)

# Benefits From Other M.T.H. Product Lines

See it in Action!

When you see this  icon, search for the item number on [www.mthtrains.com](http://www.mthtrains.com) to see a video of this item in action!



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.



HO TRAINS THAT DO MORE



S Gauge 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 you'll find in the Premier Big Boy in this catalog.



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 our tiny O Gauge GE 44-ton diesel.

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.

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 ElectricTrains



## 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<sup>®</sup> 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.

## 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.

## 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).\*



## GREAT SMOKE

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

## SYNCHRONIZED CHUFF AND PUFF

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

## 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.

## 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.

## 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

# in Model Railroading

or measure the track voltage at a trouble spot. Measure the length of your track in scale miles. All of this is possible today, but only with a Proto-Sound 2.0 or 3.0-equipped locomotive when operated using the DCS Digital Command System.

## OPERATE 'EM ALL

In DCS command mode, unlike any other command system available today, you'll have one-touch control over every Proto-Sound 2.0 or 3.0-equipped locomotive at the same time. Imagine, with the ALL command, your DCS system will start-up every locomotive at the same time! Almost every DCS feature can be sent to all the active engines at once. Tell 'em to run at 10 scale miles per hour and they'll all start moving at the same time and at the same speed.



*\*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
- Whistle
- Extended Start-Up
- Extended Shut-Down
- Labored 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/Exhaust 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 smartphone, 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 6020\* 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 2017 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*

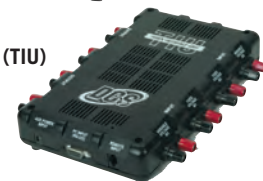
**DCS Remote Control Handheld Unit**  
50-1002 \$169.95



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



**DCS Wi-Fi Interface Unit (WIU)**  
50-1034 \$179.95  
For use with iOS and Android DCS Apps



**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](http://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](http://www.mthtrains.com).

## 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



**DCS Explorer Track Interface Unit**  
50-1035 \$129.95

**Operate Your Railroad With Your Smartphone or Tablet**

## 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 smartphones, 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

Our new smart phone and tablet apps 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 allows 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 can access special pages on the M.T.H. website, see the latest catalogs and news articles, and shop for M.T.H. products.

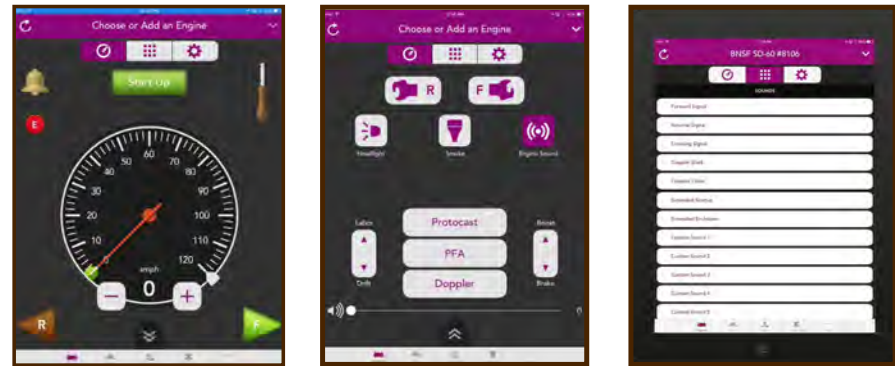


See a Demo at [www.mthtrains.com](http://www.mthtrains.com)



# This App does more

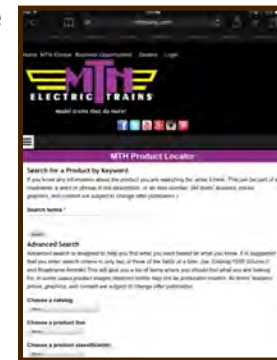
Click here to run trains on a DCS Controlled layout



Click here to review interactive versions of M.T.H. catalogs



Click here to search the M.T.H. website for EVERYTHING we've ever produced



Click here to see the latest news from M.T.H. and to sign up for our FREE e-newsletter



# than just run a layout

## Let's Get Started!

1. Attach the antenna to the WiFi Interface Unit (WIU)
2. Set the "MTH/Home" selector switch to MTH
3. Connect module to TIU with the included USB cable
4. Apply power to your TIU
5. Apply power to the WIU



Step 1



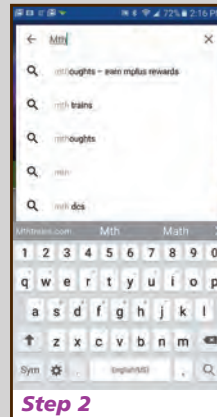
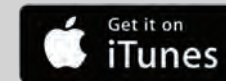
Step 2



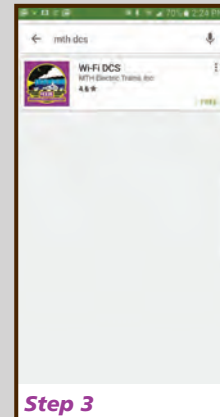
50-1034

## Get The App and Install it on your Smartphone

1. Install the MTH DCS app from the App Store or Google Play.
2. Search for "MTH DCS."
3. Click on the Wi-Fi DCS Icon
4. Then select INSTALL.
5. Accept Any Permission Requests
6. Wait For App To Install



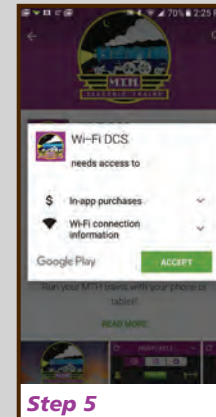
Step 2



Step 3



Step 4



Step 5



Step 6

## Make Sure Your Phone's Wi-Fi is talking to the DCS WIU Wi-Fi Interface Unit

1. Go to **Settings/Wi-Fi** on your smartphone and connect it to the MTH device named **MTH\_DCS-XXXX**.
2. You will be prompted for a password, use: **mthdcswifi**

## Start Running Trains!

1. Open the DCS app and tap "Run My Trains"
2. Tap "Choose or Add an Engine" then tap "Add MTH Engine" and follow the prompts.
3. Tap "Start Up" and enjoy!

# 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



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

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

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

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



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

- 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.

# C&O 2-6-6-6 Allegheny



**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 Wheels and Axles
- Metal Handrails, Whistle and Bell
- Real Tender Coal Load
- Tender Truck Safety Chains
- Handpainted Engineer and Fireman Figures
- Painted Cab Backhead Gauges
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- LED-Illuminated Class Lights, Cab Interior, Glowing Firebox and Tender Backup Light
- Legible Builders Plates
- Remote-Controlled Proto-Coupler
- (2) Precision Flywheel-Equipped Motors
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control in Scale MPH Increments
- Wireless Drawbar
- Onboard DCC/DCS Decoder
- Proto-Sound 3.0 with The Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 27 3/8" x 2 5/8" x 3 5/16"
- Operates On O-31 Curves





Chesapeake & Ohio - 2-6-6-6 Imperial Allegheny Steam Engine, Cab No. 1601  
30-1728-1 w/Proto-Sound 3.0 \$799.95



Chesapeake & Ohio - 2-6-6-6 Imperial Allegheny Steam Engine, Cab No. 1604  
30-1729-1 w/Proto-Sound 3.0 \$799.95



Chesapeake & Ohio - 2-6-6-6 Imperial Allegheny Steam Engine, Cab No. 1625  
30-1730-1 w/Proto-Sound 3.0 \$799.95



Virginian - 2-6-6-6 Imperial Blue Ridge Steam Engine, Cab No. 907  
30-1731-1 w/Proto-Sound 3.0 \$799.95

The biggest engines east of the Mississippi were not rostered by the biggest railroads. There were no legendary articulateds racing along the NYC's Water Level Route or charging over the Pennsy's Horseshoe Curve. It was the smaller, scrappier eastern roads dedicated to wresting coal out of Appalachia — the C&O, N&W, Virginian, Clinchfield, Western Maryland — that owned articulateds rivaling anything in the West. And the king of them all was the Chesapeake & Ohio's Class H-8 Allegheny.

With four fewer drivers than a Union Pacific Big Boy, an Allegheny could deliver nearly a thousand more horsepower to the rails. Its massive firebox was big enough to host a board meeting — so big it required a unique 6-wheel trailing truck to support it. Its drivers carried the highest axle load of any steam engine, ever. To make the Allegheny fit the C&O's existing 115-foot turntables, its tender was made taller at the rear, to accommodate 25 tons of coal and 25,000 gallons of water. This required a unique 4-wheel rear truck on the tender.

The Allegheny was the brainchild of Lima Locomotive Works, where the superpower steam concept had been invented in the 1920s. Like the Big Boy, it was designed to lift monstrous loads over one specific piece of railroad: the 80 miles between Hinton, West Virginia and Clifton Forge, Virginia, a coal route from the mines over the summit of the Allegheny Mountains toward tidewater ports. The engine took its name from the mountain range it traversed. Delivery of the initial order of 10 locomotives began just days after Pearl Harbor and a few months after the first Big Boy; the C&O was so pleased with the giant engines that it ordered 50 more over the next seven years. Fellow coal hauler Virginian took delivery of eight copies in early 1945, naming them Class AG Blue Ridge types.

Typical service on the C&O was lifting 140 loaded hoppers out of Hinton with one H-8 on the point, and another pushing at the rear and cutting off after the mountain summit was reached. Later in their careers, some H-8s were assigned to flatter territory in Ohio and Kentucky, where a single Allegheny could walk away with a 160-car freight.

Our die-cast Imperial Series model replicates all the features that made the prototype Allegheny as powerful visually as it was physically: high pilot deck for access to its smokebox-mounted air pumps; huge twin sandboxes located fore and aft of the steam dome; massive steam delivery pipes for both front and rear engines; torpedo-like air tanks ahead of the cab; and more. Like all M.T.H. articulateds, our Allegheny also features puffing smoke and authentic articulated chuff sounds, with the front and rear engines going in and out of sync.

# 4-6-4 Streamlined Hudson



## Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Stamped Metal Tender Chassis
- Colorful Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Painted Cab Backhead Gauges
- Tender Truck Safety Chains
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- Remote-Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Firebox Glow
- Operating LED Class 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
- Onboard DCC/DCS 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 O-31 Curves

**IMPERIAL**  
SERIES





Wabash - 4-6-4 Streamlined Hudson Steamer  
30-1732-1 w/Proto-Sound 3.0 \$459.95



Frisco - 4-6-4 Streamlined Hudson Steamer  
30-1733-1 w/Proto-Sound 3.0 \$459.95



Santa Fe - 4-6-4 Streamlined Hudson Steamer  
30-1734-1 w/Proto-Sound 3.0 \$459.95



Delaware & Hudson - 4-6-4 Streamlined Hudson Steamer  
30-1735-1 w/Proto-Sound 3.0 \$459.95



Nickel Plate Road - 4-6-4 Streamlined Hudson Steamer  
30-1736-1 w/Proto-Sound 3.0 \$459.95

The 4-6-4 Hudson was a natural progression from the 4-6-2 Pacific, the standard passenger engine of the early 20th century. By the Roaring 20s, the popularity of rail travel and the conversion of passenger fleets from wood cars to steel was taxing the ability of Pacifics on many railroads. The larger, 4-wheel trailing truck on a Hudson allowed a bigger firebox that generated more steam, and thus, more power. Some roads went even further and added another pair of drivers to create a 4-8-4 Northern, but the Hudson was big enough for roads in primarily flat territory — most notably the New York Central with its famous Water Level Route from New York to the Midwest. As the most prominent user of 4-6-4s, the NYC also got naming rights, and the wheel arrangement was named after the Hudson River flowed alongside its tracks.

When the nation slid into the Depression in the 1930s, passenger travel fell off dramatically. In an effort to revive their fortunes, railroads turned to a new look — streamlining — to make train travel look modern and exciting. In some cases that meant entirely new streamlined trains with new-fangled diesel power. Other railroads turned their efforts toward streamlined steam. At its worst, streamlining produced steam locomotives that looked like upside-down bathtubs. But at its best it yielded results like the New York Central's Dreyfus Hudsons and the Norfolk & Western "J."

For less well-heeled railroads, however, streamlining often meant adding sheet metal to existing steamers to gussy them up. So it was with the Wabash. Short of passenger power in the mid-1940s, it rebuilt seven older 2-8-2 freight engines into semi-streamlined Class P1 Hudsons. Several of them sported tall "elephant ear" smoke deflectors on either side of the smoke box, designed to deflect smoke up and out of the engineer's line of vision. Decked out with the Wabash "Follow the Flag" logo, the P1s worked in passenger service until retirement in 1956.

**Add A Matching Passenger Set  
See Pages 66 - 69**

# 4-6-4 Commodore Hudson



## Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Stamped Metal Tender Chassis
- Colorful Paint Scheme
- Die-Cast Locomotive and Tender Trucks
- Metal Handrails and Bell
- Metal Wheels and Axles
- Remote-Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating Tender LED Back-up Light
- Powerful Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCC/DCS Decoder
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 21 1/2" x 2 3/4" x 3 5/8"
- Operates On 0-31 Curves





New York Central - 4-6-4 Commodore Hudson (Dark Gray)  
30-1737-1 w/Proto-Sound 3.0 \$449.95



New York Central - 4-6-4 Commodore Hudson (Light Gray)  
30-1738-1 w/Proto-Sound 3.0 \$449.95



Breast Cancer Awareness - 4-6-4 Commodore Hudson  
30-1741-1 w/Proto-Sound 3.0 \$449.95



U.S. Army - 4-6-4 Commodore Hudson  
30-1739-1 w/Proto-Sound 3.0 \$449.95

Add Matching Passenger Cars  
See Pages 69 and 71



Rexall - 4-6-4 Commodore Hudson  
30-1740-1 w/Proto-Sound 3.0 \$449.95

Thanks to Lionel®, American Flyer®, and the New York Central's publicity department, the NYC Hudson was perhaps the most well-known steam locomotive in America. And No. 5344 was the most famous of the famous. The last J-1e built, she was the best of her class and the prototype for Lionel's groundbreaking 1937 scale model Hudson. She was also, according to the publicity department, "the World's First Streamlined High Powered Steam Locomotive." In 1934 the railroad's West Albany shops fitted 5344 with a sheet metal shroud and named her *Commodore Vanderbilt* after Cornelius Vanderbilt, one of the railroad's first empire builders. As author Alvin Stauffer noted, "The early concept of streamlining was to completely cover the engine so the outside world would have no idea there was a steam engine underneath. The '*Commodore*' styling was so treated but even so she was a rather handsome engine. The toy makers had a field day with this particular streamlining and reproduced it by the hundreds of thousands."

Of course, the *Commodore* was assigned to the Central's premier passenger train, hauling the *Twentieth Century Limited* the 233 miles between Chicago and Toledo. In 1939, however, No. 5344 returned to the shops for a new costume, emerging this time in the streamlined styling designed by Henry Dreyfus. By the late 1940's, that streamlining had also been removed, and No. 5344 was back in basic black.

The *Commodore Vanderbilt* returns to the RailKing line in 2017, offered for the first time with Proto-Sound 3.0. Recreate the magic that was the *Twentieth Century Limited*, the most luxurious way to travel between New York and Chicago, or choose this engine in one of three other liveries. The Rexall Train duplicates the *Commodore*-type styling and unique paint scheme applied to an entire train in 1936, for a promotional junket that covered 29,000 miles across the U.S. and Canada. According to Al Stauffer, the 12-car train served as a "traveling exhibit and convention headquarters for 10,000 druggists and 20,000 sales people."

# Pennsy K4s 4-6-2 Pacific



**IMPERIAL**

## Features

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





Pennsylvania - 4-6-2 Imperial K-4s Pacific Steam Engine  
30-1742-1 w/Proto-Sound 3.0 \$459.95



Pennsylvania - 4-6-2 Imperial K-4s Pacific Steam Engine  
30-1743-1 w/Proto-Sound 3.0 \$459.95



Long Island - 4-6-2 Imperial K-4s Pacific Steam Engine  
30-1744-1 w/Proto-Sound 3.0 \$459.95



Pennsylvania - 4-6-2 Imperial K-4s Pacific Steam Engine  
30-1745-1 w/Proto-Sound 3.0 \$459.95

**Add Matching Passenger Cars**  
**See Page 68**

For Pennsylvania Railroad fans, the K4s is the ultimate symbol of the greatest American railroad. Borrowing a phrase from author Richard Adams, it was “pure PRR — a big boiler and big cylinders, and nothing else.” The K4s was what engineers admirably called “free steaming”: no matter what the conditions, the big boiler ensured that the cylinders never ran low on steam.

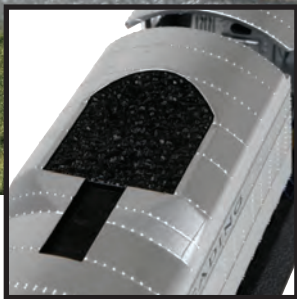
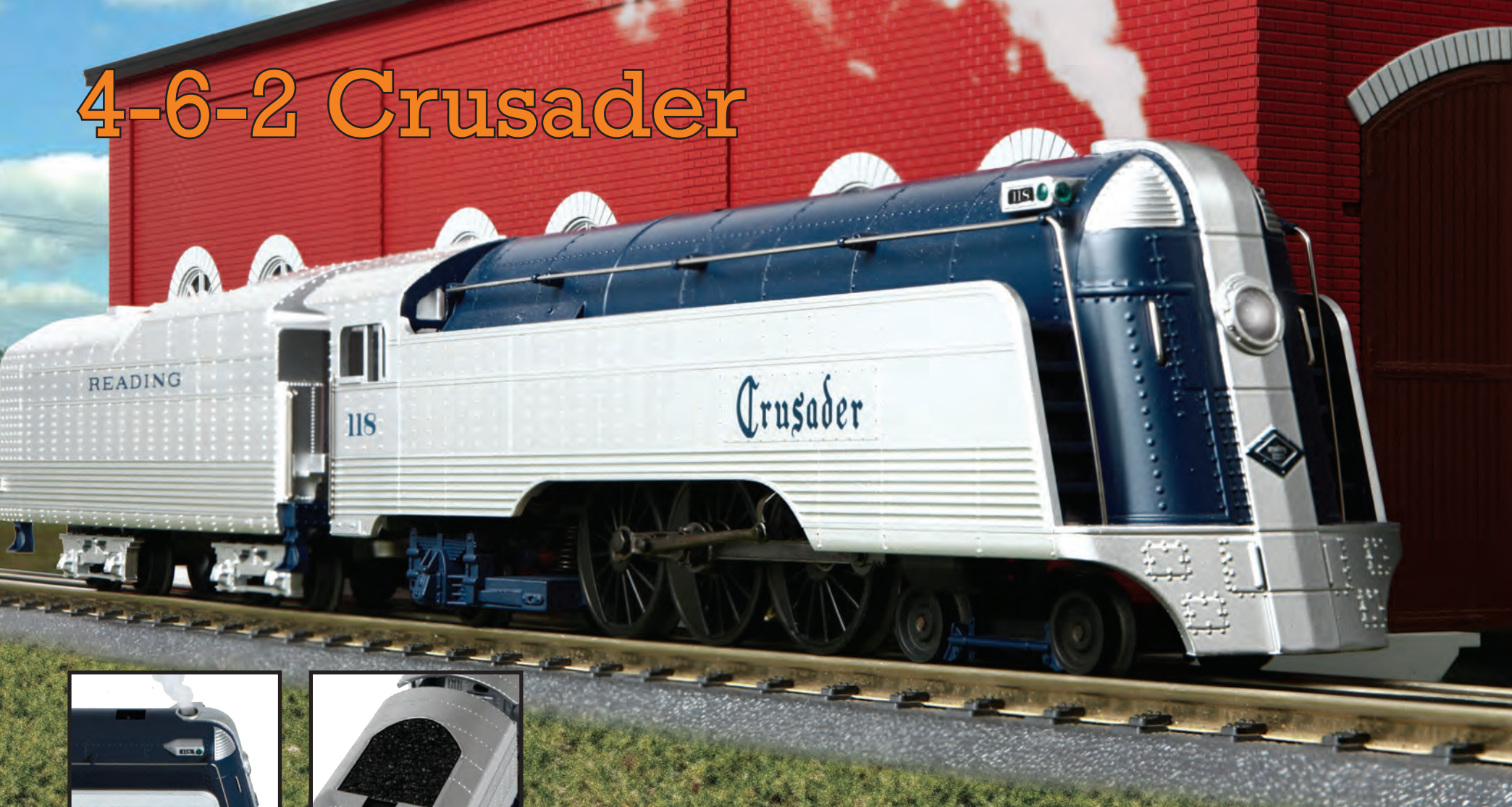
In full flight, a K4s could hustle an express along at 90 mph. During the winter of 1934, when the design was already two decades old, it still managed to hold down the fastest scheduled steam passenger run in the world: 75.6 mph average speed on the K4s-hauled *Union* between Valparaiso and Plymouth, Indiana. While lesser engines needed smaller drivers for more power in mountain divisions, the K4s’ tall 80” drivers could conquer the Allegheny Mountains and run like the wind in flatter territory. In the World War I era, when the Pennsylvania Railroad employed some of the nation’s most talented locomotive designers, the K4s epitomized the Pennsy philosophy: develop a conservative standard design in-house, test it extensively, build it in huge quantities at the railroad’s own Juniata shops, and run it for decades.

The “s” in K4s stood for “superheater,” a relatively modern innovation that markedly increased horsepower, by delivering hotter, drier steam to the cylinders. In most other respects, however, the K4s design was conservative. The 70 square foot grate (firebox floor) was dramatically larger than that on earlier Pennsy Pacifics, but was hand-fired. Not until automatic coal stokers were perfected and then mandated around 1930 by the Interstate Commerce Commission did many, but not all, K4s engines get Standard stokers that boosted performance. In addition, all but the later orders of K4s’ were delivered with a hand-operated screw reversing mechanism, actuated by turning a hand wheel in the cab. Here as well, ICC regulations forced an upgrade to safer power reverse units in the 1930s — recognizable in photos by a modified running board on the engineer’s side that stepped up and over the air-operated reverse mechanism.

In its early years, the K4s eliminated double-heading on most passenger runs, as it was designed to do. But as schedules accelerated and heavier, air-conditioned cars became the norm, double-heading became commonplace again, with Pacifics often triple-headed on runs over Horseshoe Curve, the Pennsy’s conquest of the Allegheny Mountains. As a testament to their bullet-proof construction, 424 of the original 425 K4s Pacifics were still in service as late as 1946. Finally displaced by diesels on limiteds, the fleet soldiered on in branch line and secondary service until the last K4s fire was dropped in 1958.

Get more details on the K4s story at [mthtrains.com](http://mthtrains.com) by viewing the “Overview” tab for any K4s item number.

# 4-6-2 Crusader



## Features

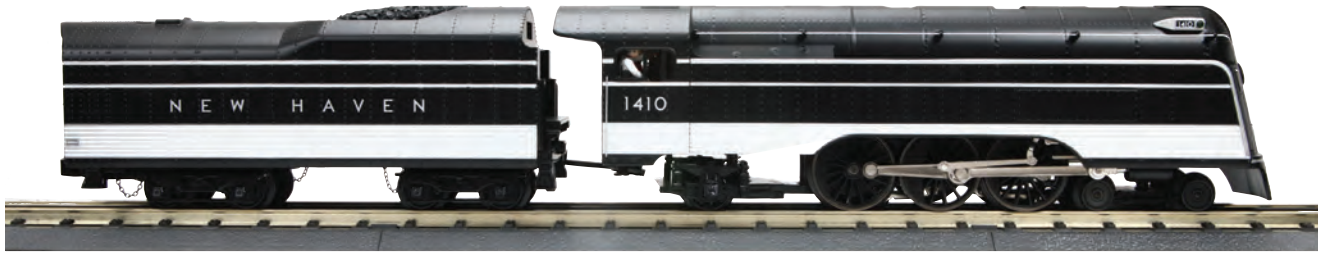
- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Colorful Paint Scheme
- Real Tender Coal Load
- Tender Truck Safety Chains
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails and Whistle
- Metal Wheels and Axles
- Remote-Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating Tender LED Back-up Light
- Operating LED Firebox Glow
- Powerful Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCC/DCS Decoder
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station or Freight Yard Proto-Effects
- Measures: 19 3/4" x 2 1/2" x 3 5/8"
- Operates On 0-31 Curves





Reading - 4-6-2 Crusader Steam Engine  
30-1699-1 Proto-Sound 3.0 \$459.95

See Online For Matching Passenger Cars  
[www.mthtrains.com/30-67937](http://www.mthtrains.com/30-67937)



New Haven - 4-6-2 Crusader Steam Engine  
30-1700-1 Proto-Sound 3.0 \$459.95

See Online For Matching Passenger Cars  
[www.mthtrains.com/30-67941](http://www.mthtrains.com/30-67941)



Canadian National - 4-6-2 Crusader Steam Engine  
30-1701-1 Proto-Sound 3.0 \$459.95

See Online For Matching Passenger Cars  
[www.mthtrains.com/30-67945](http://www.mthtrains.com/30-67945)



Chicago & North Western - 4-6-2 Crusader Steam Engine  
30-1702-1 Proto-Sound 3.0 \$459.95

See Online For Matching Passenger Cars  
[www.mthtrains.com/30-67949](http://www.mthtrains.com/30-67949)



Halloween - 4-6-2 Crusader Steam Engine  
30-1703-1 Proto-Sound 3.0 \$459.95

The Reading Railroad's premier express was named by a contest winner in 1937; in those lean Depression years, the prize of \$250 drew 6,086 entries. On December 13, the five-car, 255-ton stainless steel *Crusader* began its daily 90-mile dash between Philadelphia's Reading Terminal and Jersey City's Communipaw Terminal, where passengers could take a ferry to lower Manhattan.

Styled by Paul Crett and manufactured by the Budd Co., the *Crusader* featured an observation car at each end of the train, so only the locomotive would need to be turned around at terminals. A diner occupied the middle of the consist, flanked by two coaches. The locomotive picked to pull the train was a 4-6-2 Pacific locomotive restyled with streamlined, stainless steel sheathing to match the stainless steel cars. Railfans never tired of seeing the exciting silver and blue streak that made the twice-daily commute for the next 13 years.

The *Crusader's* unique colors and streamlined styling will make a welcome addition to any O Gauge fan's layout or collection. Featuring die-cast metal boiler, tender and chassis, the *Crusader* is newly upgraded for 2017 with Imperial features including a real tender coal load and tender truck safety chains. It sports all the standard features O Gaugers have come to expect in a RailKing steam locomotive, including metal drive wheels, gears and rods, remotely controlled Proto-Coupler, synchronized puffing ProtoSmoke and a precision flywheel-equipped motor with M.T.H.'s industry-leading speed control. Available in five stylish paint schemes, any of these engines will make a handsome consist when coupled to a matching set of passenger cars.

# 0-6-0 Imperial B-6 Switcher



## Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Stamped Metal Tender Chassis
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Painted Cab Backhead Gauges
- Legible Builders Plates
- Tender Truck Safety Chains
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- (2) Remote-Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Firebox Glow
- Operating Tender LED Back-up Light
- Powerful Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCC/DCS Decoder
- 1:48 Scale Dimensions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 17" x 2 1/2" x 3 5/8"
- Operates On 0-27 Curves

**IMPERIAL**  
SERIES







Pennsylvania - 0-6-0 Imperial B-6 Switcher Steam Engine  
30-1709-1 Proto-Sound 3.0 \$449.95



Long Island - 0-6-0 Imperial B-6 Switcher Steam Engine  
30-1710-1 Proto-Sound 3.0 \$449.95



Baltimore & Ohio - 0-6-0 Imperial B-6 Switcher Steam Engine  
30-1711-1 Proto-Sound 3.0 \$449.95



Union Pacific - 0-6-0 Imperial B-6 Switcher Steam Engine  
30-1712-1 Proto-Sound 3.0 \$449.95



New Haven - 0-6-0 Imperial B-6 Switcher Steam Engine  
30-1713-1 Proto-Sound 3.0 \$449.95



Chicago & North Western - 0-6-0 Imperial B-6 Switcher Steam Engine  
30-1714-1 Proto-Sound 3.0 \$449.95

Switch engines are an essential, specialized piece of railroad equipment that look quite different from their kin that work the mainline. Because of the nature of their work, moving cars around railroad yards, switch engines spent much of their time waiting for their assignments. That meant steam switchers needed smaller fireboxes, boilers, and tenders than road engines. The cut out or sloping tenders on most steam switchers were designed to give good rear visibility, which was essential for these small and agile engines that needed to slip into tight spaces where other engines could not fit. The 0-6-0 switcher would typically have been assigned to move about six cars at a time.

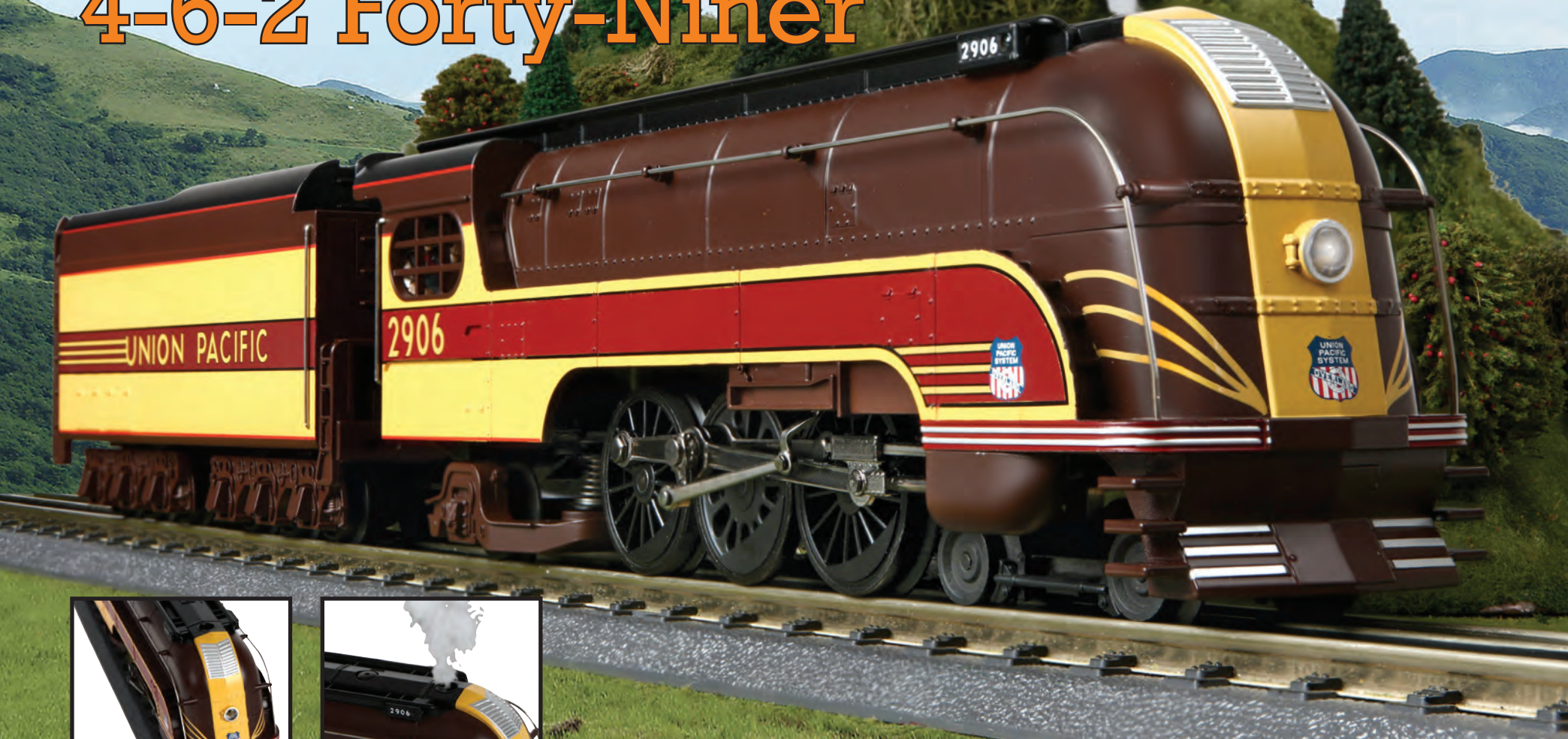
The rugged RailKing 0-6-0 is perfect for working the yard of any early- or mid-twentieth-century layout. This sturdy model comes in the markings of the Pennsylvania, Long Island, Baltimore & Ohio, Union Pacific, New Haven and Chicago & North Western railroads.

It boasts Imperial features including a real coal load, legible builders plates, crew figures, and tender truck safety chains. Modeled on the Pennsylvania Railroad B6 switchers constructed from 1902-1913, our RailKing version has remotely activated Proto-Couplers at both ends for versatile switching use.

#### Did You Know?

Steam switchers almost always had front and rear sand boxes, though the rear one was sometimes hidden inside the cab rather than appearing as a prominent dome.

# 4-6-2 Forty-Niner



## Features

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





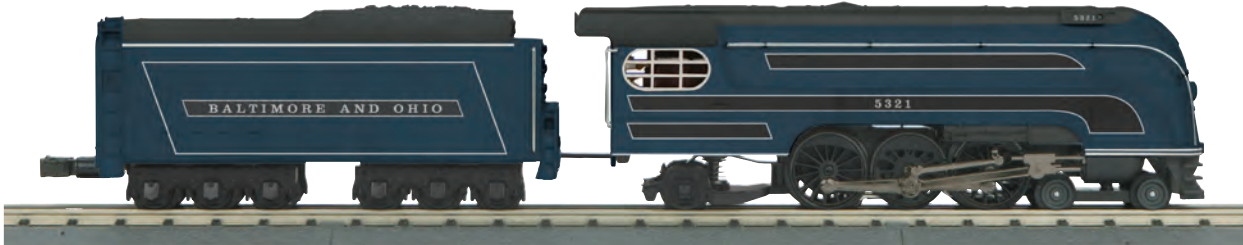
Union Pacific - 4-6-2 Forty-Niner Steam Engine  
30-1704-1 Proto-Sound 3.0 \$459.95

See Online For Matching Passenger Cars  
[www.mthtrains.com/30-67953](http://www.mthtrains.com/30-67953)



Southern Pacific - 4-6-2 Forty-Niner Steam Engine  
30-1705-1 Proto-Sound 3.0 \$459.95

See Online For Matching Passenger Cars  
[www.mthtrains.com/30-67957](http://www.mthtrains.com/30-67957)



Baltimore & Ohio - 4-6-2 Forty-Niner Steam Engine  
30-1706-1 Proto-Sound 3.0 \$459.95

See Online For Matching Passenger Cars  
[www.mthtrains.com/30-67961](http://www.mthtrains.com/30-67961)



Norfolk & Western - 4-6-2 Forty-Niner Steam Engine  
30-1707-1 Proto-Sound 3.0 \$459.95

See Online For Matching Passenger Cars  
[www.mthtrains.com/30-67965](http://www.mthtrains.com/30-67965)



Lehigh Valley - 4-6-2 Forty-Niner Steam Engine  
30-1708-1 Proto-Sound 3.0 \$459.95

See Online For Matching Passenger Cars  
[www.mthtrains.com/30-67969](http://www.mthtrains.com/30-67969)

The discovery of gold in California precipitated the Gold Rush of 1849 and forever changed the West. In just over a decade, California was transformed from a sleepy paradise of 14,000 souls to a state with over 300,000 inhabitants. Nearly a century later, the Golden State still had the aura of the Promised Land, and three railroads teamed up in 1937 to inaugurate a train named after the event that started it all. Hauled between Chicago and San Francisco by the Chicago & North Western, Union Pacific, and Southern Pacific Railroads, the *Forty Niner* was a way to arrive at the Coast in style. Operating on a 49-hour schedule, the train featured its own dedicated air conditioned, streamlined, all-Pullman trainset, with valet and stewardess services as well as a shower and a barber shop. The entire train was finished in gunmetal grey, accented by black and gold striping above and below the windows.

For its portion of the *Forty Niner's* journey, the Union Pacific assigned a 4-8-2 Mountain-type steamer to the Cheyenne-Ogden stretch, and Pacific #2906, a 1920 Baldwin product, to the Omaha-Cheyenne run. Both engines were rebuilt with Timken roller bearing lightweight rods and streamlined shrouds, the only steam engines ever to be streamlined by the UP. Oddly, the UP painted the shrouds in its own streamliner colors of Leaf Brown and Armour Yellow, with red striping — a beautiful paint scheme, but not at all a match for the grey trainset the engines were designed to pull.

Inaugurating service in the same year as the Southern Pacific's *Daylight*, the *Forty Niner* ran five round trips a month. The most difficult part of the journey proved to be the departure from Omaha's Union Station. The tracks had a definite sag in the middle, and #2906 often had a hard time starting her eight-car train out of this dip, occasionally needing help from the terminal switcher.

Business boomed in 1939 and 1940 as Midwesterners came to the Golden Gate International Exposition on Treasure Island in San Francisco Bay, but in 1941 the *Forty Niner* was discontinued. Pacific 2906 was assigned to more mundane duties and could often be found with a train of heavyweights in tow.

Add this colorful, kitschy 1930's streamliner to your roster in its original UP colors or one of several "might-have-been" paint schemes. With any version, you'll get Proto-Sound 3.0's variety of sounds, synchronized puffing smoke, and smooth, steady performance at any speed.

# K4s 4-6-2 Torpedo



## Features

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



Learn more about the Pennsy K4s in this article from a recent MTHRRC club newsletter. Access the article by searching on the item number of any K4s Torpedo.

**IMPERIAL**  
SERIES





Pennsylvania (Brunswick Green) - 4-6-2 Torpedo Steam Engine  
30-1719-1 Proto-Sound 3.0 \$459.95



Pennsylvania (Tuscan) - 4-6-2 Torpedo Steam Engine  
30-1720-1 Proto-Sound 3.0 \$459.95



Pennsylvania (Black) - 4-6-2 Torpedo Steam Engine  
30-1721-1 Proto-Sound 3.0 \$459.95

For decades, the greatest railroad rivalry in the East was between the New York Central and the Pennsylvania Railroad — and the most intense expression of that rivalry was in their overnight New York – Chicago passenger service. The standard bearer for the Central was the *20<sup>th</sup> Century Limited*, which took the easy way west, up the Hudson River valley and along the Great Lakes, advertised as “the Water Level Route, so you can sleep.” The Pennsy’s flagship, the *Broadway Limited*, fought its way westward over the Allegheny Mountains via Horseshoe Curve, one of railroading’s greatest engineering achievements.

On June 15, 1938, both the *Broadway* and the *Century* were re-launched with new lightweight, streamlined trains, styled by leading industrial designers of the day. Heading the *Century* were 4-6-4 Hudsons streamlined by Henry Dreyfuss. On the point of the *Broadway* was the Pennsy’s first streamlined steamer, K4s Pacific No. 3768, styled by Raymond Loewy. Train crews had nicknamed it “The Torpedo.” Trailing No. 3768 was a string of brand-new Pullman sleepers in Loewy’s two-tone Tuscan Red “Fleet of Modernism” paint scheme, along with a diner, RPO and baggage car recycled from older heavyweight equipment. In later years, The Torpedo would go on to lead other Pennsy name trains, but eventually the streamlined Loewy shroud would be removed to make the locomotive easier to service.

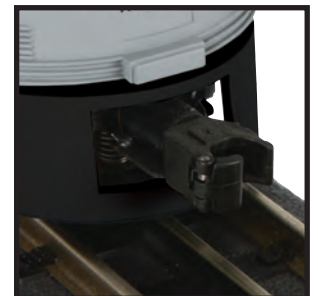
**Add A Matching Passenger Set  
See Page 68**

# EMD E8 A-A Set



## Features

- Intricately Detailed, Durable ABS Bodies
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers (One Per A-Unit)
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- (2) Precision Flywheel-Equipped Motors In Powered 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: 18" x 2 1/2" x 3 7/8"
- Operates On O-31 Curves





NJ Transit - E8 A-A Diesel Engine Set  
30-20437-1 w/Proto-Sound 3.0 \$399.95

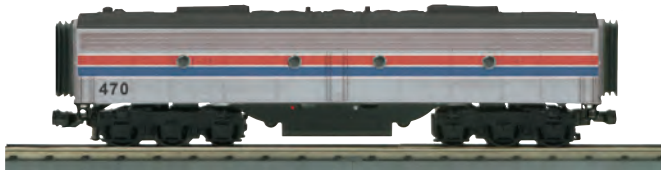
NJ Transit - E8 B-Unit Diesel Engine  
30-20437-3 Non-Powered \$149.95



Amtrak - E8 A-A Diesel Engine Set  
30-20438-1 w/Proto-Sound 3.0 \$399.95

Amtrak - E8 B-Unit Diesel Engine  
30-20438-3 Non-Powered \$149.95

*Amtrak, America's Railroad, Amfleet, Empire Service, the Amtrak Arrow logo and Amtrak Travelmark Logos are registered service marks of the National Railroad Passenger Corporation. Official licensee of Amtrak.*



Union Pacific - E8 A-A Diesel Engine Set  
30-20439-1 w/Proto-Sound 3.0 \$399.95

Union Pacific - E8 B-Unit Diesel Engine  
30-20439-3 Non-Powered \$149.95



Seaboard - E8 A-A Diesel Engine Set  
30-20440-1 w/Proto-Sound 3.0 \$399.95



Seaboard - E8 B-Unit Diesel Engine  
30-20440-3 Non-Powered \$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 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 2017, 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 Matching Passenger Cars**  
**See Pages 70 - 71**

# EMD MP15AC



## Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlight
- (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: 13" x 2 1/4" x 4 1/4"
- Operates On 0-31 Curves







New York & Atlantic - MP15AC Diesel Engine  
30-20443-1 w/Proto-Sound 3.0 \$329.95

Add A Matching Caboose  
See Page 63

CSX - MP15AC Diesel Engine  
30-20441-1 w/Proto-Sound 3.0 \$329.95

Add A Matching Caboose  
See Page 64



CP Rail - MP15AC Diesel Engine  
30-20442-1 w/Proto-Sound 3.0 \$329.95



SOO Line - MP15AC Diesel Engine  
30-20444-1 w/Proto-Sound 3.0 \$329.95

Add A Matching Caboose  
See Page 64



Southern Pacific - MP15AC Diesel Engine  
30-20445-1 w/Proto-Sound 3.0 \$329.95

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

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

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

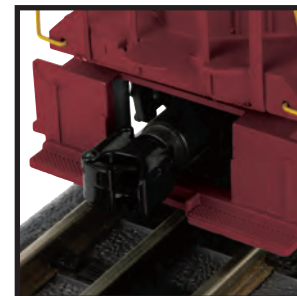
M.T.H. returns our full-scale version of the last and largest of the end-cab switchers to the RailKing Scale line for 2017. Our model replicates the more-modern MP15AC with its characteristic Tunnel Motor-style air intakes. Like its prototype, this RailKing Scale engine is equally at home doing slow-speed yard duty or hauling commuters or freight along your main line.

# EMD SD9



## Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlight
- 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: 16" x 2 3/4" x 4"
- Operates On O-31 Curves





Nickel Plate Road - SD9 Diesel Engine  
30-20446-1 w/Proto-Sound 3.0 \$339.95



Duluth Missabe & Iron Range - SD9 Diesel Engine  
30-20447-1 w/Proto-Sound 3.0 \$339.95

**Add Matching Ore Cars (Page 56)  
and a Matching Caboose (Page 65)**

Black River - SD9 Diesel Engine  
30-20448-1 w/Proto-Sound 3.0 \$339.95



Southern - SD9 Diesel Engine  
30-20449-1 w/Proto-Sound 3.0 \$339.95

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

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

#### Did You Know?

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

# EMD SW1500



## Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlight
- (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





NJ Transit - SW1500 Diesel Switcher  
30-20450-1 w/Proto-Sound 3.0 \$329.95

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 throbbled 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 trucks, and ballasting to add weight — suggests that EMD expected the locomotive to be used as a true road switcher. Many railroads did just that.

Returning to the RailKing Scale line for 2017, 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.



Union Pacific - SW1500 Diesel Switcher  
30-20451-1 w/Proto-Sound 3.0 \$329.95



Union Railroad - SW1500 Diesel Switcher  
30-20452-1 w/Proto-Sound 3.0 \$329.95

Add A Matching Caboose  
See Page 63



Juniata Terminal - SW1500 Diesel Switcher  
30-20453-1 w/Proto-Sound 3.0 \$329.95



Pittsburgh & Ohio Central - SW1500 Diesel Switcher  
30-20454-1 w/Proto-Sound 3.0 \$329.95

# Alco RS-3



## Features

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

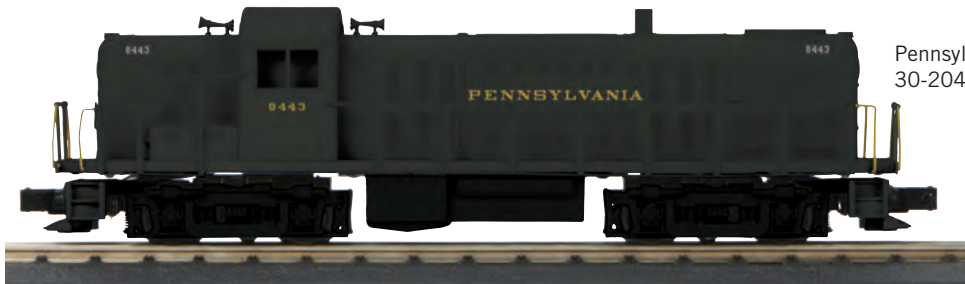




Delaware & Hudson - RS-3 Diesel Engine  
30-20455-1 w/Proto-Sound 3.0 \$339.95



Long Island - RS-3 Diesel Engine  
30-20456-1 w/Proto-Sound 3.0 \$339.95



Pennsylvania - RS-3 Diesel Engine  
30-20457-1 w/Proto-Sound 3.0 \$339.95



Boston & Maine - RS-3 Diesel Engine  
30-20458-1 w/Proto-Sound 3.0 \$339.95



Milwaukee Road - RS-3 Diesel Engine  
30-20459-1 w/Proto-Sound 3.0 \$339.95

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

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

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

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

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

#### Did You Know?

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

# EMD F3 A-B-A Set



**RAIL KING**  
scale

## Features

- Intricately Detailed, Durable ABS Bodies
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- (2) Handpainted Engineer Cab Figures In Each A-Unit
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers (One on Each A-Unit)
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Number Boards in Both A-Units
- (2) Precision Flywheel-Equipped Motors In Powered A-Unit
- 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 Proto-Effects
- Measures: 40 1/4" x 2 5/8" x 3 3/4"
- Operates On 0-31 Curves







Jersey Central - F3 A-B-A Diesel Engine Set  
30-20460-1 w/Proto-Sound 3.0 \$549.95



Rock Island - F3 A-B-A Diesel Engine Set  
30-20461-1 w/Proto-Sound 3.0 \$549.95

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 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, however, lies the power and performance of ProtoSound 3.0, twin

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

#### Did You Know?

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



Santa Fe - F3 A-B-A Diesel Engine Set (Santa Fe freight colors)  
30-20462-1 w/Proto-Sound 3.0 \$549.95



Atlantic Coast Line - F3 A-B-A Diesel Engine Set  
30-20463-1 w/Proto-Sound 3.0 \$549.95

# EMD SW9



## Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers\*
- Prototypical Rule 17 Lighting\*
- Directionally Controlled Constant Voltage LED Headlights\*
- (2) Precision Flywheel-Equipped Motors\*
- Onboard DCC/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: 12" x 2 1/2" x 3 1/2"
- Operates On 0-27 Curves

\* Available on Powered Models Only





Florida East Coast - SW9 Switcher Diesel Engine Calf  
30-20464-3 Non-Powered \$159.95

Florida East Coast - SW9 Switcher Diesel Engine  
30-20464-1 w/Proto-Sound 3.0 \$329.95



Canton - SW9 Switcher Diesel Engine Calf  
30-20466-3 Non-Powered \$159.95

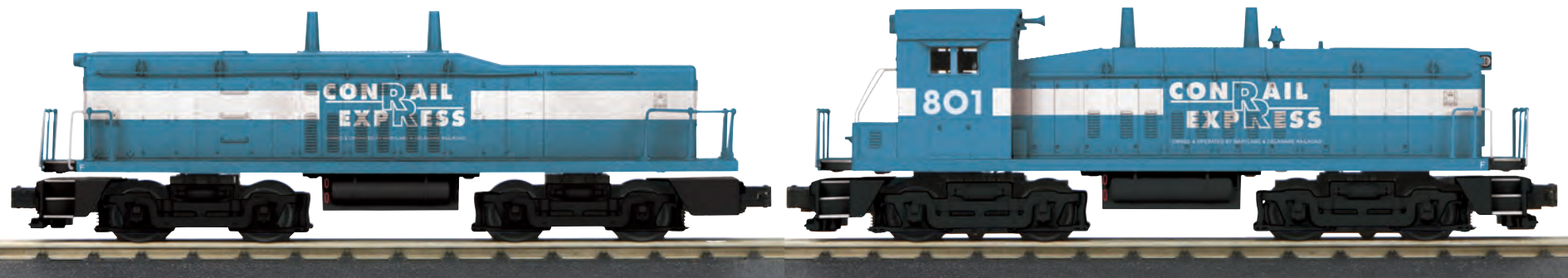
Canton - SW9 Switcher Diesel Engine  
30-20466-1 w/Proto-Sound 3.0 \$329.95

**Add a Matching Canton or RJ Corman Caboose — See Page 63**



RJ Corman - SW9 Switcher Diesel Engine Calf  
30-20465-3 Non-Powered \$159.95

RJ Corman - SW9 Switcher Diesel Engine  
30-20465-1 w/Proto-Sound 3.0 \$329.95



Conrail - SW9 Switcher Diesel Engine Calf  
30-20467-3 Non-Powered \$159.95

Conrail - SW9 Switcher Diesel Engine  
30-20467-1 w/Proto-Sound 3.0 \$329.95

EMD's 800-hp SW8 and 1,200-hp SW9 both debuted in 1950, marking the next stage in the evolution of one of railroading's longest-lived diesel families. The first SW-class engine, the 600-hp SW1, appeared in 1939, and SW units remained in the EMD catalog until the 1,000-hp SW1000 was finally retired in 1986. With the "SW" in the name denoting that the engine was built for switching duties, it never needed the high horsepower ratings of road diesels. If a particular job needed more power, an SW could be paired with a cab-less "calf" unit in the classic cow-and-calf configuration.

These durable little workhorses return to the M.T.H. RailKing lineup in 2017 in a new variety of road names, some of which are still hauling freight today. As with all RailKing diesel engines, each is available with the exciting Proto-Sound 3.0 system for unprecedented value and fun. As switch locomotives, the SWs are perfect for yard duty, thanks to their incredible slow-speed performance — performance governed by M.T.H.'s industry-leading Proto-Speed speed control system. No other switchers can creep so slowly or uncouple cars from front or rear without additional equipment. If you've got a transformer with a whistle and bell button, you've got the best switcher you can buy today.

**Did You Know?**

While the SW8s and SW9s were produced as replacements for the aging NW2 diesel switcher, they proved impervious to age themselves, becoming railyard mainstays for decades.

# EMD F40PH



## Features

- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Flashing Roof Beacon
- (2) Precision Flywheel-Equipped Motors
- Onboard DCC/DCS Decoder
- Operating ProtoSmoke Diesel Exhaust
- Locomotive Speed Control In Scale MPH Increments
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 15 1/4" x 2 1/2" x 4 1/16"
- Operates On 0-27 Curves





Amtrak - F40PH Diesel Engine  
30-20468-1 w/Proto-Sound 3.0 \$339.95

The F40PH was designed for Amtrak as a commuter and medium-haul engine, to complement its long-haul fleet of SDP40F diesels. But when the SDP40Fs fell from grace due to poor reliability, a rough ride and derailment issues, the F40PH became the backbone of Amtrak's locomotive fleet for decades.

Introduced in 1976, the F40PH was essentially a passenger version of the mid-1960s GP40 freight diesel. It shared the earlier engine's turbocharged V-16 3000 hp (later updated to 3200 hp) model 645 motor, and added an HEP (head-end power) generator for passenger lights, heat and air conditioning. An enclosed cowl afforded en-route, all-weather access to the F40PH's engine room if necessary.

In short order, commuter railroads across the United States and Canada followed Amtrak into EMD's order books for this versatile, reliable engine. While Amtrak's fleet was bumped from service in the 2000s by new Genesis diesels, F40PHs remain in use on Via Rail Canada, owner of the largest fleet north of the border, as well as Chicago commuter operator Metra, the largest commuter rail purchaser. Daily Boston-area riders are just now saying goodbye to the MBTA's F40PH fleet, as it's replaced by new engines built by MotivePower Inc. in Boise, Idaho.

**Did You Know?**

The F40PHs were nicknamed "Screamers" because their engines run at a high rpm even at rest, in order to power the HEP generator that keeps the passenger cars comfortable.

**Add Matching Passenger Cars**  
**See Pages 72 - 73**



Amtrak (Dells Hiawatha) - F40PH Diesel Engine  
30-20471-1 w/Proto-Sound 3.0 \$339.95

*Amtrak, America's Railroad, Amfleet, Empire Service, the Amtrak Arrow logo and Amtrak Travelmark Logos are registered service marks of the National Railroad Passenger Corporation. Official licensee of Amtrak.*



Amtrak (Downeaster) - F40PH Diesel Engine  
30-20469-1 w/Proto-Sound 3.0 \$339.95



Amtrak (Salutes Our Veterans) - F40PH Diesel Engine  
30-20470-1 w/Proto-Sound 3.0 \$339.95



# 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
- Illuminated LED Colored Body Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- 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"





Norfolk Southern - Dash 8 Diesel Engine With Proto-Sound 3.0 and LED Lights  
30-20472-1 w/Proto-Sound 3.0 \$399.95

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.



Union Pacific - Dash 8 Diesel Engine With Proto-Sound 3.0 and LED Lights  
30-20473-1 w/Proto-Sound 3.0 \$399.95

# PCC Street Car



## Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides
- Metal Chassis
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- Prototypical Rule 17 Lighting
- Directional Constant Voltage LED Headlight
- Lighted LED Cab Interior Light
- Illuminated LED Destination Board
- Illuminated LED Tail Lights
- Precision Flywheel-Equipped Motor
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- Near Scale Sizing
- Proto-Sound 3.0 With The Digital Command System Featuring Station Stop Proto-Effects
- Measures: 11 1/2" x 2 1/2" x 3 3/8"
- Operates On 0-27 Curves







Red Arrow - Philadelphia Suburban Transportation Company - PCC Electric Street Car  
30-5163-1 w/Proto-Sound 3.0 \$259.95



Kansas City Public Service Company - PCC Electric Street Car  
30-5165-1 w/Proto-Sound 3.0 \$259.95

As the United States entered the Great Depression in 1929, the nation's trolley systems were already in a depression of their own. Ridership was plummeting as automobiles and an improving road system stole droves of passengers away from the rails. And those passengers who still chose to ride the streetcars were not having a great experience. Of the 74,000 trolleys they rode every day, fully 54,000 were worn out or obsolete.

In an attempt to save the flagging urban transit business, a group of executives formed the Electric Railway Presidents Conference Committee, or ERPCC. Composed of 28 transit and interurban railroads and 26 manufacturers, the ERPCC's mission was to come up with a car that would save the industry. In early 1930, the Committee hired Dr. Clarence F. Hirschfeld, head of research for Detroit Edison, as its chief engineer and began to use the Brooklyn & Queens Transit Corp. as its test lab. By February 1935 the designs for the new car were complete.

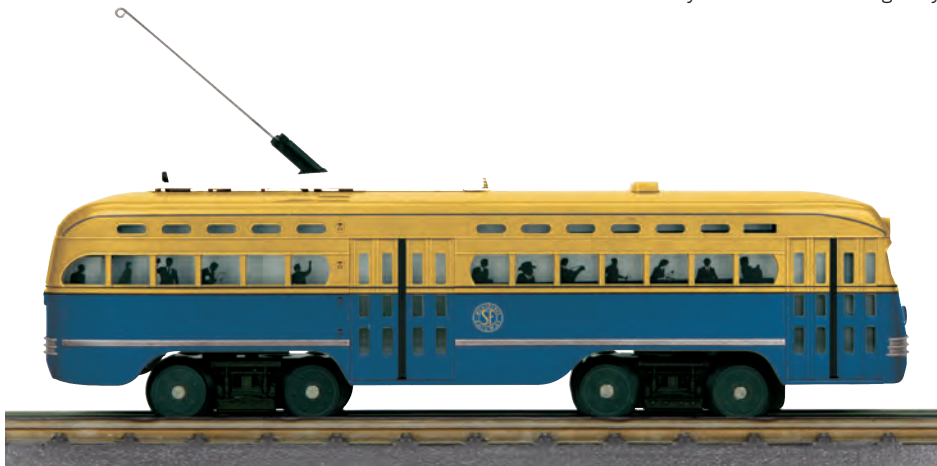
The PCC car, which took its name from the Committee, addressed two key issues: comfort and style. A control system developed by GE and Westinghouse gave the PCC smooth, rapid acceleration, compared with the jerky ride of the old streetcars. Hirschfeld's team also developed new truck and wheel designs that absorbed vibrations and bumps in the track. Heating, ventilation, and braking were also much improved over older cars. And these patented innovations were enclosed in a body design that looked decades newer than anything else on municipal rails — and was adaptable to various configurations to suit the needs of different cities.

Ultimately, neither the PCC nor any other trolley could prevent the automobile from dominating public transportation in America. But the PCC design proved successful enough — and rugged enough — to operate as long as half a century in some locations. PCCs are still working today in a number of cities, including San Francisco, where the F-Market line operates a historic fleet decorated for many of the cities that originally ran these cars.

Proto-Sound 3.0 technology makes RailKing trolleys unique and incredibly fun to operate. Throttle down as low as 3 scale miles per hour and the PCC will maintain its speed regardless of curves or grades. Hear the operator announce authentic station stops in a proper regional dialect. For hands-off operation, create a trolley route with up to six automatic stops to pick up and drop off passengers.

**Did you know?**

North America's roster of 4,902 PCC cars, built by St. Louis Car Company and Pullman-Standard, was dwarfed by the fleet that operated behind the Iron Curtain. Using PCC technology but different carbody designs, Tatra of Czechoslovakia manufactured over 15,000 cars for use in Russia and other Soviet Bloc nations. The largest North American owners were Pittsburgh, Chicago, and Toronto, each with over 650 cars.



San Francisco - PCC Electric Street Car  
30-5164-1 w/Proto-Sound 3.0 \$259.95



Illinois Terminal - PCC Electric Street Car  
30-5166-1 w/Proto-Sound 3.0 \$259.95

# RailKing Freight



High quality, traditionally sized RailKing freight and passenger cars are fashioned from detailed bodies sporting colorful paint schemes that appeal to all levels of O Gauge railroading enthusiasts. An enormous variety of RailKing freight cars are available from which to choose, including many different car types and roadnames each mounted atop sprung, 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. Offered 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 cars 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 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

# 50' Modern Box Car



CSX - 50' Modern Box Car  
30-74892 \$59.95



Western Maryland - 50' Modern Box Car  
30-74893 \$59.95



Frisco - 50' Modern Box Car  
30-74894 \$59.95



Florida East Coast - 50' Modern Box Car  
30-74895 \$59.95



## Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Opening Car Doors
- Detailed Brake Wheel
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Measures: 12 7/8" x 2 9/16" x 3 9/16"
- Operates On O-31 Curves

# 40' Window Mint Box Car with Gold



Denver & Rio Grande Western - 40' Window Mint Box Car with Gold  
30-74896 \$64.95



Great Northern - 40' Window Mint Box Car with Gold  
30-74897 \$64.95



Jersey Central - 40' Window Mint Box Car with Gold  
30-74898 \$64.95



Reading - 40' Window Mint Box Car with Gold  
30-74899 \$64.95

## Features

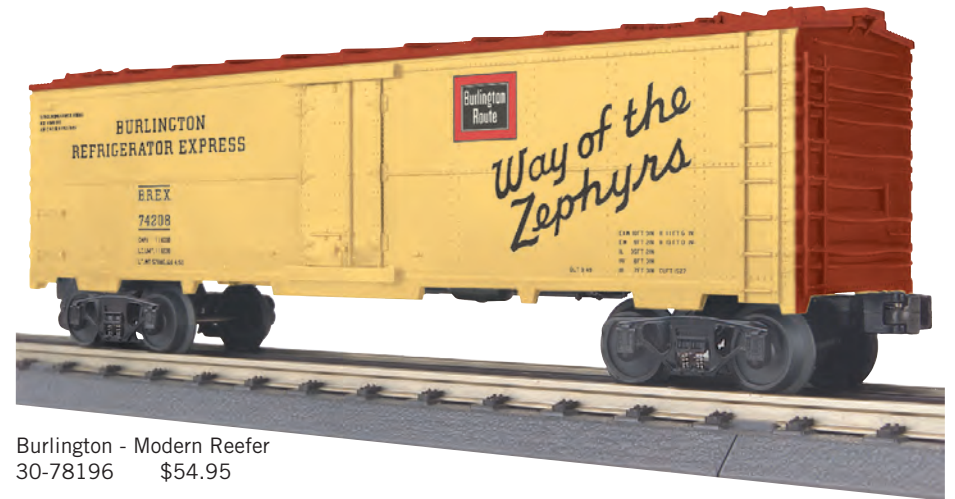
- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Detailed Brake Wheel
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Simulated Gold Bar Load
- (4) Opening Window Doors
- Measures: 11 3/4"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



# Modern Reefer



Armour - Modern Reefer  
30-78195 \$54.95



Burlington - Modern Reefer  
30-78196 \$54.95



Illinois Central - Modern Reefer  
30-78197 \$54.95



Swift - Modern Reefer  
30-78198 \$54.95



## Features

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

# Crane and Tender



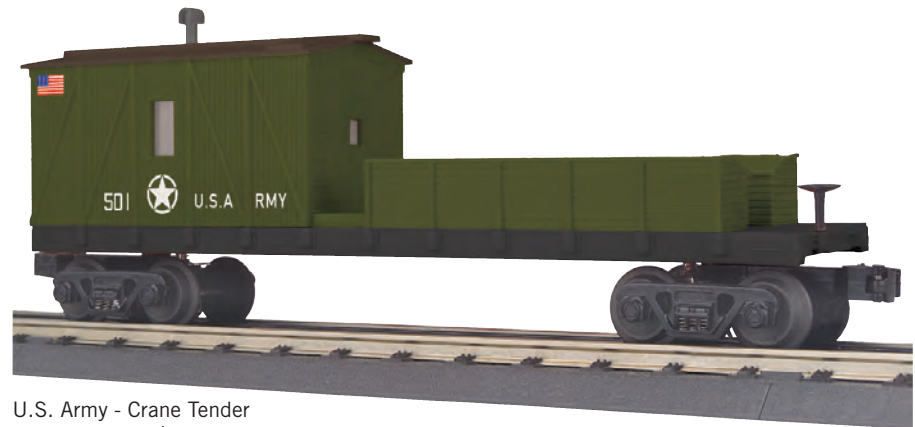
BNSF - Crane Tender  
30-79554 \$59.95



BNSF - Crane  
30-79550 \$69.95



U.S. Army - Crane  
30-79551 \$69.95



U.S. Army - Crane Tender  
30-79555 \$59.95





Long Island - Crane Tender  
30-79556 \$59.95



Long Island - Crane  
30-79552 \$69.95



Rock Island - Crane  
30-79553 \$69.95



Rock Island - Crane Tender  
30-79557 \$59.95



## Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Crane Features Manually Operated Crane Hook & Boom
- Near-Scale Proportions
- Crane Measures: 12 1/4" x 2 1/2" x 4 1/2"
- Crane Operates On O-31 Curves
- Tender Measures: 11 1/2" x 2 5/16" x 4"
- Tender Operates On O-27 Curves

# 4-Bay Cylindrical Hopper



Canadian Wheat - 4-Bay Cylindrical Hopper  
30-75585 \$59.95



Canadian Wheat - 4-Bay Cylindrical Hopper  
30-75586 \$59.95



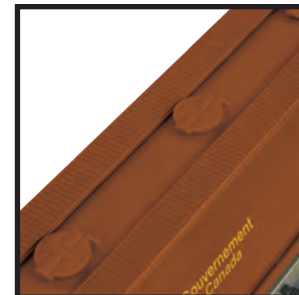
Canadian Pacific - 4-Bay Cylindrical Hopper  
30-75587 \$59.95



Allied Mills - 4-Bay Cylindrical Hopper  
30-75588 \$59.95

## Features

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





# PS-2 Discharge Hopper



RJ Corman - PS-2 Discharge Hopper  
30-75581 \$59.95



Burlington Northern - PS-2 Discharge Hopper  
30-75582 \$59.95



Shell Plastics - PS-2 Discharge Hopper  
30-75584 \$59.95



Rock Island - PS-2 Discharge Hopper  
30-75583 \$59.95



## Features

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

# Ore Car



Duluth Missabe & Iron Range - Ore Car  
30-75577 \$54.95  
Duluth Missabe & Iron Range - 3-Car Ore Car Set  
30-7089 \$149.95



Great Northern - Ore Car  
30-75579 \$54.95  
Great Northern - 3-Car Ore Car Set  
30-7091 \$149.95

## Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Detailed Brake Wheel
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Measures: 7 1/4" x 2 9/16" x 3 1/8"
- Operates On O-27 Curves
- Each Road Name Offered in 4 Different Road Numbers (Single Car Plus 3-Car Set)



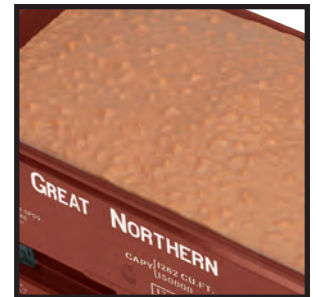
Milwaukee Road - Ore Car  
30-75580 \$54.95



Duluth Missabe & Iron Range - Ore Car  
30-75578 \$54.95  
Duluth Missabe & Iron Range - 3-Car Ore Car Set  
30-7090 \$149.95



Milwaukee Road - 3-Car Ore Car Set  
30-7092 \$149.95



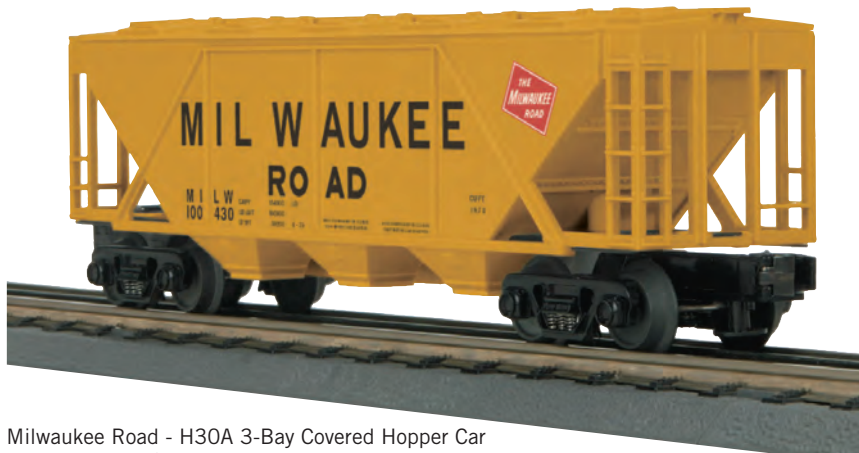
# 3-Bay Covered Hopper



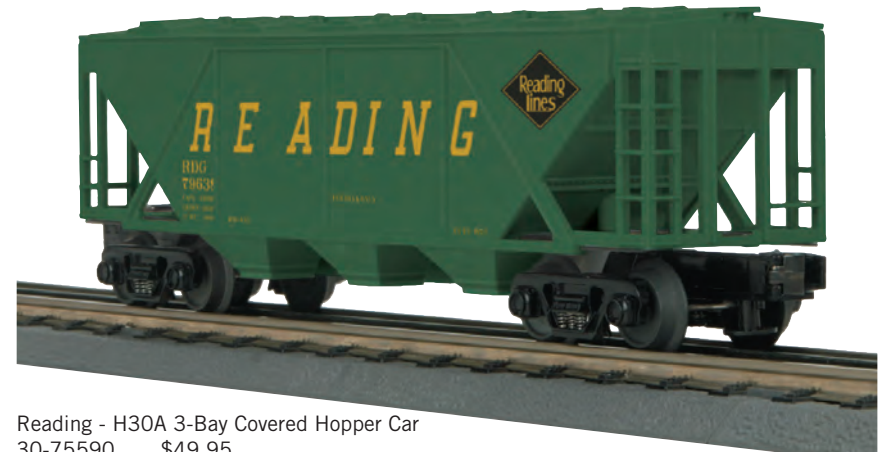
Conrail - H30A 3-Bay Covered Hopper Car  
30-75591 \$49.95



Pennsylvania - H30A 3-Bay Covered Hopper Car  
30-75589 \$49.95



Milwaukee Road - H30A 3-Bay Covered Hopper Car  
30-75592 \$49.95



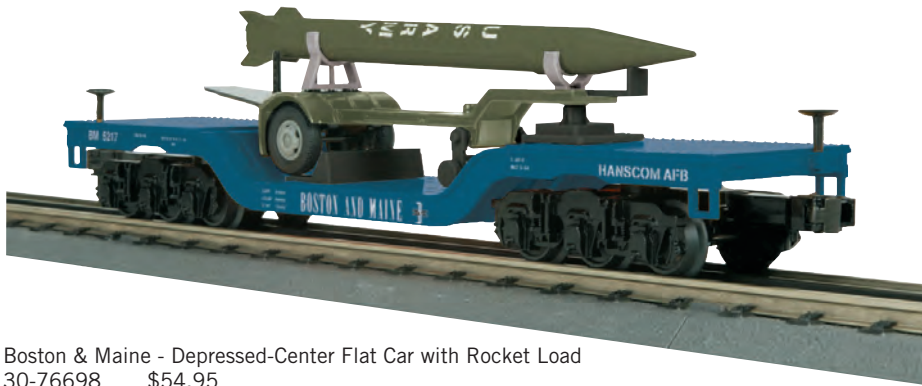
Reading - H30A 3-Bay Covered Hopper Car  
30-75590 \$49.95



## Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Detailed Brake Wheel
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Measures: 11 3/4" x 2 5/16" x 1 15/16"
- Operates On O-27 Curves

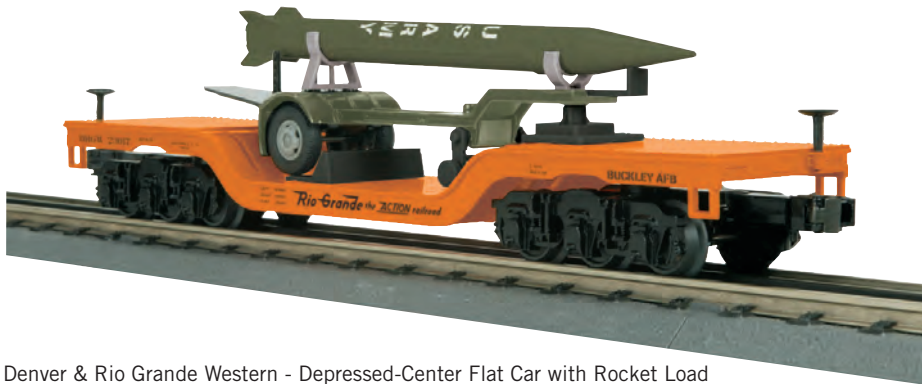
# Depressed-Center Flat Car with Rocket Load



Boston & Maine - Depressed-Center Flat Car with Rocket Load  
30-76698 \$54.95



Reading - Depressed-Center Flat Car with Rocket Load  
30-76699 \$54.95



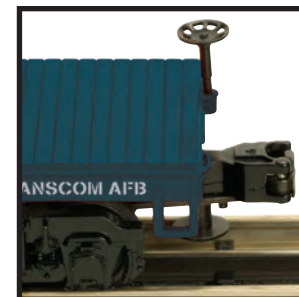
Denver & Rio Grande Western - Depressed-Center Flat Car with Rocket Load  
30-76700 \$54.95



Burlington - Depressed-Center Flat Car with Rocket Load  
30-76701 \$54.95

## Features

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



# Flat Car with Crates



Norfolk Southern - Flat Car with (2) Crates  
30-76702 \$54.95



U.S. Army - Flat Car with (2) Crates  
30-76703 \$54.95



NASA - Flat Car with (2) Crates  
30-76705 \$54.95



Lehigh Valley - Flat Car with (2) Crates  
30-76704 \$54.95



## Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Detailed Brake Wheel
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Removable Crates
- Measures: 11 3/4" x 2 5/16" x 1 15/16"
- Operates On O-27 Curves

# Flat Car with Wheel Set



New York Central - Flat Car with Wheel Set  
30-76694 \$59.95



Norfolk & Western - Flat Car with Wheel Set  
30-76695 \$59.95



SOO Line - Flat Car with Wheel Set  
30-76697 \$59.95



New Haven - Flat Car with Wheel Set  
30-76696 \$59.95

## Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Colorful, Attractive Paint Scheme
- Operating Die-Cast Metal Couplers
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Wheel Load
- Unit Measures: 11 5/8" x 2 1/4" x 1 7/16"
- Operates On O-31 Curves



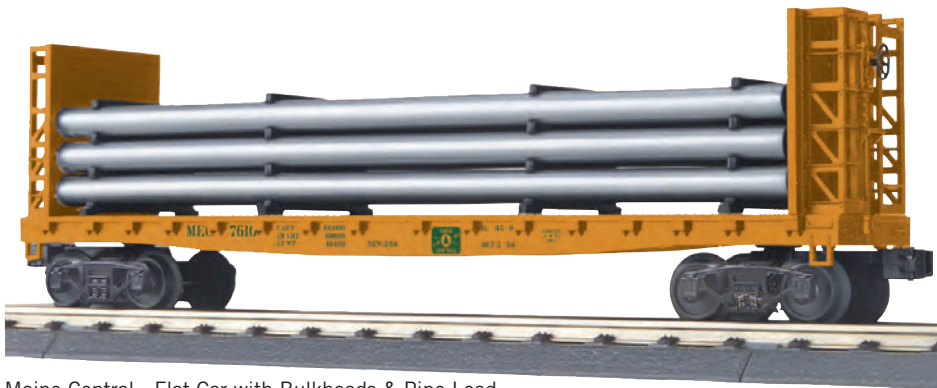
# Flat Car with Bulkheads & Pipe Load



Western Maryland - Flat Car with Bulkheads & Pipe Load  
30-76690 \$59.95



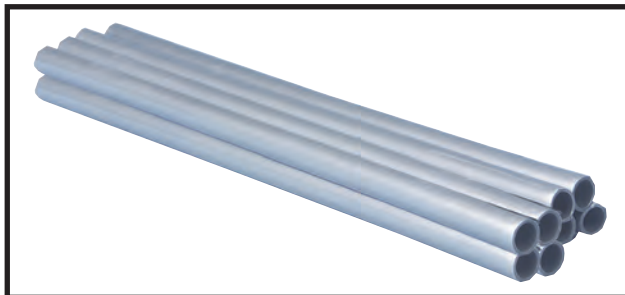
Burlington Northern - Flat Car with Bulkheads & Pipe Load  
30-76691 \$59.95



Maine Central - Flat Car with Bulkheads & Pipe Load  
30-76693 \$59.95



Southern Pacific - Flat Car with Bulkheads & Pipe Load  
30-76692 \$59.95



## Features

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

# Work Caboose



Alaska - Work Caboose  
30-77323 \$59.95



Union Pacific - Work Caboose  
30-77325 \$59.95



Pennsylvania - Work Caboose  
30-77324 \$59.95



Long Island - Work Caboose  
30-77326 \$59.95

## Features

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





# Bay Window Caboose



Canton - Bay Window Caboose  
30-77315 \$64.95



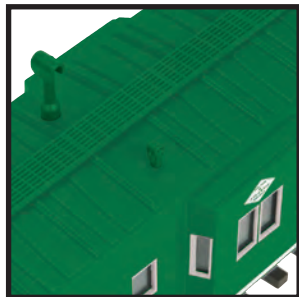
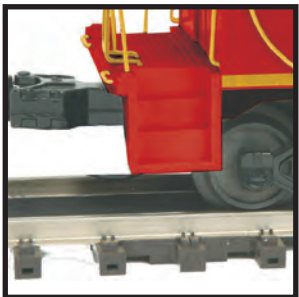
New York & Atlantic - Bay Window Caboose  
30-77316 \$64.95



Union Railroad - Bay Window Caboose  
30-77318 \$64.95



RJ Corman - Bay Window Caboose  
30-77317 \$64.95



## Features

- Intricately Detailed, Durable ABS Body
- Stamped Metal Floor
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Operating Die-Cast Metal Couplers
- Caboose Interior With Overhead Lighting
- Detailed Brake Wheel
- Separate Metal Handrails
- 1:48 Scale Proportions
- Unit Measures: 10 1/2" x 2 1/4" x 3 1/2"
- Operates On O-31 Curves

# Extended Vision Caboose



CSX - Extended Vision Caboose  
30-77327 \$59.95



BNSF - Extended Vision Caboose  
30-77328 \$59.95



SOO Line - Extended Vision Caboose  
30-77330 \$59.95



Norfolk Southern - Extended Vision Caboose  
30-77329 \$59.95

## Features

- Intricately Detailed, Durable ABS Body
- Stamped Metal Floor
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Operating Die-Cast Metal Couplers
- Caboose Interior With Overhead Lighting
- Detailed Brake Wheel
- Separate Metal Handrails
- 1:48 Scale Proportions
- Unit Measures: 10 1/4" x 2 1/2" x 4 1/4"
- Operates On O-27 Curves



# Offset Steel Caboose



Duluth Missabe & Iron Range - Offset Steel Caboose  
30-77319 \$64.95



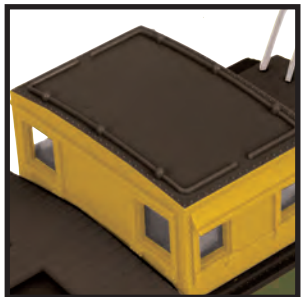
Chesapeake & Ohio - Offset Steel Caboose  
30-77320 \$64.95



U.S. Army - Offset Steel Caboose  
30-77321 \$64.95



Chicago & North Western - Offset Steel Caboose  
30-77322 \$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
- Operating Die-Cast Metal Couplers
- Caboose Interior With Overhead Lighting
- Detailed Brake Wheel
- Separate Metal Handrails
- Near-Scale Proportions
- Unit Measures: 10 1/4" x 2 1/2" x 4 1/4"
- Operates On O-27 Curves

# Madison Passenger Cars



Wabash - 4-Car 60' Madison Passenger Set  
30-69234 \$299.95



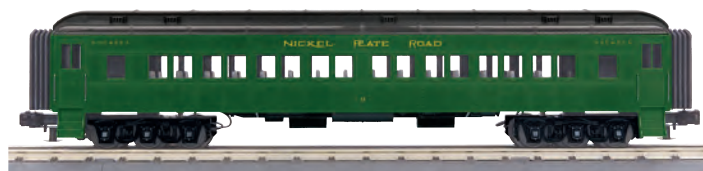
Wabash - 2-Car 60' Madison Combine/Diner Set  
30-69235 \$149.95



Wabash - 60' Madison Coach  
30-69236 \$74.95



Nickel Plate Road - 2-Car 60' Madison Combine/Diner Set  
30-69238 \$149.95



Nickel Plate Road - 60' Madison Coach  
30-69239 \$74.95



Nickel Plate Road - 4-Car 60' Madison Passenger Set  
30-69237 \$299.95

## Madison Features

- Intricately Detailed, Durable ABS Bodies
- Stamped Metal Floors
- Detailed Car Undercarriage
- Authentic Paint Scheme
- Metal Wheels and Axles
- Die-Cast 6-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 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
- 2-Car Sets Feature (1) Combine, (1) Diner
- 4-Car Set Measures: 68 3/4" x 2 5/8" x 3 5/16"
- 2-Car Set Measures: 34 6/16" x 2 5/8" x 3 5/16"
- Coach Measures: 16 11/16" x 2 5/8" x 4 5/16"
- Operates On 0-31 Curves



Frisco - 4-Car 60' Madison Passenger Set  
30-69240 \$299.95



Frisco - 60' Madison Coach  
30-69242 \$74.95



Frisco - 2-Car 60' Madison Combine/Diner Set  
30-69241 \$149.95



Santa Fe - 4-Car 60' Madison Passenger Set  
30-69243 \$299.95



Santa Fe - 60' Madison Coach  
30-69245 \$74.95



Santa Fe - 2-Car 60' Madison Combine/Diner Set  
30-69244 \$149.95



# Madison Passenger Cars



Pennsylvania - 2-Car 60' Madison Combine/Diner Set  
30-69259 \$149.95



Pennsylvania - 4-Car 60' Madison Passenger Set  
30-69258 \$299.95



Pennsylvania - 60' Madison Coach  
30-69260 \$74.95



Long Island - 60' Madison Coach  
30-69263 \$74.95



Long Island - 2-Car 60' Madison Combine/Diner Set  
30-69262 \$149.95



Long Island - 4-Car 60' Madison Passenger Set  
30-69261 \$299.95



U.S. Army - 4-Car 60' Madison Passenger Set  
30-69255 \$299.95



U.S. Army - 60' Madison Coach  
30-69257 \$74.95



U.S. Army - 2-Car 60' Madison Combine/Diner Set  
30-69256 \$149.95



New York Central - 4-Car 60' Madison Passenger Set  
30-69252 \$299.95



New York Central - 60' Madison Coach  
30-69254 \$74.95



New York Central - 2-Car 60' Madison Combine/Diner Set  
30-69253 \$149.95



Delaware & Hudson - 4-Car 60' Madison Passenger Set  
30-69246 \$299.95



Delaware & Hudson - 60' Madison Coach  
30-69248 \$74.95



Delaware & Hudson - 2-Car 60' Madison Combine/Diner Set  
30-69247 \$149.95

# Streamlined Passenger Cars



Union Pacific - 4-Car 60' Streamlined Passenger Set  
30-68004 \$299.95

## Streamlined Features

- Intricately Detailed, Durable ABS Bodies
- Stamped Metal Floors
- Detailed Car Undercarriage
- Authentic Paint Scheme
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 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, (1) Coach, (1) Vista Dome, (1) Observation
- 2-Car Sets Feature (1) Sleeper, (1) Diner
- 4-Car Set Measures: 68 3/4" x 2 5/8" x 3 5/16"
- 2-Car Set Measures: 34 6/16" x 2 5/8" x 3 5/16"
- Coach Measures: 16 11/16" x 2 5/8" x 4 5/16"
- Operates On 0-31 Curves



Union Pacific - 2-Car 60' Streamlined Sleeper/Diner  
30-68005 \$149.95



Union Pacific - 60' Streamlined Coach  
30-68006 \$74.95



Union Pacific - 60' Streamlined Full-Length Vista Dome Car  
30-68007 \$79.95



Seaboard - 60' Streamlined Coach  
30-68010 \$74.95



Seaboard - 60' Streamlined Full-Length Vista Dome Car  
30-68011 \$79.95



Seaboard - 2-Car 60' Streamlined Sleeper/Diner  
30-68009 \$149.95

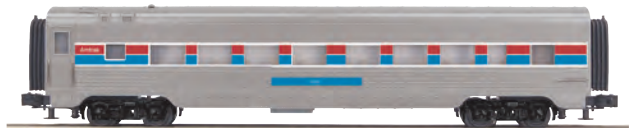


Seaboard - 4-Car 60' Streamlined Passenger Set  
30-68008 \$299.95





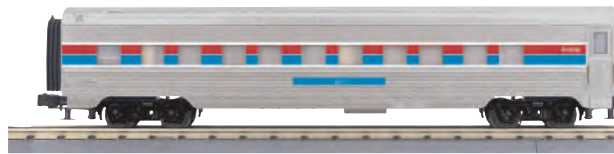
Amtrak - 4-Car 60' Streamlined Passenger Set  
30-67996 \$299.95



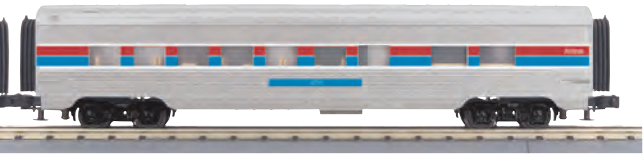
Amtrak - 60' Streamlined Coach  
30-67998 \$74.95



Amtrak - 60' Streamlined Full-Length Vista Dome Car  
30-67999 \$79.95



Amtrak - 2-Car 60' Streamlined Sleeper/Diner  
30-67997 \$149.95



*Amtrak, America's Railroad, Amfleet, Empire Service, the Amtrak Arrow logo and Amtrak Travelmark Logos are registered service marks of the National Railroad Passenger Corporation. Official licensee of Amtrak.*



NJ Transit - 4-Car 60' Streamlined Passenger Set  
30-68000 \$299.95



NJ Transit - 2-Car 60' Streamlined Sleeper/Diner  
30-68001 \$149.95



NJ Transit - 60' Streamlined Coach  
30-68002 \$74.95



NJ Transit - 60' Streamlined Full-Length Vista Dome Car  
30-68003 \$79.95



Rexall - 60' Streamlined Coach  
30-68014 \$74.95



Rexall - 4-Car 60' Streamlined Passenger Set  
30-68012 \$299.95

[Learn More About the 1936 Rexall Train at themetrains.com](http://themetrains.com)



Rexall - 2-Car 60' Streamlined Sleeper/Diner  
30-68013 \$149.95



Rexall - 60' Streamlined Full-Length Vista Dome Car  
30-68015 \$79.95

# Amfleet Passenger Cars



Amtrak - 4-Car O-31 Amfleet Coach Set  
30-6529 \$299.95

## Amfleet Features

- Intricately Detailed, Durable ABS Bodies
- Authentic Paint Scheme
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Operating Die-Cast Metal Couplers
- Overhead Interior Lighting
- End-of-Car Diaphragms
- Detailed Car Interiors
- 4-Car Sets Feature (4) Coaches
- 2-Car Sets Feature (2) Coaches
- 4-Car Set Measures:  
33 1/4" x 2 5/8" x 3 1/4"
- Operates On O-31 Curves



Amtrak - 2-Car O-31 Amfleet Coach Set  
30-6530 \$149.95



Amtrak - 2-Car O-31 Amfleet Coach Set  
30-6523 \$149.95



Amtrak - 4-Car O-31 Amfleet Coach Set  
30-6522 \$299.95



Amtrak, America's Railroad, Amfleet, Empire Service, the Amtrak Arrow logo and Amtrak Travelmark Logos are registered service marks of the National Railroad Passenger Corporation. Official licensee of Amtrak.



Amtrak - 4-Car O-31 Amfleet Coach Set  
30-6524 \$299.95



Amtrak - 2-Car O-31 Amfleet Coach Set  
30-6525 \$149.95



Amtrak - 2-Car O-31 Amfleet Coach Set  
30-6527 \$149.95



Amtrak - 4-Car O-31 Amfleet Coach Set  
30-6526 \$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](http://www.mthtrains.com)) to find each product's complete feature list and available cab numbers or car names.

**PROTO-SCALE™**  
**3-2**

## Proto-Scale 3-2™

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

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

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

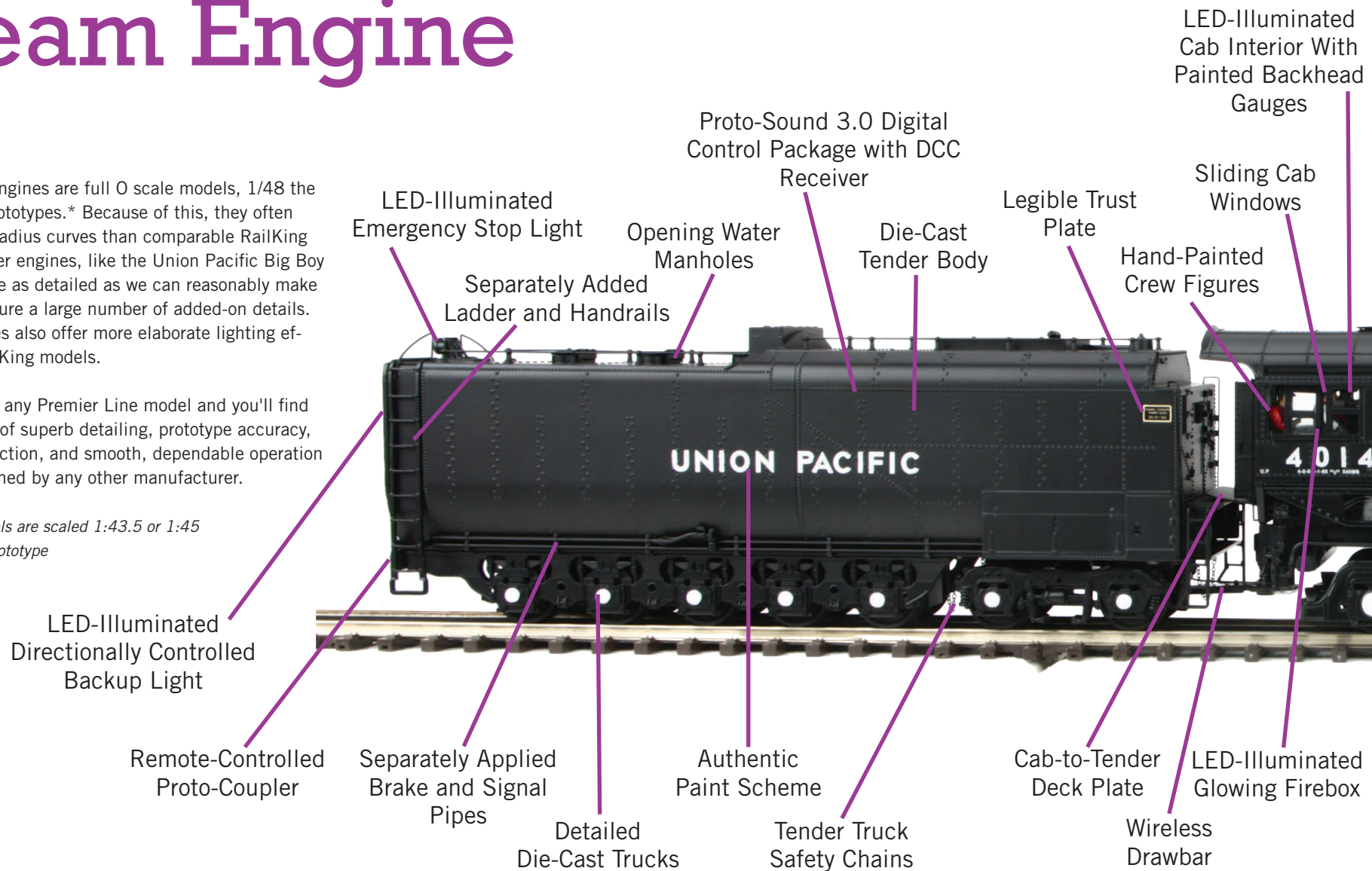


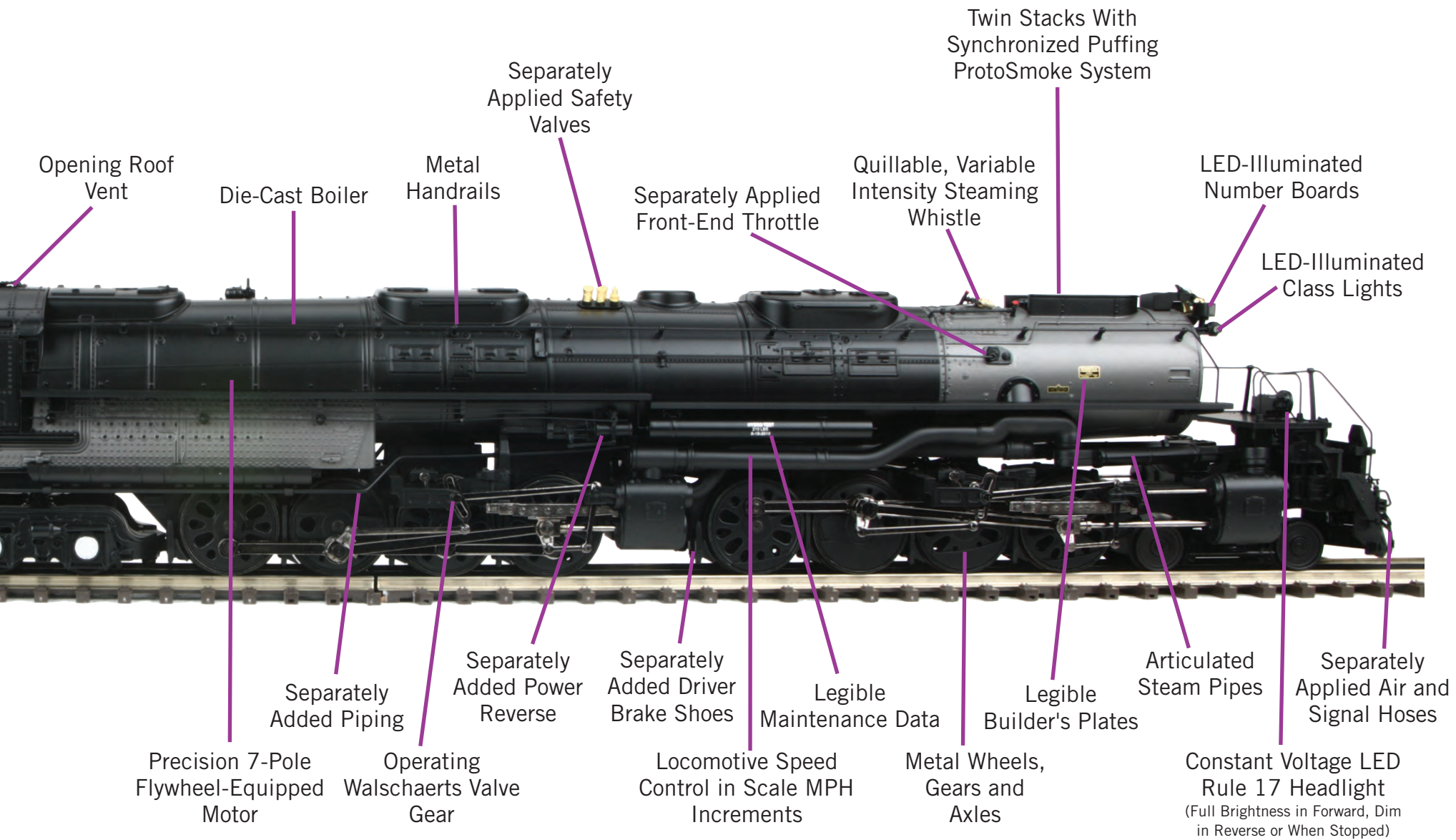
# Anatomy of a Premier Steam Engine

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 Big Boy 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*





Opening Roof Vent

Die-Cast Boiler

Metal Handrails

Separately Applied Safety Valves

Separately Applied Front-End Throttle

Quillable, Variable Intensity Steaming Whistle

Twin Stacks With Synchronized Puffing ProtoSmoke System

LED-Illuminated Number Boards

LED-Illuminated Class Lights

Separately Added Piping

Separately Added Power Reverse

Separately Added Driver Brake Shoes

Legible Maintenance Data

Legible Builder's Plates

Articulated Steam Pipes

Separately Applied Air and Signal Hoses

Precision 7-Pole Flywheel-Equipped Motor

Operating Walschaerts Valve Gear

Locomotive Speed Control in Scale MPH Increments

Metal Wheels, Gears and Axles

Constant Voltage LED Rule 17 Headlight  
(Full Brightness in Forward, Dim in Reverse or When Stopped)

# UP 4-8-8-4 Big Boy Preservation Series



## Features

- Die-Cast Boiler and Tender Body
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails, Bell and Whistle
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler\*\*
- Kadee Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- LED-Illuminated Firebox Glow, Cab Interior, Number Boards and Class Lights
- LED-Illuminated Backup Light and Emergency Stop Light on Tender
- Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Quillable, Variable Intensity Steaming Whistle\*
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:48 Scale Proportions
- Onboard DCC Receiver
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Freight Yard Proto-Effects
- Measures: 35" x 2 7/8" x 4 1/8"
- Hi-Rail Version Operates On O-72 Curves
- Scale Wheel Version Operates On 72" Radius Curves

\* Requires DCS Digital Command System  
\*\* Hi-Rail Wheel Models Only





Union Pacific - 4-8-8-4 Big Boy Steam Engine No. 4014 (Restoration)

(Oil Burner) With Proto-Sound 3.0

20-3714-1 Hi-Rail Wheels \$1599.95

22-3714-2 Scale Wheels \$1599.95

**Features Quillable, Variable Intensity Steaming Whistle**



Union Pacific - 4-8-8-4 Big Boy Steam Engine No. 4004 (Cheyenne, WY) With Proto-Sound 3.0

20-3715-1 Hi-Rail Wheels \$1599.95

22-3715-2 Scale Wheels \$1599.95



Union Pacific - 4-8-8-4 Big Boy Steam Engine No. 4005 (Denver, CO) With Proto-Sound 3.0

20-3716-1 Hi-Rail Wheels \$1599.95

22-3716-2 Scale Wheels \$1599.95



Union Pacific - 4-8-8-4 Big Boy Steam Engine No. 4006 (St. Louis, MO) With Proto-Sound 3.0

20-3717-1 Hi-Rail Wheels \$1599.95

22-3717-2 Scale Wheels \$1599.95



Union Pacific - 4-8-8-4 Big Boy Steam Engine No. 4012 (Scranton, PA) With Proto-Sound 3.0

20-3718-1 Hi-Rail Wheels \$1599.95

22-3718-2 Scale Wheels \$1599.95



Union Pacific - 4-8-8-4 Big Boy Steam Engine No. 4018 (Frisco, TX) With Proto-Sound 3.0

20-3720-1 Hi-Rail Wheels \$1599.95

22-3720-2 Scale Wheels \$1599.95

(City location indicates where prototype is currently on display)

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

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

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

This enduring symbol of American railroading returns to the rails for 2017, complete with quillable, variable intensity steaming whistle. Blow the whistle from your DCS handheld controller, smartphone or tablet, and watch the whistle steam output vary as you "play" the whistle like a prototype engineer.

The 2017 Preservation Series features cab numbers from all existing Big Boys currently on display in Museums around the United States. Cab Number 4014 models the real-life Big Boy currently being restored for a return to excursion service in 2020 and features an oil tender as that is the way the restored locomotive will be configured. The other models feature the standard coal tender pulled by the Big Boys during their 1900s in-service years. All models include a powerful motor for pulling power and speed that rival the original Big Boy as well as authentic articulated chuffing sounds simulating the two drive trains drifting in and out of synch.



Union Pacific - 4-8-8-4 Big Boy Steam Engine No. 4017 (Green Bay, WI) With Proto-Sound 3.0

20-3719-1 Hi-Rail Wheels \$1599.95

22-3719-2 Scale Wheels \$1599.95



Union Pacific - 4-8-8-4 Big Boy Steam Engine No. 4023 (Omaha, NE) With Proto-Sound 3.0

20-3721-1 Hi-Rail Wheels \$1599.95

22-3721-2 Scale Wheels \$1599.95

# GS-4 & GS-6 4-8-4 Northern



## Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Die-Cast Locomotive Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails and Whistle
- 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 Classification Lights
- Lighted LED Cab Interior
- Operating Tender LED Back-up Light
- Operating LED MARS Light (Where Prototypical)
- 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 Passenger Station Proto-Effects
- Measures: 29" x 2 3/4" x 4 1/4"
- Hi-Rail Wheels Operate On O-54 Curves
- Scale Wheels Operate On 42" Radius Curves

\*Hi-Rail Models Only



Southern Pacific Lines - 4-8-4 GS-4 Steam Engine w/Proto-Sound 3.0, Cab No. 4449  
 20-3751-1 Hi-Rail Wheels \$1199.95  
 22-3751-2 Scale Wheels \$1199.95

Southern Pacific Lines - 4-8-4 GS-4 Steam Engine w/Proto-Sound 3.0, Cab No. 4436  
 20-3752-1 Hi-Rail Wheels \$1199.95  
 22-3752-2 Scale Wheels \$1199.95



Southern Pacific - 4-8-4 GS-4 Steam Engine w/Proto-Sound 3.0, Cab No. 4449  
 20-3749-1 Hi-Rail Wheels \$1199.95  
 22-3749-2 Scale Wheels \$1199.95

Southern Pacific - 4-8-4 GS-4 Steam Engine w/Proto-Sound 3.0, Cab No. 4438  
 20-3750-1 Hi-Rail Wheels \$1199.95  
 22-3750-2 Scale Wheels \$1199.95



Southern Pacific Lines - 4-8-4 GS-6 Steam Engine w/Proto-Sound 3.0  
 20-3756-1 Hi-Rail Wheels \$1199.95  
 22-3756-2 Scale Wheels \$1199.95

No. 4449 with temporary cab number used in Union Pacific territory



Southern Pacific Lines - 4-8-4 GS-4 Steam Engine w/Proto-Sound 3.0  
 20-3753-1 Hi-Rail Wheels \$1199.95  
 22-3753-2 Scale Wheels \$1199.95



BNSF - 4-8-4 GS-4 Steam Engine w/Proto-Sound 3.0  
 20-3754-1 Hi-Rail Wheels \$1199.95  
 22-3754-2 Scale Wheels \$1199.95

No. 4449 repainted for July 2000 BNSF Employee Appreciation Special



American Freedom - 4-8-4 GS-4 Steam Engine w/Proto-Sound 3.0  
 20-3755-1 Hi-Rail Wheels \$1199.95  
 22-3755-2 Scale Wheels \$1199.95



Western Pacific - 4-8-4 GS-6 Steam Engine w/Proto-Sound 3.0  
 20-3757-1 Hi-Rail Wheels \$1199.95  
 22-3757-2 Scale Wheels \$1199.95

Add a Matching Passenger Set  
 See Pages 136-137

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

*Let us stand by the tracks of Southern Pacific's Coast Line, as thousands now do every day and listen...*

*Suddenly from far off comes a musical note, rising. Round a curve flashes a streak of color. Here comes the Daylight, the most beautiful train in the West!*

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

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

A lone GS-4, No. 4449, was saved from the scrapper and donated to the city of Portland, Oregon, where it sat mounted and stuffed in a city park for 16 years. Jack Holst, an elderly Southern Pacific employee, visited the engine regularly, oiling its bearings and rods in the hope that it would someday return to steam. As a result of his efforts, No. 4449 was in good enough shape that it was chosen as the western engine for the *American Freedom Train*. It was returned to steam in just four months to begin touring the country in 1975 in celebration of our nation's 200th anniversary. Repainted in *Daylight* colors, the engine still operates today in excursion service.

### GS-6 "War Babies"

In the middle of World War II, the Southern Pacific attempted to order an additional 14 GS-4s. But the War Production Board, which controlled industrial production during the war, turned down the order, deeming streamlined passenger engines too frivolous for wartime production. The SP then resubmitted the order with a few changes, as a dual-service passenger and freight engine. "GS" now stood for "General Service" rather than "Golden State"; the streamlined side skirts were no longer present; the simplified smokebox front had a single headlight; and the paint scheme was plain black.

Designated class GS-6, the engines were delivered in the late summer of 1943. The War Production Board diverted six of them to the power-starved Western Pacific, which designated them class GS-64. On both roads, they ran in both freight and passenger service, and even in commuter service on the SP between San Francisco and San Jose.

# USRA 4-6-2 Heavy Pacific





Reading & Northern - 4-6-2 USRA Heavy Pacific Steam Engine  
20-3745-1 w/Proto-Sound 3.0 \$1099.95



Union Pacific - 4-6-2 USRA Heavy Pacific Steam Engine  
20-3746-1 w/Proto-Sound 3.0 \$1099.95



Great Northern - 4-6-2 USRA Heavy Pacific Steam Engine  
20-3742-1 w/Proto-Sound 3.0 \$1099.95



Erie - 4-6-2 USRA Heavy Pacific Steam Engine  
20-3741-1 w/Proto-Sound 3.0 \$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 materiel for the war effort. The agency that ran the trains was the United States Railroad Administration, or USRA, and one of its chief accomplishments was the creation of 12 steam engine designs that lasted for decades. According to the American Society of Mechanical Engineers, USRA locomotives were “the first successful standardization of American motive power” — and the only standard designs until the diesel era.

In the World War I period, the 4-6-2 Pacific was the favored main-line passenger engine in relatively level territory, so the USRA designs included light and heavy 4-6-2s. The heavy version, designed for trackage that allowed a heavier axle load, was similar in most major dimensions to the existing Pennsylvania K4s and Chesapeake & Ohio F-17 Pacifics. Both had been designed around 1913 and were considered powerful and fast locomotives for their time.

Only 20 government-issue heavy Pacifics were actually built, all of them going to the Erie Railroad. But like most USRA designs, the heavy Pacific was so good that a number of railroads ordered copies after government control ended. The Erie bought 11 more, and at least three of the most successful heavy Pacifics built in the 1920s were based on the USRA design: the Baltimore & Ohio P-7d “President” class, the C&O F-19, and the Southern Railway Ps-4. A survivor of the latter class resides today in the Smithsonian Institution’s National Museum of American History in Washington, D.C., resplendent in the Southern’s famous green livery with gold striping.

The USRA heavy Pacific returns to the Premier line for 2017, upgraded with wireless drawbar, quillable whistle, cab-to-tender deck plate, and additional details (not all details are shown in photos). Relive the days when these high-stepping Pacifics led mainline passenger runs, or their later years when they were relegated to local passenger trains and even freight service.

Add a Matching Passenger Set — See Pages 131-135

# USRA 4-6-2 Heavy Pacific



Baltimore & Ohio - 4-6-2 USRA Heavy Pacific Steam Engine  
20-3738-1 w/Proto-Sound 3.0 \$1099.95



Atlantic Coast Line - 4-6-2 USRA Heavy Pacific Steam Engine  
20-3737-1 w/Proto-Sound 3.0 \$1099.95



Baltimore & Ohio - 4-6-2 USRA Heavy Pacific Steam Engine, President Washington  
20-3739-1 w/Proto-Sound 3.0 \$1099.95

Add a Matching Passenger Set  
See Pages 132-135

## Did You Know?

William E. Woodard, V.P. of Engineering at Lima Locomotive Works and one of the designers on the USRA Locomotive Committee, went on to inaugurate the "Super Power" concept that guided steam locomotive design from the mid-1920s to the end of the steam era.



Baltimore & Ohio - 4-6-2 USRA Heavy Pacific Steam Engine, President Lincoln  
20-3748-1 w/Proto-Sound 3.0 \$1099.95



U.S. Army - 4-6-2 USRA Heavy Pacific Steam Engine  
20-3747-1 w/Proto-Sound 3.0 \$1099.95

Add A Matching Passenger Set



U.S. Army - 5-Car 70' Madison Passenger Set  
20-40048 \$469.95



New York Central - 4-6-2 USRA Heavy Pacific Steam Engine  
20-3743-1 w/Proto-Sound 3.0 \$1099.95



Nickel Plate Road - 4-6-2 USRA Heavy Pacific Steam Engine  
20-3744-1 w/Proto-Sound 3.0 \$1099.95



Chicago & Alton - 4-6-2 USRA Heavy Pacific Steam Engine  
20-3740-1 w/Proto-Sound 3.0 \$1099.95

Add Matching Passenger Cars  
See Pages 131 - 135

## 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
- Operating LED Firebox Glow
- Operating LED Classification and 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-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 24 5/16" x 2 9/16" x 3 15/16"
- Operates On 0-42 Curves

# Southern Ps-4-4-6-2 Pacific



## 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
- Operating LED Firebox Glow
- Operating LED Class and Marker Lights
- Operating LED Number Board 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-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station Proto-Effects
- Measures: 23 7/8" x 2 7/16" x 3 7/8"
- Operates On O-36 Curves







Southern - 4-6-2 Ps-4 Steam Engine  
20-3735-1 w/Proto-Sound 3.0 \$1099.95

“The Southern Railway under the absolute monarchy of steam was the most pervasively beautiful carrier I have ever known,” wrote David P. Morgan, famed editor of *Trains* magazine. The Southern embodied the romantic vision of the South. As railway historian H. Stafford Bryant Jr. put it, “With the Southern, it was always Garden Week in Virginia, April on the Habersham Road, and the Ole Miss game at Tuscaloosa.” And the locomotive that personified Southern style was the Ps-4 Pacific.

In truth, the Ps-4 was a virtual copy of the USRA's Heavy Pacific design, which drew heavily on the Pennsy K4s for inspiration. But two sons of Virginia, Fairfax Harrison and W. Graham Claytor Jr., made the Ps-4 a stunning corporate symbol recognized worldwide as one of the most beautiful of all American steamers.

Born of a patrician Virginia family, Fairfax Harrison was a graduate of Yale and Columbia, lawyer, historian, Latin scholar and country gentlemen who ran the Southern from the teens through most of the 1930s. On a 1925 trip to London, he was impressed by the green livery and fine lining on many British steamers, and resolved to bring that grace and beauty to his own road. Thus the next order of Ps-4's, delivered by Alco's Richmond Locomotive Works in 1926, arrived in Virginia green with gold lining and lettering. The new look was so successful that it was soon applied to earlier Ps-4's and the entire passenger fleet. Because the Southern allowed crews to stay with their “own” locomotive, there was more than the usual incentive to keep the engines in sparkling condition. As David Morgan noted, “No green-and-gold Ps-4 was ever humbled by any Yankee engine she encountered in Washington or Cincinnati, and her engineers, shopmen and wipers knew it.”

Decades later, W. Graham Claytor Jr. — WWII destroyer escort captain who rescued survivors of the *U.S.S. Indianapolis*, Secretary of the Navy, president of the Southern from 1967-77 and later president of Amtrak — determined that the glory that was the Ps-4 would never be forgotten. While working as an outside legal counsel to the Southern in the 1950s, he convinced the railroad to pull one Ps-4 from the scrap line and donate it to the Smithsonian, where it resides today in green-and-gold glory, a reminder to future generations of the mechanical beauty that was the steam era. Claytor later described his youthful experience with the Ps-4: “Our Washington Division line is mostly straight, but is undulating throughout its length with the line rising and falling about every 3 or 4 miles like a long ocean swell. In the old days when I used to ride passenger trains to college behind Ps-4 locomotives, the standard operating procedure was to go 80-mph-plus downhill, hit the bottom at maximum speed, and crest the next hill as fast as possible, but seldom over 35 mph.”

New for 2017, we offer our Premier Ps-4 for the first time with the 8-wheel tender that trailed two-thirds of the 64 Ps-4 engines, in contrast to the more well-known 12-wheel tender. No. 1372 left Alco's Schenectady works in 1924 and was later lettered for the Southern's all-Pullman, extra-fare *Crescent Limited* service from Washington to Atlanta. No. 6476, sporting an Elesco feedwater heater between bell and stack, belonged to Southern subsidiary Cincinnati, New Orleans & Texas Pacific, route of *The Queen and Crescent Limited* between Cincinnati (the Queen City) and New Orleans (the Crescent City).



Southern - 4-6-2 Ps-4 Steam Engine  
20-3736-1 w/Proto-Sound 3.0 \$1099.95

Add a Matching Passenger Set — See Page 131

# EMD F59PHI



## 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 Headlight
- Lighted LED Cab Interior Light
- Illuminated LED Number Boards
- Lighted LED Marker 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 Proto-Effects
- Measures: 15" x 2 5/8" x 3 7/8"
- Operates On O-31 Curves



Amtrak (National Train Day) - F59PHI Diesel Engine  
20-20777-1 w/Proto-Sound 3.0 \$499.95



Sounder - F59PHI Diesel Engine  
20-20780-1 w/Proto-Sound 3.0 \$499.95



Metro Transit - F59PHI Diesel Engine, Cab No. 501  
20-20781-1 w/Proto-Sound 3.0 \$499.95

Metro Transit - F59PHI Diesel Engine, Cab No. 505  
20-20782-1 w/Proto-Sound 3.0 \$499.95



Amtrak (Surfliner) - F59PHI Diesel Engine  
20-20778-1 w/Proto-Sound 3.0 \$499.95

**Add a Matching Passenger Set**  
**See Page 139**



Amtrak (Surfliner 10th Anniversary) - F59PHI Diesel Engine  
20-20779-1 w/Proto-Sound 3.0 \$499.95

In 1988 Toronto-area commuter operator GO Transit commissioned EMD to design a new commuter locomotive to replace the aging F40PH — which had been North America's standard passenger engine for more than a decade. The new F59PH design incorporated a 3000 horsepower prime mover and a separate head end power (HEP) motor/generator set for car lighting, heat, and air conditioning. The new engine used 12 cylinders instead of 16 to produce the same horsepower as the seventies-era F40PH, and with lower emissions. On the exterior, however, the F59 didn't look like a new passenger engine; it had the boxy, muscular look of a freight hauler.

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

Replicate the services that are reviving commuter rail travel in many parts of the United States with MTH's fully-detailed F59PHI and matching passenger consists.

#### Did you know?

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

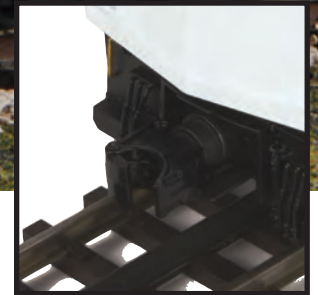
# EMD F40PH



## 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
- O Scale Kadee-Compatible Coupler Mounting Pads
- (2) Remote Controlled Operating Proto-Couplers\*
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- LED-Illuminated Class and Marker Lights
- LED-Illuminated Flashing Ditch 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
- (2) Remote-Controlled Proto-Couplers
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 15 1/4" x 2 1/2" x 4 1/16"
- Hi-Rail Wheels Operate On O-31 Curves
- Scale Wheels Operate On 31" Radius Curves

*\*Hi-Rail Models Only*





NJ Transit - F40PH Diesel Engine With Proto-Sound 3.0, Cab No. 4122

20-20792-1	Hi-Rail Wheels	\$499.95
22-20792-2	Scale Wheels	\$499.95

NJ Transit - F40PH Diesel Engine With Proto-Sound 3.0, Cab No. 4123

20-20793-1	Hi-Rail Wheels	\$499.95
22-20793-2	Scale Wheels	\$499.95



Florida Tri-Rail - F40PH Diesel Engine With Proto-Sound 3.0, Cab No. 805

20-20796-1	Hi-Rail Wheels	\$499.95
22-20796-2	Scale Wheels	\$499.95

Florida Tri-Rail - F40PH Diesel Engine With Proto-Sound 3.0, Cab No. 809

20-20797-1	Hi-Rail Wheels	\$499.95
22-20797-2	Scale Wheels	\$499.95

Metrolink - F40PH Diesel Engine With Proto-Sound 3.0, Cab No. 800

20-20798-1	Hi-Rail Wheels	\$499.95
22-20798-2	Scale Wheels	\$499.95

Metrolink - F40PH Diesel Engine With Proto-Sound 3.0, Cab No. 803

20-20799-1	Hi-Rail Wheels	\$499.95
22-20799-2	Scale Wheels	\$499.95



Amtrak - F40PH Diesel Engine With Proto-Sound 3.0, Cab No. 90208

20-20794-1	Hi-Rail Wheels	\$499.95
22-20794-2	Scale Wheels	\$499.95

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Metra - F40PH Diesel Engine With Proto-Sound 3.0, Cab No. 125

20-20795-1	Hi-Rail Wheels	\$499.95
22-20795-2	Scale Wheels	\$499.95

The F40PH was designed for Amtrak as a commuter and medium-haul engine, to complement its long-haul fleet of SDP40F diesels. But when the SDP40Fs fell from grace due to poor reliability, a rough ride and derailment issues, the F40PH became the backbone of Amtrak's locomotive fleet for decades.

Introduced in 1976, the F40PH was essentially a passenger version of the mid-1960s GP40 freight diesel. It shared the earlier engine's turbocharged V-16 3000 hp (later updated to 3200 hp) model 645 motor, and added an HEP (head-end power) generator for passenger lights, heat and air conditioning. An enclosed cowl afforded en-route, all-weather access to the F40PH's engine room if necessary.

In short order, commuter railroads across the United States and Canada followed Amtrak into EMD's order books for this versatile, reliable engine. While Amtrak's fleet was bumped from service in the 2000s by new Genesis diesels, F40PHs remain in use on Via Rail Canada, owner of the largest fleet north of the border, as well as Chicago commuter operator Metra, the largest commuter rail purchaser. Daily Boston-area riders are just now saying goodbye to the MBTA's F40PH fleet, as it's replaced by new engines built by MotivePower Inc. in Boise, Idaho.

**Did You Know?**

The F40PHs were nicknamed "Screamers" because their engines run at a high rpm even at rest, in order to power the HEP generator that keeps the passenger cars comfortable.

**Add a Matching Passenger Set**  
See Pages 138-139

# GE AC4400CW



## 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 Headlight
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- LED-Illuminated Flashing Ditch 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
- Measures: 19 1/2" x 2 1/2" x 4"
- Hi-Rail Wheels Operate On O-42 Curves
- Scale Wheels Operate On 36" Radius Curves

*\*Hi-Rail Models Only*





Norfolk Southern - AC4400CW Diesel Engine w/Proto-Sound 3.0, Cab No. 4002  
 20-20801-1 Hi-Rail Wheels \$499.95  
 22-20801-2 Scale Wheels \$499.95



Norfolk Southern - AC4400CW Diesel Engine w/Proto-Sound 3.0, Cab No. 4004  
 20-20802-1 Hi-Rail Wheels \$499.95  
 22-20802-2 Scale Wheels \$499.95



Southern Pacific - AC4400CW Diesel Engine w/Proto-Sound 3.0, Cab No. 144  
 20-20803-1 Hi-Rail Wheels \$499.95  
 22-20803-2 Scale Wheels \$499.95

Southern Pacific - AC4400CW Diesel Engine w/Proto-Sound 3.0, Cab No. 177  
 20-20804-1 Hi-Rail Wheels \$499.95  
 22-20804-2 Scale Wheels \$499.95

Norfolk Southern - AC4400CW Diesel Engine w/Proto-Sound 3.0, Cab No. 4015  
 20-20805-1 Hi-Rail Wheels \$499.95  
 22-20805-2 Scale Wheels \$499.95

Norfolk Southern - AC4400CW Diesel Engine w/Proto-Sound 3.0, Cab No. 4017  
 20-20806-1 Hi-Rail Wheels \$499.95  
 22-20806-2 Scale Wheels \$499.95



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

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

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

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

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

# CP Holiday Train



## Locomotive 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 Headlight
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- LED-Illuminated Flashing Ditch Lights
- LED-Illuminated Colored Body 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
- Measures: 19 1/2" x 2 1/2" x 4"
- Hi-Rail Wheels Operate On O-42 Curves
- Scale Wheels Operate On 36" Radius Curves

*\*Hi-Rail Models Only*







Canadian Pacific - AC4400CW Diesel Engine w/Proto-Sound 3.0  
 20-20800-1 Hi-Rail Wheels \$599.95  
 22-20800-2 Scale Wheels \$599.95

Every year since 1999, the Canadian Pacific's Holiday Train has plied CP rails between Montreal and the Pacific coast, helping over a hundred towns and cities celebrate the season by supporting their local food bank. At each stop, a boxcar opens up to become the stage for a traveling band. Trailing passenger cars accommodate Santa and his helpers. Performances are free, but guests are asked to bring donations for the local community's food bank. In its first 18 seasons, the train has raised over \$143 million and 4 million pounds of food donations.

There are two sections of the Holiday Train, one traveling across southern Canada and the other visiting CP rails in the northern U.S. Our model represents the brightly lit 2009 version, which ranged as far south as Scranton, PA.

Heading the train is a scale model of General Electric's AC-4400CW, the same diesel that pulled the prototype. Our twin-motored model features Proto-Speed control for smooth, steady speeds from a crawl to full throttle; remote-controlled Proto-Couplers; LED-Illuminated headlight, number boards, cab interior and holiday lights; variable-intensity ProtoSmoke diesel exhaust; and a full symphony of train sounds, from holiday music to diesel sounds, wailing horn, clanging bell and crew conversations.



Canadian Pacific - Killarney - 70' Madison Observation Car  
 20-61055 \$99.95



Canadian Pacific - Strathcona - 70' Madison Observation Car  
 20-61056 \$99.95



Canadian Pacific - Van Horne - 70' Madison Observation Car  
 20-61057 \$99.95



Canadian Pacific - 4-car 50' Double Plugged Door Box Car Set w/LED Holiday Lights  
 20-92133 \$399.95

# VO-1000



## 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: 14 1/2" x 2 1/2" x 3 1/2"
- Operates On O-31 Curves





Milwaukee Road - VO-1000 Diesel Engine with Proto-Sound 3.0  
 20-20783-1 Cab No. 1685 \$459.95  
 20-20784-1 Cab No. 1680 \$459.95



Western Maryland - VO-1000 Diesel Engine with Proto-Sound 3.0  
 20-20785-1 Cab No. 129 \$459.95  
 20-20786-1 Cab No. 130 \$459.95



Seaboard Air Line - VO-1000 Diesel Engine with Proto-Sound 3.0  
 20-20788-1 Cab No. 1415 \$459.95  
 20-20789-1 Cab No. 1416 \$459.95



Long Island - VO-1000 Diesel Engine with Proto-Sound 3.0  
 20-20787-1 Cab No. 403 \$459.95



Santa Fe - VO 1000 Diesel Engine with Proto-Sound 3.0  
 20-20790-1 Cab No. 2214 \$459.95  
 20-20791-1 Cab No. 2234 \$459.95

The Baldwin Locomotive Works had been building steam engines for a century before it sold its first production diesel in 1937. While most of Baldwin's diesels were ultimately disappointments to its customers, the engines' unique looks won the hearts of railfans and modelers. Nothing else on rails looked like the baby-faced 24-wheeled Centipedes or the Raymond Loewy-styled Sharknoses. The distinctive VO-1000, perhaps the most muscular looking of all first-generation diesel switchers, was Baldwin's most successful product. The U.S. military and over 30 class one railroads bought 548 copies of the 1000 hp. engine between 1939 and 1946.

All Baldwin diesels were powered by variations of the same De La Vergne diesel motor. Acquired by Baldwin in 1931, the De La Vergne Engine Company had started life in 1880 making mechanical refrigeration machines for breweries. Its power plant for Baldwin's locomotives was unique among diesels of its time. In order to make the fuel burn slower and give their 4-cycle engine a longer power stroke, De La Vergne's designers used massive cylinders more than a foot in diameter and added a separate combustion chamber above each cylinder. To allow the fuel more time to burn, they ran the engine at a maximum speed of 625 rpm — just over half the speed of most competitive diesels. In the October 1936 issue of *Baldwin Locomotives Magazine*, the company claimed that "slow combustion gives low fuel consumption, absence of smoke, quick pick-up, and smooth idling."

Ultimately the massive De La Vergne motor proved to be both a blessing and a curse. Teamed up with equally heavy-duty traction motors supplied by Westinghouse, Baldwin's prime mover found its niche in low-speed lugging assignments, which it handled relatively well. But those were just the types of assignments in which crews tended to abuse equipment and push an engine to its limits. As a result, Baldwin engines eventually developed a reputation for high maintenance costs. The VO-1000 switcher, with its normally aspirated 8-cylinder engine, was actually one of Baldwin's most dependable locomotives, and many served for decades. The turbocharged models that succeeded the VO-1000, however, were plagued with problems that included excessive piston wear. By 1956 it was clear that Baldwin was no longer a contender in the diesel business, and the nation's oldest locomotive builder threw in the towel.

# EMD SD70Ace



## 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 Flashing Ditch 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
- Measures: 18 1/2" x 2 5/8" x 4"
- Hi-Rail Wheels Operate On O-42 Curves
- Scale Wheels Operate On 42" Radius Curves

*\*Hi-Rail Models Only*





Western Pacific (UP Heritage) - SD70ACe Diesel Engine w/Proto-Sound 3.0  
 20-20807-1 Hi-Rail Wheels \$499.95  
 22-20807-2 Scale Wheels \$499.95



Southern Pacific (UP Heritage) - SD70ACe Diesel Engine w/Proto-Sound 3.0  
 20-20808-1 Hi-Rail Wheels \$499.95  
 22-20808-2 Scale Wheels \$499.95



Reading - SD70ACe Diesel Engine w/Proto-Sound 3.0  
 20-20809-1 Hi-Rail Wheels \$499.95  
 22-20809-2 Scale Wheels \$499.95

CSX - SD70ACe Diesel Engine w/Proto-Sound 3.0, Cab No. 4849  
 20-20810-1 Hi-Rail Wheels \$499.95  
 22-20810-2 Scale Wheels \$499.95

CSX - SD70ACe Diesel Engine w/Proto-Sound 3.0, Cab No. 4843  
 20-20811-1 Hi-Rail Wheels \$499.95  
 22-20811-2 Scale Wheels \$499.95



The SD70ACe is Electro-Motive Diesel's hope for the future. While designed to meet the Environmental Protection Agency's Tier-2 emissions requirements that took effect on January 1, 2005, this replacement for the SD-70MAC also has a higher purpose: to recapture the lead in North American locomotive sales that EMD lost to General Electric in 1987. Under the hood beats a third-generation model 710 diesel with 4300 horsepower; only slight modifications were needed to make the existing model 710 meet new emission standards. With 5000 such motors in service worldwide and a reputation for dependability, EMD reasoned that shop crews would prefer familiar technology.

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

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

After a year of testing on the road and at the Association of American Railroads' test track in Pueblo, CO, the first SD70ACe's ('e' stands for "enhanced") were delivered to CSX Transportation in 2004. Today they are rostered by nearly every North American Class 1 railroad.

**Did you know?**

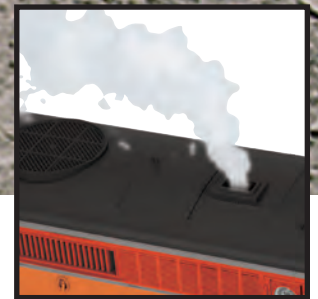
IntelliTrain, an option on the SD70ACe, uses cellular and GPS technology to allow a railroad's maintenance department to monitor operating conditions and problems as they occur out on the road — making diagnosis and repair considerably easier.

# Alco PA



## 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
- (2) Handpainted Engineer Cab Figures In Each A-Unit
- 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 Marker Lights
- Operating LED MARS Light (Where Prototypical)
- (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 Proto-Effects
- Unit Measures: 16 3/4" x 2 5/8" x 3 3/4"
- Operates On 0-31 Curves





- MKT - Alco PA A-Unit Diesel Engine w/Proto-Sound 3.0  
 20-20841-1 Cab No. 153A \$479.95  
 20-20842-1 Cab No. 155A \$479.95  
 MKT - Alco PA B-Unit Non-Powered Diesel  
 20-20841-3 Cab No. 153B \$199.95  
 MKT - Alco PA A-Unit Non-Powered Diesel Engine  
 20-20842-4 Cab No. 154C \$249.95

**Add a Matching Passenger Set  
 See Pages 132–138**



- Lehigh Valley - Alco PA A-Unit Diesel Engine w/Proto-Sound 3.0  
 20-20845-1 Cab No. 608 \$479.95  
 20-20846-1 Cab No. 606 \$479.95  
 Lehigh Valley - Alco PA B-Unit Non-Powered Diesel  
 20-20845-3 Cab No. 608B \$199.95  
 Lehigh Valley - Alco PA A-Unit Non-Powered Diesel Engine  
 20-20846-4 Cab No. 601 \$249.95



- Southern Pacific - Alco PA A-Unit Diesel Engine w/Proto-Sound 3.0  
 20-20843-1 Cab No. 6006 \$479.95  
 20-20844-1 Cab No. 6011 \$479.95  
 Southern Pacific - Alco PA B-Unit Non-Powered Diesel  
 20-20843-3 Cab No. 5910 \$199.95  
 Southern Pacific - Alco PA A-Unit Non-Powered Diesel Engine  
 20-20844-4 Cab No. 6010 \$249.95



- New Haven - Alco PA A-Unit Diesel Engine w/Proto-Sound 3.0  
 20-20847-1 Cab No. 0768 \$479.95  
 20-20848-1 Cab No. 0773 \$479.95  
 New Haven - Alco PA B-Unit Non-Powered Diesel  
 20-20847-3 Cab No. 0768B \$199.95  
 New Haven - Alco PA A-Unit Non-Powered Diesel Engine  
 20-20848-4 Cab No. 0771 \$249.95

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

The muscular PA profile and its elegant nose, with the characteristic grille around the headlight, were designed by Ray Patten, General Electric's head of industrial design. At the time, GE and Alco were partners in the locomotive business, with GE making the electrical equipment for all Alco diesels. Patten's design was described as "a locomotive so distinctive and so powerful looking that it actually helps railroads sell their services to passengers and shippers." Under the hood of the PA beat a 16-cylinder model 244 prime mover that developed 2000 hp. Depending on their gearing, PA's could hustle a passenger consist along at up to 100 mph.

Long after all other PA's had gone to scrap, four restored ex-Santa Fe units remained in service on the Delaware & Hudson into the late 1970's. Sold to the Ferrocarriles Nacionales de Mexico (FNM) in 1978, most of the units eventually deteriorated to junk status, although one remained operational. But in April of 2000, Doyle McCormack — who also happens to be the engineer of 4449, the restored Southern Pacific Daylight — and the Smithsonian Institution repatriated two of the junked units for rebuilding.

Recreate the excitement of first-class passenger travel with Premier Alco PA locomotives and matching Premier passenger sets. Our Proto-Sound 3.0 sound and control system brings you the authentic sounds of an Alco prime mover and station announcements for name trains of the 1940s and '50s — along with 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 GP60M



## 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 Flashing Ditch 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" x 2 1/2" x 3 5/8"
- Operates On 0-31 Curves







Santa Fe - GP60M Diesel Engine With Proto-Sound 3.0

20-20812-1	Cab No. 111	\$499.95
20-20813-1	Cab No. 108	\$499.95
20-20814-1	Cab No. 103	\$499.95



SF/Maersk - GP60M Diesel Engine With Proto-Sound 3.0

20-20815-1	Cab No. 114	\$499.95
20-20816-1	Cab No. 157	\$499.95



BNSF - GP60M Diesel Engine With Proto-Sound 3.0

20-20817-1	Cab No. 137	\$499.95
20-20818-1	Cab No. 101	\$499.95



BNSF - GP60M Diesel Engine With Proto-Sound 3.0

20-20819-1	Cab No. 100	\$499.95
20-20820-1	Cab No. 133	\$499.95

For a time, the GP60M was the face of the Santa Fe. In the 1990s, it was the hotshot engine for high-speed LA–Chicago “Super Fleet” service. Emblazoned with the Santa Fe’s newly revived warbonnet paint scheme, the GP60M was a darling of the road’s publicity department. One new engine was even painted in a light blue warbonnet scheme, to help German container shipping company Maersk advertise its services. After several days of photography on Cajon Pass in the southern California mountains, the engine was returned to the Topeka shops and repainted in regular Super Fleet colors.

Behind the cab, the GP60M was a conventional EMD GP60 — an historic engine in its own right. At 3800 hp, it was the last and most powerful of Electro-Motive’s 4-axle GP series, which stretched back four decades to the 1949 GP7. While the GP60 sold reasonably well, at over 300 units, the 6-axle road diesel would soon become the standard American freight engine.

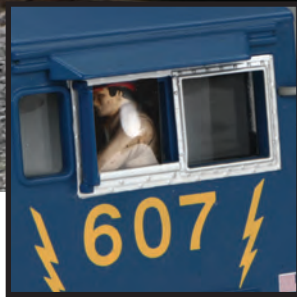
But while the GP60 marked an end, it also heralded a beginning. It was the first EMD “third generation” diesel, with microprocessors replacing the maze of wires and relays in earlier diesels. The onboard computer managed a range of locomotive functions, from engine performance to cooling system operation and braking.

Up front, however, the GP60M was a Santa Fe original. Its wide-nosed Safety Cab, designed by a Santa Fe cab committee in cooperation with EMD, made life safer and more comfortable for the train crew. It was a direct response to union negotiations in the 1980s that resulted in longer crew districts and, thus, more time in the cab. The starting point for the new design was the Canadian National’s new safety cab, which the Santa Fe committee had studied intensively, even borrowing a CN SD50F for a Chicago–LA round trip (after somewhat heated negotiations with U.S. customs at the border!). Further design work was accomplished using a plywood and plastic mockup cab built at the Santa Fe’s San Bernardino shops.

The cab committee’s final design, also known as a comfort cab, departed from existing practice in a number of ways. It featured a desktop workstation for the engineer — one of the CN innovations that had impressed the committee the most — as well as more comfortable chairs, improved lighting, teardrop front windshields for better visibility, and a desktop and second speedometer for the conductor. To make room for a front cab door, the headlight was moved off-center to the left.

The first engines with the new cab arrived in May 1990. In total, Santa Fe took delivery of 63 GP60M’s, and was the only road to roster that model. In coming years, however, the wide-nosed comfort/safety cab would become the standard look of the American diesel. For 2017, this pioneering fast freighter returns to the Premier lineup in original warbonnet Super Fleet colors, plus two paint schemes worn by the GP60M’s during their long careers with Santa Fe successor BNSF.

# GE AC6000CW



## 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 Flashing Ditch 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:  
19 1/2" x 2 7/8" x 3 15/16"
- Operates On O-42 Curves



Union Pacific - AC6000CW Diesel Engine w/Proto-Sound 3.0  
 20-20821-1 Cab No. 7514 \$499.95  
 20-20822-1 Cab No. 7507 \$499.95



Union Pacific - AC6000CW Diesel Engine w/Proto-Sound 3.0  
 20-20823-1 Cab No. 7528 \$499.95  
 20-20824-1 Cab No. 7544 \$499.95



CSX - AC6000CW Diesel Engine w/Proto-Sound 3.0  
 20-20825-1 Cab No. 607 \$499.95



CSX - AC6000CW Diesel Engine w/Proto-Sound 3.0  
 20-20826-1 Cab No. 699 \$499.95



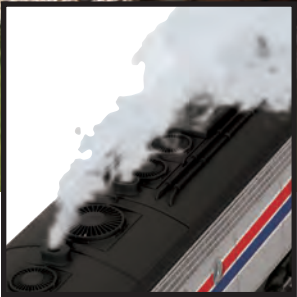
CSX - AC6000CW Diesel Engine w/Proto-Sound 3.0  
 20-20827-1 Cab No. 696 \$499.95

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

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

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

# EMD E8



## 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
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- O Scale Kadee-Compatible Coupler Mounting Pads
- (2) Remote-Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlight
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- LED-Illuminated Class Lights
- Operating LED MARS Light (Where Prototypical)
- (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 Proto-Effects
- Unit Measures: 18" x 2 1/2" x 3 7/8"
- Operates On O-31 Curves



Amtrak - E8 A-Unit Diesel Engine w/Proto-Sound 3.0  
 20-20849-1 Cab No. 495 \$479.95  
 20-20850-1 Cab No. 414 \$479.95  
 Amtrak - E8 B-Unit Diesel (Non-Powered)  
 20-20849-3 Cab No. 475 \$199.95  
 Amtrak - E8 A-Unit Diesel Engine (Non-Powered)  
 20-20850-4 Cab No. 446 \$249.95



Metra - E8 A-Unit Diesel Engine w/Proto-Sound 3.0  
 20-20851-1 Cab No. 515 \$479.95  
 20-20852-1 Cab No. 514 \$479.95  
 Metra - E-8 B-Unit Diesel (Non-Powered)  
 20-20851-3 Cab No. 515B \$199.95  
 Metra - E8 A-Unit Diesel Engine (Non-Powered)  
 20-20852-4 Cab No. 516 \$249.95



Frisco - E8 A-Unit Diesel Engine w/Proto-Sound 3.0  
 20-20855-1 Cab No. 2008 Messenger \$479.95  
 20-20856-1 Cab No. 2013 Sea Biscuit \$479.95  
 Frisco - E-8 B-Unit Diesel (Non-Powered)  
 20-20855-3 Cab No. 2008B \$199.95  
 Frisco - E8 A-Unit Diesel Engine (Non-Powered)  
 20-20856-4 Cab No. 2016 Citation \$249.95

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

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

## Add Matching Passenger Cars See Pages 136-139



Florida East Coast - E8 A-Unit Diesel Engine w/Proto-Sound 3.0  
 20-20853-1 Cab No. 1032 \$479.95  
 20-20854-1 Cab No. 1033 \$479.95  
 Florida East Coast - E-8 B-Unit Diesel (Non-Powered)  
 20-20853-3 Cab No. 1032B \$199.95  
 Florida East Coast - E8 A-Unit Diesel Engine (Non-Powered)  
 20-20854-4 Cab No. 1031 \$249.95



NJ Transit - E8 A-Unit Diesel Engine w/Proto-Sound 3.0  
 20-20857-1 Cab No. 4257 \$479.95  
 20-20858-1 Cab No. 4326 \$479.95  
 NJ Transit - E8 A-Unit Diesel Engine (Non-Powered)  
 20-20858-4 \$249.95

*Amtrak, America's Railroad, Amfleet, Empire Service, the Amtrak Arrow logo and Amtrak Travelmark Logos are registered service marks of the National Railroad Passenger Corporation. Official licensee of Amtrak.*

# 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
- Locomotive Speed Control In Scale MPH Increments
- Onboard DCC/DCS Decoder
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 15 1/2" x 2 3/4" x 4"
- Hi-Rail Wheels Operate On 0-42 Curves
- Scale Wheels Operate On 31" Radius Curves

*\*Available On Hi-Rail Wheel Models Only*

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 turbocharger, 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.

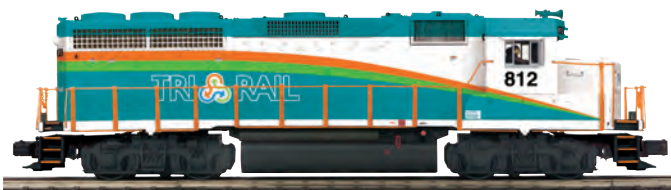
A design problem with turbochargers is "turbo lag": because the turbo's air compressor is powered by engine exhaust gas, the turbo doesn't become effective until the engine gets up to speed. In Alco diesels, this issue produced thick black smoke as the motors ramped up, earning them the nickname "honorary 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 absent 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.



CSX - GP40 Diesel Engine w/Proto-Sound 3.0, Cab No. 6500  
 20-20828-1 Hi-Rail Wheels \$499.95  
 22-20828-2 Scale Wheels \$499.95  
 CSX - GP40 Diesel Engine w/Proto-Sound 3.0, Cab No. 6504  
 20-20829-1 Hi-Rail Wheels \$499.95  
 22-20829-2 Scale Wheels \$499.95



Florida Tri-Rail - GP40 Diesel Engine w/Proto-Sound 3.0, Cab No. 812  
 20-20832-1 Hi-Rail Wheels \$499.95  
 22-20832-2 Scale Wheels \$499.95  
 Florida Tri-Rail - GP40 Diesel Engine w/Proto-Sound 3.0, Cab No. 813  
 20-20833-1 Hi-Rail Wheels \$499.95  
 22-20833-2 Scale Wheels \$499.95



NJ Transit - GP40 Diesel Engine w/Proto-Sound 3.0, Cab No. 4219  
 20-20836-1 Hi-Rail Wheels \$499.95  
 22-20836-2 Scale Wheels \$499.95  
 NJ Transit - GP40 Diesel Engine w/Proto-Sound 3.0, Cab No. 4213  
 20-20837-1 Hi-Rail Wheels \$499.95  
 22-20837-2 Scale Wheels \$499.95



Rock Island - GP40 Diesel Engine w/Proto-Sound 3.0, Cab No. 390  
 20-20830-1 Hi-Rail Wheels \$499.95  
 22-20830-2 Scale Wheels \$499.95  
 Rock Island - GP40 Diesel Engine w/Proto-Sound 3.0, Cab No. 395  
 20-20831-1 Hi-Rail Wheels \$499.95  
 22-20831-2 Scale Wheels \$499.95



Illinois Terminal - GP40 Diesel Engine w/Proto-Sound 3.0, Cab No. 2001  
 20-20834-1 Hi-Rail Wheels \$499.95  
 22-20834-2 Scale Wheels \$499.95  
 Illinois Terminal - GP40 Diesel Engine w/Proto-Sound 3.0, Cab No. 2003  
 20-20835-1 Hi-Rail Wheels \$499.95  
 22-20835-2 Scale Wheels \$499.95



Rocky Mountaineer - GP40 Diesel Engine w/Proto-Sound 3.0, Cab No. 8019  
 20-20838-1 Hi-Rail Wheels \$499.95  
 22-20838-2 Scale Wheels \$499.95



Norfolk Southern (ECO) - GP40 Diesel Engine w/Proto-Sound 3.0, Cab No. 4700  
 20-20839-1 Hi-Rail Wheels \$499.95  
 22-20839-2 Scale Wheels \$499.95  
 Norfolk Southern (ECO) - GP40 Diesel Engine w/Proto-Sound 3.0, Cab No. 4703  
 20-20840-1 Hi-Rail Wheels \$499.95  
 22-20840-2 Scale Wheels \$499.95

# New Jersey Transit ALP-46



## Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides & Pilots
- Metal Chassis
- Metal Handrails and Horn
- 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 Headlights
- Lighted LED Cab Interior Light
- Illuminated LED Number Boards
- Directionally Activated LED Marker Lights
- (2) Precision Flywheel-Equipped Motors
- Motorized Operating Pantographs
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:43 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Unit Measures:  
16 3/16" x 2 1/2" x 4 5/16"
- Hi-Rail Wheels Operate On 0-72 Curves
- Scale Wheels Operate On 36" Radius Curves

*\*Available On Hi-Rail Wheel Models Only*





NJ Transit - ALP-46 Electric Engine w/Proto-Sound 3.0, Cab No. 4600

20-5700-1	Hi-Rail Wheels	\$549.95
22-5700-2	Scale Wheels	\$549.95



NJ Transit - ALP-46 Electric Engine w/Proto-Sound 3.0, Cab No. 4654

20-5701-1	Hi-Rail Wheels	\$549.95
22-5701-2	Scale Wheels	\$549.95



NJ Transit - 2-Car Bombardier Passenger Set

20-61052 \$239.95



NJ Transit - 4-Car Bombardier Passenger Set

20-61051 \$479.95

The ALP-46 is the third generation of electric power to serve New Jersey commuters. In the 1930s, the Pennsylvania Railroad's landmark electrification linked New York City to much of New Jersey with MP54 electric commuter cars and trains hauled by GG1 electric locomotives. When New Jersey Transit took over commuter rail service in 1983 from Conrail (which had inherited the operation from Pennsy successor Penn Central), the GG1s were still soldiering on and badly in need of replacement.

But in the half-century since the GG1s' delivery, building electric locomotives had become a lost art in the United States. Looking for new power, NJT took a cue from Amtrak and ordered the Swedish-designed ALP-44, a near-copy of Amtrak's AEM-7. The first ALP-44s arrived in 1990.

Fast forward a decade and NJT was once more in the market for new locomotives, with increased ridership and double-decker cars creating the need for a more powerful engine. Turning again to Europe, NJT contracted with German-headquartered ADtranz to build the ALP-46, based on their Class 101, the flagship electric of Germany's national railway. During production, ADtranz was taken over by Bombardier Transportation, which then became the largest rail equipment manufacturer in the world.

While unique to New Jersey Transit, the ALP-46 shares the basic shape and technology of Bombardier electrics in service throughout Europe. It offers a near-perfect combination of speed, safety, and practicality. Designed for aerodynamics but also for economical construction, its streamlined shape is composed almost entirely of flat surfaces. The ends are raked at an angle that slices through the air — but a steeper, more streamlined angle was avoided in order to minimize air turbulence between the engine and the following car.

The controls, of course, are computerized with myriad safety systems. With nearly 900 horsepower available to each of its eight wheels, wheelslip control on the ALP-46 was mandatory. Another system monitors the pantograph shoe that contacts the overhead wire. In the event of shoe breakage, it automatically lowers the pantograph to prevent wire damage. The trucks on the ALP-46 are derived from those on Germany's high-speed Inter-City Express (ICE), with modifications for the tighter curves on commuter lines. In full flight, the ALP-46 can reach 100 mph, but its trucks are designed to be safe at 160 mph.

Built in Bombardier's plant in Kassel, Germany, the NJT's fleet of 29 ALP-46s was delivered in 2001–2002. It is used largely in push-pull service with single-level coaches and bi-level Bombardier-built cars; the engine leads the train in one direction, and on the return leg the engineer drives from a cab in the end coach. The locomotives proved so successful that NJT took delivery of 36 additional units in 2009–2011, with upgraded electronics and designated class ALP-46A.

# 40' USRA Double Sheathed Box Car



Long Island - 40' USRA Double Sheathed Box Car  
20-93725 \$64.95



Pere Marquette - 40' USRA Double Sheathed Box Car  
20-93726 \$64.95



Western Maryland - 40' USRA Double Sheathed Box Car  
20-93727 \$64.95



Southern - 40' USRA Double Sheathed Box Car  
20-93728 \$64.95

Each Car Available in 2 Road Numbers

## Features

- Intricately Detailed, Durable ABS Body
- Stamped Metal Floor
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Detailed Brake System
- Separate Metal Grab Irons and Corner Steps
- See-Through Roof Walk
- 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



# 40' AAR Box Car



Southern Pacific - 40' AAR Box Car  
 20-93721 \$64.95  
 Southern Pacific - 6-Car 40' AAR Box Car Set  
 20-92117 \$349.95  
 20-92118 \$349.95



Union Pacific - 40' AAR Box Car  
 20-93722 \$64.95  
 Union Pacific - 6-Car 40' AAR Box Car Set  
 20-92119 \$349.95  
 20-92120 \$349.95



Chesapeake & Ohio - 40' AAR Box Car  
 20-93724 \$64.95  
 Chesapeake & Ohio - 6-Car 40' AAR Box Car Set  
 20-92123 \$349.95  
 20-92124 \$349.95



Western Pacific - 40' AAR Box Car  
 20-93723 \$64.95  
 Western Pacific - 6-Car 40' AAR Box Car Set  
 20-92121 \$349.95  
 20-92122 \$349.95



## Easily Convert to 2-Rail!

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



## Features

- Intricately Detailed, Durable ABS Body
- Stamped Metal Floor
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Detailed Brake System
- Separate Metal Grab Irons and Corner Steps
- See-Through Roof Walks
- 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

Single-Sale Cars Available in 2 Road Numbers; Each 6-Car Set Has Different Road Numbers (14 Numbers Total)

# 50' Waffle Side Box Car



Florida East Coast - 50' Waffle Side Box Car  
20-93729 \$69.95



Frisco - 50' Waffle Side Box Car  
20-93730 \$69.95

Each Car Available in 2 Road Numbers



Denver & Rio Grande Western - 50' Waffle Side Box Car  
20-93731 \$69.95



CSX - 50' Waffle Side Box Car  
20-93732 \$69.95

## Features

- Intricately Detailed, Durable ABS Body
- Stamped Metal Floor
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- O Scale Kadee-Compatible Coupler Mounting Pads
- Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Separate Metal Handrails
- 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

## Easily Convert to 2-Rail!

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



# 50' Box Car



Hillsdale County Railroad - 50' Box Car  
20-93733 \$69.95



Warwick Railroad - 50' Box Car  
20-93734 \$69.95



Missouri Pacific - 50' Box Car  
20-93736 \$69.95



Railbox - 50' Box Car  
20-93735 \$69.95

Each Car Available in 2 Road Numbers



## Features

- Intricately Detailed, Durable ABS Body
- Stamped Metal Floor
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Separate Metal Handrails
- Sliding Car Doors
- 1:48 Scale Dimensions
- Unit Measures: 14 1/2" x 2 5/8" x 4 3/16"
- Operates On O-31 Curves

# 50' Dbl. Door Plugged Box Car



Ralston - 50' Double Door Plugged Box Car  
20-93737 \$69.95



Alaska - 50' Double Door Plugged Box Car  
20-93740 \$69.95

Each Car Available in 2 Road Numbers



TTX - 50' Double Door Plugged Box Car  
20-93739 \$69.95



St. Louis Southwestern - 50' Double Door Plugged Box Car  
20-93738 \$69.95

## Features

- Intricately Detailed, Durable ABS Body
- Stamped Metal Floor
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Separate Metal Handrails
- Sliding Car Doors
- 1:48 Scale Dimensions
- Unit Measures: 14 1/8" x 2 11/16" x 3 15/16"
- Operates On O-31 Curves



# 40' Steel Sided Reefer



Great Complement  
to UP Big Boy,  
Page 78

Pacific Fruit Express - 40' Steel Sided Reefer  
20-94408 \$64.95  
Pacific Fruit Express - 6-Car 40' Steel Sided Reefer Set  
20-92109 \$349.95  
20-92110 \$349.95



Santa Fe - 40' Steel Sided Reefer  
20-94409 \$64.95  
Santa Fe - 6-Car 40' Steel Sided Reefer Set  
20-92111 \$349.95  
20-92112 \$349.95

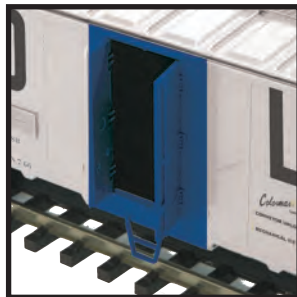
Santa Fe Map on  
Opposite Side



Milwaukee Road - 40' Steel Sided Reefer  
20-94411 \$64.95  
Milwaukee Road - 6-Car 40' Steel Sided Reefer Set  
20-92115 \$349.95  
20-92116 \$349.95



SOO Line - 40' Steel Sided Reefer  
20-94410 \$64.95  
SOO Line - 6-Car 40' Steel Sided Reefer Set  
20-92113 \$349.95  
20-92114 \$349.95



## Easily Convert to 2-Rail!

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



## Features

- Intricately Detailed, Durable ABS Body
- Stamped Metal Floor
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Detailed Brake System
- Separate Metal Grab Irons and Corner Steps
- Opening Car Doors and Ice Hatches
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- O Scale Kadee-Compatible Coupler Mounting Pads
- Unit Measures:  
11 3/4" x 2 9/16" x 3 1/2"
- Operates On O-31 Curves

Single-Sale Cars Available in 2 Road Numbers; Each 6-Car Set Has Different Road Numbers (14 Numbers Total)

# 3-Bay Centerflow Hopper



Reading & Northern - 3-Bay Centerflow Hopper  
20-97862 \$69.95



Watkins Salt - 3-Bay Centerflow Hopper  
20-97863 \$69.95



K-Resin - 3-Bay Centerflow Hopper  
20-97864 \$69.95



Kansas City Southern - 3-Bay Centerflow Hopper  
20-97865 \$69.95

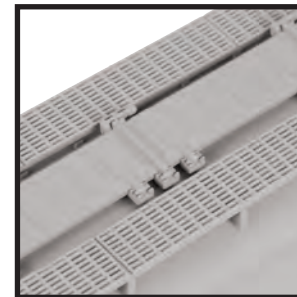
**Each Car Available in 2 Road Numbers**

## Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- O Scale Kadee-Compatible Coupler Mounting Pads
- Unit Measures: 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 Centerflow Hopper



Montana Rail Link - 2-Bay Centerflow Hopper  
20-97866 \$64.95



Western Maryland - 2-Bay Centerflow Hopper  
20-97867 \$64.95



Northern Pacific - 2-Bay Centerflow Hopper  
20-67869 \$64.95



Chessie - 2-Bay Centerflow Hopper  
20-97868 \$64.95



## Easily Convert to 2-Rail!

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



## Each Car Available in 2 Road Numbers

### Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- O Scale Kadee-Compatible Coupler Mounting Pads
- Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Separate Metal Handrails
- 1:48 Scale Dimensions
- Unit Measures:  
10 1/8" x 2 11/16" x 3 3/4"
- Operates On 0-31 Curves

# Coke Hopper



CSX - Coke Hopper  
20-97349 \$64.95  
CSX - 4-Car Coke Hopper Set  
20-92125 \$229.95  
20-92126 \$229.95



Wheeling & Lake Erie - Coke Hopper  
20-97351 \$64.95  
Wheeling & Lake Erie - 4-Car Coke Hopper Set  
20-92129 \$229.95  
20-92130 \$229.95

## Features

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



Norfolk Southern - Coke Hopper  
20-97350 \$64.95  
Norfolk Southern - 4-Car Coke Hopper Set  
20-92127 \$229.95  
20-92128 \$229.95



Norfolk & Western - Coke Hopper  
20-97352 \$64.95  
Norfolk & Western - 4-Car Coke Hopper Set  
20-92131 \$229.95  
20-92132 \$229.95



## Easily Convert to 2-Rail!

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



# Tank Car



Norfolk Southern (Veterans) - Tank Car  
20-96274 \$69.95



Reading & Northern - Tank Car  
20-96275 \$69.95



Union Pacific - Tank Car  
20-96277 \$69.95



Alaska - Tank Car  
20-96276 \$69.95

Each Car Available in 2 Road Numbers



## Easily Convert to 2-Rail!

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



## Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Separate Metal Handrails
- O Scale Kadee-Compatible Coupler Mounting Pads
- Unit Measures: 12" x 2 3/4" x 4 3/16"
- Operates On O-27 Curves

# Corrugated Auto Carrier



Burlington Northern - Corrugated Auto Carrier  
20-95249 \$84.95



Frisco - Corrugated Auto Carrier  
20-95252 \$84.95

Each Car Available in 2 Road Numbers



Illinois Central Gulf - Corrugated Auto Carrier  
20-95251 \$84.95



Grand Trunk Western - Corrugated Auto Carrier  
20-95250 \$84.95

## Features

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

## Easily Convert to 2-Rail!

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



# 75' Auto Train Auto Carrier



Amtrak - 75' Auto Train Auto Carrier (Car No. 9013)  
20-95269 \$79.95



Amtrak - 75' Auto Train Auto Carrier (Car No. 9018)  
20-95270 \$79.95



Amtrak - 75' Auto Train Auto Carrier (Car No. 9027)  
20-95271 \$79.95



Amtrak - 75' Auto Train Auto Carrier (Car No. 9031)  
20-95272 \$79.95

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Model cars  
not included

## Features

- Intricately Detailed, Durable ABS Body
- Stamped Metal Floor
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- O Scale Kadee-Compatible Coupler Mounting Pads
- Unit Measures:  
19 7/8" x 2 3/4" x 4 3/16"
- Operates On 0-54 Curves

# Gondola with Pipe Load



BNSF - Gondola with Pipe Load  
20-95265 \$64.95



Bessemer & Lake Erie - Gondola with Pipe Load  
20-95267 \$64.95



Norfolk Southern (ex-Southern) - Gondola with Pipe Load  
20-95266 \$64.95

Each Car Available in 2 Road Numbers



Pittsburgh & Lake Erie - Gondola with Pipe Load  
20-95268 \$64.95

## Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- (9) Removeable Pipes
- O Scale Kadee-Compatible Coupler Mounting Pads
- Unit Measures: 14 5/8" x 2 5/8" x 3 15/16"
- 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



# 60' Flat Car with (3) 20' Containers



BNSF - 60' Flat Car w/(3) 20' Containers  
20-95261 \$89.95



TTX - 60' Flat Car w/(3) 20' Containers  
20-95262 \$89.95



CP Rail - 60' Flat Car w/(3) 20' Containers  
20-95264 \$89.95



Conrail - 60' Flat Car w/(3) 20' Containers  
20-95263 \$89.95

Each Car Available in 2 Road Numbers



## Easily Convert to 2-Rail!

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



## Features

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

# 60' Flat Car with Trash Containers



CSX - 60' Flat Car w/Trash Containers  
20-95257 \$89.95



General American Marks Co. - 60' Flat Car w/Trash Containers  
20-95258 \$89.95



Norfolk Southern - 60' Flat Car w/Trash Containers  
20-95260 \$89.95



Joseph Transportation Inc. - 60' Flat Car w/Trash Containers  
20-95259 \$89.95

Each Car  
Available in  
2 Road Numbers

## Features

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

## Easily Convert to 2-Rail!

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





# 75' Depressed-Center Flat Car with Transformer



Chesapeake & Ohio - 75' Depressed-Center Flat Car w/Transformer  
20-95253 \$74.95



Union Pacific - 75' Depressed-Center Flat Car w/Transformer  
20-95254 \$74.95



Norfolk Southern - 75' Depressed-Center Flat Car w/Transformer  
20-95255 \$74.95



U.S. Army - 75' Depressed-Center Flat Car w/Transformer  
20-95256 \$74.95

Each Car Available in 2 Road Numbers



## Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Colorful, Attractive Paint Scheme
- Operating Die-Cast Metal Couplers
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Detailed Generator Load
- 1:48 Scale Dimensions
- Unit Measures: 19 1/2" x 2 1/2" x 4 7/8"
- Operates On O-54 Curves

# Pennsy N8 Caboose



Pennsylvania - N8 Caboose  
20-91611 \$69.95



Pennsylvania - N8 Caboose  
20-91613 \$69.95



Pennsylvania - N8 Caboose  
20-91612 \$69.95



Pennsylvania - N8 Caboose  
20-91614 \$69.95

Each Caboose Available in 2 Road Numbers

## Features

- Intricately Detailed, Durable ABS Body
- Stamped Metal Floor
- Metal Wheels and Axles
- Caboose Interior With Overhead Lighting
- Die-Cast 4-Wheel Trucks
- Illuminated Rear Marker Lamps
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Detailed Trainphone Antenna
- Brakeman Figure
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Unit Measures: 9 5/8" x 2 1/2" x 3 15/16"
- Operates On O-31 Curves



# CA-1 Woodsided Caboose



Union Pacific - CA-1 Woodsided Caboose  
20-91607 \$69.95



Southern Pacific - CA-1 Woodsided Caboose  
20-91610 \$69.95

Available in 2 Road Numbers



Southern Pacific - CA-1 Woodsided Caboose  
20-91609 \$69.95

Available in 2 Road Numbers



Union Pacific - CA-1 Woodsided Caboose  
20-91608 \$69.95



## Features

- Intricately Detailed, Durable ABS Body
- Stamped Metal Floor
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Operating Die-Cast Metal Couplers
- O Scale Kadee-Compatible Coupler Mounting Pads
- Caboose Interior With Overhead Lighting
- Illuminated Rear Marker Lamps
- Detailed Brake System
- 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

# Bay Window Caboose



Western Pacific - Bay Window Caboose  
20-91603 \$69.95

Available in 2 Road Numbers



Southern Pacific - Bay Window Caboose  
20-91606 \$69.95



CSX - Bay Window Caboose  
20-91604 \$69.95

Available in 2 Road Numbers



NJ Transit - Bay Window Caboose  
20-91605 \$69.95

Available in 2 Road Numbers

## Features

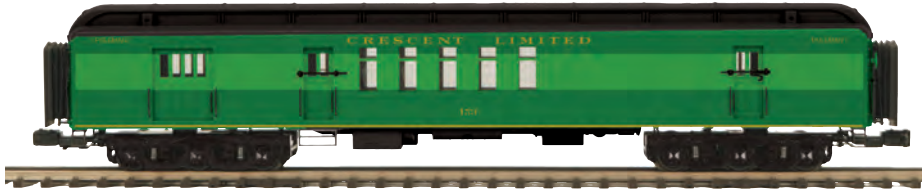
- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Operating Die-Cast Metal Couplers
- O Scale Kadee-Compatible Coupler Mounting Pads
- Caboose Interior With Overhead Lighting
- Illuminated Rear Marker Lamps
- Detailed 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-27 Curves

## Easily Convert to 2-Rail!

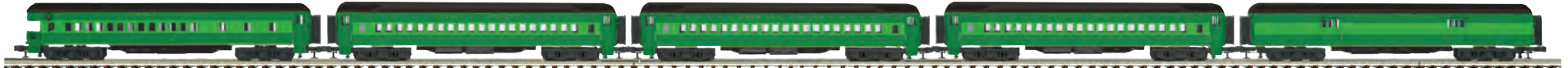
2-Rail Die-Cast Sprung Metal Roller Bearing Caboose Two Truck Pack  
20-89016 \$24.95



# Passenger Cars



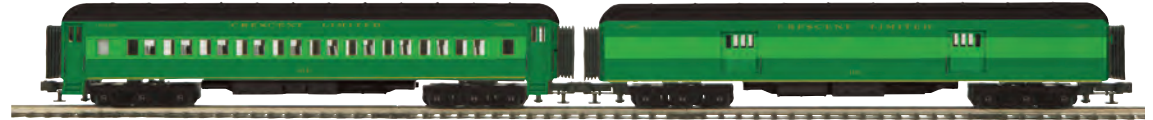
Southern - 70' Madison RPO Car  
20-42044 \$99.95



Southern - 5-Car 70' Madison Passenger Set  
20-40044 \$469.95



Southern - 2-Car 70' Madison Combine/Diner Passenger Set  
20-41044 \$199.95



Southern - 2-Car 70' Madison Baggage/Coach Passenger Set  
20-44044 \$199.95



Reading & Northern - 5-Car 70' Madison Passenger Set  
20-40045 \$469.95



Reading & Northern - 2-Car 70' Madison Combine/Diner Passenger Set  
20-41045 \$199.95



Reading & Northern - 70' Madison RPO Car  
20-42045 \$99.95



Reading & Northern - 2-Car 70' Madison Baggage/Coach Passenger Set  
20-44045 \$199.95

## 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 Madison Sets Feature (1) Baggage, (3) Coaches and (1) Observation
- 5-Car Streamlined Sets Feature (1) Baggage, (2) Coaches, (1) Dome Car and (1) Observation or (1) Baggage, (3) Coaches and (1) Observation
- 5-Car Set Measures: 95" x 2 7/16" x 3 1/2"
- Operates On 0-42 Curves

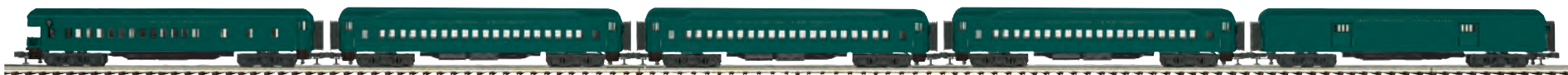
# Passenger Cars



Baltimore & Ohio - 2-Car 70' Madison Combine/Diner Passenger Set  
20-41046 \$199.95



Baltimore & Ohio - 70' Madison RPO Car  
20-42046 \$99.95



Baltimore & Ohio - 5-Car 70' Madison Passenger Set  
20-40046 \$469.95



Baltimore & Ohio - 2-Car 70' Madison Baggage/Coach Passenger Set  
20-44046 \$199.95



Lehigh Valley - 70' Madison RPO Car  
20-42047 \$99.95



Lehigh Valley - 5-Car 70' Madison Passenger Set  
20-40047 \$469.95



Lehigh Valley - 2-Car 70' Madison Combine/Diner Passenger Set  
20-41047 \$199.95



Lehigh Valley - 2-Car 70' Madison Baggage/Coach Passenger Set  
20-44047 \$199.95





Baltimore & Ohio - 70' Madison RPO Car  
20-42036 \$99.95



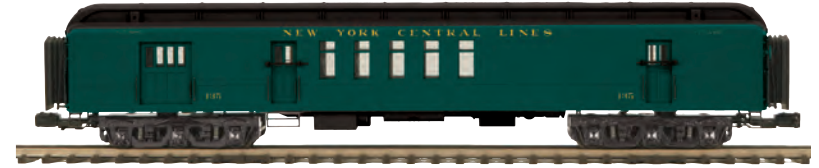
Baltimore & Ohio - 2-Car 70' Madison Combine/Diner Passenger Set  
20-41036 \$199.95



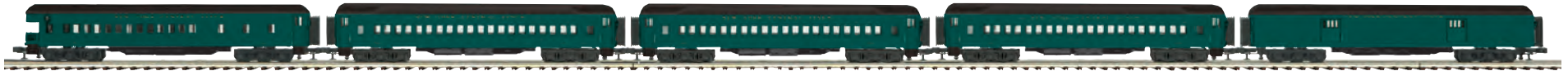
Baltimore & Ohio - 5-Car 70' Madison Passenger Set  
20-40036 \$469.95



Baltimore & Ohio - 2-Car 70' Madison Baggage/Coach Passenger Set  
20-44036 \$199.95



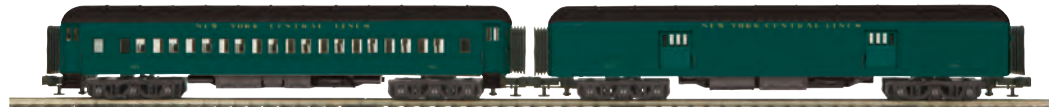
New York Central - 70' Madison RPO Car  
20-42037 \$99.95



New York Central - 5-Car 70' Madison Passenger Set  
20-40037 \$469.95



New York Central - 2-Car 70' Madison Combine/Diner Passenger Set  
20-41037 \$199.95



New York Central - 2-Car 70' Madison Baggage/Coach Passenger Set  
20-44037 \$199.95



Atlantic Coast Line - 2-Car 70' Madison Baggage/Coach Passenger Set  
20-44038 \$199.95



Atlantic Coast Line - 70' Madison RPO Car  
20-42038 \$99.95



Atlantic Coast Line - 2-Car 70' Madison Combine/Diner Passenger Set  
20-41038 \$199.95



Atlantic Coast Line - 5-Car 70' Madison Passenger Set  
20-40038 \$469.95

# Passenger Cars



Union Pacific - 2-Car 70' Madison Combine/Diner Passenger Set  
20-41039 \$199.95



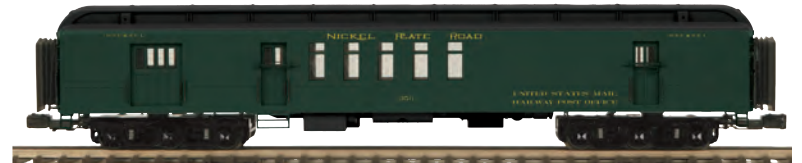
Union Pacific - 70' Madison RPO Car  
20-42039 \$99.95



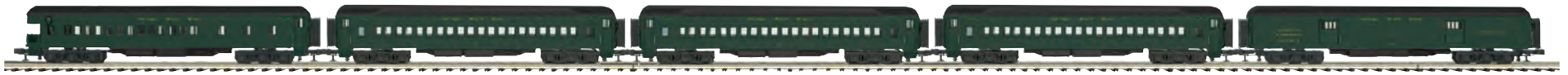
Union Pacific - 5-Car 70' Madison Passenger Set  
20-40039 \$469.95



Union Pacific - 2-Car 70' Madison Baggage/Coach Passenger Set  
20-44039 \$199.95



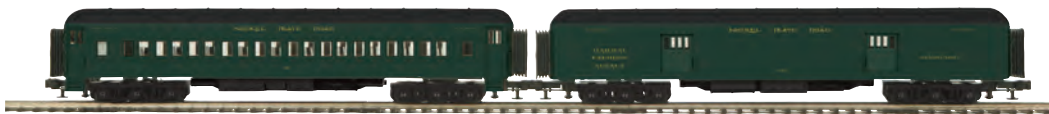
Nickel Plate Road - 70' Madison RPO Car  
20-42040 \$99.95



Nickel Plate Road - 5-Car 70' Madison Passenger Set  
20-40040 \$469.95



Nickel Plate Road - 2-Car 70' Madison Combine/Diner Passenger Set  
20-41040 \$199.95



Nickel Plate Road - 2-Car 70' Madison Baggage/Coach Passenger Set  
20-44040 \$199.95







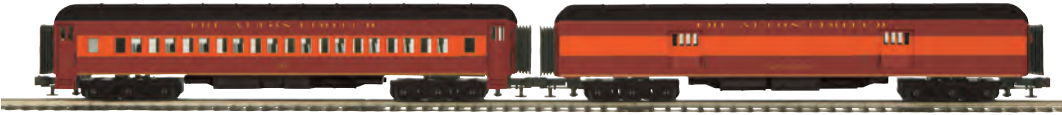
Chicago & Alton - 70' Madison RPO Car  
20-42041 \$99.95



Chicago & Alton - 2-Car 70' Madison Combine/Diner Passenger Set  
20-41041 \$199.95



Chicago & Alton - 5-Car 70' Madison Passenger Set  
20-40041 \$469.95



Chicago & Alton - 2-Car 70' Madison Baggage/Coach Passenger Set  
20-44041 \$199.95



Great Northern - 70' Madison RPO Car  
20-42042 \$99.95



Great Northern - 5-Car 70' Madison Passenger Set  
20-40042 \$469.95



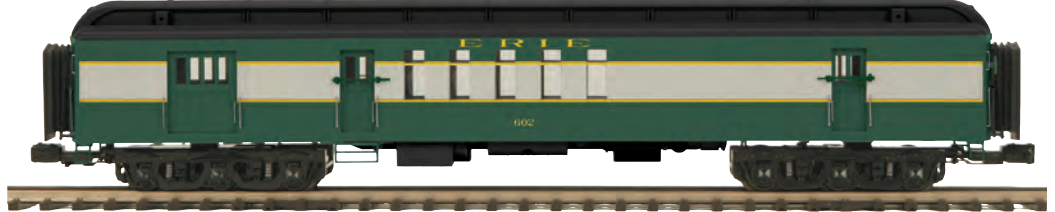
Great Northern - 2-Car 70' Madison Combine/Diner Passenger Set  
20-41042 \$199.95



Great Northern - 2-Car 70' Madison Baggage/Coach Passenger Set  
20-44042 \$199.95



Erie - 2-Car 70' Madison Baggage/Coach Passenger Set  
20-44043 \$199.95



Erie - 70' Madison RPO Car  
20-42043 \$99.95



Erie - 2-Car 70' Madison Combine/Diner Passenger Set  
20-41043 \$199.95



Erie - 5-Car 70' Madison Passenger Set  
20-40043 \$469.95

# Passenger Cars



Southern Pacific - 70' Streamlined Full Length Vista Dome Passenger Car (Smooth Sided)  
20-67293 \$99.95



Southern Pacific - 2-Car 70' Streamlined Baggage/Coach Passenger Set (Smooth Sided)  
20-69293 \$199.95



Southern Pacific - 2-Car 70' Streamlined Sleeper/Diner Passenger Set (Smooth Sided)  
20-66293 \$199.95



Southern Pacific - 5-Car 70' Streamlined Passenger Set (Smooth Sided)  
20-65293 \$469.95



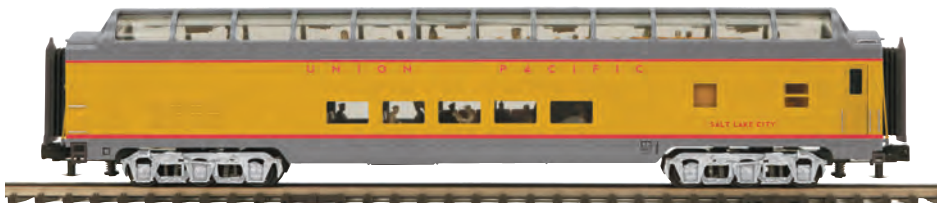
Southern Pacific - 70' Streamlined RPO Car (Smooth Sided)  
20-68293 \$99.95



Union Pacific - 2-Car 70' Streamlined Sleeper/Diner Passenger Set (Smooth Sided)  
20-66294 \$199.95



Union Pacific - 5-Car 70' Streamlined Passenger Set (Smooth Sided)  
20-65294 \$469.95



Union Pacific - 70' Streamlined Full Length Vista Dome Passenger Car (Smooth Sided)  
20-67294 \$99.95



Union Pacific - 70' Streamlined RPO Car (Smooth Sided)  
20-68294 \$99.95



Union Pacific - 2-Car 70' Streamlined Baggage/Coach Passenger Set (Smooth Sided)  
20-69294 \$199.95



Florida East Coast - 70' Streamlined RPO Car (Ribbed Sided)  
20-68295 \$99.95



Florida East Coast - 5-Car 70' Streamlined Passenger Set (Ribbed Sided)  
20-65295 \$469.95



Florida East Coast - 70' Streamlined Full Length Vista Dome Passenger Car (Ribbed Sided)  
20-67295 \$99.95



Frisco - 70' Streamlined RPO Car (Ribbed Sided)  
20-68296 \$99.95



Frisco - 2-Car 70' Streamlined Sleeper/Diner Passenger Set (Ribbed Sided)  
20-66296 \$199.95



Frisco - 5-Car 70' Streamlined Passenger Set (Ribbed Sided)  
20-65296 \$469.95



Frisco - 2-Car 70' Streamlined Baggage/Coach Passenger Set (Ribbed Sided)  
20-69296 \$199.95



Southern Pacific Lines - 2-Car 70' Streamlined Sleeper/Diner Passenger Set (Ribbed Sided)  
20-66298 \$199.95



Southern Pacific Lines - 2-Car 70' Streamlined Baggage/Coach Passenger Set (Ribbed Sided)  
20-69298 \$199.95



Southern Pacific Lines - 5-Car 70' Streamlined Passenger Set (Ribbed Sided)  
20-65298 \$469.95



Florida East Coast - 2-Car 70' Streamlined Sleeper/Diner Passenger Set (Ribbed Sided)  
20-66295 \$199.95



Florida East Coast - 2-Car 70' Streamlined Baggage/Coach Passenger Set (Ribbed Sided)  
20-69295 \$199.95



Frisco - 70' Streamlined Full Length Vista Dome Passenger Car (Ribbed Sided)  
20-67296 \$99.95



Southern Pacific Lines - 70' Streamlined Full Length Vista Dome Passenger Car (Ribbed Sided)  
20-67298 \$99.95



Southern Pacific Lines - 70' Streamlined RPO Car (Ribbed Sided)  
20-68298 \$99.95

# Passenger Cars



New Haven - 70' Streamlined Full Length Vista Dome Passenger Car (Ribbed Sided)  
20-67299 \$99.95



New Haven - 2-Car 70' Streamlined Sleeper/Diner Passenger Set (Ribbed Sided)  
20-66299 \$199.95



New Haven - 70' Streamlined RPO Car (Ribbed Sided)  
20-68299 \$99.95



New Haven - 5-Car 70' Streamlined Passenger Set (Ribbed Sided)  
20-65299 \$469.95



New Haven - 2-Car 70' Streamlined Baggage/Coach Passenger Set (Ribbed Sided)  
20-69299 \$199.95



MKT - 70' Streamlined Full Length Vista Dome Passenger Car (Ribbed Sided)  
20-67297 \$99.95



MKT - 2-Car 70' Streamlined Sleeper/Diner Passenger Set (Ribbed Sided)  
20-66297 \$199.95



MKT - 70' Streamlined RPO Car (Ribbed Sided)  
20-68297 \$99.95



MKT - 2-Car 70' Streamlined Baggage/Coach Passenger Set (Ribbed Sided)  
20-69297 \$199.95



MKT - 5-Car 70' Streamlined Passenger Set (Ribbed Sided)  
20-65297 \$469.95



Florida Tri-Rail - 4-Car Bombardier Passenger Set  
20-61045 \$479.95



Florida Tri-Rail - 2-Car Bombardier Passenger Set  
20-61046 \$239.95



Sounder - 4-Car Bombardier Passenger Set  
 20-61047 \$479.95  
 Sounder - 2-Car Bombardier Passenger Set  
 20-61048 \$239.95 (not shown)



Metro Transit - 4-Car Bombardier Passenger Set  
 20-61049 \$479.95  
 Metro Transit - 2-Car Bombardier Passenger Set  
 20-61050 \$239.95 (not shown)



Metrolink - 4-Car Bombardier Passenger Set  
 20-61053 \$439.95  
 Metrolink - 2-Car Bombardier Passenger Set  
 20-61054 \$239.95 (not shown)



Amtrak (Surfliner) - 4-Car SuperLiner Set  
 20-61036 \$479.95



Amtrak (Surfliner) - 2-Car SuperLiner Coach/Cafe Set  
 20-61037 \$239.95



Amtrak (Surfliner) - SuperLiner Sleeper  
 20-61038 \$124.95



Amtrak (Superliner Phase III) - SuperLiner Sleeper  
 20-61041 \$124.95



Amtrak (Superliner Phase III) - 4-Car SuperLiner Set  
 20-61039 \$479.95



Amtrak (Superliner Phase III) - 2-Car SuperLiner Sleeper/Cafe Set  
 20-61040 \$239.95



Amtrak (Superliner Phase IV) - 2-Car SuperLiner Coach Set  
 20-61043 \$239.95



Amtrak (Superliner Phase IV) - 4-Car SuperLiner Set  
 20-61042 \$479.95



Amtrak (Superliner Phase IV) - SuperLiner Sleeper  
 20-61044 \$124.95

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# 2017 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.

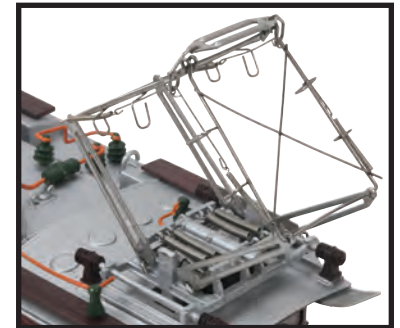
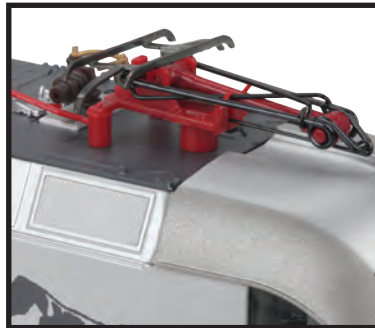
O scale model railroaders, whether they be 3-rail or 2-rail fans, who have or plan to have a premier model railroad will find choosing an M.T.H. Premier Line locomotive or rolling stock item a worthy choice. Our steam and electric locomotives are unmatched in value and performance and our passenger and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



# 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 with 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 Version Operates On 0-54 Curves
- Scale Wheel Version Operates On 36" Radius Curves

Wooden Stationary  
Display Base Included







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

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 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 with 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 Version Operates On O-54 Curves
- Scale Wheel Version Operates On 45° Radius Curves

\* Hi-Rail Wheel Models Only

**Wooden Stationary Display Base Included**





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

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.

# 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 Version Operates On 0-54 Curves
  - Scale Wheel Version Operates On 36" Radius Curves

*\* Hi-Rail Wheel Models Only*

**Wooden Stationary  
Display Base Included**



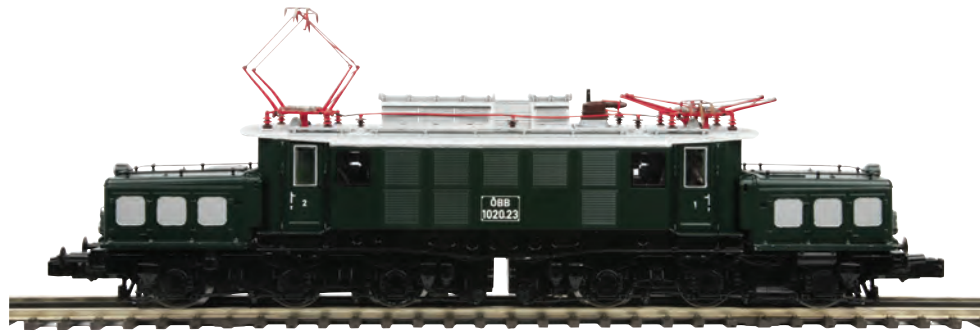
Whether referred to as an E94 or BR 194 or Iron Pig, the German-bred E94 electric freight locomotive was developed to tackle the steep grades of Southern Germany just as the more famous Swiss Crocodiles were created to combat the Gotthard line in Switzerland. Equipped with just six axles, weighing over 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.



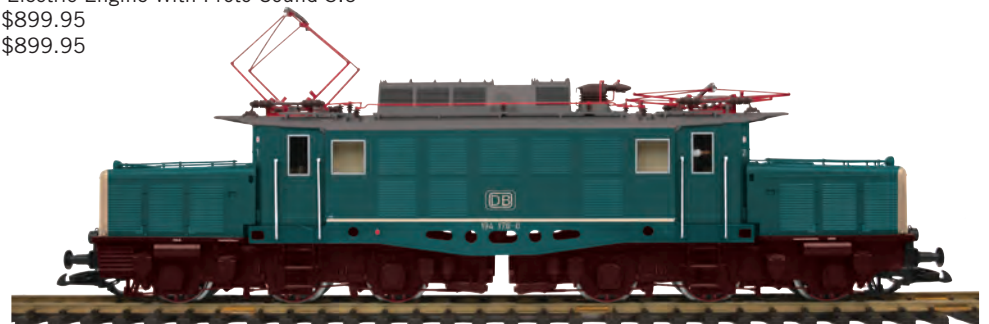
Austrian OBB (Green) - E94 Crocodile Electric Engine With Proto-Sound 3.0  
 20-5671-1 Hi-Rail Wheels \$899.95  
 20-5671-2 Scale Wheels \$899.95



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

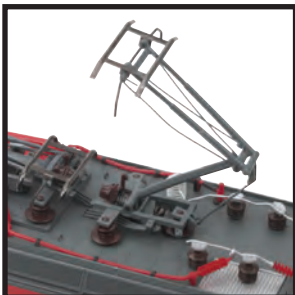


German DB (Blue) - E94 Crocodile Electric Engine With Proto-Sound 3.0  
 20-5674-1 Hi-Rail Wheels \$899.95  
 20-5674-2 Scale Wheels \$899.95



See It In Action At  
[www.mthtrains.com](http://www.mthtrains.com)

# TRAXX P160 AC2



## Features

- Intricately Detailed, ABS Body
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides and Pilots
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Horn
- Directionally Controlled Headlights
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- (2) Remotely Controlled Proto-Couplers\*\*
- Kadee-Compatible Coupler Mounting Pads
- Lighted Cab Interior
- (2) Engineer Cab Figures
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Metal Body Side Grilles
- NEM 310/311 Standard Fine Scale Wheels\*
- NEM 365 Coupler Pocket\*
- NEM 362 Lenz® Compatible Coupler Included\*
- European NEM Fine Scale Couplers Included
- Sprung Buffers
- LED Lighting Effects
- On Board DCC Receiver
- (2) Motorized Pantographs (2 inside units on locomotives with more than 2 pantographs)
- Catenary or Track Power Selector Switch
- 1:45 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring German Language Freight Yard Proto-Effects
- Measures: 16 3/16" x 2 1/2" x 4 5/16" 411mm x 64mm x 110mm
- Hi-Rail Version Operates On 0-72 Curves
- Scale Wheel Version Operates On 42" Radius Curves

\* Scale Wheel Models Only

\*\* Hi-Rail Wheel Models Only



CrossRail - TRAXX P140 AC2 Electric Engine  
 20-5648-1 Hi-Rail Wheels \$449.95



Veolia Transport Germany - TRAXX P160 AC2 Electric Engine  
 20-5633-1 Hi-Rail Wheels \$449.95  
 20-5633-2 Scale Wheels \$499.95



Cargo - TRAXX F140 AC-1 Electric Engine  
 20-5653-2 Scale Wheels \$499.95

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

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

The TRAXX electric offers a near-perfect combination of speed, safety, and practicality. Its streamlined shape is designed for aerodynamics but also for economical construction, being composed almost entirely of flat surfaces. The ends are raked at an angle that slices through the air — but a steeper, more streamlined angle was avoided in order to minimize air turbulence between the engine and the following car. With up to 800 horsepower supplied to each of its eight wheels, wheelslip control on the TRAXX was mandatory. The controls, of course, are fully computerized with myriad safety systems. Our superbly detailed TRAXX model features twin motors to replicate the massive power of the prototype, and pantographs that can be configured to pick up power from overhead catenary.



MRCE dispolok - TRAXX F140 AC-1 Electric Engine (Non-Powered)  
 20-5655-3 \$219.95  
 20-5655-6 Scale Wheels \$229.95



Railion - TRAXX F140 AC-1 Electric Engine  
 20-5656-1 Hi-Rail Wheels \$449.95  
 20-5656-2 Scale Wheels \$499.95  
 20-5656-6 Non-Powered Scale Wheels \$229.95  
 Railion European - TRAXX F140 AC2 Electric Engine  
 20-5634-3 Non-Powered \$219.95

# Taurus ES-64-U2



## Features

- Intricately Detailed, ABS Body
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides and Pilots
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Horn
- Directionally Controlled Headlights
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- (2) Remotely Controlled Proto-Couplers\*\*
- Kadee-Compatible Coupler Mounting Pads
- Lighted Cab Interior
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- (2) Engineer Cab Figures
- Metal Body Side Grilles
- NEM 310/311 Standard Fine Scale Wheels\*
- NEM 365 Coupler Pocket\*
- NEM 362 Lenz® Compatible Coupler Included\*
- European NEM Fine Scale Couplers Included
- Sprung Buffers
- LED Lighting Effects
- On Board DCC Receiver
- (2) Motorized Pantographs (2 inside units on locomotives with more than 2 pantographs)
- Catenary or Track Power Selector Switch
- 1:45 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 16 3/8" x 2 1/2" x 3 3/8"
- Hi-Rail Version Operates On O-72 Curves
- Scale Wheel Version Operates On 42" Radius Curves

\* Scale Wheel Models Only

\*\* Hi-Rail Wheel Models Only





Dispolok.com - Taurus ES-64-U2 Electric Engine  
 20-5649-1 Hi-Rail Wheels \$449.95  
 20-5649-2 Scale Wheels \$499.95

Introduced to the European market by Siemens in 2000, the Taurus ES64 (ES for EuroSprinter, 64 for 6,400 kW of power) was developed as a universal electric locomotive, topping out at a speed of 230km/h. This multipurpose engine has become one of the most influential representatives of Dispolok GmbH, a Siemens Transportation System subsidiary, making leasing options available to a host of different rail operators.

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

HUPAC - Taurus ES-64-U2 Electric Engine  
 20-5650-2 Scale Wheels \$499.95



DB Railion - Taurus ES-64-U2 Electric Engine  
 20-5651-2 Scale Wheels \$499.95  
 20-5651-3 Non-Powered \$219.95

OBB - Taurus ES-64-U2 Electric Engine  
 20-5652-2 Scale Wheels \$499.95



# Modern Offener Güterwagen



Railion - European Modern Offener Güterwagen (Gondola)

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

Railion - 6-Car European Modern Offener Güterwagen (Gondola) Set

20-90930 Fine Scale Wheels \$439.95



Niederlandischen Eisenbahnen - European Modern Offener Güterwagen (Gondola)

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

Niederlandischen Eisenbahnen - 6-Car European Modern Offener Güterwagen (Gondola) Set

20-90929 Fine Scale Wheels \$439.95



DB Cargo - European Modern Offener Güterwagen (Gondola)

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

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

20-90928 Fine Scale Wheels \$439.95



SBB-CFF - European Modern Offener Güterwagen (Gondola)

20-99028 Hi-Rail Wheels \$79.95



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

22-90939 Fine Scale Wheels \$439.95

## Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Operating Interior Lighting
- Die-Cast 4-Wheel Trucks
- Colorful, Attractive Paint Scheme
- Operating Die-Cast Metal Couplers
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- O Scale Kadee-Compatible Coupler
- Mounting Pads
- Unit Measures: 13 1/8" x 2 5/8" x 3 3/8"
- Operates On 0-31 Curves



DB Cargo - European Modern Offener Güterwagen (Gondola)

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

# Gedeckter Güterwagen



SBB CFF - European Gedeckter Güterwagen (Box Car)

Car No. 20 85 111 7650-4

20-99011 Hi-Rail Wheels \$69.95

20-99015 Fine Scale Wheels \$69.95

SBB CFF - 6-Car European Gedeckter Güterwagen Set

20-90913 Fine Scale Wheels \$389.95



SBB CFF - European Gedeckter Güterwagen (Box Car) Car

Car No. 20 85 114 4947-1

20-99012 Hi-Rail Wheels \$69.95

SBB-CFF - 6-Car European Gedeckter Güterwagen Set

20-90915 Fine Scale Wheels \$389.95



SBB CFF - European Gedeckter Güterwagen (Box Car)

Car No. 20 85 114 4 418-7

22-99046 Fine Scale Wheels \$69.95

SBB CFF - 6-Car European Gedeckter Güterwagen Set

22-90945 Fine Scale Wheels \$389.95



SBB CFF - 6-Car European Gedeckter Güterwagen Set

22-90944 Fine Scale Wheels \$389.95



SBB CFF - 6-Car European Gedeckter Güterwagen Set

22-90946 Fine Scale Wheels \$389.95



SBB CFF - 6-Car European Gedeckter Güterwagen Set

22-90947 Fine Scale Wheels \$389.95



SBB CFF - 6-Car European Gedeckter Güterwagen Set

Car No. 41142, 41136, 41109, 41123, 41135, 41147

20-90912 Fine Scale Wheels \$389.95

## Features

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

# Bierwagen



Biere Beauregard - European Bierwagen (Beer Reefer)

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

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

- 20-90904 Fine Scale Wheels \$389.95



Feldschloesschen - European Bierwagen (Reefer)

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

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

- 20-90903 Hi-Rail Wheels \$389.95
- 20-90907 Fine Scale Wheels \$389.95

## Features

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





Brasserie du Cardinal - European Bierwagen (Reefer)

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

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

- 20-90905 Fine Scale Wheels \$389.95



Brauerei Loewengarten - European Bierwagen (Beer Reefer)

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

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

- 20-90906 Fine Scale Wheels \$389.95



Brauerei Warteck Basel - European Bierwagen (Beer Reefer)

- 22-99041 Fine Scale Wheels \$69.95

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

- 22-90940 Fine Scale Wheels \$389.95



Maggi - 6-Car European Kühlwagen für Nahrungsmittel/Reefer Car Set

- 22-90941 Fine Scale Wheels \$389.95



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

- 22-90943 Fine Scale Wheels \$389.95

# Modern Kesselwagen



BP - European Modern Kesselwagen (Tank Car)

20-99017 Hi-Rail Wheels \$79.95  
 20-99021 Fine Scale Wheels \$79.95

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

20-90916 Hi-Rail Wheels \$439.95



Wascosa - European Modern Kesselwagen (Tank Car)

20-99019 Hi-Rail Wheels \$79.95

## Features

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



GATX - European Modern Kesselwagen (Tank Car)

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



Wascosa OMV - European Modern Kesselwagen (Tank Car)

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

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

20-90919 Hi-Rail Wheels \$439.95



Wascosa Petroplus - European Modern Kesselwagen (Tank Car)

20-99033 Hi-Rail Wheels \$79.95  
 22-99033 Fine Scale Wheels \$79.95



VTG - European Modern Kesselwagen (Tank Car)  
20-99034 Hi-Rail Wheels \$79.95



Jet - European Modern Kesselwagen (Tank Car)  
20-99035 Hi-Rail Wheels \$79.95  
22-99035 Fine Scale Wheels \$79.95



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



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



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



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

# European Passenger Cars



Orient Express (Blue) - 5-Car Orient Express Add-On Passenger Set  
20-60022 Hi-Rail Wheels \$599.95



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



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



SNCF (1969) - 5-Car OCEM Passenger Car Set  
20-60026 Hi-Rail Wheels \$599.95  
22-60026 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
- Detailed Interiors With Overhead LED Lighting
- Sprung Buffers
- 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 Version Operates On O-72 Curves
- NEM 310/311 Standard Fine Scale Wheels Operate On 84" Radius Curves

\* Scale Wheel Models Only





# POWER UP

## with the Best Transformers in O Gauge



100 Watts

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



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



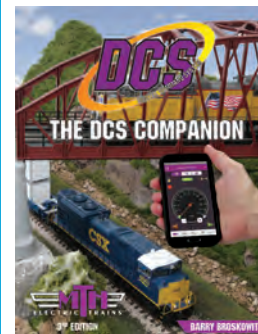
Proto-Sound Battery  
50-1008 \$11.95



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



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



DCS Companion  
Digital Version  
60-1386E \$14.95  
Soft Cover  
60-1386 \$34.95  
Available as a soft cover book or a pdf download — order from [www.mthtrains.com/60-1386](http://www.mthtrains.com/60-1386)



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

# 400 Watts!

# The Most Powerful Listed Transformer!

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

**Overload indicator**

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

**Bell and whistle/horn buttons** compatible with all AC engines

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

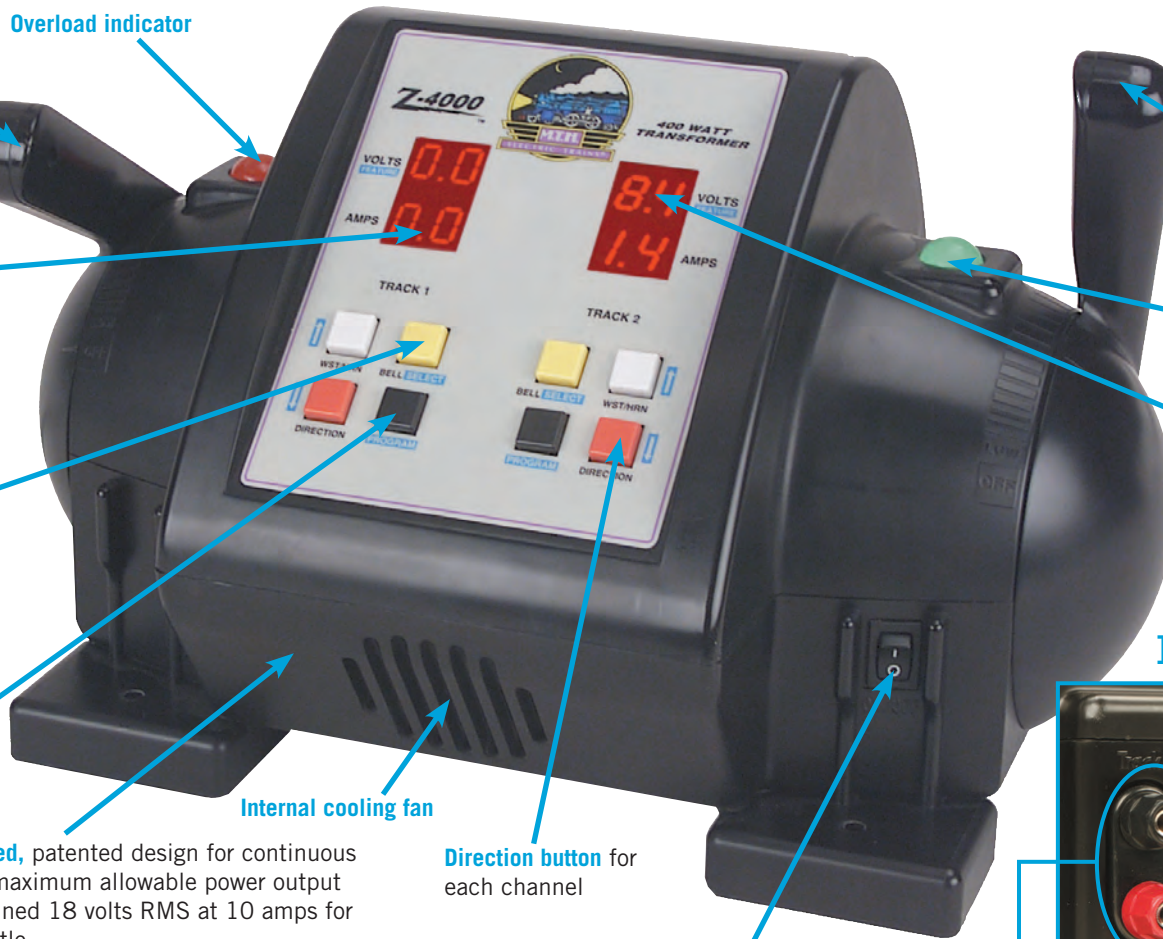
**UL Approved**, patented design for continuous and safe maximum allowable power output at a sustained 18 volts RMS at 10 amps for each throttle.

Z-4000® Transformer  
40-4000 \$ 479.95

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

## WHY THE OR LISTING?

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



**Learn More About It**  
The instruction manual for every M.T.H. transformer is available at [www.mthtrains.com](http://www.mthtrains.com). Just look up the transformer in our Product Search feature.

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

**Power-on indicator**

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

## Rear Panel Outputs



0~22 Volts Track Power (10 AMP)

10-Volt Accessory Power (3 AMP)

14-Volt Accessory Power (3 AMP)

0~22 Volts Track Power (10 AMP)

**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.

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

# ScaleTrax™

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



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

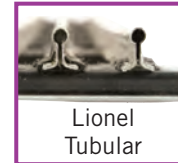
- Solid, rust-proof nickel silver rails
- Durable ties for years of use
- Easy, snap-together assembly
- Built-in electrical connections eliminate need for rail joiners or track pins
- Built-in Lockon receptacle in every track section
- Non-derailing switches
- Snap-in, reversible switch motors work 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](http://www.mthtrains.com)



### More Realism

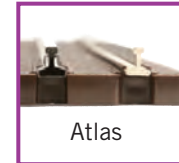
Prototypically scaled, lower profile rail and ties make your locomotives and rolling stock look more massive on ScaleTrax.



Lionel  
Tubular



Gargraves



Atlas



ScaleTrax

### Lower Cost

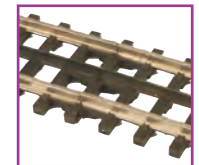
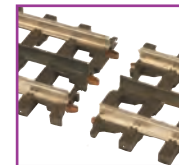
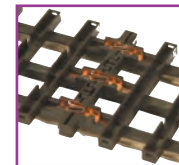
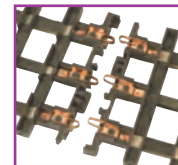
ScaleTrax track and switches are more affordable than comparable Atlas and Ross products.

### Smaller Third Rail

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

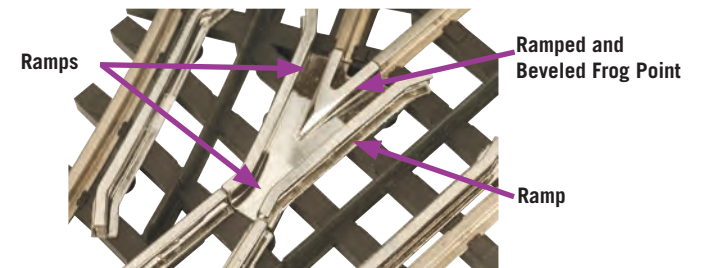
### Better Electrical Contact

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

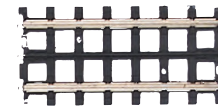
Low-profile rail and ties make ScaleTrax flex easier to bend than other brands.

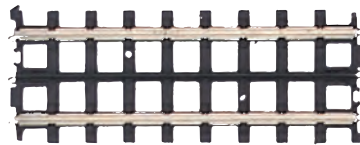


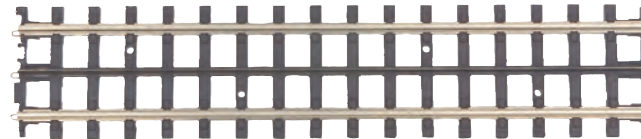
## STRAIGHT, FLEX & OPERATING TRACK SECTIONS


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

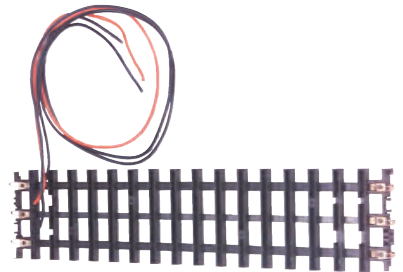

 ScaleTrax™ - 5.0" Track Section  
 45-1013 \$3.99


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

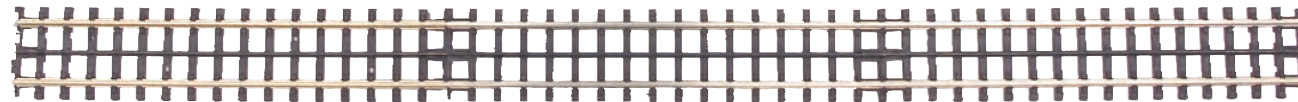

 ScaleTrax™ - 5.5" Track Section  
 45-1014 \$3.99  
 ScaleTrax™ - 5.5" Track Section 2-Pack  
 45-1014-2 \$8.99



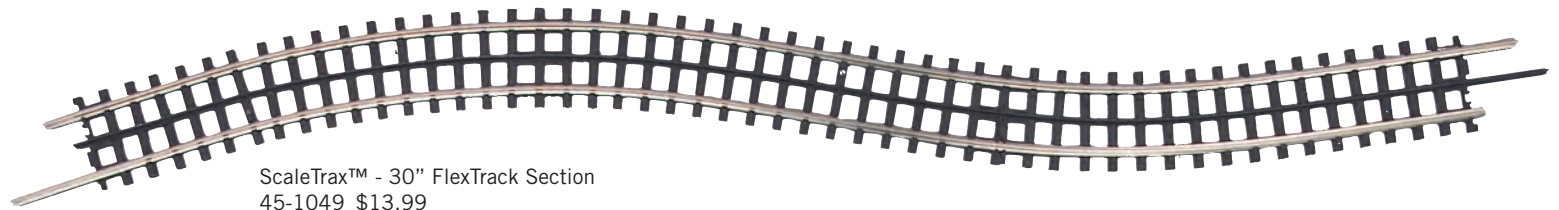
ScaleTrax™ - 10" Straight Track Section  
 45-1001 \$4.99



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



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

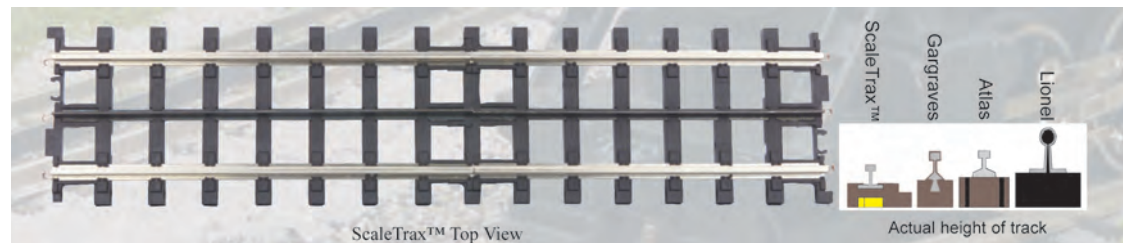


ScaleTrax™ - 30" FlexTrack Section  
 45-1049 \$13.99

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



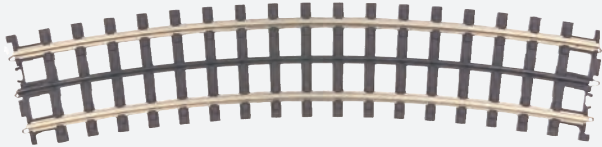
ScaleTrax™ - 15" Operating Track Section  
 45-1035 \$24.95



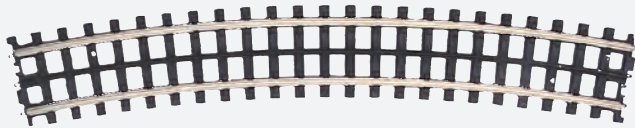
## Curved Track Sections



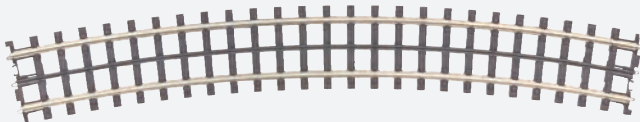
ScaleTrax™ - 0-31 Curved Track Section  
45-1002 \$4.99  
It takes **EIGHT 0-31 CURVES** to make a circle.



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.

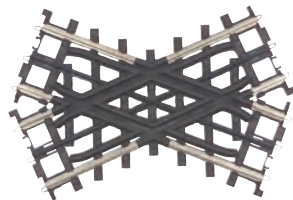


ScaleTrax™ - 0-80 Curved Track Section  
45-1034 \$6.99  
It takes **SIXTEEN 0-80 CURVES** to make a circle.

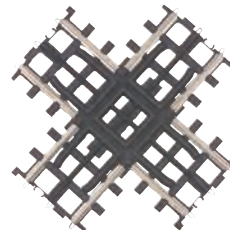
## Crossovers



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

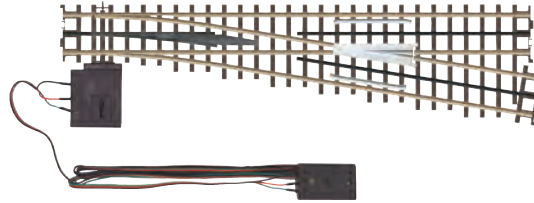


ScaleTrax™ - 45 Degree Crossing  
45-1006 \$19.95

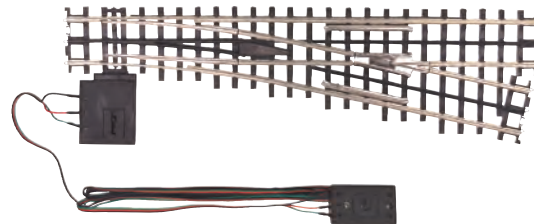


ScaleTrax™ - 90 Degree Crossing  
45-1005 \$19.95

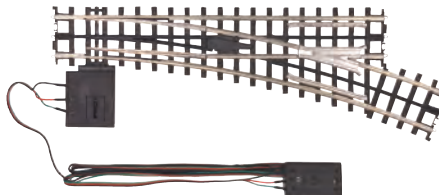
## Switches



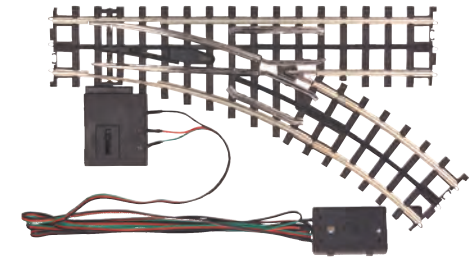
ScaleTrax™ - No. 6 Right Hand Switch  
45-1053 \$89.95  
ScaleTrax™ - No. 6 Left Hand Switch  
45-1052 \$89.95



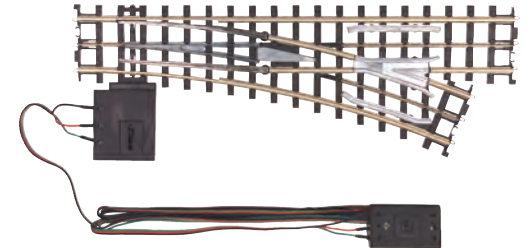
ScaleTrax™ - No. 4 Right Hand Switch  
45-1051 \$89.95  
ScaleTrax™ - No. 4 Left Hand Switch  
45-1050 \$89.95



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](http://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.

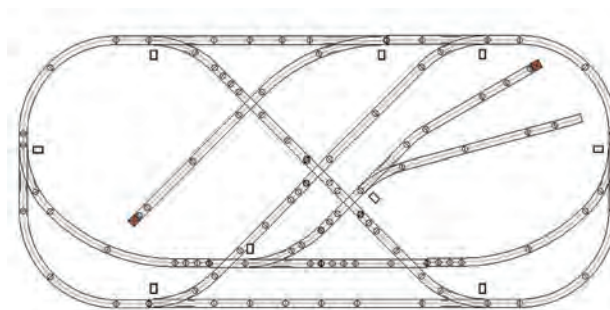
## 4x8 M.T.H. Tradeshow Layout

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

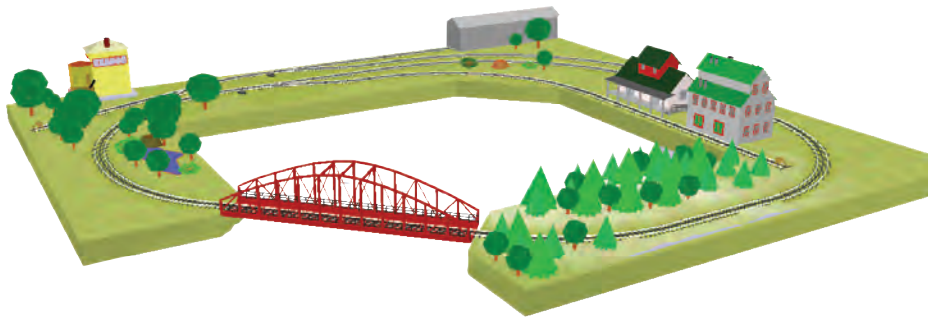
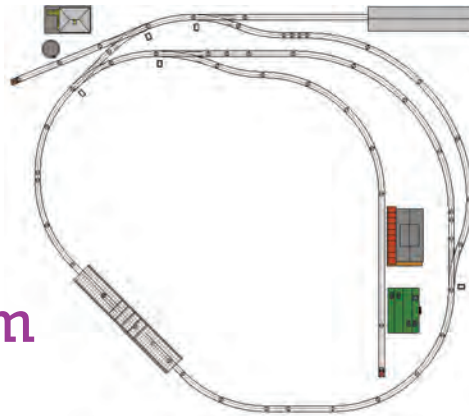
Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	8	\$39.92
45-1002	0-31 curve	\$4.99	8	\$39.92
45-1003	0-31 LH switch	\$49.95	4	\$199.80
45-1004	0-31 RH switch	\$49.95	4	\$199.80
45-1005	90 deg crossing	\$19.95	3	\$59.85
45-1006	45 deg crossing	\$19.95	2	\$39.90
45-1007	0-54 curve	\$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
<b>PACKAGE TOTAL: \$839.95</b>				



Recreate  
the M.T.H.  
Tradeshow  
Layout!



## 8x9 Spare Room & Pacific RR



### ScaleTrax™ Pieces

45-1105

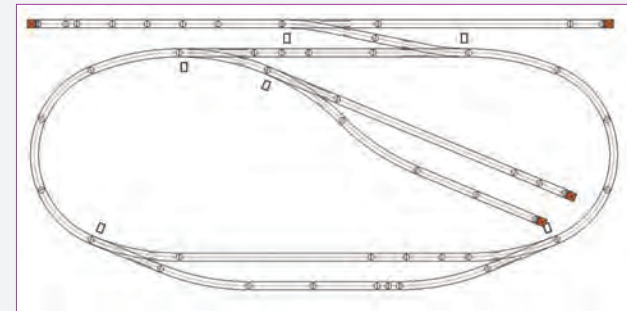
Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	9	\$44.91
45-1007	0-54 curve	\$5.29	19	\$100.51
45-1008	0-54 LH switch	\$79.95	1	\$79.95
45-1009	0-54 RH switch	\$79.95	3	\$239.85
45-1010	0-72 curve	\$5.99	7	\$41.93
45-1011	1.75 inch straight	\$2.49	5	\$12.45
45-1012	4.25 inch straight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

## 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.

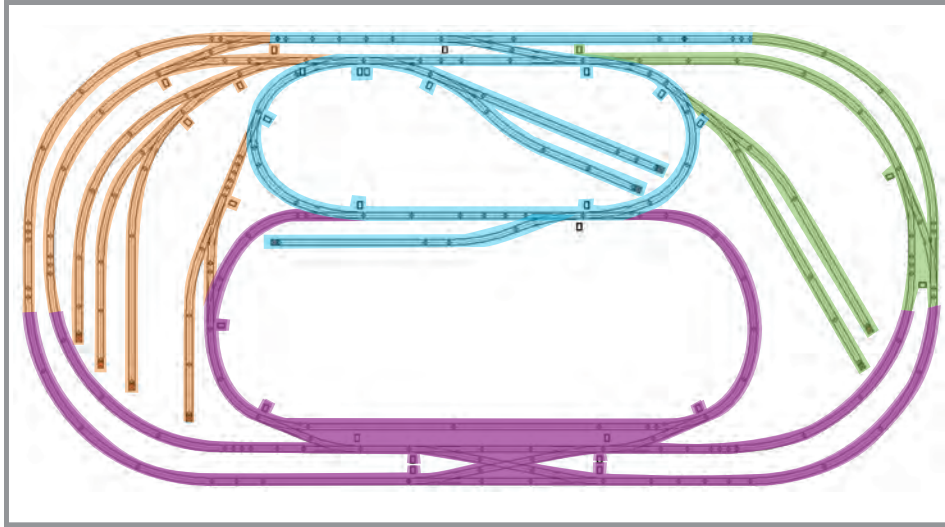
### ScaleTrax™ Pieces

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
<b>45-1101</b>	<b>PACKAGE TOTAL: \$739.95</b>			



# 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
<b>45-1102</b>	<b>PACKAGE TOTAL: \$969.95</b>			

## 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
<b>45-1103</b>	<b>PACKAGE TOTAL: \$519.95</b>			

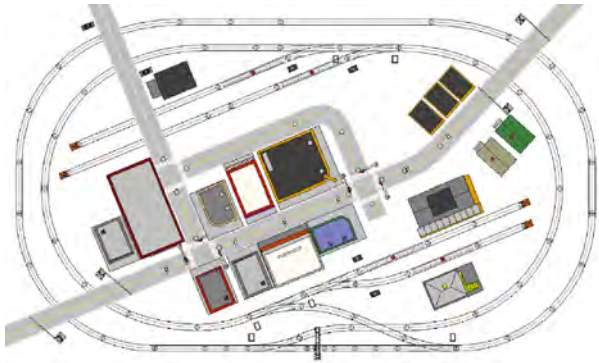
## Roosevelt Junction - Phase 4

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
<b>45-1104</b>	<b>PACKAGE TOTAL: \$869.95</b>			

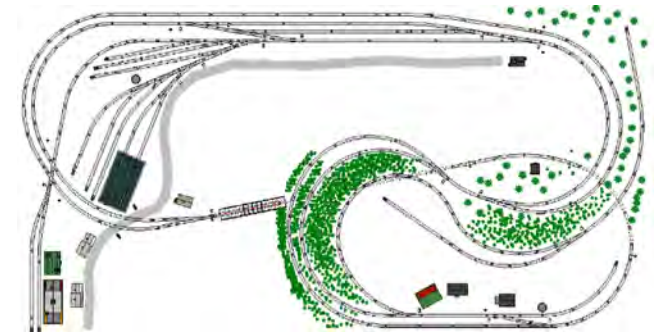
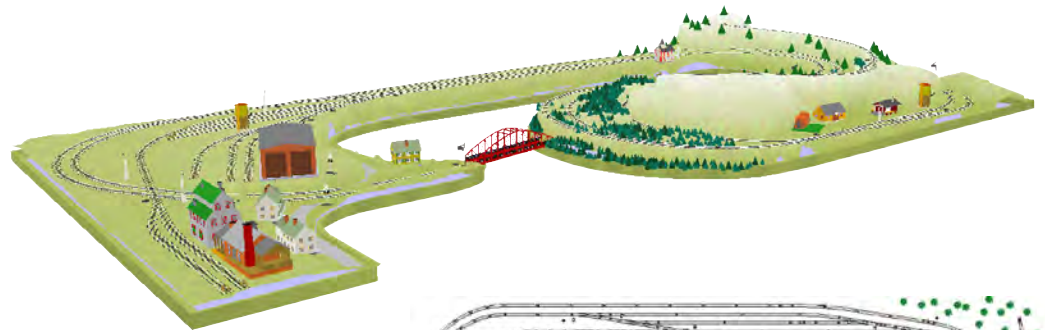
# 6x10 Main Street



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
<b>45-1107</b>	<b>PACKAGE TOTAL: \$939.95</b>			

# 12x24 Timber Mountain



ScaleTrax™ Pieces 45-1106

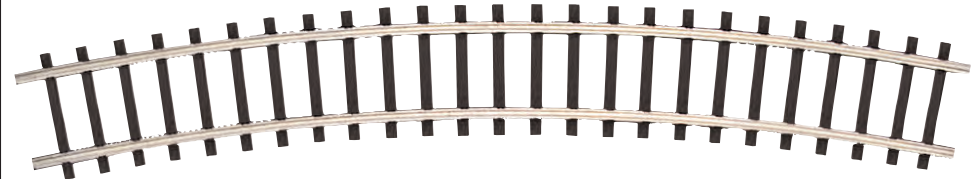
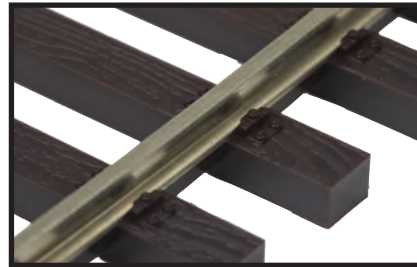
Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	14	\$69.86
45-1006	45 deg crossing	\$19.95	2	\$39.90
45-1007	0-54 curve	\$5.29	10	\$52.90
45-1010	0-72 curve	\$5.99	41	\$245.59
45-1011	1.75 inch straight	\$2.49	4	\$9.96
45-1012	4.25 inch straight	\$3.99	5	\$19.95
45-1013	5 inch straight	\$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
<b>45-1106</b>	<b>PACKAGE TOTAL: \$3299.95</b>			

# ScaleTrax

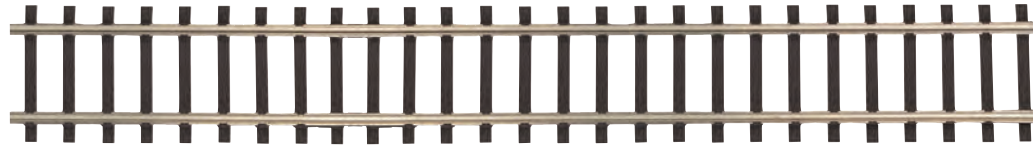
## 2-Rail O-Scale Track

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

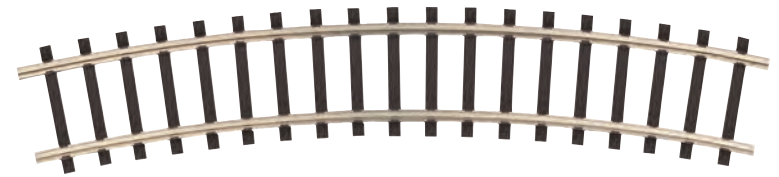
- Solid, Rust-Proof Nickel Silver Track Rails
- Code 128 Rail
- Durable Plastic Rail Ties
- Nickel Silver Rail Joiners



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

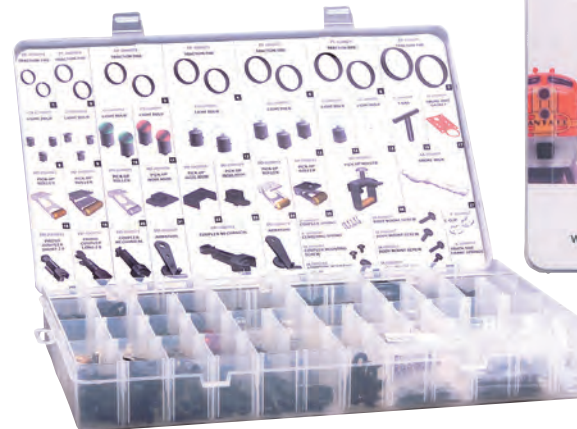
ProtoSmoke™ Fluid (7 oz.)		
60-1045	Unscented	\$15.95
60-1046	Christmas	\$15.95
60-1047	Coal	\$15.95
60-1048	Diesel	\$15.95
60-1049	Woodburning	\$15.95



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

60-1051A	Christmas	\$5.29
60-1051B	Coal	\$5.29
60-1051C	Diesel	\$5.29
60-1051D	Wood Burning	\$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 **TWELVE 0-54 CURVES** to make a circle.  
 It takes **SIXTEEN 0-72 CURVES** to make a circle.  
 It takes **SIXTEEN 0-82 CURVES** to make a circle.

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

### Rugged

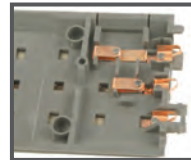
Because most toy train empires begin on a carpet or floor, RealTrax is designed to hold up to the rigors of childhood play. Strong snap-together connections make it easy to assemble or change a layout in minutes. And the built-in roadbed helps keep dirt on the floor away from the wheels and gears of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

### Realistic

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

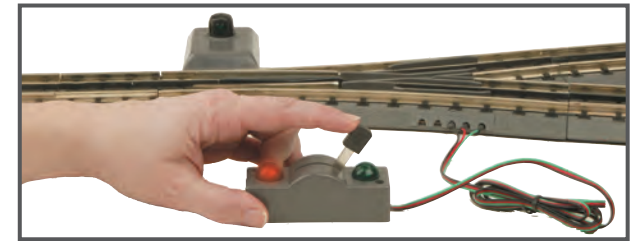
### Reliable

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

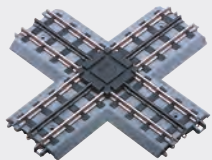


contacts are spring loaded to maintain a solid connection over time and are highly resistant to corrosion of any kind. Similar materials are used in many electrical connections around your home, such as lamps, battery-operated appliances, and electrical outlets.

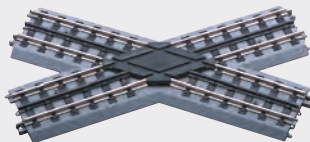
RealTrax switches feature the same durable construction as regular RealTrax sections and utilize long-lasting switch motors that provide precise throws every time. The reversible motor mechanism quickly snaps onto the other side of the switch if space is a problem. No disassembly of the switch is required!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



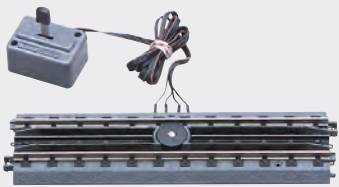
## Crossovers & Operating Sections



RealTrax - 90° Cross-over Track  
40-1006 \$24.95



RealTrax - 45° Cross-over Track  
40-1007 \$24.95



RealTrax - Operating Track Section  
40-1008 \$29.95

## Straight & Curved Track Sections



RealTrax - 30" Straight Track Section  
40-1019 \$13.99



RealTrax - 10" Ground Track (2 pieces per pack)  
40-1068-2 \$9.99  
*(features removable jumper connecting 2 outer rails)*



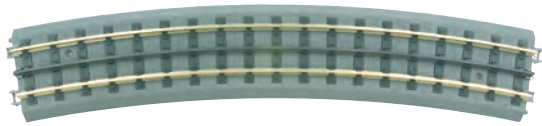
RealTrax - 10" Straight Track Section  
40-1001 \$4.99  
RealTrax - 10" Straight Track Section (4 Pcs)  
40-1001-4 \$19.99



RealTrax - 5.0" Track Section  
40-1016 \$4.49  
40-1016-2 (2 Pcs) \$8.99



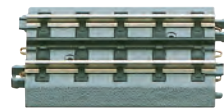
RealTrax - 5.5" Track Section  
40-1012 \$4.49  
40-1012-2 (2 Pcs) \$8.99



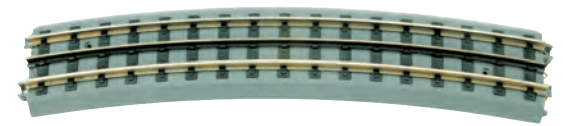
RealTrax - O-82 Curved Track Section  
40-1082 \$6.99



RealTrax - 3.5" Track Section  
40-1018 \$4.49  
40-1018-2 (2 Pcs) \$8.99



RealTrax - 4.25" Track Section  
40-1017 \$4.49  
40-1017-2 (2 Pcs) \$8.99



RealTrax - O-72 Curved Track Section  
40-1010 \$6.99



RealTrax - O-42 Half Curve Track  
40-1045 \$4.99  
40-1045-2 (2 Pcs) \$9.99



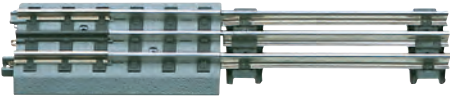
RealTrax - O-54 Half Curve Track  
40-1057 \$5.49  
40-1057-2 (2 Pcs) \$10.49



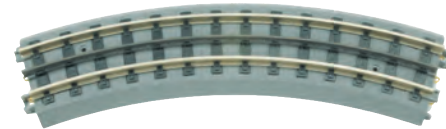
RealTrax - O-31 Half Curve Track  
40-1022 \$4.49  
40-1022-2 (2 Pcs) \$8.99



RealTrax - O-54 Curved Track Section  
40-1054 \$5.99



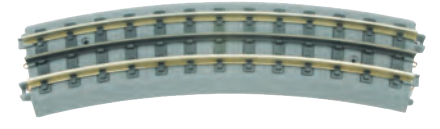
RealTrax - Adapter Track Section  
40-1011 \$8.99  
*Tubular track not included*



RealTrax - O-31 Curved Track Section  
40-1002 \$4.99  
40-1002-4 (4 Pcs) \$19.99

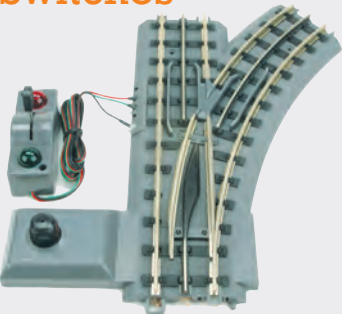


RealTrax - O-72 Half Curved Track Section  
40-1049 \$5.49

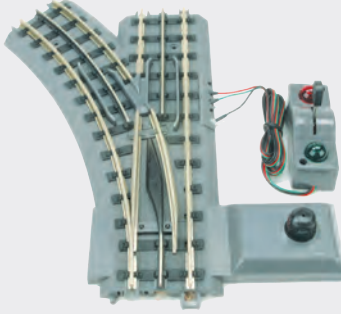


RealTrax - O-42 Curved Track Section  
40-1042 \$5.99  
40-1042-2 (2 Pcs) \$10.99

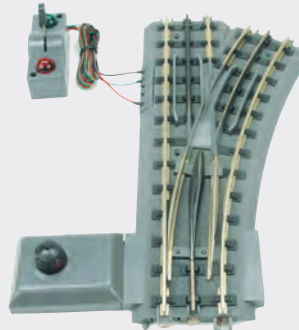
## Switches



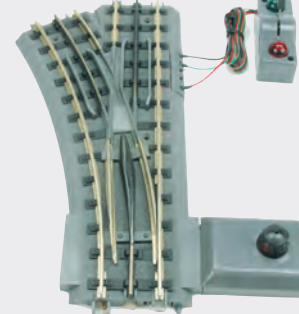
RealTrax - O-31 Switch (RH)  
40-1004 \$69.95



RealTrax - O-31 Switch (LH)  
40-1005 \$69.95



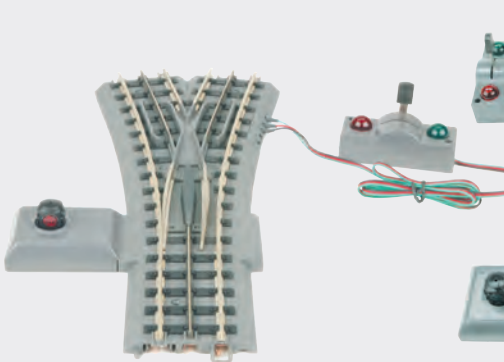
RealTrax - O-42 Switch (RH)  
40-1043 \$74.95



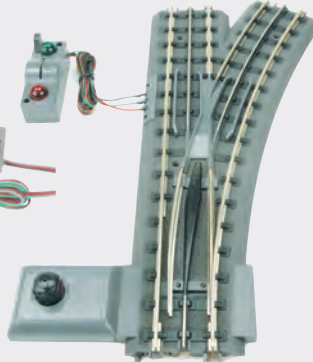
RealTrax - O-42 Switch (LH)  
40-1044 \$74.95



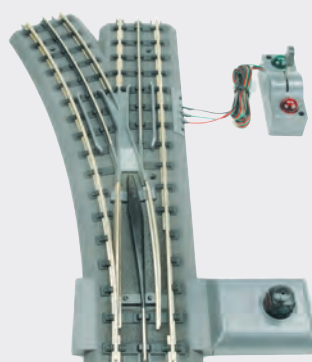
RealTrax - 10" Insulated Straight Track Section Set  
40-1029 \$9.99



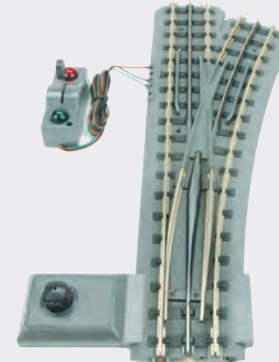
RealTrax - O-72 Wye Switch  
40-1068 \$89.95



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 \$29.95

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



Tunnel Portal - Single  
40-9014 \$14.95



Tunnel Portal - Double  
40-9015 \$19.95



O Subway Trestle Bridge  
40-1148 \$34.95



O Steel Arch Bridge  
w/Operating Christmas Lights - Red  
40-1115 \$149.95  
O Steel Arch Bridge  
w/Operating White Lights - Silver  
40-1117 \$149.95



O 2-Track Bridge Girder - Rust  
40-1110 \$44.95  
O 2-Track Bridge Girder - Silver  
40-1108 \$44.95  
O 2-Track Bridge Girder - Black  
40-1112 \$44.95



O 2-Track Steel Arch Bridge - Rust  
40-1109 \$119.95  
O 2-Track Steel Arch Bridge - Silver  
40-1107 \$119.95  
O 2-Track Steel Arch Bridge - Black  
40-1111 \$119.95

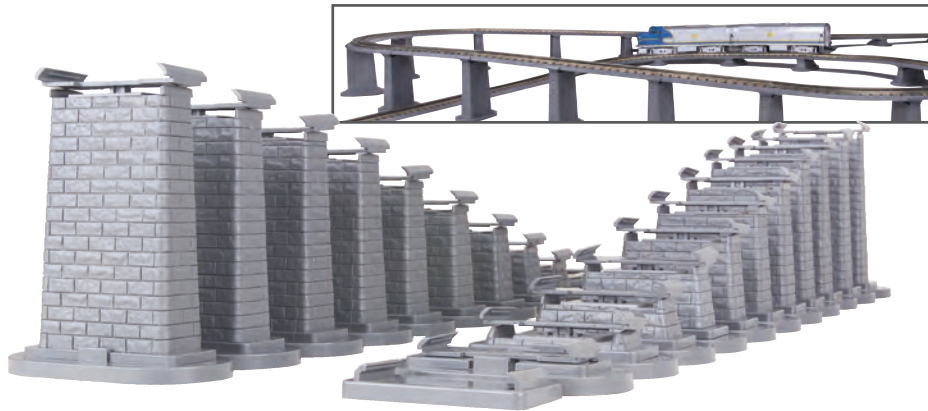


O Bridge Girder w/Operating Christmas Lights - Red  
40-1116 \$59.95  
O Bridge Girder w/Operating White Lights - Silver  
40-1118 \$59.95

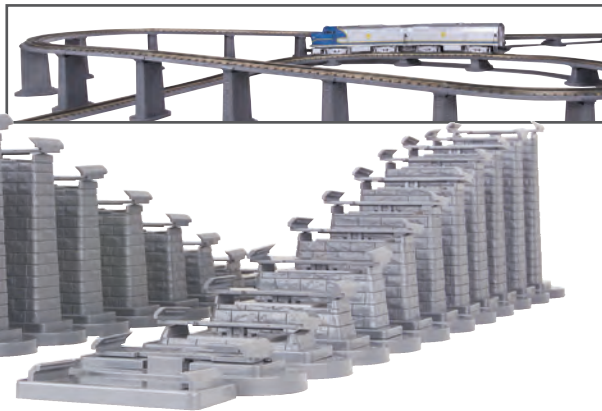
O Bridge Girder - Rust  
40-1104 \$34.95  
O Bridge Girder - Silver  
40-1102 \$34.95  
O Bridge Girder - Black  
40-1106 \$34.95

**Bridges Now  
Compatible with  
Lionel® Fastrack™**





RealTrax - 24-Piece Graduated Trestle System  
40-1033 \$64.95



RealTrax - 24-Piece Graduated Trestle System For Lionel Fastrack  
40-1113 \$64.95



RealTrax - 8-Piece Elevated Trestle System  
40-1034 \$39.95

RealTrax - 8-Piece Elevated Trestle System For Lionel Fastrack  
40-1134 \$39.95

RealTrax - Lighted Lockon  
40-1003 \$6.99



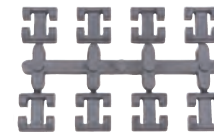
RealTrax - Track Activation Device (I.T.A.D.)  
40-1028 \$29.95  
*(Allows passing train to activate signals or trackside accessories)*



8 Piece Elevated Subway Trestle Set  
40-1047 \$39.95



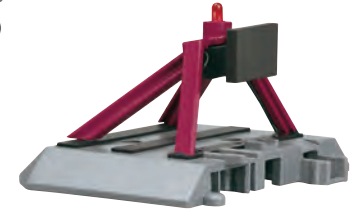
8 Piece Elevated Subway Trestle Set For Lionel Fastrack  
40-1157 \$39.95



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

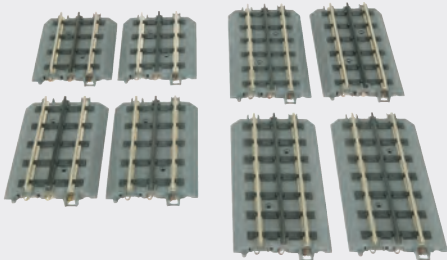


RealTrax - Non-Slip Track Pads (50/pack)  
40-1046 \$7.95



RealTrax - Lighted Bumper  
40-1024 \$14.95

## Layout Builders



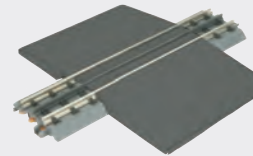
RealTrax - Layout Builder (8 Pcs)  
40-1023 \$34.95  
*(Contains: (2) 3.5" Half Tracks, (2) 4.25" Half Tracks, (2) 5.0" Half Tracks, (2) 5.5" Half)*



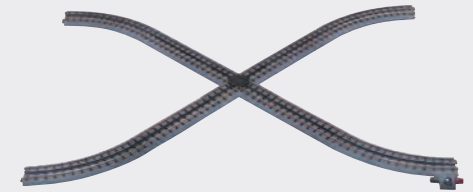
RealTrax - Right Hand Track Siding Layout Builder  
40-1027 \$99.95  
*(Contains (1) Right-Hand O-31 Switch, (4) 10" Straights, (1) O-31 Curve, (1) RealTrax™ Bumper)*



RealTrax - Left Hand Track Siding Layout Builder  
40-1026 \$99.95  
*(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 \$69.95  
*(Contains: (4) O-31 Curves, (4) 10" Straights, (1) Lighted Lockon, (1) 90 Degree Crossover)*



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

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

## End-Of-Train-Device Roller Bearing Freight Truck

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

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

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



### Features:

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

White End-of-Train-Device Roller Bearing Freight Truck  
20-89013 \$24.95

Yellow End-of-Train-Device Roller Bearing Freight Truck  
20-89010 \$24.95

## Kadee Couplers

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

20-89018 \$4.75

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

20-89019 \$4.75



## Conversion Wheel Kits

Ps2 Proto-Scale 3-2™ 4-Wheel Truck Scale Wheel Set Kit  
20-89005 \$39.95

Ps2 Proto-Scale 3-2™ 6-Wheel Truck Scale Wheel Set Kit  
20-89006 \$59.95

Ps2 Proto-Scale 3-2™ 4-Wheel Truck Hi-Rail Wheel Set Kit  
20-89008 \$39.95

Ps2 Proto-Scale 3-2™ 6-Wheel Truck Hi-Rail Wheel Set Kit  
20-89009 \$59.95

## Locomotive Drawbar Sets

Proto-Sound 3.0 6-Pin Wireless Drawbar Set 1  
20-89020 \$29.95

Contains 3 Drawbar Sizes: 25mm, 30mm, 45mm  
Proto-Sound 3.0 6-Pin Wireless Drawbar Set 2  
20-89021 \$29.95

Contains 3 Drawbar Sizes: 30mm, 35mm, 50mm

Proto-Sound 2.0 Wireless Drawbar Set  
20-89011 \$29.95

Contains 3 Drawbar Sizes: 30mm, 35mm, 40mm

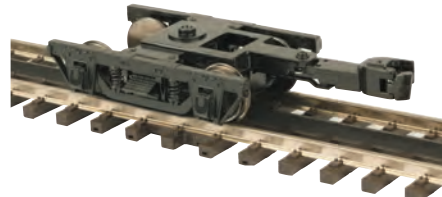


## Premier 2-Rail

2-Rail Die-Cast Sprung Metal Lightweight Passenger Car  
Two Truck Pack  
20-89007 \$29.95



2-Rail 64' Woodsided Passenger Car Two Truck Pack\*  
20-89012 \$29.95



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



## 3-Rail

Railking 3-Rail Die-Cast Sprung Metal  
Bettendorf Freight Car Two Truck Pack  
30-89001 \$19.95

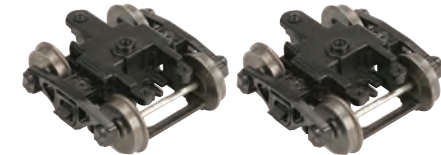
Railking 3-Rail Die-Cast Sprung Metal  
Roller Bearing Freight Car Two Truck Pack  
30-89002 \$19.95



2-Rail Heavyweight Passenger Car Two Truck Pack\*  
20-89014 \$29.95



2-Rail Bettendorf Caboose Truck Pack\*  
20-89015 \$24.95



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



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



\*Includes Removable 3-Rail Couplers

Premier 3-Rail Die-Cast Sprung Metal Bettendorf Freight Car  
Two Truck Pack  
20-89003 \$24.95

Premier 3-Rail Die-Cast Sprung Metal Roller Bearing Freight  
Car Two Truck Pack  
20-89004 \$24.95





# M.T.H. Online



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

## WHAT'S THE LATEST INFO ON ...?

Use Product Search to find the latest info on new products before they're delivered — sound sets, cab numbers, feature and paint scheme updates, and other information that arrived after the catalog was published.

## DID YOU EVER MAKE .....?

Use Product Search to search through nearly all of the 15,000 items we've made in the past 33 years, for your favorite road name, engine, or type of rolling stock.

## WHAT'S NEW?

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

## DOES ANY DEALER STILL HAVE ...?

Locate hard-to-find items with our Product Locator, which searches the inventories of M.T.H. dealers across the country.

## WHEN IS IT COMING?

Our online Shipping schedule is updated frequently to let you know what's coming soon to your hobby shop.

## ARE YOU GOING TO MAKE .....?

View the last several M.T.H. Catalogs online. Or click on Video to see M.T.H. products in action.

## HOW CAN I FIX...?

The Service area of our site allows you to email a question to our factory technicians or find which of our 150+ local service centers is closest to you.

## WHAT REPAIR PART DO I NEED?

Use Product Search to find exploded diagrams and parts lists for M.T.H. locomotives and accessories, and then order the parts online or by phone.

## HOW CAN I LEARN MORE ABOUT DCS?

Follow the link to the protosound2.com Web site for DCS and Proto-Sound information — and a list of Authorized DCS Demo Centers where you can try DCS hands-on.

## HOW CAN I UPDATE MY DCS SYSTEM OR CHANGE A SOUND SET?

Only M.T.H. allows you to update your control system or change an engine's sound set right over the Internet. Follow the link to the protosound2.com Web site for DCS and Proto-Sound 2.0 downloads.



## HOW DOES IT WORK?

Misplaced an instruction manual or just want to know how a product works? Use Product Search to look up the item and view its instruction manual.



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There are **TEN** different types of memberships, based on the style of model railroading that most interests you.

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30-76674 MTHRC Flat Car w/(1) 'Ford Transit Van  
RailKing Membership is \$50.00

### Premier Membership



20-93717 Pullman Standard 40' Box Car  
Premier Membership is \$55.00

### Lionel Corp. Std. Gauge Membership



11-30248 Lionel Corporation  
No. 214R Std. Gauge Refrigerator Car  
Lionel Corp. 200 Series Membership is \$120.00

### Tinplate O Gauge Membership



10-8088 MTHRC No. 2814R O Gauge Refrigerator Car  
Tinplate 2800 Series Membership is \$90.00

### Tinplate Std. Gauge Membership



10-2248 MTHRC No. 214R Std. Gauge Refrigerator Car  
Tinplate 200 Series Membership is \$120.00

### Lionel Corp. O Gauge Membership



11-70163 Lionel Corporation  
No. 2814R O Gauge Refrigerator Car  
Lionel Corp. 2800 Series Membership is \$90.00

### S-Gauge Membership



35-74017 Chesapeake & Ohio Rebuilt Steel Box Car  
S-Gauge Membership is \$55.00

### One-Gauge Membership



70-73060 BNSF Unibody Tank Car  
One-Gauge Membership is \$100.00

### HO Membership



85-74137 Chesapeake & Ohio  
40' PS-1 Box Car  
HO Membership is \$30.00

#### Basic Membership

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

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# As a member of the M.T.H. RailRoaders Club you'll receive:

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Each year we produce beautifully decorated cars exclusively for our Club members. Members automatically receive the car that matches their Club membership and have the option to collect other Club cars as well.

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You will receive our full-color Club magazines, jam-packed with product news, ideas from other members, rail history, & step-by-step articles explaining how M.T.H. technology can bring your railroad to life.

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

## RailWare™ Software



Use your computer to design track layouts, search the database of all M.T.H. products, look at our past catalogs, listen to Proto-Sound 3.0 train effects, and much more. This DVD retails for \$79.95, but is yours FREE as a Club member.

## Club Card & Lapel Pin



Show the world your membership in this elite group of model railroaders with your high-quality embossed membership card & beautiful enameled lapel pin.

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You'll have the option to purchase uncataloged members-only engines and rolling stock, and take advantage of members-only discounts on select cataloged items.

## Proto-Sound 3.0 Upgrade Kits

## Club Web Site

Club members can save an additional 15% on these kits for upgrading older locomotives.

Visit [www.mthtrains.com](http://www.mthtrains.com) and type in your member number to gain access to the Club web site. Here you can exchange messages with other Club members, and even build your own homepage.

Not all products depicted in this catalog are production models. In some cases, the items pictured may be models in HO scale, O scale, or another scale that have been altered digitally. Each item's graphic features and content are subject to change after publication. All product features may be verified on their retail packages.

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ers indicated throughout this catalog.

DCS™ Simply The Best Way To Run A Railroad™  
M.T.H.'s DCS Digital Command System has received U.S. Patent No. 6,457,681.  
M.T.H.'s Proto-Sound® 2.0 system has received U.S. Patent No's 6,457,681 B1 (sound system), 6,457,681 B1 (Proto-Speed Control™), 6,604,641 (Proto-Coupler™), 7,210,656 (Sound), 6,662,917 (2/3Rail), 7,210,656 (Internet Downloads, Music & Doppler), 6,655,640 (Smoke Synchronization)  
M.T.H.'s RealTrax® has received U.S. Patent No. 6,019,289.  
M.T.H.'s Z-4000® Transformer has received U.S. Patent No's. 6,281,606 & 6,624,537.  
HO Coupler 7,694,834 Bi-Directional Communication 8262034

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# Carry on the M.T.H. Tradition with Memorabilia and Collectibles

## M.T.H. Promotional DVD

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



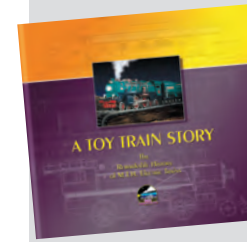
## Previous Year Club Cars

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



## A Toy Train Story

This comprehensive history of M.T.H. is a must for collectors & other lovers of toy trains. 350 pages & 1900 color photos, hard cover. Add this book to your membership for only \$25.00 (50% off the \$49.95 cover price)!



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