

2018

VOLUME TWO

RailKing® & Premier O Gauge Trains



EMT
ELECTRIC TRAINS®

Celebrating Your Talent

Model railroading offers an escape from the everyday world, an avenue for self-expression, and an outlet for talents you might not have developed if it weren't for this hobby. For 2018, our series of contests to bring out and celebrate your talents continues, with competitions in three very different areas. Our Blue Comet Award, returning for its seventh season, rewards public relations skills. It's a recognition of the fact that the future of O Gauge railroading depends on you passing on your passion to future generations.

Our newest contest, the Freight Car Deco Contest, rewards detective work. We're asking you to find and submit prototype paint schemes that would interest your fellow hobbyists, but haven't been modeled before. And for our third 2018 contest, we're bringing back the RailTown™ Kitbashing Contest, a celebration of modeling skills and imagination. Whatever your

ways of enjoying this hobby, we hope one of these contests may inspire you to enter.

To help you enjoy our hobby, the offerings in this catalog span more than a century of American and European railroading, with prototypes ranging from great successes to noble, sometimes larger-than-life failures. You'll find World War I-era steamers and the latest environmentally-conscious diesels. You'll find the SD40-2, EMD's best-seller, and the U25B, the diesel that set GE on the path to outsell EMD. The Chapelon Pacific, the most famous French steamer and one of the most detailed steam

locomotives we've ever made, returns to our Premier lineup. No. 6200, the Pennsy's one-of-a-kind 6-8-6 steam turbine, is back as a RailKing Imperial model. And for sheer size and uniqueness, few models can match our Premier versions of the experimental C&O M-1 and UP No. 80 turbine-electrics.

To view all these and more, we invite you to turn the page and see for yourself what we have to offer in this, our 38th 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.



Enter the Seventh Annual Blue Comet Award Competition!

As we travel to venues across the country, we are amazed and delighted by the effort that so many of you put into promoting our hobby. To honor and encourage those efforts, we're pleased to announce that the Blue Comet Award — our annual award to the person or organization who does the most to promote the O Gauge hobby to the general public — is returning in 2018 for its seventh season.

This year we continue the new tradition we began last year: the Blue Comet Award engine and caboose will be passed to the 2018 winner to operate for one year, before passing it on to the next winner in the same manner as hockey's Stanley Cup.

The goal of the Blue Comet Award is to encourage O Gauge model railroaders — 2-rail, 3-rail, and tinplate — to make the hobby more visible to the public and to bring new members of all

ages into the hobby. If you or your O Gauge group have set up a holiday display, group open house, or any other public promotion of O gauge model railroading in the past year, you could be the next winner of the Blue Comet Award.

For contest rules, visit mthtrains.com/bluecometaward. Submission deadline for entries is July 31, 2018.



You Should Really Make...

Enter Our Freight Car Deco Contest!

Our newest contest idea was suggested by Steve Nelson, proprietor of Mr. Muffin's Trains in Atlanta, Indiana and a tireless promoter of the O Gauge hobby. At a recent train show, Steve approached us and said, "So many of your customers have favorite prototype cars or engines they'd like to see you make. Why not have a contest to harvest those ideas?"

So we're asking you to dig into your files, archives or library — or your desk drawer — and send us the prototype paint schemes you've always wanted to see on a Premier or RailKing freight car. Submissions for our Freight Car Deco Contest can be color or black and white, photos or artwork; of course the more information, especially on colors, the better. Your car's body type should be reasonably close to one of our existing Premier or RailKing cars,

and be a prototype paint scheme we have not done before. The contest website, mthtrains.com/freightsuggestion, has a list and photos of all eligible freight car body styles. To see if we've done a particular car in the past, use the Product Locator function on mthtrains.com, which lists virtually every product we've made over the past 38 years.

The Freight Car Deco Contest will have up to 3 winners, depending on submissions received. Each winner will receive \$100 in M.T.H. rolling stock of their choice, plus a copy of their winning car when it is produced. Deadline for submissions by mail or email is midnight Saturday June 30, 2018. In the event of duplicate submissions, the earliest entry received will count — so start sending us The Cars You've Always Thought We Should Make! For complete contest rules and how to enter, go to mthtrains.com/freightsuggestion



Win a Locomotive in the Second RailTown™ Kitbashing Contest

Get your creative juices flowing this summer! Our first kitbashing contest brought out such great entries that we're running it again. Build a structure or scene using at least two walls from any RailTown building, and any other model structures or materials you like, and you could win a RailKing or Premier locomotive of your choice, up to a retail value of \$500. Runner-up prizes will also be awarded.

Entries will be judged on architectural attractiveness, build quality, and above all creativity, both in design and use of materials. Designs may be realistic or whimsical, and can range from a recognizable RailTown building with added details to an extreme kitbash using some RailTown elements. The RailTown** components should be prominent in the finished structure. We understand that it takes a good deal of time to plan and build a structure, so this contest will run about six months. Submission deadline for entries is October 31, 2018.

Go to mthtrains.com/kitbashcontest for complete rules, prize details and submission information. You may also contact us at bluecometaward@mth-railking.com with any questions on this or any of our other contests.



2018 Kitbash Winners

Contents

Proto-Sound 3.0®	4
DCS™ App	6
RailKing®	12
Steam	14
Diesel	24
Transit	42
Freight Cars	48
Passenger Cars	56
Premier	62
Steam	64
Diesel	80
Freight Cars	106
Passenger Cars	132
European Lineup	140
Steam	142
Electric	146
Freight Cars	152
Passenger Cars	158
Transformers	160
ScaleTrax™	162
RealTrax®	170
2-Rail Conversion Trucks	174
M.T.H. Online	175
M.T.H. RailRoaders Club™	176

FIND US ONLINE



www.mthtrains.com

** For a complete list of current production RailTown buildings, see our 2018 Ready-to-Run O Gauge Train Sets & Accessories Catalog online, or request a hard copy at your local M.T.H. retailer.

Benefits From Other M.T.H. Product Lines

See it in Action!

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



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 a layout.



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 and Yellowstone in this catalog.

70-2131-1 Amtrak Dash-8 Diesel Engine (4-Wheel Truck) w/Proto-Sound 3.0



80-3270-1 Southern Pacific 4-8-8-2 AC-6 Cab Forward Steam Engine w/Proto-Sound 3.0 (Original Cab)



S Gauge Trains That Do More

35-20002-1 Jersey Central F-3 A Unit Diesel With Proto-Sound 3.0

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!

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



11-1063-1 Lionel Lines 392E Steam Engine w/Proto-Sound 3.0



10-2245 MTHRRRC
No. 214 Std. Gauge
Box Car



10-1029 No. 2036 GB
Leipzig Station Platform Hall
with 10-1027 Leipzig Station

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, offers digital sound and DCC, as well as DCS command control, for the first time in superbly detailed 1:64 scale models.

Proto-Sound® 3.0

The Richest Set of

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.

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

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.



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.

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.

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.

Features in Model Railroading

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).*

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 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.

SIMPLICITY

Unlike other manufacturers, we use the same Proto-Sound sound and control system in every one of our locomotives, from introductory train sets to massive articulated steamers. This means that virtually all M.T.H. O gauge engines built since 2000, when we introduced Proto-Sound 2.0, can be run from the same DCS handheld remote or smart device and double- or even triple-headed with each other. Your DCS handheld can also run Lionel® TMCC®, Legacy® and EOB-equipped engines at the same time on the same track with Proto-Sound 2.0 and 3.0 locomotives.

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
- Forward Whistle Signal
- Reverse Whistle Signal
- Grade Crossing Signal
- Smoke On/Off
- Smoke Volume
- Idle Sequence 3
- Idle Sequence 2
- Idle Sequence 1
- Extended Start-Up
- Extended Shut-Down
- Labored Chuff (1)
- Drift Chuff (1)
- One Shot Doppler
- Coupler Slack Sound
- Coupler Close Sound
- Single Whistle 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 Sound
- Coupler Close Sound
- 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

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



Simply the Best Way

DCS is **SIMPLE** to use.

It's **ACCESSIBLE** from the DCS Remote Control or any iOS or Android smart phone or tablet.

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 6900* Proto-Sound® 2.0 & 3.0 engines and every TMCC®, EOB, or Legacy™ engine ever made — and run 99 of them at the same time, on the same track, independently, in command mode.

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

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



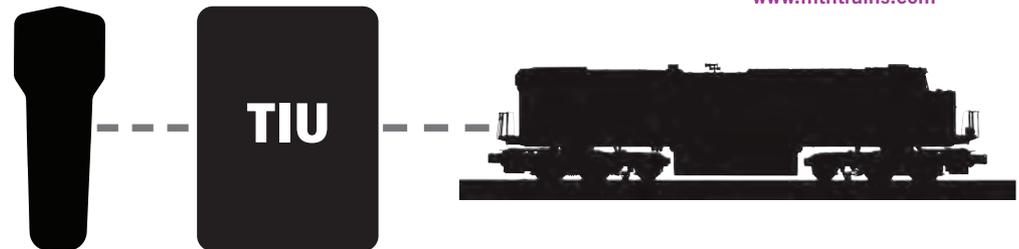
What can your remote do?

* Number of different Proto-Sound 2.0 and 3.0 engines cataloged through the 2018 Volume 2 O Gauge Catalog. While all Lionel TMCC features can be accessed by the DCS App or handheld remote, at present some Legacy features cannot be accessed by the App or remote.

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
Shop Online at
www.mthtrains.com

to Run a Railroad™

M.T.H. Railroading App

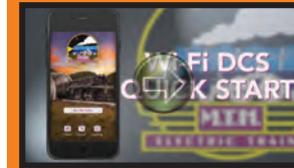
Your favorite Android or Apple smartphone or tablet will bring the DCS Digital Command System to life in a way you never thought possible when you first picked up a DCS remote control. Any of these smart devices can run our new app. That means anybody who visits your layout can run trains — the days of fighting over the remote control are over!

Whether you're running Android or iOS, our DCS app will allow you to control your entire layout in command or conventional modes without using a DCS handheld remote. You'll still need a

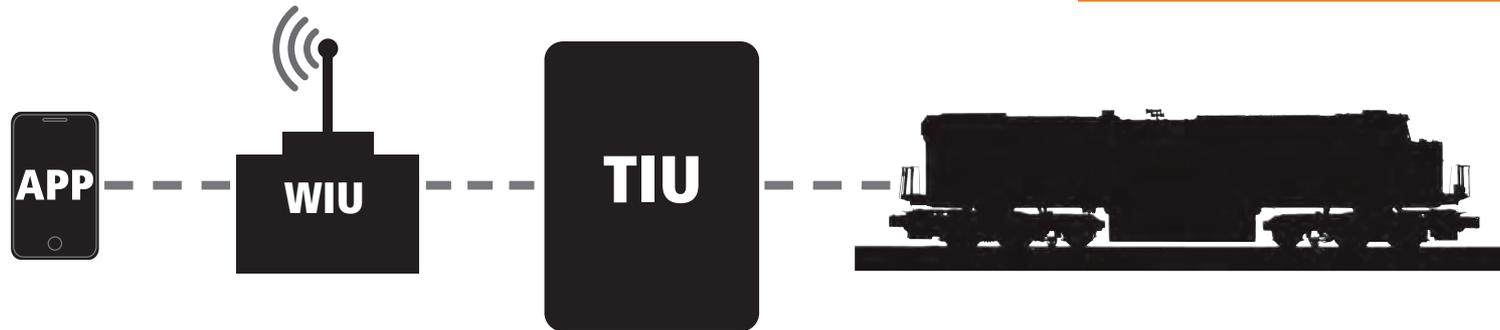
TIU (Track Interface Unit) along with a new, separately sold DCS WiFi module (WIU). Simply plug the module into the TIU, search for its WiFi signal on your phone or tablet, and you'll be running your layout in command mode in no time. Everything the DCS handheld remote can do, the app can do — but your experience will be better and in full color!

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

See How Easy It Is To Add APP Control To Your Layout



Check Out The Video:
www.mthtrains.com/dcs2018



Choose from THREE different DCS options

1. DCS Commanders: Get into DCS on a budget

Wireless infrared command control of one Proto-Sound 2.0 or later locomotive is simple when a DCS Remote Commander is added to an existing layout. Just plug your power supply into the DCS Remote Commander receiver and connect the output wires from the receiver to your track lockon. The receiver can accept any power input (AC or DC) up to 20 volts and 8 amps. The infrared remote provides control for eight different functions — perfect for small and moderately sized layouts.

DCS Remote Commander Set
50-1033 \$59.95



DCS Commander Controller
50-1028 \$179.95

DCS Commander Controller
w/ 100 watt power supply
50-1029 \$259.95



With the feature-rich DCS Commander, choose from three different operating modes, including variable power DC output for any Proto-Sound 2.0 or later locomotive; 32 DCS command functions for up to ten Proto-Sound 2.0 or later locomotives; or DCC operation for Proto-Sound 3.0 locomotives (requires DCC controller).



Simply the Best Way

2. DCS Explorer

Use your smartphone or tablet to control your model railroad. Just connect the DCS Explorer to your track, plug in a separately sold power supply, download the free app and you're ready to run up to three Proto-Sound 2.0 or 3.0 locomotives on the same track at the same time! You'll have access to all the major Proto-Sound features from any Android or iOS smartphone or tablet.

Once configured, you can connect as many smart devices as you want to run trains. Multiple operators can control the same trains at the same time. The Explorer operates in stand-alone WiFi or home network modes.



DCS Explorer
Track Interface Unit
50-1035 \$149.95

FREE DCS APP

Download the free DCS app for your smart phone or tablet



Check Out The Video:
www.mthtrains.com/50-1035



DCS Explorer Operating Features

Locomotive Features

- Speed and Direction Control
- Horn/Whistle
- Bell
- Front Coupler Activation (if equipped)
- Rear Coupler Activation
- Smoke On/Off (if equipped)
- Headlight On/Off
- Locomotive Sound Volume
- Sound Mute
- Passenger Station/Freight Yard Sounds
- Doppler Effect
- Locomotive Factory Reset

Additional Features

- Up to 100' range
- Easily and quickly switch between locomotives
- Fast bi-directional communication
- Auto-programming of locomotives, no engine IDs to remember

Control locomotive lights, sounds, action

Run multiple trains: Control up to 3 trains on the same track at the same time

Use multiple controllers: Operate multiple Apple and Android smartphones and tablets at the same time

Invite your friends: With our free App and their own smart device, they can run trains with you

Choose from over 6,000 locomotives: Run any M.T.H. Proto-Sound 2.0 or 3.0 engine ever built

Walk around: The DCS WiFi signal has up to 100' range, far greater than Bluetooth

Faster than Bluetooth: In addition to extended range, WiFi is much faster, allowing for seamless and fast switching between locomotives

to Run a Railroad™

3. Full DCS Digital Command System

The full DCS Digital Command System is an all-encompassing network of components that brings true interactive wireless remote control to a model railroad. Users can choose between a walk-around wireless remote control or an intuitive app residing on their own smart device to run multiple tracks, hundreds of trains and control switches and accessories. Bi-directional communication between locomotives and the system's TIU Track Interface Unit make adding and programming locomotives simple and easy. No more ID numbers to remember and no complex icons to decipher. It's fast, it's easy and it's fun!



DCS WiFi Remote Control System (TIU and WIU)
50-1036 \$369.95



DCS WiFi Module (WIU)
50-1034 \$179.95



- Proto-Sound Battery (8.4 volts)
50-1008 \$11.95
- AA NiCad Proto-Sound Battery
50-1024 \$11.95
- Proto-Sound 2.0 Battery Charger
50-1019 \$19.95
- TIU/TMCC-Legacy 6'
Connector Cable
50-1032 \$24.95
- 6' Mini-to-Mini Cable
50-1009 \$9.95
- 12-Port Terminal Block
50-1014 \$27.95
- 24-Port Terminal Block
50-1020 \$37.95
- Z-DC24 24-Watt Power Supply
50-240 \$17.95
- DCS WiFi Companion
Digital Book - 2nd Edition
60-1411 \$14.95



DCS Track Interface Unit (TIU)
50-1003 \$229.95



DCS Accessory Interface Unit (AIU)
50-1004 \$119.95
Operates switches and accessories



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



RUN ANY AC POWERED TRAIN

DCS is your all-in-one solution for running any AC-powered model railroad, including a railroad with conventional locomotives — even those from model railroading's earliest days!

DCS can run a classic Lionel® locomotive on the same track at the same time as a modern command control locomotive like those from M.T.H. Electric Trains equipped with Proto-Sound 2.0 or 3.0.

DCS can run a modern Lionel locomotive equipped with TMCC or Legacy alongside an M.T.H. Proto-Sound 2.0 or 3.0 locomotive — on the same track at the same time!

DCS uses a modern and intuitive interface on your Android or Apple smartphone or tablet to run your railroad.

DCS controls your layout with a smart device — as many as you want — alongside the traditional DCS remote so that everyone can run your trains without passing around the remote.

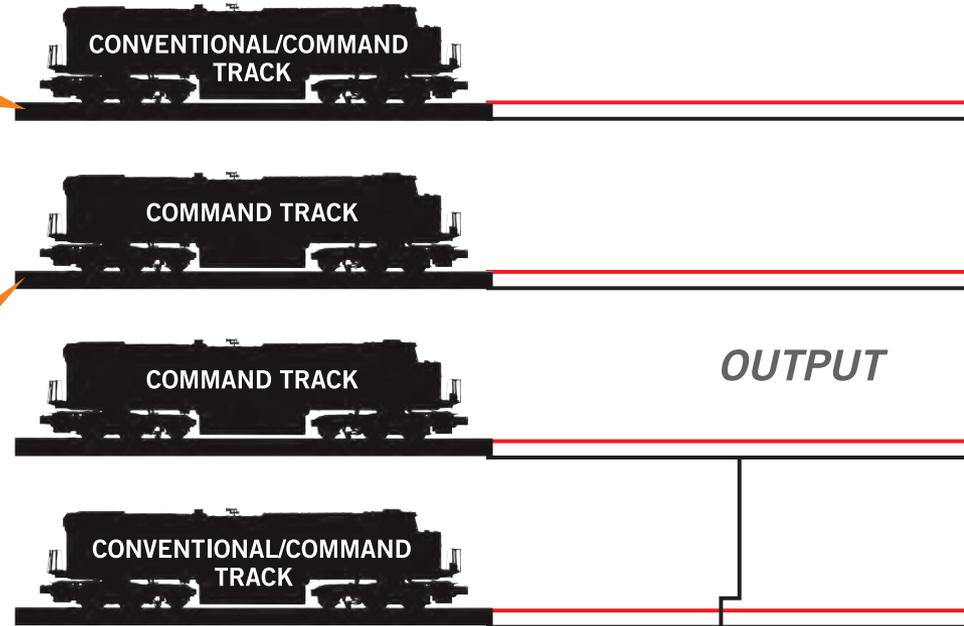
DCS doesn't force you to choose between one company's command system and another. **Unlike any other command control system, DCS can coexist with Lionel TMCC and Legacy on the same track at the same time, allowing you to operate all your trains — regardless of their command system — with the DCS app or the DCS Remote.**

DCS even allows for simultaneous control of Lionel trains with the Lionel remote even when the DCS remote or DCS app are in use — at the same time on the same track.

DCS — it's simply the best way to run a railroad.

User controlled variable power is output to the tracks for controlling conventional AC powered locomotives like original Proto-Sound models or older Lionel locomotives. These tracks can also control Proto-Sound 2.0 or 3.0 locomotives in command mode at the same time.

Constant voltage power is output from the Fixed Channels based on the power provided into the Input Channels. These tracks are for command equipped trains (Proto-Sound 2.0 or 3.0, Lionel TMCC or Legacy).



6-14295 Lionel #990 Legacy Command Set

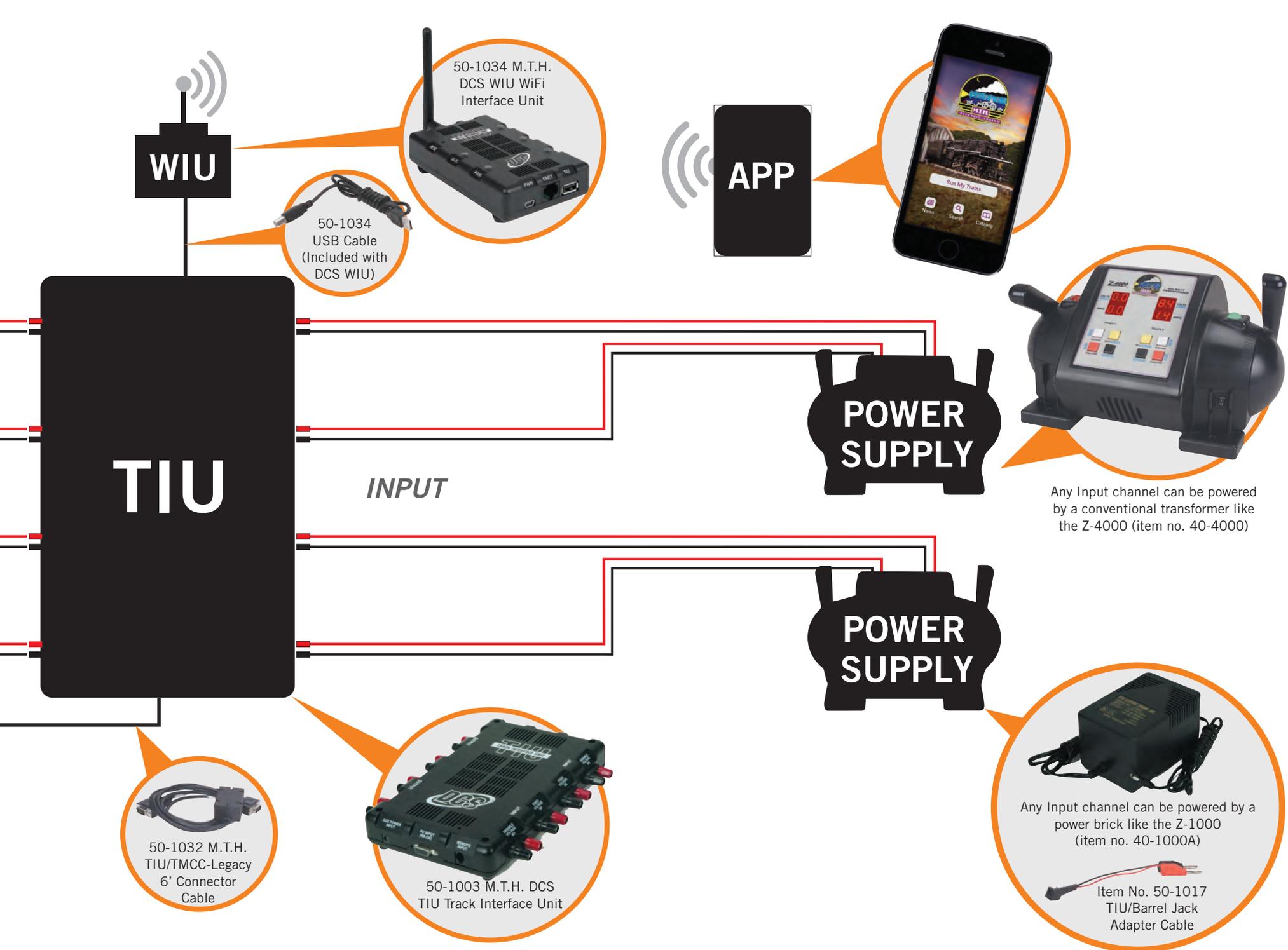
**LEGACY
COMMAND BASE**



6-81499 Lionel LCS DB-9 Cable w/ Power Supply



6-81326 Lionel LCS Serial Converter 2 (SER2)



RailKing® The Best Value in O Gauge



First appearing in 1995 and now encompassing more than 12,000 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.

RailKing models, however, are equipped with the same Proto-Sound 3.0 sound and control system as our more expensive Premier models — so all RailKing and Premier Proto-Sound 2.0 and 3.0 engines can be run together on the same layout and even double- and triple-headed with each other.

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

*30-20424-1 Amtrak Genesis Diesel
With Proto-Sound 3.0*

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



30-20473-1 Union Pacific Dash-8 Diesel Engine With Proto-Sound 3.0 And LED Lights



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 lighting
- Hand-painted engineer cab figures
- Painted steam locomotive backhead gauges
- Tender truck safety chains
- Real tender coal load
- Operating ProtoSmoke diesel exhaust

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.

30-1710-1 Long Island O-6-0 Imperial B-6 Switcher Steam Engine w/Proto-Sound 3.0

P47 4-6-2 Pacific



IMPERIAL
SERIES

Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails, Whistle and Bell
- Tender Truck Safety Chains
- 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
- Near-Scale Proportions
- 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 0-31 Curves





New York Central - 4-6-2 Imperial P47 Pacific Steam Engine
30-1767-1 w/Proto-Sound 3.0 \$459.95

Add Matching New York Central Passenger Cars
See Page 57



Jersey Central - 4-6-2 Imperial P47 Pacific Steam Engine
30-1768-1 w/Proto-Sound 3.0 \$459.95

Add Matching Blue Comet Passenger Cars
See Page 56

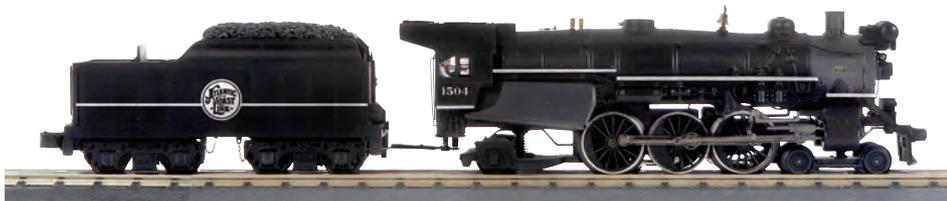


Baltimore & Ohio - 4-6-2 Imperial P47 Pacific Steam Engine
30-1769-1 w/Proto-Sound 3.0 \$459.95

Add Matching B&O Passenger Cars
See Page 56

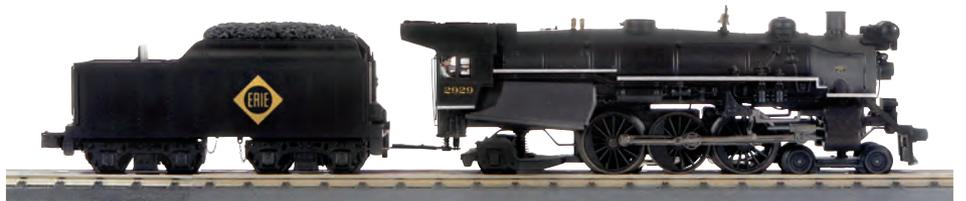


Baltimore & Ohio - 4-6-2 Imperial P47 Pacific Steam Engine
30-1770-1 w/Proto-Sound 3.0 \$459.95



Atlantic Coast Line - 4-6-2 Imperial P47 Pacific Steam Engine
30-1771-1 w/Proto-Sound 3.0 \$459.95

Add Matching ACL and Erie Passenger Cars
See Page 57



Erie - 4-6-2 Imperial P47 Pacific Steam Engine
30-1772-1 w/Proto-Sound 3.0 \$459.95

At the very apex of the Roaring Twenties, just months before 1929 stock market crash, the Central of New Jersey Railroad inaugurated its twice-daily Blue Comet service between Jersey City and Atlantic City. Heading the fast, luxurious trains were the CNJ's nearly-new Baldwin-built class G-3 heavy Pacifics. Like most railroads in the 1920s, the CNJ had been forced to buy larger motive power to cope with heavier steel trains and increasing patronage. Aging fleets of 4-4-0s, 4-4-2s, and 4-6-0s had become inadequate as business expanded, and the 4-6-2 Pacific type became the standard fast passenger engine on many railroads.

Five G-3 Pacifics, later reclassified as P47 locomotives, headed up the Jersey's famed passenger trains. Three locomotives — painted in a beautiful blue livery with nickel trim and numbered 831, 832 and 833 — covered The Blue Comet's fast schedule along the Jersey shoreline. A fourth G-3, No. 834, was painted green and sped The Bullet between New York City and Wilkes Barre, Pennsylvania. The fifth locomotive, No. 835, wore gleaming black paint and hauled The Queen of the Valley, a deluxe train from New York City to Harrisburg.

Each of these extraordinary locomotives sport Imperial Dress with additional detail and the incredible power and performance of Proto-Sound 3.0.

SP GS-4 4-8-4 Northern



Features

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





Southern Pacific - 4-8-4 Imperial GS-4 Northern Steam Engine
30-1773-1 w/Proto-Sound 3.0 \$459.95



Southern Pacific Lines - 4-8-4 Imperial GS-4 Northern Steam Engine
30-1774-1 w/Proto-Sound 3.0 \$459.95



Southern Pacific - 4-8-4 Imperial GS-4 Northern Steam Engine
30-1775-1 w/Proto-Sound 3.0 \$459.95



Southern Pacific Lines - 4-8-4 Imperial GS-4 Northern Steam Engine with Proto-Sound 3.0 and LED Lights
30-1766-1 \$599.95



Western Pacific - 4-8-4 Imperial GS-4 Northern Steam Engine
30-1778-1 w/Proto-Sound 3.0 \$459.95



American Freedom Train - 4-8-4 Imperial GS-4 Northern Steam Engine
30-1776-1 w/Proto-Sound 3.0 \$459.95



BNSF - 4-8-4 Imperial GS-4 Northern Steam Engine
30-1777-1 w/Proto-Sound 3.0 \$459.95

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

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

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

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

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

Add Matching Passenger Cars
See Pages 58 - 59

Union Pacific 4-8-8-4 Big Boy



IMPERIAL
SERIES

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
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Firebox Glow
- LED-Illuminated Class Lights
- Lighted LED Cab Interior
- Operating Tender LED Back-up Light
- (2) Powerful Precision Flywheel-Equipped Motors
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCC/DCS Decoder
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 29 1/8 x 2 5/8 x 4
- Operates On 0-31 Curves





Union Pacific (Restoration) - 4-8-8-4 Imperial Big Boy Steam Engine with Proto-Sound 3.0
30-1779-1 Cab No. 4014 \$799.95

Did You Know?

The 2018 releases feature select cab numbers from 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 in-service years.



Union Pacific (Scranton, PA) - 4-8-8-4 Imperial Big Boy Steam Engine with Proto-Sound 3.0
30-1780-1 Cab No. 4012 \$799.95



Union Pacific (Green Bay, WI) - 4-8-8-4 Imperial Big Boy Steam Engine with Proto-Sound 3.0
30-1781-1 Cab No. 4017 \$799.95



Union Pacific (Denver, CO) - 4-8-8-4 Imperial Big Boy Steam Engine with Proto-Sound 3.0
30-1782-1 Cab No. 4005 \$799.95

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

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

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

This enduring symbol of American railroading returns to the RailKing line for 2018, complete with the industry-leading speed control, smoke output, and range of accurate sounds that characterize all MTH Proto-Sound 3.0 locomotives. Both engine and tender are constructed of die-cast metal and adorned with detail. Our model features two motors and four traction tires for pulling power and speed that rival the original Big Boy. Imperial features that set this model apart include legible builders plates, crew figures, cab interior light, painted backhead gauges, and a real coal load in the tender.

S2 6-8-6 Steam Turbine



IMPERIAL
SERIES

Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Metal Handrails and Whistle
- Die-Cast Locomotive and Tender Trucks
- Metal Wheels and Axles
- Real Tender Coal Load
- Handpainted Engineer and Fireman Figures
- Painted Backed Gauges
- Legible Builders Plates and Tender Trust Plate
- Tender Truck Safety Chains
- Remote-Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating Tender LED Back-up Light
- LED-Illuminated Firebox Glow
- LED-Illuminated Class and Marker Lights
- Powerful Precision Flywheel-Equipped Motor
- ProtoSmoke Turbine Exhaust 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: 25 3/4" x 2 1/2" x 4"
- Operates On 0-31 Curves





Pennsylvania - 6-8-6 Imperial S-2 Turbine Steam Engine
30-1785-1 w/Proto-Sound 3.0 \$469.95

Add Matching Passenger Set!



Pennsylvania - 4-Car 60' Streamlined Passenger Set
30-68090 \$299.95



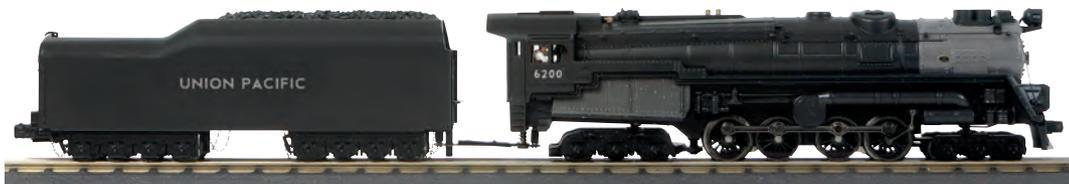
Pennsylvania - 2-Car 60' Streamlined Sleeper/Diner
30-68091 \$149.95



Pennsylvania - 60' Streamlined Full-Length Vista Dome Car
30-68093 \$79.95



Pennsylvania - 60' Streamlined Coach
30-68092 \$74.95



Union Pacific - 6-8-6 Imperial S-2 Turbine Steam Engine
30-1787-1 w/Proto-Sound 3.0 \$469.95



Chesapeake & Ohio - 6-8-6 Imperial S-2 Turbine Steam Engine
30-1788-1 w/Proto-Sound 3.0 \$469.95



Pennsylvania - 6-8-6 Imperial S-2 Turbine Steam Engine
30-1786-1 w/Proto-Sound 3.0 \$469.95

After battling its way westward over the Allegheny Mountains, the Pennsylvania Railroad's mainline turned into a nearly straight and level raceway for the final dash to Chicago. In the waning days of steam, that 278-mile stretch from Crestline, Ohio to the Windy City was the scene of high drama, as the Pennsy and Baldwin Locomotive Works, its favored locomotive builder, tried in vain to resist the diesel revolution. Experiments like the duplex-drive T1 and S1 powered the *Broadway Limited*, *Golden Arrow* and other Pennsy name trains at speeds that often exceeded 100 mph. But perhaps the most innovative racer was the Class S2 No. 6200 steam turbine.

The drive system that powered No. 6200 was both revolutionary — for a locomotive — and incredibly simple in concept. High-pressure boiler steam was used to spin a turbine wheel. The turbine was attached to a gear train that powered two of the engine's four driver axles, and side rods transmitted power to the other two axles. Like the Fairbanks Morse Train Master shown elsewhere in this catalog, No. 6200 used proven technology borrowed from WW II Navy ships, where steam turbines and gear trains delivered up to 55,000 horsepower to a single battleship propeller shaft.

Developed by Baldwin and the turbine division of Westinghouse Electric and Manufacturing Co., No. 6200 appeared to solve several of the problems that characterized steam power. Without the back-and-forth motion of pistons, valve gear and connecting rods, it was incredibly smooth at high speeds and free of the pounding that conventional steamers inflicted on the rails. What looked like valve gear on the front set of drivers was actually the linkage powering the lubrication system. At passenger speeds, it was also highly efficient. Compared with a three-unit set of E7 diesels, the 6900 hp S2 was more powerful, had a higher top speed (110 mph) and cost half as much. And it was handsome: massive boiler; 6-wheel leading and trailing trucks; four exhaust stacks, which opened in sequence as speed increased; the forward turbine with its huge exhaust pipe on the engineer's side; the smaller reverse turbine on the fireman's side; and a giant 16-wheel tender — actually a rebuilt hand-me-down originally assigned to an 11a Decapod.

The reality of the S2, however, proved more complex and sobering. The turbine was only efficient over a narrow speed range, so No. 6200 was a huge coal and water hog below 40 mph. A design flaw, discovered too late to be remedied, made the boiler prone to staybolt fractures. During its service life from 1944–1949, typical teething problems with a new technology kept No. 6200 in the shop more than out on the road. Like the PRR's other handsome, noble steam experiments of the 1940s, it was too little, too late. But with our RailKing Imperial model, you can relive the Pennsy's optimism of the postwar years, when it touted the S2 as "a fundamentally new type of coal-burning steam locomotive."

Empire State Express 4-6-4 Hudson



IMPERIAL
SERIES

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
- Legible Builders Plates
- Metal Handrails and Whistle
- Tender Truck Safety Chains
- Metal Wheels and Axles
- Remote-Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Running 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
- Near-Scale Proportions
- Onboard DCC/DCS Decoder
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 21 3/4" x 2 1/2" x 3 1/2"
- Operates On 0-31 Curves



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

But by the Roaring Twenties, most high-class rail travel was by Pullman, and coach trains on daytime runs, like the *Empire State Express*, were seen as a less desirable way to travel.

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

The 1941 *ESE* was a train with one foot in the past and the other in the future. Its reserved-seat, stainless steel Budd coaches and parlor cars presaged the postwar streamliners, America's last hurrah of luxury passenger travel. But its two specially styled Hudsons, Nos. 5426 and 5429, were clearly a bridge — albeit a beautiful one — between a dying technology and cars that belonged behind a diesel. Designer Henry Dreyfus blended the stainless fluting of Budd's streamliners with

his design for the 1938 *Twentieth Century* Hudsons, arguably among the best-looking streamlined steamers ever built. After the war, however, more powerful Niagaras bumped the *ESE* Hudsons to lesser trains, and by 1949 their streamlining had been removed.

Relive the brief but glorious era of streamlined steam on the Water Level Route with these superbly detailed Hudsons. Imperial features include a real coal load in the tender, glowing firebox, painted backhead gauges and hand-painted crew figures. Our model also features the prototype's distinctive Scullin disc drivers, *Empire State Express* station announcements, and the ability to start your train so smoothly you won't spill a drop of water in the diner.



4-6-4 Imperial Empire State Express Steam Engine w/Proto-Sound 3.0

30-1783-1 Cab Number 5426 \$459.95

30-1784-1 Cab Number 5429 \$459.95



New York Central - 4-Car 60' Streamlined Passenger Set

30-68058 \$299.95



New York Central - 60' Streamlined Coach

30-68060 \$74.95



New York Central - 60' Streamlined Full-Length Vista Dome

30-68061 \$79.95



New York Central - 2-Car 60' Streamlined Sleeper/Diner Set

30-68059 \$149.95

GE ES44AC



IMPERIAL

Features

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

Did You Know?

Fully loaded, an Evolution Series diesel carries 5000 gallons of diesel fuel, 450 gallons of lube oil, and 400 gallons of cooling water.





Santa Fe (Warbonnet) - ES44AC Imperial Diesel Engine
30-20570-1 w/Proto-Sound 3.0 \$359.95



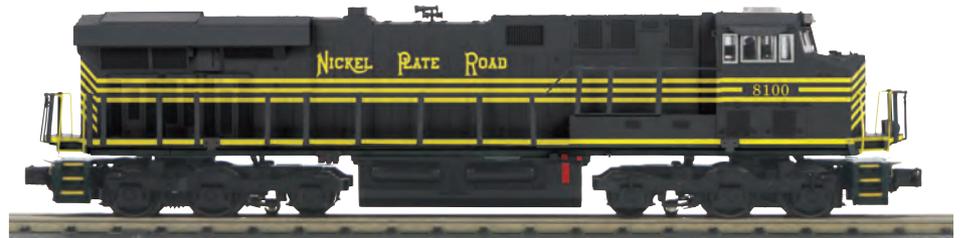
Union Pacific (Pink Ribbon) - ES44AC Imperial Diesel Engine
30-20571-1 w/Proto-Sound 3.0 \$359.95



Norfolk Southern (Short Line) - ES44AC Imperial Diesel Engine
30-20573-1 w/Proto-Sound 3.0 \$359.95



Conrail - ES44AC Imperial Diesel Engine
30-20574-1 w/Proto-Sound 3.0 \$359.95



Nickel Plate Road - ES44AC Imperial Diesel Engine
30-20572-1 w/Proto-Sound 3.0 \$359.95

If you're a North American Class 1 railroad looking for a freight diesel today, there are only two main choices. EMD, newly independent and no longer a division of General Motors, offers the SD70ACe. The standard bearer for General Electric, the top seller of road freight diesels, is the Evolution Series ES44AC.

At the heart of the Evolution Series is a brand new prime mover, the four-cycle, 12-cylinder GEVO-12. While producing the same 4400 horsepower as its 16-cylinder FDL-series predecessor, the GEVO-12 uses less fuel and spits out 40% fewer emissions. GE claims the EVOs are "the most fuel-efficient, most environmentally friendly diesel locomotives in history." Everything about these locomotives has been examined, questioned, and re-thought, generating 25 new U.S. patents in the process. And every Class 1 railroad has ponied up to buy them, with the BNSF currently rostering the largest EVO fleet.

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

Alco RS-3



RAILKING
scale



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

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.)



New York Central - RS-3 Diesel Engine
30-20544-1 w/Proto-Sound 3.0 \$359.95



Canadian Pacific - RS-3 Diesel Engine
30-20545-1 w/Proto-Sound 3.0 \$359.95



Lehigh Valley - RS-3 Diesel Engine
30-20546-1 w/Proto-Sound 3.0 \$359.95



Erie - RS-3 Diesel Engine
30-20575-1 w/Proto-Sound 3.0 \$359.95

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.



Peabody Coal - RS-3 Diesel Engine
30-20547-1 w/Proto-Sound 3.0 \$359.95



Spokane Portland & Seattle - RS-3 Diesel Engine
30-20548-1 w/Proto-Sound 3.0 \$359.95

EMD F3 A-B-A Set



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
- (2) Precision Flywheel-Equipped Skew-Wound Balanced 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 Passenger Station Proto-Effects
- Measures: 40 1/4" x 2 5/8" x 3 3/4"
- Operates On 0-31 Curves





Boston & Maine - F3 A-B-A Diesel Engine Set
30-20549-1 w/Proto-Sound 3.0 \$549.95

The Ambassador

Add Matching Passenger Cars - See Page 60



Monon - F3 A-B-A Diesel Engine Set
30-20550-1 w/Proto-Sound 3.0 \$549.95

The Hoosier

Add Matching Passenger Cars - See Page 60



Santa Fe - F3 A-B-A Diesel Engine Set
30-20551-1 w/Proto-Sound 3.0 \$549.95

The Super Chief

Add Matching Passenger Cars - See Page 60



Alaska - F3 A-B-A Diesel Engine Set
30-20552-1 w/Proto-Sound 3.0 \$549.95

The Denali Star

Add Matching Passenger Cars - See Page 61

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

Recognizing that EMD and the railroads were anxious to publicize their modern motive power, General Motors, the Santa Fe Railroad, and the New York Central Railroad helped share the cost of dies for the original models in exchange for having their names on engines that appeared on virtually every boy's holiday wish list for years. In the end, it seems the Santa Fe got the best deal, as its red, yellow, and silver "warbonnet" F3s remained a popular fixture on model railroad locomotives longer than any other railroad livery.

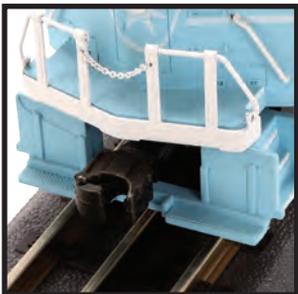
To this day, the F3 diesels of the late 1940s and early 1950s are recognized as some of the best toys ever produced. Virtually full O gauge scale models, they were tremendously dependable, highly detailed for their time, and terrific pullers.

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

EMD FP45



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
- Colorful 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 Passenger Station Proto-Effects
- Measures: 18 1/2" x 2 9/16" x 4"
- Operates On 0-31 Curves





EMD - FP45 Diesel Engine
30-20537-1 Proto-Sound 3.0 \$359.95



BNSF - FP45 Diesel Engine
30-20538-1 Proto-Sound 3.0 \$359.95



Santa Fe - FP45 Diesel Engine
30-20535-1 Proto-Sound 3.0 \$359.95



Amtrak - FP45 Diesel Engine
30-20536-1 Proto-Sound 3.0 \$359.95

Designed in 1967 at the request of the Santa Fe, the FP45 was basically an SDP45 road switcher with a streamlined cab unit body. The "P" in FP45 indicated a passenger diesel with a steam generator for train heat. Having a sleeker, more aerodynamic look than a road switcher, the FP45 blended better with its passenger consists; the fully enclosed body also reduced wind resistance and allowed the crew to perform troubleshooting and minor maintenance on the road.

Purchased for passenger service by the Santa Fe and the Milwaukee Road, the 3600 hp FP45s replaced first-generation E-unit and F-unit diesel sets and eventually found themselves handling freight duties as well. By 1971, the units remaining in passenger service were working exclusively for Amtrak. A sister engine, the F45, was bought for freight-only service by the Santa Fe, Great Northern, and Burlington Northern.

Built to 1/48 scale proportions and outfitted with Proto-Sound 3.0, the FP45 includes all the features that make RailKing Scale locomotives one of the best values in model railroading.

EMD GP7



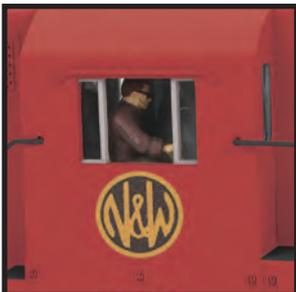
RAILKING
scale

Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Colorful 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: 14 3/4" x 2 1/2" x 3 3/4"
- Operates On 0-31 Curves

Did You Know?

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





Rock Island - GP7 Diesel Engine
30-20539-1 Proto-Sound 3.0 \$359.95



Southern Pacific - GP7 Diesel Engine
30-20542-1 Proto-Sound 3.0 \$359.95



Indiana & Ohio - GP7 Diesel Engine
30-20541-1 Proto-Sound 3.0 \$359.95



Norfolk & Western - GP7 Diesel Engine
30-20540-1 Proto-Sound 3.0 \$359.95



Western Maryland - GP7 Diesel Engine
30-20543-1 Proto-Sound 3.0 \$359.95

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

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

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

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

Adding a fully featured, scale-proportioned locomotive to your diesel roster has never been easier than with the RailKing Scale GP7. Our Geeps feature authentic first-generation diesel sounds including a single-chime air horn and the throb of an EMD 16-cylinder model 567 prime mover — so named because each of its cylinders displaced 567 cubic inches. Twin flywheel-equipped motors, Proto-Speed Control that provides steady speeds from three scale miles per hour to full throttle, and twin remote-control Proto-Couplers make our Geeps ideal for any chore from slow-speed switching to mainline hauling, just like the prototype.

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 Front and Rear Number Boards
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 18 1/2" x 2 5/8" x 3 7/8"
- Operates On O-31 Curves





Norfolk Southern - Dash 8 Diesel Engine
30-20557-1 w/Proto-Sound 3.0 \$359.95



CSX - Dash 8 Diesel Engine
30-20558-1 w/Proto-Sound 3.0 \$359.95



Santa Fe - Dash 8 Diesel Engine
30-20559-1 w/Proto-Sound 3.0 \$359.95



BNSF - Dash 8 Diesel Engine
30-20560-1 w/Proto-Sound 3.0 \$359.95

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-generation -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.

EMD E6 A-A Set



Features

- Intricately Detailed, Durable ABS Bodies
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Handrails and Horn
- Colorful 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 In Powered A-Unit
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- Near Scale Sizing
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 29 1/4" x 2 1/2" x 3 5/8"
- Operates On 0-31 Curves



Illinois Central - E6 A-A Diesel Engine Set
 30-20553-1 Proto-Sound 3.0 \$399.95
 30-20553-3 Non-Powered B-Unit \$149.95

City of Miami
 Add Matching Passenger Cars
 See Page 59



Southern - E6 A-A Diesel Engine Set
 30-20556-1 Proto-Sound 3.0 \$399.95
 30-20556-3 Non-Powered B-Unit \$149.95

Atlanta-Washington Express
 Add Matching Passenger Cars
 See Page 59



Milwaukee Road - E6 A-A Diesel Engine Set
 30-20555-1 Proto-Sound 3.0 \$399.95
 30-20555-3 Non-Powered B-Unit \$149.95

Midwest Hiawatha

Add Matching Passenger Cars - See Page 61



New York Central - E6 A-A Diesel Engine Set
 30-20554-1 Proto-Sound 3.0 \$399.95
 30-20554-3 Non-Powered B-Unit \$149.95

Empire State Express

Add Matching Passenger Cars - See Page 61



In the mid-1930s, 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-plainly early Santa Fe units, it's apparent that here was a new function looking for its form. The first generation of road diesels found its form in 1937, when the initial E-units, built for the B&O, inaugurated the classic "covered wagon" cab unit design that would last for two decades on both freight and passenger diesels.

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

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

EMC NW2 Switcher



Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Handrails and Horn
- Colorful 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 3/8" x 2 1/2" x 3 7/8"
- Operates On 0-27 Curves





Atlantic Coast Line - NW2 Switcher

- 30-20561-1 Proto-Sound 3.0 \$349.95
- 30-20561-3 Non-Powered Calf \$169.95



Chessie - NW2 Switcher

- 30-20562-1 Proto-Sound 3.0 \$349.95
- 30-20562-3 Non-Powered Calf \$169.95



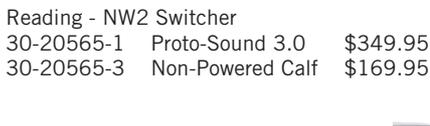
Maryland & Pennsylvania - NW2 Switcher

- 30-20563-1 Proto-Sound 3.0 \$349.95
- 30-20563-3 Non-Powered Calf \$169.95



New York Ontario & Western - NW2 Switcher

- 30-20564-1 Proto-Sound 3.0 \$349.95
- 30-20564-3 Non-Powered Calf \$169.95



Reading - NW2 Switcher

- 30-20565-1 Proto-Sound 3.0 \$349.95
- 30-20565-3 Non-Powered Calf \$169.95



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

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

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

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

The NW2 returns to the RailKing lineup in 2018 with everything you need in a hard-working switcher: twin-motored pulling power down to 3 scale miles per hour, dual Proto-Couplers to drop off cars anywhere, and authentic EMD 567 sounds.

Did You Know?

The “W” in the NW and SW-series switchers stood for “welded,” to distinguish engines with welded frames from earlier models with cast steel frames made by General Steel Castings of Granite City, Illinois, a long-time supplier to the railroad industry.

EMD MP15DC



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





Union Railroad - MP15DC Diesel Engine
30-20566-1 w/Proto-Sound 3.0 \$349.95



BNSF - MP15DC Diesel Engine
30-20567-1 w/Proto-Sound 3.0 \$349.95



Norfolk Southern - MP15DC Diesel Engine
30-20569-1 w/Proto-Sound 3.0 \$349.95



Amtrak - MP15DC Diesel Engine
30-20568-1 w/Proto-Sound 3.0 \$349.95

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 2018. Our model replicates the more-traditional MP15DC with its front-mounted radiator and air intakes. Like its prototype, this RailKing Scale engine is equally at home doing slow-speed yard duty or hauling commuters or freight along your main line.

PCC Electric 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
- Directionally Controlled Constant Voltage LED Headlight
- Lighted LED Cab Interior Light
- Illuminated LED Destination Boards
- Lighted LED Marker 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 O-27 Curves



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 railways 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.



New Haven - PCC Electric Street Car
30-5178-1 Proto-Sound 3.0 \$269.95



Santa Fe - PCC Electric Street Car
30-5179-1 Proto-Sound 3.0 \$269.95



Philadelphia - PCC Electric Street Car
30-5180-1 Proto-Sound 3.0 \$269.95



Brooklyn - PCC Electric Street Car
30-5181-1 Proto-Sound 3.0 \$269.95

3200 Series Subway Set



Features

- Intricately Detailed, Durable ABS Bodies
- Die-Cast Truck Sides
- Metal Chassis
- Colorful Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers on Powered Unit
- Prototypical Rule 17 Lighting
- Lighted Cab Interiors
- Illuminated LED Number Boards
- (2) Precision Flywheel-Equipped Motors
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- Equipped With Proto-Sound 3.0 Featuring Station Stop Proto-Effects
- Measures: 13 1/2" x 2 1/2" x 3 3/8"
- Operates On O-31 Curves
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- (2) Operating Die-Cast Metal Couplers
- Overhead Interior Lighting
- Detailed Car Interiors
- 2-Car Sets Feature (2) Coaches
- Measures: 13 1/2" x 2 1/2" x 3 3/8"
- Operates On O-31 Curves

Non-Powered Features

- Intricately Detailed, Durable ABS Bodies
- Stamped Metal Floors
- Detailed Car Undercarriage
- Colorful, Attractive Paint Schemes



Chicago Transit Authority (Loop) - 3200 Series 4-Car Subway Set
 30-20582-1 Proto-Sound 3.0 \$499.95
 Chicago Transit Authority (Loop) - 2-Car 3200 Series Subway Set Add-On
 30-20582-3 Non-Powered \$179.95



Yellowbook - 3200 Series 4-Car Subway Set
 30-20577-1 Proto-Sound 3.0 \$499.95
 2-Car 3200 Series Subway Set Add-On
 30-20577-3 Non-Powered \$179.95

Closely resembling the 1970 vintage Boeing built 2400 series cars, the CTA 3200 Series subway car first began appearing on Chicago's famed "L" in early 1993. Produced by the Morrison Knudsen Corporation (their first order for new transit cars) the consists have been in use throughout the CTA system.

The design and performance characteristics of the new 3200 series cars are a far leap over previous subway type passenger equipment. Utilizing state-of-the-art microprocessor propulsion control and inverter auxiliary power supply equipment, the cars can be easily

retrofitted from 3rd rail pickups to overhead pantographs. A unique operator's compartment provides multi-purpose operator/conductor/passenger seating capabilities.

Adding the unique look and style of a modern subway consist to your layout has never been easier. Choose from models equipped with or without Proto-Sound® and receive all of the standard features found below.



Cancer - 3200 Series 4-Car Subway Set
 30-20579-1 Proto-Sound 3.0 \$499.95
 Cancer - 2-Car 3200 Series Subway Set Add-On
 30-20579-3 Non-Powered \$179.95



Chicago Transit Authority - 3200 Series 4-Car Subway Set
 30-20576-1 Proto-Sound 3.0 \$499.95
 Chicago Transit Authority - 2-Car 3200 Series Subway Set Add-On
 30-20576-3 Non-Powered \$179.95

LO-V 4-Car Subway Set



Features

Set Features

- 4-Car Consist with (1) Powered Car, (3) Non-Powered Cars

Powered Car Features

- Intricately Detailed ABS Bodies
- Die-Cast Truck Sides & Pilots
- Metal Chassis
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Prototypical Rule 17 Lighting

- Directionally Controlled Constant voltage LED Headlights
- Lighted Cab Interiors
- Body Mounted Colored LED Lights
- (2) Precision Flywheel Equipped Motors
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- Equipped With Proto-Sound 3.0 Featuring Station Stop Proto-Effects
- Each Car Measures 14 5/8" x 2 1/4" x 3 1/8"
- Operates On 0-31 Curves

Non-Powered Car Features

- Durable ABS Intricately Detailed Bodies
- Metal Wheels and Axles
- Overhead Interior Lighting
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Authentic Paint Scheme
- Detailed Car Interiors
- Stamped Metal Floors
- Detailed Car Undercarriage



Metropolitan Transportation Authority (Green) - LO-V 4-Car Subway Set
30-20580-1 Proto-Sound 3.0 \$499.95



Metropolitan Transportation Authority (Green) - LO-V 2-Car Subway Add-On Set
30-20580-3 Non-Powered \$179.95



Metropolitan Transportation Authority (Red) - LO-V 4-Car Subway Set
30-20581-1 Proto-Sound 3.0 \$499.95



Metropolitan Transportation Authority (Red) - LO-V 2-Car Subway Add-On Set
30-20581-3 Non-Powered \$179.95



Metropolitan Transportation Authority Holiday
LO-V 2-Car Subway Add-On Non-Powered Set with LED Lights
30-20534-3 \$239.95



Metropolitan Transportation Authority Holiday LO-V 4-Car Subway Set with Proto-Sound 3.0 with LED Lights
30-20534-1 \$599.95

As the IRT (Interborough Rapid Transit) subway expanded in New York City, the need for additional equipment prompted the ordering of 600 low voltage type motor cars. One hundred of these cars came from Pullman in 1916 and 1917, while the remaining 500 were purchased from American Car and Foundry in 1924. An additional 510 non-powered trailer cars entered service between 1916 and 1922. Typical of subway equipment of their day, the steel-sided cars featured rattan seating and rather dim overhead lighting.

The LO-V cars, as the low voltage equipment came to be known, used a low voltage controller, or throttle, to control the high voltage that actually powered the car. This marked a dramatic improvement in safety for the motorman, who in previous HI-V cars had his hand on a controller directly connected to 600 volts of direct current on the third rail. The LO-V cars incorporated a master controller powered by a 32-volt battery, enabling the motorman to control the 600 volts passing through the DC group switches located under the car without fear of electrocution. The LO-V cars served for nearly four decades before being replaced by new cars with plush seating and bright fluorescent lighting.

The RailKing LO-V subway set features transit stop simulation available only from M.T.H. Designed specifically for our municipal transit cars, the unique Proto-Sound 3.0 transit program features Station Stop Proto-Effects, allowing you to program the train to stop automatically at designated station stops, even in Conventional Mode. When configured to run on automatic, the LO-V subway stops itself at locations you define and calls out station names that you select in advance; the subway essentially runs itself. And when you program the LO-V for an out-and-back route, it even reverses itself and heads back downtown when it reaches the end of the line - stopping along the way at each station to broadcast the name of the stop and the hustle and bustle of passengers coming and going.

Did You Know?

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

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 riding on sprung, die-cast metal trucks with metal wheels, axles and operating metal couplers.

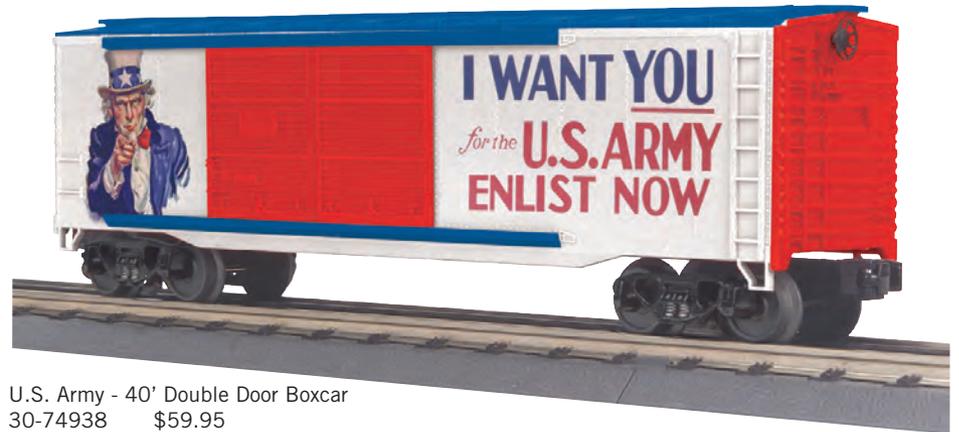
RailKing Passenger Cars are available in the popular 60' Streamlined and Madison style bodies. Offered in 4-car, 2-car and single-car configurations, each type features car interior detail, overhead interior lighting, end-of-car diaphragms and intricate under-car detail. All cars ride on die-cast metal 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

40' Double Door Boxcar



War Production Co. - 40' Double Door Boxcar
30-74939 \$59.95



U.S. Army - 40' Double Door Boxcar
30-74938 \$59.95



Coast Guard - 40' Double Door Boxcar
30-74941 \$59.95



Navy - 40' Double Door Boxcar
30-74940 \$59.95

Artwork based on WWII recruiting posters



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
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Sliding Car Doors
- Near-Scale Proportions
- Measures: 13" x 2 1/2" x 3 1/2"
- Operates On O-31 Curves

50' Modern Box Car



Southern - 50' Modern Box Car
30-74950 \$59.95



Middletown & New Jersey - 50' Modern Box Car
30-74951 \$59.95



New Hope & Ivyland Railroad - 50' Modern Box Car
30-74952 \$59.95



Baltimore & Ohio - 50' Modern Box Car
30-74953 \$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



Airslide Hopper



Firestone - Airslide Hopper
30-75618 \$59.95



Champion - Airslide Hopper
30-75619 \$59.95



Wednesday is Spaghetti Day - Airslide Hopper
30-75621 \$59.95



GATX - Airslide Hopper
30-75620 \$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
- Measures: 13" x 2 7/16" x 3 5/8"
- Operates On O-31 Curves

Ore Car



Greenville Steel - Ore Car
30-75614 \$54.95



U.S. Steel - Ore Car
30-75615 \$54.95



Republic Steel - Ore Car
30-75617 \$54.95



Rosebud Mining - Ore Car
30-75616 \$54.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Detailed Brake Wheel
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Measures: 7 1/4" x 2 9/16" x 3 1/8"
- Operates On 0-27 Curves



3-Dome Tank Car



Texaco - 3-Dome Tank Car
30-73539 \$59.95



Penn Salt - 3-Dome Tank Car
30-73537 \$59.95



Shell - 3-Dome Tank Car
30-73538 \$59.95



USAF Rocket Fuel - 3-Dome Tank Car
30-73540 \$59.95



Features

- Intricately Detailed, Durable ABS Body
- Colorful, Attractive Paint Scheme
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Separate Metal Handrails
- Near-Scale Proportions
- Measures: 10 1/4" x 2 3/8" x 3 9/16"
- Operates On O-27 Curves

Flat Car with Military Load



U.S. Army - Flat Car with M10 Wolverine Tank
30-76745 \$79.95



U.S. Army - Flat Car with Half-Track M16 Scout Car
30-76746 \$79.95

Makes Great Complement
For U.S. Army Pacific

30-1750-1 U.S. Army 4-6-2 Imperial Pacific Steam Engine w/Proto-Sound 3.0



Flat Car Sets



U.S. Army - 4-Car Flat Car Set w/M10 Wolverine Tanks
30-7096 \$289.95



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
- Removable Die-Cast Military Loads
- Each Car Individually Numbered



U.S. Army - 4-Car Flat Car Set w/Half-Track M16 Scout Cars
30-7097 \$289.95

Madison Passenger Cars



Baltimore & Ohio - 4-Car 60' Madison Passenger Set
30-69291 \$299.95



Baltimore & Ohio - 60' Madison Coach
30-69293 \$74.95



Baltimore & Ohio - 2-Car 60' Madison Combine/Diner Set
30-69292 \$149.95



Jersey Central - 4-Car 60' Madison Passenger Set
30-69294 \$299.95



Jersey Central - 2-Car 60' Madison Combine/Diner Set
30-69295 \$149.95



Jersey Central - 60' Madison Coach
30-69296 \$74.95



Baltimore & Ohio - 60' Madison Coach
30-69308 \$74.95



Baltimore & Ohio - 2-Car 60' Madison Combine/Diner Set
30-69307 \$149.95



Baltimore & Ohio - 4-Car 60' Madison Passenger Set
30-69306 \$299.95

Madison Features

- Intricately Detailed, Durable ABS Body
- 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 Interior
- 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
- Each Car Measures: 16 3/4" x 2 11/16" x 3 3/8"
- Operates On O-31 Curves



New York Central - 4-Car 60' Madison Passenger Set
30-69297 \$299.95



New York Central - 60' Madison Coach
30-69299 \$74.95



New York Central - 2-Car 60' Madison Combine/Diner Set
30-69298 \$149.95



Atlantic Coast Line - 4-Car 60' Madison Passenger Set
30-69300 \$299.95



Atlantic Coast Line - 60' Madison Coach
30-69302 \$74.95



Atlantic Coast Line - 2-Car 60' Madison Combine/Diner Set
30-69301 \$149.95



Erie - 2-Car 60' Madison Combine/Diner Set
30-69304 \$149.95



Erie - 60' Madison Coach
30-69305 \$74.95



Erie - 4-Car 60' Madison Passenger Set
30-69303 \$299.95

Streamlined Passenger Cars



Southern Pacific - 4-Car 60' Streamlined Passenger Set
30-68066 \$299.95

Southern Pacific - 4-Car 60' Streamlined Passenger Set
with LED Lights (*Not Shown*)
30-68040 \$399.95

Streamlined Features

- Intricately Detailed, Durable ABS Bodie
- Stamped Metal Floor
- 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 Interior
- 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 O-31 Curves



Southern Pacific - 2-Car 60' Streamlined Sleeper/Diner
30-68067 \$149.95

Southern Pacific - 2-Car 60' Streamlined Sleeper/Diner Set with LED Lights (*Not Shown*)
30-68041 \$209.95



Southern Pacific - 60' Streamlined Coach
30-68068 \$74.95

Southern Pacific - 60' Streamlined Coach with LED Lights (*Not Shown*)
30-68042 \$109.95



Southern Pacific - 60' Streamlined Full-Length Vista Dome
30-68069 \$79.95

Southern Pacific - 60' Streamlined Full-Length Vista Dome
with LED Lights (*Not Shown*)
30-68043 \$109.95



Southern Pacific Lines - 60' Streamlined Full-Length Vista Dome
30-68073 \$79.95



Southern Pacific Lines - 60' Streamlined Coach
30-68072 \$74.95



Southern Pacific Lines - 2-Car 60' Streamlined Sleeper/Diner
30-68071 \$149.95



Southern Pacific Lines - 4-Car 60' Streamlined Passenger Set
30-68070 \$299.95



American Freedom - 4-Car 60' Streamlined Passenger Set
30-68046 \$299.95



American Freedom - 60' Streamlined Full-Length Vista Dome
30-68049 \$79.95



American Freedom - 60' Streamlined Coach
30-68048 \$74.95



American Freedom - 2-Car 60' Streamlined Sleeper/Diner
30-68047 \$149.95



Illinois Central - City of Miami - 4-Car 60' Streamlined Passenger Set
30-68054 \$299.95



Illinois Central - City of Miami - 2-Car 60' Streamlined Sleeper/Diner
30-68055 \$149.95



Illinois Central - City of Miami - 60' Streamlined Full-Length Vista Dome
30-68057 \$79.95



Illinois Central - City of Miami - 60' Streamlined Coach
30-68056 \$74.95



Southern - 60' Streamlined Full-Length Vista Dome
30-68065 \$79.95



Southern - 4-Car 60' Streamlined Passenger Set
30-68062 \$299.95



Southern - 2-Car 60' Streamlined Sleeper/Diner
30-68063 \$149.95



Southern - 60' Streamlined Coach
30-68064 \$74.95

Streamlined Passenger Cars



Santa Fe - 4-Car 60' Streamlined Passenger Set
30-68050 \$299.95



Santa Fe - 60' Streamlined Full-Length Vista Dome
30-68053 \$79.95



Santa Fe - 60' Streamlined Coach
30-68052 \$74.95



Santa Fe - 2-Car 60' Streamlined Sleeper/Diner
30-68051 \$149.95



Monon - 4-Car 60' Streamlined Passenger Set
30-68074 \$299.95



Monon - 2-Car 60' Streamlined Sleeper/Diner
30-68075 \$149.95



Monon - 60' Streamlined Coach
30-68076 \$74.95



Monon - 60' Streamlined Full-Length Vista Dome
30-68077 \$79.95



Boston & Maine- 4-Car 60' Streamlined Passenger Set
30-68078 \$299.95



Boston & Maine - 60' Streamlined Full-Length Vista Dome
30-68081 \$79.95



Boston & Maine- 60' Streamlined Coach
30-68080 \$74.95



Boston & Maine - 2-Car 60' Streamlined Sleeper/Diner
30-68079 \$149.95



New York Central - 4-Car 60' Streamlined Passenger Set
30-68058 \$299.95



New York Central - 60' Streamlined Coach
30-68060 \$74.95



New York Central - 60' Streamlined Full-Length Vista Dome
30-68061 \$79.95



New York Central - 2-Car 60' Streamlined Sleeper/Diner
30-68059 \$149.95



Alaska - 2-Car 60' Streamlined Sleeper/Diner
30-68083 \$149.95



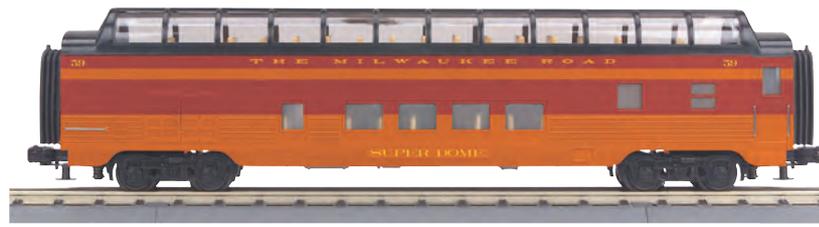
Alaska - 60' Streamlined Full-Length Vista Dome
30-68085 \$79.95



Alaska - 4-Car 60' Streamlined Passenger Set
30-68082 \$299.95



Alaska - 60' Streamlined Coach
30-68084 \$74.95



Milwaukee Road - 60' Streamlined Full-Length Vista Dome
30-68089 \$79.95



Milwaukee Road - 4-Car 60' Streamlined Passenger Set
30-68086 \$299.95

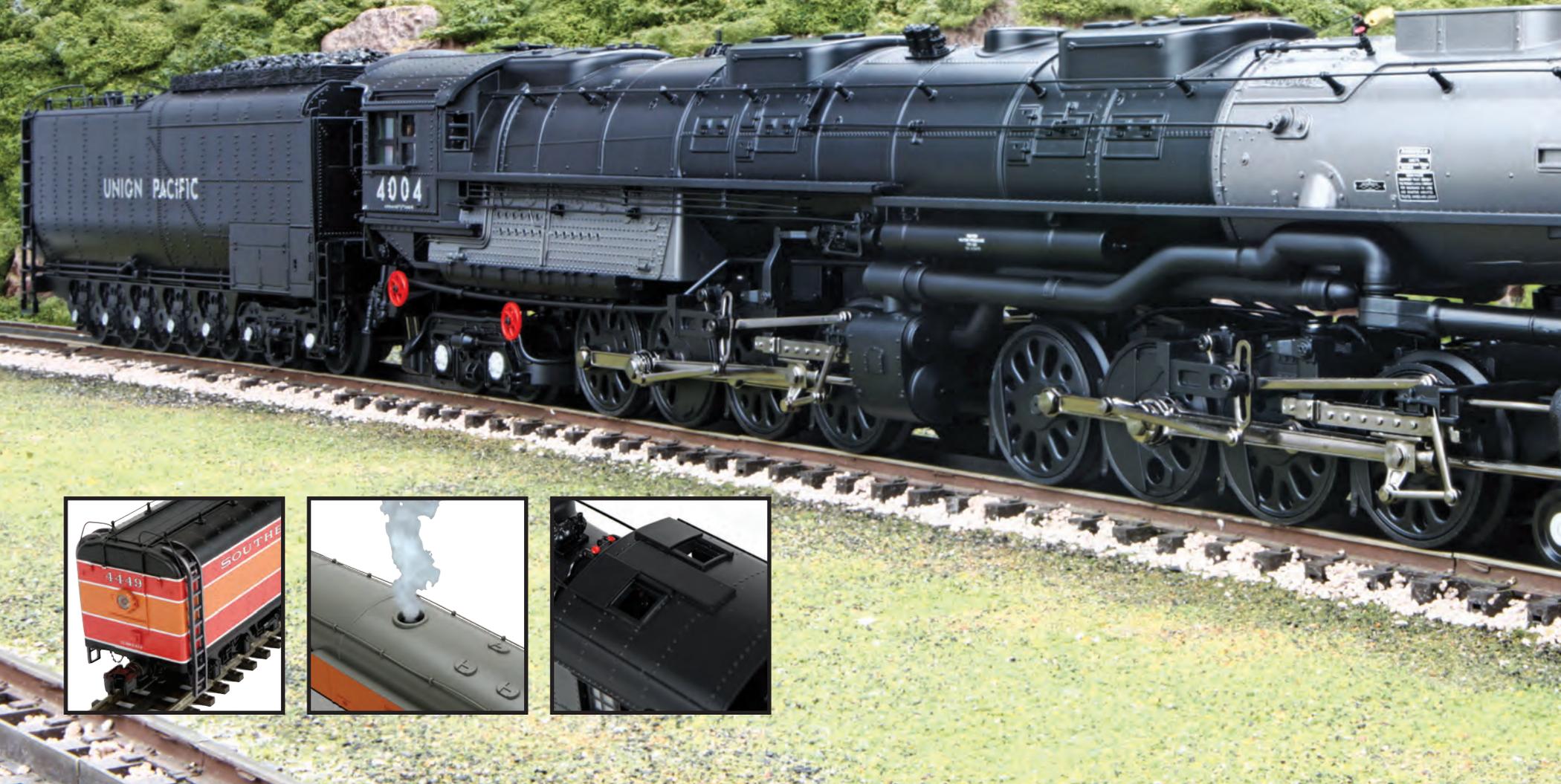
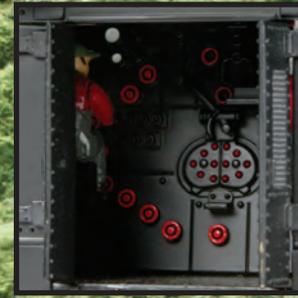


Milwaukee Road - 2-Car 60' Streamlined Sleeper/Diner
30-68087 \$149.95



Milwaukee Road - 60' Streamlined Coach
30-68088 \$74.95

Premier Line





O scale model railroaders, whether they be 3-rail or 2-rail fans, who have or plan to have a premier model railroad will find choosing an M.T.H. Premier Line locomotive or rolling stock item a worthy choice. Our steam, diesel and electric locomotives are unmatched in value and performance. Almost all of our Premier Line models can be configured for use on 2-rail or 3-rail track and come in multiple cab numbers, making M.T.H. Premier Line products the most versatile O scale products produced today.

Premier steam engines are the gold standard in O Scale railroading. These beautifully detailed 1:48 scale locomotives display the highest standards of craftsmanship, realistic detail, and solid construction. Each is configured with a smooth, powerful drive train that performs like no other. Every Premier steamer features a die-cast boiler and tender, precision flywheel-equipped motor, ProtoSmoke system with billowing smoke prototypically timed to its drive wheel revolutions, and realistic lighting effects — all of which make for an exciting and realistic operating experience.

Many Premier diesels feature metal handrails and grill details and additional features such as moveable roof fans, operating class lights, and illuminated number boards. Every one of our engines features a precisely designed body and a crisp, detailed paint scheme modeled closely to the original. This careful attention to detail does not stop with the appearance of the models. Each Premier locomotive features a world-class drive train capable of operating at incredibly slow speeds in command mode, even while pulling long strings of cars.

Premier locomotives were introduced to fulfill the needs of 3-rail model railroaders, operators, and collectors for whom accuracy,

quality, and detail are essential. And while the authenticity of detail is designed to please the most discriminating of model railroaders, many Premier locomotives are now equipped with an industry-exclusive feature that allows our locomotives to run on 2-rail or 3-rail track.

Dubbed Proto-Scale 3-2™, locomotives so equipped can be quickly configured for 2-rail or 3-rail operation by removing or adding the 3-rail pickups and flipping a power pickup switch to allow power to flow through one side of the locomotive's drive wheels or through the track's center rail. Because the onboard Proto-Sound 3.0 electronics can operate on AC or DC power and are equipped with both DCC and DCS receivers, operators now have an unprecedented number of ways to operate their locomotives. No other manufacturer today can match the number of operating modes found in an M.T.H. locomotive equipped with Proto-Sound 3.0.

Models equipped with Proto-Scale 3-2 are offered in two flavors, Hi-Rail Wheels or Scale Wheels. Operators planning on operating exclusively on a 2-rail empire should select the latter while 3-rail operators will find the Hi-Rail Wheel versions to be their best option. 3-Rail Scale operators whose layouts feature wide curves will also find the Scale Wheel models, especially diesel locomotives with their fixed pilots, to be worthy of their consideration.

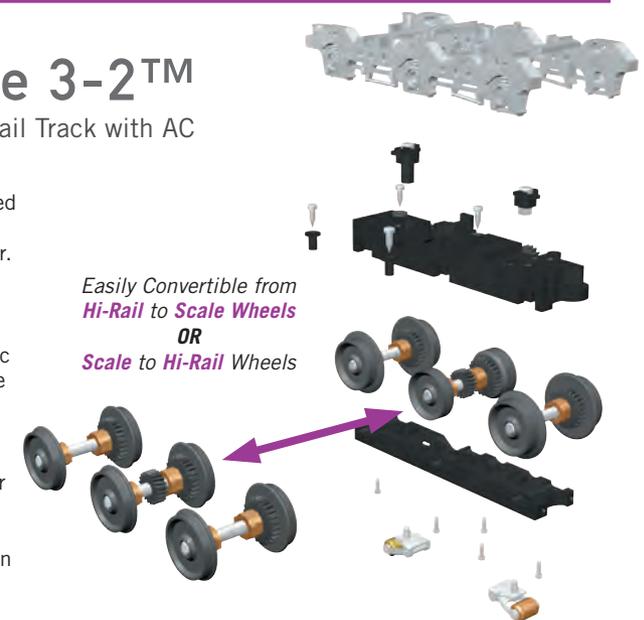
Because space is limited on each of our catalog pages, Premier Line enthusiasts should refer to our website (www.mthtrains.com) to find each product's complete feature list and available cab numbers or car names.

PROTO-SCALE™ 3-2™ Proto-Scale 3-2™

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

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

The conversion wheel kits listed on page 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.

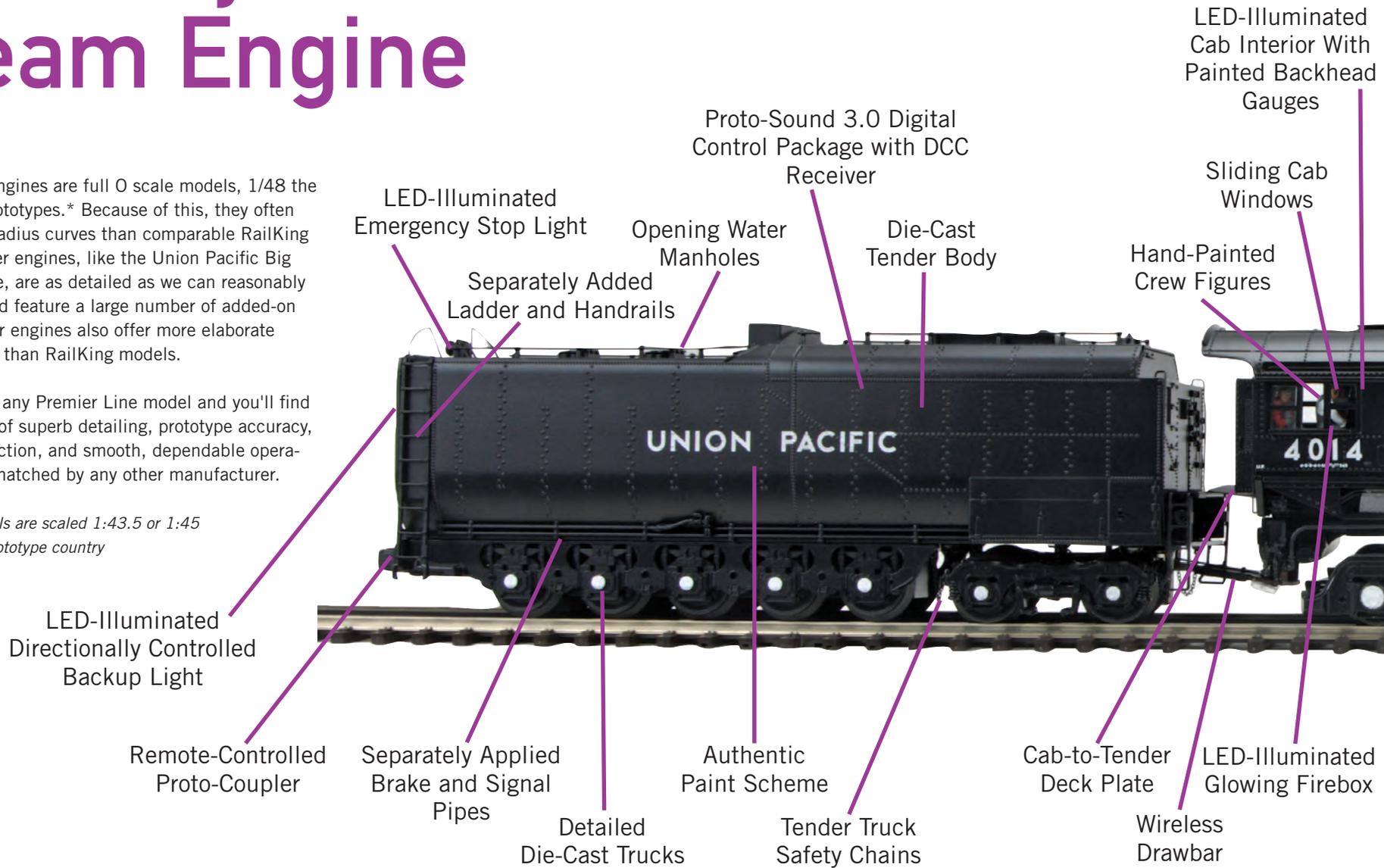


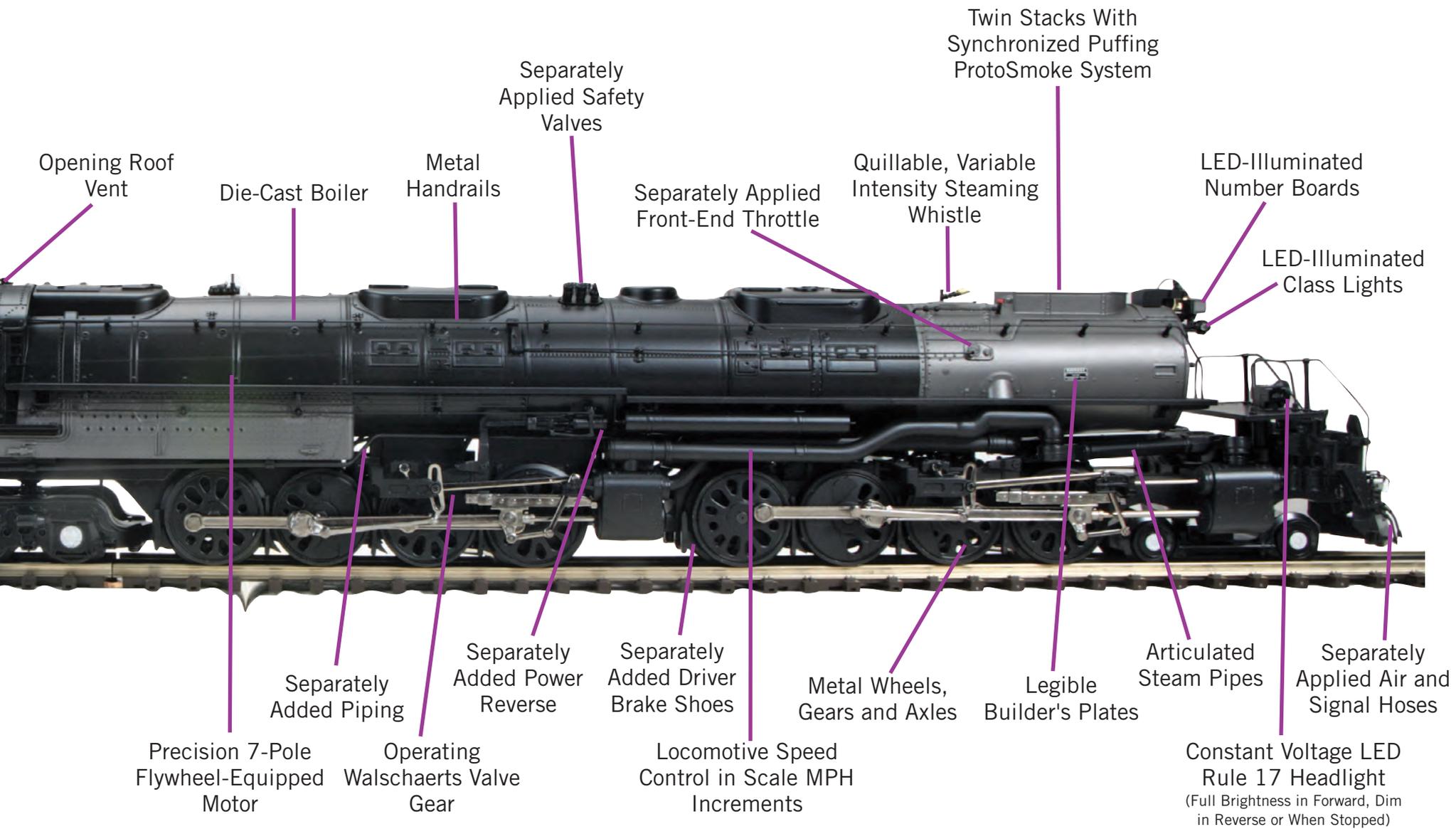
Anatomy of a Premier Steam Engine

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 country*





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

Metal Wheels, Gears and Axles

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

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

GS-4 4-8-4 Northern



Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails 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
- 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 0-54 Curves
- Scale Wheels Operate On 42" Radius Curves

*Hi-Rail Models Only

See it in action at
www.mthtrains.com





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

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.



Southern Pacific Lines - 4-8-4 GS-4 Steam Engine w/Proto-Sound 3.0, Cab No. 845
 20-3753-1 Hi-Rail Wheels \$1199.95

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

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.



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

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.

American Freedom - 4-8-4 GS-4 Steam Engine w/Proto-Sound 3.0, Cab No. 4449
 20-3755-1 Hi-Rail Wheels \$1199.95
 22-3755-2 Scale Wheels \$1199.95



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



See it in action at
www.mthtrains.com



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
- Real Tender Coal Load (Except No. 4014)
- 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



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



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 2018, 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 2018 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 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

USRA 0-8-0



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
- (2) Remote-Controlled Proto-Couplers
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Firebox Glow
- LED-Illuminated Cab Interior
- Operating Tender LED Back-up Light
- Powerful 5-Pole Precision Flywheel-Equipped Skew-Wound Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCC/DCS Decoder
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Dimensions
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Freight Yard Proto-Effects
- Measures: 21" x 2 5/8" x 3 11/16"
- Operates On O-31 Curves



New York Central - USRA 0-8-0 Steam Engine
20-3703-1 Proto-Sound 3.0 \$799.95



Kansas City Southern - USRA 0-8-0 Steam Engine
20-3702-1 Proto-Sound 3.0 \$799.95



Nickel Plate Road - USRA 0-8-0 Steam Engine
20-3704-1 Proto-Sound 3.0 \$799.95



Pere Marquette - USRA 0-8-0 Steam Engine
20-3705-1 Proto-Sound 3.0 \$799.95



Norfolk & Western - USRA 0-8-0 Steam Engine
20-3706-1 Proto-Sound 3.0 \$799.95

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. One of the most popular was an 0-8-0 switcher that eventually appeared on 52 railroads.

This 0-8-0 marks the third USRA design to appear in the M.T.H. Premier lineup and the first for a switch engine. Built to 1/48 scale proportions, the locomotive includes the intricate detail and quality die casting that have made Premier Line steam locomotives the industry leader.

The tooling for the tender has been designed so railroad-specific coal bunkers can be installed on the tender body, providing an added level of realism. More importantly, each 0-8-0 is outfitted with the incredible sounds and features of Proto-Sound 3.0, including patented locomotive speed control and synchronized puffing smoke.

Did You Know?

The USRA designs were modern but conservative. They incorporated the best practices of their day, but broke little new ground. After the war, the basic designs were used by railroads across the nation, and many USRA-design engines remained in service to the end of steam.

Pennsy Class M1b 4-8-2 Mountain



Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- Remote-Controlled Proto-Coupler
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- LED-Illuminated Cab Interior
- Operating LED Firebox Glow
- LED-Illuminated Class and Marker Lights
- Operating Tender LED Back-up Light
- Powerful 5-Pole Precision Flywheel-Equipped Skew-Wound 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 Quillable Whistle With Freight Yard Proto-Effects
- Measures: 28 1/4" x 2 7/16" x 4 7/8"
- Operates On 0-72 Curves



Pennsylvania - 4-8-2 M-1b Mountain Steam Engine, Cab No. 6750
20-3696-1 Proto-Sound 3.0 \$1199.95

Pennsylvania - 4-8-2 M-1b Mountain Steam Engine, Cab No. 6734
20-3697-1 Proto-Sound 3.0 \$1199.95



According to the late Al Staufer, dean of Pennsy historians, the M-class Mountains were “the most favored and loved class of power on the Pennsylvania Railroad.” They were the last and best of the Pennsy’s home-grown steamers.

Conceived as a dual-purpose passenger and fast freight engine, with the ability to replace L1s Mikados and double-headed K4s Pacifics, the M-Class was developed in typical conservative Pennsy fashion. The boiler design was based largely on the road’s I1s 2-10-0’s, and its KW trailing truck design was shared by over 1000 Pennsy Atlantics, Pacifics and Mikados.

No. 4700, the M-class prototype, rolled out of the road’s Juniata Shops in October, 1923. For more than two years, it was tested, refined, and tested again, both on the road and on the Pennsy’s Altoona test plant. The final design was, in the words of author Richard Adams, “pure PRR — a big boiler and big cylinders, and nothing else.” Initially, No. 4700 did not even have an automatic coal stoker, until it became evident that no human could keep up with the demands of its huge firebox. What the M-class did have, however, were the qualities that enginemen wanted in a locomotive:

smooth riding and free steaming — the ability to never run out of steam, no matter what the demands of load and grade. At full cry, an M-class 4-8-2 could deliver 4000 drawbar horsepower and hustle a train along at 80 mph.

The Pennsy committed to full M-class production in 1926, ordering 175 Class M1 engines from Baldwin Locomotive Works and 25 from Lima Locomotive Works. Four years later, Pennsy upgraded the design to M1a with a new steel cylinder casting, a feedwater heater that improved power, and huge tenders that crews nicknamed the “coast-to-coast” tenders. The 1930 order for 100 M1a’s was split between Baldwin, Lima and Juniata.

Beginning in 1946, about 38 M1a engines were upgraded to M1b, with firebox improvements and a higher boiler pressure that increased power even more. Also added was a heavier, fabricated steel pilot that improved front end tracking and featured a drop coupler, to avoid fouling an object in the event of a collision. Our Premier engine is the only die-cast O Gauge model of the M1b.

Initially, the Mountains were assigned to both passenger and freight service, bumping K4s Pacifics from crack passenger runs. Unassisted, an M1 could lift 10 Pullmans over Horseshoe Curve, Pennsy’s conquest of the Allegheny Mountains. But in the mid-1930s, as electric power took over mainline work east of Harrisburg, Pennsy’s full fleet of passenger K4s’ became available to cover less than half the trackage it had been built for. In the midst of the Great Depression, economics dictated that virtually all Mountains be shifted to fast freight service, and it was there they found their true calling. It was not uncommon to see double-headed 4-8-2’s speeding along with 125 freight cars in tow. Within a few years, WW II would bring Class M’s back into electrified territory, smoking up the wires with a wartime traffic surge.

As Al Staufer put it, “Pennsy hit the jackpot on this one. They were just about the greatest hunk of steam power they ever owned. They were designed with an eye toward passenger and dual service, but they possessed such power that they became the kings of the high speed freight.”



Pennsylvania - 4-8-2 M-1b Mountain Steam Engine, Cab No. 6736
20-3695-1 Proto-Sound 3.0 \$1199.95

USRA 4-6-2 Heavy Pacific





Great Northern - 4-6-2 USRA Heavy Pacific Steam Engine
20-3742-1 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 mainline 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.



Erie - 4-6-2 USRA Heavy Pacific Steam Engine
20-3741-1 w/Proto-Sound 3.0 \$1099.95

4-6-2 Pacific Steam



Southern (Crescent Limited) - 4-6-2 Ps-4 Steam Engine
20-3735-1 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

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



Reading & Northern - 4-6-2 USRA Heavy Pacific Steam Engine
20-3745-1 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



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

Features

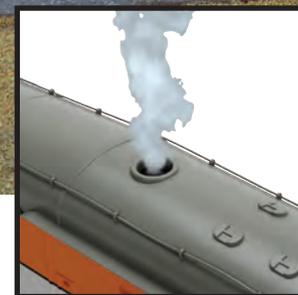
- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- Remote Controlled 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 O-42 Curves

C&O M-1 Steam-Turbine- Electric



Features

- Intricately Detailed, Durable ABS Boiler
- Die-Cast Metal Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Legible Builders Plates
- Metal Handrails and Whistle
- Tender Truck Chains
- Metal Wheels and Axles
- Remote-Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Numberboard Lights
- Operating Tender LED Back-up Light
- (2) Precision Flywheel-Equipped Motors
- ProtoSmoke Turbine Exhaust
- 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: 39" x 2 1/2" x 4"
- Operates On 0-72 Curves





Chesapeake & Ohio - M-1 Steam Turbine Electric Engine
20-21056-1 w/Proto-Sound 3.0 \$1099.95

The Chesapeake and Ohio M-1 was the longest passenger locomotive ever built — and perhaps one of the most ill-conceived. In the waning days of steam power, when it was clear to almost anybody that diesel was the new king, a few railroads and most of the steam locomotive builders resorted to desperate measures to give steam one more chance. But even in that experimental era, the M-1 was odd. It was an attempt to combine the power source of a steam locomotive — the boiler — with the running gear of a diesel or electric — a series of relatively small wheels with an electric motor on each axle. The link between the two was a steam-powered turbine that drove a pair of electric generators.

How the M-1 came to be is somewhat uncertain. The standard story is that Robert R. Young, the C&O's energetic and idealistic Chairman of the Board, wanted the postwar C&O to establish passenger service that would be "second to none." Part of his plan was *The Chessie*, a new premier streamliner on a fast 12-hour daylight schedule between Washington and Cincinnati. Amenities aboard the planned train included dome cars, a diner that converted to a movie theatre, and a "family coach" with a children's playroom. As the C&O was the world's number one coal hauling railroad, and thus very tied to the good will of the coal industry, Young wanted *The Chessie* to have revolutionary locomotives that were powered by coal. That may seem like an oxymoron today, but somehow it made sense when the three M-1 locomotives were ordered from Baldwin Locomotive Works in 1946. The railroad even built two streamlined coaling docks to fuel the eastbound and westbound Chessies.

However the M-1 originated, its performance posed no threat to dieseldom. Although it was designed as a 6000 horsepower beast with a maximum speed of 100 mph, actual performance was hampered by the fact that the M-1 proved to be quite slippery, a problem shared by the Pennsy T-1 and several other latter-day experimental steamers. The M-1 also had a consistent problem with poor firebox draft; like closing the damper on a home fireplace, this meant the fire was often hard to keep going and the engine tended to run low on steam. The M-1 also proved to be too hungry and thirsty for its own good, another trait common among experimental steamers. And under its smooth streamlined surface was an absolute maintenance man's nightmare of steam plumbing and electrical wiring.

But even if it didn't work very well, the M-1 was a spectacular piece of machinery. It was longer than a Big Boy by 21 feet, and heavier. Appearance-wise, the M-1 was perhaps best described as bizarre: a brightly colored streamlined shell concealing the body of a steam locomotive, sitting on the running gear of a diesel. The interior layout was unique. Up front was a 29-ton coal bunker, larger than that of a Big Boy. Behind the coal sat the engineer and fireman; unfortunately, they got to bathe in the fine coal dust that blew back at them from the bunker - dust that also tended to short out the forward traction motors. Behind the crew was the boiler, facing backward. This meant the engineer and fireman had the electrical and turbine controls in front of them, but the firebox and the boiler controls behind them. In those pre-computer days, an M-1 engineer had to be superb at multitasking, with controls and gauges in front and behind, and an engine that tended to slip

or run out of steam. To top it off, if an axle slipped too badly the engine would automatically shut down and force the crew to start up again from idle.

Finally, behind the boiler lay the steam turbine and the generators that provided power to the 10 axle-mounted electric motors — four on each of the large main trucks and two on the trailing truck. Behind the engine was a tender carrying water only — 25,000 gallons of it, again more than a Big Boy. At the front of the tender, a door gave access to a passage into the turbine and generator compartment of the locomotive, which was inaccessible from the cab.

Poor performance and the inevitable onslaught of diesels combined to give the M-1 a short life. Adding insult to injury, *The Chessie*, the flagship C&O streamliner the M-1 was supposed to power, never entered service. When delivered, its gleaming Budd-built cars with their orange letterboards posed for publicity pictures with the M-1s, but were soon repainted for other service or sold to other railroads. The three steam-turbine-electrics, which arrived on C&O rails in 1947 and '48, worked a bit in passenger service and had disappeared by 1949. No one seems quite sure what happened to them. Apparently they just kind of slunk off into the night, probably to be returned to their builder and cut up.

But while *The Chessie* never ran on the real C&O, it can run on your layout. The M-1 returns to the Premier line in 2018, available for the first time with Proto-Sound 3.0. The M-1 is offered in its as-delivered orange paint scheme to match *The Chessie* cars.



Chesapeake & Ohio - 4-Car 70' Streamlined Passenger Set (Ribbed)
20-64048 \$379.95



Chesapeake & Ohio - 2-Car 70' Streamlined Baggage/Coach Passenger Set (Ribbed)
20-64050 \$199.95

Chesapeake & Ohio - 70' Streamlined Full Length Vista Dome Passenger Car (Ribbed)
20-64051 \$99.95

EMD SD70ACe



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.

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
- Operating LED 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

See it in action at
www.mthtrains.com



Union Pacific - SD70ACe Diesel Engine w/Proto-Sound 3.0
20-20963-1 Cab Number 8874 \$529.95
20-20964-1 Cab Number 8887 \$529.95



Kansas City Southern - SD70ACe Diesel Engine w/Proto-Sound 3.0, Cab Number 4036
 20-20959-1 Hi-Rail Wheels \$519.95
 22-20959-2 Scale Wheels \$519.95
 Kansas City Southern - SD70ACe Diesel Engine w/Proto-Sound 3.0
 20-20960-1 Cab Number 4040 \$519.95



EMD Demonstrator - SD70ACe Diesel Engine w/Proto-Sound 3.0
 20-20961-1 Cab Number 1608 \$519.95
 20-20962-1 Cab Number 1607 \$519.95



Electro Motive - SD70ACe Diesel Engine w/Proto-Sound 3.0
 20-20965-1 Cab Number 1502 \$519.95



Denver & Rio Grande (UP Heritage) - SD70ACe Diesel Engine w/Proto-Sound 3.0, Cab No. 1989
 20-20958-1 Hi-Rail Wheels \$519.95
 22-20958-2 Scale Wheels \$519.95



Katy (UP Heritage) - SD70ACe Diesel Engine w/Proto-Sound 3.0, Cab No. 1988
 20-20957-1 Hi-Rail Wheels \$519.95
 22-20957-2 Scale Wheels \$519.95



Norfolk Southern (Bar Code) - SD70ACe Diesel Engine w/Proto-Sound 3.0, Cab No. 1111
 20-21057-1 Hi-Rail Wheels \$519.95
 22-21057-2 Scale Wheels \$519.95

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 SD70MAC 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 model 710 meet new emission standards. With 5000 such motors in service worldwide and a reputation for dependability, EMD reasoned that shop crews would prefer familiar technology.

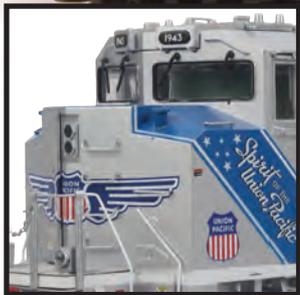
Other than the prime mover, however, virtually every element of the SD70ACe has been re-thought to create a 21st century locomotive. Ergonomics were a prime consideration. The engine's angular nose offers the crew far better visibility than most other locomotives, and the cab is comfortable for engineers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

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

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

Spirit OF THE Union Pacific

EMD SD70ACe Diesel



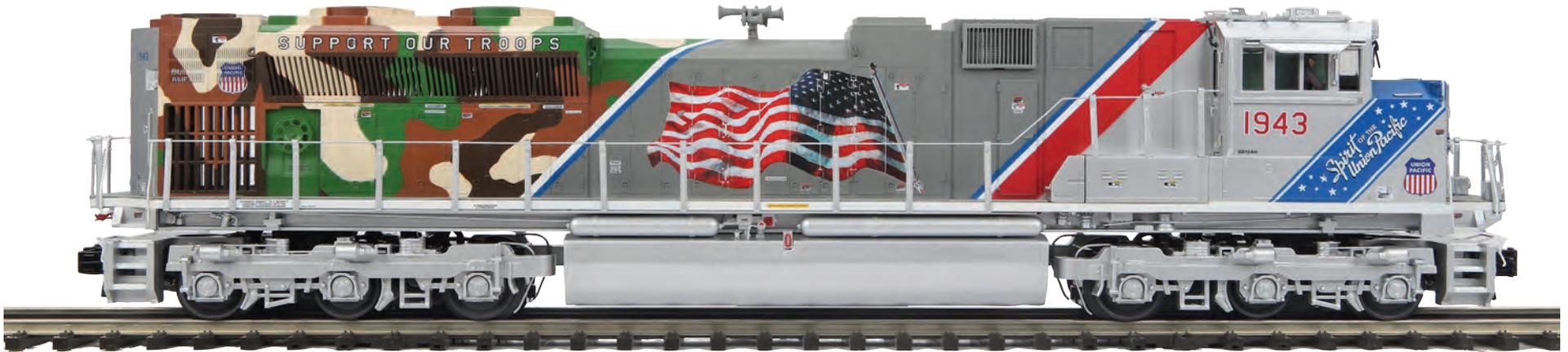
Features

- 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
- Operating LED 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

See it in action at
www.mthtrains.com





Union Pacific (UP Spirit) - SD70ACe Diesel Engine w/Proto-Sound 3.0
 20-20953-1 Hi-Rail Wheels \$529.95
 22-20953-2 Scale Wheels \$529.95



Union Pacific (Air Force - UP Spirit) - 50' Dbl. Door Plugged Boxcar
 20-93752 \$69.95



Union Pacific (Army - UP Spirit) - 50' Dbl. Door Plugged Boxcar
 20-93757 \$69.95



Union Pacific (Navy - UP Spirit) - 50' Dbl. Door Plugged Boxcar
 20-93754 \$69.95



Union Pacific (Marines - UP Spirit) - 50' Dbl. Door Plugged Boxcar
 20-93755 \$69.95



Union Pacific (Coast Guard - UP Spirit) - 50' Dbl. Door Plugged Boxcar
 20-93753 \$69.95



Union Pacific (POW/MIA - UP Spirit) - 50' Dbl. Door Plugged Boxcar
 20-93756 \$69.95



Union Pacific (UP Spirit) - Bay Window Caboose
 20-91631 \$69.95

In 1943, in the midst of World War II, thousands of Union Pacific employees voluntarily increased their War Bond payroll deductions to fund the construction of a heavy bomber. To honor their efforts, a new Boeing B-17 was christened *Spirit of the Union Pacific*. Nearly three-quarters of a century later, in October 2017, the Union Pacific unveiled SD70AH diesel No. 1943 (an SD70ACe with extra weight to improve traction), in tribute to the United States armed forces.

Named after that original B-17, No. 1943's paint scheme was created in collaboration with UP veterans and honors every branch of the U.S. armed forces. The front of the locomotive is painted in Air Force Silver, emblazoned with the blue "nose sash" of the former Strategic Air Command. The lettering inside the sash is the original hand-drawn font used on the Spirit B-17. In contrast, all engine numbers are in a military-style block font. Behind the cab is the Coast Guard's "Racing Stripe," followed by the Navy's Battleship Gray, framing the Union Pacific's traditional American flag. The military camouflage in the radiator area honors the Army and Marines, and the final message on the rear of the engine is the POW/MIA symbol and its motto, "You Are Not Forgotten."

EMD GP35



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 Front and Rear Number Boards
- LED-Illuminated Class and 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 Freight Yard Proto-Effects
- Measures: 14 3/4" x 2 1/2" x 4 5/16"
- Hi-Rail Wheels Operate on 0-42 Curves
- Scale Wheels Operate on 31" Radius Curves

* Hi-Rail Wheel Models Only

Produced from 1963 to 1966, the GP35, along with its six-axle SD35 sibling, marked both an end and a beginning. They were the last road diesels to use the EMD 567 motor that had powered switchers, F-units, and Geeps since 1939 (so named because each cylinder displaced 567 cubic inches). For the horsepower race of the 1960s, EMD tweaked the 567 to a turbocharged V-16 delivering 2500 hp. That was it for the 567, however, and in 1966 the baton was passed to the more powerful model 645. But while the “35 line” diesels ushered out an old motor, they inaugurated a new look. Their angled cab roofs and the clean, squared-off lines of their car bodies established the look of EMD power for the next three decades.

Introduced to compete with General Electric’s landmark U25B, which had ushered in the second generation of diesel power, the GP35 outsold the “U-Boat” nearly three to one. There was a strong market for new power in the mid-1960s because the first-generation diesels that had vanquished steam were wearing out. While first-generation rosters had often been a hodgepodge of manufacturers and models as railroads experimented with the new technology, by 1960 Alco, EMD, and GE were the only manufacturers left standing — and Alco would soon throw in the towel. As a result, virtually every major U.S. railroad became a GP35 customer, and over 1300 engines were sold in the United States, Canada, and Mexico.

While our Premier model is not the first O gauge version of this second-generation pioneer, it offers the best combination of detail, realism, and performance of any 1/48 scale GP35. Added-on detail parts include windshield wipers, metal see-thru body grilles, lift rings, metal grab irons and handrails, see-thru rooftop fan housings, and brake cylinders, air pipes, and swing hangers on our super-detailed Blomberg trucks. And in command mode with the DCS system, you can create a lashup combining one or more GP35s with other Proto-Sound 3.0 or Proto-Sound 2.0 first- or second-generation power, and run them from a single throttle just like the prototype.



Electro Motive Division - GP35 Low Hood Diesel Engine w/Proto-Sound 3.0, Cab No. 1964
 20-20977-1 Hi-Rail Wheels \$499.95
 22-20977-2 Scale Wheels \$499.95

Electro Motive Division - GP35 Low Hood Diesel Engine w/Proto-Sound 3.0, Cab No. 1965
 20-20978-1 Hi-Rail Wheels \$499.95
 22-20978-2 Scale Wheels \$499.95



Western Maryland - GP35 Low Hood Diesel Engine w/Proto-Sound 3.0, Cab No. 3577
 20-20980-1 Hi-Rail Wheels \$499.95
 22-20980-2 Scale Wheels \$499.95

Western Maryland - GP35 Low Hood Diesel Engine w/Proto-Sound 3.0, Cab No. 3579
 20-20981-1 Hi-Rail Wheels \$499.95
 22-20981-2 Scale Wheels \$499.95



Richmond, Fredericksburg & Potomac - GP35 Low Hood Diesel Engine w/Proto-Sound 3.0, Cab No. 112
 20-20986-1 Hi-Rail Wheels \$499.95
 22-20986-2 Scale Wheels \$499.95

Richmond, Fredericksburg & Potomac - GP35 Low Hood Diesel Engine w/Proto-Sound 3.0, Cab No. 117
 20-20987-1 Hi-Rail Wheels \$499.95
 22-20987-2 Scale Wheels \$499.95



Wheeling & Lake Erie - GP35 High Hood Diesel Engine w/Proto-Sound 3.0, Cab No. 2662
 20-20982-1 Hi-Rail Wheels \$499.95
 22-20982-2 Scale Wheels \$499.95

Wheeling & Lake Erie - GP35 High Hood Diesel Engine w/Proto-Sound 3.0, Cab No. 2679
 20-20983-1 Hi-Rail Wheels \$499.95
 22-20983-2 Scale Wheels \$499.95



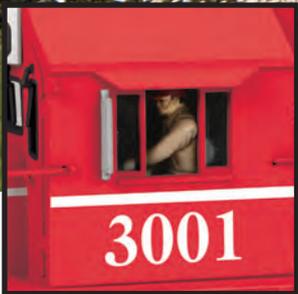
Southern - GP35 High Hood Diesel Engine w/Proto-Sound 3.0, Cab No. 2651
 20-20984-1 Hi-Rail Wheels \$499.95
 22-20984-2 Scale Wheels \$499.95

Southern - GP35 High Hood Diesel Engine w/Proto-Sound 3.0, Cab No. 2665
 20-20985-1 Hi-Rail Wheels \$499.95
 22-20985-2 Scale Wheels \$499.95



SOO Line (Bicentennial) - GP35 Low Hood Diesel Engine w/Proto-Sound 3.0, Cab No. 1776
 20-20979-1 Hi-Rail Wheels \$499.95
 22-20979-2 Scale Wheels \$499.95

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 Front and Rear Number Boards
- LED-Illuminated Class and Marker Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust Unit
- 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: 15 1/2" x 2 3/4" x 4"
- Hi-Rail Wheels Operate on 0-31 Curves
- Scale Wheels Operate on 31" Radius Curves

* Hi-Rail Wheel Models Only



Indiana Rail Road - GP40 Diesel Engine With Proto-Sound 3.0, Cab Number 3001
 20-21018-1 Hi-Rail Wheels \$499.95
 22-21018-2 Scale Wheels \$499.95

Indiana Rail Road - GP40 Diesel Engine With Proto-Sound 3.0, Cab Number 3002
 20-21019-1 Hi-Rail Wheels \$499.95
 22-21019-2 Scale Wheels \$499.95



Providence & Worcester - GP40 Diesel Engine With Proto-Sound 3.0, Cab Number 3001
 20-21020-1 Hi-Rail Wheels \$499.95
 22-21020-2 Scale Wheels \$499.95

Providence & Worcester - GP40 Diesel Engine With Proto-Sound 3.0, Cab Number 3003
 20-21021-1 Hi-Rail Wheels \$499.95
 22-21021-2 Scale Wheels \$499.95



Chessie - GP40 Diesel Engine With Proto-Sound 3.0, Cab Number GM50
 20-21025-1 Hi-Rail Wheels \$499.95
 22-21025-2 Scale Wheels \$499.95



Chessie - GP40 Diesel Engine With Proto-Sound 3.0, Cab Number 1977
 20-21026-1 Hi-Rail Wheels \$499.95
 22-21026-2 Scale Wheels \$499.95



Florida East Coast (Breast Cancer) - GP40 Diesel Engine With Proto-Sound 3.0, Cab Number 425
 20-21022-1 Hi-Rail Wheels \$499.95
 22-21022-2 Scale Wheels \$499.95

Florida East Coast (Breast Cancer) - GP40 Diesel Engine With Proto-Sound 3.0, Cab Number 436
 20-21023-1 Hi-Rail Wheels \$499.95
 22-21023-2 Scale Wheels \$499.95



Electro Motive Division (Repower Experimental) - GP40 Diesel Engine With Proto-Sound 3.0, Cab Number 7101
 20-21024-1 Hi-Rail Wheels \$499.95
 22-21024-2 Scale Wheels \$499.95

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.

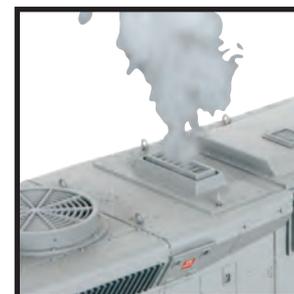
While the GP40 heralded the introduction of a new motor, it also marked the beginning of a long goodbye to the four-axle road diesel. Under the frame, railroads were seeing that six-wheel trucks, once an expedient for spreading out engine weight on lighter-duty track, were more suited to the increasing 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.

EMD SD40-2



Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Moveable Roof Fans
- Metal Body Side Grilles
- Detachable Snow Plow
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Cab Interior
- LED-Illuminated Front and Rear Number Boards
- LED-Illuminated Class and 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 Freight Yard Proto-Effects
- Measures: 17 1/2" x 2 5/8" x 3 7/8"
- Operates On O-42 Curves





CSX - SD40-2 Diesel Engine, Cab Number 8909
 20-20988-1 Proto-Sound 3.0 \$519.95
 CSX - SD40-2 Diesel Engine, Cab Number 8901
 20-20989-1 Proto-Sound 3.0 \$519.95



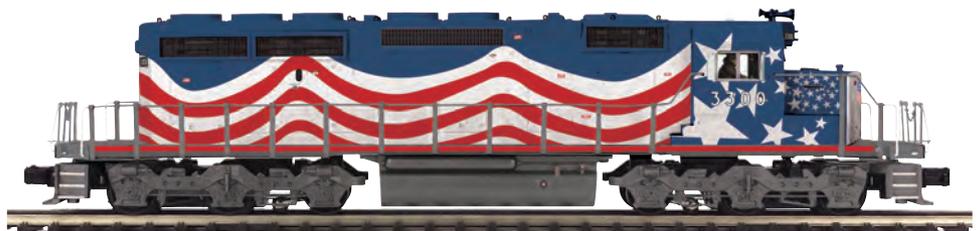
CSX (Crazy Eights) - SD40-2 Diesel Engine, Cab Number 8888
 20-20995-1 Proto-Sound 3.0 \$519.95
 CSX (Crazy Eights Chase Engine) - SD40-2 Diesel Engine, Cab Number 8392
 20-20996-1 Proto-Sound 3.0 \$519.95



RJ Corman - SD40-2 Diesel Engine, Cab Number 7088
 20-20991-1 Proto-Sound 3.0 \$519.95
 RJ Corman - SD40-2 Diesel Engine, Cab Number 7081
 20-20992-1 Proto-Sound 3.0 \$519.95



Florida East Coast - SD40-2 Diesel Engine, Cab Number 703
 20-20993-1 Proto-Sound 3.0 \$519.95
 Florida East Coast - SD40-2 Diesel Engine, Cab Number 711
 20-20994-1 Proto-Sound 3.0 \$519.95



Union Pacific - SD40-2 Diesel Engine, Cab Number 3300
 20-20990-1 Proto-Sound 3.0 \$519.95



Norfolk Southern - SD40-2 Diesel Engine, Cab Number 3329
 20-20997-1 Proto-Sound 3.0 \$519.95

Offering better reliability and lower maintenance costs than the higher powered SD-45, EMD's SD40-2 enjoyed a long production run of over 3,900 units, making it the best-selling second-generation diesel. Introduced in 1972, the 3,000 horsepower locomotive was the primary motive power for many railroads throughout the 1970s and '80's.

One of the most striking features of this EMD workhorse was its long front and rear "porches." They resulted from the -2 model requiring a three-foot longer frame than the earlier SD40, in order to accommodate EMD's new, longer high-adhesion HT-C trucks.

The CSX "Crazy Eights" Incident

On May 15, 2001, CSX SD40-2 No. 8888 instigated a modern version of the Great Locomotive Chase. No. 8888's engineer was alone in the cab performing switching moves when he noticed a switch ahead was misaligned, and it was too late to stop. Believing he had set the engine to slow down, the engineer jumped down to re-align the switch. However, 8888 instead accelerated and the engineer was unable to re-board.

The 47-car train, including two tank cars with toxic chemicals, ran uncontrolled for 66 miles through northern Ohio. Finally, after two frantic hours, another SD40-2, No. 8392, managed to chase it from behind, catch up, couple on, and slow the train enough for a CSX trainmaster to hop aboard No. 8888 and shut it down. The so-called Crazy Eights incident became the inspiration for the 2010 Denzel Washington movie *Unstoppable*. (For more details, see the Wikipedia entry titled "CSX 8888 incident" and the YouTube compilation of the news footage at <https://www.youtube.com/watch?v=Bb2OCVAiDgY>)

New Haven EF-3b Electric



Features

- Intricately Detailed Die-Cast Body
- Die-Cast Truck Sides & Pilots
- Metal Chassis
- Metal Handrails
- (2) Engineer Cab Figures
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- LED-Illuminated Class and Marker Lights
- (2) Precision Flywheel-Equipped Motors
- Motorized Operating Pantographs
- Catenary/Track Power Selector Switch
- Onboard DCC Receiver
- Locomotive Speed Control In Scale MPH Increments
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station or Freight Yard Proto-Effects
- Measures: 19 3/4" x 2 1/2" x 4 3/16"
- Operates On 0-72 Curves

See it in action at
www.mthtrains.com





Operating Motorized
Pantographs

New Haven - EF-3b Class Electric, Cab No. 0151
20-5692-1 Proto-Sound 3.0 \$799.95



Die-Cast
Metal Bodies

New Haven - EF-3b Class Electric, Cab No. 0158
20-5693-1 Proto-Sound 3.0 \$799.95



New Haven (McGinnis) - EF-3b Class Electric, Cab No. 154
20-5695-1 Proto-Sound 3.0 \$799.95



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

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

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

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

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

FM Train Master



Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- 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
- LED-Illuminated Cab Interior
- LED-Illuminated Front and Rear Number Boards
- LED-Illuminated Class and 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 Freight Yard Proto-Effects
- Measures: 17" x 2 5/8" x 3 7/8"
- Hi-Rail Wheels Operate on 0-42 Curves
- Scale Wheels Operate on 36" Radius Curves

* Hi-Rail Wheel Models Only



Erie Lackawanna - FM Train Master Diesel Engine
With Proto-Sound 3.0, Cab Number 1860
20-21008-1 Hi-Rail Wheels \$499.95
22-21008-2 Scale Wheels \$499.95

Southern Pacific - FM Train Master Diesel Engine
With Proto-Sound 3.0, Cab Number 3035
20-21010-1 Hi-Rail Wheels \$499.95
22-21010-2 Scale Wheels \$499.95



Southern Pacific - FM Train Master Diesel Engine
With Proto-Sound 3.0, Cab Number 3031
20-21011-1 Hi-Rail Wheels \$499.95
22-21011-2 Scale Wheels \$499.95



Southern - FM Train Master Diesel Engine With
Proto-Sound 3.0, Cab Number 6300
20-21012-1 Hi-Rail Wheels \$499.95
22-21012-2 Scale Wheels \$499.95

Southern - FM Train Master Diesel Engine With
Proto-Sound 3.0, Cab Number 6302
20-21013-1 Hi-Rail Wheels \$499.95
22-21013-2 Scale Wheels \$499.95

Wabash - FM Train Master Diesel Engine With
Proto-Sound 3.0, Cab Number 556
20-21014-1 Hi-Rail Wheels \$499.95
22-21014-2 Scale Wheels \$499.95



Wabash - FM Train Master Diesel Engine With
Proto-Sound 3.0, Cab Number 552
20-21015-1 Hi-Rail Wheels \$499.95
22-21015-2 Scale Wheels \$499.95



Akron Canton & Youngstown - FM Train Master Diesel
Engine With Proto-Sound 3.0, Cab Number 207
20-21016-1 Hi-Rail Wheels \$499.95
22-21016-2 Scale Wheels \$499.95

Akron Canton & Youngstown - FM Train Master Diesel
Engine With Proto-Sound 3.0, Cab Number 208
20-21017-1 Hi-Rail Wheels \$499.95
22-21017-2 Scale Wheels \$499.95

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

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

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

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

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

GE 44-Tonner



Features

- Intricately Detailed, Die-Cast Metal Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Handpainted Engineer Cab Figure
- Authentic Paint Scheme
- Kadee-Compatible Coupler Mounting Pads
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers
- Directionally Controlled Constant Voltage LED Headlights
- Prototypical Rule 17 Lighting
- LED-Illuminated Cab Interior
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Onboard DCC/DCS Decoder
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 8 1/2" x 2 7/16" x 3 1/4"
- Operates On O-27 Curves

Recording History:

Learn how the sounds for this engine were recorded, in an article from a recent MTHRRRC club newsletter. Access the article by searching on the item number of any G.E. 44-Tonner on mthtrains.com



Die-Cast Metal Bodies



Nickel Plate Road - G.E. 44 Ton Phase 3 Diesel Engine
With Proto-Sound 3.0
20-20968-1 Cab No. 90 \$449.95



Erie - G.E. 44 Ton Phase 3 Diesel Engine With Proto-Sound 3.0
20-20969-1 Cab No. 26 \$449.95



Hoboken Shore Railroad - G.E. 44 Ton Phase 3 Diesel Engine
With Proto-Sound 3.0
20-20970-1 Cab No. 700 \$449.95
20-20971-1 Cab No. 701 \$449.95



Southern Pacific - G.E. 44 Ton Phase 1c Diesel Engine
With Proto-Sound 3.0
20-20972-1 Cab No. 1900 \$449.95
20-20973-1 Cab No. 1902 \$449.95



Lehigh Valley - G.E. 44 Ton Phase 1c Diesel Engine
With Proto-Sound 3.0, Hi-Rail Wheels
20-20974-1 Cab No. 60 \$449.95
20-20975-1 Cab No. 61 \$449.95



Virginian - G.E. 44 Ton Phase 1c Diesel Engine With Proto-Sound 3.0
20-20976-1 Cab No. 6 \$449.95

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

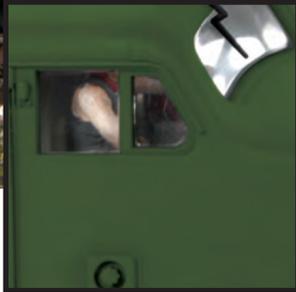
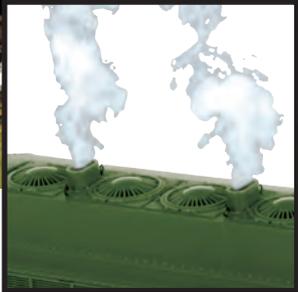
But while the 44-tonner put the fireman out of work, it made the engineer's life easier than it had been on the 0-4-0 or 0-6-0 steamer it replaced. The greenhouse-like cab in the center of the engine offered 360-degree visibility, a decided advantage in the chaos of the switch yards, industrial areas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

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

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

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

EMD F3



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
- Each A-Unit Equipped with (2) Remote-Controlled Proto-Couplers and (1) Non-Installed Dummy Coupler (for A-A or A-B-A Configurations)
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- LED-Illuminated Class Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 13" x 2 5/8" x 3 3/4"
- Hi-Rail Version Operates On O-42 Curves
- Scale Wheel Version Operates On 42" Radius Curves



Northern Pacific - F3 A-Unit Diesel Engine With Proto-Sound 3.0, Cab No. 6504C
 20-21027-1 Hi-Rail Wheels \$459.95
 22-21027-2 Scale Wheels \$459.95
 Northern Pacific - F3 A-Unit Diesel Engine With Proto-Sound 3.0, Cab No. 6505C
 20-21028-1 Hi-Rail Wheels \$459.95
 22-21028-2 Scale Wheels \$459.95



Northern Pacific - F3 A-Unit Non-Powered Diesel Engine, Cab No. 6503C
 20-21028-4 Hi-Rail Wheels \$169.95
 Northern Pacific - F3 B-Unit Diesel (Non-Powered)
 20-21027-3 Cab No. 6510B \$169.95
 20-21028-3 Cab No. 6509B \$169.95
 Northern Pacific - F3 B-Unit (Non-Powered Scale Wheels)
 22-21028-3 Cab No. 6509B \$169.95

Western Pacific - F3 A-Unit Diesel Engine With Proto-Sound 3.0, Cab No. 803
 20-21029-1 Hi-Rail Wheels \$459.95
 22-21029-2 Scale Wheels \$459.95
 Western Pacific - F3 A-Unit Diesel Engine With Proto-Sound 3.0, Cab No. 802
 20-21030-1 Hi-Rail Wheels \$449.95
 22-21030-2 Scale Wheels \$449.95
 Western Pacific - F3 A-Unit Non-Powered Diesel Engine, Cab No. 801-A
 20-21030-4 Hi-Rail Wheels \$169.95
 Western Pacific - F3 B-Unit Diesel (Non-Powered)
 20-21029-3 Cab No. 803-B \$169.95
 20-21030-3 Cab No. 803-C \$169.95
 Western Pacific - F3 B-Unit (Non-Powered Scale Wheels)
 22-21030-3 Cab No. 803-C \$169.95



Add Matching Passenger Cars
 See Pages 133-137



Southern Pacific - F3 A-Unit Diesel Engine With Proto-Sound 3.0, Cab No. 6124A
 20-21031-1 Hi-Rail Wheels \$459.95
 22-21031-2 Scale Wheels \$459.95
 Southern Pacific - F3 A-Unit Diesel Engine With Proto-Sound 3.0, Cab No. 6121A
 20-21032-1 Hi-Rail Wheels \$459.95
 22-21032-2 Scale Wheels \$459.95



Southern Pacific - F3 A-Unit Non-Powered Diesel Engine, Cab No. 6124D
 20-21032-4 Hi-Rail Wheels \$199.95
 Southern Pacific - F3 B-Unit Diesel (Non-Powered)
 20-21031-3 Cab No. 6124C \$169.95
 20-21032-3 Cab No. 6124B \$169.95
 Southern Pacific - F3 B-Unit (Non-Powered Scale Wheels)
 22-21032-3 Cab No. 6124B \$169.95



Santa Fe - F3 A-Unit Diesel Engine With Proto-Sound 3.0, Cab No. 32L
 20-21033-1 Hi-Rail Wheels \$499.95
 22-21033-2 Scale Wheels \$499.95



Santa Fe - F3 A-Unit Diesel Engine With Proto-Sound 3.0, Cab No. 32C
 20-21034-1 Hi-Rail Wheels \$499.95
 22-21034-2 Scale Wheels \$499.95
 Santa Fe - F3 A-Unit Non-Powered Diesel Engine, Cab No. 34C
 20-21034-4 Hi-Rail Wheels \$229.95

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

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

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

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

Stainless Plated Body Finish

Santa Fe - F3 B-Unit Diesel (Non-Powered)
 20-21033-3 Cab No. 32A \$199.95
 20-21034-3 Cab No. 32B \$199.95
 Santa Fe - F3 B-Unit (Non-Powered Scale Wheels)
 22-21034-3 Cab No. 32B \$199.95

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
- Each A-Unit Equipped with (2) Remote-Controlled Proto-Couplers and (1) Non-Installed Dummy Coupler (for AA or ABA Configurations)
- 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





Richmond, Fredericksburg & Potomac - E8 A-Unit Diesel Engine w/Proto-Sound 3.0
 20-21042-1 Cab No. 1006 \$479.95
 20-21043-1 Cab No. 1009 \$479.95



Richmond, Fredericksburg & Potomac - E8 A-Unit Diesel Engine (Non-Powered)
 20-21043-4 Cab No. 1007 \$249.95
 Richmond, Fredericksburg & Potomac - E8 B-Unit Diesel (Non-Powered)
 20-21042-3 Cab No. 1055 \$199.95



Chesapeake & Ohio - E8 A-Unit Diesel Engine w/Proto-Sound 3.0
 20-21044-1 Cab No. 4016 \$479.95
 20-21045-1 Cab No. 4018 \$479.95



Chesapeake & Ohio - E8 A-Unit Diesel Engine (Non-Powered)
 20-21045-4 Cab No. 4016 \$249.95
 Chesapeake & Ohio - E8 B-Unit Diesel (Non-Powered)
 20-21044-3 Cab No. N/A \$199.95



New York Central - E8 A-Unit Diesel Engine w/Proto-Sound 3.0
 20-21046-1 Cab No. 4083 \$479.95
 20-21047-1 Cab No. 4053 \$479.95



New York Central - E8 A-Unit Diesel Engine (Non-Powered)
 20-21047-4 Cab No. 4052 \$249.95
 New York Central - E8 B-Unit Diesel (Non-Powered)
 20-21046-3 Cab No. 4153B \$199.95



Louisville & Nashville - E8 A-Unit Diesel Engine w/Proto-Sound 3.0
 20-21050-1 Cab No. 796 \$479.95
 20-21051-1 Cab No. 794 \$479.95



Louisville & Nashville - E8 A-Unit Diesel Engine (Non-Powered)
 20-21051-4 Cab No. 797 \$249.95
 Louisville & Nashville - E8 B-Unit Diesel (Non-Powered)
 20-21050-3 Cab No. N/A \$199.95



Pennsylvania - E8 A-Unit Diesel Engine w/Proto-Sound 3.0
 20-21052-1 Cab No. 5884 \$479.95
 20-21053-1 Cab No. 5885 \$479.95



Pennsylvania - E8 A-Unit Diesel Engine (Non-Powered)
 20-21053-4 Cab No. 5886 \$249.95
 Pennsylvania - E8 B-Unit Diesel (Non-Powered)
 20-21052-3 Cab No. N/A \$199.95



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

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

Did You Know?

The 2250 hp E8 was one of a long line of EMD engines, including the BL2 and F3, to use the 567-series prime mover — so named because each cylinder displaced 567 cubic inches, more than an entire Corvette V-8.

**Add Matching Passenger Cars
See Pages 132-139**

Burlington - E8 A-Unit Diesel Engine w/Proto-Sound 3.0
 20-21048-1 Cab No. 9964 \$479.95
 20-21049-1 Cab No. 9967 \$479.95
 Burlington - E8 A-Unit Diesel Engine (Non-Powered)
 20-21049-4 Cab No. 9975 \$249.95
 Burlington - E8 B-Unit Diesel (Non-Powered)
 20-21048-3 Cab No. N/A \$199.95



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 A-Unit
- Authentic Paint Scheme
- O Scale Kadee-Compatible Coupler Mounting Pads
- Each A-Unit Equipped with (1) Remote-Controlled Proto-Coupler and (1) Dummy Coupler
- Metal Wheels, Axles and Gears
- 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
- 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 O-42 Curves



General Electric - Alco Demonstrator PA A-Unit Diesel Engine w/Proto-Sound 3.0 (Hi-Rail Wheels)

20-20998-1	Cab No. 8375	\$479.95
20-20999-1	Cab No. 8376	\$479.95
20-20998-3	B-Unit (Non-Powered)	\$199.95



General Electric - Alco PA A-Unit Non-Powered Diesel Engine 20-20999-4 Cab No. 8377 \$249.95



American Freedom - Alco PA A-Unit Diesel Engine w/Proto-Sound 3.0 (Hi-Rail Wheels)

20-21002-1	Cab No. 1776	\$479.95
20-21003-1	Cab No. 1948	\$479.95
20-21002-3	B-Unit (Non-Powered)	\$199.95



American Freedom - Alco PA A-Unit Non-Powered Diesel Engine (Hi-Rail Wheels) 20-21003-4 Cab No. 1949 \$249.95

Stainless Plated Body Finish



Santa Fe - Alco PA A-Unit Diesel Engine w/Proto-Sound 3.0 (Hi-Rail Wheels)

20-21004-1	Cab No. 68	\$529.95
20-21005-1	Cab No. 69	\$529.95
20-21004-3	B-Unit (Non-Powered)	\$249.95



Santa Fe - Alco PA A-Unit Non-Powered Diesel Engine (Hi-Rail Wheels) 20-21005-4 Cab No. 58 \$299.95



Union Pacific - Alco PA A-Unit Diesel Engine w/Proto-Sound 3.0 (Hi-Rail Wheels)

20-21000-1	Cab No. 602	\$479.95
20-21001-1	Cab No. 605	\$479.95
20-21000-3	B-Unit (Non-Powered)	\$199.95



Union Pacific - Alco PA A-Unit Non-Powered Diesel Engine (Hi-Rail Wheels) 20-21001-4 Cab No. 604 \$249.95



Pennsylvania - Alco PA A-Unit Diesel Engine w/Proto-Sound 3.0 (Hi-Rail Wheels)

20-21006-1	Cab No. 5752	\$479.95
20-21007-1	Cab No. 5758	\$479.95
20-21006-3	B-Unit (Non-Powered)	\$199.95



Pennsylvania - Alco PA A-Unit Non-Powered Diesel Engine (Hi-Rail Wheels) 20-21007-4 \$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 Santa Fe's *Chief*.

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 ProtoSound 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.

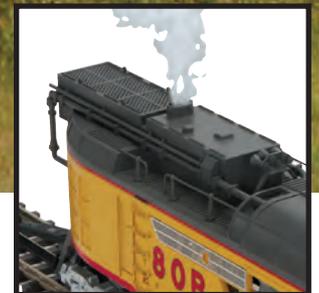
**Add Matching Passenger Cars
See Pages 132-139**

Union Pacific No. 80 Coal Turbine



Features

- Intricately Detailed, Durable ABS Bodies
- Intricately Detailed, Die-Cast Metal Fuel Tender
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Handrails and Horn
- Moveable Roof Fans
- Metal Body Side Grilles
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- LED-Illuminated Class Lights
- Operating LED MARS Light
- (4) Precision Flywheel-Equipped Motors
- (3) Operating ProtoSmoke Diesel and Turbine Exhaust Units
- 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: 54 1/2" x 2 5/8" x 4 1/2"
- Operates On O-72 Curves



The Union Pacific's gas-turbine-electric (GTEL) fleet was the 1950s and '60s manifestation of its ongoing love affair with massive, larger-than-life locomotives — a family line of giant power that began with the 9000-class 4-12-2 steamers, continued with the Challengers, Big Boys, and GTEs, and ended with the DDA40X Centennial diesels. In the postwar era, this stemmed from a belief that maintenance costs were more related to the number of engines on the roster than their size. By that logic, a smaller number of large locomotives would be cheaper to maintain than the fleets of multiple-unit diesels employed by every other Class 1 railroad. In addition, the UP loved to experiment — witness its early-1900s sponsorship of the McKean car, a cross between a torpedo boat and a passenger car. In that context, the UP's ownership of the world's only significant fleet of gas turbines, essentially turbojet engines on wheels, seems only natural.

A gas-turbine-electric is basically a diesel engine with a large turbine replacing the diesel as the prime mover. In a turbine, intake air is compressed by spinning turbine blades and fed into combustion chambers, where fuel is added and ignited, as

in a jet engine. The hot exhaust gases spin the blades of another turbine that powers one or more generators, which produce electricity to power diesel-type traction motors.

By the early 1960s, UP's GTEL fleet was having some success, with 4500 hp and 8500 hp units employed in fast freight service. Alco-GE, and later General Electric alone, had built all of them, combining expertise in locomotives and aircraft engines. Their turbine fuel was Bunker C oil, a cheap byproduct of petroleum distillation that was considered almost waste material at the time. But in 1962, a year after GE delivered the last 8500 hp engine, UP tried an experiment on its own, using pulverized coal as fuel.

Compared with the factory-new GE engines, coal turbine No. 80 was a Frankenstein creation, stitched together from the bodies of four locomotives. Up front and housing the control cab was a recycled Alco PA, arguably the most beautiful of first-generation diesels. In contrast with the oil-fueled GTEs, which had small diesel motors just for starting the turbine and moving it around an engine yard, the PA's 2000 hp prime

mover contributed to No. 80's road power. Behind the PA was the turbine unit, built on the chassis of a Great Northern W-1 electric engine sold to the UP as scrap. The turbine itself, rated at 5000 hp, came from an older UP GTEL built in the early 1950s. Bringing up the rear was a centipede coal tender from a retired UP Challenger 4-6-6-4. Where the water tank had once resided, UP's shop crews installed a crusher to pulverize the coal and feed it to the turbine. The entire locomotive measured over 200' long, significantly more than anything else on the UP roster.

Unfortunately, the use of coal dust as a fuel magnified a problem that already haunted the GTEL fleet: metal erosion and soot on the turbine blades. After less than six years on the road, No. 80 was retired in 1968, having racked up less than 10,000 miles in service, compared with a million miles on average for the oil-fueled turbines. But while the prototype No. 80 was a failed experiment, our dependable Premier model — with four motors and three smoke units — lets you replicate the drama and majesty of what 200 feet of locomotive and 7000 horsepower could do.



Union Pacific - #80 Coal Turbine Locomotive w/Proto-Sound 3.0
20-21054-1 Cab No. 80 \$1,299.95



Union Pacific - #80 Coal Turbine Locomotive w/Proto-Sound 3.0
20-21055-1 Cab No. 8080 \$1,299.95

No. 80 was renumbered to 8080 in 1965, to prevent conflict with the numbering of the UP's new EMD DD35 diesels.

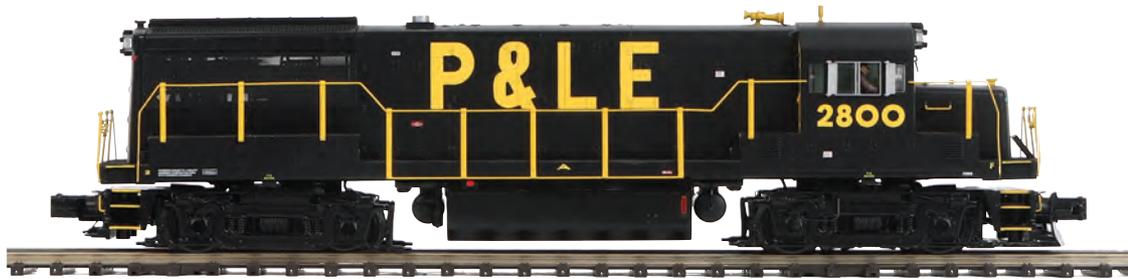
GE U25B



Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Moveable Roof Fans
- (2) Handpainted Engineer Cab Figures
- Colorful 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 Headlights
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- LED-Illuminated Class and Marker Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Onboard DCC/DCS Decoder
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 16" x 3 1/8" x 4"
- High-Rail Wheels Operate on O-42 Curves
- Scale Wheels Operate on 42" Radius Curves





Pittsburgh & Lake Erie - U25B Diesel Engine With Proto-Sound 3.0, Cab No. 2800
 20-21035-1 Hi-Rail Wheels \$499.95
 22-21035-2 Scale Wheels \$499.95

Pittsburgh & Lake Erie - U25B Diesel Engine With Proto-Sound 3.0, Cab No. 2820
 20-21036-1 Hi-Rail Wheels \$499.95
 22-21036-2 Scale Wheels \$499.95



Southern Pacific - U25B Diesel Engine With Proto-Sound 3.0, Cab No. 6800
 20-21037-1 Hi-Rail Wheels \$499.95
 22-21037-2 Scale Wheels \$499.95



Maine Central - U25B Diesel Engine With Proto-Sound 3.0, Cab No. 230
 20-21038-1 Hi-Rail Wheels \$499.95
 22-21038-2 Scale Wheels \$499.95

Maine Central - U25B Diesel Engine With Proto-Sound 3.0, Cab No. 228
 20-21039-1 Hi-Rail Wheels \$499.95
 22-21039-2 Scale Wheels \$499.95



Erie Lackawanna - U25B Diesel Engine With Proto-Sound 3.0, Cab No. 2506
 20-21040-1 Hi-Rail Wheels \$499.95
 22-21040-2 Scale Wheels \$499.95

Erie Lackawanna - U25B Diesel Engine With Proto-Sound 3.0, Cab No. 2511
 20-21041-1 Hi-Rail Wheels \$499.95
 22-21041-2 Scale Wheels \$499.95

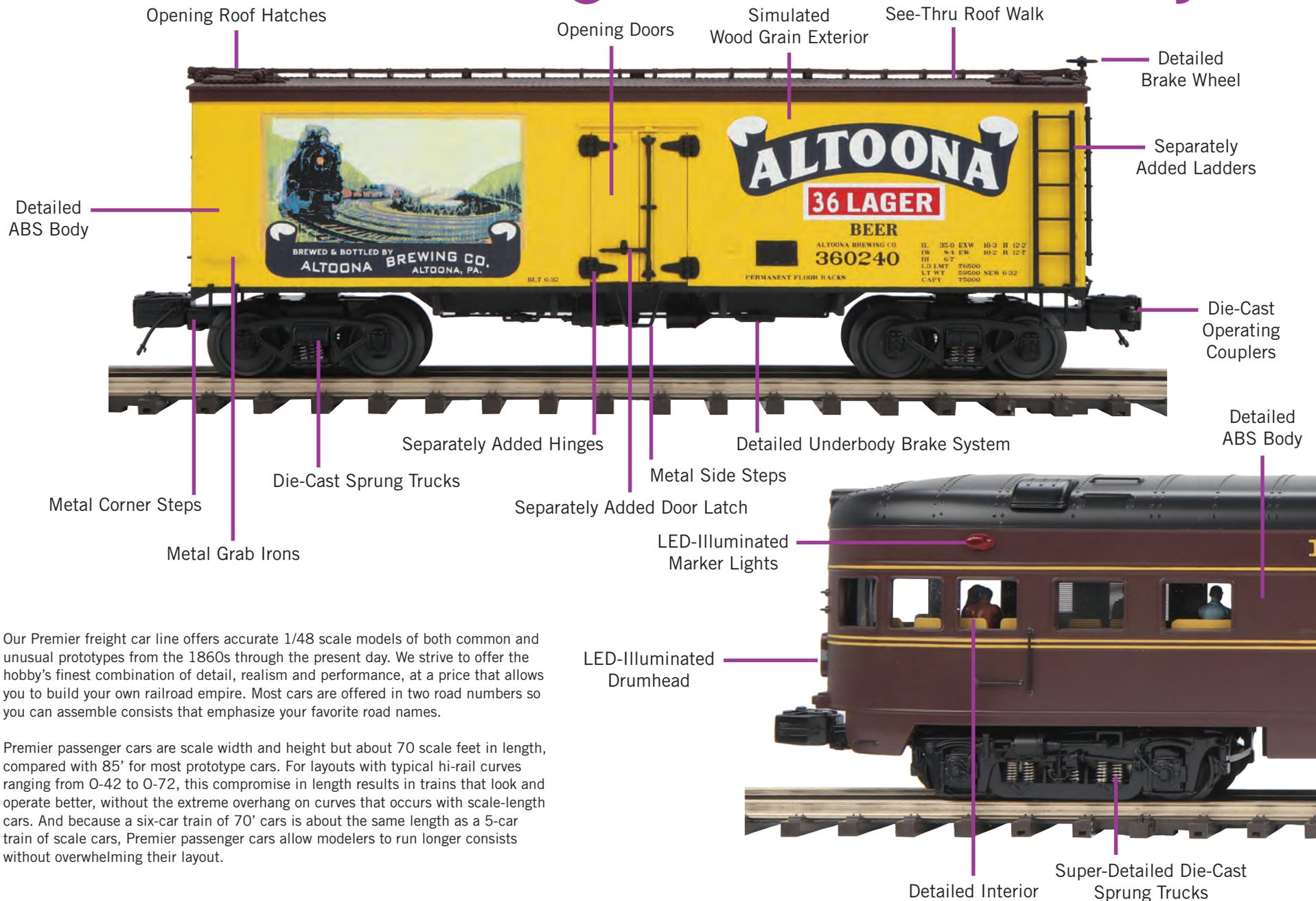
By 1960, EMD — the Electro-Motive Division of General Motors — looked like the clear winner in the race to dieselize America. Alco was running a distant second, Baldwin was gone, and Fairbanks-Morse was on life support. General Electric, having dissolved its partnership with Alco in 1953, had seemingly settled into a secondary role as a supplier of electrical gear to other manufacturers and builder of small export locomotives. What nobody realized was that GE had quietly been preparing a comeback of such epic proportions that in little more than two decades it would overtake EMD as America's number one locomotive builder — a lead that continues to this day. GE's comeback engine was the U25B.

The year after its breakup with Alco, GE had begun testing an A-B-B-A diesel set on the Erie Railroad, powered by Cooper Bessemer prime movers; GE had purchased the rights to refine and develop the motors on its own. What the world assumed was an experimental export engine was in fact a rolling laboratory, aimed at developing a heavy freight locomotive that would be more powerful, more reliable, and require less maintenance than the competition. When the U25B (Universal Series, 2500 horsepower, 4-wheel trucks) debuted in 1960, its turbocharged 4-cycle, 16-cylinder diesel outperformed its rivals by 100hp. More important, its modular electronics were more reliable than those of contemporary engines and, according to GE, used up to 60% fewer components. And while the louvered flanks of competitive diesels concealed numerous air filters that required frequent cleaning, the "U-Boat," as it came to be called, featured a central cooling air system with a self-cleaning filter. The carbody was pressurized to keep dirt out of the machinery, and the locomotive featured an advanced wheel-slip system. Together, these features helped define the second generation of diesel power, which would replace the F-units, Geeps, and other pioneering engines that were wearing out.

Because the railroad industry was in a slump, not a single U-boat was sold the first year. In 1961, four demonstrators barnstormed across the West, and the Union Pacific placed the first order. At the request of Southern Pacific, the original high short hood design was replaced by a low short hood for better visibility, and in 1962 sales began to take off. By the end of production in 1966, 17 Class 1 railroads would purchase U-boats and GE would be solidly in the locomotive business.

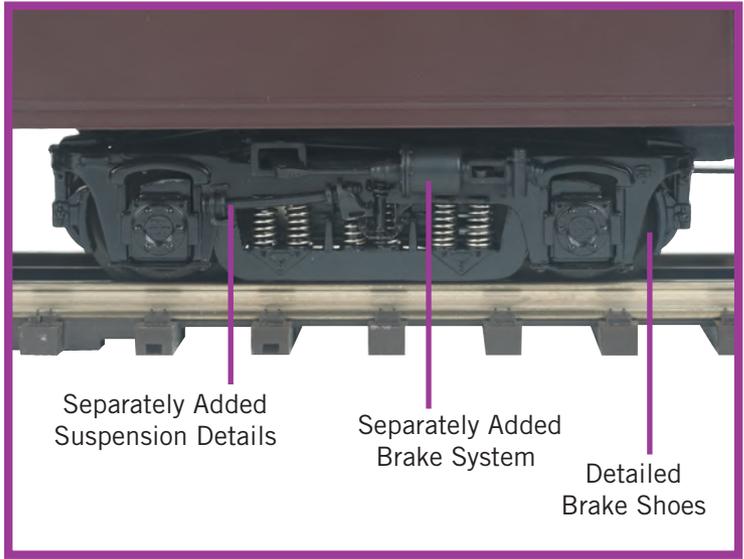
Our superbly detailed model of America's first second-generation diesel returns to the Premier lineup for 2018. Per prototypes, our models will replicate both the "classic" U25B with its wide windshield and flat-top nose, and the later-production version with split windshield and sloping nose.

Premier Rolling Stock Anatomy



Our Premier freight car line offers accurate 1/48 scale models of both common and unusual prototypes from the 1860s through the present day. We strive to offer the hobby's finest combination of detail, realism and performance, at a price that allows you to build your own railroad empire. Most cars are offered in two road numbers so you can assemble consists that emphasize your favorite road names.

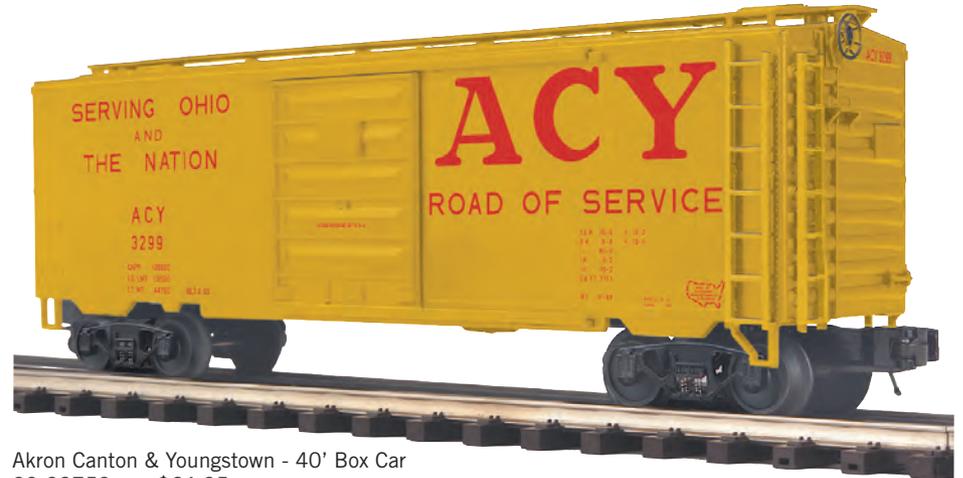
Premier passenger cars are scale width and height but about 70 scale feet in length, compared with 85' for most prototype cars. For layouts with typical hi-rail curves ranging from O-42 to O-72, this compromise in length results in trains that look and operate better, without the extreme overhang on curves that occurs with scale-length cars. And because a six-car train of 70' cars is about the same length as a 5-car train of scale cars, Premier passenger cars allow modelers to run longer consists without overwhelming their layout.



40' Box Car



Toronto Hamilton & Buffalo - 40' Box Car
20-93758 \$64.95



Akron Canton & Youngstown - 40' Box Car
20-93759 \$64.95



Boston & Maine - 40' Box Car
20-93760 \$64.95



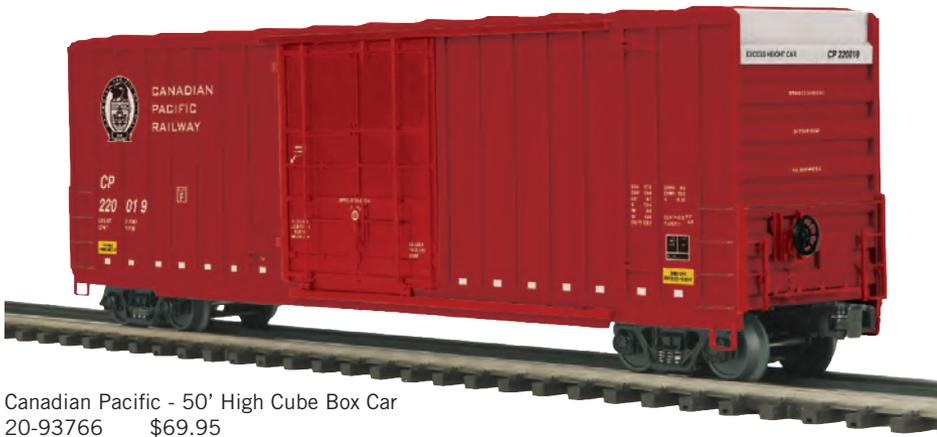
SOO Line - 40' Box Car
20-93761 \$64.95



Features

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

50' High Cube Box Car



Canadian Pacific - 50' High Cube Box Car
20-93766 \$69.95



TTX - 50' High Cube Box Car
20-93767 \$69.95



CSX - 50' High Cube Box Car
20-93768 \$69.95



BNSF - 50' High Cube Box Car
20-93769 \$69.95



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
- Detailed Brake Wheel
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Sliding Car Doors
- 1:48 Scale Dimensions
- Measures: 14 1/2" x 2 5/8" x 4 3/16"
- Operates On 0-31 Curves

50' PS-1 Box Car w/Youngstown Standard Door



Delaware & Hudson - 50' PS-1 Box Car w/Pullman Standard Door
20-93770 \$69.95



Chesapeake & Ohio - 50' PS-1 Box Car w/Youngstown Standard Door
20-93771 \$69.95



Bangor & Aroostook - 50' PS-1 Box Car w/Youngstown Standard Door
20-93772 \$69.95



Milwaukee Road - 50' PS-1 Box Car w/Pullman Standard Door
20-93773 \$69.95



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
- 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
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Separately Applied Grab Irons
- 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

36' Woodsided Reefer



Ralston Purina - 36' Woodsided Reefer
20-94420 \$64.95



Pacific Fruit Express - 36' Woodsided Reefer
20-94421 \$64.95



Our Mother's Cocoa - 36' Woodsided Reefer
20-94422 \$64.95



Mrs. Tucker's Shortening - 36' Woodsided Reefer
20-94423 \$64.95



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
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Detailed Brake Wheel
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Opening Car Doors
- O Scale Kadee Compatible Coupler Mounting Pads
- Opening Roof Hatches
- Unit Measures: 10 3/4" x 2 3/8" x 3 9/16"
- Operates On O-31 Curves

R50B Express Reefer



Pennsylvania - R50B Express Reefer
20-94277 \$74.95



Chesapeake & Ohio - R50B Express Reefer
20-94278 \$74.95



Railway Express Agency - R50B Express Reefer
20-94279 \$74.95



Southern Pacific - R50B Express Reefer
20-94280 \$74.95



Features

- Intricately Detailed, Durable ABS Body
- Colorful, Attractive Paint Scheme
- 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
- Opening Car Doors
- 1:48 Scale Dimensions
- Unit Measures: 14 1/2" x 2 1/2" x 3 1/2"
- Operates On O-31 Curves

Coil Car



Norfolk Southern - Coil Car
20-95313 \$69.95



Westinghouse - Coil Car
20-95314 \$69.95



NASA - Coil Car
20-95315 \$69.95



Union Railroad - Coil Car
20-95316 \$69.95



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

Tank Car



Airco - Tank Car
20-96283 \$69.95



Exxon - Tank Car
20-96285 \$69.95



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
- Colorful, Attractive Paint Scheme
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers

Plated Body



Shell - Tank Car
20-96284 \$79.95



GATX - Tank Car
20-96286 \$69.95

- O Scale Kadee-Compatible Coupler Mounting Pads
- Detailed Brake Wheel
- Separate Metal Handrails
- 1:48 Scale Dimensions
- Unit Measures: 12" x 2 3/4" x 4 3/16"
- Operates On O-27 Curves

Funnel Flow Tank Car



Trinity Industries - Funnel Flow Tank Car
20-96279 \$69.95



Trinity Industries - Funnel Flow Tank Car
20-96280 \$69.95



Procur - Funnel Flow Tank Car
20-96281 \$69.95



Hooker Chemical - Funnel Flow Tank Car
20-96282 \$69.95



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
- Colorful, Attractive Paint Scheme
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- O Scale Kadee-Compatible Coupler Mounting Pads
- Separate Metal Handrails
- 1:48 Scale Dimensions
- Unit Measures: 11" x 2 5/8" x 4"
- Operates On O-27 Curves

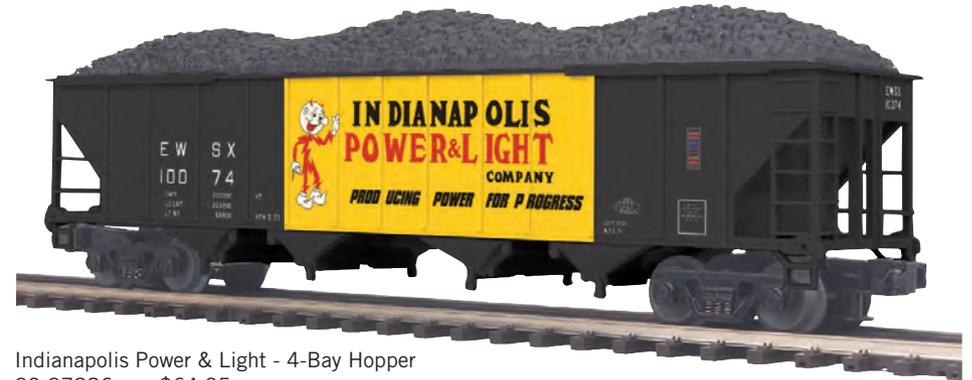
4-Bay Hopper



Norfolk Southern - 4-Bay Hopper
20-97885 \$64.95



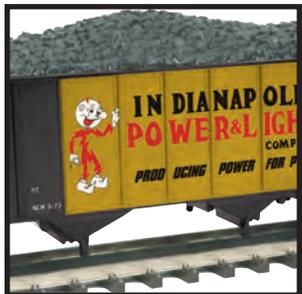
Pennsylvania Power & Light - 4-Bay Hopper
20-97887 \$64.95



Indianapolis Power & Light - 4-Bay Hopper
20-97886 \$64.95



Union Pacific - 4-Bay Hopper
20-97888 \$64.95



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
- 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
- Removable Coal Load
- 1:48 Scale Dimensions
- Unit Measures: 13 1/4" x 2 5/8" x 3"
- Operates On O-31 Curves

Coke Hopper



Seaboard Family Lines - Coke Hopper
20-97361 \$64.95

Seaboard Family Lines - 4-Car Coke Hopper Car Set
20-92152 Car Nos. 297109, 297004, 297021, 297054 \$239.95
20-92153 Car Nos. 297120, 297009, 297022, 297060 \$239.95



Pittsburgh & Lake Erie - Coke Hopper
20-97362 \$64.95

Pittsburgh & Lake Erie - 4-Car Coke Hopper Car Set
20-92154 Car Nos. 37254, 37253, 37259, 37262 \$239.95
20-92155 Car Nos. 37256, 37255, 37260, 37267 \$239.95



FURX - Coke Hopper
20-97363 \$74.95

Plated Body

FURX - 4-Car Coke Hopper Car Set
20-92156 Car Nos. 930024, 930570, 931481, 931395 \$269.95
20-92157 Car Nos. 930524, 931409, 931401, 931405 \$269.95



GATX - Coke Hopper
20-97364 \$64.95

GATX - 4-Car Coke Hopper Car Set
20-92158 Car Nos. 119, 101, 110, 162 \$239.95
20-92159 Car Nos. 104, 108, 135, 127 \$239.95



Easily Convert to 2-Rail!

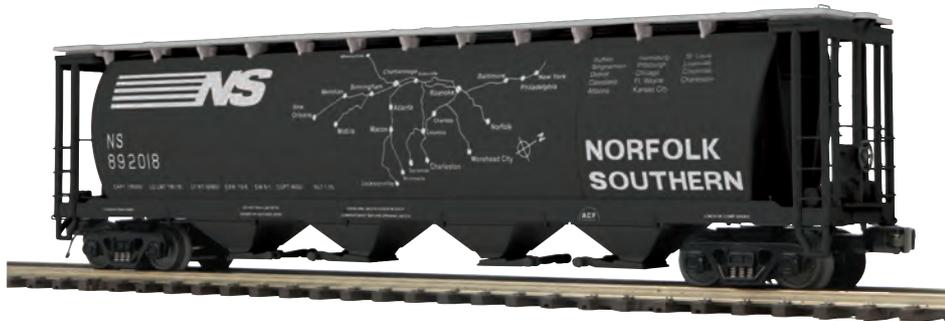
2-Rail Die-Cast Sprung Metal Roller Bearing Freight Car Two Truck Pack
20-89002 \$24.95



Features

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

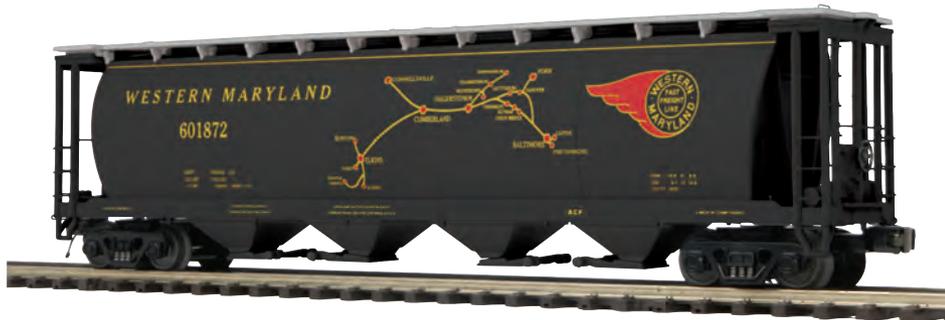
100-Ton Hopper



Norfolk Southern - 100-Ton Hopper
20-97889 \$69.95



Pennsylvania - 100-Ton Hopper
20-97890 \$69.95



Western Maryland - 100-Ton Hopper
20-97891 \$69.95



Union Pacific - 100-Ton Hopper
20-97892 \$69.95



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
- O Scale Kadee Compatible Coupler Mounting Pads
- Unit Measures: 15" x 2 11/16" x 3 3/4"
- Operates On O-31 Curves

Coalporter Hopper

Featuring Plated Bodies



BNSF - Coalporter Hopper
20-97893 \$79.95

BNSF - 4-Car Coalporter Hopper Car Set

20-92160 Car Nos. 672242, 672253, 672260, 672275 \$289.95

20-92161 Car Nos. 672248, 672254, 672263, 672276 \$289.95



CSX - Coalporter Hopper
20-97894 \$79.95

CSX - 4-Car Coalporter Hopper Car Set

20-92162 Car Nos. 391201, 391219, 391223, 391236 \$289.95

20-92163 Car Nos. 391208, 391220, 391233, 391238 \$289.95



Norfolk Southern - Coalporter Hopper
20-97896 \$79.95

Norfolk Southern - 4-Car Coalporter Hopper Car Set

20-92166 Car Nos. 46209, 46210, 46222, 46233 \$289.95

20-92167 Car Nos. 46207, 46218, 46225, 46235 \$289.95



Union Pacific - Coalporter Hopper
20-97895 \$79.95

Union Pacific - 4-Car Coalporter Hopper Car Set

20-92164 Car Nos. 28516, 28522, 28530, 28544 \$289.95

20-92165 Car Nos. 28518, 28525, 28534, 28549 \$289.95



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

Schnabel Flatcar



Learn more about it:
For more information
on the prototype for this
specialized car, go to
mthtrains.com/schnabel.pdf



Westinghouse - Schnabel Flatcar
20-95318 \$139.95



Features

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



CCR - Schnabel Flatcar
20-95317 \$139.95



NASA - Schnabel Flatcar
20-95319 \$139.95

75' AutoTrain Auto Carrier



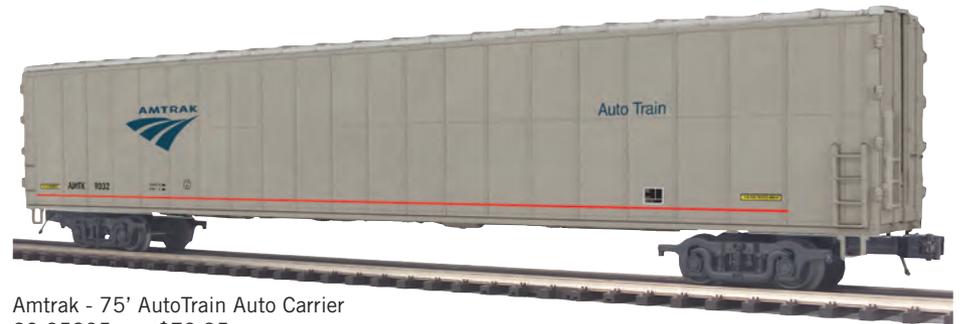
Auto Train - 75' AutoTrain Auto Carrier
20-95307 \$79.95



U.S. Army - 75' AutoTrain Auto Carrier
20-95308 \$79.95



North American Auto Transport - 75' AutoTrain Auto Carrier
20-95306 \$79.95



Amtrak - 75' AutoTrain Auto Carrier
20-95305 \$79.95

Amtrak - 6-Car 75' AutoTrain Auto Carrier Set
20-92176 \$429.95

(Vehicles Not Included)



Features

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

Flat Car with PUP Trailers



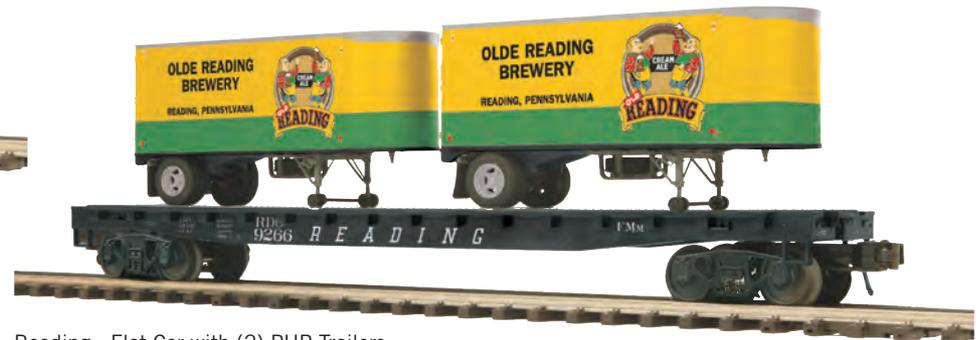
Santa Fe - Flat Car with (2) PUP Trailers
20-95309 \$79.95



Pittsburgh & West Virginia - Flat Car with (2) PUP Trailers
20-95310 \$79.95



Union Pacific - Flat Car with (2) PUP Trailers
20-95311 \$79.95



Reading - Flat Car with (2) PUP Trailers
20-95312 \$79.95



Easily Convert to 2-Rail!

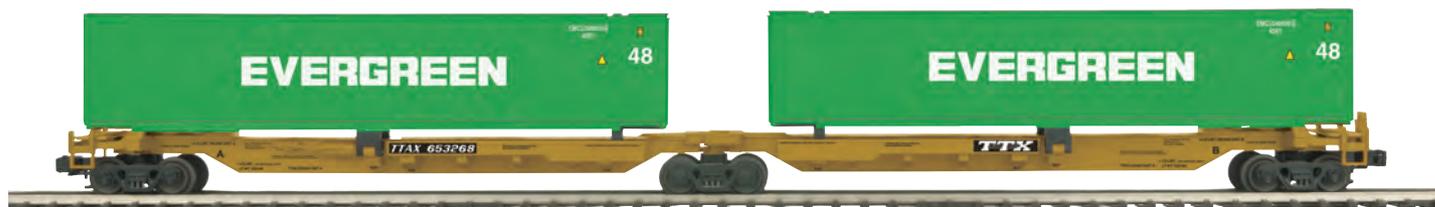
2-Rail Die-Cast Sprung Metal
Bettendorf Freight Car Two Truck Pack
20-89001 \$24.95



Features

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

2-Car Spine Car Set w/(2) 48' Containers



TTX - 2-Car Spine Car Set w/(2) 48' Containers
20-95322 \$139.95



TTX - 2-Car Spine Car Set w/(2) 48' Containers
20-95320 \$139.95



TTX - 2-Car Spine Car Set w/(2) 48' Containers
20-95323 \$139.95



TTX - 2-Car Spine Car Set w/(2) 48' Containers
20-95321 \$139.95



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 Bodies
- Colorful, Attractive Paint Scheme
- 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
- (2) Removeable 48' Containers
- 1:48 Scale Dimensions
- Unit Measures: 28" x 2 7/16" x 4"
- Operates On O-31 Curves

Flat Car with LO-V Subway



TTX - Flat Car with LO-V Subway Car
20-95328 \$129.95



TTX - Flat Car with LO-V Subway Car
20-95329 \$129.95



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

Flat Car with Military Load

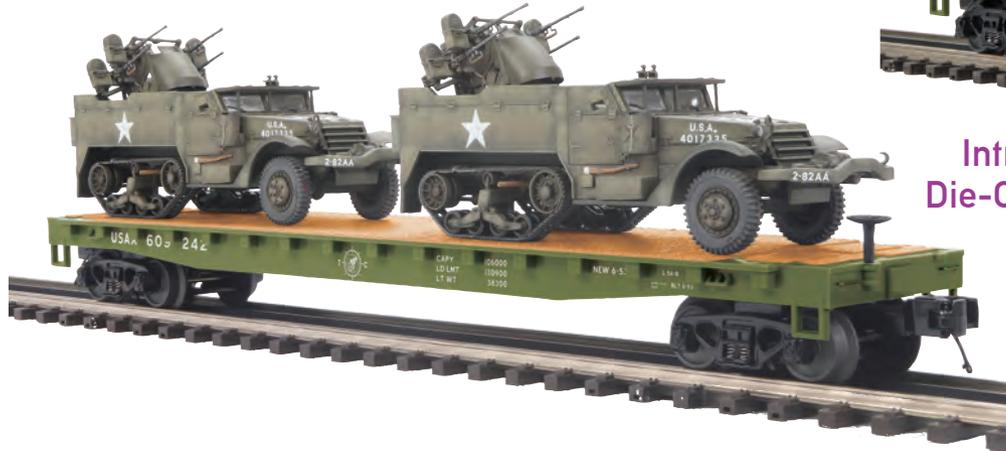
U.S. Army - Flat Car w/ M10 Wolverine Tanks
20-95326 \$99.95

U.S. Army - 4-Car Flat Car Set w/ M10 Wolverine Tanks
20-92177 \$349.95

U.S. Army - 4-Car Flat Car Set w/ M10 Wolverine Tanks
20-92178 \$349.95



**Intricately Detailed
Die-Cast Military Loads**



U.S. Army - Flat Car w/(2) Half-Track M16 Scout Cars
20-95327 \$99.95

U.S. Army - 4-Car Flat Car Set w/(2) Half-Track M16 Scout Cars Set
20-92179 \$349.95

U.S. Army - 4-Car Flat Car Set w/(2) Half-Track M16 Scout Cars Set
20-92180 \$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
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- (2) Removable Die-Cast 1/43 M3 Scout Cars or (2) Removable Die-Cast 1/43 M10 Wolverine Tanks
- O Scale Kadee Compatible Coupler Mounting Pads
- Unit Measures: 14 1/2" x 2 1/2" x 4 1/2"
- Operates On O-31 Curves

60' Flat Car with Pipe Load



TTX - 60' Flat Car w/Pipe Load
20-95324 \$64.95



TTX - 6-Car 60' Flat Car w/Pipe Load Set
20-92172 Car Nos. 93204, 93207, 93220, 93225, 93228, 93230 \$349.95
TTX - 6-Car 60' Flat Car w/Pipe Load Set
20-92173 Car Nos. 93233, 93236, 93234, 93239, 93242, 93245 \$349.95



TTX - 60' Flat Car w/Pipe Load
20-95325 \$64.95



TTX - 6-Car 60' Flat Car w/Pipe Load Set
20-92174 Car Nos. 93252, 93254, 93256, 93262, 93264, 93266 \$349.95
TTX - 6-Car 60' Flat Car w/Pipe Load Set
20-95175 Car Nos. 93270, 93272, 93274, 93283, 93285, 93287 \$349.95

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
- Removable Pipe Load
- O Scale Kadee Compatible Coupler Mounting Pads
- Unit Measures: 16" x 2 5/8" x 2 1/2"
- Operates On O-42 Curves

Rapid Discharge Car



Florida East Coast - Rapid Discharge Car
20-97357 \$64.95



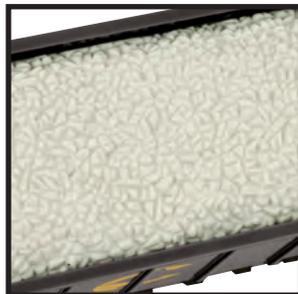
Chessie - Rapid Discharge Car
20-97358 \$64.95



Southern - Rapid Discharge Car
20-97360 \$64.95



Trinity Rail - Rapid Discharge Car
20-97359 \$64.95



Features

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

N-6b Caboose w/ Operating Signal Man



Pennsylvania - N-6b Caboose
with Operating Signal Man
20-91645 \$89.95



Pennsylvania (Battleship Gray) - N-6b Caboose
with Operating Signal Man
20-91646 \$89.95



Nickel Plate Road - N-6b Caboose
with Operating Signal Man
20-91647 \$89.95



Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Caboose Interior With Overhead Lighting
- Detailed Brake Wheel
- Separate Metal Handrails
- Brakeman Figure in Cupola
- Moving Signal Man w/Operating Lantern
- 1:48 Scale Dimensions
- Unit Measures: 9" x 2 7/8" x 4 1/16"
- Operates On O-31 Curves

N8 Caboose



Pennsylvania - N8 Caboose
20-91637 \$69.95



Illinois Central - N8 Caboose
20-91640 \$69.95



Conrail - N8 Caboose
20-91638 \$69.95



Conrail - N8 Caboose
20-91639 \$69.95



Features

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

Bay Window Caboose



RJ Corman - Bay Window Caboose
20-91641 \$69.95



Chicago & North Western - Bay Window Caboose
20-91642 \$69.95



Southern - Bay Window Caboose
20-91643 \$69.95



Pittsburgh & Lake Erie - Bay Window Caboose
20-91644 \$69.95



Features

- Intricately Detailed, Durable ABS Body
- Detailed Car Interior
- 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
- Caboose Interior With Overhead Lighting
- Detailed Brake Wheel
- Separate Metal Handrails
- Brakeman Figure
- 1:48 Scale Dimensions
- Unit Measures: 10 7/8" x 2 15/16" x 3 13/16"
- Operates On O-31 Curves

Madison Passenger Cars



The Freedom Train - 4-Car 70' Madison Passenger Set
20-40057 \$379.95

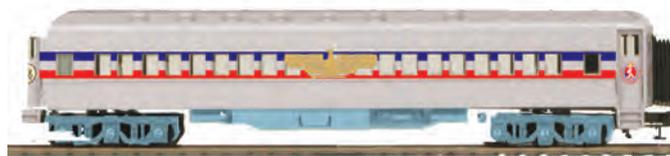
Features

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

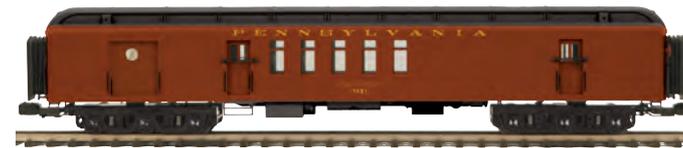
* Excluding Freedom Train passenger cars



The Freedom Train - 2-Car 70' Madison Coach/Coach Passenger Set
20-40058 \$199.95



The Freedom Train - 70' Madison Coach Passenger Car
20-40059 \$99.95



Pennsylvania - 70' Madison RPO Passenger Car
20-40064 \$99.95



Pennsylvania - 2-Car 70' Madison Combine/Diner Passenger Set
20-40062 \$199.95



Pennsylvania - 2-Car 70' Madison Baggage/Coach Passenger Set
20-40063 \$199.95



Pennsylvania - 4-Car 70' Madison Passenger Set
20-40061 \$379.95



Southern Pacific - 4-Car 70' Madison Passenger Set
20-40069 \$379.95



Southern Pacific - 2-Car 70' Madison Combine/Diner Passenger Set
20-40070 \$199.95



Southern Pacific - 2-Car 70' Madison Baggage/Coach Passenger Set
20-40071 \$199.95



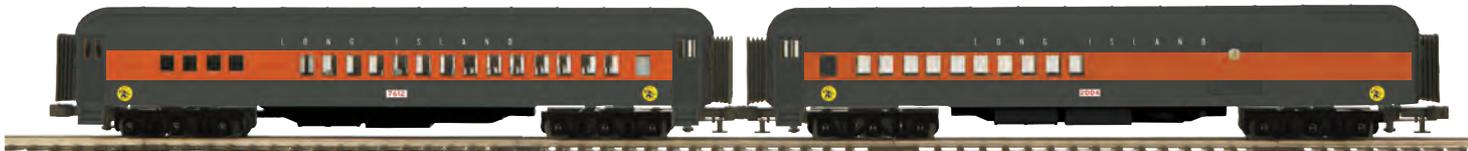
Southern Pacific - 70' Madison RPO Passenger Car
20-40072 \$99.95



Long Island - 70' Madison RPO Passenger Car
20-40068 \$99.95



Long Island - 4-Car 70' Madison Passenger Set
20-40065 \$379.95



Long Island - 2-Car 70' Madison Combine/Diner Passenger Set
20-40066 \$199.95



Long Island - 2-Car 70' Madison Baggage/Coach Passenger Set
20-40067 \$199.95

Streamlined Passenger Cars

Features

- Intricately Detailed, Durable ABS Body
- 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
- 4-Car Set Features (1) Baggage, (2) Coaches and (1) Observation or (1) Baggage, (1) Coach, (1) Vista-Dome and (1) Observation
- Each Car Measures:
19" x 2 7/16" x 3 1/2"
- Operates On O-42 Curves



Union Pacific - 2-Car 70' Streamlined Sleeper/Diner Passenger Set (Smooth-Sided)
20-64024 \$199.95



Union Pacific - 2-Car 70' Streamlined Baggage/Coach Passenger Set (Smooth-Sided)
20-64025 \$229.95



Union Pacific - 4-Car 70' Streamlined Passenger Set (Smooth-Sided)
20-64023 \$379.95



Union Pacific - 70' Streamlined Full Length Vista Dome Passenger Car (Smooth-Sided)
20-64026 \$114.95



Union Pacific - 70' Streamlined RPO Passenger Car (Smooth-Sided)
20-64027 \$99.95



Northern Pacific - 4-Car 70' Streamlined Passenger Set (Smooth-Sided)
20-64028 \$379.95

Build an authentic 4-dome replica of the Northern Pacific's premier train, the Vista-Dome North Coast Limited



Santa Fe - 4-Car 70' Streamlined Passenger Set (Ribbed-Sided)
20-64038 \$379.95

Santa Fe Cars Have Stainless Plated Body Finish



Santa Fe - 2-Car 70' Streamlined Sleeper/Diner Passenger Set (Ribbed-Sided)
20-64039 \$199.95



Santa Fe - 2-Car 70' Streamlined Baggage/Coach Passenger Set (Ribbed-Sided)
20-64040 \$229.95



Santa Fe - 70' Streamlined Full Length Vista Dome Passenger Car (Ribbed-Sided)
20-64041 \$114.95



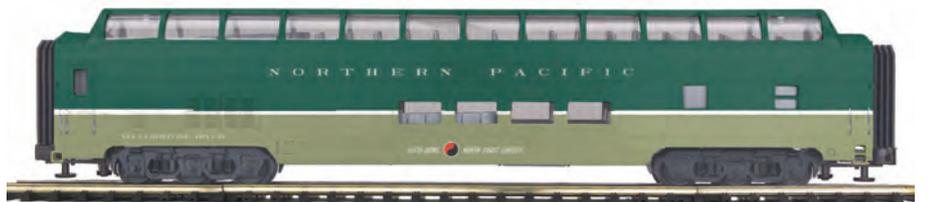
Santa Fe - 70' Streamlined RPO Passenger Car (Ribbed-Sided)
20-64042 \$99.95



Northern Pacific - 2-Car 70' Streamlined Sleeper/Diner Passenger Set (Smooth-Sided)
20-64029 \$199.95



Northern Pacific - 2-Car 70' Streamlined Baggage/Coach Passenger Set (Smooth-Sided)
20-64030 \$229.95



Northern Pacific - 70' Streamlined Full Length Vista Dome Passenger Car (Smooth-Sided)
20-64031 \$114.95



Northern Pacific - 70' Streamlined Vista Dome Passenger Car (Smooth-Sided)
20-64074 \$99.95



Northern Pacific - 70' Streamlined RPO Passenger Car (Smooth-Sided)
20-64032 \$99.95

Streamlined Passenger Cars



Chesapeake & Ohio - 2-Car 70' Streamlined Sleeper/Diner Passenger Set (Smooth-Sided)
20-64034 \$199.95



Chesapeake & Ohio - 4-Car 70' Streamlined Passenger Set (Smooth-Sided)
20-64033 \$379.95



Chesapeake & Ohio - 2-Car 70' Streamlined Baggage/Coach Passenger Set (Smooth-Sided)
20-64035 \$199.95



Chesapeake & Ohio - 70' Streamlined Full Length Vista Dome Passenger Car (Smooth-Sided)
20-64036 \$99.95



Chesapeake & Ohio - 70' Streamlined RPO Passenger Car (Smooth-Sided)
20-64037 \$99.95



California Zephyr - 4-Car 70' Streamlined Passenger Set (Ribbed-Sided)
20-64068 \$379.95

Zephyr Cars Have Stainless Plated Body Finish



Louisville & Nashville - 4-Car 70' Streamlined Passenger Set (Ribbed-Sided)
20-64043 \$379.95



Louisville & Nashville - 2-Car 70' Streamlined Sleeper/Diner Passenger Set (Ribbed-Sided)
20-64044 \$199.95



Louisville & Nashville - 70' Streamlined Full Length Vista Dome Passenger Car (Ribbed-Sided)
20-64046 \$99.95



California Zephyr - 2-Car 70' Streamlined Sleeper/Diner Passenger Set (Ribbed-Sided)
20-64069 \$199.95



California Zephyr - 70' Streamlined Full Length Vista Dome Passenger Car (Ribbed-Sided)
20-64071 \$99.95



Louisville & Nashville - 2-Car 70' Streamlined Baggage/Coach Passenger Set (Ribbed-Sided)
20-64045 \$199.95



Louisville & Nashville - 70' Streamlined RPO Passenger Car (Ribbed-Sided)
20-64047 \$99.95



California Zephyr - 2-Car 70' Streamlined Baggage/Coach Passenger Set (Ribbed-Sided)
20-64070 \$199.95



California Zephyr - 70' Streamlined RPO Passenger Car (Ribbed-Sided)
20-64072 \$99.95



California Zephyr - 70' Streamlined Vista Dome Passenger Car (Ribbed-Sided)
20-64073 \$99.95

Streamlined Passenger Cars



Chesapeake & Ohio - 2-Car 70' Streamlined Sleeper/Diner Passenger Set (Ribbed-Sided)
20-64049 \$199.95



Chesapeake & Ohio - 70' Streamlined RPO Passenger Car (Ribbed-Sided)
20-64052 \$99.95



Chesapeake & Ohio - 70' Streamlined Full Length Vista Dome Passenger Car (Ribbed-Sided)
20-64051 \$99.95



Chesapeake & Ohio - 2-Car 70' Streamlined Baggage/Coach Passenger Set (Ribbed-Sided)
20-64050 \$199.95



Chesapeake & Ohio - 4-Car 70' Streamlined Passenger Set (Ribbed-Sided)
20-64048 \$379.95



New York Central - 2-Car 70' Streamlined Sleeper/Diner Passenger Set (Ribbed-Sided)
20-64054 \$199.95



New York Central - 70' Streamlined RPO Passenger Car (Ribbed-Sided)
20-64057 \$99.95



New York Central - 70' Streamlined Full Length Vista Dome Passenger Car (Ribbed-Sided)
20-64056 \$99.95



New York Central - 2-Car 70' Streamlined Baggage/Coach Passenger Set (Ribbed-Sided)
20-64055 \$199.95



New York Central - 4-Car 70' Streamlined Passenger Set (Ribbed-Sided)
20-64053 \$379.95



Pennsylvania - 4-Car 70' Streamlined Passenger Set (Ribbed-Sided)
20-64063 \$379.95



Pennsylvania - 2-Car 70' Streamlined Sleeper/Diner Passenger Set (Ribbed-Sided)
20-64064 \$199.95



Pennsylvania - 70' Streamlined Full Length Vista Dome Passenger Car (Ribbed-Sided)
20-64066 \$99.95



Richmond, Fredericksburg & Potomac - 2-Car 70' Streamlined Sleeper/Diner Passenger Set (Smooth-Sided)
20-64059 \$199.95



Richmond, Fredericksburg & Potomac - 70' Streamlined Full Length Vista Dome Passenger Car (Smooth-Sided)
20-64061 \$99.95



Richmond, Fredericksburg & Potomac - 4-Car 70' Streamlined Passenger Set (Smooth-Sided)
20-64058 \$379.95



Pennsylvania - 2-Car 70' Streamlined Baggage/Coach Passenger Set (Ribbed-Sided)
20-64065 \$199.95



Pennsylvania - 70' Streamlined RPO Passenger Car (Ribbed-Sided)
20-64067 \$99.95



Richmond, Fredericksburg & Potomac - 2-Car 70' Streamlined Baggage/Coach Passenger Set (Smooth-Sided)
20-64060 \$199.95



Richmond, Fredericksburg & Potomac - 70' Streamlined RPO Passenger Car (Smooth-Sided)
20-64062 \$99.95

2018 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.

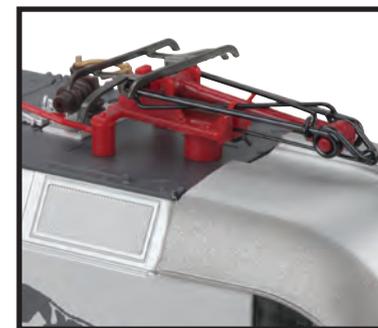
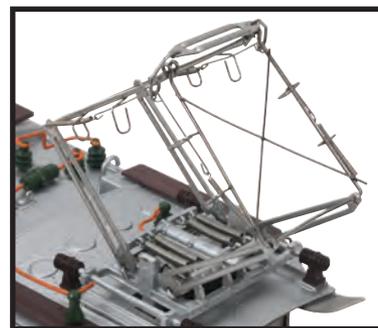
O scale model railroaders, whether they be 3-rail or 2-rail fans, who have or plan to have a premier model railroad will find choosing an M.T.H. Premier Line locomotive or rolling stock item a worthy choice. Our steam and electric locomotives are unmatched in value and performance and our passenger and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

20-3491-2 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 contant voltage lighting, hi-rail or fine scale wheels and synchronized puffing smoke timed to the drive wheels' revolutions, this 141P will be a favorite on any O scale model railroad.

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

- 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

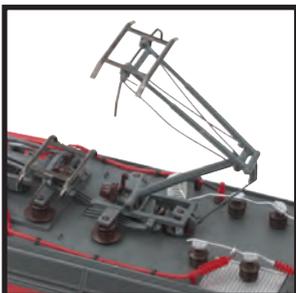


German DB (Blue) - E94 Crocodile Electric Engine With Proto-Sound 3.0
 20-5674-1 Hi-Rail Wheels \$899.95
 20-5674-2 Scale Wheels \$899.95



See It In Action At
www.mthtrains.com

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

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 manu-

facture 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 electrics 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.



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



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
- 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
20-5649-2 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

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

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

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

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 Dummy American Knuckle Couplers
- 1:45 Scale Dimensions
- European NEM Fine Scale Couplers Included*
- Sprung Buffers
- NEM 365 Coupler Pocket*
- NEM 362 Lenz® Compatible Coupler Included*
- Hi-Rail Version Operates On 0-31 Curves
- NEM 310/311 Standard Fine Scale Wheel Version Operates On 31" Radius Curves

* Fine Scale Wheel Cars Only

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

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 Dummy American Knuckle Couplers
- 1:45 Scale Dimensions
- European NEM Fine Scale Couplers Included*
- Sprung Buffers
- NEM 365 Coupler Pocket*
- NEM 362 Lenz® Compatible Coupler Included*
- Hi-Rail Version Operates On 0-31 Curves
- NEM 310/311 Standard Fine Scale Wheel Version Operates On 31" Radius Curves

* Fine Scale Wheel Cars Only



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

Bierwagen



Biere Beauregard - European Bierwagen (Beer Reefer)
20-99005 Fine Scale Wheels \$69.95

Biere Beauregard - 6-Car European Bierwagen (Beer Reefer) Set
20-90904 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



Brasserie du Cardinal - 6-Car European Bierwagen (Beer Reefer) Set

20-90905 Fine Scale Wheels \$389.95



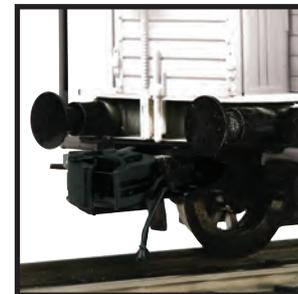
Maggi - 6-Car European Kühlwagen für Nahrungsmittel\Reefer Car Set

22-90941 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 Dummy American Knuckle Couplers
- 1:45 Scale Dimensions
- 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

* Fine Scale Wheel Cars Only





Bilger - Brauerei zur Sonne - BadStB -
European Bierwagen (Reefer)
22-94001 Scale Wheels \$69.95



Feldschloesschen - European Bierwagen (Reefer)
20-99004 Hi-Rail Wheels \$69.95
20-99008 Fine Scale Wheels \$69.95



Brauerei Ganter - BADEN - BadStB -
European Bierwagen (Reefer)
22-94002 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



Eichbaum Bier - BadStB -
European Bierwagen (Reefer)
22-94003 Scale Wheels \$69.95



Badische Brauerei - BadStB -
European Bierwagen (Reefer)
22-94004 Scale Wheels \$69.95



Brauerei Warteck Basel - 6-Car European Bierwagen (Beer Reefer) Set
22-90940 Fine Scale Wheels \$389.95



Bierbrauerei Falken - 6-Car European Bierwagen (Beer Reefer) Set
22-90943 Fine Scale Wheels \$389.95

Modern Kesselwagen



BP - 6-Car European Modern Kesselwagen (Tank Car) Set
20-90916 Hi-Rail Wheels \$449.95



Wascosa - European Modern Kesselwagen (Tank Car)
20-99019 Hi-Rail Wheels \$79.95



Wascosa OMV - European Modern Kesselwagen (Tank Car)
20-99020 Hi-Rail Wheels \$79.95
20-99024 Fine Scale Wheels \$79.95

Wascosa OMV - 6-Car European Modern Kesselwagen (Tank Car) Set
20-90919 Hi-Rail Wheels \$449.95

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 Dummy American Knuckle Couplers
- 1:45 Scale Dimensions
- 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

* Fine Scale Wheel Cars Only



Wascosa Petroplus - European Modern Kesselwagen (Tank Car)
 20-99033 Hi-Rail Wheels \$79.95
 22-99033 Fine Scale Wheels \$79.95



Jet - European Modern Kesselwagen (Tank Car)
 20-99035 Hi-Rail Wheels \$79.95
 22-99035 Fine Scale Wheels \$79.95



Shell - 6-Car European Modern Kesselwagen (Tank Car) Set
 20-90935 Hi-Rail 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



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



SNCF (1969) - 5-Car OCEM Passenger Car Set
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
- O Scale Kadee-Compatible Coupler Mounting Pads
- European NEM Fine Scale Couplers Included*
- NEM 362 Coupler Pocket*
- NEM 365 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

Z-560 56 Watt Power Supply
40-560 \$44.95



Small DC fixed power supply (56 Watts) for powering the DCS Explorer (and any Proto-Sound 2.0 or 3.0 equipped locomotive), the DCS TIU Auxiliary Port or the DCS Remote Commander Receiver)

- U.L. Approved
- 56 Watts Max Power Output
- Built-In Circuit Breaker Protection



100-Watt Accessory AC Power Supply
40-1000a \$89.95

- Ideal for powering accessories, or for DCS users who don't need a conventional transformer
- TIU/Barrel Jack adapter available separately for easy connection to DCS Track Interface Unit (TIU)
- 18-volt track power output
- 14-volt accessory output



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



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



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



Proto-Sound Battery
50-1008 \$11.95



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



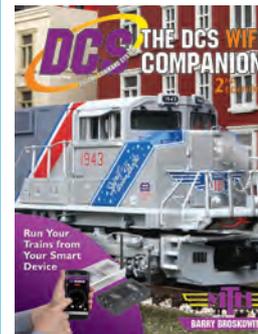
Z-DC24 24-Watt Power Supply
50-240 \$17.95



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



Transformer/Barrel Jack Male Adapter Cable
50-1037 \$10.95



DCS Wifi Companion Digital
Book - 2nd Edition

Digital Version
60-1411 \$14.95
Soft Cover
60-1412 \$34.95
Available as a soft cover book or a pdf download — order from www.mthtrains.com/news/611



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

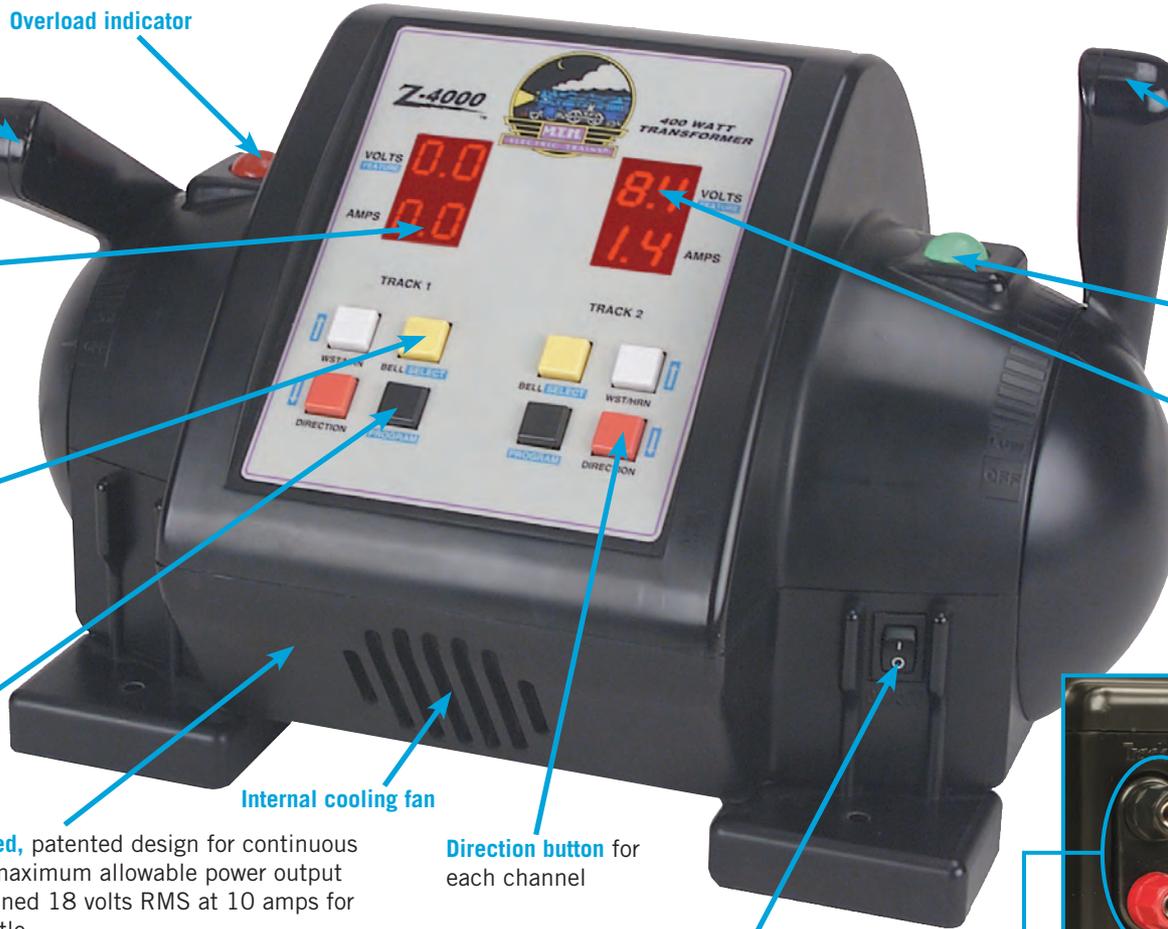
UL Approved, patented design for continuous and safe maximum allowable power output at a sustained 18 volts RMS at 10 amps for each throttle.

Z-4000® Transformer
40-4000 \$ 499.95

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. 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)

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

Direction button for each channel

On-off switch with Accidental Startup Protection: If throttles are not in Off position when Z-4000 is turned on, no power will be applied to the track.

Internal cooling fan

ScaleTrax™

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



It's not about the track. Railroading is about huge machinery that makes the ground shake when it goes by. In model railroading, the track is a stage setting that should make your trains look more real and more massive — and no three-rail track does that better than ScaleTrax, the lowest-profile, best-running 3-rail O gauge track system.

Compare our track with 3-rail track systems from Atlas O and Ross Custom Switches, and check out the advantages of ScaleTrax

Track Features

- Solid, rust-proof nickel silver rails
- Durable ties for years of use
- Easy, snap-together assembly
- Built-in electrical connections eliminate need for rail joiners or track pins
- Built-in Lockon receptacle in every track section
- Non-derailing switches
- Snap-in, reversible switch motors work on either side of track
- Compatible with virtually all three-rail locomotives and cars

Learn more about it: Download our new 16-page ScaleTrax brochure. Click the ScaleTrax logo at the bottom of our home page, www.mthtrains.com



More Realism

Prototypically scaled, lower profile rail and ties make your locomotives and rolling stock look more massive on ScaleTrax.



Lionel
Tubular



Gargraves



Atlas



ScaleTrax

Lower Cost

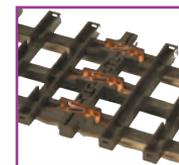
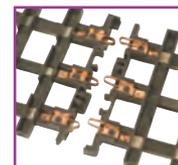
ScaleTrax track and switches are more affordable than comparable Atlas and Ross products.

Smaller Third Rail

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

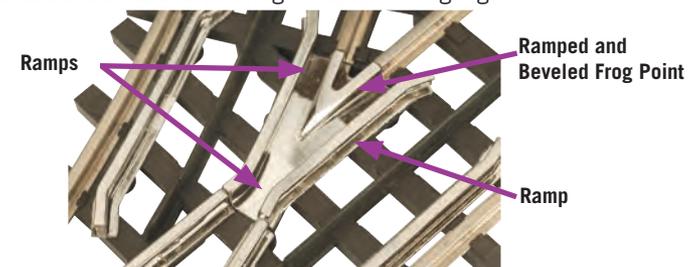
Better Electrical Contact

Concealed, large, spring-loaded contacts deliver more secure electrical connections between track sections.



Smoother Switches

Thanks to our ramped and beveled frog and lower profile rail, ScaleTrax offers the smoothest-rolling switches in O gauge.



Easier-To-Use Flex Track

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



STRAIGHT, FLEX & OPERATING TRACK SECTIONS



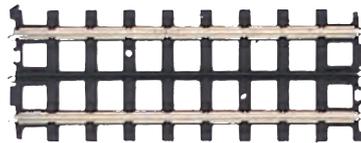
ScaleTrax™ - 1.75" Track Section
45-1011 \$2.49
ScaleTrax™ - 1.75" Track Section 4-Pack
45-1011-4 \$10.25



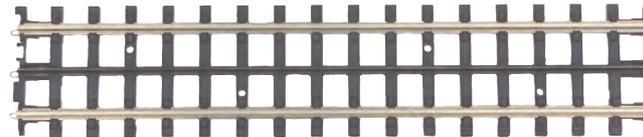
ScaleTrax™ - 5.0" Track Section
45-1013 \$3.99



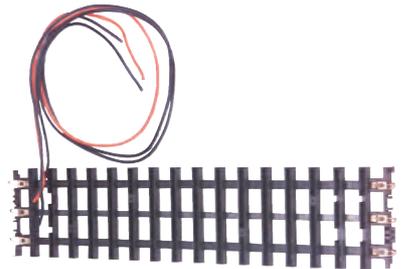
ScaleTrax™ - 4.25" Track Section
45-1012 \$3.99
ScaleTrax™ - 4.25" Track Section 2-Pack
45-1012-2 \$8.99



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



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



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



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

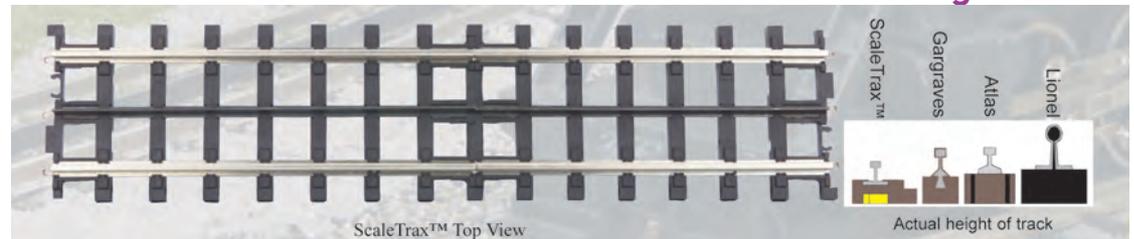


ScaleTrax™ - 30" FlexTrack Section
45-1049 \$13.99



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

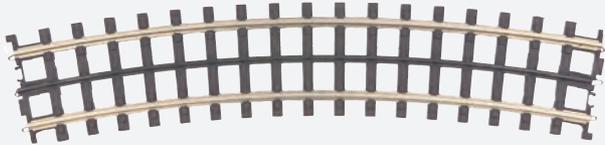
Lowest Profile, Most Realistic 3-Rail Track in 0 Gauge!



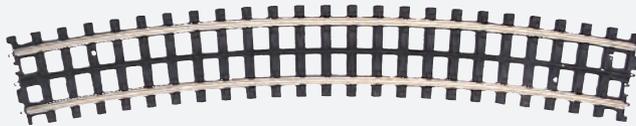
Curved Track Sections



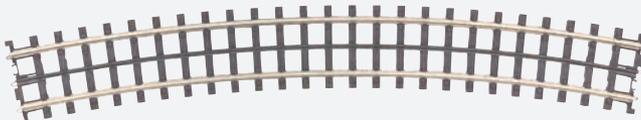
ScaleTrax™ - 0-31 Curved Track Section
45-1002 \$4.99
It takes **EIGHT 0-31 CURVES** to make a circle.



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



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



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

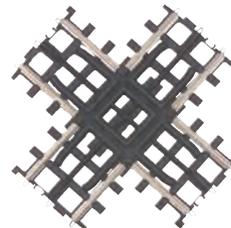
Crossovers



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

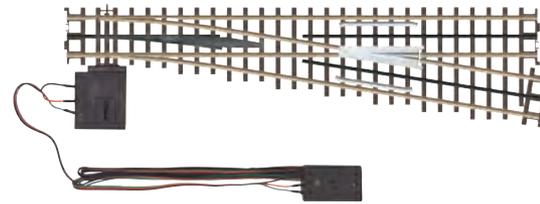


ScaleTrax™ - 45 Degree Crossing
45-1006 \$19.95

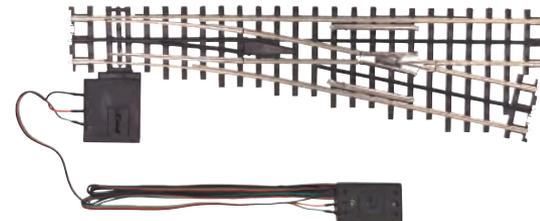


ScaleTrax™ - 90 Degree Crossing
45-1005 \$19.95

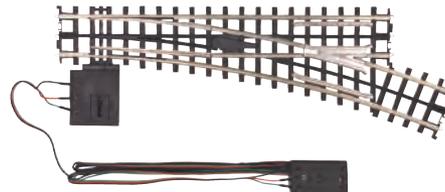
Switches



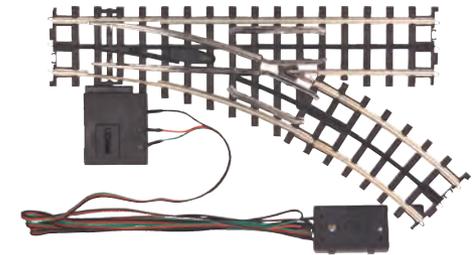
ScaleTrax™ - No. 6 Right Hand Switch
45-1053 \$89.95
ScaleTrax™ - No. 6 Left Hand Switch
45-1052 \$89.95



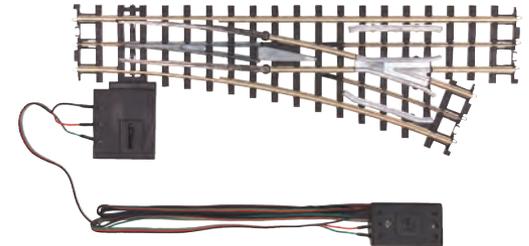
ScaleTrax™ - No. 4 Right Hand Switch
45-1051 \$89.95
ScaleTrax™ - No. 4 Left Hand Switch
45-1050 \$89.95



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



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



ScaleTrax™ - 0-54 Right Hand Switch
45-1009 \$79.95
ScaleTrax™ - 0-54 Left Hand Switch
45-1008 \$79.95

Accessories



ScaleTrax™ - Bumper
45-1025 \$15.95



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

ScaleTrax™ Layout Packages

Don't have the time or inclination to design your own layout? Check out ScaleTrax layout packages, featuring track plans designed by Dave Hikel, renowned West Coast custom layout builder. Each package includes all the track and switches needed to build a complete layout. For details and track plans, click the ScaleTrax logo at the bottom of the M.T.H. home page, www.mthtrains.com. Order the ScaleTrax components from any M.T.H. Authorized Retailer and M.T.H. will drop ship your order directly from Maryland. If you prefer to design your own plan, use RR Track layout design software and take your design to any M.T.H. Authorized Retailer and we will drop ship the order for them.

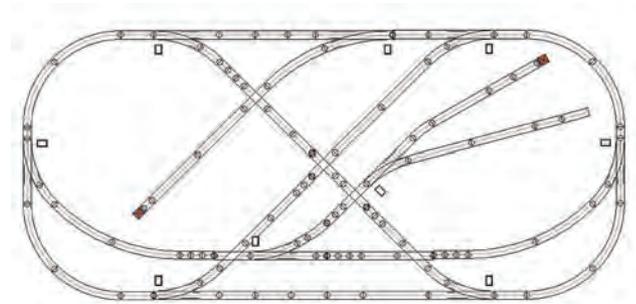
4x8 M.T.H. Tradeshow Layout

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

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

ScaleTrax™ Pieces 45-1108

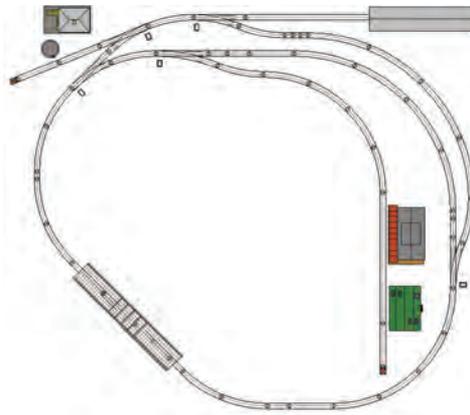
Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	8	\$39.92
45-1002	0-31 curve	\$4.99	8	\$39.92
45-1003	0-31 LH switch	\$49.95	4	\$199.80
45-1004	0-31 RH switch	\$49.95	4	\$199.80
45-1005	90 deg crossing	\$19.95	3	\$59.85
45-1006	45 deg crossing	\$19.95	2	\$39.90
45-1007	0-54 curve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



Recreate
the M.T.H.
Tradeshow
Layout!



8x9 Spare Room & Pacific RR

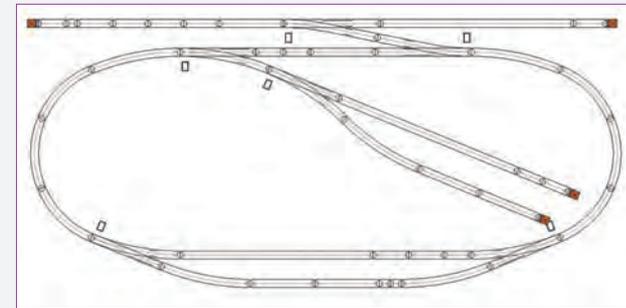


Roosevelt Junction

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

Roosevelt Junction - Phase 1

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



The O gauge layout that grows!

Build Roosevelt Junction in four phases.

ScaleTrax™ Pieces

45-1105

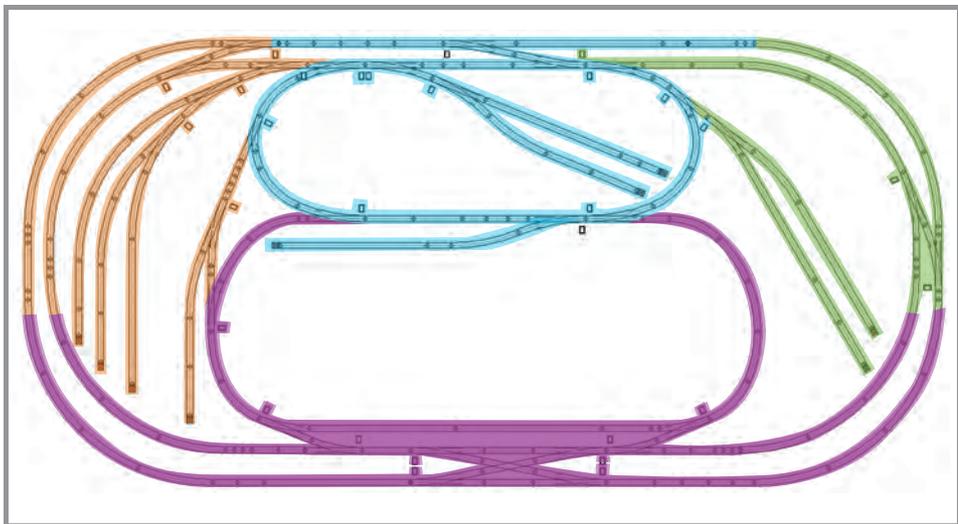
Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	9	\$44.91
45-1007	0-54 curve	\$5.29	19	\$100.51
45-1008	0-54 LH switch	\$79.95	1	\$79.95
45-1009	0-54 RH switch	\$79.95	3	\$239.85
45-1010	0-72 curve	\$5.99	7	\$41.93
45-1011	1.75 inch straight	\$2.49	5	\$12.45
45-1012	4.25 inch straight	\$3.99	3	\$11.97
45-1013	5 inch straight	\$3.99	2	\$7.98
45-1014	5.5 inch straight	\$3.99	2	\$7.98
45-1019	30 inch straight	\$13.99	2	\$27.98
45-1020	0-72 RH switch	\$79.95	1	\$79.95
45-1025	bumper	\$15.95	2	\$31.90
45-1033	lock-on	\$4.25	8	\$34.00
45-1034	0-80 curve	\$6.99	1	\$6.99
45-1105	PACKAGE TOTAL: \$689.95			

ScaleTrax™ Pieces

45-1101

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	6	\$29.94
45-1002	0-31 curve	\$4.99	6	\$29.94
45-1010	0-72 curve	\$5.99	5	\$29.95
45-1011	1.75 inch straight	\$2.49	3	\$7.47
45-1012	4.25 inch straight	\$3.99	6	\$23.94
45-1013	5 inch straight	\$3.99	1	\$3.99
45-1014	5.5 inch straight	\$3.99	6	\$23.94
45-1019	30 inch straight	\$13.99	3	\$41.97
45-1020	0-72 RH switch	\$79.95	3	\$239.85
45-1021	0-72 LH switch	\$79.95	1	\$79.95
45-1025	bumper	\$15.95	4	\$63.80
45-1033	lock-on	\$4.25	6	\$25.50
45-1051	#4 RH switch	\$89.95	2	\$179.90
45-1101	PACKAGE TOTAL: \$739.95			

Roosevelt Junction



Roosevelt Junction - Phase 2

The second phase of Roosevelt junction adds numerous operating possibilities. The mainline doubles in length, yard capacity nearly triples, and a reversing wye allows entire trains to change direction.

ScaleTrax™ Pieces 45-1102

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	3	\$14.97
45-1002	0-31 curve	\$4.99	3	\$14.97
45-1003	0-31 LH switch	\$49.95	1	\$49.95
45-1007	0-54 curve	\$5.29	3	\$15.87
45-1009	0-54 RH switch	\$79.95	1	\$79.95
45-1010	0-72 curve	\$5.99	11	\$65.89
45-1011	1.75 inch straight	\$2.49	11	\$27.39
45-1012	4.25 inch straight	\$3.99	2	\$7.98
45-1013	5 inch straight	\$3.99	3	\$11.97
45-1019	30 inch straight	\$13.99	2	\$27.98
45-1020	0-72 RH switch	\$79.95	6	\$479.70
45-1021	0-72 LH switch	\$79.95	2	\$159.90
45-1025	bumper	\$15.95	4	\$63.80
45-1033	lock-on	\$4.25	7	\$29.75
45-1034	0-80 curve	\$6.99	1	\$6.99
45-1102	PACKAGE TOTAL: \$969.95			

Roosevelt Junction - Phase 3

The third phase of Roosevelt junction adds still more operating possibilities. The mainline again doubles in length and a long two-track spur is added making a perfect location for engine sheds or dead-end sidings.

ScaleTrax™ Pieces 45-1103

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	6	\$29.94
45-1002	0-31 curve	\$4.99	2	\$9.98
45-1004	0-31 RH switch	\$49.95	1	\$49.95
45-1007	0-54 curve	\$5.29	2	\$10.58
45-1009	0-54 RH switch	\$79.95	1	\$79.95
45-1010	0-72 curve	\$5.99	5	\$29.95
45-1011	1.75 inch straight	\$2.49	5	\$12.45
45-1012	4.25 inch straight	\$3.99	1	\$3.99
45-1014	5.5 inch straight	\$3.99	1	\$3.99
45-1019	30 inch straight	\$13.99	2	\$27.98
45-1020	0-72 RH switch	\$79.95	2	\$159.90
45-1021	0-72 LH switch	\$79.95	1	\$79.95
45-1025	bumper	\$15.95	1	\$15.95
45-1033	lock-on	\$4.25	3	\$12.75
45-1034	0-80 curve	\$6.99	3	\$20.97
45-1103	PACKAGE TOTAL: \$519.95			

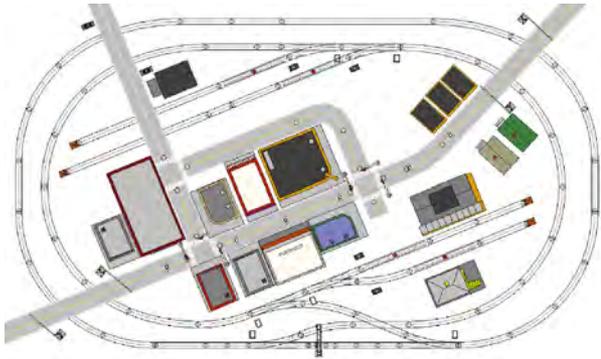
Roosevelt Junction - Phase 4

The fourth and final addition to Roosevelt Junction transforms the layout into a hi-rail empire. The layout now sports a double track mainline with minimum 0-72 curves as well as an interior 0-31 loop allowing independent operations of three trains. Carefully located crossovers permit east access from either 0-72 mainline into the yards. Three yard spurs connect to the mains with 0-72 or larger curves so that even the largest articulated locomotives will feel right at home in Roosevelt Junction.

ScaleTrax™ Pieces 45-1104

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	5	\$24.95
45-1007	0-54 curve	\$5.29	1	\$5.29
45-1008	0-54 LH switch	\$79.95	2	\$159.90
45-1009	0-54 RH switch	\$79.95	2	\$159.90
45-1010	0-72 curve	\$5.99	10	\$59.90
45-1011	1.75 inch straight	\$2.49	8	\$19.92
45-1013	5 inch straight	\$3.99	3	\$11.97
45-1014	5.5 inch straight	\$3.99	5	\$19.95
45-1015	22.5 deg crossing	\$24.95	1	\$24.95
45-1019	30 inch straight	\$13.99	2	\$27.98
45-1033	lock-on	\$4.25	5	\$21.25
45-1034	0-80 curve	\$6.99	4	\$27.96
45-1050	#4 LH switch	\$89.95	2	\$179.90
45-1051	#4 RH switch	\$89.95	2	\$179.90
45-1104	PACKAGE TOTAL: \$869.95			

6x10 Main Street

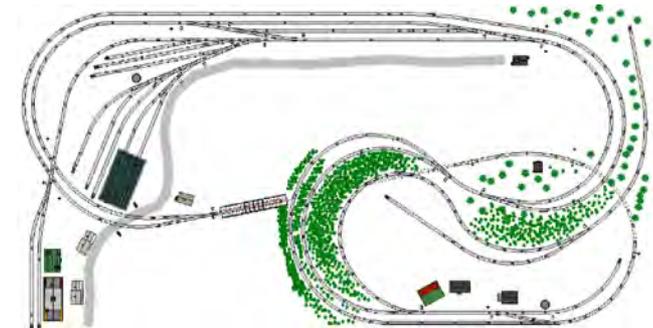
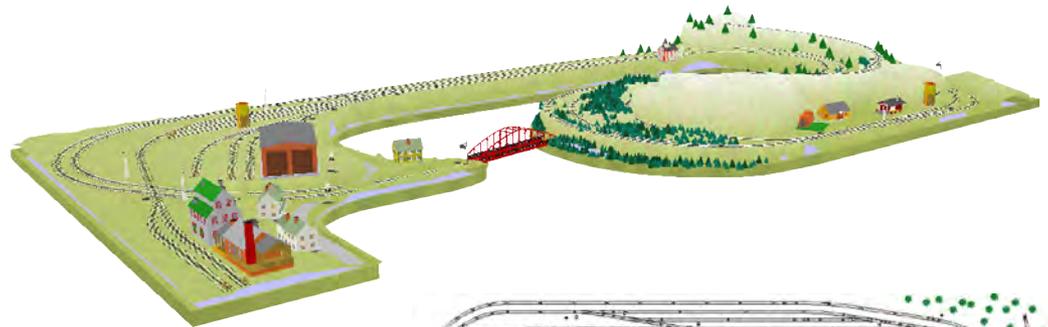


ScaleTrax™ Pieces

45-1107

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	10	\$49.90
45-1007	0-54 curve	\$5.29	30	\$158.70
45-1008	0-54 LH switch	\$79.95	3	\$239.85
45-1009	0-54 RH switch	\$79.95	3	\$239.85
45-1010	0-72 curve	\$5.99	2	\$11.98
45-1011	1.75 inch straight	\$2.49	3	\$7.47
45-1012	4.25 inch straight	\$3.99	5	\$19.90
45-1013	5 inch straight	\$3.99	2	\$7.98
45-1015	22.5 deg crossing	\$24.95	1	\$24.95
45-1019	30 inch straight	\$13.99	3	\$41.97
45-1025	bumper	\$15.95	4	\$63.80
45-1034	0-80 curve	\$6.99	4	\$27.96
45-1035	15" uncoupling section	\$24.95	4	\$99.80
45-1107	PACKAGE TOTAL: \$939.95			

12x24 Timber Mountain



ScaleTrax™ Pieces

45-1106

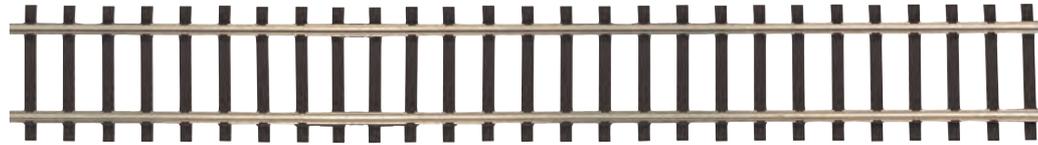
Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	14	\$69.86
45-1006	45 deg crossing	\$19.95	2	\$39.90
45-1007	0-54 curve	\$5.29	10	\$52.90
45-1010	0-72 curve	\$5.99	41	\$245.59
45-1011	1.75 inch straight	\$2.49	4	\$9.96
45-1012	4.25 inch straight	\$3.99	5	\$19.95
45-1013	5 inch straight	\$3.99	1	\$3.99
45-1014	5.5 inch straight	\$3.99	2	\$7.98
45-1019	30 inch straight	\$13.99	30	\$419.70
45-1020	0-72 RH switch	\$79.95	1	\$79.95
45-1021	0-72 LH switch	\$79.95	5	\$399.75
45-1025	bumper	\$15.95	11	\$175.45
45-1033	lock-on	\$4.25	30	\$127.50
45-1034	0-80 curve	\$6.99	22	\$153.78
45-1049	30 inch flex	\$13.99	23	\$321.77
45-1050	#4 LH switch	\$89.95	3	\$269.85
45-1051	#4 RH switch	\$89.95	5	\$449.75
45-1052	#6 LH switch	\$89.95	4	\$359.80
45-1053	#6 RH switch	\$89.95	3	\$269.85
45-1106	PACKAGE TOTAL: \$3299.95			

ScaleTrax

2-Rail 0-Scale Track



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



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



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

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



ProtoSmoke™ Fluid (50 ml)		
60-1051	Assortment	\$189.95
<i>(36) 50 ml ProtoSmoke™ Fluid Bottles, 3 each of 12 Different Scents</i>		
60-1051A	Christmas	\$5.29
60-1051B	Coal	\$5.29
60-1051C	Diesel	\$5.29
60-1051D	Wood Burning	\$5.29
60-1051E	Coffee	\$5.29
60-1051G	Vanilla	\$5.29
60-1051H	Candy Cane	\$5.29
60-1051I	Barbeque	\$5.29
60-1051J	Pipe Smoke	\$5.29
60-1051K	Cinnamon Roll	\$5.29
60-1051L	Apple Pie	\$5.29
60-1051M	Unscented	\$5.29
60-1051N	Lemon	\$5.29



Parts Maintenance Kit
60-1409 \$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.

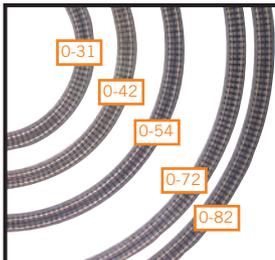
Accessories

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

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.

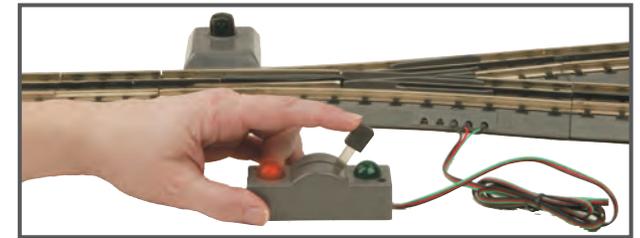
Reliable

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

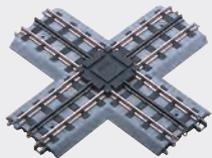


The contacts are spring loaded to maintain a solid connection over time and are highly resistant to corrosion of any kind. Similar materials are used in many electrical connections around your home, such as lamps, battery-operated appliances, and electrical outlets.

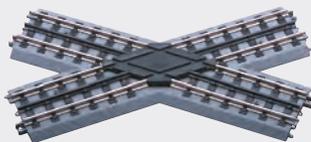
RealTrax switches feature the same durable construction as regular RealTrax sections and utilize long-lasting switch motors that provide precise throws every time. The reversible motor mechanism quickly snaps onto the other side of the switch if space is a problem. No disassembly of the switch is required! 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.



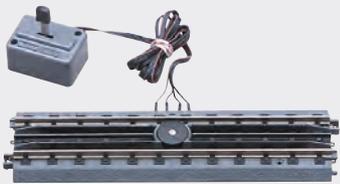
Crossovers & Operating Sections



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

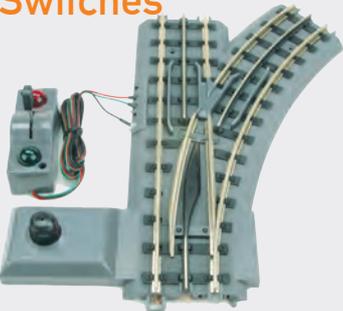


RealTrax - O-72 Half Curved Track Section
40-1049 \$5.49

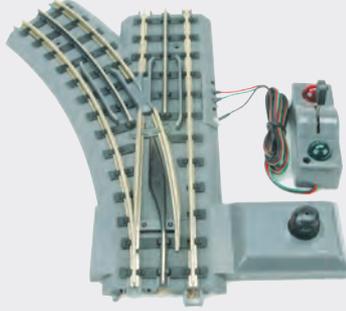


RealTrax - O-42 Curved Track Section
40-1042 \$5.99
40-1042-2 (2 Pcs) \$10.99

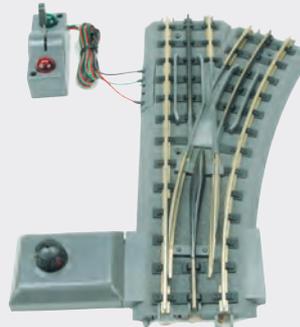
Switches



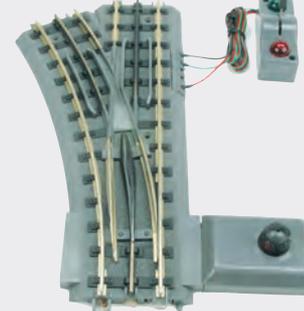
RealTrax - O-31 Switch (RH)
40-1004 \$69.95



RealTrax - O-31 Switch (LH)
40-1005 \$69.95



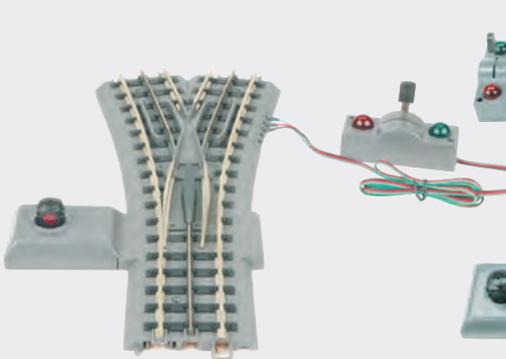
RealTrax - O-42 Switch (RH)
40-1043 \$74.95



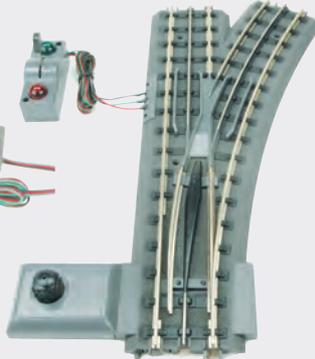
RealTrax - O-42 Switch (LH)
40-1044 \$74.95



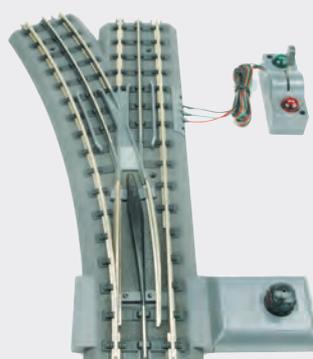
RealTrax - 10" Insulated Straight Track Section Set
40-1029 \$9.99



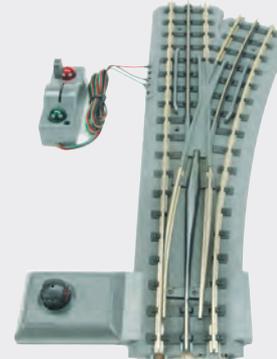
RealTrax - O-72 Wye Switch
40-1068 \$89.95



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



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

**Bridges Now
Compatible with
Lionel® Fastrack™**



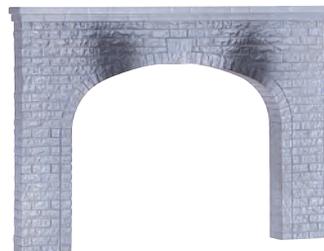
O 2-Track Steel Arch Bridge - Rust
40-1109 \$119.95
O 2-Track Steel Arch Bridge - Silver
40-1107 \$119.95
O 2-Track Steel Arch Bridge - Black
40-1111 \$119.95



O 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



Tunnel Portal - Single
40-9014 \$14.95



Tunnel Portal - Double
40-9015 \$19.95



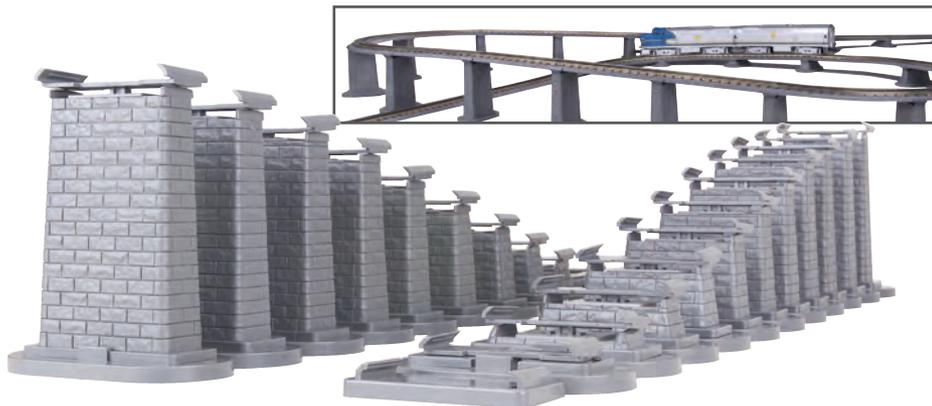
O Subway
Trestle Bridge
40-1148 \$34.95



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





RealTrax - 24-Piece Graduated Trestle System
40-1033 \$64.95



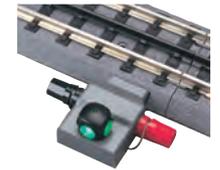
RealTrax - 24-Piece Graduated Trestle System For Lionel Fastrack
40-1113 \$64.95



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



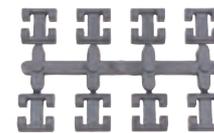
RealTrax - Track Activation Device (I.T.A.D.)
40-1028 \$29.95
(Allows passing train to activate signals or trackside accessories)



8 Piece Elevated Subway Trestle Set
40-1047 \$39.95



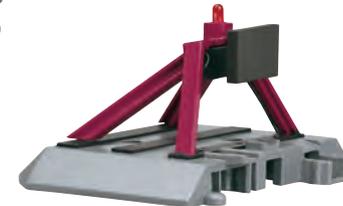
8 Piece Elevated Subway Trestle Set For Lionel Fastrack
40-1157 \$39.95



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

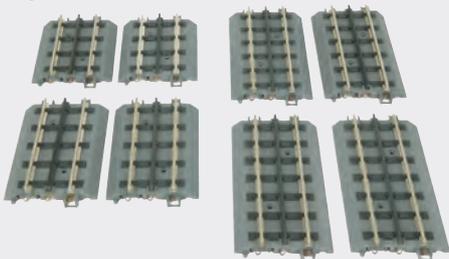


RealTrax - Non-Slip Track Pads (50/pack)
40-1046 \$7.95



RealTrax - Lighted Bumper
40-1024 \$14.95

Layout Builders



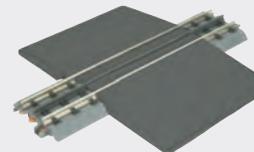
RealTrax - Layout Builder (8 Pcs)
40-1023 \$34.95
(Contains: (2) 3.5" Half Tracks, (2) 4.25" Half Tracks, (2) 5.0" Half Tracks, (2) 5.5" Half)



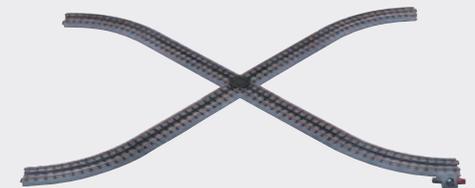
RealTrax - Right Hand Track Siding Layout Builder
40-1027 \$99.95
(Contains (1) Right-Hand O-31 Switch, (4) 10" Straights, (1) O-31 Curve, (1) RealTrax™ Bumper)



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

0-Gauge or 2-Rail 0 Scale Couplers & Trucks

End-Of-Train-Device

Roller Bearing Freight Truck

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

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

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



Features:

- Die-Cast Construction
- Fully Assembled
- Self-Powered Strobe Light
- Mounts To Any M.T.H. Freight Car
- 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

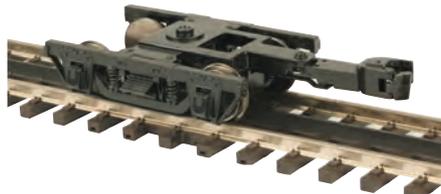
Contains 3 Drawbar Sizes: 30mm, 35mm, 40mm

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?

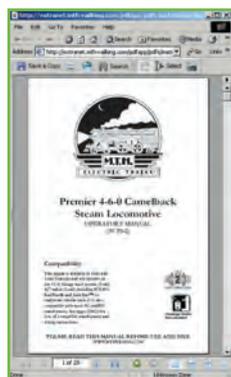
View the last several M.T.H. Catalogs online. Or click on Video to see M.T.H. products in action.

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 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.



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.



To get the news as it happens, sign up for our free weekly electronic newsletter, with information on new M.T.H. products, industry news, and sneak peeks at upcoming specials!
Just go to mthtrains.com and click on Newsletter Signup.

www.mthtrains.com

M.T.H. Railroaders Club

Join The M.T.H. Railroaders Club

There are **SIX** different types of memberships, based on the style of model railroading that most interests you.

RailKing Membership



30-74921 MTHRRRC 40' High Cube Box Car
RailKing Membership is \$50.00

Premier Membership



20-97882 Continental Grain Company (MTHRRRC) 3-Bay Centerflow Hopper
Premier Membership is \$55.00

S-Gauge Membership



35-78027 Columbia Soups (MTHRRRC) 40' Woodsided Reefer Car
S-Gauge Membership is \$55.00

One-Gauge Membership



70-78051 Transport Leasing Co. (MTHRRRC) 40' Reefer Car
One-Gauge Membership is \$100.00

H0 Membership



85-74157 Pullman Standard 40' PS-1 Box Car
H0 Membership is \$30.00

Basic Membership

60-1000 - The Basic Club Membership does not include a club car
Basic Membership is \$25.00

Get The Most From Model Railroading
JOIN ONLINE! IT'S EASY — JUST GO TO WWW.MTHTRAINS.COM



As a member of the M.T.H. RailRoders Club you'll receive:

Limited-Edition Club Car



Each year we produce beautifully decorated cars exclusively for our Club members. Members automatically receive the car that matches their Club membership and have the option to collect other Club cars as well.

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.

Unique Club Products & Discounts



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 members can save an additional 15% on these kits for upgrading older locomotives.

Club Web Site

Visit www.mthtrains.com and type in your member number to gain access to the Club website. Here you can exchange messages with other Club members, and even build your own homepage.

The CrossingGate™ Club Magazine



You will receive our full-color Club magazines, jam-packed with product news, ideas from other members, rail history, & step-by-step articles explaining how M.T.H. technology can bring your railroad to life.

1st Class Mailing of M.T.H. Catalogs

Club Members get all M.T.H. catalogs earlier than other mailing list members, via First-Class mailings, so they can order from their local train store before the best items are sold out.



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.

M.T.H. Electric Trains is in no way affiliated with any of the railroads featured in this catalog.

©2018, M.T.H. Electric Trains, 7020 Columbia Gateway Drive, Columbia Maryland 21046-1532 • www.mthtrains.com • 410-381-2580

M.T.H. Trademarks: M.T.H. Electric Trains®, M.T.H.®, M.T.H. RailRoders Club™, CrossingGate™, Ives®, Loco-Sound™, Proto-Sound® 2.0, Proto-Sound® 3.0, Proto-Speed Control™, Proto-Doppler™, Proto-Dispatch™, Proto-Cast™, ProtoSmoke™, Proto-Coupler™, Proto-Effects™, Proto-Scale 3-2™, RailKing®, Rugged Rails®, RailKing One-Gauge™, RailTown™, Tinplate Traditions™, ScaleTrax™, RealTrax®, Z-750™, Z-4000®, Z-1000™, DCS™, DCS™, Simply The Best Way to Run a



11-1063-1 MTHRRCLionel Lines 392E Steam Locomotive

Railroad™, Build a World of Your Own in Three Dimensions™, a World of Your Own in Three Dimensions™, and the M.T.H. Numbering System and all others indicated throughout this catalog.

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

Kadee® is a registered Trademark of Kadee Quality Products Co.

Some images used in this publication © 2013 www.clipart.com

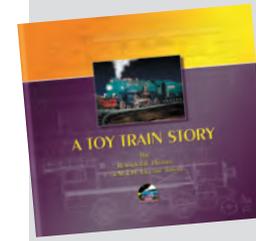
Carry on the M.T.H. Tradition with Memorabilia and Collectibles

Previous Year Club Cars

MTHRRCLionel members can still obtain earlier produced MTHRRCLionel cars by visiting the MTHRRCLionel pages on the website. Only MTHRRCLionel 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)!

Lionel is a registered trademark of Lionel Trains LLC. Lionel®, FasTrack™, TMCC, and TMCC-2 Legacy are registered trademarks of Lionel® Trains LLC.

Lionel Corporation Tinplate is licensed by Lionel® LLC

LENZ is a Trademark of Lenz Electronics GMBH.

RealTrax® layouts created with RR-Track™ which is a registered trademark of R&S Enterprises.

Products bearing Chicago and North Western, Denver & Rio Grande, Denver & Rio Grande Western, MKT/Katy, Missouri Pacific, Southern Pacific, Union Pacific, Western Pacific are made under trademark license from Union Pacific Railroad Company.



...SIMPLY THE BEST WAY TO RUN A RAILROAD™

DOWNLOAD THE APP FOR FREE

from Google Play or the Apple App Store

VISIT YOUR LOCAL M.T.H. RETAILER

and run Proto-Sound 2.0 or 3.0 locomotives with your phone.

SEE FOR YOURSELF

why DCS Is Simply The Best Way To Run A Railroad



Operates With Digital Remote or Any iOS or Android Smartphone or Tablet

Take your favorite Proto-Sound 2.0 or 3.0 Locomotive to any M.T.H. Authorized Retailer and experience the additional features your engine has with DCS Control.

WWW.MTHTRAINS.COM

