

MTHE
ELECTRIC TRAINS®



2019

VOLUME TWO

RailKing® & Premier O Gauge Trains

150 Years of Railroading in One Catalog

Just weeks after this catalog is released, our nation celebrates the 150th anniversary of its first transcontinental railroad. On May 10, 1869 at Promontory Summit, Utah Territory, with the gentle tapping of four precious metal spikes into a laurelwood tie, it became possible to travel coast-to-coast in a matter of days — using a technology that just a few decades earlier was trying to prove its superiority to the horse. At the time, it was the latest and most dramatic example of railroads doing what they have always done and still do today: make the world smaller, bring people from disparate places together, and help businesses reach new customers.

The apex of steam in the 1920s–40s is in this catalog too, with representatives from coast to coast: New York Central Mohawks, Pennsy Mountains, Southern Pacific Daylights and Cab Forwards, and the Union Pacific's monstrous Big Boys, Challengers, Northerns and 4-12-2s.



With the items in this catalog, you can model nearly every period of railroad history from the Golden Spike to the present day. Recreate the famous “champagne photograph” of the *Jupiter* and *No. 119* touching cowcatchers at Promontory Summit, or the early freight trains that shipped products beyond their home territory to become national brands. Model the World War I era with USRA Switchers and Pacifics and the heavy-weight passenger trains that were just replacing wooden cars.



The last hurrah of the American passenger train is in here as well, with streamlined name trains and “covered wagon” E-units, F-units and Alco PAs. Model GM's experiments with passenger travel, the Aerotrain and Train of Tomorrow. Recreate any period of the diesel revolution, with first- and second-generation EMD, Alco and Baldwin locomotives, and modern-day power from GE and EMD. Model the elderly diesels that still serve today on short lines across the nation, in a rainbow of color schemes. No other O Gauge manufacturer offers the variety and diversity of locomotives and rolling stock you can find in every M.T.H. catalog at competitive prices. And to help you enjoy them more, we do our best to explain each item's role in the ongoing saga of the iron horse.

On the following pages you'll also find the hobby's only truly universal command control system. With the DCS™ Digital Command System,

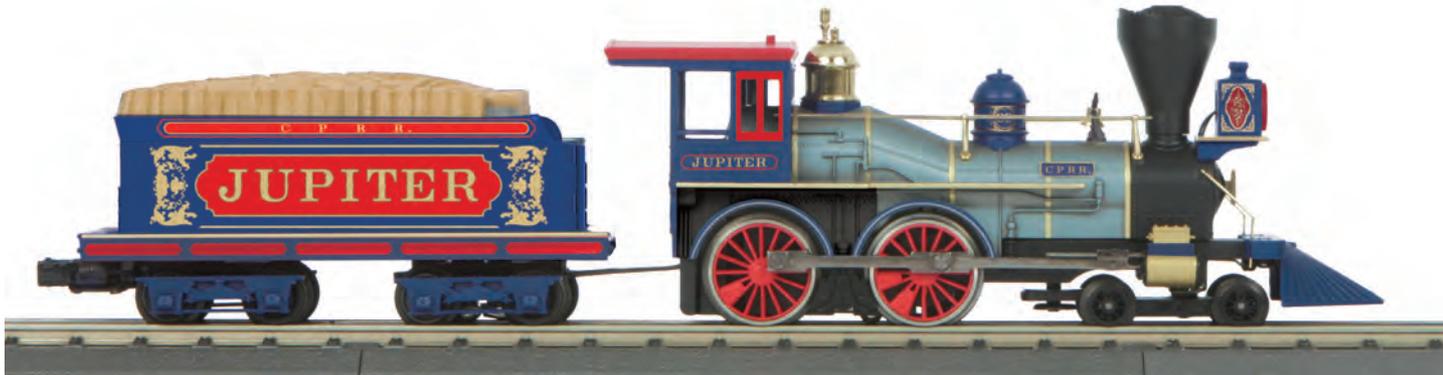


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you can run up to 99 locomotives equipped with DCS, Lionel® TMCC®, EOB, and Lionel Legacy™ independently, on the same track at the same time — from up to 100' away, using your smartphone or tablet. No other command system today can rival DCS' versatility and simplicity of operation.

To view all these and more, we invite you now to turn the page and see for yourself what we have to offer in this, our 39th year of building model trains. As always, we hope you'll find items in this catalog that will surprise and delight you, and help you continue to enjoy this most wonderful of hobbies.



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Thank You, Barry

On March 17, our hobby lost a dear and devoted friend. Born in Brooklyn, Barry Broskowitz was blessed with a wonderful combination of kindness, tenacity and intellectual curiosity. Barry was early to recognize the potential of computers, earning a Masters in Computer Science long before anyone had heard of a personal computer. When the DCS system came along, he eagerly became one of its most valuable beta testers and its most knowledgeable and enthusiastic apostle.

Barry Broskowitz, 1948–2019, and Cora, his wife of nearly 50 years

Without Barry's series of comprehensive *DCS Companion* books, most of the knowledge about how to use DCS would still just be word-of-mouth. As most users of DCS know, Barry was the kind, helpful, ever-present font of knowledge about DCS on the OGR Forum, always ready to answer a question or solve a problem. Thank you, Barry, for all your contributions to the hobby; things will not be the same without you.

FIND US ONLINE



www.mthtrains.com

Benefits From Other M.T.H. Product Lines

See it in Action!

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



Even if you're not interested in Tinplate, One Gauge, S Gauge or HO scale, our products in these other areas have benefits for you — because new features developed for other scales or gauges may eventually appear in Premier and RailKing O Gauge trains.

Our One Gauge Triplex, for example, was North America's first production model with a smoking whistle — a feature you'll find in the Premier Big Boy in this catalog.

70-2117-1 Santa Fe Dash-8 Diesel Engine (6-Wheel Truck) With Proto-Sound 3.0

Our HO engines were the first to offer Proto-Sound® 3.0, the only sound and control system compatible with both our own DCS system and the DCC command control system popular with 2-rail modelers around the globe. Proto-Sound 3.0 is now standard in our entire O gauge lineup. Our HO diesels have operating, scale proportioned Proto-Couplers that — like their O Gauge brethren — can be triggered anywhere on the layout.



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



S Gauge Trains That Do More

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.



Rebuilt Steel Box Cars



*10-2245 MTHRRC
No. 214 Std. Gauge
Box Car*

TINPLATE TRADITIONS
By MTH Electric Trains



*10-1027 and 10-1029
No. 2036 B Leipzig Station and Platform Hall*



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.

Tinplate Traditions 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-War II original access to faithful, high quality, and highly detailed reproductions of model railroading's most flamboyant era — including Ives and Dorfan locomotives and accessories, and unique reproductions like the monorail originally produced by a company called Detroit-Leland.

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

The **M.T.H. HO** product line features locomotives sporting the absolute latest in cutting-edge digital electronics for the HO market. Our slogan "HO Trains That Do More" is no understatement. Our sound-equipped locomotives are compatible with all HO operating systems: analog DC, NMRA-standard DCC, and M.T.H.'s Digital Command System (DCS). LED lighting, synchronized smoke output and durable ABS or die-cast metal bodies ensure that M.T.H. HO locomotives and rolling stock are worthy additions to any HO roster.

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

Proto-Sound[®] 3.0 The Richest Set of

Whether you operate with a conventional transformer or in command mode with DCC or DCS™ (M.T.H.'s Digital Command System), the Proto-Sound 3.0 system found in every locomotive in this catalog offers more realism, more fun, and more variety than any other locomotive control system in any scale.

VIVID ENGINE SOUNDS

Proto-Sound features crystal-clear digital sounds. We strive to make our sounds as authentic as possible, using the characteristic whistle for a particular steam engine, for example, or motor sound for a particular diesel. With the optional DCS system, you can tune each engine to your preference by individually adjusting bell, horn or whistle, and steam chuff or diesel motor volume — and play a steam engine quillable whistle as if you were pulling the whistle cord!

STATION SOUNDS

Proto-Sound passenger engines offer Passenger Station Proto-Effects™, a complete arrival and departure sequence you can activate from your transformer or DCC or DCS controller. In most cases, the station sequence features an actual name train pulled by that particular engine. Freight engines include Freight Yard Proto-Effects, a symphony of freight terminal sounds.

ATMOSPHERIC SOUNDS

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

EXTRAORDINARY SLOW SPEED CAPABILITY

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

UNMATCHED SPEED CONTROL

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

LIGHTING EFFECTS

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



MULTIPLE UNIT CAPABILITY

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

GREAT SMOKE

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

SYNCHRONIZED CHUFF AND PUFF

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

PROTO-SOUND 3.0 DCC FUNCTIONALITY

Proto-Sound 3.0-equipped locomotives can be controlled in command mode with any DCC-compliant command control system. While you won't have access to all of the incredible features of Proto-Sound 3.0, you will have full DCC command control. This means you can use your existing DCC controller to independently control your other DCC-equipped locomotives in addition to your Proto-Sound 3.0 locomotives on the same track at the same time.

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 or your smart device.

Features in Model Railroading

BI-DIRECTIONAL COMMUNICATION

Proto-Sound 2.0 and 3.0 engines not only receive commands from the DCS system, they can report back vital information, trigger other devices to operate, and diagnose your layout's wiring and signal quality. Query a Proto-Sound 2.0 or 3.0 locomotive to find out how many scale miles it's run or how many hours it's been powered up. Check out the strength of the DCS signal on the track or measure

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



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. The DCS App or 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.

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

Proto-Sound 3.0 DCC Features

When using a DCC controller, the following Proto-Sound 3.0 locomotive features are accessible:

Steam Features

- Headlight/Backup Light
- Bell
- Whistle
- Start-up/Shut-down
- Passenger Station/Freight Yard Sounds
- All Other Lights (On/Off)
- Master Volume
- Front Coupler (3)
- Rear Coupler
- 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
- Coupler Close
- 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
- Coupler Close
- Single Horn Blast
- Engine Sounds
- Brake Sounds
- Cab Chatter
- Feature Reset
- Smoke On/Off (3)
- Smoke Volume (3)
- Pantograph Auto/Manual (4)
- Front Pantograph Up/Down (4)
- Rear Pantograph Up/Down (4)
- Train Marker (5)
- Country Selection (5)

(1) Found Only On Diesel Locomotives w/o Smoke

(2) Not Included On Electrics

(3) Found Only On Diesel Locomotives w/Exhaust Smoke

(4) Found Only On Electric Locomotives

(5) Found Only On European Electric Locomotives

(6) Not Included On European Electric Locomotives

(7) If Equipped



Simply the Best Way

DCS is the **EASIEST-TO-USE, MOST INTUITIVE** command control system you can buy.

It works with **ANY IOS OR ANDROID SMART PHONE OR TABLET** or the optional DCS Remote Control.

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 ALMOST 7800 M.T.H. PROTO-SOUND® 2.0 & 3.0 LOCOMOTIVES** and every Lionel® TMCC®, EOB, or Legacy™ locomotive 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 2019 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 model train 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.

Unlike conventional control, command control allows different engines to do different things, even when they are on the same track — like run at different speeds, go in different directions, or make different sounds. You can even combine several

engines into a “lashup,” working together under a single throttle.

How it works: In the DCS system, commands such as speed, direction, and sound control are sent as radio signals from a smart device or handheld controller to a receiver, which translates those radio signals into digital information. That digital signal is sent through the rails and picked up only by the appropriate engine — telling it to go, for example, 37 miles per hour, blow the whistle, or smoke more heavily.



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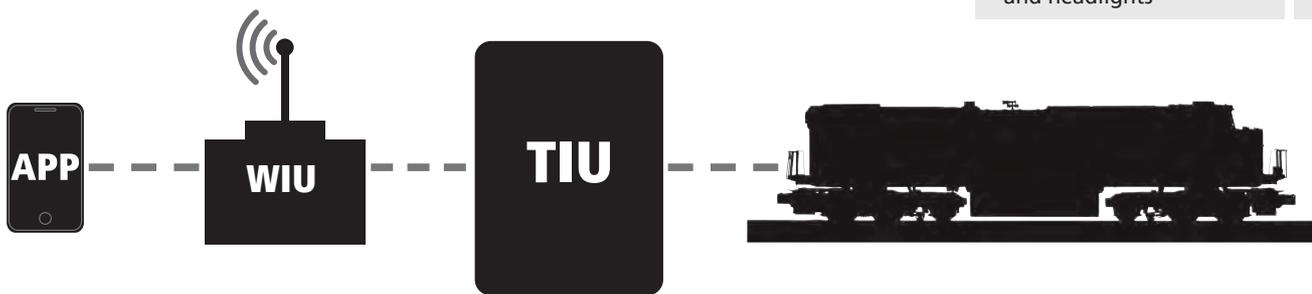
to Run a Railroad™

M.T.H. Railroading App

With the DCS App, any Apple or Android smart device can run trains on your layout — and control switches and accessories too, with the Premium version of the App and an Accessory Interface Unit (AIU).

When friends visit, they can download any version of the App on their phone or tablet and run trains as well. Each visitor can run their own train.

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



Try the App for Free, Upgrade for \$5 or \$25

Download the Apple or Android App from iTunes or Google Play



Free Version	Standard Version (\$5)	Premium Version (\$25)
<ul style="list-style-type: none"> - Control up to 3 locomotives simultaneously - Operate bell, whistle/horn and station sounds - Activate couplers - Control volume, smoke and headlights 	<ul style="list-style-type: none"> - Control up to 99 locomotives simultaneously - Control all Free features - Adjust engine-specific sounds and features - Configure maximum speeds 	<ul style="list-style-type: none"> - Control all Free and Standard features - Control switches and accessories with AIU - Build lashups - TMCC/Legacy control - Conventional control

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



No Home WiFi Needed!

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 nearly 7,800 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 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 makes 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 the only truly universal control system for AC model trains. It offers an all-in-one solution for running engines equipped with M.T.H. or Lionel command control alongside conventional AC-powered 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 Lionel TMCC or Legacy or M.T.H. Proto-Sound 2.0 or 3.0 command-control locomotive.

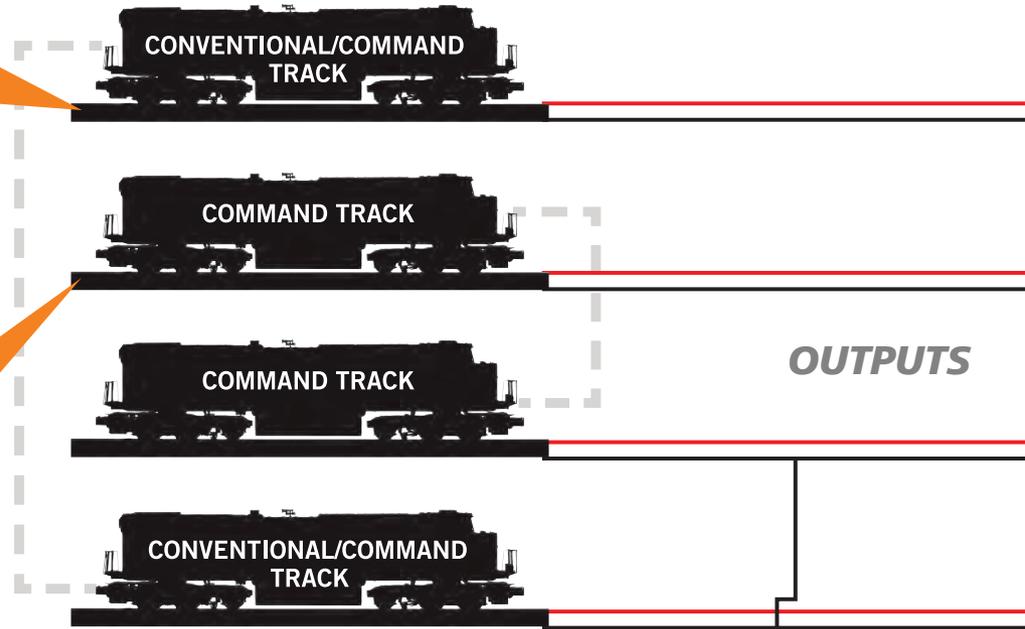
DCS can run modern Lionel locomotives equipped with TMCC or Legacy alongside M.T.H. Proto-Sound 2.0 or 3.0 locomotives — on the same track at the same time.

Unlike other command systems, DCS doesn’t force you to choose between one company’s command system and another. DCS allows you to operate all your trains — regardless of their control system — with the DCS App or the DCS Remote.

DCS even allows for **simultaneous control of Lionel engines with the Lionel command remote and DCS engines with the DCS remote or App** — on the same track at the same time.

User-controlled **variable voltage power** is output from the **2 Variable Channels** 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 **2 Fixed Channels** based on the power provided to the Input Channels. These tracks are for command-equipped trains (Proto-Sound 2.0 or 3.0, Lionel TMCC or Legacy).



DCS — Simply the Best Way to Run a Railroad



6-14295 Lionel #990 Legacy Command Set

LEGACY COMMAND BASE

Use the App to Run Lionel Legacy Locomotives and Access Legacy Features

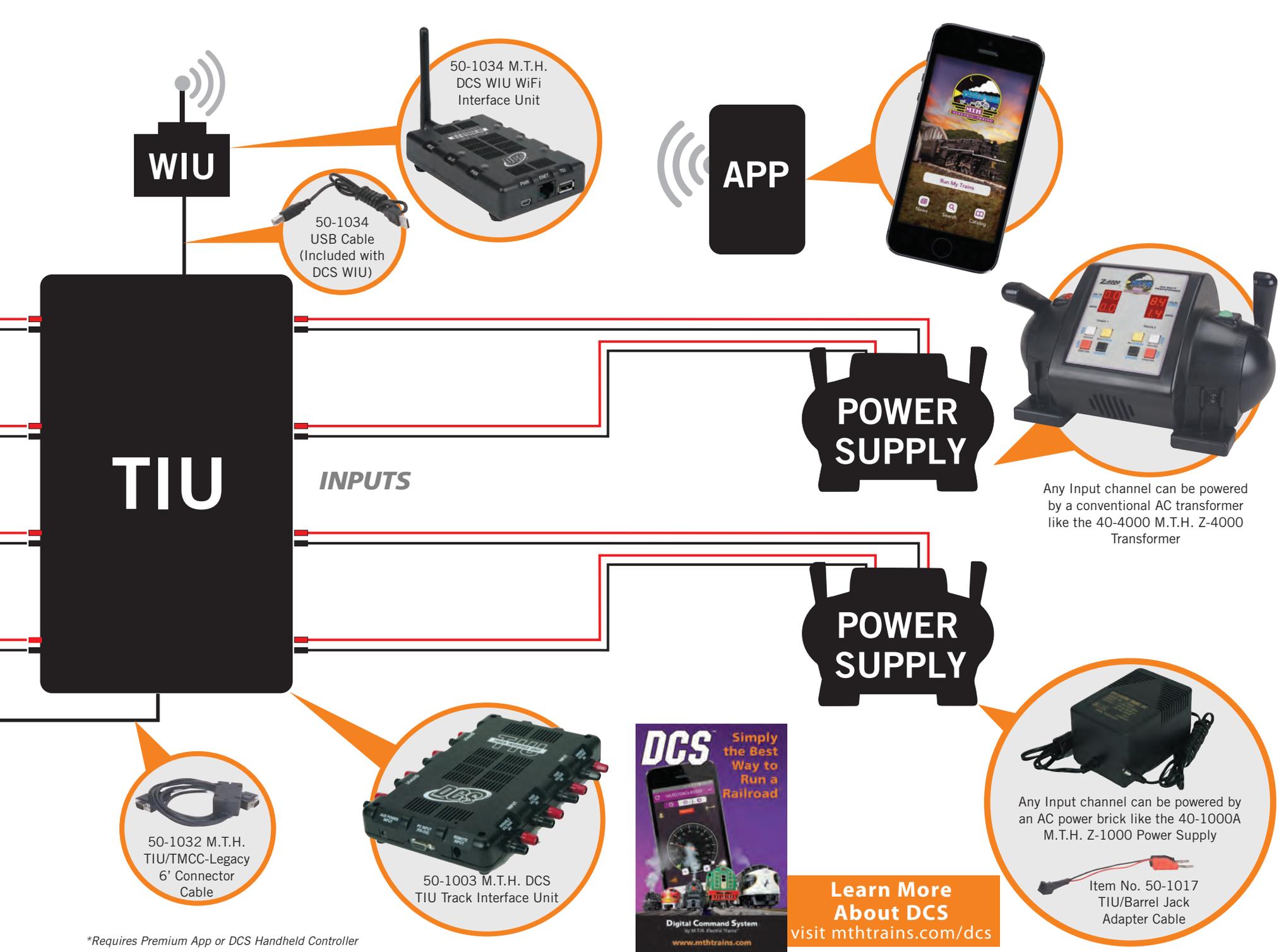


6-81499 Lionel LCS DB-9 Cable w/ Power Supply

SER2



6-81326 Lionel LCS Serial Converter 2 (SER2)



WIU



50-1034 M.T.H. DCS WIU WiFi Interface Unit



50-1034 USB Cable (Included with DCS WIU)

APP



TIU

INPUTS

POWER SUPPLY



Any Input channel can be powered by a conventional AC transformer like the 40-4000 M.T.H. Z-4000 Transformer

POWER SUPPLY



Any Input channel can be powered by an AC power brick like the 40-1000A M.T.H. Z-1000 Power Supply

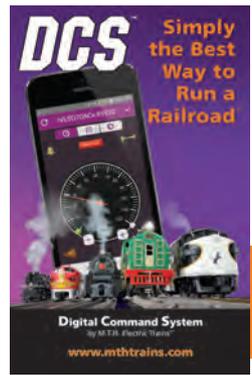
Item No. 50-1017 TIU/Barrel Jack Adapter Cable



50-1032 M.T.H. TIU/TMCC-Legacy 6' Connector Cable



50-1003 M.T.H. DCS TIU Track Interface Unit



Learn More About DCS
visit mthtrains.com/dcs

*Requires Premium App or DCS Handheld Controller

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

*30-1704-1 Union Pacific
4-6-2 Forty-Niner Steam Engine
w/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



30-20539-1 Rock Island
GP-7 Diesel Engine w/Proto-Sound 3.0



30-20417-1 Western Pacific
SD70ACe Imperial Diesel Engine With Proto-Sound 3.0

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.

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

UP Class FEF-3 4-8-4 Northern



IMPERIAL
SERIES

Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Die-Cast Locomotive and Tender Trucks
- Hand-Painted Engineer and Fireman Figures
- Metal Handrails, Bell and Whistle
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- LED-Illuminated Emergency Stop Lights
- LED-Illuminated Number Boards
- LED-Illuminated Cab Interior
- LED-Illuminated Class and Marker Lights
- LED-Illuminated Firebox Glow
- LED-Illuminated Tender Backup Light
- Painted Cab Backhead Gauges
- Legible Builders Plates
- Tender Truck Safety Chains
- Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCC Receiver
- Proto-Sound 3.0 with the Digital Command System Featuring Passenger Station or Freight Yard Proto-Effects
- Measures: 23 1/8" x 2 9/16" x 4 1/16"
- Operates On 0-31 Curves





Union Pacific (Spirit of UP w/Flag) - 4-8-4 Imperial FEF Northern Steam Engine w/Proto-Sound 3.0 (Oil Burner)
30-1803-1 \$499.95



Union Pacific - 4-8-4 Imperial FEF Northern Steam Engine w/Proto-Sound 3.0 (Oil Burner)
30-1804-1 \$499.95



Union Pacific (Two-Tone Gray/Silver) - 4-8-4 Imperial FEF Northern Steam Engine w/Proto-Sound 3.0 (Oil Burner)
30-1805-1 \$499.95



Union Pacific (Two-Tone Gray/Yellow) - 4-8-4 Imperial FEF Northern Steam Engine w/Proto-Sound 3.0 (Oil Burner)
30-1806-1 \$499.95

Delivered in 1944, the Union Pacific's ten FEF-3 ("FEF" for "Four Eight Four") Northern steam engines were the apex of super-power steam: modern, handsome, and designed to cruise at over 100 mph. In their early years, dressed in two-tone grey, they pulled the *Overland Limited*, *Portland Rose*, *Challenger* and other crack UP passenger trains. Diesels later bumped them to freight service in plain black livery. The last FEF-3 built, No. 844, has the distinction of being the only steam locomotive never retired by a U.S. railroad. You can ride behind it today in UP excursion service.

The FEF-3 returns to the RailKing line in four passenger and freight paint schemes. These oil-burning engines have the distinctive "elephant ears" — smoke deflectors designed to prevent smoke from obscuring the engineer's vision, as well as Imperial features that include Proto-Sound 3.0, legible builder's plates, marker lights with individual LED illumination, painted backhead gauges, cab interior light, and tender truck safety chains.

Did You Know?

In 1946 it cost \$1.19 per mile to operate an FEF-3, of which 40 cents went for coal or oil, 3 cents for water, and 19 cents for crew wages. Brand new, an FEF-3 went for \$150,000, nearly 100 times the price of a new car.

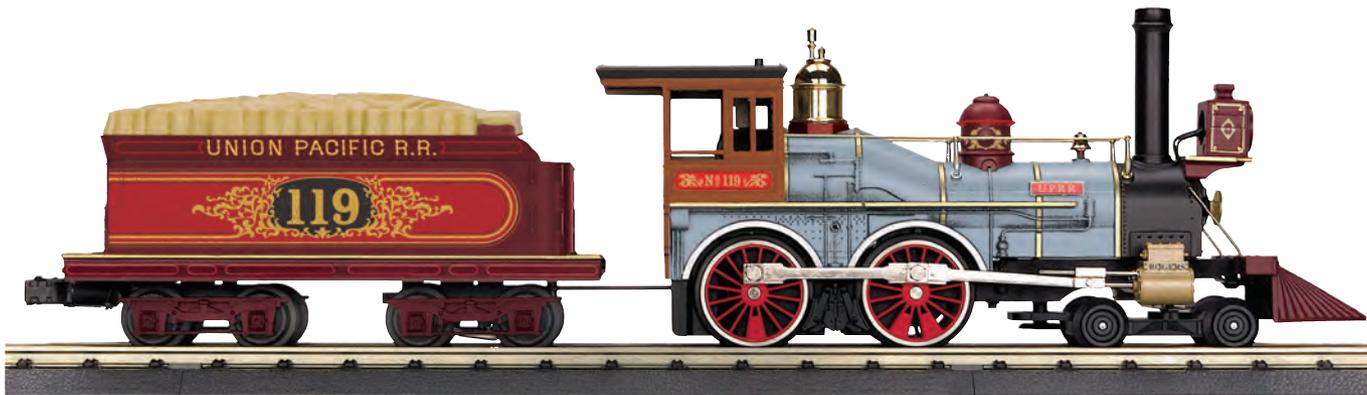
**See our 2019 Volume 1 Catalog
for Matching Passenger Cars**

4-4-0 American



Features

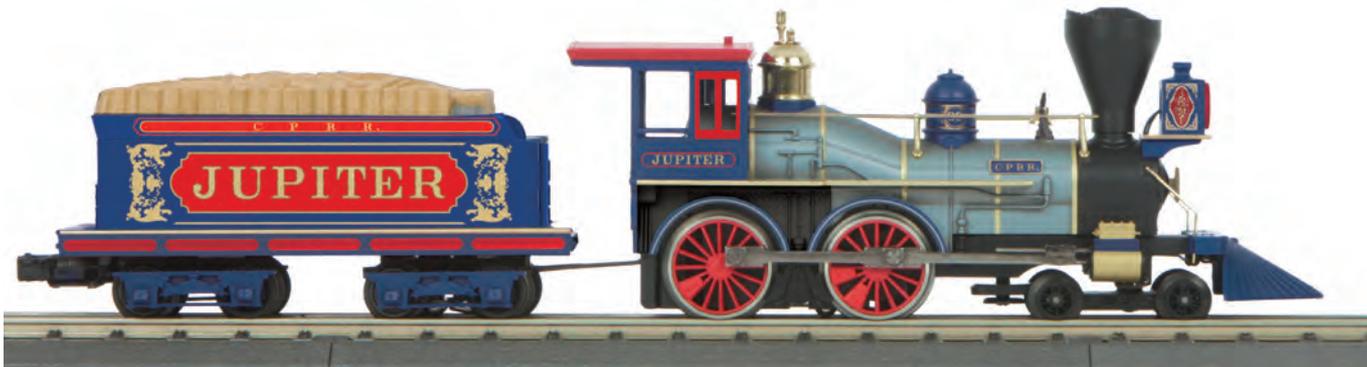
- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Colorful Paint Scheme
- Die-Cast Locomotive and Tender Trucks
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- Remote-Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage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



Golden Spike 150th Anniversary

Union Pacific - 4-4-0 American Steam Engine w/Proto-Sound 3.0
30-1807-1 \$479.95

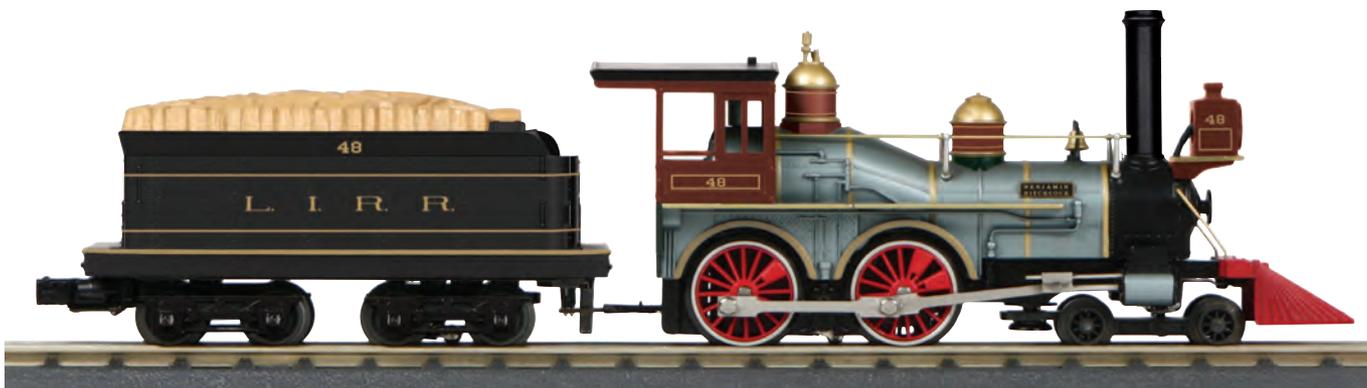
**Add A Matching Overton
Passenger Set - See Page 60**



Golden Spike 150th Anniversary

Central Pacific - 4-4-0 American Steam Engine w/Proto-Sound 3.0
30-1808-1 \$479.95

**Add A Matching Overton
Passenger Set - See Page 60**



Long Island - 4-4-0 American Steam Engine w/Proto-Sound 3.0
30-1716-1 \$479.95

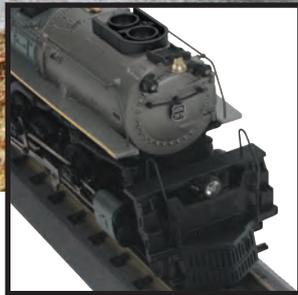
Just four years after the war that nearly tore the nation apart, the fledgling railroad industry helped bind it together again. On May 10, 1869, at Promontory Summit, Utah Territory, with the gentle tapping of four precious metal spikes into a laurelwood tie, the first transcontinental railroad was completed.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

The two engines that touched noses at the Golden Spike ceremony, coming from east and west, were both 4-4-0's — a wheel arrangement celebrated in Currier & Ives prints and so prevalent on U.S. railroads that it was called the American. The 4-4-0 was *the* passenger engine of the last half of the nineteenth century. It carried the nation westward, transported millions of Americans out of their home towns for the first time, and hauled a good deal of freight as well. Often beautifully colored and pinstriped, the 4-4-0 steam engine became a symbol of U.S. railroading.

For 2019, the 150th anniversary of the Golden Spike ceremony, we present these RailKing models of the 4-4-0, decorated as they appeared in the Victorian era — when railroads were the most luxurious form of land transportation known to man. Equipped with Proto-Sound 3.0, these models feature synchronized puffing smoke, LED lighting, smooth operation from a crawl to full throttle, and a full complement of digital sounds including passenger station arrival and departure announcements.

**Add A Matching Overton
Passenger Set - See Page 60**

UP 4-6-6-4 Challenger



Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Operating LED Firebox Glow
- Operating LED Marker Lights
- Operating LED Numberboard Lights
- Operating Tender LED Back-up Light
- 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
- Intricately Detailed, Die-Cast Tender Body
- 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
- Proto-Sound 3.0 with the Digital Command System Featuring Passenger Station or Freight Yard Proto-Effects
- Measures: 25 1/2" x 2 5/8" x 3 7/8"
- Operates On 0-31 Curves



Union Pacific (Two-Tone Gray w/Silver Stripes) - 4-6-6-4 Imperial Challenger Steam Engine w/Proto-Sound 3.0
30-1816-1 \$799.95

Add a Matching Passenger Set - See Page 61



Union Pacific (Two-Tone Gray w/Yellow Stripes) - 4-6-6-4 Imperial Challenger Steam Engine w/Proto-Sound 3.0
30-1817-1 \$799.95

Add a Matching Passenger Set - See Page 61



Union Pacific (Black) - 4-6-6-4 Imperial Challenger Steam Engine w/Proto-Sound 3.0
30-1818-1 \$799.95



Union Pacific (Black w/Flag) - 4-6-6-4 Imperial Challenger Steam Engine w/Proto-Sound 3.0
30-1819-1 \$799.95



Western Maryland - 4-6-6-4 Imperial Challenger Steam Engine w/Proto-Sound 3.0
30-1820-1 \$799.95

The first Challengers were conceived in 1936 as fast freight engines to replace the Union Pacific's fleet of three-cylinder 4-12-2 locomotives. With an extra center cylinder for added power and a top speed of 45 mph, the 4-12-2s had been successful freight engines when built in 1926. But a decade later they were considered slow and difficult to maintain. So American Locomotive Works (Alco) was commissioned to build what became one of the most successful fleets of articulated engines on any railroad. Forty Challengers were built in the 1930s. The pressure of wartime traffic brought an order for 65 more with bigger tenders and many minor improvements.

The Challengers were steam power at its zenith. They incorporated all the technology that represented super-power steam, including roller bearings on all axles and drive rods — but none of the foolishness that characterized some of the desperate efforts to save steam in the post-war years. Most Challengers were assigned to freight duty, but a number were designated for passenger service, hustling 20-car trains across mountains and deserts to California and Oregon at speeds up to 70mph.

It was in a roundabout way that six Challengers ordered by the UP ended up hauling coal through the Appalachians for the Clinchfield Railroad. In the midst of World War II, the War Production Board refused the Rio Grande's request to order new articulateds of its own design from Baldwin Locomotive Works. Instead, the Board diverted the last six Challengers in UP's order to the Rio Grande — which turned up its nose at the locos and decided to lease them for the duration rather than buying them. After war's end, the Rio Grande returned the unwanted engines to the government. In 1947, the War Assets Administration sold the orphan locos to the Atlantic Coast Line and Louisville & Nashville Railroads, which put the Challengers to work on their jointly-owned subsidiary, the Clinchfield, Carolina & Ohio. Thus a group of engines intended to speed over western deserts and mountains ended up thundering through Appalachia.

M.T.H. is proud to return the Challenger to the RailKing line-up with the awesome sound and performance of Proto-Sound 3.0. These smooth-running 4-6-6-4s are equipped 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; and painted backhead gauges in the cab.

Did You Know?

Delivered by Baldwin in 1940 and '41, the Western Maryland's 12 Class M-2 Challengers were the first engines to wear the road's "fireball" logo, designed to promote the WM's image as "The Fast Freight Line." Delivering 4,700 drawbar horsepower at 50 mph, the Challengers were acquired for the Wild Mary's trackage through coal mining territory between Hagerstown, MD and Connellsville, PA, where the ruling grade was 23 miles of 1.75% incline.

NYC L-3 4-8-2 Mohawk



Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Die-Cast Locomotive and Tender Trucks
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Tender Backup Light
- LED-Illuminated Number Boards
- LED-Illuminated Tender Marker Lights
- Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCC Receiver
- Proto-Sound 3.0 with the Digital Command System Featuring Passenger Station or Freight Yard Proto-Effects
- Measures: 22" x 2 1/2" x 3 1/2"
- Operates On 0-31 Curves



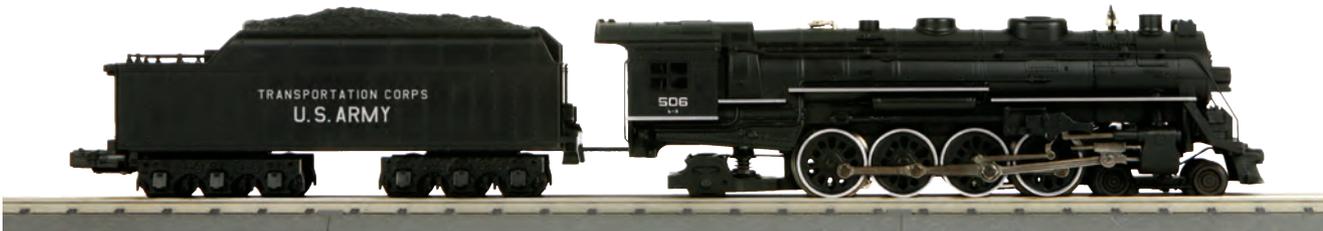


New York Central - 4-8-2 L-3 Mohawk Steam Engine w/Proto-Sound 3.0
30-1829-1 \$479.95



Texas & Pacific - 4-8-2 L-3 Mohawk Steam Engine w/Proto-Sound 3.0
30-1830-1 \$479.95

**Add a Matching Passenger Set -
See Page 62**



U.S. Army - 4-8-2 L-3 Mohawk Steam Engine w/Proto-Sound 3.0
30-1831-1 \$479.95

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



Reading & Northern- 4-8-2 L-3 Mohawk Steam Engine w/Proto-Sound 3.0
30-1832-1 \$479.95

**Add a Matching Passenger Set -
See Page 63**

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

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

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

Like the prototype, our RailKing version of this dual-purpose steamer combines good looks with the muscle to pull heavy freight or passenger loads; it returns to the RailKing lineup for 2019 with all the outstanding features of Proto-Sound 3.0.

Did you know?

Two Mohawks are the only preserved NYC big steam power. L-3a #3001 was sold to the City of Dallas in 1957 and resides today at the National New York Central Railroad Museum in Elkhart, IN. L-2d #2933 was saved from scrapping by employees who hid her behind large boxes in the Selkirk, NY roundhouse for years. In 1962, when scrapping her would have been a public relations disaster, 2933 was donated to the National Museum of Transport in St. Louis.

SP 4-8-8-2 Cab Forward



Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Die-Cast Locomotive and Tender Trucks
- Engineer and Fireman Figures
- Metal Handrails and Whistle
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- LED-Illuminated Engine Class Lights and Tender Marker Lights
- Tender Truck Safety Chains
- LED-Illuminated Tender Backup Light
- Separately Added Metal Grab Irons
- Legible Builder's Plates
- LED-Illuminated Cab Interior
- Painted Cab Backhead Gauges
- (2) Precision Flywheel-Equipped Motors
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCC Receiver
- Proto-Sound 3.0 with the Digital Command System Featuring Passenger Station or Freight Yard Proto-Effects
- Measures: 27 1/2" x 2 1/2" x 4 1/16"
- Operates On 0-42 Curves

IMPERIAL
SERIES



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

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

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

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

The cab forward returns to the RailKing lineup for 2019 with the full range of Imperial features, and offered for the first time in a "what if" SP Daylight passenger scheme.



Southern Pacific - 4-8-8-2 Imperial Cab Forward Steam Engine w/Proto-Sound 3.0
30-1821-1 \$799.95



Southern Pacific (Gray) - 4-8-8-2 Imperial Cab Forward Steam Engine w/Proto-Sound 3.0
30-1822-1 \$799.95



Southern Pacific (Daylight) - 4-8-8-2 Imperial Cab Forward Steam Engine w/Proto-Sound 3.0
30-1823-1 \$799.95

Add a Matching Daylight Passenger Set - See Page 67

Pennsy M1a 4-8-2 Mountain



Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Real Tender Coal Load
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Painted Cab Backhead Gauges
- Legible Builders Plates
- 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
- LED-Illuminated Tender Backup Light
- LED-Illuminated Engine Class Lights and Tender Marker Lights
- LED-Illuminated Number Boards
- LED-Illuminated Glowing Firebox
- Powerful Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCC/DCS Decoder
- Proto-Sound 3.0 with the Digital Command System Featuring Passenger Station or Freight Yard Proto-Effects
- Measures: 25" x 2 1/2" x 4"
- Operates On O-31 Curves



Pennsylvania - 4-8-2 Imperial M1a Mountain Steam Engine w/Proto-Sound 3.0
30-1811-1 \$499.95



Pennsylvania - 4-8-2 Imperial M1a Mountain Steam Engine w/Proto-Sound 3.0
30-1812-1 \$499.95



Canadian National - 4-8-2 Imperial M1a Mountain Steam Engine w/Proto-Sound 3.0
30-1813-1 \$499.95



Southern - 4-8-2 Imperial M1a Mountain Steam Engine w/Proto-Sound 3.0
30-1814-1 \$499.95



Great Northern - 4-8-2 Imperial M1a Mountain Steam Engine w/Proto-Sound 3.0
30-1815-1 \$499.95

The Mountain represents the apex of Pennsy steam power in the golden age of railroading. It was the last in a line of highly successful, home-designed, Belpaire-boilered Pennsy steamers that included the E6 Atlantic, the H series Consolidations, the K4 Pacific, and the I1 Decapod. (A Belpaire boiler is identified by the squared-off hump at the rear, above the firebox.) While the Pennsy's late experiments with modern streamlined steamers were visually exciting, they failed at their intended purpose — stopping the diesel onslaught. The M1's in fact outlasted all the experimental engines, soldiering on for three decades to the very end of steam.

The first M1 was built in 1923 in the PRR's Juniata shops and, in typical conservative Pennsy fashion, underwent years of testing and refinement before the railroad committed to the design. But once the die was cast, the Pennsy — the self-proclaimed Standard Railroad of the World — did things in a big way, as usual. Two hundred M1's were built in 1926 and a hundred M1a's, with slight upgrades from the original engines, were turned out in 1930 by Baldwin, Lima, and the Pennsy's own shops.

While the first Mountains were delivered pulling normal-sized tenders, with the 1930 delivery the huge "coast-to-coast" tenders became the norm. Although their large coal and water capacity lessened the need for fuel stops, they were also equipped with scoops for taking on water on the fly, from pans between the rails.

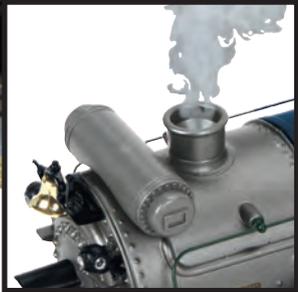
With their big 72-inch drivers, the Mountains were designed to be dual-service passenger and fast freight engines. Despite their name, they ruled the relatively level divisions of the Pennsy — except the electrified lines — where they could hustle 17- or 18-car passenger trains or hundred-car freights. Within a few years of their introduction, the Mountains found their niche as the Pennsy's preferred freight engine in most non-electrified territory.

A true representative of the golden age of steam power, the Mountain returns to the RailKing line in 2019 lettered for the Pennsylvania and several other roads that rostered similar 4-8-2 locomotives. Both engine and tender are constructed of die-cast metal and adorned with detail. Complete with the industry-leading speed control, smoke output, and range of accurate sounds that characterize all MTH Proto-Sound 3.0 locomotives, our Mountain is designed to rival the pulling power, dependability, and longevity of the Pennsy original. Imperial features that set this model apart include legible builders plates, crew figures, cab interior light, painted back-head gauges, and a real coal load in the tender.

Did you know?

Mountain number 6755, built in the Pennsy's Altoona shops in 1930, was preserved by the railroad and resides today at the Railroad Museum of Pennsylvania in Strasburg, PA.

USRA 4-6-2 Pacific



Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Die-Cast Locomotive and Tender Trucks
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- LED-Illuminated Class Lights
- LED-Illuminated Cab Interior
- LED-Illuminated Firebox Glow
- Painted Cab Backhead Gauges
- Hand-Painted Engineer Cab Figures
- Legible Builder's Plates
- Real Coal Load in Tender
- Tender Truck Safety Chains
- Powerful Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCC/DCS Decoder
- Proto-Sound 3.0 with the Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 20" x 2 5/8" x 3 9/16"
- Operates On 0-31 Curves



Chessie - 4-6-2 Imperial Pacific Steam Engine w/Proto-Sound 3.0
30-1825-1 \$499.95

Add a Matching Passenger Set
See Page 63



Milwaukee Road - 4-6-2 Imperial Pacific Steam Engine w/Proto-Sound 3.0
30-1826-1 \$499.95

Add a Matching Passenger Set
See Page 67



Florida East Coast (Flagler) - 4-6-2 Imperial Pacific Steam Engine w/Proto-Sound 3.0
30-1828-1 \$499.95

Add a Matching Passenger Set
See Page 62



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

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

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

Did you know?

The USRA Pacific came in light and heavy versions. Our model is based on the light Pacific, which had about eight tons less weight on the drivers to accommodate lighter-capacity track and bridges.

Chicago Great Western - 4-6-2 Imperial Pacific Steam Engine w/Proto-Sound 3.0
30-1824-1 \$499.95

Add a Matching Passenger Set
See Page 65

Christmas

Christmas - 4-8-2 L-3 Mohawk
Steam Engine w/Proto-Sound 3.0
30-1833-1 \$479.95



Christmas - 4-Car 60' Streamlined Passenger Set w/LED Lights
30-68132 \$399.95

Christmas - 2-Car 60' Streamlined Sleeper/Diner Set w/LED Lights (*not shown*)
30-68133 \$209.95

Christmas - 60' Streamlined Full-Length
Vista Dome Car w/LED Lights
30-68135 \$109.95



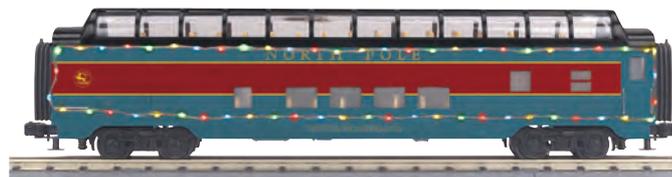
Christmas - 60' Streamlined Coach
w/LED Lights
30-68134 \$109.95



North Pole - 4-8-2 L-3 Mohawk
Steam Engine w/Proto-Sound 3.0
30-1834-1 \$479.95



North Pole - 60' Streamlined Coach w/LED Lights
30-68138 \$109.95



North Pole - 60' Streamlined
Full-Length Vista Dome Car
w/LED Lights
30-68139 \$109.95



North Pole - 4-Car 60' Streamlined Passenger Set w/LED Lights
30-68136 \$399.95

North Pole - 2-Car 60' Streamlined Sleeper/Diner Set w/LED Lights (*not shown*)
30-68137 \$209.95



Red - Country House
with Operating Christmas Lights
30-90588 \$79.95
Measures: 9 5/8" x 5" x 7"



Main Street - Country Passenger
Station with Operating Christmas Lights
30-90610 \$89.95
Measures: 18 5/8" x 7 3/8" x 6 5/8"



Country Church
with White LEDs
30-90578 \$59.95
Measures:
4 5/8" x 7 7/8" x 10 9/16"



Green - Farm House with
Operating Christmas Lights
30-90591 \$79.95
Measures: 7 1/2" x 7 1/2" x 7"



Arch Bridge (40-1115) shown
with two optional Girder
Bridges (40-1116)



Red - O Steel Arch Bridge with
Operating Christmas Lights
40-1115 \$149.95
Measures:
32 1/8" x 4 5/8" x 14"



Red - O Girder Bridge with Operating
Christmas Lights
40-1116 \$59.95
Measures: 12 3/8" x 4 5/8" x 9 1/16"

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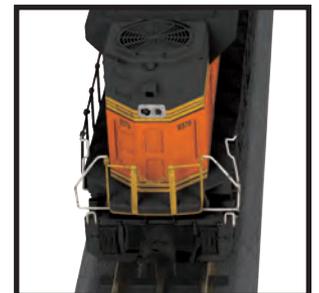
EMD SD70ACe



Features

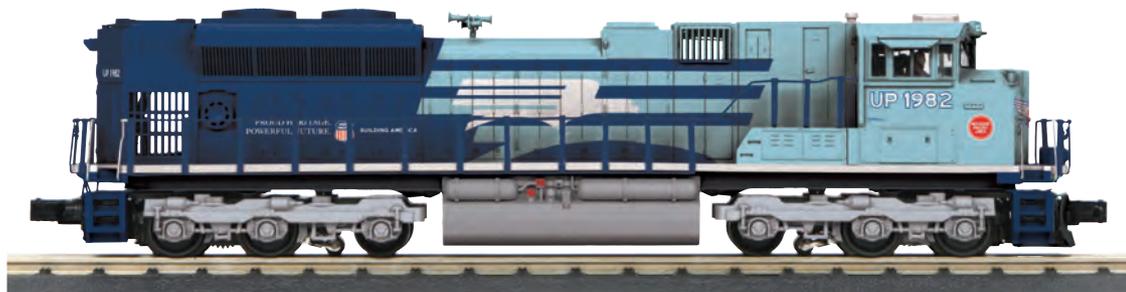
- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Detachable Snow Plow
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers
- Prototypical 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
- Near-Scale Sizing
- 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 0-31 Curves

IMPERIAL
SERIES





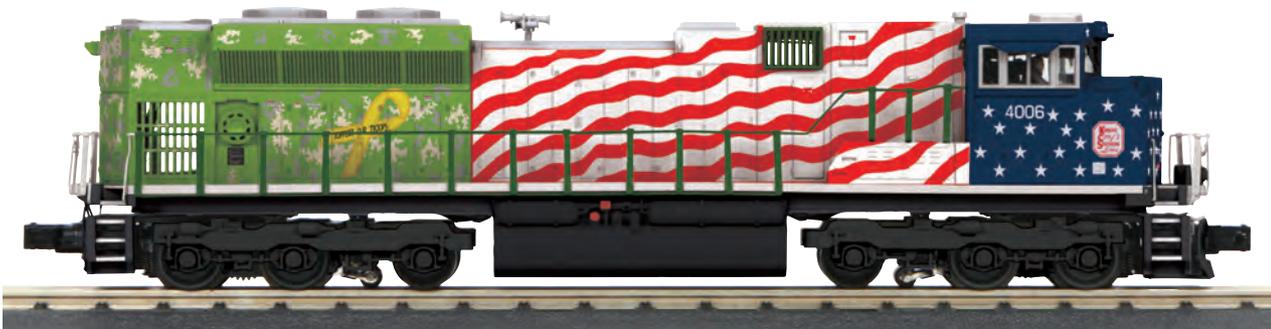
BNSF - SD70ACe Imperial Diesel Engine With Proto-Sound 3.0
30-20679-1 \$369.95



Missouri Pacific (UP Heritage) - SD70ACe Imperial Diesel Engine With Proto-Sound 3.0
30-20680-1 \$369.95



Illinois Terminal - SD70ACe Imperial Diesel Engine With Proto-Sound 3.0
30-20681-1 \$369.95



The SD70ACe is Electro-Motive Diesel's hope for the future. While originally 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 seems to have 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. At the time, mainline American railroads generally maintained dual fleets of locomotives. AC power was used for heavy coal hauling and hotshot intermodal traffic because AC traction motors offer higher starting tractive effort with the same horsepower. Less expensive, traditional DC power was used for more mundane duties. But with the SD70ACe, Electro-Motive introduced what was arguably a 21st Century successor to its 1949 Geep — a locomotive that can be nearly all things to all railroads.

The RailKing Imperial SD70ACe is 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 is the same Proto-Sound 3.0 sound and control system found in our more expensive Premier model of this locomotive — complete with sounds recorded from an actual Union Pacific SD70ACe. 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!

Kansas City Southern (Veteran's) - SD70ACe Imperial Diesel Engine With Proto-Sound 3.0
30-20682-1 \$369.95

EMD MP15



Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- (2) Precision Flywheel-Equipped Motors
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- Legible Builder's Plates
- 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



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 2019. Like its prototype, this RailKing Scale engine is equally at home doing slow-speed yard duty or hauling commuters or freight along your main line.



EMD Demonstrator - MP15AC Diesel Engine w/Proto-Sound 3.0
30-20643-1 \$359.95



Rose Acres - MP15AC Diesel Engine w/Proto-Sound 3.0
30-20642-1 \$359.95



Buffalo & Pittsburgh - MP15DC Diesel Engine w/Proto-Sound 3.0
30-20645-1 \$359.95



Kansas City Southern - MP15DC Diesel Engine w/Proto-Sound 3.0
30-20644-1 \$359.95



Pittsburgh & Lake Erie - MP15DC Diesel Engine w/Proto-Sound 3.0
30-20646-1 \$359.95

EMD F3 A-B-A Set



Features

- Intricately Detailed, Durable ABS Bodies
- Die-Cast Truck Sides, Pilots and Fuel Tanks
- Metal Chassis
- Metal Horns
- (2) Handpainted Engineer Cab Figures in Each A-Unit
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers (One on Each A Unit)
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- (2) Precision Flywheel-Equipped Motors in Powered A-Unit
- Operating ProtoSmoke Diesel Exhaust in Powered A-Unit
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- 1:48 Scale Proportions
- Proto-Sound 3.0 with the Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 40 1/4" x 2 5/8" x 3 3/4"
- Operates On O-31 Curves





New York Ontario & Western - F3 A-B-A Diesel Engine Set w/Proto-Sound 3.0
30-20666-1 \$579.95

Add a Matching Passenger Set - See Page 61



Union Pacific - F3 A-B-A Diesel Engine Set w/Proto-Sound 3.0
30-20667-1 \$579.95

Add a Matching Passenger Set - 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.



Pennsylvania - F3 A-B-A Diesel Engine Set w/Proto-Sound 3.0
30-20668-1 \$579.95

Add a Matching Passenger Set - See Page 64



Chicago Great Western - F3 A-B-A Diesel Engine Set w/Proto-Sound 3.0
30-20669-1 \$579.95

Add a Matching Passenger Set - See Page 65

EMD GP7



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
- Legible Builders Plates
- LED-Illuminated Class and Marker Lights
- LED-Illuminated Front and Rear Number Boards
- LED-Illuminated Cab interior
- Handpainted Engineer and Fireman Figures
- Proto-Smoke Diesel Exhaust
- Removable Snow Plow
- (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 O-31 Curves



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.

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.



Erie Lackawanna - GP7 Diesel Engine w/Proto-Sound 3.0
30-20650-1 \$359.95



Stone Mountain Railroad - GP7 Diesel Engine w/Proto-Sound 3.0
30-20648-1 \$359.95



Atlantic Coast Line - GP7 Diesel Engine w/Proto-Sound 3.0
30-20649-1 \$359.95



New York Central - GP7 Diesel Engine w/Proto-Sound 3.0
30-20651-1 \$359.95



Illinois Terminal - GP7 Diesel Engine w/Proto-Sound 3.0
30-20647-1 \$359.95

Alco RS-3



Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Authentic Paint Scheme
- Legible Builder's Plates
- 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 Tank
- 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





New Haven - RS-3 Diesel Engine With Proto-Sound 3.0
30-20655-1 \$359.95



Western Maryland - RS-3 Diesel Engine With Proto-Sound 3.0
30-20653-1 \$359.95



Susquehanna - RS-3 Diesel Engine With Proto-Sound 3.0
30-20654-1 \$359.95



Conrail - RS-3 Diesel Engine With Proto-Sound 3.0
30-20656-1 \$359.95



Jersey Central - RS-3 Diesel Engine With Proto-Sound 3.0
30-20652-1 \$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.

Did You Know?

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

EMD SW1500



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 Front and Rear Headlights
- (2) Precision Flywheel-Equipped Motors
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- Legible Builder's Plates
- 1:48 Scale Proportions
- Proto-Sound 3.0 with the Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 11 3/4" x 2 1/2" x 4"
- Operates On O-27 Curves

Did You Know?

The increased height of the SW1000 and SW1500 made them too tall to fit in some sidings where earlier SW switchers had prowled. Responding to customer concerns, EMD introduced the SW1001 in 1968, with a lowered frame and shorter cab that reduced the overall height by nine inches. At 174 units, the SW1001 actually outsold the SW1000 and stayed in EMD's catalog more than a decade after its siblings were discontinued.





NASA - SW1500 Diesel Switcher w/Proto-Sound 3.0
30-20657-1 \$349.95

At 1500 horsepower, the SW1500 was the last and most powerful of EMD's SW line of switchers, which traced its roots back to the SW1 of 1939 — when "S" stood for six hundred horsepower, "W" stood for welded frame, and the pre-GM company name was Electro-Motive Corporation. The SW 1500 and its 1000 hp sibling, the SW1000, were the first switchers delivered with EMD's second-generation model 645 diesel motor.

While it sold quite well, with 808 units delivered from 1966–1974, the SW1500 was born into a declining market for purpose-built switchers. EMD's best-selling Geeps had popularized the do-anything, go-anywhere road switcher concept, and railroads were quick to see the advantage of road engines that could double as switchers when needed. Recognizing this, the designers of the SW1500 conceived what was almost a mini road switcher, giving its crew the all-around visibility of a switcher, but with a beefier, higher-riding body than earlier SW models, more power, and the option of smoother-riding Flexicoil trucks, as featured on our model.

In fact, more than half of the SW1500's produced were ordered with the Flexicoil option, indicating the engines were indeed bought for road and commuter as well as yard service. The SW1500 proved popular with some Class 1 railroads — the Southern Pacific took delivery of 240 and the Penn Central bought 112 — and numerous short lines and industrial owners. Even today, when the end-cab switcher is nearly extinct on Class 1 railroads, dozens of short line and industrial owners still roster SW1500s as primary power.



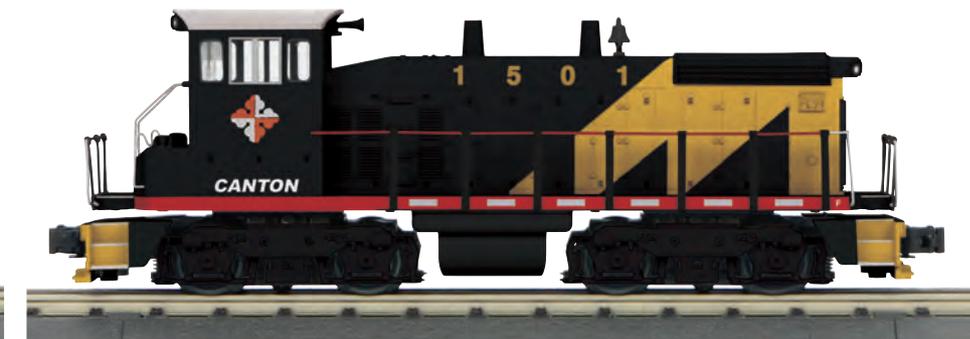
Norfolk Southern - SW1500 Diesel Switcher w/Proto-Sound 3.0
30-20658-1 \$349.95



Akron Barberton Belt - SW1500 Diesel Switcher w/Proto-Sound 3.0
30-20659-1 \$349.95



United States - SW1500 Diesel Switcher w/Proto-Sound 3.0
30-20660-1 \$349.95



Canton Railroad - SW1500 Diesel Switcher w/Proto-Sound 3.0
30-20661-1 \$349.95

Alco PA A-A Set



Features

- Intricately Detailed, Durable ABS Bodies
- Die-Cast Truck Sides, Pilots and Fuel Tanks
- Metal Chassis
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- (2) Flywheel-Equipped Motors in Lead A-Unit
- Onboard DCC/DCS Receiver
- Locomotive Speed Control In Scale MPH Increments
- Proto-Sound 3.0 with the Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 28 1/2" x 2 1/2" x 3 5/8"
- Operates On 0-31 Curves

Did You Know?

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

Stainless Plated Body Finish



Santa Fe (Gold Bonnet, Plated) - Alco PA A-A Diesel Set w/Proto-Sound 3.0
30-20670-1 \$479.95
Santa Fe (Gold Bonnet, Plated) - Alco PB B-Unit (Non-Powered)
30-20670-3 \$179.95



Add A Matching Passenger Set
See Page 66



Lehigh Valley - Alco PA A-A Diesel Set w/Proto-Sound 3.0
30-20671-1 \$439.95
Lehigh Valley - Alco PB B-Unit (Non-Powered)
30-20671-3 \$159.95



Add A Matching Passenger Set
See Page 66



Southern - Alco PA A-A Diesel Set w/Proto-Sound 3.0
30-20672-1 \$439.95
Southern - Alco PB B-Unit (Non-Powered)
30-20672-3 \$159.95



Add A Matching Passenger Set
See Page 67



Baltimore & Ohio - Alco PA A-A Diesel Set w/Proto-Sound 3.0
30-20673-1 \$439.95

Add A Matching Passenger Set
See Page 64

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 cableless PB's built between 1946 and 1953 powered some of the most famous name trains from coast to coast, from the Santa Fe's *Super Chief* to the New Haven's *Merchants' Limited*.

The muscular PA profile and its elegant nose with the characteristic grille around the headlight were designed by Ray Patten of General Electric. At the time, GE and Alco were partners in the locomotive business, with GE making the electrical equipment for all Alco diesels. While Alco would later fall by the wayside, GE went on to become America's largest locomotive builder by the mid-1980s.

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

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

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



Baltimore & Ohio - Alco PB B-Unit (Non-Powered)
30-20673-3 \$159.95

Alco C-630



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 Front and Rear 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
- Legible Builder's Plates
- 1:48 Scale Proportions
- Proto-Sound 3.0 with the Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 18" x 2 1/2" x 3 3/4"
- Operates On 0-31 Curves





Chesapeake & Ohio - C-630 Diesel Engine w/Proto-Sound 3.0
30-20662-1 \$369.95



Monon - C-630 Diesel Engine w/Proto-Sound 3.0
30-20663-1 \$369.95



Reading - C-630 Diesel Engine w/Proto-Sound 3.0
30-20664-1 \$369.95



Lehigh Valley - C-630 Diesel Engine w/Proto-Sound 3.0
30-20665-1 \$369.95

The Century series was Alco's last stand. Like Baldwin's Shark-nose diesels a decade before, the Century lineup, introduced in 1963, was a final attempt by one of America's big three steam builders to stay relevant in the diesel era. Just three years earlier, former Alco partner General Electric had inaugurated the second generation of diesel power with its innovative U25B, and would soon usurp Alco as the number two firm in the locomotive business — a business dominated by an auto maker. With its back against the wall, Alco resorted to sheer muscle to try to win new orders.

In the early 1960s, the generation of engines that had dieselized America was beginning to wear out. As manufacturers marketed second generation replacement power, one of their key selling points was "unit reduction" — replacement of lower-power first generation units with a smaller number of new, higher-power units. When it introduced the Century series with the C-628 ("Century series, 6-axle, 2800 hp"), Alco's salesmen could rightfully boast they were selling "the most powerful single engine diesel locomotive ever built in the United States."

In an attempt to address dependability issues that had dogged earlier Alco diesels, Alco's designers incorporated numerous reliability improvements into the Century series — including pressurized air circulation in the engine room to keep out dirt (an idea pioneered on GE's U-boats) and a claimed 8 years between major engine overhauls. Alco's salesmen boasted the C-series would cut operating costs by a whopping 44% versus a 10-year-old engine.

In 1965, when it upped the ante with the 3000 hp C-630, Alco still offered a more powerful locomotive than either of its competitors, GE and EMD. The C-630 gained 200 extra horsepower not with a larger engine, but with an advanced traction alternator supplied by its rival GE. Visually, the key difference from the earlier C-628 was a pronounced hump in the C-630's roof, housing an aftercooler radiator that enhanced performance.

Unfortunately, however, in less than a year the C-630 had serious competition: EMD's 3000 hp SD40 and GE's equally powerful U30C. It didn't help that the C-630 was a beast, 4' longer and 30 tons heavier than the SD40, and thus much tougher on track. EMD's offer turned into a best-seller, with over 1200 units sold, while the U-30C sold a respectable 600 engines — and Alco's salesmen moved just 133 units in the U.S. and Canada. Four years after the C-630 debuted, Alco shuttered its Schenectady locomotive plant and sold its designs to its Canadian cousin, the Montreal Locomotive Works. But after many changes in corporate ownership, Alco designs are still alive today in India, where a large number of diesels are driven by descendants of the same Alco 251 diesel motor that powered the Century series.

Bring the brute strength of the C-630 to your layout with this first-ever RailKing Scale model. Listen to the chant of an Alco prime mover, haul heavy tonnage like the prototype at speeds from a crawl to full throttle, and even double- or triple-head with any combination of M.T.H. diesels — all thanks to Proto-Sound 3.0.

GM Aerotrain



Features

Set Features

- Two-Motored Lead Unit
- 3-Car Consist
- Authentic Paint Scheme
- Operates On O-31 Track
- Measures: 45 3/4" x 2 1/2" x 3 3/4"

Powered Unit Features

- Intricately Detailed, Durable ABS Body
- Metal Chassis
- Die-Cast Truck Sides
- Metal Wheels, Axles and Gears
- (2) Precision Flywheel-Equipped Motors
- Directionally Controlled Constant Voltage LED Headlight
- Locomotive Speed Control In Scale MPH Increments
- Onboard DCC/DCS Decoder
- Proto-Sound 3.0 with the Digital Command System Featuring Passenger Station Proto-Effects

Car Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Trucks
- Metal Wheels and Axles
- Detailed Interior with Overhead LED Illumination





Pennsylvania - Aerotrain Diesel Passenger Set w/Proto-Sound 3.0
30-20674-1 \$459.95

Pennsylvania - Aerotrain Coach
30-6182 \$69.95



Rock Island - Aerotrain Diesel Passenger Set w/Proto-Sound 3.0
30-20675-1 \$459.95

Rock Island - Aerotrain Coach
30-6183 \$69.95



New York Central - Aerotrain Diesel Passenger Set w/Proto-Sound 3.0
30-20676-1 \$459.95

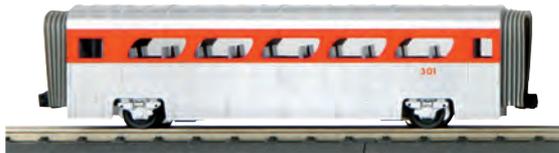
New York Central - Aerotrain Coach
30-6184 \$69.95



Union Pacific - Aerotrain Diesel Passenger Set w/Proto-Sound 3.0
30-20677-1 \$459.95



Union Pacific - Aerotrain Coach
30-6185 \$69.95



Santa Fe - Aerotrain Coach
30-6186 \$69.95



Santa Fe - Aerotrain Diesel Passenger Set w/Proto-Sound 3.0
30-20678-1 \$459.95

Like Budd's RDC car, GM's Aerotrain was a postwar attempt to help railroads turn a profit on passenger service. But the Aerotrain promised a lot more and delivered much less. In June 1955, while the Aerotrain was still being designed, a General Motors press release predicted that "this crack new 100-mile-an-hour streamliner" would run from New York to Boston in 2½ hours — faster than today's Acela. Even before it was delivered, a New York Central magazine ad claimed "This Train Will Save an Industry," and the Pennsylvania Railroad's 1956 calendar featured a painting of the Aerotrain titled "Dynamic Progress."

The Aerotrain was in fact a mixture of off-the-shelf GM parts with futuristic ideas and styling. The idea was to create a fast, fuel-efficient train that would be cheap to purchase and operate, allowing railroads to compete with autos and airplanes on medium-haul trips of 200-700 miles. The Aerotrain's 40-seat coaches were based on GM intercity bus bodies, complete with lavatory at one end and baggage compartments under the seating area. Like buses of the time, each four-wheeled coach rode on an air bellows suspension, unlike normal passenger cars that rode on metal springs. Under the hood, the Aerotrain's engine was a 1200-horsepower EMD switcher, re-gearred for speeds up to 100 mph. The styling borrowed heavily from General Motors cars of the era, with the observation car almost a dead ringer for the back end of the 1955 Chevy Nomad station wagon.

In early 1956, the two prototype Aerotrains entered service on the Pennsy between Philadelphia and Pittsburgh, and on the New York Central between Chicago and Detroit. In December, the Union Pacific took over the NYC's Aerotrain and ran it as the *City of Las Vegas* between Las Vegas and Los Angeles. Meanwhile, the Pennsy's version had tested briefly on the Santa Fe as the *San Diegan* between Los Angeles and San Diego.

It soon became apparent that the air bellows suspension was fine at bus speeds but utterly inadequate for a high-speed train. Above 60 mph, the lightweight cars shook horribly; one wag noted that if the trains had operated at or near their top speed, "any surviving passengers would have been approaching the condition of Jello." After less than a year of service, the test trains were returned to GM. In 1957 they were sold to the Rock Island, which used them in lower-speed commuter service in the Chicago suburbs until their 1966 retirement. This highly detailed RailKing Scale model returns to our lineup for 2019, allowing you to relive General Motors' hopes for the Aerotrain in high-speed service — without the rough ride.

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.

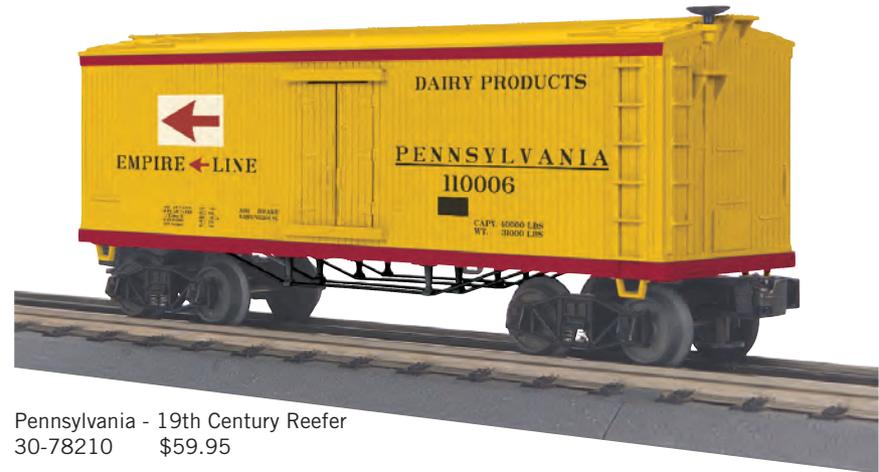
RailKing Passenger Cars are available in the popular 60' Streamlined and Madison style bodies. Offered in 4-car, 2-car and single-car configurations, each type features car interior detail, overhead interior lighting, end-of-car diaphragms and intricate under-car detail. All cars ride on die-cast metal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

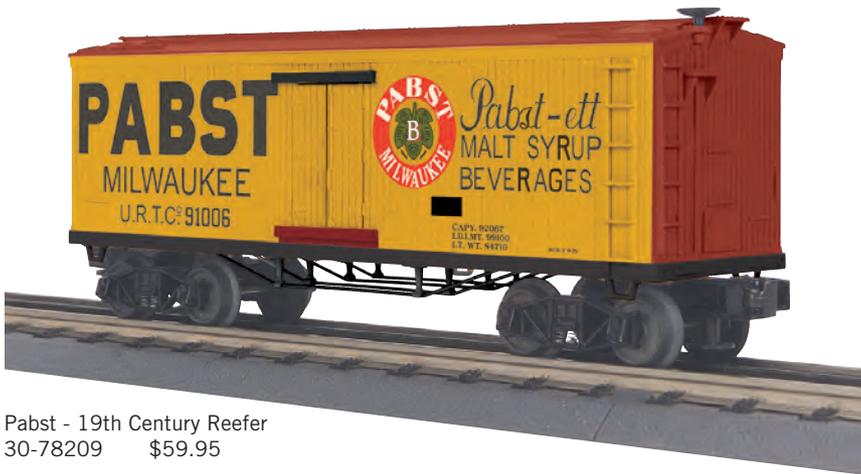
19th Century Reefer



Boiler Gold Beer - 19th Century Reefer
30-78212 \$59.95



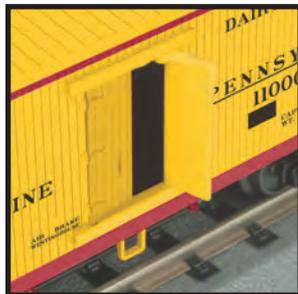
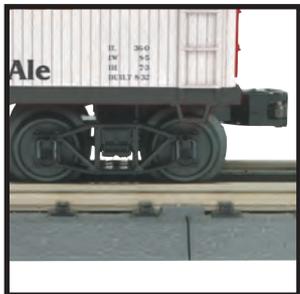
Pennsylvania - 19th Century Reefer
30-78210 \$59.95



Pabst - 19th Century Reefer
30-78209 \$59.95



Genesee Beer - 19th Century Reefer
30-78211 \$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
- Opening Doors
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Measures: 9 11/16" x 2 7/16" x 3 7/16"
- Operates On O-27 Curves

Box Car



Cleveland Fire Dept. - Box Car
30-74992 \$59.95



Baltimore Fire Dept. - Box Car
30-74993 \$59.95



Milwaukee Fire Dept. - Box Car
30-74996 \$59.95



Indianapolis Fire Dept. - Box Car
30-74994 \$59.95



Detroit Fire Dept. - Box Car
30-74995 \$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
- Sliding Car Doors
- Measures: 11 5/8" x 2 1/2" x 3 3/8"
- Operates On O-27 Curves

40' High Cube Box Car



Cotton Belt - 40' High Cube Box Car
30-74990 \$59.95



Chicago & North Western - 40' High Cube Box Car
30-74989 \$59.95



Pennsylvania - 40' High Cube Box Car
30-74991 \$59.95



BNSF - 40' High Cube Box Car
30-74988 \$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
- Opening Car Doors
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Measures: 11 3/8" x 2 1/2" x 3 7/8"
- Operates On O-27 Curves

50' Double Plug Door Box Car



Evans - 50' Double Door Plugged Box Car
30-74984 \$59.95



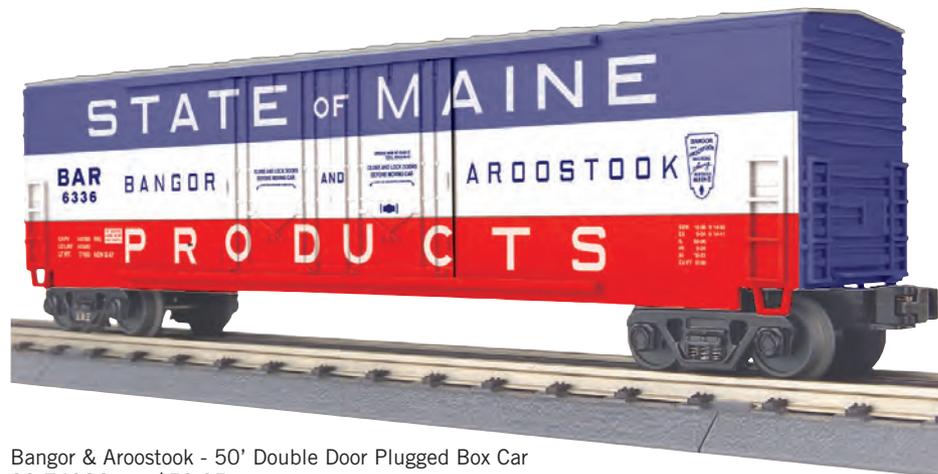
Canfor - 50' Double Door Plugged Box Car
30-74987 \$59.95

Features

- Intricately Detailed, Durable ABS Body
- Stamped Metal Floor
- 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
- Sliding Car Doors
- Near-Scale Proportions
- Measures: 13" x 2 1/2" x 3 1/2"
- Operates On 0-31 Curves



Railbox - 50' Double Door Plugged Box Car
30-74985 \$59.95



Bangor & Aroostook - 50' Double Door Plugged Box Car
30-74986 \$59.95



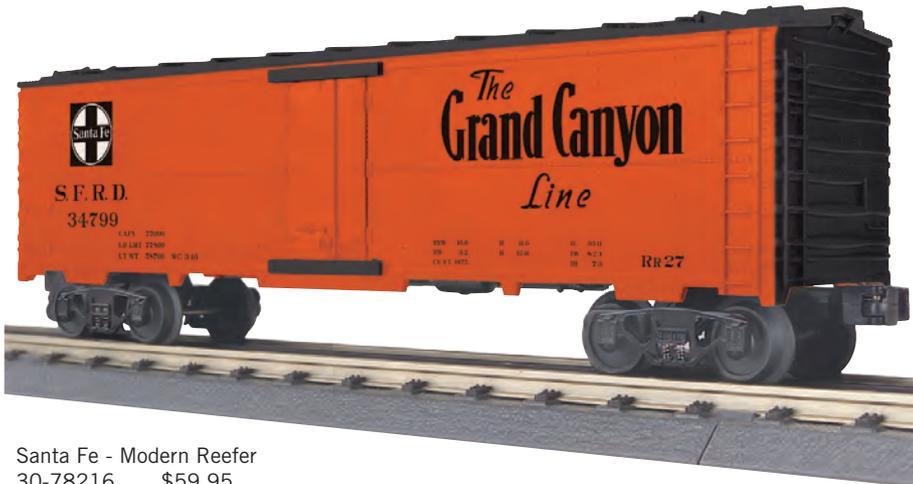
Modern Reefer



Marburger Dairy - Marburger Dairy - Modern Reefer
30-78213 \$59.95



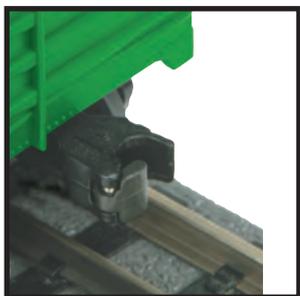
Railway Express Agency - Modern Reefer
30-78214 \$59.95



Santa Fe - Modern Reefer
30-78216 \$59.95



Tropicana - Modern Reefer
30-78215 \$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: 11 1/2" x 2 3/8" x 2 5/16"
- Operates On O-27 Curves

Tank Car



Exxon (Chrome Plated) -
Tank Car
30-73550 \$64.95



Amoco (Chrome Plated) -
Tank Car
30-73552 \$64.95



Texaco (Chrome Plated) -
Tank Car
30-73551 \$64.95

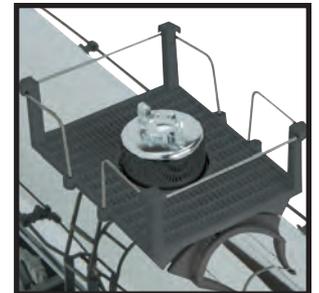
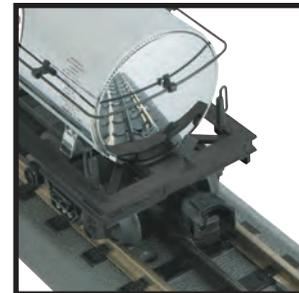


Gulf (Chrome Plated) -
Tank Car
30-73553 \$64.95

Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Metal Chassis
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Separate Metal Handrails and Ladders
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Measures: 10 3/8" x 2 3/8" 3 13/16"
- Operates On O-27 Curves

Chrome Plated Body Finish



Modern Tank Car



Bio Fuel - Modern Tank Car
30-73554 \$64.95



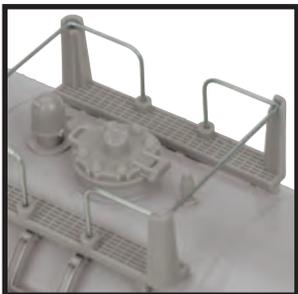
DuPont - Modern Tank Car
30-73555 \$64.95



Canadian National (Color) - Modern Tank Car
30-73557 \$64.95



Canadian National - Modern Tank Car
30-73556 \$64.95



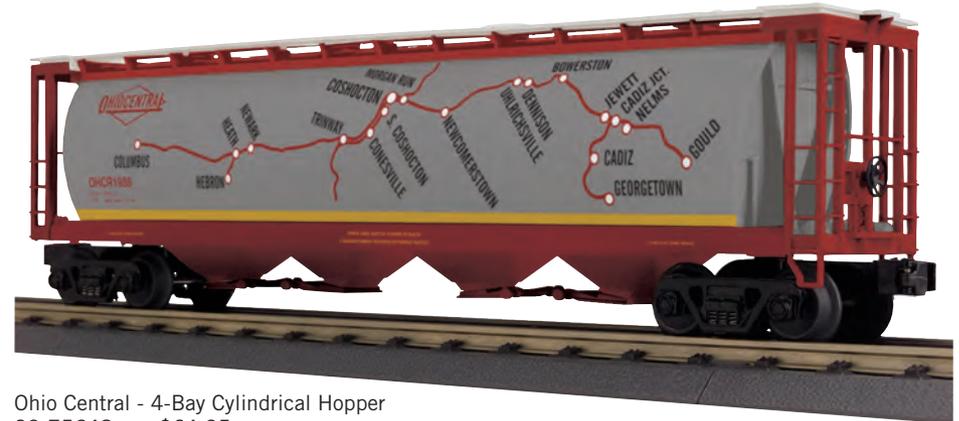
Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Metal Chassis
- 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 and Ladders
- Near-Scale Proportions
- Measures: 10 7/8" x 2 3/8" x 3 7/8"
- Operates On O-27 Curves

4-Bay Cylindrical Hopper



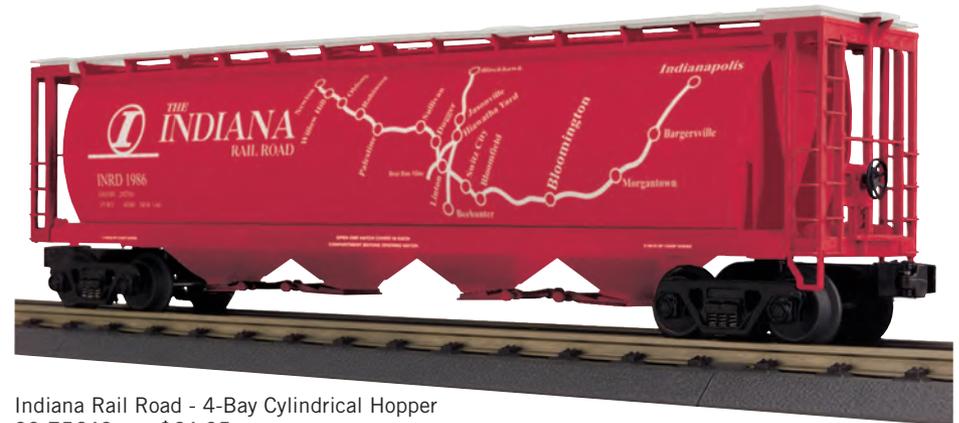
Seaboard Air Line - 4-Bay Cylindrical Hopper
30-75647 \$64.95



Ohio Central - 4-Bay Cylindrical Hopper
30-75648 \$64.95



Pittsburgh & West Virginia - 4-Bay Cylindrical Hopper
30-75650 \$64.95



Indiana Rail Road - 4-Bay Cylindrical Hopper
30-75649 \$64.95

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
- Detailed Brake Wheel
- Near-Scale Proportions
- Measures: 13 3/8" x 2 3/8" x 3 7/16"
- Operates On 0-31 Curves



Ore Car



Barber Foundry - Ore Car
30-75643 \$54.95



Bethlehem Steel - Ore Car
30-75644 \$54.95



Alcoa - Ore Car
30-75646 \$54.95



Timken Steel - Ore Car
30-75645 \$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 O-27 Curves

Husky Stack Car



Indiana Rail Road - Husky Stack Car
30-76794 \$74.95



NASA - Husky Stack Car
30-76796 \$74.95



TTX - Husky Stack Car
30-76795 \$74.95



U.S. Army - Husky Stack Car
30-76797 \$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
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- (2) Removable Containers
- Measures 14 3/4" x 2 5/16" x 5"
- Operates on 0-31 Curves



Flat Car with Vehicle Load



Chessie - Flat Car w/(2) 1969 Camaros
30-76792 \$64.95



New York Central - Flat Car w/(2) '57 Chevys
30-76793 \$64.95

Auto Carrier Flat Car with Vehicle Load



Richmond, Fredericksburg & Potomac - Auto Carrier
Flat Car w/(4) '57 Chevy Bel Airs
30-76790 \$74.95



MKT - Auto Carrier Flat Car w/(4) '69 Chevy Camaros
30-76791 \$74.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Detailed Brake Wheel
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (4) Removable Die-Cast Vehicles
- Measures: 11 11/16" x 2 5/16" x 3 1/2"
- Operates On 0-27 Curves

Overton Passenger Cars



Union Pacific - 3-Car Overton Passenger Coach Set
30-6448 \$199.95



Central Pacific - 3-Car Overton Passenger Coach Set
30-6449 \$199.95



Pennsylvania - 3-Car Overton Passenger Coach Set
30-6450 \$199.95



Long Island - 3-Car Overton Passenger Coach Set
30-6451 \$199.95

Madison Passenger Cars



U.S. Army - 4-Car 60' Madison Passenger Set
30-69330 \$299.95



U.S. Army - 2-Car 60' Madison Combine/Diner Set
30-69331 \$149.95

U.S. Army - 60' Madison Coach
30-69332 \$74.95



New York Ontario & Western - 4-Car 60' Madison Passenger Set
30-69327 \$299.95



New York Ontario & Western - 60' Madison Coach
30-69329 \$74.95

New York Ontario & Western - 2-Car 60' Madison Combine/Diner Set
30-69328 \$149.95



Union Pacific - 4-Car 60' Madison Passenger Set
30-69333 \$299.95



Union Pacific - 2-Car 60' Madison Combine/Diner Set
30-69334 \$149.95

Union Pacific - 60' Madison Coach
30-69335 \$74.95

Madison Passenger Cars



Texas & Pacific - 4-Car 60' Madison Passenger Set
30-69339 \$299.95



Texas & Pacific - 60' Madison Coach
30-69341 \$74.95

Texas & Pacific - 2-Car 60' Madison Combine/Diner Set
30-69340 \$149.95



Florida East Coast - 4-Car 60' Madison Passenger Set
30-69345 \$299.95



Florida East Coast - 2-Car 60' Madison Combine/Diner Set
30-69346 \$149.95

Florida East Coast - 60' Madison Coach
30-69347 \$74.95



Chessie - 4-Car 60' Madison Passenger Set
30-69348 \$299.95



Chessie - 60' Madison Coach
30-69350 \$74.95



Chessie - 2-Car 60' Madison Combine/Diner Set
30-69349 \$149.95



Reading & Northern - 4-Car 60' Madison Passenger Set
30-69351 \$299.95



Reading & Northern - 2-Car 60' Madison Combine/Diner Set
30-69352 \$149.95

Reading & Northern -
60' Madison Coach
30-69353 \$74.95



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
- Detailed Interior with Overhead LED Illumination
- End-of-Car Diaphragms
- Separate Metal Handrails
- 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 0-31 Curves

Streamlined Passenger Cars



Pennsylvania - 4-Car 60' Streamlined Passenger Set
30-68148 \$299.95



Pennsylvania - 2-Car 60' Streamlined Sleeper/Diner Set
30-68149 \$149.95



Pennsylvania - 60' Streamlined Full-Length Vista Dome
30-68151 \$79.95



Pennsylvania - 60' Streamlined Coach
30-68150 \$74.95



Baltimore & Ohio - 60' Streamlined Full-Length Vista Dome
30-68167 \$79.95

Streamlined Features

- Intricately Detailed, Durable ABS Body
- 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
- Detailed Interior with Overhead LED Illumination
- End-of-Car Diaphragms
- Separate Metal Handrails
- 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



Baltimore & Ohio - 2-Car 60' Streamlined Sleeper/Diner Set
30-68165 \$149.95



Baltimore & Ohio - 60' Streamlined Coach
30-68166 \$74.95



Baltimore & Ohio - 4-Car 60' Streamlined Passenger Set
30-68164 \$299.95



Union Pacific (George H.W. Bush) - 4-Car 60' Streamlined Passenger Set
30-68140 \$299.95



Union Pacific (George H.W. Bush) - 2-Car 60' Streamlined Sleeper/Diner Set
30-68141 \$149.95



Union Pacific (George H.W. Bush) - 60' Streamlined Full-Length Vista Dome
30-68143 \$79.95



Union Pacific (George H.W. Bush — Flag) - 60' Streamlined
Baggage Car with Flag-Draped Casket
30-68127 \$79.95

*Baggage door opens to reveal
flag-draped casket*



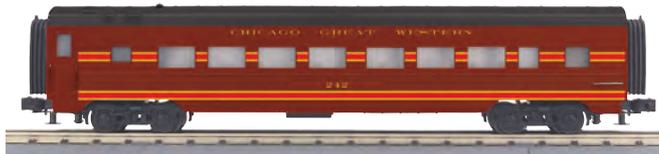
Union Pacific (George H.W. Bush) - 60' Streamlined Coach
30-68142 \$74.95



Chicago Great Western - 2-Car 60' Streamlined
Sleeper/Diner Set
30-68145 \$149.95



Chicago Great Western - 60' Streamlined Full-Length Vista Dome
30-68147 \$79.95



Chicago Great Western - 60' Streamlined Coach
30-68146 \$74.95



Chicago Great Western - 4-Car 60' Streamlined Passenger Set
30-68144 \$299.95



Streamlined Passenger Cars



Santa Fe (Plated) - 4-Car 60' Streamlined Passenger Set
30-68152 \$339.95

Stainless Plated Body Finish



Santa Fe (Plated) - 2-Car 60' Streamlined Sleeper/Diner Set
30-68153 \$169.95



Santa Fe (Plated) - 60' Streamlined Full-Length Vista Dome
30-68155 \$89.95



Santa Fe (Plated) - 60' Streamlined Coach
30-68154 \$84.95



Lehigh Valley - 60' Streamlined Full-Length Vista Dome
30-68159 \$79.95



Lehigh Valley - 4-Car 60' Streamlined Passenger Set
30-68156 \$299.95



Lehigh Valley - 2-Car 60' Streamlined Sleeper/Diner Set
30-68157 \$149.95



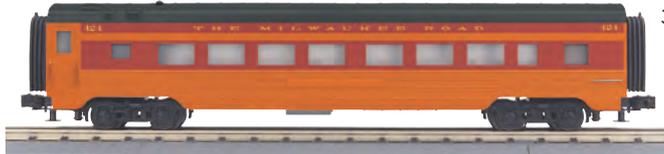
Lehigh Valley - 60' Streamlined Coach
30-68158 \$74.95



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



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



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



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



Southern - 4-Car 60' Streamlined Passenger Set
30-68160 \$299.95



Southern - 2-Car 60' Streamlined Sleeper/Diner Set
30-68161 \$149.95



Southern - 60' Streamlined Full-Length Vista Dome
30-68163 \$79.95



Southern Pacific (Daylight) - 60' Streamlined Full-Length Vista Dome
30-68171 \$79.95



Southern - 60' Streamlined Coach
30-68162 \$74.95



Southern Pacific (Daylight) - 2-Car 60' Streamlined Sleeper/Diner Set
30-68169 \$149.95

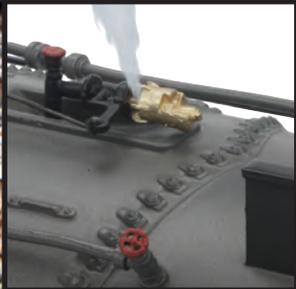


Southern Pacific (Daylight) - 60' Streamlined Coach
30-68170 \$74.95



Southern Pacific (Daylight) - 4-Car 60' Streamlined Passenger Set
30-68168 \$299.95

Premier Line





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

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

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

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

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

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

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

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

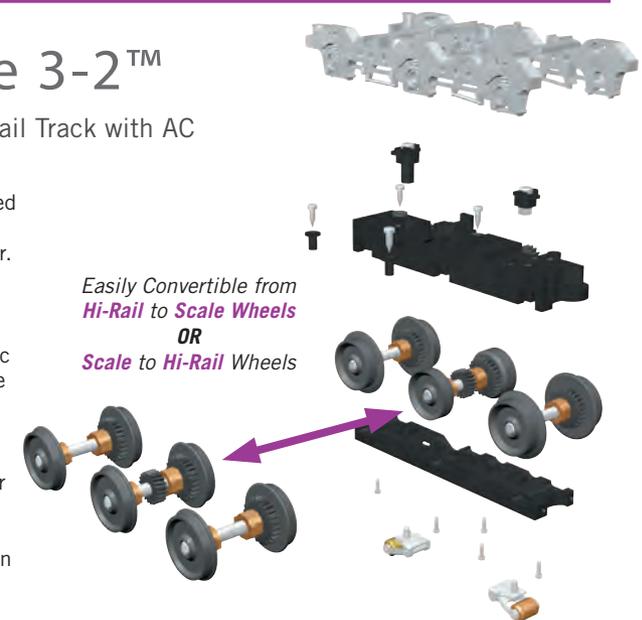
PROTO-SCALE™
3-2

Proto-Scale 3-2™

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

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

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



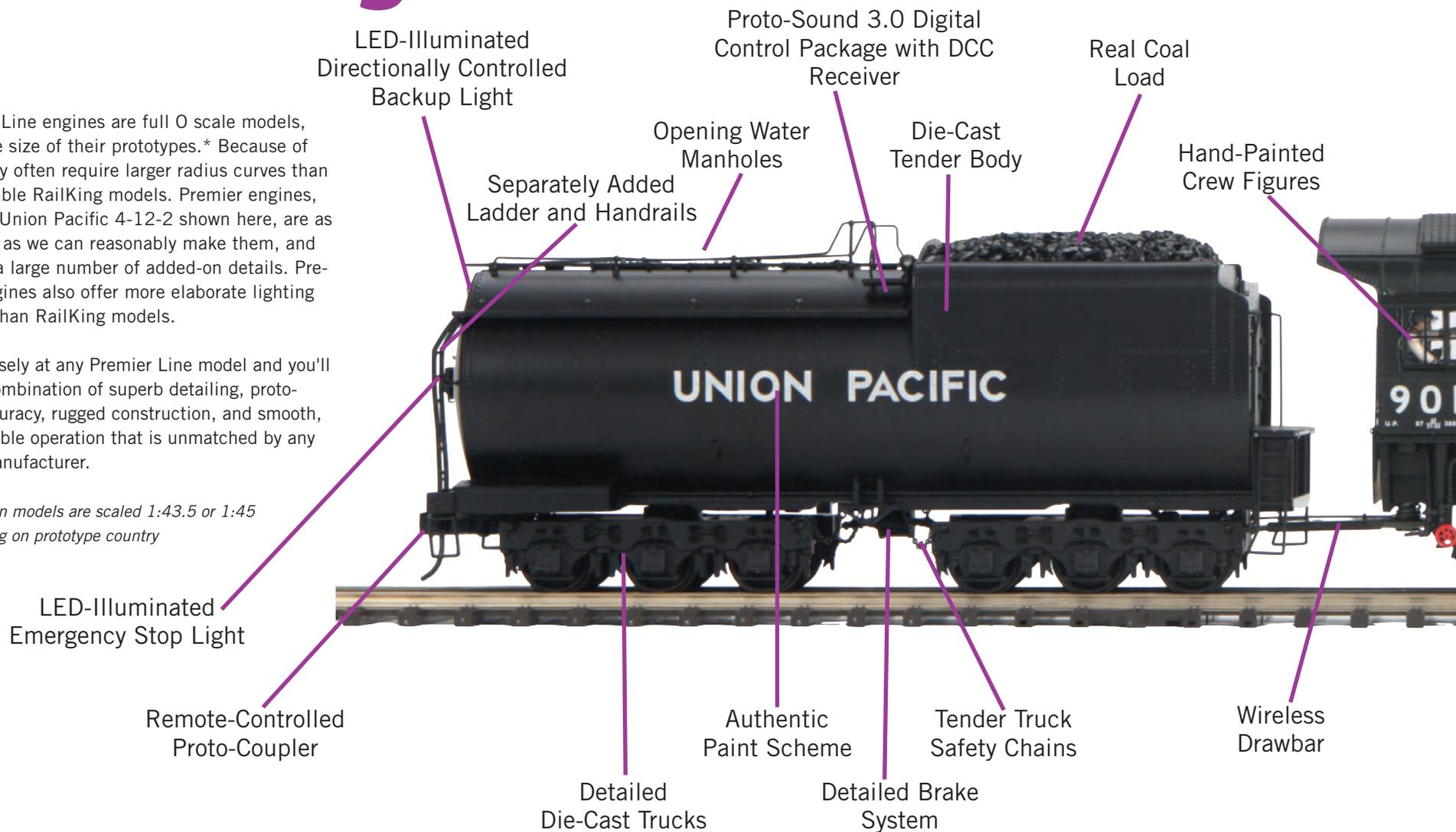
*Easily Convertible from
Hi-Rail to Scale Wheels
OR
Scale to Hi-Rail Wheels*

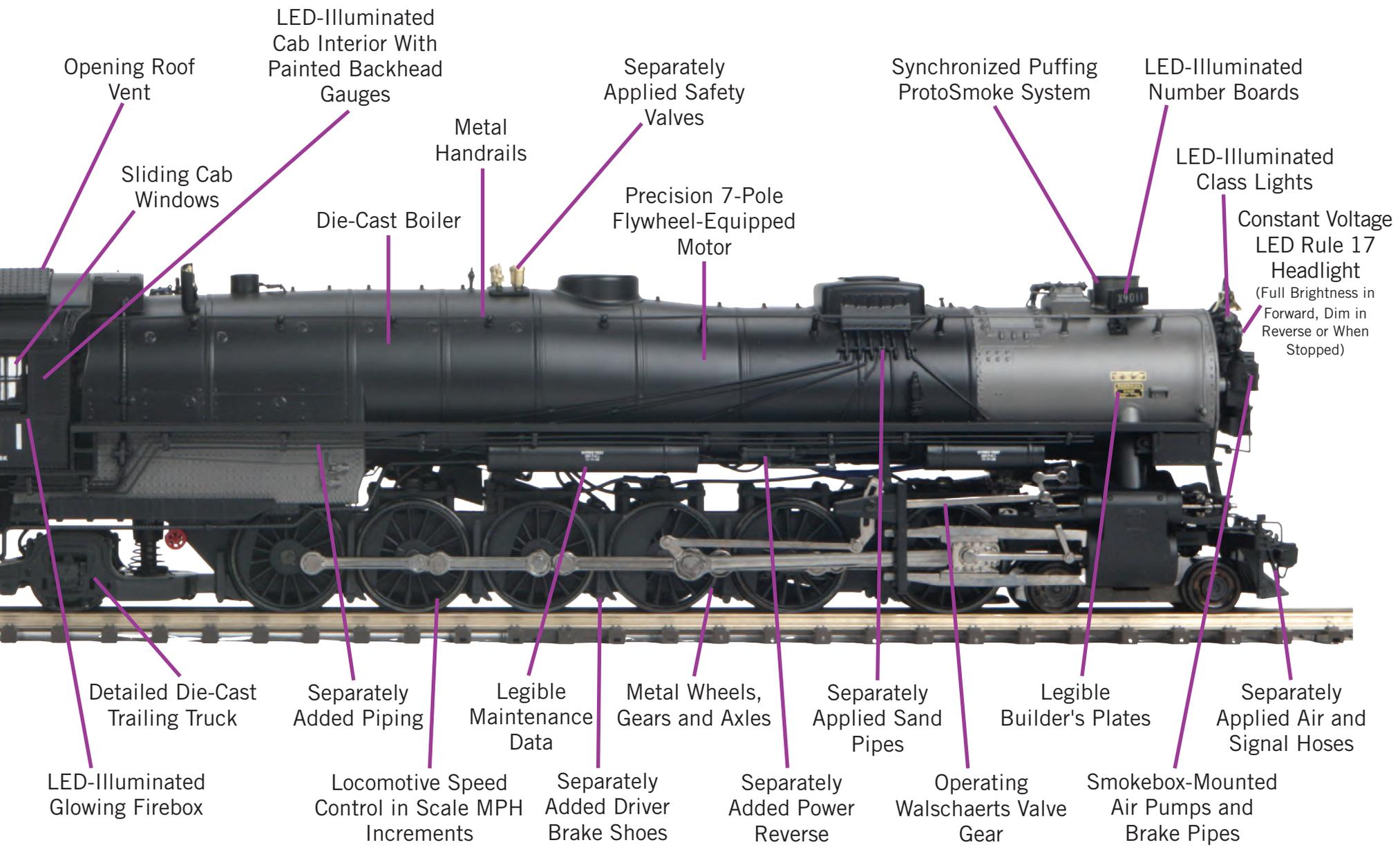
Anatomy of a Premier Steam Engine

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

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

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





- Opening Roof Vent
- LED-Illuminated Cab Interior With Painted Backhead Gauges
- Sliding Cab Windows
- Die-Cast Boiler
- Metal Handrails
- Separately Applied Safety Valves
- Precision 7-Pole Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- LED-Illuminated Number Boards
- LED-Illuminated Class Lights
- Constant Voltage LED Rule 17 Headlight (Full Brightness in Forward, Dim in Reverse or When Stopped)
- Detailed Die-Cast Trailing Truck
- Separately Added Piping
- Legible Maintenance Data
- Metal Wheels, Gears and Axles
- Separately Applied Sand Pipes
- Legible Builder's Plates
- Separately Applied Air and Signal Hoses
- LED-Illuminated Glowing Firebox
- Locomotive Speed Control in Scale MPH Increments
- Separately Added Driver Brake Shoes
- Separately Added Power Reverse
- Operating Walschaerts Valve Gear
- Smokebox-Mounted Air Pumps and Brake Pipes

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"
- Operates On 0-54 Curves



Southern Pacific Lines (Daylight Small Lettering) - 4-8-4 GS-4 Steam Engine w/Proto-Sound 3.0
 20-3751-1 Cab No. 4449 \$1199.95
 20-3752-1 Cab No. 4436 \$1199.95



Southern Pacific (Daylight Large Lettering) - 4-8-4 GS-4 Steam Engine w/Proto-Sound 3.0
 20-3749-1 Cab No. 4449 \$1199.95
 20-3750-1 Cab No. 4438 \$1199.95



Southern Pacific Lines (Daylight UPY) - 4-8-4 GS-4 Steam Engine w/Proto-Sound 3.0
 20-3753-1 Cab No. 845 \$1199.95

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



BNSF - 4-8-4 GS-4 Steam Engine w/Proto-Sound 3.0
 20-3754-1 Cab No. 4449 \$1199.95

No. 4449 repainted for July 2000 BNSF Employee Appreciation Special



Southern Pacific Lines - 4-8-4 GS-4 Steam Engine w/Proto-Sound 3.0
 20-3756-1 Cab No. 4462 \$1199.95



Western Pacific - 4-8-4 GS-4 Steam Engine w/Proto-Sound 3.0
 20-3757-1 Cab No. 485 \$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.

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

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

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



Features

- Die-Cast Boiler and Tender Body
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails, Bell and Whistle
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Kadee Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- LED-Illuminated Firebox Glow, Cab Interior, Number Boards and Class Lights
- LED-Illuminated Backup Light and Emergency Stop Light on Tender
- 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/DCS Decoder
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Proto-Sound 3.0 with the Digital Command System Featuring Quillable Whistle with Freight Yard Proto-Effects
- Measures: 35" x 2 7/8" x 4 1/8"
- Operates on O-72 Curves

* Requires DCS Digital Command System



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

Features Quillable, Variable Intensity Steaming Whistle



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



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



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



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

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.

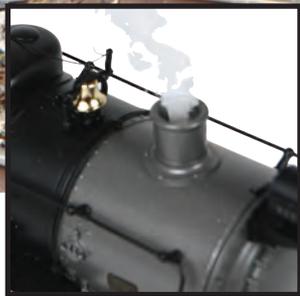
Writer Henry Comstock beautifully described the Big Boy's place at the apex of steam engine history: "A Union Pacific 'Big Boy' was 604 tons and 19,000 cubic feet of steel and coal and water, poised upon 36 wheels spaced no wider apart than those of an automobile. That it could thunder safely over undulating 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 2019, 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 2019 Preservation Series features cab numbers from existing Big Boys currently on display in museums around the United States. 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.

(City location indicates where prototype is currently on display)

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



Nickel Plate Road - USRA 0-8-0 Steam Engine w/Proto-Sound 3.0
20-3704-1 Cab No. 272 \$799.95



Kansas City Southern - USRA 0-8-0 Steam Engine w/Proto-Sound 3.0
20-3702-1 Cab No. 1025 \$799.95



New York Central - USRA 0-8-0 Steam Engine w/Proto-Sound 3.0
20-3703-1 Cab No. 7718 \$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 material for the war effort. The agency that ran the trains was the United States Railroad Administration, or USRA, and one of its chief accomplishments was the creation of 12 steam engine designs that lasted for decades. 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.

UP 9000 Class 4-12-2



Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Real Tender Coal Load
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- Remote-Controlled Proto-Coupler
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- LED-Illuminated Class Lights
- LED-Illuminated Backup Light and Emergency Stop Light on Tender
- Powerful 7-Pole Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:48 Scale Dimensions
- Onboard DCC/DCS Decoder
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Proto-Sound 3.0 with the Digital Command System Featuring Quillable Whistle with Freight Yard Proto-Effects
- Measures: 26 1/2" x 2 3/4" x 4 1/8"
- Operates On O-72 Curves



Union Pacific - 4-12-2 9000 Steam Engine w/Proto-Sound 3.0
20-3639-1 Cab No. 9011 \$1299.95



Union Pacific - 4-12-2 9000 Steam Engine w/Proto-Sound 3.0
20-3640-1 Cab No. 9002 \$1299.95

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

Known as a "Union Pacific" type for their wheel arrangement unique to the U.P., the 9000s were also the most successful three-cylinder American rod locomotives ever built. The third cylinder was placed between the two outside cylinders and drove a rod connected to the second axle, which was shaped like a crankshaft rather than a straight axle. A pair of hinged rods driven off the outer cylinders, and clearly visible on the pilot in front of the cylinders, operated the third cylinder's valve gear. The rest of the middle cylinder's machinery, however, was not so visible or accessible, and tended to receive less than the optimal amount of attention from shop crews. Despite the maintenance headaches of the third cylinder, however, the 4-12-2s proved versatile and dependable. When faster and more powerful Challengers

and Big Boys replaced them as the UP's premier freight engine, the 9000s became the principal freight power on the Nebraska division, where they served until early 1956. Engine No. 9000 was saved from the scrapper and resides today at the Los Angeles County Fairplex in Pomona, CA.

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



Union Pacific - 4-12-2 9000 Steam Engine w/Proto-Sound 3.0
20-3641-1 Cab No. 9001 \$1299.95

USRA 4-6-2 Heavy Pacific



Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Firebox Glow
- Operating LED 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



Milwaukee Road - 4-6-2 USRA Heavy Pacific Steam Engine w/Proto-Sound 3.0
20-3602-1 Cab No. 197 \$1099.95



Chesapeake & Ohio - 4-6-2 USRA Heavy Pacific Steam Engine w/Proto-Sound 3.0
20-3603-1 Cab No. 407 \$1099.95



Alaska - 4-6-2 USRA Heavy Pacific Steam Engine w/Proto-Sound 3.0
20-3604-1 Cab No. 902 \$1099.95



Western Maryland - 4-6-2 USRA Heavy Pacific Steam Engine w/Proto-Sound 3.0
20-3605-1 Cab No. 207 \$1099.95



Baltimore & Ohio - 4-6-2 USRA Heavy Pacific Steam Engine w/Proto-Sound 3.0
20-3739-1 President Washington \$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 2019, 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.

See it in action at
www.mthtrains.com



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 w/Proto-Sound 3.0
20-3748-1 President Lincoln \$1099.95



Norfolk & Western - 2-6-6-4 Class A Steam Engine w/Proto-Sound 3.0 (Hi-Rail Wheels & Timken Side Rods)
20-3616-1 Cab No. 1240 \$1499.95



Norfolk & Western - 2-6-6-4 Class A Steam Engine w/Proto-Sound 3.0
20-3618-1 Cab No. 1225 \$1499.95



Long Island - 4-4-2 Atlantic Steam Engine w/Proto-Sound 3.0
20-3626-1 Cab No. 737 \$899.95



Seaboard Air Line - 2-10-0 Russian Decapod Steam Engine w/Proto-Sound 3.0
20-3636-1 Cab No. 504 \$999.95



Western Maryland - 2-10-0 Russian Decapod Steam Engine w/Proto-Sound 3.0
20-3633-1 Cab No. 1106 \$999.95
20-3634-1 Cab No. 1102 \$999.95



Santa Fe - 2-10-0 Russian Decapod Steam Engine w/Proto-Sound 3.0
20-3635-1 Cab No. 2556 \$999.95





Long Island - 4-4-0 American Steam Engine w/Proto-Sound 3.0 (86" Hi-Rail Wheels)
20-3592-1 Cab No. 33 \$799.95



New York Central - 4-8-2 L-3c Mohawk Steam Engine w/Proto-Sound 3.0
20-3692-1 Cab No. 3056 \$1199.95



New York Central - 4-8-2 L-3b Mohawk Steam Engine w/Proto-Sound 3.0
20-3691-1 Cab No. 3037 \$1199.95



Southern Pacific - 4-8-8-2 AC-6 Cab Forward Steam Engine w/Proto-Sound 3.0
20-3707-1 Cab No. 4133 \$1499.95
20-3708-1 Cab No. 4136 \$1499.95



Southern Pacific (Rebuilt Cab) - 4-8-8-2 AC-6 Cab Forward Steam Engine w/Proto-Sound 3.0
20-3709-1 Cab No. 4129 \$1499.95



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



Milwaukee Road - 4-6-4 Hiawatha Steam Engine w/Proto-Sound 3.0
20-3689-1 Cab No. 103 \$1199.95



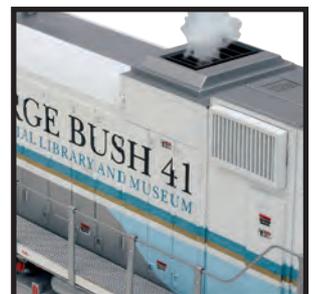
Long Island - E-6 Atlantic Steam Passenger Set w/Proto-Sound 3.0
20-3629-1 Cab No. 737 \$1049.95

George Bush Funeral Train



Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Moveable Roof Fans
- Metal Body Side Grilles
- Detachable Snow Plow
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- Lighted LED Cab Interior Light
- Illuminated LED 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 Quillable Horn with 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





George Bush 41 - SD70ACe Diesel Engine w/Proto-Sound 3.0, Cab No. 4141
 20-21155-1 Hi-Rail Wheels \$519.95
 22-21155-2 Scale Wheels \$519.95

On October 18, 2005, at the George Bush Presidential Library and Museum in College Station, Texas, the Union Pacific Railroad unveiled locomotive 4141. It was only the sixth time in UP history that a diesel had been decorated in colors other than the road's signature Armour Yellow paint.

Based on the paint scheme of Air Force One, the brand-new EMD SD70ACe engine honored the 41st president and his library, on the occasion of a new exhibit celebrating America's railroads, *Tracks of the Iron Horse*. Among the artifacts on display was the original golden spike that had marked the completion of the first transcontinental railroad in 1869.

In the ensuing ceremonies, the former president himself took a turn at the throttle, and 4141 later pulled freight across the UP system. When rail traffic declined in the 2008 financial crisis, 4141 went into storage as part of the UP's Heritage Fleet.

After George Herbert Walker Bush passed away on November 30, 2018, UP 4141 came out of storage to bring him back to College Station on December 6, assisted by SD70ACe No. 9096. Baggage car *Council Bluffs* carried his flag-draped casket, with the doors open to allow the thousands at trackside to pay their respects. To allow others to honor the former president, vice-president, congressman, ambassador, CIA director and naval aviator, engine 4141 later went on a system-wide Union Pacific tour.



Union Pacific (Flag) - SD70ACe Diesel Engine w/Proto-Sound 3.0, Cab No. 9096
 20-21156-1 Hi-Rail Wheels \$519.95
 22-21156-2 Scale Wheels \$519.95



Union Pacific (Flag) - 70' Streamlined Baggage Car with Flag-Draped Casket (Smooth-Sided)
 20-64089 \$99.95

Baggage door opens to reveal flag-draped casket



Union Pacific (George HW Bush) -70' Streamlined Full Length Vista Dome Car (Smooth-Sided)
 20-64093 \$99.95



Union Pacific (George HW Bush) - 2-Car 70' Streamlined Baggage/Coach Passenger Set (Smooth-Sided)
 20-64092 \$199.95



Union Pacific (George HW Bush) -70' Streamlined RPO Passenger Car (Smooth-Sided)
 20-64094 \$99.95



Union Pacific (George HW Bush) - 2-Car 70' Streamlined Sleeper/Diner Passenger Set (Smooth-Sided)
 20-64091 \$199.95



Union Pacific (George HW Bush) - 4-Car 70' Streamlined Passenger Set (Smooth-Sided)
 20-64090 \$379.95

EMD SD70ACe



Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Moveable Roof Fans
- Metal Body Side Grilles
- Detachable Snow Plow
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- 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 Quillable Horn with 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*



Chicago & North Western (UP Heritage) - SD70ACe Diesel Engine w/Proto-Sound 3.0, Cab No. 1995

- | | | |
|------------|----------------|----------|
| 20-21159-1 | Hi-Rail Wheels | \$519.95 |
| 22-21159-2 | Scale Wheels | \$519.95 |



Missouri Pacific (UP Heritage) - SD70ACe Diesel Engine w/Proto-Sound 3.0, Cab No. 1982

- | | | |
|------------|----------------|----------|
| 20-21160-1 | Hi-Rail Wheels | \$519.95 |
| 22-21160-2 | Scale Wheels | \$519.95 |



Union Pacific (UP Spirit) - SD70ACe Diesel Engine w/Proto-Sound 3.0, Cab No. 1943

- | | | |
|------------|----------------|----------|
| 20-21158-1 | Hi-Rail Wheels | \$519.95 |
| 22-20953-2 | Scale Wheels | \$519.95 |

The SD70ACe is Electro-Motive Diesel's hope for the future. While originally 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 seems to have 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. At the time, mainline American railroads generally maintained dual fleets of locomotives. AC power was used for heavy coal hauling and hotshot intermodal traffic because AC traction motors offer higher starting tractive effort with the same horsepower. Less expensive, traditional DC power was used for more mundane duties. But with the SD70ACe, Electro-Motive introduced what was arguably a 21st Century successor to its 1949 Geep — a locomotive that can be nearly all things to all railroads.

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.

KCS: Honoring Our Veterans

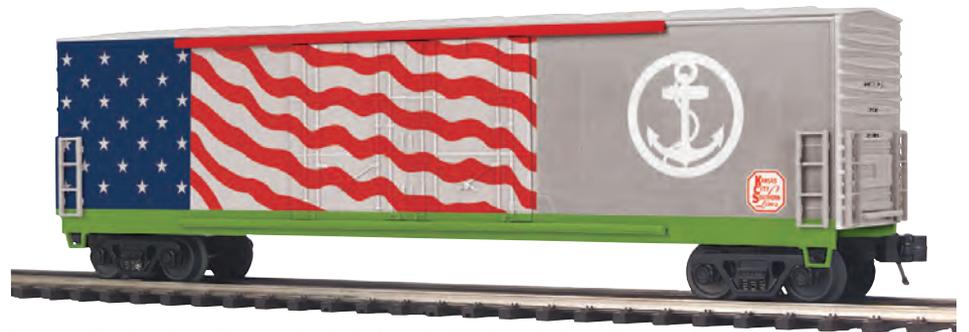


Kansas City Southern (Veteran's) - SD70ACe Diesel Engine w/Proto-Sound 3.0, Cab No. 4006

20-21157-1 Hi-Rail Wheels \$519.95
22-21157-2 Scale Wheels \$519.95



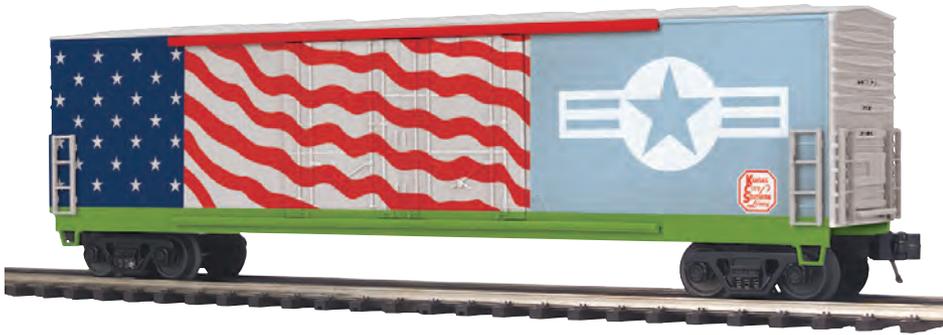
Kansas City Southern (Veteran's - U.S. Army) - 50' Double Door Plugged Box Car
20-93869 \$69.95



Kansas City Southern (Veteran's - U.S. Navy) - 50' Double Door Plugged Box Car
20-93870 \$69.95



Kansas City Southern (Veteran's - U.S. Marines) - 50' Double Door Plugged Box Car
20-93871 \$69.95



Kansas City Southern (Veteran's - U.S. Air Force) - 50' Double Door Plugged Box Car
20-93873 \$69.95

Features

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



Kansas City Southern (Veteran's - U.S. Coast Guard) - 50' Double Door Plugged Box Car
20-93872 \$69.95

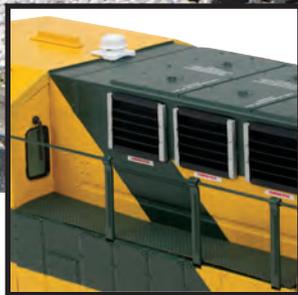


Kansas City Southern (Veteran's - MIA) - 50' Double Door Plugged Box Car
20-93874 \$69.95



Kansas City Southern (Veteran's) - Extended Vision Caboose
20-91671 \$74.95

GE AC4400CW



Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Moveable Roof Fans
- Metal Body Side Grilles
- Detachable Snow Plow
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers*
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED 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: 19 1/2" x 2 1/2" x 4"
- Hi-Rail Wheels Operate on O-42 Curves
- Scale Wheels Operate on 36" Radius Curves

*Hi-Rail Models Only



BNSF - AC4400CW Diesel Engine w/Proto-Sound 3.0, Cab No. 5317

20-21058-1	Hi-Rail Wheels	\$519.95
22-21058-2	Scale Wheels	\$519.95

BNSF - AC4400CW Diesel Engine w/Proto-Sound 3.0, Cab No. 5624

20-21059-1	Hi-Rail Wheels	\$519.95
22-21059-2	Scale Wheels	\$519.95



CSX - AC4400CW Diesel Engine w/Proto-Sound 3.0, Cab No. 454

20-21060-1	Hi-Rail Wheels	\$519.95
22-21060-2	Scale Wheels	\$519.95

CSX - AC4400CW Diesel Engine w/Proto-Sound 3.0, Cab No. 391

20-21061-1	Hi-Rail Wheels	\$519.95
22-21061-2	Scale Wheels	\$519.95



Union Pacific - AC4400CW Diesel Engine w/Proto-Sound 3.0, Cab No. 6344

20-21062-1	Hi-Rail Wheels	\$519.95
22-21062-2	Scale Wheels	\$519.95

Union Pacific - AC4400CW Diesel Engine w/Proto-Sound 3.0, Cab No. 6345

20-21063-1	Hi-Rail Wheels	\$519.95
22-21063-2	Scale Wheels	\$519.95

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

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

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

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

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

Chicago & North Western - AC4400CW Diesel Engine w/Proto-Sound 3.0, Cab No. 8811

20-21064-1	Hi-Rail Wheels	\$519.95
22-21064-2	Scale Wheels	\$519.95

Chicago & North Western - AC4400CW Diesel Engine w/Proto-Sound 3.0, Cab No. 8814

20-21065-1	Hi-Rail Wheels	\$519.95
22-21065-2	Scale Wheels	\$519.95



EMD F7



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
- (2) Remote Controlled Proto-Couplers*
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- LED-Illuminated Class Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- Proto-Sound 3.0 with the Digital Command System Featuring Passenger Station or Freight Yard Proto-Effects
- Measures: 13" x 2 5/8" x 3 3/4"
- Hi-Rail Wheels Operate on O-31 Curves
- Scale Wheels Operate on 31" Radius Curves

**Hi-Rail Models Only*



Nickel Plate Road - F7 A-Unit Diesel Engine w/Proto-Sound 3.0, Cab No. 83
 20-21239-1 Hi-Rail Wheels \$459.95
 22-21239-2 Scale Wheels \$459.95



Erie Lackawanna - F7 A-Unit Diesel Engine w/Proto-Sound 3.0, Cab No. 6351
 20-21233-1 Hi-Rail Wheels \$459.95
 22-21233-2 Scale Wheels \$459.95
 Erie Lackawanna - F7 A-Unit Diesel Engine w/Proto-Sound 3.0, Cab No. 6361
 20-21234-1 Hi-Rail Wheels \$459.95
 22-21234-2 Scale Wheels \$459.95



Erie Lackawanna - F7 B-Unit Diesel, Cab No. 6352
 20-21233-3 Non-Powered Hi-Rail Wheels \$179.95
 Erie Lackawanna - F7 B-Unit Diesel, Cab No. 6362
 20-21234-3 Non-Powered Hi-Rail Wheels \$179.95
 22-21234-3 Non-Powered Scale Wheels \$179.95
 Erie Lackawanna - F7 A-Unit Diesel Engine, Cab No. 6341
 20-21234-4 Non-Powered Hi-Rail Wheels \$199.95



Great Northern - F7 A-Unit Diesel Engine w/Proto-Sound 3.0, Cab No. 274
 20-21235-1 Hi-Rail Wheels \$459.95
 22-21235-2 Scale Wheels \$459.95
 Great Northern - F7 A-Unit Diesel Engine w/Proto-Sound 3.0, Cab No. 274B
 20-21236-1 Hi-Rail Wheels \$459.95
 22-21236-2 Scale Wheels \$459.95



Great Northern - F7 B-Unit Diesel, Cab No. 307B
 20-21235-3 Non-Powered Hi-Rail Wheels \$179.95
 22-21235-3 Non-Powered Scale Wheels \$179.95
 Great Northern - F7 B-Unit Diesel, Cab No. 308B
 20-21236-3 Non-Powered Hi-Rail Wheels \$179.95
 Great Northern -F7 A-Unit Diesel Engine, Cab No. 273A
 20-21236-4 Non-Powered Hi-Rail Wheels \$199.95



Santa Fe - F7 A-Unit Diesel Engine w/Proto-Sound 3.0, Cab No. 347C
 20-21240-1 Hi-Rail Wheels \$499.95
 22-21240-2 Scale Wheels \$499.95
 Santa Fe - F7 A-Unit Diesel Engine w/Proto-Sound 3.0, Cab No. 44
 20-21241-1 Hi-Rail Wheels \$499.95
 22-21241-2 Scale Wheels \$499.95



Santa Fe - F7 B-Unit Diesel, Cab No. 347B
 20-21240-3 Non-Powered Hi-Rail Wheels \$199.95
 22-21240-3 Non-Powered Scale Wheels \$199.95
 Santa Fe - F7 B-Unit Diesel, Cab No. 44A
 20-21241-3 Non-Powered Hi-Rail Wheels \$199.95
 Santa Fe -F7 A-Unit Diesel Engine, Cab No. 44C
 20-21241-4 Non-Powered Hi-Rail Wheels \$229.95



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

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

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

Stainless Plated Body Finish

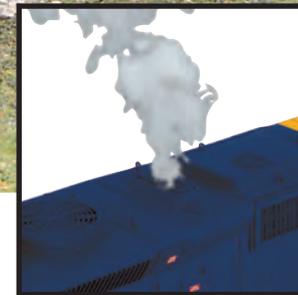
New York Central - F7 A-Unit Diesel Engine w/Proto-Sound 3.0, Cab No. 1654
 20-21237-1 Hi-Rail Wheels \$459.95
 22-21237-2 Scale Wheels \$459.95
 New York Central - F7 A-Unit Diesel Engine w/Proto-Sound 3.0, Cab No. 1655
 20-21238-1 Hi-Rail Wheels \$459.95
 22-21238-2 Scale Wheels \$459.95
 New York Central - F7 B-Unit Diesel, Cab No. 2426
 20-21237-3 Non-Powered Hi-Rail Wheels \$179.95
 22-21237-3 Non-Powered Scale Wheels \$179.95
 New York Central - F7 B-Unit Diesel, Cab No. 2428
 20-21238-3 Non-Powered Hi-Rail Wheels \$179.95
 New York Central -F7 A-Unit Diesel Engine, Cab No. 1657
 20-21238-4 Non-Powered Hi-Rail Wheels \$199.95

EMD SD40-2



Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Moveable Roof Fans
- Metal Body Side Grilles
- Detachable Snow Plow
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- LED-Illuminated Class Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- Proto-Sound 3.0 with the Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 17 1/2" x 2 5/8" x 3 7/8"
- Operates On O-42 Curves





Chessie - SD40-2 Diesel Engine w/Proto-Sound 3.0
 20-21172-1 Cab No. 7507 \$519.95
 20-21173-1 Cab No. 7502 \$519.95



Ontario Northland - SD40-2 Diesel Engine w/Proto-Sound 3.0
 20-21168-1 Cab No. 1734 \$519.95
 20-21169-1 Cab No. 1733 \$519.95



Cataloged from 1972–1986, the SD40-2 was the last hurrah of EMD’s reign as *the* locomotive builder for America’s railroads — a dynasty that began in the 1930s and vanquished Alco, Baldwin, Lima and Fairbanks-Morse. For more than a decade, the six-axle, 3000 hp SD40-2 was virtually the standard new-purchase engine for North American freight service, until General Electric dethroned EMD as the top-selling diesel builder in 1983.

Tasked with creating an upgrade to the already-solid SD40, EMD’s designers created a locomotive that looked a lot like its predecessor but was better in almost every way. The major visual change from the SD40 was a three-foot longer frame with distinctive front and rear “porches,” required to accommodate the new high-adhesion HT-C trucks — which improved both tracking and pulling power. Under the hood, upgraded traction motors and alternator, along with tougher pistons, piston rings and bearings in the 16-cylinder turbocharged model 645 motor, made the SD40-2 10-15% more reliable than the SD40 it replaced.

The most significant change, however, was a major advance in diesel technology: solid state electronics. Gone were the hardwired circuitry and the maze of switches, contacts, interlocks and relays that had characterized all earlier diesels and led to a well-known saying in locomotive shops: “With a steam engine, it took five minutes to find a problem and five hours to fix it; with the new diesels, it takes five hours to find the problem and five minutes to fix it.” The transistors, printed circuit boards and other solid-state components that formed the electrical guts of the new -2 engines were both easier to maintain and more reliable, and paved the way for the computerized controls that would later introduce the third generation of diesel technology.

The SD40-2 turned out to be the apex of second-generation diesels, and the perfection of EMD’s 645 diesel motor. Viewed as an industry benchmark for reliability, the SD40-2 became EMD’s all-time best seller, with 3,949 regular SD40-2’s delivered. Including variations — like Southern Pacific’s famed “tunnel motors” and units with elongated noses that housed remote-control electronics — total production exceeded 5,700 locomotives, sold to 24 American and 6 Canadian roads, plus railroads in Brazil and Mexico. Even today, more than three decades after the last SD40-2 was delivered, more than 1,000 units are still rostered by the Big Six Class 1 railroads in North America.

BNSF (Santa Fe) - SD40-2 Diesel Engine w/Proto-Sound 3.0
 20-21174-1 Cab No. 6957 \$519.95
 20-21175-1 Cab No. 6951 \$519.95

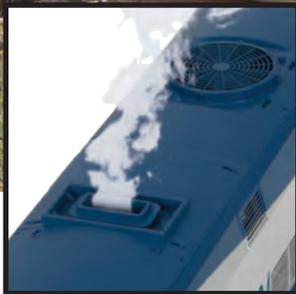


Illinois Central - SD40-2 Diesel Engine w/Proto-Sound 3.0
 20-21170-1 Cab No. 6250 \$519.95
 20-21171-1 Cab No. 6200 \$519.95



Chesapeake & Indiana - SD40-2 Diesel Engine w/Proto-Sound 3.0
 20-21166-1 Cab No. 6321 \$519.95
 20-21167-1 Cab No. 6322 \$519.95

GE P42DC Genesis



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 Board
- LED-Illuminated Class Lights
- Operating LED Ditch Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- 1:48 Scale Proportions
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Proto-Sound 3.0 with the Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 18 1/2" x 2 1/2" x 3 3/4"
- Operates On 0-31 Curves



Amtrak (Wave) - P42DC Genesis Diesel Engine
20-21188-1 Proto-Sound 3.0 \$519.95



Amtrak (40th Anniversary) Phase I - P42DC Genesis Diesel Engine
20-21189-1 Proto-Sound 3.0 \$519.95



Amtrak (40th Anniversary) Phase II - P42DC Genesis Diesel Engine
20-21190-1 Proto-Sound 3.0 \$519.95



Amtrak (40th Anniversary) Phase III - P42DC Genesis Diesel Engine
20-21191-1 Proto-Sound 3.0 \$519.95



Amtrak (40th Anniversary) Phase IV - P42DC Genesis Diesel Engine
20-21192-1 Proto-Sound 3.0 \$519.95

Amtrak's Genesis was the first newly designed American passenger diesel in nearly four decades. Beginning in 1993, it replaced Amtrak's fleet of EMD F40PH diesels, which were really modified freight engines — designed to be resellable in case Amtrak went out of business.

Amtrak's president at the time was Graham Claytor, a lover of trains who had previously headed the Southern Railway and been Secretary of the Navy. Cesar Vergara, a young industrial designer who was Amtrak's Manager of Car Design, asked Claytor for the chance to give the new engine a bold new look. The result was unlike anything else on American rails. It launched Vergara into a career of designing new passenger equipment for railroads across North America and around the world, from Talgo trains in the Pacific Northwest to the newest engines today in Boston area commuter service.

Unlike most diesels, whose structural strength comes from a heavy frame, the Genesis features monocoque construction, in which the body shell carries much of the load instead of just going along for the ride. This allows for a lighter frame, less weight overall, and greater fuel economy. The Genesis is one-third more powerful than the F40PH it replaced, but burns 22% less fuel. Its height is also 14" shorter than its predecessor, allowing it to travel anywhere Amtrak goes, including the tunnels into Penn Station and Grand Central Station in New York.

To make the body easy to fabricate and repair, Vergara used only flat surfaces and sections of cylinders and cones; there are no compound curves like those on the "bulldog" nose of older E-units and F-units. The Genesis name, intended to signify a break from past designs, was chosen in an employee contest at General Electric's Erie, PA plant, which built the locomotives. The design has won several awards, including a Brunel Award, which recognizes outstanding railway designs around the world, and a Presidential Design Award from the U.S. government. The look of the Genesis is not without its detractors, however. *Trains* magazine contributor Fred Frailey wrote that "the front of a P42 looks like an armored tank, those shallow windows the slits from which the weapons officer gains sight of targets."

There are actually three versions of the Genesis. The original 1993 version, model P40DC, has 4,000 horsepower and a 103 mph top speed. Under the hood it is basically a 16-cylinder General Electric Dash 8. Model P32AC, introduced in 1995, was designed specifically for service into New York City, where diesel power is prohibited in stations and approach tunnels under the Hudson River. The P32AC is equipped with retractable pickup shoes for drawing power from the electrified third rail into Grand Central and Penn Station.

The newest version and the prototype for our Premier model is the P42DC, built from 1996-2001. Over 200 in number, this class of engines is the backbone of Amtrak service everywhere except the electrified Northeast Corridor. Compared with the earlier P40DC, the P42 features an improved engine updated to 4200 hp, more modern electronics and cab displays, and a higher top speed of 110 mph.

**Add Matching Passenger Cars
See Page 143**

Alco S-2



Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Number Boards
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- 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
- Measures: 12" x 2 3/4" x 3 3/4"
- Operates On O-31 Curves





Columbia & Reading Railway - Alco S-2 Switcher Diesel Engine w/Proto-Sound 3.0

20-21176-1 Cab No. 226 \$479.95
 20-21177-1 Cab No. 227 \$479.95

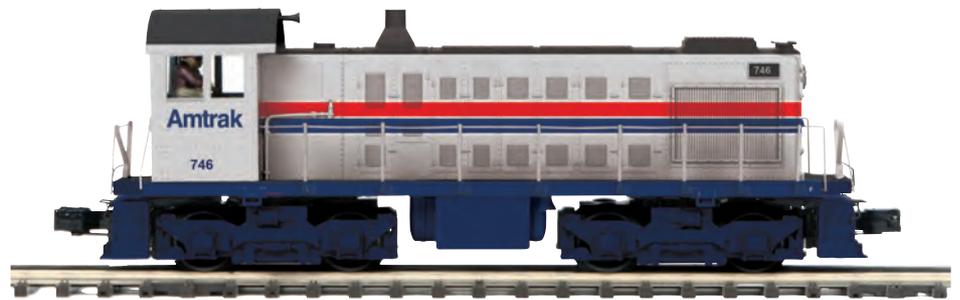
Alco's early diesel switchers, in the 1930s, were characterized by a high engine hood that reached almost to the cab roof. This was necessitated by the height of the McIntosh & Seymour inline 6-cylinder diesels that powered the new engines. Each cylinder in the massive four-stroke motors displaced 1,595 cubic inches, compared with 567 cu.in. per cylinder in Electro-Motive's two-stroke diesels.

But in 1939, Electro-Motive introduced its SW1 switcher, with a lower hood and more cab windows that allowed it to brag about "full front vision." In response, Alco redesigned its engine mounts to allow the motor to drop into a recess in the frame, and in 1940 introduced its S-1 and S-2 switchers, with a greenhouse-like cab that offered ample visibility in all directions. The two models differed mainly in power output. The normally aspirated S-1 with 600 h.p. booted many a small steam switcher from railroad rosters coast to coast. Turbocharging gave the S-2 1000 h.p., allowing it to replace larger steam switchers and branch line engines like

2-6-0s, 2-8-0s and 2-8-2s. The S-series rode on Alco's own Blunt trucks, named for the in-house engineer who designed them to negotiate the tight turns and less-than-perfect track often found on switching assignments.

Introduced just in time for World War II's crush of traffic, the S-2 became a best-seller. Rare was the Class 1 railroad that did not own a fleet of them, and short lines coast-to-coast rostered them as well. By the end of production in 1950, more than 1500 S-2s had been delivered. The engines proved extremely durable, with many earning their keep into the 1970s and '80s, and a number still operating today in tourist railroad and short line service.

Our S-2 model rides on prototypical Blunt trucks and features everything you'd want in a hard-working switcher. Walkways have metal handrails and etched safety tread to prevent your 1/48-scale crewmen from slipping on a wet surface. End pilots have separately-added uncoupling levers.



Amtrak - Alco S-2 Switcher Diesel Engine w/Proto-Sound 3.0

20-21178-1 Cab No. 746 \$479.95
 20-21179-1 Cab No. 747 \$479.95

You'll find legible Alco builder's plates, and a cooling fan visible beneath the see-through metal grille atop the hood. The numerous grab irons and underframe bell are also separately added metal parts, and the cab features an illuminated interior with two crewmen. Directionally operated headlights and illuminated number boards round out the lighting effects.

Dual pickup rollers on each truck make this model nearly stall-proof on any three-rail O gauge switches. Throttle down as low as three scale miles per hour and maintain that speed as long as you wish, thanks to Proto-Speed Control. Pick up and drop off cars anywhere on your layout, with remotely operated front and rear Proto-Couplers. Listen to the authentic chant of a first-generation Alco motor, rumbling with an off-beat gait that sounds like it could use a tune-up. Simulate light or heavy diesel exhaust with the variable-intensity ProtoSmoke system. While other manufacturers have offered the S-2, no other O gauge model runs more smoothly or dependably, sounds as good, or is more fun to operate.



Richmond Fredericksburg & Potomac - Alco S-2 Switcher Diesel Engine w/Proto-Sound 3.0

20-21180-1 Cab No. 51 \$479.95
 20-21181-1 Cab No. 55 \$479.95



Studebaker - Alco S-2 Switcher Diesel Engine w/Proto-Sound 3.0

20-21182-1 Cab No. 2 \$479.95
 20-21183-1 Cab No. 3 \$479.95



Buffalo Creek - Alco S-2 Switcher Diesel Engine w/Proto-Sound 3.0

20-21184-1 Cab No. 46 \$479.95
 20-21185-1 Cab No. 47 \$479.95



Staten Island Railway - Alco S-2 Switcher Diesel Engine w/Proto-Sound 3.0

20-21186-1 Cab No. 821 \$479.95
 20-21187-1 Cab No. 822 \$479.95

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
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- O Scale Kadee-Compatible Coupler Mounting Pads
- (2) Remote-Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlight
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- LED-Illuminated Class Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- 1:48 Scale Proportions
- Locomotive Speed Control In Scale MPH Increments
- Proto-Sound 3.0 with the Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 16 3/4" x 2 5/8" x 3 3/4"
- Operates On O-31 Curves



See It In Action At
www.mthtrains.com



Santa Fe - Alco PA A-Unit Diesel Engine (Plated) w/Proto-Sound 3.0
20-21154-1 Cab No. 53 \$499.95

Stainless Plated Body Finish



Santa Fe - 4-Car 70' Streamlined Passenger Set (Ribbed-Sided, Plated)
20-64088 \$439.95



New Haven - Alco PA A-Unit Diesel Engine w/Proto-Sound 3.0
20-21242-1 Cab No. 0778 \$479.95
20-21243-1 Cab No. 0775 \$479.95



New Haven - Alco PA B-Unit Non-Powered Diesel Engine
20-21242-3 Cab No. 0769 \$199.95
New Haven - Alco PA A-Unit Non-Powered Diesel Engine
20-21243-4 Cab No. 0781 \$249.95



Denver & Rio Grande Western - Alco PA A-Unit Diesel Engine
w/Proto-Sound 3.0
20-21244-1 Cab No. 600A \$479.95
20-21245-1 Cab No. 601A \$479.95



Denver & Rio Grande Western - Alco PA B-Unit Non-Powered
Diesel Engine
20-21244-3 Cab No. 601B \$199.95
Denver & Rio Grande Western - Alco PA A-Unit Non-Powered
Diesel Engine
20-21245-4 Cab No. 602A \$249.95



New York Central - Alco PA A-Unit Diesel Engine
w/Proto-Sound 3.0
20-21246-1 Cab No. 4201 \$479.95
20-21247-1 Cab No. 4204 \$479.95



New York Central - Alco PA B-Unit Non-Powered Diesel Engine
20-21246-3 Cab No. 4302 \$199.95
New York Central - Alco PA A-Unit Non-Powered Diesel Engine
20-21247-4 Cab No. 4207 \$249.95

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

The muscular PA profile and its elegant nose, with the characteristic grille around the headlight, were designed by Ray Patten, General Electric's head of industrial design. At the time, GE and Alco were partners in the locomotive business, with GE making the electrical equipment for all Alco diesels. Patten's design was described as "a locomotive so distinctive and so powerful looking that it actually helps railroads sell their services to passengers and shippers."

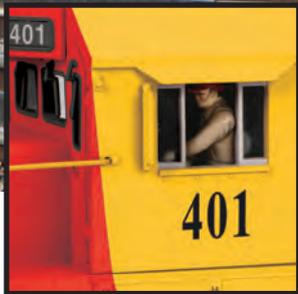
Under the hood of the PA beat a 16-cylinder model 244 prime mover that developed 2000 hp. Depending on their gearing, PA's could hustle a passenger consist along at up to 100 mph.

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

Recreate the excitement of first-class passenger travel with Premier Alco PA locomotives and matching Premier passenger sets. Our 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 140–143**

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
- 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 Front and Rear Number Boards
- LED-Illuminated Class and Marker Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Playable Horn Sounds
- 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 O-31 Curves
- Scale Wheels Operate on 31" Radius Curves



Susquehanna - GP40 Diesel Engine w/Proto-Sound 3.0, Cab No. 3040
 20-21201-1 Hi-Rail Wheels \$519.95
 22-21201-2 Scale Wheels \$519.95
 Susquehanna - GP40 Diesel Engine w/Proto-Sound 3.0, Cab No. 3042
 20-21202-1 Hi-Rail Wheels \$519.95
 22-21202-2 Scale Wheels \$519.95



New England Central - GP40 Diesel Engine w/Proto-Sound 3.0, Cab No. 4048
 20-21205-1 Hi-Rail Wheels \$519.95
 22-21205-2 Scale Wheels \$519.95
 New England Central - GP40 Diesel Engine w/Proto-Sound 3.0, Cab No. 4049
 20-21206-1 Hi-Rail Wheels \$519.95
 22-21206-2 Scale Wheels \$519.95



Rock & Rail - GP40 Diesel Engine w/Proto-Sound 3.0, Cab No. 401
 20-21203-1 Hi-Rail Wheels \$519.95
 22-21203-2 Scale Wheels \$519.95
 Rock & Rail - GP40 Diesel Engine w/Proto-Sound 3.0, Cab No. 501
 20-21204-1 Hi-Rail Wheels \$519.95
 22-21204-2 Scale Wheels \$519.95

Did You Know?

Operating over former D&RGW trackage, Rock & Rail RR is a southern Colorado short line originally formed to haul rock from a Missouri quarry. Today it carries freight through the scenic Royal Gorge, where it shares the track with a tourist railroad.

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

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

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

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



Western Maryland (CSX) - GP40 Diesel Engine w/Proto-Sound 3.0, Cab No. 6573
 20-21207-1 Hi-Rail Wheels \$519.95
 22-21207-2 Scale Wheels \$519.95
 Western Maryland (CSX) - GP40 Diesel Engine w/Proto-Sound 3.0, Cab No. 6571
 20-21208-1 Hi-Rail Wheels \$519.95
 22-21208-2 Scale Wheels \$519.95



Indiana Southern - GP40 Diesel Engine w/Proto-Sound 3.0, Cab No. 4037
 20-21209-1 Hi-Rail Wheels \$519.95
 22-21209-2 Scale Wheels \$519.95
 Indiana Southern - GP40 Diesel Engine w/Proto-Sound 3.0, Cab No. 4040
 20-21210-1 Hi-Rail Wheels \$519.95
 22-21210-2 Scale Wheels \$519.95

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
- Lead Remote-Controlled Proto-Coupler
- Rear Non-Operating Metal Coupler
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlight
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- LED-Illuminated Class Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- 1:48 Scale Proportions
- Proto-Sound 3.0 with the Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 18" x 2 1/2" x 3 7/8"
- Operates On O-31 Curves





Rock Island - E8 A-Unit Diesel Engine
w/Proto-Sound 3.0
20-21248-1 Cab No. 652 \$479.95



Rock Island - E8 A-Unit Diesel Engine
(Non-Powered)
20-21249-4 Cab No. 650 \$249.95

Rock Island - E8 B-Unit Diesel (Non-Powered)
20-21248-3 Cab No. 615 \$199.95



Santa Fe (Plated) - E8 A-Unit Diesel Engine
w/Proto-Sound 3.0
20-21256-1 Cab No. 82 \$529.95



Santa Fe (Plated) - E8 A-Unit Diesel Engine
(Non-Powered)
20-21257-4 Cab No. 86 \$299.95

Santa Fe (Plated) - E8 B-Unit Diesel
(Non-Powered)
20-21256-3 Cab No. 82A \$249.95

Stainless Plated Body Finish



GM 1947 Train of Tomorrow (Plated) -
E8 A-Unit Diesel Engine w/Proto-Sound 3.0
20-21250-1 Cab No. 765 \$479.95
20-21251-1 Cab No. 766 \$479.95



GM 1947 Train of Tomorrow (Plated) -
E8 A-Unit Diesel Engine (Non-Powered)
20-21251-4 Cab No. 767 \$249.95

GM 1947 Train of Tomorrow (Plated) -
E8 B-Unit Diesel (Non-Powered)
20-21250-3 Cab No. 765B \$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.



New York Central - E8 A-Unit Diesel Engine
w/Proto-Sound 3.0
20-21252-1 Cab No. 4068 \$479.95
20-21253-1 Cab No. 4080 \$479.95



New York Central - E8 A-Unit Diesel Engine
(Non-Powered)
20-21253-4 Cab No. 4069 \$249.95

New York Central - E8 B-Unit Diesel
(Non-Powered)
20-21252-3 Cab No. 4160 \$199.95

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



Pennsylvania - E8 A-Unit Diesel Engine
w/Proto-Sound 3.0
20-21254-1 Cab No. 5711 \$479.95
20-21255-1 Cab No. 5809 \$479.95



Pennsylvania - E8 A-Unit Diesel Engine
(Non-Powered)
20-21255-4 Cab No. 5836 \$249.95

Pennsylvania - E8 B-Unit Diesel
(Non-Powered)
20-21254-3 Cab No. 5791B \$199.95

Add Matching Passenger Cars - See Page 140-143

EMD GP38-2



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
- 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 Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Playable Horn Sounds
- Locomotive Speed Control In Scale MPH Increments
- Onboard DCC/DCS Decoder
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- Proto-Sound 3.0 with the Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 15 1/2" x 2 3/4" x 4"
- Hi-Rail Wheels Operate on O-31 Curves
- Scale Wheels Operate on 31" Radius Curves





Norfolk Southern - GP38-2 Diesel Engine With Proto-Sound 3.0, Cab No. 5636
 20-21221-1 Hi-Rail Wheels \$499.95
 22-21221-2 Scale Wheels \$499.95

Norfolk Southern - GP38-2 Diesel Engine With Proto-Sound 3.0, Cab No. 5639
 20-21222-1 Hi-Rail Wheels \$499.95
 22-21222-2 Scale Wheels \$499.95



Toledo, Peoria & Western - GP38-2 Diesel Engine With Proto-Sound 3.0, Cab No. 2001
 20-21223-1 Hi-Rail Wheels \$499.95
 22-21223-2 Scale Wheels \$499.95

Toledo, Peoria & Western - GP38-2 Diesel Engine With Proto-Sound 3.0, Cab No. 2003
 20-21224-1 Hi-Rail Wheels \$499.95
 22-21224-2 Scale Wheels \$499.95



East Penn Railroad - GP38-2 Diesel Engine With Proto-Sound 3.0, Cab No. 2800
 20-21225-1 Hi-Rail Wheels \$499.95
 22-21225-2 Scale Wheels \$499.95

East Penn Railroad - GP38-2 Diesel Engine With Proto-Sound 3.0, Cab No. 2801
 20-21226-1 Hi-Rail Wheels \$499.95
 22-21226-2 Scale Wheels \$499.95



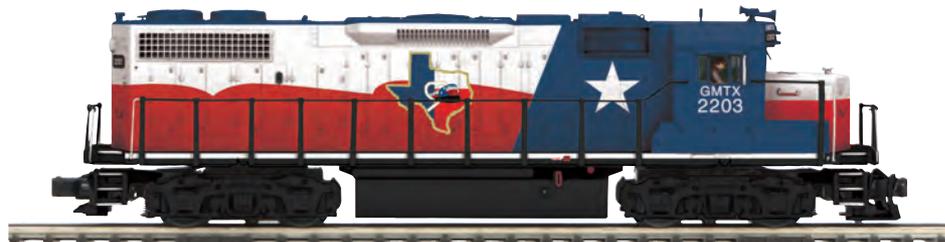
Elgin, Joliet & Eastern - GP38-2 Diesel Engine With Proto-Sound 3.0, Cab No. 703
 20-21227-1 Hi-Rail Wheels \$499.95
 22-21227-2 Scale Wheels \$499.95

Elgin, Joliet & Eastern - GP38-2 Diesel Engine With Proto-Sound 3.0, Cab No. 702
 20-21228-1 Hi-Rail Wheels \$499.95
 22-21228-2 Scale Wheels \$499.95



Delaware & Hudson - GP38-2 Diesel Engine With Proto-Sound 3.0, Cab No. 7323
 20-21229-1 Hi-Rail Wheels \$499.95
 22-21229-2 Scale Wheels \$499.95

Delaware & Hudson - GP38-2 Diesel Engine With Proto-Sound 3.0, Cab No. 7324
 20-21230-1 Hi-Rail Wheels \$499.95
 22-21230-2 Scale Wheels \$499.95



Central Texas & Colorado - GP38-2 Diesel Engine With Proto-Sound 3.0, Cab No. 2203
 20-21231-1 Hi-Rail Wheels \$499.95
 22-21231-2 Scale Wheels \$499.95

Central Texas & Colorado - GP38-2 Diesel Engine With Proto-Sound 3.0, Cab No. 2223
 20-21232-1 Hi-Rail Wheels \$499.95
 22-21232-2 Scale Wheels \$499.95

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

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

The result was an engine so hard working and dependable that it became as common on American railroads as the F-unit was in the 1950s and '60s. *Trains* magazine recognized this in 1982 by designating B&O GP38 (a pre-Dash-2 model) as the All American Diesel; the engine resides today in the Baltimore & Ohio Railroad Museum, repainted in its 1982 Chessie System colors. Many GP38-2s have soldiered on for more than three decades and remain in service today on short lines and regional railroads.

While our Premier model is not the only O gauge version of this second-generation stalwart, it offers the best combination of detail, realism, and performance of any 1/48 scale GP38-2. Added-on detail parts include windshield wipers, metal see-thru body grilles, lift rings, metal grab irons and handrails, and see-thru rooftop fan housings, as well as brake cylinders, air pipes, and swing hangers on our super-detailed Blomberg trucks.

And in command mode with the DCS system, you can create a lashup combining one or more GP38-2s with other Proto-Sound 2.0 and 3.0 first- or second-generation power — and run them all from a single throttle, just like the prototype.

EMD SD70MAC



Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Moveable Roof Fans
- Metal Body Side Grilles
- Detachable Snow Plow
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- Flashing LED Ditch Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Locomotive Speed Control In Scale MPH Increments
- Onboard DCC/DCS Decoder
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- Proto-Sound 3.0 with the Digital Command System Featuring Quillable Horn With Freight Yard Proto-Effects
- Measures: 18 1/2" x 2 5/8" x 4"
- Operates On 0-36 Curves



Norfolk Southern - SD70MAC Diesel Engine w/Proto-Sound 3.0
 20-21193-1 Cab No. 1800 \$519.95
 20-21194-1 Cab No. 1801 \$519.95



Alaska - SD70MAC Diesel Engine w/Proto-Sound 3.0
 20-21195-1 Cab No. 4002 \$519.95
 20-21196-1 Cab No. 4004 \$519.95



BNSF - SD70MAC Diesel Engine w/Proto-Sound 3.0
 20-21197-1 Cab No. 9839 \$519.95
 20-21198-1 Cab No. 9846 \$519.95



CSX - SD70MAC Diesel Engine w/Proto-Sound 3.0
 20-21199-1 Cab No. 700 \$519.95
 20-21200-1 Cab No. 789 \$519.95

From the dawn of dieselization to the early 1990s, every diesel electric was powered by DC traction motors. Today, however, virtually all new road diesels have AC traction motors, which are more reliable, simpler to build and maintain, and can start a heavier train with the same horsepower. That revolution began in earnest with the SD70MAC.

In 1991–92, after years of research and development, EMD fielded America's first production AC road engines, a quartet of 3800 horsepower SD60MACs. Burlington Northern stepped up as a test site for the engines and fell in love with them. A year later, it placed a sight-unseen order for 350 new 4000 hp SD70MACs — despite the additional half-million dollars or more that AC electronics added to each engine's price — and the AC revolution was on. Slightly late to the party, General Electric introduced its first AC engine, the AC4400CW (shown elsewhere in this catalog) the same year, but production would not ramp up until a year later.

From 1993 through 2004, when new environmental regulations produced the upgraded SD70ACe, EMD sold 1,109 SD70MACs. The largest fleets were and still are owned by BN (now BNSF), which ultimately bought over 800, and CSX, with over 200 purchased. In addition to AC traction, a big selling point of the SD70MAC, and the entire SD70 series, was its self-steering trucks, a feature GE could not match at the time. EMD's HTCR ("high traction, three-axle, radial") truck could steer into curves, greatly reducing wear on both track and wheels; it was widely recognized as superior to the trucks on competitive GE diesels.

About Norfolk Southern Nos. 1800 and 1801

When an automobile is recycled, nothing much remains but molten metal. When a modern diesel locomotive is recycled, however, the frame and much of the exterior is re-used, while internal organs are replaced or upgraded. In an era when a new freight locomotive can cost upwards of \$2 million, recycling old power makes both economic and ecological sense.

Begun in 2015, Norfolk Southern's "DC to AC" program upgrades 20-year-old diesels with more horsepower, lower emissions, more comfortable cabs, and conversion to AC electric motors. Outshopped in September 2018, engine nos. 1800 and 1801 are the lead engines in a group of 25 1990's-era SD70s rebuilt as SD70ACCs by Progress Rail in Muncie Indiana. Their yellow color symbolizes Caterpillar, the parent company of Progress Rail; "the other engines in their group wear NS's black and white Thoroughbred paint scheme.

Baldwin VO-1000



Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- Lighted LED Cab Interior Light
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- 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: 14 1/2" x 2 1/2" x 3 1/2"
- Operates On O-31 Curves



Rock Island - VO-1000 Diesel Engine w/Proto-Sound 3.0

20-21211-1 Engine No. 763 \$499.95

20-21212-1 Engine No. 760 \$499.95



NWSC Crane - VO-1000 Diesel Engine w/Proto-Sound 3.0

20-21213-1 Engine No. 1 \$499.95

20-21214-1 Engine No. 2 \$499.95



Youngstown Sheet & Tube - VO-1000 Diesel Engine w/Proto-Sound 3.0

20-21215-1 Engine No. 805 \$499.95

20-21216-1 Engine No. 806 \$499.95

Burlington - VO-1000 Diesel Engine w/Proto-Sound 3.0

20-21219-1 Engine No. 9363 \$499.95

20-21220-1 Engine No. 9351 \$499.95

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

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

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



Bessemer & Lake Erie - VO-1000 Diesel Engine w/Proto-Sound 3.0

20-21217-1 Engine No. 282 \$499.95

20-21218-1 Engine No. 283 \$499.95



Pennsylvania GG1



Features

- Intricately Detailed, Die-Cast Metal Body
- Die-Cast Truck Sides & Pilots
- Metal Chassis
- Metal Handrails and Horn
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers
- Directionally Controlled Constant Voltage LED Headlights
- Prototypical Rule 17 Lighting
- Lighted LED Cab Interior Light
- Illuminated LED Number Boards
- Lighted LED Marker Lights
- (2) Powerful 5-Pole Precision-Flywheel Equipped Skew-Wound Balanced Motors
- Operating ProtoSmoke Steam Generator Exhaust
- Motorized Operating Pantographs
- 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: 20" x 2 5/8" x 4"
- Operates On O-72 Curves



Pennsylvania (Tuscan 5-Stripe) - GG1 Electric Engine With Proto-Sound 3.0
20-5728-1 Cab No. 4857 \$849.95

**Add Matching
Passenger Cars
See Page 140-141**



Pennsylvania (Brunswick Green 5-Stripe) - GG1 Electric Engine With Proto-Sound 3.0
20-5729-1 Cab No. 4890 \$849.95



Pennsylvania (Tuscan Solid Stripe) - GG1 Electric Engine With Proto-Sound 3.0
20-5730-1 Cab No. 4907 \$849.95



Pennsylvania (Brunswick Green Solid Stripe) - GG1 Electric Engine With Proto-Sound 3.0
20-5731-1 Cab No. 4869 \$849.95



Pennsylvania (Silver Solid Stripe) - GG1 Electric Engine With Proto-Sound 3.0
20-5732-1 Cab No. 4880 \$849.95



Pennsylvania (Bicentennial) - GG1 Electric Engine With Proto-Sound 3.0
20-5733-1 Cab No. 4880 \$849.95

For more than two decades, the Pennsylvania Railroad experimented with locomotive designs in search of a high-speed, mainline passenger electric. That search ended in 1934 with the GG1, a cooperative effort by the PRR, Baldwin, Westinghouse, and General Electric, based largely on neighbor New Haven's successful EP3 juiced jack. Industrial designer Raymond Loewy cleaned up the original riveted body to create a design that looked contemporary for half a century.

The GG1 fleet hustled passenger traffic of all types along the Pennsy's multi-track raceway from New York to Washington and west to Harrisburg, including the famed *Congressional* and *Broadway Limited*. With 18 Pullmans in tow, a GG1 could hit 100 mph. Regearaged for freight service and run as double-headers, a pair of GG1s delivered about the same tractive effort as a Union Pacific Big Boy, with virtually no noise, no smoke, much less wear on the track, and significantly less maintenance. Many GG1s racked up more than five million miles of service, outlasting the railroad that built them and serving its two successors, the Penn Central and Conrail. If there were a Locomotive Hall of Fame, the Pennsylvania Railroad GG1 would surely be one of the first inductees.

Add this fully die-cast Hall of Famer to your layout in one or more authentic PRR liveries, featuring station sounds for Pennsy name trains, smooth performance at any speed from a crawl to full throttle, dual-motored power to rival the prototype, smoke from the train heat boiler, and pantographs that automatically raise and lower according to the direction of travel. We've even added sound effects to accompany the raising and lowering of the pantographs when the locomotive changes direction.

Automatic Pantograph Operation Explained

Users operating the GG1 in conventional mode will find that by depressing the transformer's direction button to stop the locomotive, the rear pantograph will remain in the up position while the lead pantograph slowly rises up. Once the lead pantograph is in its up position, the rear pantograph will slowly lower into the down position. At this point, another press of the direction button will cause the locomotive to reverse, making the lead pantograph now the rear pantograph and in the up position.

In command operation, two operating modes are available: Auto and Manual. Auto mode behaves similar to conventional mode, with the rear pantograph in the up position when moving. The up and down movement of the pantograph is direction-controlled using the DCS Digital Command Control System. In Manual mode, both pantographs can be raised and lowered via the DCS System, regardless of directional state.

CP Holiday Train



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
- O Scale Kadee-Compatible Coupler Mounting Pads
- Metal Wheels, Axles and Gears
- 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
- Locomotive Speed Control In Scale MPH Increments
- Onboard DCC/DCS Decoder
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- Proto-Sound 3.0 with the Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 19 1/2" x 2 1/2" x 4"
- Hi-Rail Wheels Operate On 0-42 Curves
- Scale Wheels Operate On 36" Radius Curves



Every year since 1999, the Canadian Pacific's Holiday Train has plied CP rails between Montreal and the Pacific coast, helping over a hundred towns and cities celebrate the season by supporting their local food bank. At each stop, a boxcar opens up to become the stage for a traveling band. Trailing passenger cars accommodate Santa and his helpers. Performances are free, but guests are asked to bring donations for the local community's food bank. In its first 20 seasons, the train has raised over \$14 million and 4 million pounds of food donations.

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

Heading the train is our twin-motored scale model of General Electric's AC4400CW diesel, featuring Proto-Speed control for smooth, steady speeds from a crawl to full throttle; remote-controlled Proto-Couplers; LED-Illuminated headlight, number

boards, cab interior and holiday lights; variable-intensity ProtoSmoke diesel exhaust; and a full symphony of train sounds, from holiday arrival music to diesel sounds, wailing horn, clanging bell and crew conversations.



Canadian Pacific (2009 Holiday Train) - AC4400CW Diesel Engine w/Proto-Sound 3.0, Cab No. 9815
 20-21161-1 Hi-Rail Wheels \$599.95
 22-21161-2 Scale Wheels \$599.95



Canadian Pacific (2009 Holiday Train) - 4-Car 50' Double Door Plugged Boxcar Set
 20-92237 \$399.95

Christmas

Christmas - Flat Car w/ 40' Trailer
20-95398 \$79.95



Christmas - 40' Box Car with LED Lights
20-93879 \$89.95

Christmas - N-6b Caboose w/Operating Santa
20-91636 \$89.95

*Santa leans out with lighted lantern,
when activated by operating track
section, or bell button in conventional
mode*



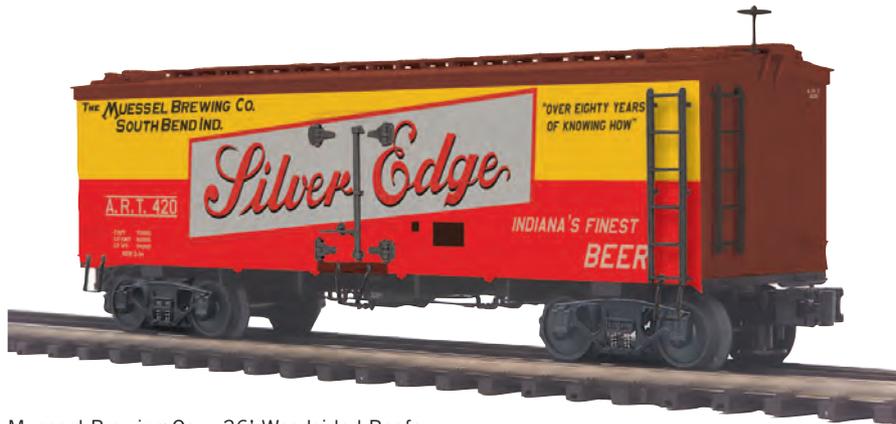
36' Woodsided Reefer



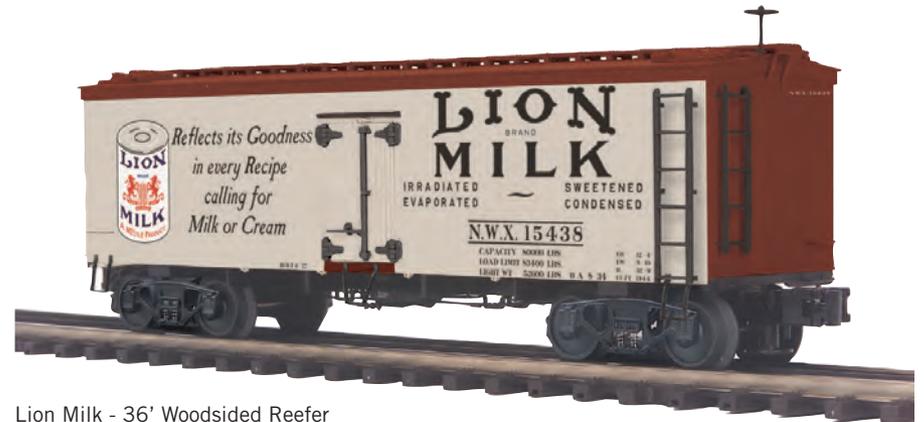
Pabst - 36' Woodsided Reefer
20-94434 \$64.95



Plitt's Ginger Ale - 36' Woodsided Reefer
20-94435 \$64.95



Muessel Brewing Co. - 36' Woodsided Reefer
20-94436 \$64.95



Lion Milk - 36' Woodsided Reefer
20-94437 \$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 Scheme
- Detailed Brake System
- 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
- Measures: 10 3/4" x 2 3/8" x 3 9/16"
- Operates On O-31 Curves

R50B Express Reefer



Pennsylvania - R50B Express Reefer
20-94288 \$74.95



Railway Express Agency - R50B Express Reefer
20-94289 \$74.95



Norfolk & Western - R50B Express Reefer
20-94290 \$74.95



Santa Fe - R50B Express Reefer
20-94291 \$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 and Roof Hatches
- 1:48 Scale Dimensions
- Measures: 14 1/2" x 2 1/2" x 3 1/2"
- Operates On O-31 Curves

Easily Convert to 2-Rail!

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



Reefer



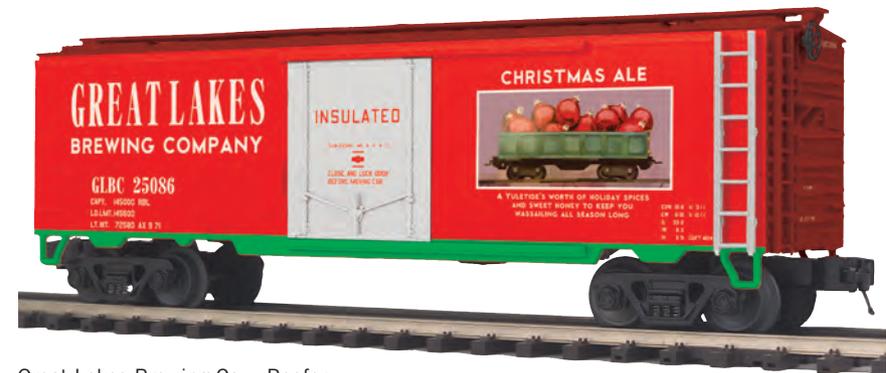
Amtrak - Reefer
20-94292 \$64.95



Fuhrmann & Schmidt Brewing - Reefer
20-94293 \$64.95



Hood's Dairy - Reefer
20-94295 \$64.95



Great Lakes Brewing Co. - Reefer
20-94294 \$64.95



Features

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

PS-1 Box Car



Chicago Great Western - 40' Box Car
20-93775 \$64.95



Northern Pacific - 40' Box Car
20-93776 \$64.95



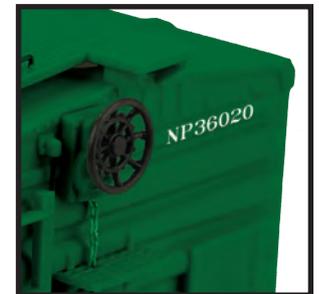
Rutland - 40' Box Car
20-93777 \$64.95



Lehigh Valley - 40' Box Car
20-93778 \$64.95

Features

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



50' Box Car



Chessie - 50' Box Car
20-93875 \$69.95



Railbox - 50' Box Car
20-93876 \$69.95



Railbox - 50' Box Car
20-93877 \$69.95



Union Pacific - 50' Box Car
20-93878 \$69.95



Features

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

50' Double Plug-Door Box Car



CSX - 50' Double Door Plugged Box Car
20-93866 \$69.95



Boston & Maine - 50' Double Door Plugged Box Car
20-93867 \$69.95



Union Pacific - 50' Double Door Plugged Box Car
20-93868 \$69.95



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

Features

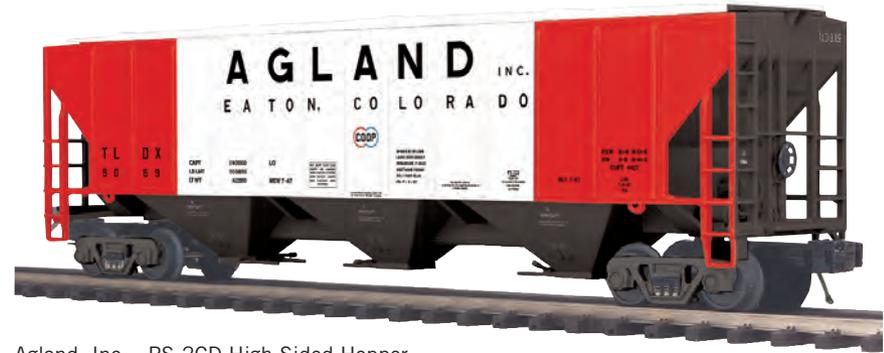
- Intricately Detailed, Durable ABS Body
- Stamped Metal Floor
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Separate Metal Handrails
- Sliding Car Doors
- 1:48 Scale Dimensions
- Measures: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



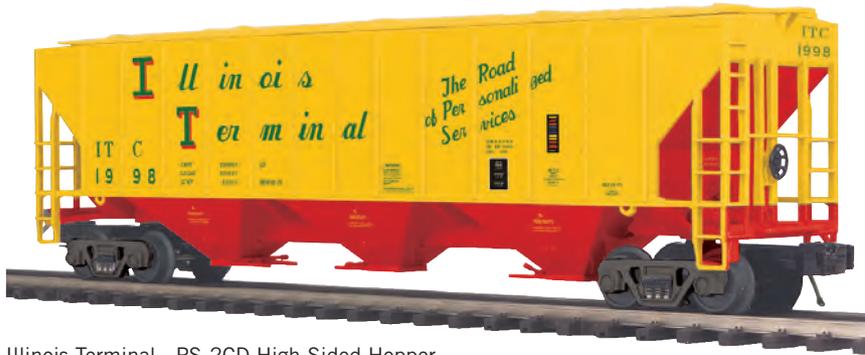
PS-2CD High-Sided Hopper



On Track For A Cure - PS-2CD High-Sided Hopper
20-97377 \$69.95



Agland, Inc. - PS-2CD High-Sided Hopper
20-97378 \$69.95



Illinois Terminal - PS-2CD High-Sided Hopper
20-97379 \$69.95



Peavey Company - PS-2CD High-Sided Hopper
20-97380 \$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
- Fast-Angle Wheel Sets
- Needle-Point Axles
- O Scale Kadee-Compatible Coupler Mounting Pads
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Separate Metal Handrails
- 1:48 Scale Dimensions
- Measures: 14" x 2 11/16" x 3 13/16"
- Operates On O-31 Curves

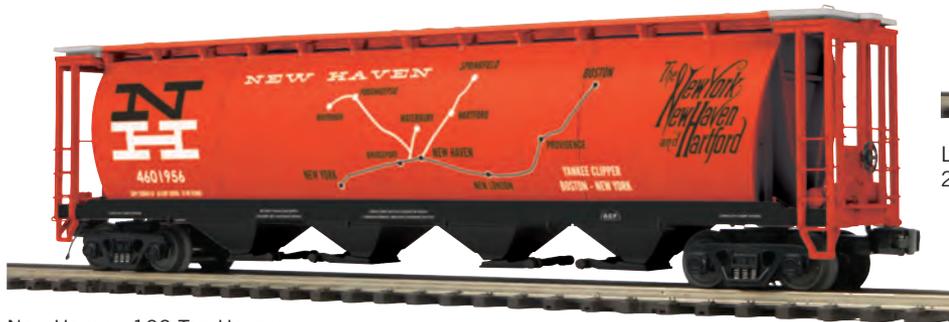
100-Ton Hopper



Florida East Coast - 100 Ton Hopper
20-97918 \$69.95



Lehigh Valley - 100 Ton Hopper
20-97919 \$69.95



New Haven - 100 Ton Hopper
20-97920 \$69.95



Long Island - 100 Ton Hopper
20-97921 \$69.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Separate Metal Handrails
- 1:48 Scale Dimensions
- O Scale Kadee Compatible Coupler Mounting Pads
- Measures: 15" x 2 11/16" x 3 3/4"
- Operates On O-31 Curves

Easily Convert to 2-Rail!

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



Coke Hopper



CSX - Coke Hopper
20-97373 \$69.95

CSX - 4-Car Coke Hopper Set
20-92225 \$249.95
20-92226 \$249.95



PMRX - Coke Hopper
20-97374 \$69.95

PMRX - 4-Car Coke Hopper Set
20-92227 \$249.95
20-92228 \$249.95



Norfolk Southern (Plated) - Coke Hopper
20-97376 \$79.95

Norfolk Southern (Plated) - 4-Car Coke Hopper Set
20-92231 \$289.95
20-92232 \$289.95

Stainless Plated Body Finish



Conrail - Coke Hopper
20-97375 \$69.95

Conrail - 4-Car Coke Hopper Set
20-92229 \$249.95
20-92230 \$249.95

Easily Convert to 2-Rail!

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



Features

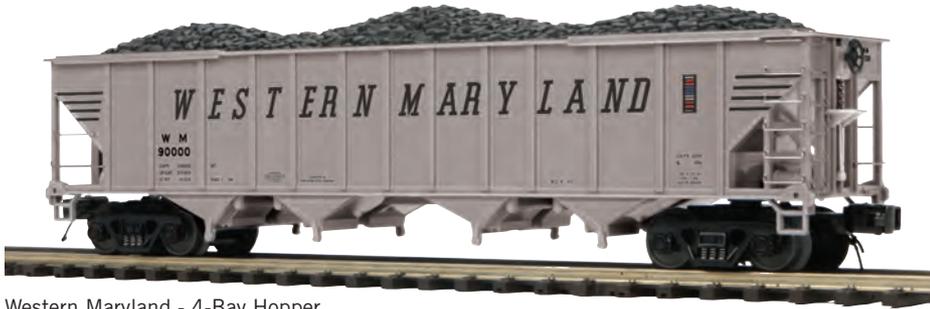
- Intricately Detailed, Durable ABS Body
- Colorful, Attractive Paint Scheme
- Detailed, Removable Coke Load
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- O Scale Kadee-Compatible Coupler
- Mounting Pads
- (2) Operating Die-Cast Metal Couplers
- Separate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

4-Bay Hopper



Union Pacific - 4-Bay Hopper
20-97914 \$64.95

Union Pacific - 4-Bay Hopper 6 Car Set
20-92205 \$349.95
20-92206 \$349.95



Western Maryland - 4-Bay Hopper
20-97917 \$64.95

Western Maryland - 4-Bay Hopper 6 Car Set
20-92211 \$349.95
20-92212 \$349.95



Virginian - 4-Bay Hopper
20-97915 \$64.95

Virginian - 4-Bay Hopper 6 Car Set
20-92207 \$349.95
20-92208 \$349.95



Pennsylvania - 4-Bay Hopper
20-97916 \$64.95

Pennsylvania - 4-Bay Hopper 6 Car Set
20-92209 \$349.95
20-92210 \$349.95



Features

- Intricately Detailed, Durable ABS Body
- Detailed, Removable Coal Load
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- O Scale Kadee-Compatible Coupler Mounting Pads
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Separate Metal Handrails
- 1:48 Scale Dimensions
- Measures: 13 1/4" x 2 5/8" x 3"
- Operates On O-31 Curves

Easily Convert to 2-Rail!

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



Coalporter Hopper



Chessie (Plated) - Coalporter Hopper
20-97910 \$79.95

Chessie (Plated) - 4-Car Coalporter Hopper Set *Stainless Plated Body Finish*
20-92217 \$289.95
20-92218 \$289.95



FURX (Plated) - Coalporter Hopper
20-97911 \$79.95

FURX (Plated) - 4-Car Coalporter Hopper Set
20-92219 \$289.95
20-92220 \$289.95



CSX - Coalporter Hopper
20-97913 \$69.95

CSX - 4-Car Coalporter Hopper Set
20-92223 \$249.95
20-92224 \$249.95



Great Northern (Plated) - Coalporter Hopper
20-97912 \$79.95



Great Northern (Plated) - 4-Car Coalporter Hopper Set
20-92221 \$289.95
20-92222 \$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
- Stainless Plated Body Finish (Except CSX)
- Detailed, Removable Coal Load
- 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
- Measures: 13 1/8" x 2 5/8" x 3 3/8"
- Operates On 0-31 Curves

Tank Car

Stainless Plated Body Finish



Sunoco (Stainless Plated) - Tank Car
20-96287 \$79.95



Mobil Oil (Stainless Plated) - Tank Car
20-96288 \$79.95



Texaco (Stainless Plated) - Tank Car
20-96289 \$79.95



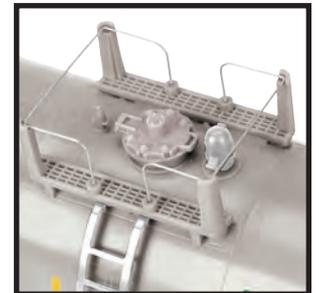
BP (Stainless Plated) - Tank Car
20-96290 \$79.95

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
- Detailed Brake Wheel
- Separate Metal Handrails and Ladders
- 1:48 Scale Dimensions
- Measures: 12" x 2 3/4" x 4 3/16"
- Operates On O-27 Curves

Easily Convert to 2-Rail!

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



8000 Gallon Tank Car



RAIX - 8000 Gallon Tank Car
20-96745 \$64.95



Maintenance of Way (Non-Potable Water) - 8000 Gallon Tank Car
20-96746 \$64.95

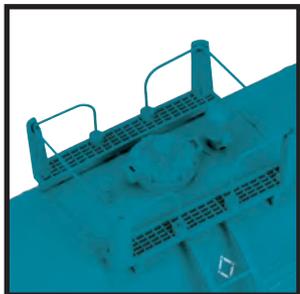


Sunoco (Stainless Plated) - 8000 Gallon Tank Car
20-96747 \$74.95



Exxon (Stainless Plated) - 8000 Gallon Tank Car
20-96748 \$74.95

Stainless Plated Body Finish



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
- (2) Operating Die-Cast Metal Couplers
- O Scale Kadee-Compatible Coupler Mounting Pads
- Detailed Brake Wheel
- Separate Metal Handrails and Ladders
- 1:48 Scale Dimensions
- Measures: 9 1/16 x 2 3/4 x 3 7/8
- Operates On 0-27 Curves

Funnel Flow Tank Car



DHL - Funnel Flow Tank Car
20-96291 \$69.95



GATX - Funnel Flow Tank Car
20-96292 \$69.95



Sunoco - Funnel Flow Tank Car
20-96293 \$69.95



ECC America - Funnel Flow Tank Car
20-96294 \$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
- O Scale Kadee-Compatible Coupler Mounting Pads
- Separate Metal Handrails and Ladders
- 1:48 Scale Dimensions
- Measures: 11" x 2 5/8" x 4"
- Operates On O-27 Curves

Easily Convert to 2-Rail!

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



Flat Car with Tank Container & 20' Container



U.S. Army - Flat Car w/Tank Container & 20' Container
20-95384 \$79.95



U.S. Air Force - Flat Car w/Tank Container & 20' Container
20-95385 \$79.95



U.S. Navy - Flat Car w/Tank Container & 20' Container
20-95386 \$79.95



U.S. Coast Guard - Flat Car w/Tank Container & 20' Container
20-95387 \$79.95



Easily Convert to 2-Rail!

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



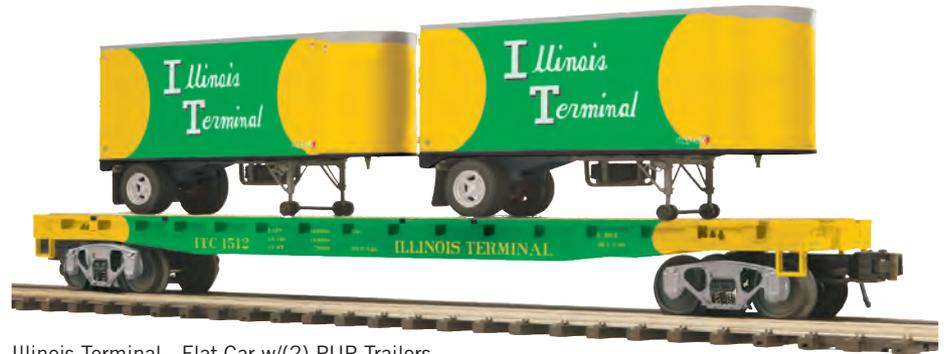
Features

- 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
- (1) Removable 20' Container
- (1) Removable Tank Container
- O Scale Kadee Compatible Coupler Mounting Pads
- Measures: 14 1/2" x 2 1/2" x 3 3/8"
- Operates On O-31 Curves

Flat Car with PUP Trailers



Long Island - Flat Car w/(2) PUP Trailers
20-95380 \$79.95



Illinois Terminal - Flat Car w/(2) PUP Trailers
20-95381 \$79.95



Ohio Central - Flat Car w/(2) PUP Trailers
20-95382 \$79.95



Chesapeake & Ohio - Flat Car w/(2) PUP Trailers
20-95383 \$79.95

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
- Measures: 14 1/2" x 2 1/2" x 4 1/2"
- Operates On O-42 Curves

Easily Convert to 2-Rail!

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



Flat Car with 40' Trailer



Norfolk Southern - Flat Car w/ 40' Trailer
20-95394 \$79.95



CSX - Flat Car w/ 40' Trailer
20-95395 \$79.95



Cancer Awareness - Flat Car w/ 40' Trailer
20-95396 \$79.95



TTX - Flat Car w/ 40' Trailer
20-95397 \$79.95



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 Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- (1) 40' Trailer
- O Scale Kadee Compatible Coupler Mounting Pads
- Measures: 14 1/2" x 2 1/2" x 4 1/2"
- Operates On O-31 Curves

Flat Car with Load



TTX - 60' Flat Car w/Pipe Load
20-95388 \$64.95



TTX - 60' Flat Car w/Pipe Load
20-95389 \$64.95



TTX - 6-Car 60' Flat Car w/Pipe Load Set
20-92233 \$349.95
20-92234 \$349.95



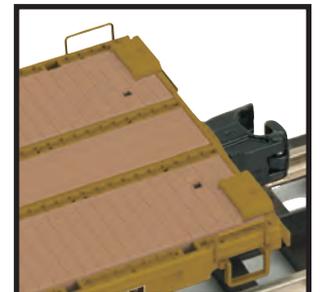
TTX - 6-Car 60' Flat Car w/Pipe Load Set
20-92235 \$349.95
20-92236 \$349.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- 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 0-42 Curves

Easily Convert to 2-Rail!

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



Military Flat Car with Vehicle



U.S. Army - Flat Car w/GMC DUKW 353
20-95400 \$89.95



U.S. Army - 4-Car Flat Car Set w/GMC DUKW 353
20-92215 \$339.95
20-92216 \$339.95



U.S. Army - 4-Car Flat Car Set w/GMC 353 6x6 Tank Truck
20-92213 \$379.95
20-92214 \$379.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast Sprung Metal 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- O Scale Kadee Compatible Coupler Mounting Pads
- Each Car Contains Removable 1/50 GMC 353 6x6 Tank Truck
- Each Car Individually Numbered
- Each Car Measures:
14 1/2" x 2 1/2" x 4 1/2"
- Operates On O-31 Curves

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



U.S. Army - Flat Car w/GMC 353 6x6 Tank Truck
20-95399 \$99.95

Husky Stack Car



TTX - Husky Stack Car
20-95390 \$89.95



TTX - Husky Stack Car
20-95391 \$89.95



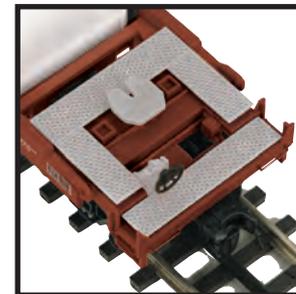
Canadian National - Husky Stack Car
20-95392 \$89.95



BNSF - Husky Stack Car
20-95393 \$89.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- (2) 20' Detailed Containers
- (1) 40' Detailed Container
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Measures: 18 3/4 x 2 9/16 x 5 9/16
- Operates On 0-54 Curves



Extended Vision Caboose



Western Maryland - Extended Vision Caboose
20-91673 \$74.95



Canadian Pacific - Extended Vision Caboose
20-91675 \$74.95



BNSF - Extended Vision Caboose
20-91672 \$74.95



Santa Fe - Extended Vision Caboose
20-91674 \$74.95



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

Bay Window Caboose



CSX - Bay Window Caboose
20-91667 \$74.95



Duluth Missabe & Iron Range - Bay Window Caboose
20-91669 \$74.95



Norfolk Southern - Bay Window Caboose
20-91668 \$74.95



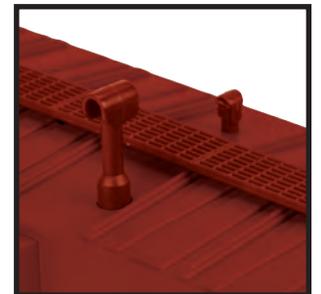
Erie Lackawanna - Bay Window Caboose
20-91670 \$74.95

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 Interiors With Overhead Lighting
- Detailed Brake Wheel
- Separate Metal Handrails
- Brakeman Figure
- 1:48 Scale Dimensions
- Measures: 10 7/8" x 2 15/16" x 3 13/16"
- Operates On 0-31 Curves

Easily Convert to 2-Rail!

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



Center Cupola Steel Caboose



Alaska - Center Cupola Steel Caboose
20-91663 \$74.95



Conrail - Center Cupola Steel Caboose
20-91664 \$74.95



Cambria and Indiana - Center Cupola Steel Caboose
20-91666 \$74.95



Monongahela - Center Cupola Steel Caboose
20-91665 \$74.95



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

Passenger Cars

Features

- Intricately Detailed, Durable ABS Body
- Stamped Metal Floor
- Detailed Car Undercarriage
- 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
- Constant Voltage Overhead LED Interior Lighting
- End-of-Car Diaphragms
- Separate Metal Handrails
- Detailed Car Interior with Passenger Figures
- 4-Car Sets Feature: (1) Baggage, (2) Coaches or (1) Coach and (1) Vista-Dome, (1) Observation
- Each Car Measures: 19" x 2 7/16" x 3 1/2"
- Operates On O-42 Curves



Pennsylvania - 2-Car 70' Streamlined Sleeper/Diner Passenger Set (Smooth)
20-64096 \$199.95



Pennsylvania - 4-Car 70' Streamlined Passenger Set (Smooth)
20-64095 \$379.95



Pennsylvania - 2-Car 70' Streamlined Baggage/Coach Passenger Set (Smooth)
20-64097 \$199.95



Pennsylvania - 70' Streamlined RPO Passenger Car (Smooth)
20-64099 \$99.95



Pennsylvania - 70' Streamlined Full Length Vista Dome Passenger Car (Smooth)
20-64098 \$99.95



New York Central - 4-Car 70' Streamlined Passenger Set (Smooth)
20-64100 \$379.95



New York Central - 70' Streamlined RPO Passenger Car (Smooth)
20-64104 \$99.95



New York Central - 2-Car 70' Streamlined Sleeper/Diner Passenger Set (Smooth)
20-64101 \$199.95



New York Central - 2-Car 70' Streamlined Baggage/Coach Passenger Set (Smooth)
20-64102 \$199.95



New York Central - 70' Streamlined Full Length Vista Dome Passenger Car (Smooth)
20-64103 \$99.95

Santa Fe (Plated) - 2-Car 70' Streamlined Sleeper/Diner Passenger Set (Ribbed-Sided)
20-64116 \$229.95

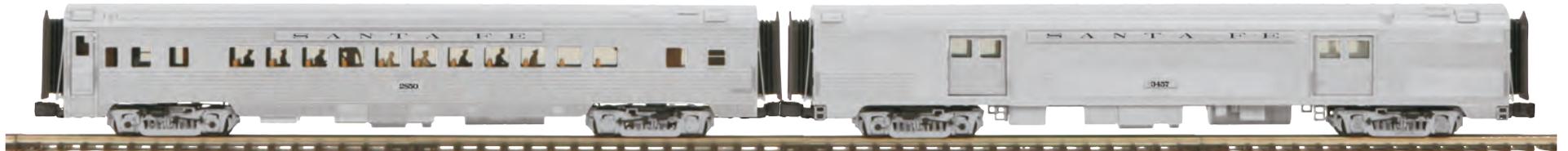


Santa Fe (Plated) - 4-Car 70' Streamlined Passenger Set (Ribbed-Sided)
20-64115 \$439.95



Stainless Plated Body Finish

Santa Fe (Plated) - 2-Car 70' Streamlined Baggage/Coach Passenger Set (Ribbed-Sided)
20-64117 \$229.95



Santa Fe (Plated) - 70' Streamlined RPO Passenger Car (Ribbed-Sided)
20-64119 \$114.95



Santa Fe (Plated) - 70' Streamlined Full Length Vista Dome Passenger Car (Ribbed-Sided)
20-64118 \$114.95



Pennsylvania (Plated - Congressional Limited) - 4-Car 70' Streamlined Passenger Set (Ribbed-Sided)
20-64120 \$439.95



Pennsylvania (Plated - Congressional Limited) - 70' Streamlined Full Length Vista Dome Passenger Car (Ribbed-Sided)
20-64123 \$114.95

Pennsylvania (Plated - Congressional Limited) - 2-Car 70' Streamlined Sleeper/Diner Passenger Set (Ribbed-Sided)
20-64121 \$229.95



Stainless Plated Body Finish

Pennsylvania (Plated - Congressional Limited) - 2-Car 70' Streamlined Baggage/Coach Passenger Set (Ribbed-Sided)
20-64122 \$229.95



Pennsylvania (Plated - Congressional Limited) - 70' Streamlined RPO Passenger Car (Ribbed-Sided)
20-64124 \$114.95

Passenger Cars

Features

- Intricately Detailed, Durable ABS Body
- Stamped Metal Floor
- Detailed Car Undercarriage
- 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
- Constant Voltage Overhead LED Interior Lighting
- End-of-Car Diaphragms
- Separate Metal Handrails
- Detailed Car Interior with Passenger Figures
- 4-Car Sets Feature: (1) Baggage, (2) Coaches or (1) Coach and (1) Vista-Dome, (1) Observation
- Each Car Measures: 19" x 2 7/16" x 3 1/2"
- Operates On O-42 Curves



GM 1947 Train of Tomorrow - 2-Car 70' Streamlined Sleeper/Diner Passenger Set (Ribbed-Sided)
20-64106 \$199.95



GM 1947 Train of Tomorrow - 4-Car 70' Streamlined Passenger Set (Ribbed-Sided)
20-64105 \$379.95



GM 1947 Train of Tomorrow - 2-Car 70' Streamlined Baggage/Coach Passenger Set (Ribbed-Sided)
20-64107 \$199.95



GM 1947 Train of Tomorrow - 70' Streamlined Full Length Vista Dome Passenger Car (Ribbed-Sided)
20-64108 \$99.95



New Haven - 70' Streamlined RPO Passenger Car (Ribbed-Sided)
20-64114 \$99.95



New Haven - 4-Car 70' Streamlined Passenger Set (Ribbed-Sided)
20-64110 \$379.95



New Haven - 2-Car 70' Streamlined Sleeper/Diner Passenger Set (Ribbed-Sided)
20-64111 \$199.95



New Haven - 70' Streamlined Full Length Vista Dome Passenger Car (Ribbed-Sided)
20-64113 \$99.95



New Haven - 2-Car 70' Streamlined Baggage/Coach Passenger Set (Ribbed-Sided)
20-64112 \$199.95



GM 1947 Train of Tomorrow - 70' Streamlined RPO Passenger Car (Ribbed-Sided)
20-64109 \$99.95



Denver & Rio Grande Western (Plated) - 70' Streamlined Full Length Vista Dome Passenger Car (Ribbed-Sided)
20-64128 \$114.95



Denver & Rio Grande Western (Plated) - 4-Car 70' Streamlined Passenger Set (Ribbed-Sided)
20-64125 \$439.95

Stainless Plated Body Finish



Denver & Rio Grande Western (Plated) - 2-Car 70' Streamlined Sleeper/Diner Passenger Set (Ribbed-Sided)
20-64126 \$229.95



Denver & Rio Grande Western (Plated) - 70' Streamlined RPO Passenger Car (Ribbed-Sided)
20-64129 \$114.95



Denver & Rio Grande Western (Plated) - 2-Car 70' Streamlined Baggage/Coach Passenger Set (Ribbed-Sided)
20-64127 \$229.95

Stainless Plated Body Finish



Amtrak (Phase 1) - 2-Car Amfleet Passenger Set
20-64131 \$229.95



Amtrak (Phase 1) - 4-Car Amfleet Passenger Set
20-64130 \$439.95



Amtrak (Phase 3) - 4-Car Amfleet Passenger Set
20-64132 \$439.95



Amtrak (Phase 3) - 2-Car Amfleet Passenger Set
20-64133 \$229.95



Amtrak (Phase 4/6) - 2-Car Amfleet Passenger Set
20-64135 \$229.95



Amtrak (Phase 4/6) - 4-Car Amfleet Passenger Set
20-64134 \$439.95

2019 European Lineup





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

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

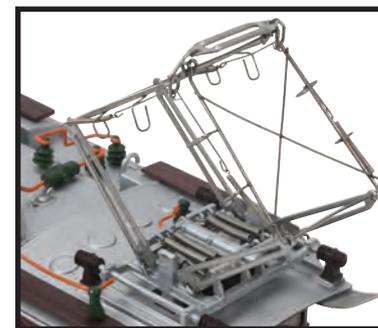
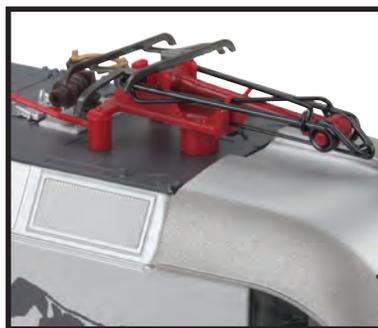
O scale model railroaders, whether they be 3-rail or 2-rail fans, who have or plan to have a premier model railroad will find choosing an M.T.H. Premier Line locomotive or rolling stock item a worthy choice. Our steam and electric locomotives are unmatched in value and performance and our passenger and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

Premier steam engines are the gold standard in O Scale railroading. These beautifully detailed 1:43.5 to 1:45 scale locomotives display the highest standards of craftsmanship, realistic detail, and solid construction. Each is configured with a smooth, power-

ful drive train that performs like no other. Every Premier steamer features a die-cast boiler and tender, comes with a flywheel-equipped motor, pours billowing smoke from the ProtoSmoke system prototypically timed with the drive wheel revolutions, and is outfitted with lighting effects that make for a realistic operating experience.

M.T.H. European Premier electrics feature metal handrails and grill details and additional operating features such as motorized pantographs, operating marker lights, and illuminated number boards. Every one of our engines features a precisely designed body and a crisp, detailed paint scheme modeled closely to the original. This careful attention to detail does not stop with the appearance of the models. Each Premier electric locomotive features a world class drive train capable of operating at incredibly slow speeds when run in command mode, yet ensuring consistent performance when pulling long strings of cars.

Premier locomotives were introduced to fulfill the needs of established model railroaders, operators, and collectors for whom accuracy, quality, and detail are essential. And while the authenticity of detail is designed to please the most discriminating of model railroaders, the onboard Proto-Sound 3.0 electronics — capable of operating on AC or DC power and in command mode under DCC and DCS protocols — give M.T.H. operators an unprecedented number of ways to run their locomotives. No other manufacturer today can match the number of operating modes found in an M.T.H. locomotive equipped with Proto-Sound 3.0.



SNCF 141P Mikado



Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails and Whistle
- Sprung Buffers
- NEM 340 Metal Wheels
- (2) Hook & Chain Coupler Assemblies
- Remotely Controlled Proto-Coupler* on Tender
- Kadee-Compatible Coupler Mounting Pad
- Constant Voltage LED Headlight
- LED Operating Firebox Glow
- LED Lighted Cab Interior
- Operating LED Tender Back-Up Light
- 5-Pole Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar 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

The 2-8-2 wheel arrangement — a 141 configuration in French parlance, which counts axles rather than wheels — was the most common steam locomotive configuration on French rails. Beginning in 1945 and lasting for 30 years, France's nationalized railroad was dominated by the American and Canadian-built SNCF 141R class with a total of 1,323 locomotives entering service.

In fact, 1,340 141R units were ordered and built from the shops of Lima Locomotive Works, American Locomotive Company, Baldwin Locomotive Works, Montreal Locomotive Works and the Canadian Locomotive company at a rate of nearly three locomotives per day. Sixteen of the 141R's never made it to France, sinking in a violent storm off the coast of Newfoundland in 1947. A seventeenth unit was lost in Marseille Harbor.

Though the 141R was the most populous of the 2-8-2 Mikado class found in France, the most powerful was the 318-strong 141P class. Boasting nearly 3,300 horsepower, the 141P was among the most efficient steam locomotives in the world thanks to its compound design. Burning 30% less fuel and using 40% less water than their 141R counterparts should have endeared them to the railroads' accountants, but they were unable to compete with the 141R when it came to reliability — attested to by the fact that all 318 units were scrapped while the 141R class remained in service until the end of steam in 1975.

The 141P marks the third French locomotive to be released by M.T.H. Electric Trains following on the heels of the 231 Chapelon and Class 241A. Outfitted with Proto-Sound 3.0, the 141P can operate conventionally under AC or DC power or in command mode under DCC or DCS control. Equipped with high-quality digital sound, LED constant voltage lighting, hi-rail or fine scale wheels and synchronized puffing smoke timed to the drive wheels' revolutions, this 141P will be a favorite on any O scale model railroad.

Crocodile Electric



Features

- Intricately Detailed, Die-Cast Metal Body
- Directionally Controlled LED Headlights
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides and Pilots
- (2) Remotely Controlled Proto-Couplers**
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Horn
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- LED Lighted Cab Interior
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- (2) Handpainted Engineer Cab Figures
- Metal Body Side Grilles
- European NEM Fine Scale Couplers Included
- NEM 310/311 Fine Scale Wheels*
- NEM 365 Coupler Pocket*
- NEM 362 Lenz® Compatible Coupler Included*
- Sprung Buffers
- (2) Motorized Pantographs
- Catenary or Track Power Selector Switch
- LED Lighting Effects
- On Board DCC Receiver
- 1:45 Scale Proportions
- Proto-Sound 3.0 with the Digital Command System Featuring German Language Freight Yard Proto-Effects
- Measures: 17 9/16" x 2 1/2" x 3 3/4" (419mm x 64mm x 95mm)
- Hi-Rail Wheels Operate On O-54 Curves
- Scale Wheels Operate On 36" Radius Curves

* Scale Wheel Models Only

** Hi-Rail Wheel Models Only



Did You Know?

The Gotthard Base Tunnel, opened in 2016, bores through the Alps at nearly ground level, almost 2000 feet below the old Gotthard Tunnel. The new high-speed route features the world's longest tunnel, at 35.4 miles.

Brown - Ce 6/8 II Crocodile Electric Engine With Proto-Sound 3.0

20-5735-1	Hi-Rail Wheels	\$899.95
22-5735-2	Scale Wheels	\$899.95



Brown - Ce 6/8 II Crocodile Electric Reefer Freight Set With Proto-Sound 3.0

22-5737-2 Scale Wheels \$1279.95

Dark Green - Be 6/8 II Crocodile Electric Engine With Proto-Sound 3.0

20-5734-1	Hi-Rail Wheels	\$899.95
22-5734-2	Scale Wheels	\$899.95



Green- Be 6/8 II Crocodile Electric Box Car Freight Set w/Proto-Sound 3.0

22-5736-2 Scale Wheels \$1279.95

In a country famous for mountain railroading, the Gotthard route is the greatest challenge, the one by which the Swiss Federal Railways measures its locomotives. Constructed at a cost of more than 200 lives, the Gotthard line snakes its way around spiral tunnels, across more than a thousand bridges and open passages, and through narrow mountain valleys, culminating in a 2.6% climb to the 9-mile-long Gotthard Tunnel — the longest in the world when it was opened in 1882. The Gotthard was the stomping ground for the 2-10-0 "Elephants," the largest steam engines ever used in Switzerland. But when the decision was made to electrify the route, the Elephants were replaced by Crocodiles.

To conquer the Gotthard's tight turns and steep grades, Swiss Locomotive and Machine Works (SLM) designed a freight locomotive in three articulated sections: a double-ended center section housing two engineer's stations, twin pantographs, and the huge high voltage transformer; and two end sections, each with two electric motors

powering a single jackshaft that transmitted power to the 53" drivers, using steam-locomotive-type drive rods. The jackshaft drive was dictated by the motors available at the time, which were too large to be truck-mounted as in later designs. The nickname "crocodile" (krokodil in German) arose from the engine's long articulated "snouts."

In the 33 first-generation engines built in 1919–21, the powered jackshaft drove a main rod that was connected to both the first set of drivers and a second idler jackshaft. The 18 second-generation crocodiles, built in 1925–26, used a simpler arrangement with the powered jackshaft driving a main rod connected to the third set of drivers. In Swiss parlance, the two generations of engines were designated Ce 6/8^I and Ce 6/8^{II} (C for their speed range, maximum 40 mph ("A" being the fastest); e for electric; 6 indicating 6 driven axles; 8 signifying 8 axles total). Many were upgraded in the 1940s and '50s, raising their top speed to 47 mph and changing their class designation to Be 6/8.

All crocodiles were delivered in brown paint, but many were later repainted green. Initial practice was to run with both pantographs raised, but some engines were later refitted with improved pans that allowed single-pantograph operation. The hugely successful Crocodiles ruled the Gotthard route into the 1950s, when they were displaced by newer power. Many worked into the 1970s on less strenuous routes and switching, and several have been preserved.

For American modelers, the Crocodile is perhaps the single most recognizable European locomotive, having been imported as a Märklin model in several scales since the 1930s. Like the Lionel Santa Fe F3, the Märklin HO Crocodile was a top of the line model that many boys of the 1950s and '60s dreamed of, but few actually owned. If you were one of those boys (or even if you weren't), this Premier model offers the chance to own the most detailed, smoothest running O gauge model of this iconic mountain goat ever made.

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



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

Taurus ES-64-U2 / TRAXX P160 AC2



Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides and Pilots
- Authentic 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
- LED-Illuminated 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 with Proto-Sound 3.0
20-5649-2 Scale Wheels \$499.95



HUPAC - Taurus ES-64-U2 Electric Engine with Proto-Sound 3.0
20-5650-2 Scale Wheels \$499.95



OBB - Taurus ES-64-U2 Electric Engine with Proto-Sound 3.0
20-5652-2 Scale Wheels \$499.95



DB Railion - Taurus ES-64-U2 Electric Engine with Proto-Sound 3.0
20-5651-2 Scale Wheels \$499.95



Veolia Transport Germany - TRAXX P160 AC2 Electric Engine with Proto-Sound 3.0
20-5633-1 Hi-Rail Wheels \$449.95
20-5633-2 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.

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

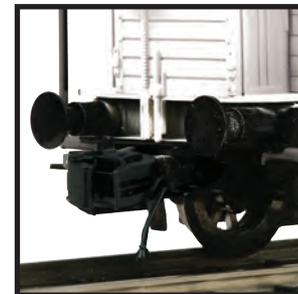


Maggi - 6-Car European Kühlwagen für Nahrungsmittel\Reefer Car Set
22-90941 Fine Scale Wheels \$389.95

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 362 Lenz® Compatible Coupler Included*
- NEM 365 Coupler Pocket*
- 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

Feldschloesschen - 6-Car European Bierwagen (Beer Reefer) Set
20-90903 Hi-Rail Wheels \$389.95
20-90907 Fine Scale Wheels \$389.95



Brauerei Ganter - BADEN - BadStB -
European Bierwagen (Reefer)
22-94002 Scale Wheels \$69.95



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



Brauerei Wardeck 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 Offener Güterwagen



DB Cargo - European Modern Offener Güterwagen (Gondola)
20-99025 Hi-Rail Wheels \$79.95



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



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

Gedeckter Güterwagen

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



SBB CFF - European Gedeckter Güterwagen (Box Car)
Car No. 20 85 111 7650-4
20-99011 Hi-Rail Wheels \$69.95
20-99015 Fine Scale Wheels \$69.95
SBB CFF - 6-Car European Gedeckter Güterwagen Set
20-90913 Fine Scale Wheels \$389.95



SBB CFF - European Gedeckter Güterwagen (Box Car) Car,
Car No. 20 85 114 4947-1
20-99012 Hi-Rail Wheels \$69.95
SBB-CFF - 6-Car European Gedeckter Güterwagen Set
20-90915 Fine Scale Wheels \$389.95
SBB CFF - 6-Car European Gedeckter Güterwagen Set
22-90945 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



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

Modern Kesselwagen



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



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



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



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

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

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



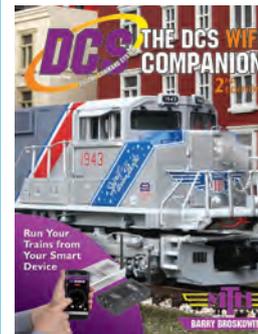
Z-DC24 24-Watt Power Supply
50-240 \$17.95



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

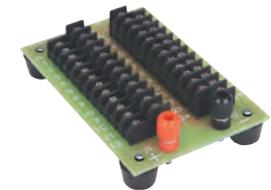


Transformer/Barrel Jack Male Adapter Cable
50-1037 \$10.95



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!

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The instruction manual for every M.T.H. transformer is available at www.mthtrains.com.

Just look up the transformer in our Product Search feature.

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

Overload indicator

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

Internal cooling fan

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.

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 Ac-
cessory Power
(3 AMP)

0~22 Volts
Track Power
(10 AMP)

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

WHY THE OR LISTING?

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

ScaleTrax™

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



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

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

Track Features

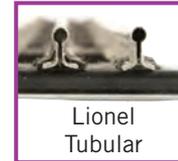
- Solid, rust-proof nickel silver rails
- Durable ties for years of use
- Easy, snap-together assembly
- Built-in electrical connections eliminate need for rail joiners or track pins
- Built-in Lockon receptacle in every track section
- Non-derailing switches
- Snap-in, reversible switch motors work 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

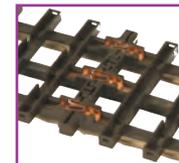
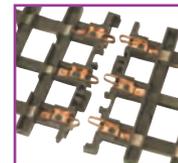
ScaleTrax track and switches are more affordable than comparable Atlas and Ross products.

Smaller Third Rail

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

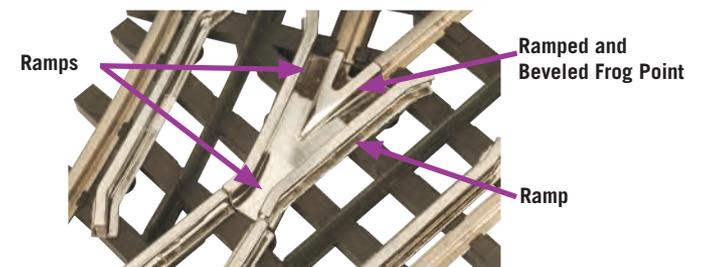
Better Electrical Contact

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.

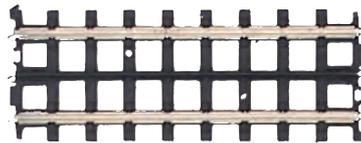


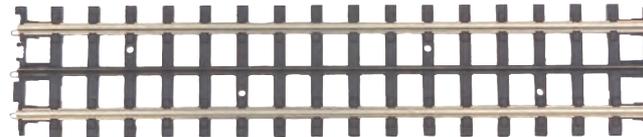
STRAIGHT, FLEX & OPERATING TRACK SECTIONS


 ScaleTrax™ - 1.75" Track Section
 45-1011 \$2.99
 ScaleTrax™ - 1.75" Track Section 4-Pack
 45-1011-4 \$12.25

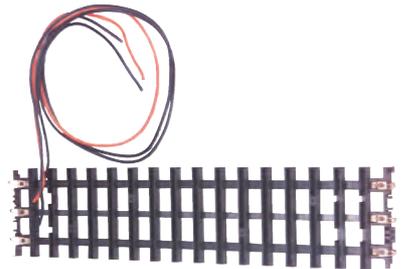

 ScaleTrax™ - 5.0" Track Section
 45-1013 \$4.99


 ScaleTrax™ - 4.25" Track Section
 45-1012 \$4.49
 ScaleTrax™ - 4.25" Track Section 2-Pack
 45-1012-2 \$9.99


 ScaleTrax™ - 5.5" Track Section
 45-1014 \$4.49
 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 \$4.99
 Each FlexTrack Section Requires 1 Lockon



ScaleTrax™ - 30" Track Section
 45-1019 \$14.99

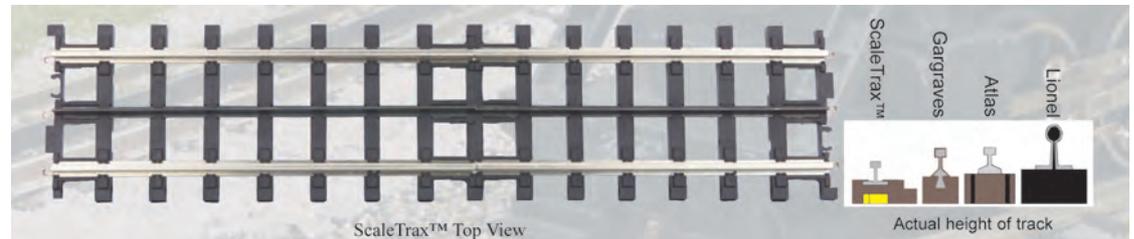


ScaleTrax™ - 30" FlexTrack Section
 45-1049 \$14.99

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



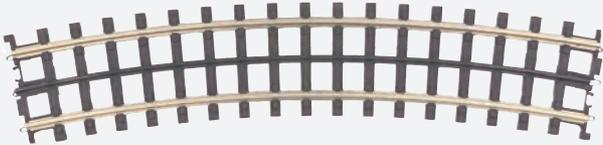
ScaleTrax™ - 15" Operating Track Section
 45-1035 \$24.95



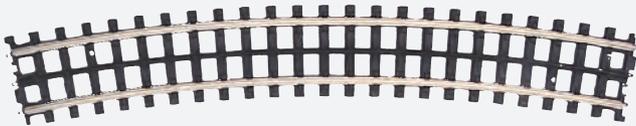
Curved Track Sections



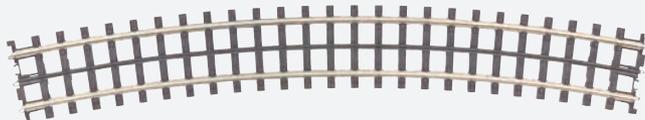
ScaleTrax™ - 0-31 Curved Track Section
45-1002 \$4.99
It takes **EIGHT 0-31 CURVES** to make a circle.



ScaleTrax™ - 0-54 Curved Track Section
45-1007 \$5.99
It takes **SIXTEEN 0-54 CURVES** to make a circle.



ScaleTrax™ - 0-72 Curved Track Section
45-1010 \$6.99
It takes **SIXTEEN 0-72 CURVES** to make a circle.



ScaleTrax™ - 0-80 Curved Track Section
45-1034 \$7.49
It takes **SIXTEEN 0-80 CURVES** to make a circle.

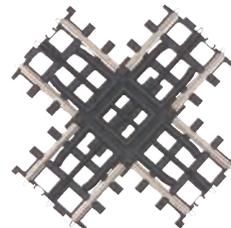
Crossovers



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

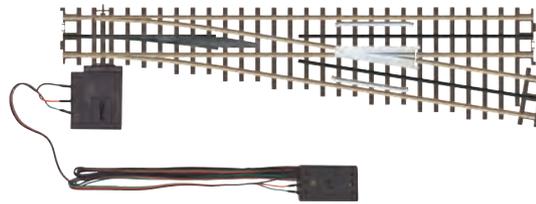


ScaleTrax™ - 45 Degree Crossing
45-1006 \$19.95

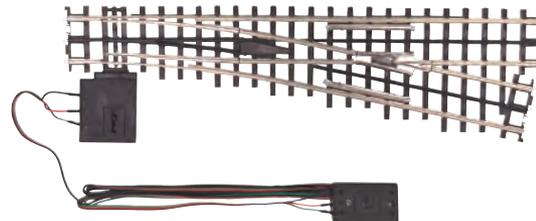


ScaleTrax™ - 90 Degree Crossing
45-1005 \$19.95

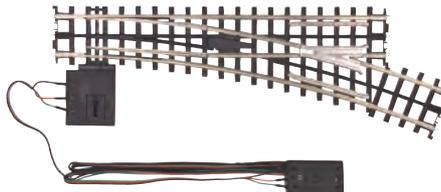
Switches



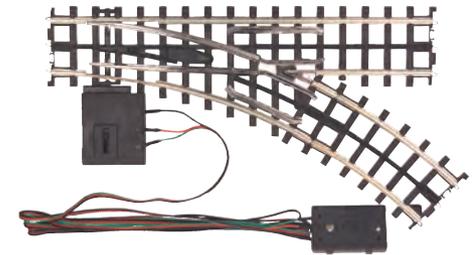
ScaleTrax™ - No. 6 Right Hand Switch
45-1053 \$89.95
ScaleTrax™ - No. 6 Left Hand Switch
45-1052 \$89.95



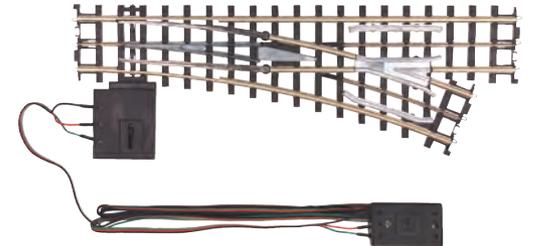
ScaleTrax™ - No. 4 Right Hand Switch
45-1051 \$89.95
ScaleTrax™ - No. 4 Left Hand Switch
45-1050 \$89.95



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.

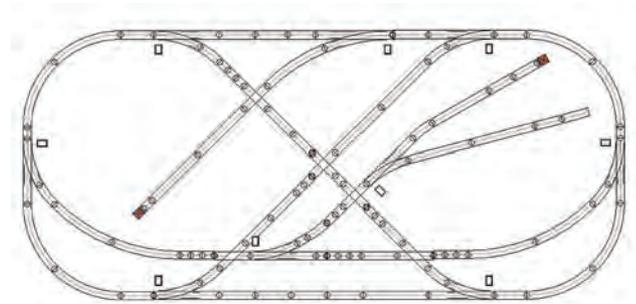
4x8 M.T.H. Tradeshow Layout

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

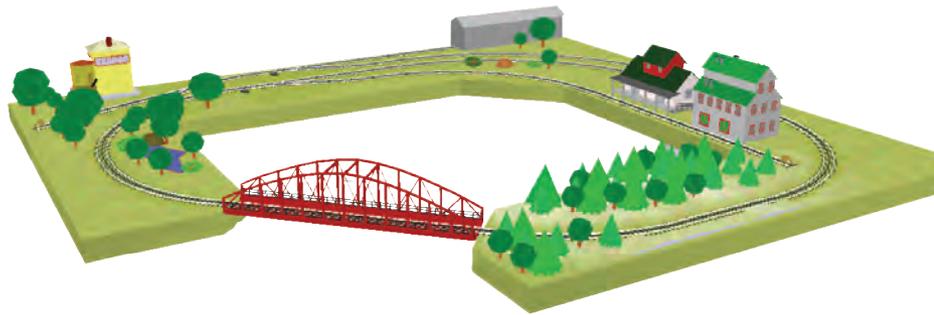
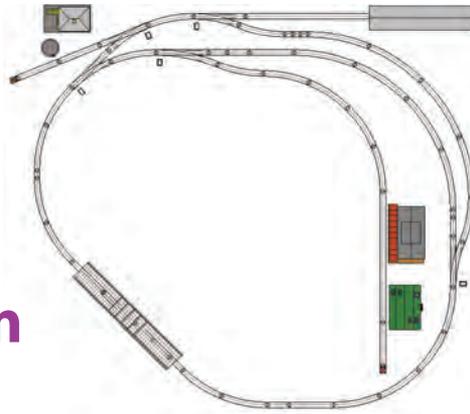
Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	8	\$39.92
45-1002	0-31 curve	\$4.99	8	\$39.92
45-1003	0-31 LH switch	\$49.95	4	\$199.80
45-1004	0-31 RH switch	\$49.95	4	\$199.80
45-1005	90 deg crossing	\$19.95	3	\$59.85
45-1006	45 deg crossing	\$19.95	2	\$39.90
45-1007	0-54 curve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



ScaleTrax™ Pieces

45-1105

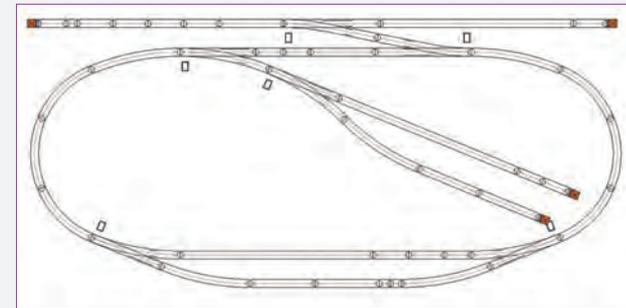
Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	9	\$44.91
45-1007	0-54 curve	\$5.29	19	\$100.51
45-1008	0-54 LH switch	\$79.95	1	\$79.95
45-1009	0-54 RH switch	\$79.95	3	\$239.85
45-1010	0-72 curve	\$5.99	7	\$41.93
45-1011	1.75 inch straight	\$2.49	5	\$12.45
45-1012	4.25 inch straight	\$3.99	3	\$11.97
45-1013	5 inch straight	\$3.99	2	\$7.98
45-1014	5.5 inch straight	\$3.99	2	\$7.98
45-1019	30 inch straight	\$13.99	2	\$27.98
45-1020	0-72 RH switch	\$79.95	1	\$79.95
45-1025	bumper	\$15.95	2	\$31.90
45-1033	lock-on	\$4.25	8	\$34.00
45-1034	0-80 curve	\$6.99	1	\$6.99
45-1105	PACKAGE TOTAL: \$689.95			

Roosevelt Junction

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

Roosevelt Junction - Phase 1

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



The O gauge layout that grows!

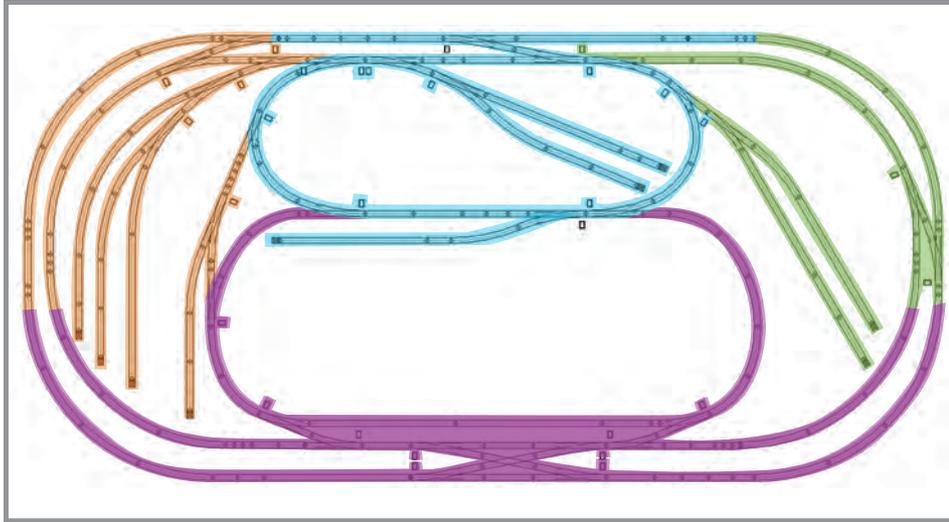
Build Roosevelt Junction in four phases.

ScaleTrax™ Pieces

45-1101

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	6	\$29.94
45-1002	0-31 curve	\$4.99	6	\$29.94
45-1010	0-72 curve	\$5.99	5	\$29.95
45-1011	1.75 inch straight	\$2.49	3	\$7.47
45-1012	4.25 inch straight	\$3.99	6	\$23.94
45-1013	5 inch straight	\$3.99	1	\$3.99
45-1014	5.5 inch straight	\$3.99	6	\$23.94
45-1019	30 inch straight	\$13.99	3	\$41.97
45-1020	0-72 RH switch	\$79.95	3	\$239.85
45-1021	0-72 LH switch	\$79.95	1	\$79.95
45-1025	bumper	\$15.95	4	\$63.80
45-1033	lock-on	\$4.25	6	\$25.50
45-1051	#4 RH switch	\$89.95	2	\$179.90
45-1101	PACKAGE TOTAL: \$739.95			

Roosevelt Junction



Roosevelt Junction - Phase 2

The second phase of Roosevelt junction adds numerous operating possibilities. The mainline doubles in length, yard capacity nearly triples, and a reversing wye allows entire trains to change direction.

ScaleTrax™ Pieces 45-1102

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	3	\$14.97
45-1002	0-31 curve	\$4.99	3	\$14.97
45-1003	0-31 LH switch	\$49.95	1	\$49.95
45-1007	0-54 curve	\$5.29	3	\$15.87
45-1009	0-54 RH switch	\$79.95	1	\$79.95
45-1010	0-72 curve	\$5.99	11	\$65.89
45-1011	1.75 inch straight	\$2.49	11	\$27.39
45-1012	4.25 inch straight	\$3.99	2	\$7.98
45-1013	5 inch straight	\$3.99	3	\$11.97
45-1019	30 inch straight	\$13.99	2	\$27.98
45-1020	0-72 RH switch	\$79.95	6	\$479.70
45-1021	0-72 LH switch	\$79.95	2	\$159.90
45-1025	bumper	\$15.95	4	\$63.80
45-1033	lock-on	\$4.25	7	\$29.75
45-1034	0-80 curve	\$6.99	1	\$6.99
45-1102	PACKAGE TOTAL: \$969.95			

Roosevelt Junction - Phase 3

The third phase of Roosevelt junction adds still more operating possibilities. The mainline again doubles in length and a long two-track spur is added making a perfect location for engine sheds or dead-end sidings.

ScaleTrax™ Pieces 45-1103

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	6	\$29.94
45-1002	0-31 curve	\$4.99	2	\$9.98
45-1004	0-31 RH switch	\$49.95	1	\$49.95
45-1007	0-54 curve	\$5.29	2	\$10.58
45-1009	0-54 RH switch	\$79.95	1	\$79.95
45-1010	0-72 curve	\$5.99	5	\$29.95
45-1011	1.75 inch straight	\$2.49	5	\$12.45
45-1012	4.25 inch straight	\$3.99	1	\$3.99
45-1014	5.5 inch straight	\$3.99	1	\$3.99
45-1019	30 inch straight	\$13.99	2	\$27.98
45-1020	0-72 RH switch	\$79.95	2	\$159.90
45-1021	0-72 LH switch	\$79.95	1	\$79.95
45-1025	bumper	\$15.95	1	\$15.95
45-1033	lock-on	\$4.25	3	\$12.75
45-1034	0-80 curve	\$6.99	3	\$20.97
45-1103	PACKAGE TOTAL: \$519.95			

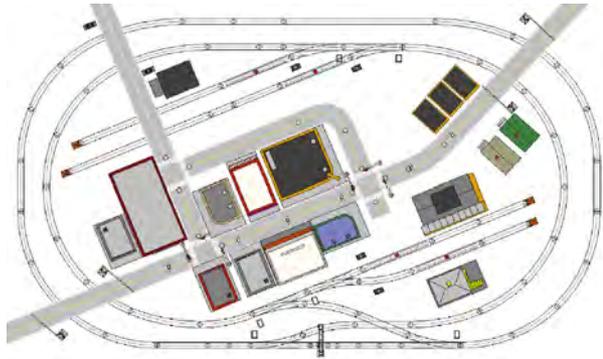
Roosevelt Junction - Phase 4

The fourth and final addition to Roosevelt Junction transforms the layout into a hi-rail empire. The layout now sports a double track mainline with minimum 0-72 curves as well as an interior 0-31 loop allowing independent operations of three trains. Carefully located crossovers permit east access from either 0-72 mainline into the yards. Three yard spurs connect to the mains with 0-72 or larger curves so that even the largest articulated locomotives will feel right at home in Roosevelt Junction.

ScaleTrax™ Pieces 45-1104

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	5	\$24.95
45-1007	0-54 curve	\$5.29	1	\$5.29
45-1008	0-54 LH switch	\$79.95	2	\$159.90
45-1009	0-54 RH switch	\$79.95	2	\$159.90
45-1010	0-72 curve	\$5.99	10	\$59.90
45-1011	1.75 inch straight	\$2.49	8	\$19.92
45-1013	5 inch straight	\$3.99	3	\$11.97
45-1014	5.5 inch straight	\$3.99	5	\$19.95
45-1015	22.5 deg crossing	\$24.95	1	\$24.95
45-1019	30 inch straight	\$13.99	2	\$27.98
45-1033	lock-on	\$4.25	5	\$21.25
45-1034	0-80 curve	\$6.99	4	\$27.96
45-1050	#4 LH switch	\$89.95	2	\$179.90
45-1051	#4 RH switch	\$89.95	2	\$179.90
45-1104	PACKAGE TOTAL: \$869.95			

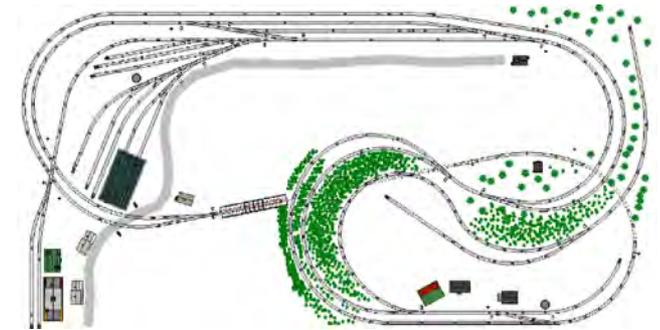
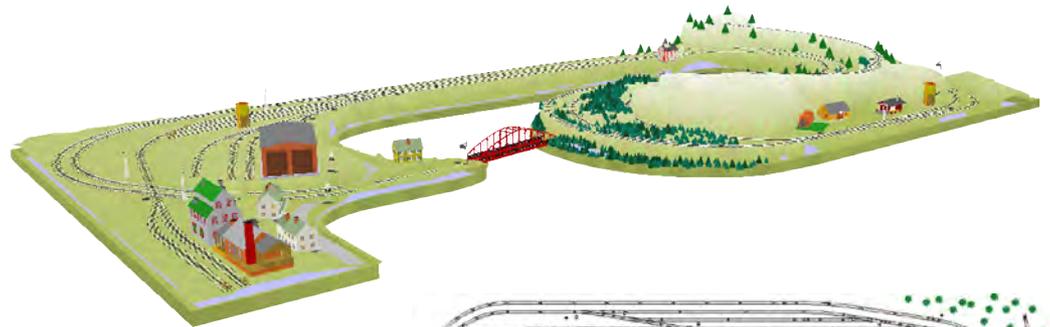
6x10 Main Street



ScaleTrax™ Pieces 45-1107

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	10	\$49.90
45-1007	0-54 curve	\$5.29	30	\$158.70
45-1008	0-54 LH switch	\$79.95	3	\$239.85
45-1009	0-54 RH switch	\$79.95	3	\$239.85
45-1010	0-72 curve	\$5.99	2	\$11.98
45-1011	1.75 inch straight	\$2.49	3	\$7.47
45-1012	4.25 inch straight	\$3.99	5	\$19.90
45-1013	5 inch straight	\$3.99	2	\$7.98
45-1015	22.5 deg crossing	\$24.95	1	\$24.95
45-1019	30 inch straight	\$13.99	3	\$41.97
45-1025	bumper	\$15.95	4	\$63.80
45-1034	0-80 curve	\$6.99	4	\$27.96
45-1035	15" uncoupling section	\$24.95	4	\$99.80
45-1107	PACKAGE TOTAL: \$939.95			

12x24 Timber Mountain

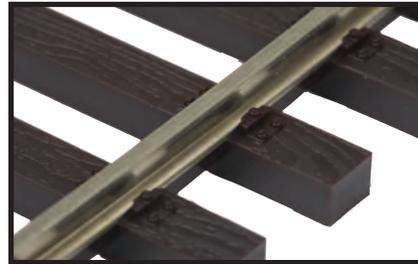


ScaleTrax™ Pieces 45-1106

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	14	\$69.86
45-1006	45 deg crossing	\$19.95	2	\$39.90
45-1007	0-54 curve	\$5.29	10	\$52.90
45-1010	0-72 curve	\$5.99	41	\$245.59
45-1011	1.75 inch straight	\$2.49	4	\$9.96
45-1012	4.25 inch straight	\$3.99	5	\$19.95
45-1013	5 inch straight	\$3.99	1	\$3.99
45-1014	5.5 inch straight	\$3.99	2	\$7.98
45-1019	30 inch straight	\$13.99	30	\$419.70
45-1020	0-72 RH switch	\$79.95	1	\$79.95
45-1021	0-72 LH switch	\$79.95	5	\$399.75
45-1025	bumper	\$15.95	11	\$175.45
45-1033	lock-on	\$4.25	30	\$127.50
45-1034	0-80 curve	\$6.99	22	\$153.78
45-1049	30 inch flex	\$13.99	23	\$321.77
45-1050	#4 LH switch	\$89.95	3	\$269.85
45-1051	#4 RH switch	\$89.95	5	\$449.75
45-1052	#6 LH switch	\$89.95	4	\$359.80
45-1053	#6 RH switch	\$89.95	3	\$269.85
45-1106	PACKAGE TOTAL: \$3299.95			

ScaleTrax

2-Rail O-Scale Track



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



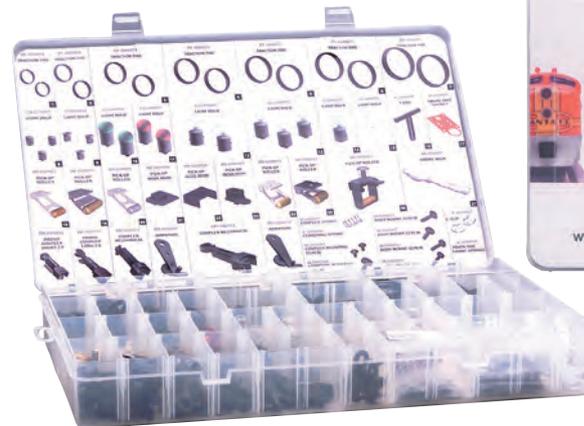
ScaleTrax - 2-Rail 17" (444.1mm) Straight Track Section
45-2017 \$7.99



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

ProtoSmoke™ Fluid (7 oz.)		
60-1045	Unscented	\$15.95
60-1046	Christmas	\$15.95

ProtoSmoke™ Fluid (2 oz.)		
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
60-1051J	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[®]
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.

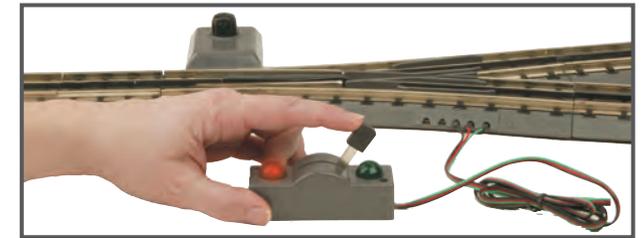
Reliable

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

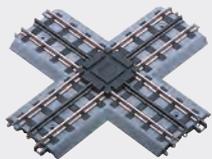


The contacts are spring loaded to maintain a solid connection over time and are highly resistant to corrosion of any kind. Similar materials are used in many electrical connections around your home, such as lamps, battery-operated appliances, and electrical outlets.

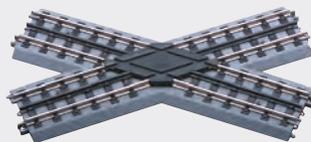
RealTrax switches feature the same durable construction as regular RealTrax sections and utilize long-lasting switch motors that provide precise throws every time. The reversible motor mechanism quickly snaps onto the other side of the switch if space is a problem. No disassembly of the switch is required! 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 \$14.99



RealTrax - 10" Ground Track (2 pieces per pack)
40-1068-2 \$11.99
(features removable jumper connecting 2 outer rails)



RealTrax - 10" Straight Track Section
40-1001 \$5.29
RealTrax - 10" Straight Track Section (4 Pcs)
40-1001-4 \$22.99



RealTrax - 5.0" Track Section
40-1016 \$4.69
40-1016-2 (2 Pcs) \$9.99



RealTrax - 5.5" Track Section
40-1012 \$4.69
40-1012-2 (2 Pcs) \$8.99



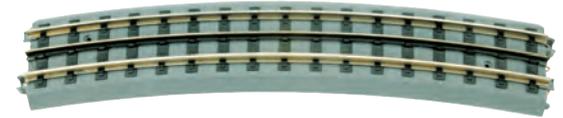
RealTrax - O-82 Curved Track Section
40-1082 \$7.49



RealTrax - 3.5" Track Section
40-1018 \$4.69
40-1018-2 (2 Pcs) \$9.99



RealTrax - 4.25" Track Section
40-1017 \$4.69
40-1017-2 (2 Pcs) \$9.99



RealTrax - O-72 Curved Track Section
40-1010 \$7.29



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) \$11.49



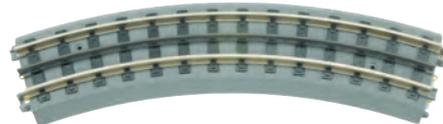
RealTrax - O-31 Half Curve Track
40-1022 \$4.69
40-1022-2 (2 Pcs) \$9.99



RealTrax - O-54 Curved Track Section
40-1054 \$6.49



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



RealTrax - O-31 Curved Track Section
40-1002 \$5.29
40-1002-4 (4 Pcs) \$22.99

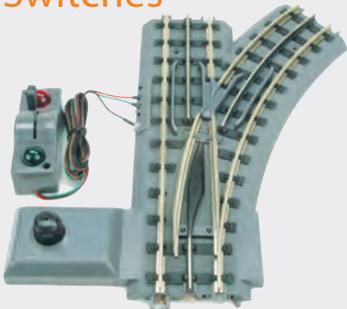


RealTrax - O-72 Half Curved Track Section
40-1049 \$5.99

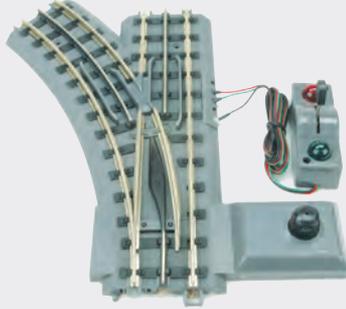


RealTrax - O-42 Curved Track Section
40-1042 \$5.99
40-1042-2 (2 Pcs) \$11.99

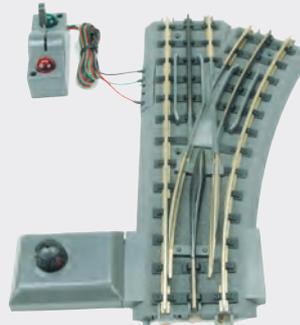
Switches



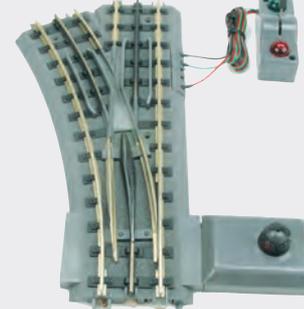
RealTrax - O-31 Switch (RH)
40-1004 \$69.95



RealTrax - O-31 Switch (LH)
40-1005 \$69.95



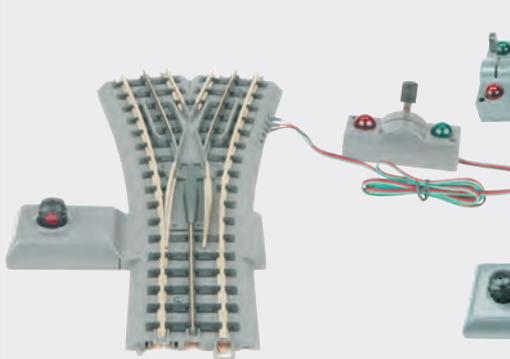
RealTrax - O-42 Switch (RH)
40-1043 \$74.95



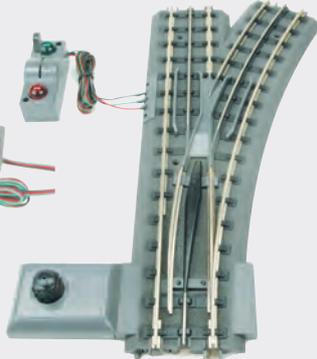
RealTrax - O-42 Switch (LH)
40-1044 \$74.95



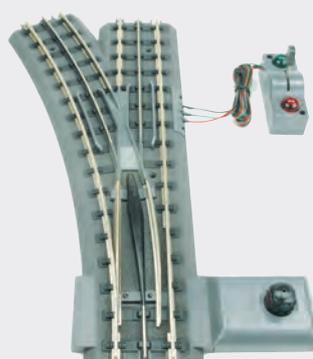
RealTrax - 10" Insulated Straight Track Section Set
40-1029 \$10.99



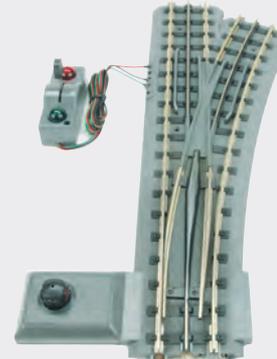
RealTrax - O-72 Wye Switch
40-1068 \$89.95



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

Cantenary System



RealTrax - 8-Piece
Catenary System
40-1035 \$149.95

RealTrax - 4-Piece
Add-On Cantenary System
40-1036 \$79.95

The RealTrax® Cantenary System and RealTrax Cantenary 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!

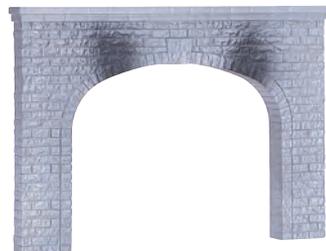
Power & Track Pack
40-1071 \$199.95



O Steel Arch Bridge - Rust
40-1103 \$79.95
O Steel Arch Bridge - Silver
40-1101 \$79.95
O Steel Arch Bridge - Black
40-1105 \$79.95



Tunnel Portal - Single
40-9014 \$14.95



Tunnel Portal - Double
40-9015 \$19.95



O Steel Arch Bridge
w/Operating Christmas Lights - Red
40-1115 \$149.95
O Steel Arch Bridge
w/Operating White Lights - Silver
40-1117 \$149.95



O Subway
Trestle Bridge
40-1148 \$34.95

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



O 2-Track Girder Bridge - Rust
40-1110 \$44.95
O 2-Track Girder Bridge - Silver
40-1108 \$44.95
O 2-Track Girder Bridge - Black
40-1112 \$44.95

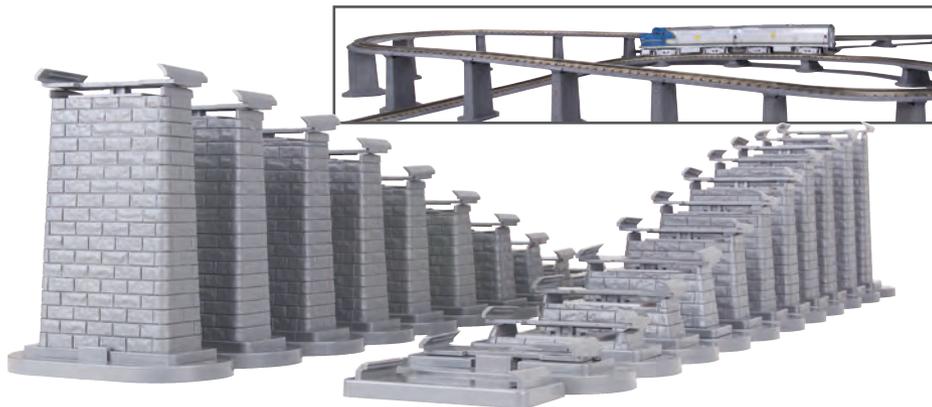
**Bridges Now
Compatible with
Lionel® Fastrack™**



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 Girder Bridge w/Operating Christmas Lights - Red
40-1116 \$59.95
O Girder Bridge w/Operating White Lights - Silver
40-1118 \$59.95



RealTrax - 24-Piece Graduated Trestle System
40-1033 \$69.95



RealTrax - 24-Piece Graduated Trestle System For Lionel Fastrack
40-1113 \$69.95



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 \$7.49



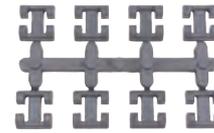
RealTrax - Track Activation Device (I.T.A.D.)
40-1028 \$29.95
(Allows passing train to activate signals or trackside accessories)



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

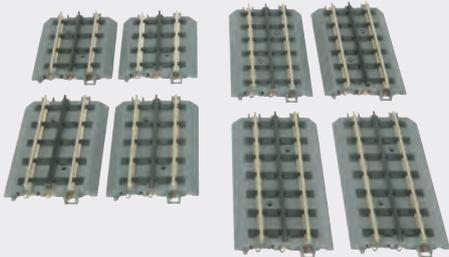


RealTrax - Non-Slip Track Pads (50/pack)
40-1046 \$7.95



RealTrax - Lighted Bumper
40-1024 \$14.95

Layout Builders



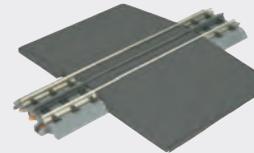
RealTrax - Layout Builder (8 Pcs)
40-1023 \$36.95
(Contains: (2) 3.5" Half Tracks, (2) 4.25" Half Tracks, (2) 5.0" Half Tracks, (2) 5.5" Half)



RealTrax - Right Hand Track Siding Layout Builder
40-1027 \$109.95
(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 \$109.95
(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 \$74.95
(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 \$164.95

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

End-Of-Train-Device

Roller Bearing Freight Truck

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

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

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



Features:

- Die-Cast Construction
- Fully Assembled
- Self-Powered Strobe Light
- Mounts To Any M.T.H. Freight Car
- 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

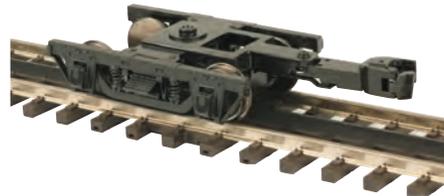
Contains 3 Drawbar Sizes: 30mm, 35mm, 40mm

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.

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Use Product Search to find the latest info on new products before they're delivered — sound sets, cab numbers, feature and paint scheme updates, and other information that arrived after the catalog was published.

DID YOU EVER MAKE?

Use Product Search to search through nearly all of the 15,000 items we've made in the past 33 years, for your favorite road name, engine, or type of rolling stock.

WHAT'S NEW?

New arrivals and other news are posted frequently on our home page.

DOES ANY DEALER STILL HAVE ...?

Locate hard-to-find items with our Product Locator, which searches the inventories of M.T.H. dealers across the country.

WHEN IS IT COMING?

Our online Shipping schedule is updated frequently to let you know what's coming soon to your hobby shop.

ARE YOU GOING TO MAKE?

View the last several M.T.H. Catalogs online. Or click on Video to see M.T.H. products in action.

HOW CAN I FIX...?

The Service area of our site allows you to email a question to our factory technicians or find which of our 150+ local service centers is closest to you.

WHAT REPAIR PART DO I NEED?

Use Product Search to find exploded diagrams and parts lists for M.T.H. locomotives and accessories, and then order the parts online or by phone.

HOW CAN I LEARN MORE ABOUT DCS?

Follow the link to the protosound2.com Web site for DCS and Proto-Sound information — and a list of Authorized DCS Demo Centers where you can try DCS hands-on.

HOW CAN I UPDATE MY DCS SYSTEM OR CHANGE A SOUND SET?

Only M.T.H. allows you to update your control system or change an engine's sound set right over the Internet. Follow the link to the protosound2.com Web site for DCS and Proto-Sound 2.0 downloads.



HOW DOES IT WORK?

Misplaced an instruction manual or just want to know how a product works? Use Product Search to look up the item and view its instruction manual.



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.

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M.T.H. Railroaders Club

Join The M.T.H. Railroaders Club

There are **SEVEN** different types of memberships, based on the style of model railroading that most interests you.

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30-75634 MTHRC
Ps-2 Discharge Hopper Car
RailKing Membership is \$50.00

Premier Membership



20-97909 Bessemer & Lake Erie (MTHRC)
4-Bay Hopper Car
Premier Membership is \$55.00

S-Gauge Membership



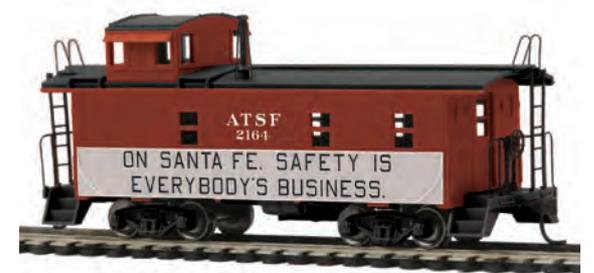
35-74025 Pullman Standard (MTHRC)
Rebuilt Steel Box Car
S-Gauge Membership is \$55.00

One-Gauge Membership



70-75073 Bessemer & Lake Erie (MTHRC)
4-Bay Hopper Car
One-Gauge Membership is \$100.00

HO Membership



85-77016 Santa Fe (MTHRC)
Steel Caboose
HO Membership is \$30.00

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As a member of the M.T.H. RailRoders Club you'll receive:

Tinplate Standard Gauge Membership



10-2249 MTHRRC
No. 216 Std. Gauge Coal Car
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Each year we produce beautifully decorated cars exclusively for our Club members. Members automatically receive the car that matches their Club membership and have the option to collect other Club cars as well.

Club Card & Lapel Pin



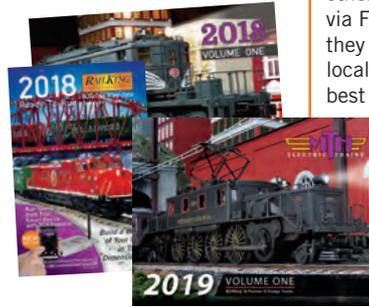
Show the world your membership in this elite group of model railroaders with your high-quality embossed membership card & beautiful enameled lapel pin.

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You'll have the option to purchase uncataloged members-only engines and rolling stock, and take advantage of members-only discounts on select cataloged items.

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Club Members get all M.T.H. catalogs earlier than other mailing list members, via First-Class mailings, so they can order from their local train store before the best items are sold out.

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Club members can save an additional 15% on these kits for upgrading older locomotives.

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Visit www.mthtrains.com and type in your member number to gain access to the Club web site. Here you can exchange messages with other Club members, and even build your own homepage.

Basic Membership

60-1000 - The Basic Club Membership does not include a club car
Basic Membership is \$25.00

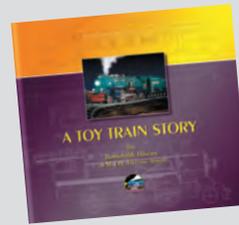
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MTHRRC members can still obtain earlier produced MTHRRC cars by visiting the MTHRRC pages on the website. Only MTHRRC members can get these cars!

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This comprehensive history of M.T.H. is a must for collectors & other lovers of toy trains. 350 pages & 1900 color photos, hard cover. Add this book to your membership for only \$25.00 (50% off the \$49.95 cover price)!



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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

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