

EMT
ELECTRIC TRAINS®



2007 *Volume Two*
RailKing/Premier
O Gauge Model Trains

YOUR HOBBY NEEDS YOU!

We know you want to know what's new, and we'll get to that in a moment. But first, we'd like to ask something from you.

The Golden Age of O Gauge

A line from Charles Dickens perfectly describes the state of our hobby today: "It was the best of times, it was the worst of times." This decade could easily be called the Golden Age of O Gauge. An O gauger today, either two-rail or three-rail, has more highly detailed, superb running models to choose from than ever before in history - and at prices that are comparatively less expensive than they were decades ago. Attracting new, younger members to our hobby ensures that model railroading will continue to prosper in the future and remain a viable alternative to violent video games and other leisure activities vying for our time.

So here's what we're asking from you: Spread the word. Share what excites you about this hobby. Recruit new members. Don't be a closet model railroader. How do you do that? Let family friends and folks at the office know you have a hobby. Invite them to see your trains; your layout may not be elaborate, but it's still a great place to show folks what O gauge is like, in action. If you're a member of a club or modular layout group, have an open house.

And let the kids run the trains, and put a locomotive in their hands! What eight- or ten-year old - or adult - won't be impressed by the sheer weight and size of an O gauge locomotive, or the way it



glides massively down the rails? Remember the moment when you first saw O gauge in action and said "That's for me"? Make that moment happen for someone else. Call or write us and we'll send you catalogs for friends; and check out our 2007 train set catalog, which is aimed squarely at people new to model railroading.

For the past several years, we've been part of the World's Greatest Hobby shows, as they travel each winter to several large metropolitan areas. Show attendance has averaged about 30,000 people, and a large number of those are younger adults and families with young children fascinated by trains. We can see there's an interest in model railroading - but we need your help on a one-to-one basis, fanning the flame and showing people your hobby.

What's new in this catalog

As always, this catalog announces new models we've never offered before, upgrades of previous models, and paint schemes appearing for the first time in any scale. In the RailKing line, you'll find five steam locomotives

upgraded to Imperial models with additional detailing, including the Southern Pacific Cab Forward available for the first time with Proto-Sound 2.0. The funky Galloping Goose, with its ancient, clattering automobile engine, has also been upgraded to PS2. The Commodore Vanderbilt Hudson appears with the Rexall Train, a unique paint scheme created for a 1936 tour to promote the Rexall drug store chain. Brand new to the RailKing line are the Alco RSD-4 diesel and New York City R142A Subway.



In the Premier line, a new model of the General Electric ES44AC diesel joins our super-detailed EMD SD70ACe, allowing you to own the two locomotives currently battling for supremacy in American freight diesel sales. For fans of streamlined steam power, our Premier Pennsylvania K4s is offered for the first time in the streamlined "Torpedo" version, and the Chicago and Northwestern E-4 streamlined Hudson has been upgraded





to PS2. Pennsy, Penn Central, and Conrail fans will also want to check out the new Premier E44 electric and its Tropicana Juice Train.

Also offered for the first time in O gauge is a model of the East Wind, the 1940 collaboration by four railroads to provide passenger service to Maine and New Hampshire summer resorts. For fans of big power, there's a new Union Pacific 4-12-2, the smoothest-running O gauge model of the longest rigid-wheelbase American steamer ever built.

What's new - and not new - with DCS™

When we introduced DCS, the M.T.H. Digital Command System, we told you it would continue to be upgradeable over the Internet. To date, we have offered three free DCS software upgrades, and our commitment has not changed. We're currently working on the next software upgrade to give you more of the features you've requested: expanded TMCC® (Lionel® Trainmaster® Command Control) capabilities, including lashups and "aux" commands; control of 128 speed steps in locos equipped with the TrainAmerica Studios Engineer on Board (EOB); automatic coupler slack sounds when stopping and starting (can be switched off); quicker engine response to common commands; the ability to customize individual engine settings in a lashup; variable



throttle response (the faster you roll the thumbwheel, the faster the engine responds); control of Tortoise and Z-Stuff switch machines*; improved Super TIU mode, including the "All" feature; changing the "Brake/Boost" feature to hold its new setting when you release the button; and the ability to download the memory from your handheld onto your PC for backup.

What's not new, even with the introduction of new competitive command control systems, is that DCS is still Simply the Best Way to Run a Railroad™. Including this catalog, we have offered nearly 250 different DCS-equipped locomotive models over the past seven years. All of them have 120 speed steps in one-scale-mile-per-hour increments, can be multiple-headed with each other, and deliver smooth, steady slow-speed performance down to three scale miles per hour.

DCS remains the only train control system that can operate DCS, Lionel TMCC, and Lionel LEGACY™ locomotives in command mode on the same track at the same time. DCS is the only command control system that can operate any conventional locomotive without additional hardware. DCS is still the only train control system with two-way communication, so your locomotives can send as well as receive information. The Coors Light Silver Bullet®, announced in our last catalog and soon to be released, is just the first of many trains that will use two-way communication to offer exciting new features. And DCS remains the only command control system that can be upgraded for free whenever new features are available.

We invite you now to turn the page and see for yourself what's new. 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.

* requires DCS Accessory Interface Unit (AIU)

www.mthtrains.com

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PROTO-SOUND® 2.0...

THE RICHEST SET OF FEATURES IN MODEL RAILROADING!

Whether you operate with a conventional transformer or in command mode with DCS (M.T.H.'s Digital Command System), the Proto-Sound® 2.0 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 digital recordings with CD-quality playback. We strive to make our sounds as authentic as possible, using the characteristic whistle for a particular steam engine, for example, and the correct prime mover sound for each manufacturer's diesels. With the optional DCS system, you can tune each engine to your preference by individually adjusting bell, horn or whistle, and chuff or diesel motor volume.

STATION SOUNDS

Proto-Sound® passenger engines offer Passenger Station Proto-Effects™, a complete arrival and departure sequence that you can activate from your transformer* or DCS handheld. 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 the DCS handheld.

EXTRAORDINARY SLOW SPEED CAPABILITY

Proto-Sound® engines can throttle down as slow as three scale miles per hour, highball down the main line, and maintain any speed in between. In DCS mode you can set engine speed in one-scale-mile-per-hour increments up to 120 smph.

SPEED CONTROL

The Proto-Speed Control™ built into Proto-Sound® 2.0 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.

MULTIPLE UNIT CAPABILITY

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

LIGHTING EFFECTS

Proto-Sound® locomotives feature a variety of prototypical lighting effects. Depending on the locomotive, these may include constant-brightness headlights, illuminated number boards, marker lamps, firebox glow in many steam locomotives, and operating Mars lights or oscillating ditch lights (where appropriate) on diesels. In DCS operation, many of these lighting effects can be individually controlled.

GREAT SMOKE

Proto-Sound® steam engines and diesels feature fandriven ProtoSmoke™, the most powerful smoke system in the hobby. You can vary 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.



intensity with the smoke "volume" control on the locomotive or remotely with a DCS handheld.

SYNCHRONIZED CHUFF AND PUFF

Like a real steam engine, M.T.H. steamers feature puffs of smoke and steam chuff sounds synchronized with the

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.

Premier vs. RailKing

REMOTE UNCOUPLING

Proto-Sound® steam and diesel engines offer remote uncoupling anywhere on your layout, controlled from your transformer* or DCS remote. The opening of the coupler is accompanied by the hiss of air hoses parting and the clank of the coupler knuckle opening.

OPERATE 'EM ALL

In DCS command mode, unlike any other command system

UPDATED ENGINE FEATURES

Using a DCS system, any Proto-Sound 2.0 engine can be updated with new sounds or features without ever taking the engine apart or even off the track. Simple downloads of new Proto-Sound sound sets from the M.T.H. website mean your engine will never be obsolete. It can change from a passenger train to a freight train or get a new whistle or horn in just minutes.

BI-DIRECTIONAL COMMUNICATION

Proto-Sound 2.0 engines not only receive commands from the DCS system, they can report back vital information, trigger other

devices to operate and diagnose your model railroad layout's wiring and signal quality. Imagine quering a Proto-Sound 2.0 locomotive to find out how many scale miles its run or how many hours it's been powered up. How about checking out the strength of the DCS signal on the track or measuring the track voltage at a trouble spot? What about learning how long your track is in scale miles? All of this is possible today, but only in a Proto-Sound 2.0 equipped locomotive when operated using the DCS Digital Command System.

In this catalog you'll find two M.T.H. product lines, Premier and RailKing. While they differ in detail level and price, under the shell they're very much the same. Every engine in this catalog shares the same Proto-Sound 2.0 electronics and the same quality M.T.H. construction. Premier and RailKing engines can be run together on your railroad in conventional or DCS command mode.

Premier 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 are as detailed as we can reasonably make them, and feature a large number of added-on details. On Premier steamers, for example, most piping is separately applied, whereas most 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 diesels feature smoke. Premier engines also have more elaborate lighting effects.

RailKing models have less detail and are lower priced than their Premier counterparts. Unless otherwise noted, all RailKing engines will negotiate O-31 curves. While RailKing Scale engines are full O scale size, other RailKing engines may have smaller proportions than their prototypes, to make them appropriate for smaller layouts and 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.





SIMPLY THE BEST WAY TO

There is a new way of controlling model railroads today that you've got to see to believe. It's called DCS™ (for Digital Command System) and it's the most revolutionary product to hit model railroading since locomotives first became equipped with sound!

Unlike traditional or conventional means of operating a model railroad, command systems allow the user to independently control each engine even if other engines are on the same track at the same time. The concept has been around since the early 1990's, but only DCS makes it simple and easy to use — thanks to its state-of-the-art technology and intuitive interface.

Upgrading to DCS unlocks more features than you'll find in any other command control operating system — features that are factory-installed in every Proto-Sound® 2.0 train set locomotive. Here's just a partial list of what DCS offers:

WIRELESS HANDHELD THROTTLE

Run your whole railroad — locomotives, accessories, everything — from one or more DCS handheld remotes. An LCD screen indicates which engine you're controlling and its current speed, adjustable in one-scale-mile-per-hour increments. Program engines and accessories on the same screen. For nighttime operation, turn on the screen's backlight.

COMMAND CONTROL

Operate up to 99 DCS-equipped engines independently at the same time on the same electrically continuous track — using one or several DCS wireless handheld remotes. When you have guests, give each visitor a DCS handheld and let them control their own engine. Just like the prototype, you can double-head locomotives, add or drop helper engines, or bring a train into the station with a mainline engine and then have a switcher break up the consist.

PROTO-SOUND® 2.0 ENGINE SOUNDS

DCS offers individual control of dozens of sounds built into every M.T.H. locomotive. Rev the diesel motor up manually before moving your train. Activate auxiliary sounds such as steam letoff and crew conversations. Whistle,

bell, and steam chuff or diesel prime mover sounds even have independently adjustable volume control.

TRAIN SOUNDS

Add ambience to your railroad with the variety of train sounds built into Proto-Sound® 2.0. The DCS handheld gives you access to effects such as wheel clickety-clack, coupler opening sounds, and the Doppler effect of a train passing by. DCS also offers one-button activation of the Passenger Station or Freight Yard Proto-Effects™ built into every Proto-Sound® 2.0 locomotive.

SMOKE CONTROL

Adjust the smoke intensity for a steam or diesel engine at any time from the DCS remote.

CONSTANT LIGHTING

Because DCS operates with a constant voltage on the rails (most operators use 18 volts), engine, caboose, and passenger car lights are always on at a constant intensity. No more "lights-out" when a passenger train arrives at a station!

PROGRAMMABLE OPERATION

Record up to 90 minutes of DCS speed, direction, and sound commands as a program that your engines can repeat on demand. Use this feature to run trains automatically on one part of your railroad while you manually control another area.

UPGRADABLE SOFTWARE

Unlike any DCC or any other command system, DCS is designed to be upgradable over the Internet. The latest software can be downloaded to any DCS system ever made, so new features can be added and your investment will not become obsolete.

TMCC® COMPATIBILITY

Add a Lionel® Command Base to your DCS system and you can run engines equipped with TMCC® (Lionel's TrainMaster® Command Control) side-by-side with DCS engines - all from the DCS handheld controller. If you prefer, you can even use a Lionel CAB-1® handheld to control TMCC engines at the same time you're controlling Proto-Sound engines with the DCS controller.

LISTEN TO YOUR FAVORITE TUNES WITH PROTO-CAST™

DCS is the only command control system that lets you hook up any audio source and play your favorite music right through the train!

BE YOUR OWN DISPATCHER

With DCS's built-in remote microphone, real-time radio dispatch calls are just a button push away.



RUN A RAILROAD™

COMMAND CONTROL EXPLAINED

In conventional operation, an AC or DC transformer varies track current to adjust engine speed and direction. Command systems such as DCS™, however, put a constant voltage on the track (around 18 volts for DCS) and vary speed by telling each engine how much of that voltage to use. Command control

allows different engines to do different things - like run at different speeds, go in different directions, or make different sounds - even when they are on the same track.

In the DCS system, commands such as speed, direction, and sound control are sent as radio signals from the handheld throttle to a TIU (track interface unit).

The TIU translates those radio signals into digital information that is sent through the rails and picked up by a receiver in the appropriate engine - telling it to go, for example, 37 miles per hour, blow the whistle, smoke more heavily, or any other command. DCS locomotives can also send information back to the handheld to let the operator know what they're doing.

DCS WIRELESS REMOTE HANDHELD

MICROPHONE

LCD DISPLAY

SOFTKEYS - Activate locomotive features

MIC - Turns Proto-Dispatch™ on & off

TR - Track menu

SW - Switch menu

W/H - Blows whistle/horn

THUMBWHEEL - Throttle & selection (scroll & press) tool

DIR - Changes locomotive direction

CPLR-F/CPLR-R - Fires front & rear couplers

START UP - Activates sound, smoke & lights

SHUT DOWN - Deactivates all sound, smoke & lights

PFA - Activates Passenger/Freight Sounds

E-STOP - Cuts power to all tracks

DOPPLER - Activates Proto-Doppler™

Programming Port - Tether attaches between remote and TIU for programming new software features

B/L - Screen backlight on/off

AUX - Auxiliary menu

ACC - Accessory menu

BELL - Rings bell

ENG - Engine menu

MENU - Access 4 main menus
Sound, Control, System, Advanced

LABOR/REV UP OR DRIFT/REV DN - Makes an engine sound like it's working harder or easier

BOOST/BRAKE - Temporarily Raises or Lowers Speed

SMOKE - Turns smoke unit on & off

VOL+ - Globally increases all sounds

ENG SND - Silences engine sounds

VOL- - Globally decreases all sounds

HDLT - Turns headlights on & off

PROTOCAST - Activates Proto-Cast™

READ - Search for TIUs, AIUs and Proto-Sound® 2.0 Engines on the track

INTUITIVE MENUS ALLOW YOU TO PROGRAM, SELECT, AND CONTROL ENGINES, SWITCHES, AND ACCESSORIES.

1 Go to the engine set up menu

▶ ADD ENGINE
EDIT ENGINE
DELETE ENGINE
MENU:ENGINE SETUP

2 Choose your engine type

▶ ADD MTH ENGINE
ADD TMCC ENGINE
MENU:ADD ENGINE

3 DCS will "look" for Proto-Sound® or TMCC command-equipped engines on your layout. When it finds one, it adds it onto your remote and tells you when it's done.

CONGRATULATIONS
YOU SUCCESSFULLY
ADDED AN MTH ENGINE

SMPH : 10
1: PRR S1
MTC SCS S01 LIN →

*TMCC operation requires a TMCC command base & DCS TIU/TMCC cable

DCS Remote Control System
50-1001 \$299.95

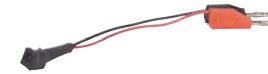
DCS Remote Control -
Handheld Unit
50-1002 \$149.95



DCS Track Interface Unit (TIU)
50-1003 \$179.95



DCS Accessory Interface Unit (AIU)
50-1004 \$99.95



TIU/Barrel Jack Adapter Cable
50-1017 \$9.95



TIU/TMCC 6' Connector Cable
50-1018 \$19.95



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



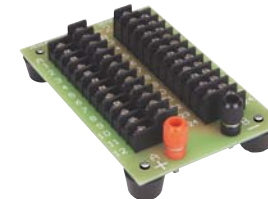
Proto-Sound® Battery
50-1008 \$9.95



AA NiCad Proto-Sound® Battery
50-1024 \$9.95



Proto-Sound® 2.0 Battery Charger
50-1019 \$14.95



24-Port Terminal Block
50-1020 \$29.95

12-Port Terminal Block
50-1014 \$19.95

100-Watt Accessory Power Supply
40-1000A \$79.95



Video Guide To DCS - VHS
60-1190 \$19.95

Video Guide To DCS - DVD
60-1191 \$19.95

Ready Equipped to Run DCS!

DCS 5

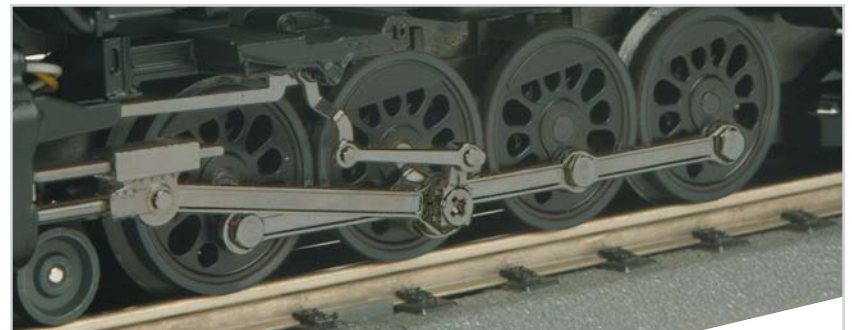
4-8-4 Northern Steam Engine

IMPERIAL
SERIES



Features

- Die-Cast Metal Chassis
- Metal Wheels and Axles
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Operating Marker Lights
- Die-Cast Boiler and Tender Body
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Synchronized Puffing ProtoSmoke™ System
- Remote Controlled Proto-Coupler™
- Locomotive Speed Control
- Engineer Cab Figure
- Precision Flywheel Equipped Motor
- Proto-Sound® 2.0 With The Digital Command System Featuring: Freight Yard Proto-Effects™
- Unit Measures: 24" x 2 1/2" x 3 1/2"
- Operates On O-31 Curves



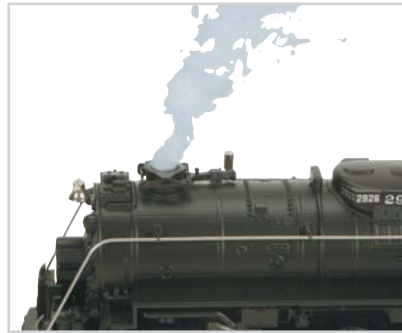
The heaviest straight passenger locomotive ever produced, the famous Santa Fe 4-8-4 Northern epitomized steam power. The steep graded western lines of the Santa Fe required a locomotive with enormous power and the Northern was the answer.

The first Northern's were delivered from Baldwin in 1927. By the 1940s, the new oil-burning 2900 series had arrived and were known as the largest 4-8-4s ever built. With their tremendous 16-wheel tenders, these Northern's measured over 120 feet long and were often rostered for the entire journey from Chicago to Los Angeles, a distance of over 1,700 miles!

The massive Santa Fe Northern returns to the RailKing line for the first time in five years, but upgraded with additional Imperial features that include legible builder's plates, painted backhead gauges, cab interior light, tender truck safety chains, and marker lights with individual LED illumination.

Did You Know?

The Santa Fe 2900-class weighed in at a massive 510,150 lbs. — the heaviest Northern's ever built — because the war effort caused a scarcity of lighter weight materials when these 4-8-4s were built in 1944.



Santa Fe - 4-8-4 Northern Steam Engine

30-1465-1 w/ Proto-Sound 2.0 \$429.95

IMPERIAL SERIES

Over the years, the RailKing line has evolved into four subcategories; RailKing Traditional, RailKing Rugged Rails®, RailKing Imperial, and RailKing Scale.

RailKing Imperial locomotives retain the same traditional proportions and O-31 minimum curve operation as 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 marker light housings with individual LED illumination
- Additional grab iron detail
- Authentic, legible builder's plates
- Cab interior lights
- Painted steam locomotive backhead gauges
- Safety chains for tender trucks
- Real tender coal loads (where appropriate)

2-8-8-2 USRA Steam Engine



IMPERIAL
SERIES



Features

- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Remote Controlled Proto-Coupler™
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Synchronized Puffing ProtoSmoke™ System
- Locomotive Speed Control
- (2) Precision Flywheel Equipped Motors
- Engineer Cab Figure
- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Real Tender Coal Load
- Proto-Sound® 2.0 With The Digital Command System Featuring: Freight Yard Proto-Effects
- Unit Measures: 25" x 2 1/2" x 3 3/4"
- Operates On O-31 Curves

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

When the USRA took over the railroads during the War, it used the Norfolk and Western class Y-2 2-8-8-2 as the starting point for the largest of its 12 standardized steam locomotive designs. (For more on the USRA, see page 79.) USRA designers turned the Y-2, which had been a disappointing design for the N&W, into a highly successful freight engine. Although Mallets later fell out of favor with most railroads, in favor of faster "simple" articulateds that delivered high-pressure boiler steam to all four cylinders, the USRA's largest design proved to be one of its most enduring. In 1952, a Norfolk and Western Y6b, a direct descendant of the original USRA design, was the last mainline steam engine built in the United States.

The USRA 2-8-8-2 returns to the RailKing lineup in 2007, upgraded with new Imperial features including legible builder's plates, painted backhead gauges, cab interior light, tender truck safety chains, and a real coal load in the tender.

Catalog photo does not depict all Imperial features.



Southern - 2-8-8-2 USRA Steam Engine
30-1455-1 w/Proto-Sound 2.0 \$599.95



Chesapeake & Ohio - 2-8-8-2 USRA Steam Engine
30-1452-1 w/Proto-Sound 2.0 \$599.95

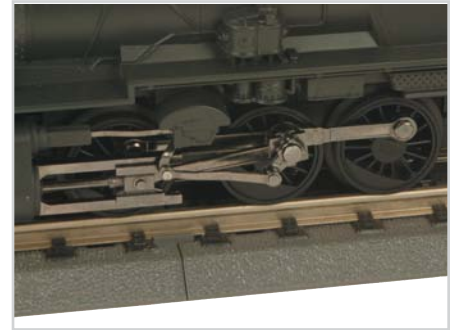


Great Northern - 2-8-8-2 USRA Steam Engine
30-1454-1 w/Proto-Sound 2.0 \$599.95



Duluth Missabe & Iron Range - 2-8-8-2 USRA Steam Engine
30-1453-1 w/Proto-Sound 2.0 \$599.95

2-8-2 and 0-6-0 Steam Engines



Features

- Die-Cast Metal Chassis
- Metal Wheels and Axles
- (2) Remote Controlled Proto-Coupler™
- Precision Flywheel Equipped Motor
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Die-Cast Boiler and Tender Body
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Locomotive Speed Control
- Synchronized Puffing ProtoSmoke™ System
- Operating Tender Back-up Light
- Engineer Cab Figure
- Real Coal Load
- Proto-Sound® 2.0 With The Digital Command System Featuring: Freight Yard Proto-Effects™
- 0-6-0 Measures: 17" x 2 1/2" x 3 5/8"
- 2-8-2 Measures: 20" x 2 1/2" x 3 1/2"
- Operates On O-31 Curves

* 0-6-0 Features (2) Proto-Couplers

For 2007, we've upgraded two of your favorite Pennsy engines to RailKing versions: the B6 switcher (or "shifter" in Pennsy parlance) and the L1 Mikado. Called "the best steam shifters Pennsy ever had" by author Alvin Staufer, the class B6sb switchers were built by the road's own Juniata Shops from 1916 - 1926. Several were later transferred to Pennsy subsidiary Pennsylvania-Reading Seashore Lines. In his book *Pennsy Power*, Staufer noted that "Easy firing, good tracking, and snug cabs made the B6sb a favorite of the crews. They were seldom run fast, as they rode like bouncing corks."

Like the B6sb and most Pennsy power, the L1s Mikados were designed by the road's own design staff. They proved highly successful, both as mainline freight engines in the World War I era and branchline power in later years. To learn more about the L1s ("s" for superheated steam), turn to the Premier version of this loco on page 81.

Imperial upgrades to these two quintessential PRR steamers will include legible builder's plates, painted backhead gauges, cab interior light, tender truck safety chains, and real coal loads in the tenders.

Did You Know?

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



Pennsylvania - 0-6-0 B-6 Switcher Steam Engine
30-1448-1 w/Proto-Sound 2.0 \$399.95



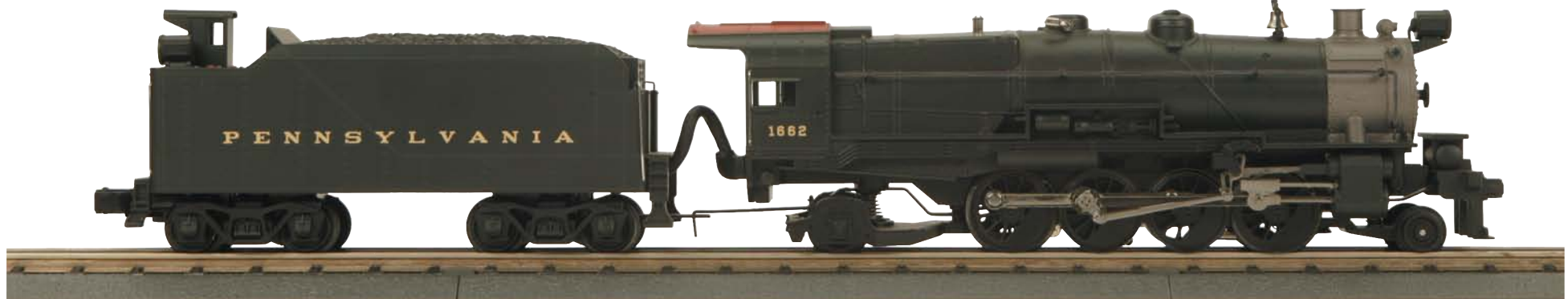
Baltimore & Ohio - 0-6-0 B-6 Switcher Steam Engine
30-1447-1 w/Proto-Sound 2.0 \$399.95



Pennsylvania - 0-6-0 B-6 Switcher Steam Engine
30-1449-1 w/Proto-Sound 2.0 \$399.95



Pennsylvania Reading Seashore Lines 0-6-0 B-6 Switcher Steam Engine
30-1450-1 w/Proto-Sound 2.0 \$399.95



Pennsylvania - 2-8-2 L-1 Mikado Steam Engine
30-1451-1 w/Proto-Sound 2.0 \$399.95

4-8-8-2 Cab Forward Steam Engine



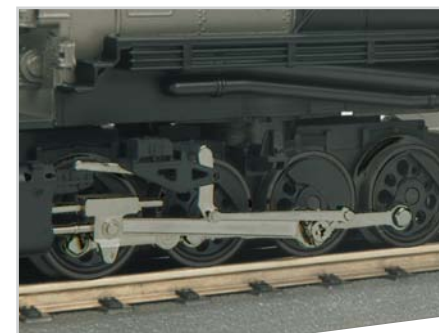
Features

- Die-Cast Metal Chassis
- Metal Wheels and Axles
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Operating Marker Lights
- Die-Cast Boiler and Tender Body
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Colorful Paint Scheme
- Remote Controlled Proto-Coupler™
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control
- Engineer Cab Figure
- (2) Precision Flywheel Equipped Motors
- Proto-Sound® 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 27 1/2" x 2 9/16" x 4"
- Operates On O-31 Curves



Southern Pacific - 4-8-8-2 Cab Forward Steam Engine

30-1464-1 w/Proto-Sound 2.0 \$699.95



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.

Last offered in 1999, the Cab Forward returns to the RailKing lineup in 2007, upgraded with Proto-Sound 2.0 and new Imperial features, including legible builder's plates, painted backhead gauges, cab interior light, tender truck safety chains, and marker lights with individual LED illumination.

(Catalog photo does not show all Imperial features.)

Commodore Vanderbilt 4-6-4 Hudson



Features

- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Remote Controlled Proto-Coupler™
- Metal Handrails and Decorative Bell
- Synchronized Puffing ProtoSmoke™ System
- Locomotive Speed Control
- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Precision Flywheel Equipped Motor
- Proto-Sound® 2.0 With The Digital Command System Featuring Passenger Station Proto-Effects™
- Unit Measures: 21 1/2" x 2 3/4" x 3 5/8"
- Operates On O-31 Curves

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

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

The Commodore Vanderbilt returns to the RailKing line in 2007, offered for the first time with Proto-Sound 2.0. Recreate the magic that was the Twentieth Century Limited, the most luxurious way to travel between New York and Chicago, or choose this engine in one of three other liveries. The Rexall Train duplicates the Commodore-type styling and unique paint scheme applied to an entire train in 1936, for a promotional junket for the Rexall drug store chain that covered 29,000 miles across the U.S. and Canada. According to Al Stauffer, the 12-car train served as a "traveling exhibit and convention headquarters for 10,000 druggists and 20,000 sales people."



Rexall - Commodore Vanderbilt 4-6-4 Hudson
30-1458-1 w/ Proto-Sound 2.0 \$399.95

ADD A MATCHING PASSENGER SET - SEE PAGE 75



Circus - Commodore Vanderbilt 4-6-4 Hudson
301456-1 w/ Proto-Sound 2.0 \$399.95

ADD A MATCHING PASSENGER SET - SEE PAGE 75



U.S. Army - Commodore Vanderbilt 4-6-4 Hudson
30-1459-1 w/ Proto-Sound 2.0 \$399.95

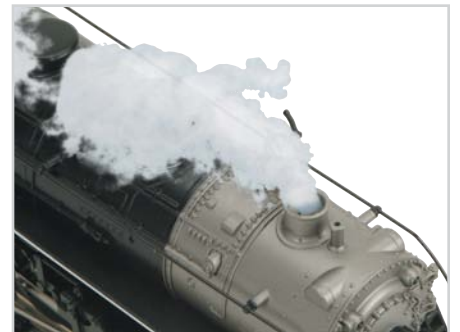
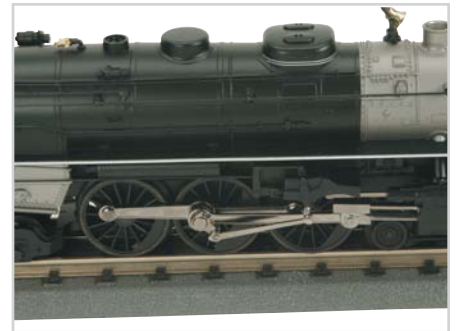
ADD A MATCHING PASSENGER SET - SEE PAGE 72



New York Central - Commodore Vanderbilt 4-6-4 Hudson
30-1457-1 w/ Proto-Sound 2.0 \$399.95

ADD A MATCHING PASSENGER SET - SEE PAGE 74

4-6-4 Hudson Steam Engine



Features

- Die-Cast Metal Chassis
- Metal Wheels and Axles
- Precision Flywheel Equipped Motor
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Operating Marker Lights
- Die-Cast Boiler and Tender Body
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Colorful Paint Scheme
- Remote Controlled Proto-Coupler™
- Synchronized Puffing ProtoSmoke™ System
- Locomotive Speed Control
- Engineer Cab Figure
- Proto-Sound® 2.0 With The Digital Command System Featuring: Passenger Station or Freight Yard Proto-Effects™
- Unit Measures: 20 3/4" x 2 1/2" x 3 5/8"
- Operates On O-31 Curves

New York Central and ALCO built the Hudson in 1927 to serve as a powerful and fast passenger engine along the railroad's famed "Water Level Route." The Hudson was such an immediate and enormous success that other railroads quickly copied its combination of large drivers and fireboxes to boost their own high-speed passenger service. Other railroads, such as the Santa Fe, which used a Hudson to pull a mail train the 2227 miles from Los Angeles to Chicago without changing engines, also found that the 4-6-4 arrangement made for a fast moving, long hauling engine. The Hudson was an unqualified success, heading up glamorous name passenger trains for railroads across the country.

The RailKing Hudson, available in the markings of six famous railroads each strong enough to pull your crack passenger trains or heavy freight loads as smoothly as the prototypes pulled theirs.

Did You Know?

Although NYC gets the credit for the first Hudsons, it was actually the Milwaukee Road's designer C.H. Bilty that designed the first 4-6-4, which he called a "Baltic," in 1925. However, they delayed building the locomotive, and NYC got to claim the success.



New York Central - 4-6-4 Hudson Steam Engine
30-1461-1 w/Proto-Sound 2.0 \$399.95



Santa Fe - 4-6-4 Hudson Steam Engine
30-1463-1 w/Proto-Sound 2.0 \$399.95



Chessie - 4-6-4 Hudson Steam Engine **ADD A MATCHING PASSENGER SET - SEE PAGE 73**
30-1460-1 w/Proto-Sound 2.0 \$399.95



New York Ontario & Western - 4-6-4 Hudson Steam Engine
30-1462-1 w/Proto-Sound 2.0 \$399.95

ADD A MATCHING PASSENGER SET - SEE PAGE 73

2-8-0 Steam Engine



Features

- Die-Cast Boiler and Chassis
- ABS Detailed Tender Body
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Precision Flywheel Equipped Motor
- Remote Controlled Proto-Coupler™
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Synchronized Puffing ProtoSmoke™ System
- Locomotive Speed Control
- Proto-Sound® 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 19 1/4" x 2 1/2" x 3 3/4"
- Operates On O-31 Curves

RUGGED RAILS™ SERIES

RailKing Traditional and RailKing Rugged Rails represent the largest categories in our RailKing line and retain the moderately detailed, traditional size attributes of our initial 1995 RailKing offerings. While some RailKing items can negotiate tight O-27 curves, the Rugged Rails line is comprised exclusively of O-27 models making them the perfect choice for O-27 fans anywhere.

The 2-8-0 steam engine was first developed in 1864-1865 to provide power for heavy trains running at moderate speeds, especially on steep grades. Alexander Mitchell, the chief mechanic for the Lehigh and Maloney Railroad, an eastern Pennsylvania coal hauler, designed the original 2-8-0. The Pennsylvania Railroad (PRR) was the first to put the 2-8-0 type engine on the rails when they rebuilt a Baldwin flexible-beam engine to a 2-8-0 configuration. For more than forty years, the 2-8-0 Consolidation was America's standard freight locomotive, working hard on virtually every railroad.

Produced in near-scale proportions, the Rugged Rails 2-8-0 steam locomotive may be low-priced but it's still equipped with the same high quality components and features found in more expensive RailKing steam locomotives. Featuring a die-cast metal locomotive boiler and chassis and durable ABS tender, each 2-8-0 is equipped with the state-of-the-art Proto-Sound 2.0 system for an incredible operating experience. In fact, each of our NFL and Ohio State versions include our exclusive Proto-Effects that play back classic NFL and Ohio State radio play-by-play calls. Watch in amazement at how slowly and smoothly they run - up and down grades and around corners with or without a load. And when you see her smoke, with each puff timed to the revolutions of the drivers, you'll know that you've just obtained the best value in model railroading.



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Pennsylvania - 2-8-0 Steam Engine
33-1012-1 w/Proto-Sound 2.0 \$249.95



Chessie - 2-8-0 Steam Engine
33-1017-1 w/Proto-Sound 2.0 \$249.95



Miami Dolphins - 2-8-0 Steam Engine
33-1022-1 w/Proto-Sound 2.0 \$279.95



New York Jets - 2-8-0 Steam Engine
33-1023-1 w/Proto-Sound 2.0 \$279.95



Pittsburgh Steelers - 2-8-0 Steam Engine
33-1026-1 w/Proto-Sound 2.0 \$279.95



Ohio State - 2-8-0 Steam Engine
33-1029-1 w/Proto-Sound 2.0 \$279.95

Produced by M.T.H. Electric Trains Under License from Ohio State University



Dallas Cowboys - 2-8-0 Steam Engine
33-1025-1 w/Proto-Sound 2.0 \$279.95

RS-3 Diesel Engine



Features

- Die-Cast Truck Sides, Pilots and Fuel Tank
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Decorative Horn
- Intricately Detailed ABS Body
- Locomotive Speed Control
- (2) Precision Flywheel Equipped Motors
- (2) Remotely Controlled Proto-Couplers™
- Metal Wheels, Axles and Gears
- Directionally Controlled Headlights
- Proto-Sound® 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 14 1/2" x 2 1/2" x 3 3/4"
- Operates On O-31 Curves

RAILKING scale

RailKing Scale diesel locomotives 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.

Though scale proportioned, RailKing Scale models are not as intricately detailed as their scale counterparts. However, they utilize the same drive trains found in our 2005 and earlier Premier Line models and mix and match well with any O scale 3-rail model regardless of manufacturer making them an attractively priced alternative to those not concerned about owning super-detailed O Scale models.

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 2.0, 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. For 2007 this flexible first-generation diesel returns to the RailKing Scale lineup in four road names.



Louisville & Nashville - RS-3 Diesel Engine

30-2790-1	w/Proto-Sound 2.0	\$299.95
30-2790-1	Non-Powered	\$129.95

Pennsylvania - RS-3 Diesel Engine

30-2792-1	w/Proto-Sound 2.0	\$299.95
30-2792-3	Non-Powered	\$129.95



British Columbia Railway - RS-3 Diesel Engine

30-2789-1	w/Proto-Sound 2.0	\$299.95
30-2789-3	Non-Powered	\$129.95



New York Central - RS-3 Diesel Engine

30-2791-1	w/Proto-Sound 2.0	\$299.95
30-2791-3	Non-Powered	\$129.95

GP-20 Diesel Engine



Features

- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Decorative Horn
- Intricately Detailed ABS Body
- Locomotive Speed Control
- (2) Precision Flywheel Equipped Motors
- (2) Remotely Controlled Proto-Couplers™
- Engineer Cab Figure
- Operating Smoke Unit
- Directionally Controlled Headlights
- Proto-Sound® 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 14 7/8" x 2 3/4" x 4"
- Operates On O-31 Curves



Milwaukee Road - GP-20 Diesel Engine
 30-2779-1 w/Proto-Sound 2.0 \$299.95
 30-2779-3 Non-Powered \$129.95

In the late '50s, railroads were looking for units with high-horsepower output. General Electric and Alco obliged by releasing units with 2,400 and 2,500-h.p. capability. General Motor's Electro-Motive Division, at first, was reluctant to chime in. They figured that turbocharging their 567 engine would drive up maintenance costs, and that was to be avoided. Yet, in 1959, EMD outshopped the GP20, a 16-cylinder, 2,000-h.p. road switcher, with its turbocharged 567D2 engine.

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

These popular units come alive once again in the exciting RailKing Scale division, with four all new roadnames. Each locomotive is built to scale proportions and includes more detail than those in the regular RailKing product line.



Santa Fe - GP-20 Diesel Engine

30-2780-1	w/Proto-Sound 2.0	\$299.95
30-2780-3	Non-Powered	\$129.95



BNSF - GP-20 Diesel Engine

30-2777-1	w/Proto-Sound 2.0	\$299.95
30-2777-3	Non-Powered	\$129.95

Burlington Northern - GP-20 Diesel Engine

30-2778-1	w/Proto-Sound 2.0	\$299.95
30-2778-3	Non-Powered	\$129.95



F-3 ABA Diesel Engine Set



RAILKING
scale



Features

- Colorful Paint Scheme
- Die-Cast Metal Chassis
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Wheels, Axles and Gears
- (2) Precision Flywheel Equipped Motors In Powered A Unit
- (2) Remotely Controlled Proto-Couplers™ (one per A Unit)
- Directionally Controlled Headlights
- Intricately Detailed ABS Bodies
- Locomotive Speed Control
- Engineer Cab Figure In Each A Unit
- Operating Smoke Unit In Powered A Unit
- Proto-Sound® 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 40 1/4" x 2 5/8" x 3 3/4"
- Operates On O-31 Curves

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 toy train model of the F3.

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 dieselism was a 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 die-cast metal chassis. Under the hood, however, lies the power and performance of Proto-Sound 2.0, twin flywheel-equipped motors, and Proto-Smoke, offering today's model railroaders an operating experience that boys of the 1950s could only dream about.



Erie - F-3 ABA Diesel Engine Set
30-2774-1 w/Proto-Sound 2.0 \$499.95



Illinois Central - F-3 ABA Diesel Engine Set
30-2775-1 w/Proto-Sound 2.0 \$499.95

**ADD A MATCHING PASSENGER SET
SEE PAGE 74**



Western Pacific - F-3 ABA Diesel Engine Set
30-2776-1 w/Proto-Sound 2.0 \$499.95

**ADD A MATCHING PASSENGER SET
SEE PAGE 75**



Canadian National - F-3 ABA Diesel Engine Set
30-2773-1 w/Proto-Sound 2.0 \$499.95

ADD A MATCHING PASSENGER SET - SEE PAGE 74

AS-616 Diesel Engine



Features

- Intricately Detailed ABS Body
- Colorful Paint Scheme
- Metal Chassis
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Handrails and Decorative Horn
- (2) Remotely Controlled Proto-Couplers
- Metal Wheels and Axles
- Engineer Cab Figure
- Proto-Sound® 2.0 With The Digital Command System Featuring: Freight Yard Proto-Effects™
- Unit Measures: 14 1/2" x 2 1/2" x 3 3/4"
- Operates On O-42 Curves



Southern Pacific - AS-616 Diesel Engine

30-2769-1	w/ Proto-Sound 2.0	\$299.95
30-2769-3	Non-Powered	\$129.95

Sporting a rugged and dependable look, Baldwin's AS-616 diesel locomotive became the perfect choice for roads looking for a reliable beast of burden. In fact the 616 eventually proved to be Baldwin's most popular road switcher thanks to its remarkable ability to adapt to almost any type of service.

Although not glamorous, the AS-616, as much as any diesel, epitomized the term workhorse. From mainline drags to locals, to transfer jobs and coal service, the 616 was up to the task. Beginning in 1950, Baldwin's Eddystone plant was busy producing the rugged 1600 horsepower six axle switcher with production finally ceasing in 1955. A total of 168 units were produced.

M.T.H. offers this hardy and flexible engine in the RailKing Scale category in six exciting liveries and will all the features and performance that make RailKing Scale locomotives a great value.



Western Maryland - AS-616 Diesel Engine

- 30-2772-1 w/ Proto-Sound 2.0 \$299.95
- 30-2772-3 Non-Powered \$129.95



US Pipe & Foundry - AS-616 Diesel Engine

- 30-2771-1 w/ Proto-Sound 2.0 \$299.95
- 30-2771-3 Non-Powered \$129.95



Union Pacific - AS-616 Diesel Engine

- 30-2770-1 w/ Proto-Sound 2.0 \$299.95
- 30-2770-3 Non-Powered \$129.95



Baltimore & Ohio - AS-616 Diesel Engine

- 30-2767-1 w/ Proto-Sound 2.0 \$299.95
- 30-2767-3 Non-Powered \$129.95



MKT - AS-616 Diesel Engine

- 30-2768-1 w/ Proto-Sound 2.0 \$299.95
- 30-2768-3 Non-Powered \$129.95

SD60 Diesel Engine



RAILKING
scale



Features

- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Decorative Horn
- Intricately Detailed ABS Body
- Engineer Cab Figure
- (2) Remotely Controlled Proto-Couplers™
- Directionally Controlled Headlights
- (2) Precision Flywheel Equipped Motors
- Locomotive Speed Control
- Proto-Sound® 2.0 With The Digital Command System Featuring: Freight Yard Proto-Effects™
- Unit Measures: 18 1/8" x 2 15/16" x 4 1/4"
- Operates On O-31 Curves



Conrail - SD60 Diesel Engine

30-2783-1 w/ Proto-Sound 2.0 \$299.95
30-2783-3 Non-Powered \$129.95

Introduced in the mid-1980s, the SD60 and its four-axle sister, the GP60, were the first EMD diesels to incorporate computer technology and onboard diagnostics to aid the engineer. Under the hood was a new 16-cylinder model 710 prime mover rated at 3800 horsepower. While the SD60 looked almost identical to the SD50 introduced just four years earlier, under the hood virtually everything had changed. Problems with the SD50 had led EMD to a total redesign that introduced the firm's third generation of diesel locomotives.

The earlier SD50's model 645 prime mover was working so close to its limitations that the motor required a major overhaul every two years - twice as often as the motor in the previous SD-40 and SD40-2 locomotives. Responding to customer complaints, EMD developed the stronger, more reliable model 710 prime mover introduced in the SD60 series.

Like all RailKing Scale diesels, the SD60 sports prototypical 1:48 scale dimensions, two motors, and the incredible sounds and features of Proto-Sound 2.0. Operators will find no better locomotives for mainline work than these great pulling machines. Our industry-leading Proto-Speed Control™ allows unprecedented slow-speed performance, no matter what the terrain or load. Programmed with an incredible array of digital sounds, the Proto-Sound 2.0 system gives users more interaction and excitement than any other control system - including remote uncoupling anywhere on the layout, even in conventional control.



CSX - SD60 Diesel Engine

- 30-2784-1 w/ Proto-Sound 2.0 \$299.95
- 30-2784-3 Non-Powered \$129.95



Chicago NorthWestern - SD60 Diesel Engine

- 30-2782-1 w/ Proto-Sound 2.0 \$299.95
- 30-2782-3 Non-Powered \$129.95



Burlington Northern - SD60 Diesel Engine

- 30-2781-1 w/ Proto-Sound 2.0 \$299.95
- 30-2781-3 Non-Powered \$129.95

RSD-4/5 Diesel Engine



Features

- Die-Cast Truck Sides, Pilots and Fuel Tank
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Decorative Horn
- Intricately Detailed ABS Body
- Locomotive Speed Control
- (2) Precision Flywheel Equipped Motors
- (2) Remotely Controlled Proto-Couplers™
- Engineer Cab Figure
- Metal Wheels, Axles and Gears
- Directionally Controlled Headlights
- Proto-Sound® 2.0 With The Digital Command System Featuring: Freight Yard Proto-Effects™
- Unit Measures: 14 1/2" x 2 1/2" x 3 3/4"
- Operates On O-31 Curves

NEW TOOLING!



Santa Fe - RSD-4 Diesel Engine

30-2795-1 w/ Proto-Sound 2.0
30-2795-3 Non-Powered

\$299.95
\$129.95

The American Locomotive Company pioneered the multi-purpose "road switcher" design in 1941 with its 1000 hp RS-1. Alco's designers added a second, shorter hood to a basic switcher to make room for a steam boiler for passenger train heat. The short hood also afforded the crew additional accident protection. Smoother-riding trucks made Alco's new design suitable for the higher road speeds that would be daunting in a typical switcher.

In 1946, Alco cataloged the first six-axle version of its road switcher, the RSC-2. Designed for operation on the lighter rail found on branch lines and short lines, the engine used two more axles to spread out its weight. The trucks were a so-called "A1A" configuration: the two end axles had traction motors while the middle wheels were unpowered idlers.

In 1951, the Chicago and Northwestern asked Alco to build a six-axle version of its RS-3, this time with all axles powered. The body and the 1600 hp Alco 244 prime mover were the same as used in the RS-3, but the additional traction motors gave the new model RSD-4 stronger low-speed performance. The longer trucks were both smooth-riding and more suitable for lighter rail. The design proved to be a winner, and a dozen railroads purchased the RSD-4 and its near-identical twin, the RSD-5, which sported an improved GE generator.

Did You Know?

While they were the first to be cataloged, the RSC-2s were not the first six-axle Alco RS locomotives. Back in World War II, the first two years of RS-1 production had gone to the military. The 13 units that had been delivered to American railroads were requisitioned from their owners and, along with 144 additional engines, were sent to Iran, Russia, and U.S. Army posts. These RS-1s were fitted with three-axle trucks to make them suitable for lighter rail on overseas roads. A group that plied the Trans-Iranian Railroad became known as "the diesels that saved Russia" because they brought in food and other supplies after the Luftwaffe had crippled Russian shipping. These engines later became the prototype for Russia's own early diesels.



NEW TOOLING!

Chicago NorthWestern - RSD-4 Diesel Engine

30-2793-1	w/ Proto-Sound 2.0	\$299.95
30-2793-3	Non-Powered	\$129.95



NEW TOOLING!

Chesapeake & Ohio - RSD-5 Diesel Engine

30-2794-1	w/ Proto-Sound 2.0	\$299.95
30-2794-3	Non-Powered	\$129.95



NEW TOOLING!

Jersey Central - RSD-4 Diesel Engine

30-2796-1	w/ Proto-Sound 2.0	\$299.95
30-2796-3	Non-Powered	\$129.95

Galloping Goose



Features

- Directionally Controlled Headlight
- Intricately Detailed ABS Body
- Die-Cast Metal Chassis
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides & Pilots
- Colorful Paint Scheme
- Precision Flywheel Equipped Motor
- Locomotive Speed Control
- Lighted Cab Interior
- Cab Figure
- Proto-Sound® 2.0 With The Digital Command System Featuring Station Stop Proto-Effects™
- Unit Measures: 11" x 2" x 2 1/2"
- Operates On O-27 Curves



Virginia & Truckee - Galloping Goose
30-2788-1 w/ Proto-Sound 2.0 \$229.95

Like the doodlebugs before them and the RDC (Rail Diesel Car) after them, the Rio Grande Southern's Galloping Geese were a cheap way to provide passenger service. Cobbled together in the early 1930s by a railroad on the verge of bankruptcy, the Geese replaced steam-powered passenger trains and enabled the RGS to provide passenger and tourist service in the Colorado Rockies until it closed in 1952. The poor condition of RGS track gave the Motors, as they were officially called, the galloping gait that prompted their nickname. Goose No. 4 was constructed in 1931 with a 1926 Pierce-Arrow engine and car body for passengers, and a homebuilt box in the back for mail and express freight. After World War II, she received a new Wayne school bus body and a war surplus GMC engine, and her freight body was converted to provide additional tourist seating. She survives today on display in Telluride, Colorado. To view a photo gallery of the six passenger Geese and one work Goose, go to www.gallopinggoose.org.

For 2007, the Galloping Goose returns to the RailKing line in RGS livery and three new paint schemes. With the extraordinary sounds and slow-speed capabilities of Proto-Sound 2.0, you can recreate the honk of the Goose's horn and its daily struggle to lift a train that weighed 10 tons, fully loaded, over the Rockies with only an ancient, clattering automobile engine.



Railway Express - Galloping Goose
30-2786-1 w/ Proto-Sound 2.0 \$229.95



Maryland and Pennsylvania - Galloping Goose
30-2785-1 w/ Proto-Sound 2.0 \$229.95



Rio Grande Southern - Galloping Goose
30-2787-1 w/ Proto-Sound 2.0 \$229.95

PCC Electric Street Car



Features

- Directionally Controlled Headlights
- Intricately Detailed ABS Body
- Die-Cast Trucks
- Authentic Paint Scheme
- Precision Flywheel Equipped Motor
- Lighted Interior
- Illuminated Number Boards
- Lighted Tail Lights
- Metal Wheels, Axles and Gears
- Locomotive Speed Control
- Metal Chassis
- Proto-Sound® 2.0 With The Digital Command System Featuring: Station Stop Proto-Effects™
- Unit Measures: 11 1/2" x 2 1/2" x 3 3/8"
- Operates On O-27 Curves



Boston - PCC Electric Street Car
30-2593-1 w/ Proto-Sound 2.0 \$229.95

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

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

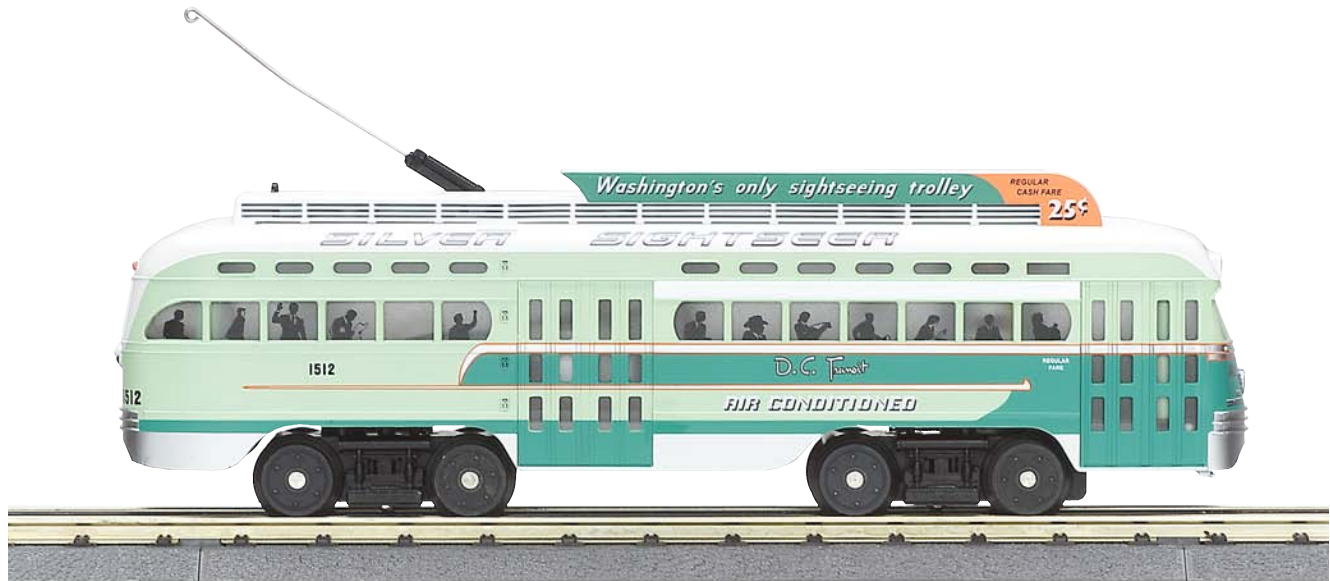
The PCC car, which took its name from the Committee, addressed two key issues: comfort and style. A control system developed by GE and Westinghouse gave the PCC smooth, rapid acceleration, compared with the jerky ride of the old streetcars. Hirshfeld's team also developed new truck and wheel designs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

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

Proto-Sound 2.0 technology makes RailKing trolleys unique and incredibly fun to operate. Throttle down as low as 2 scale miles per hour and the PCC will maintain its speed regardless of curves or grades. Hear the operator announce authentic station stops in a proper regional dialect. For hands-off operation, create a trolley route with up to six automatic stops to pick up and drop off passengers.



Cleveland - PCC Electric Street Car
30-2594-1 w/ Proto-Sound 2.0 \$229.95



Washington - PCC Electric Street Car
30-2595-1 w/ Proto-Sound 2.0 \$229.95

R-T-R Trolley Set



Features

- Intricately Detailed ABS Body
- Metal Wheels, Axles and Gears
- Colorful Paint Scheme
- Precision Motor
- Lighted Interior
- Moveable Power Pole
- Automatic Reversing Bumpers
- Unit Measures: 8 1/4" x 2 3/8" x 3 1/3"
- Operates On O-27 Curves

Main Street - Bump-n-Go Trolley
30-2562 \$59.95

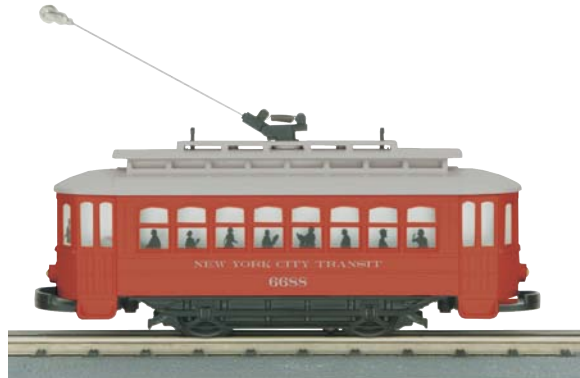


Introduce someone you love to model railroading with the magic of a RailKing Ready-To-Run trolley set or take advantage of the way it complements your own holiday decor when set up around the Christmas tree.

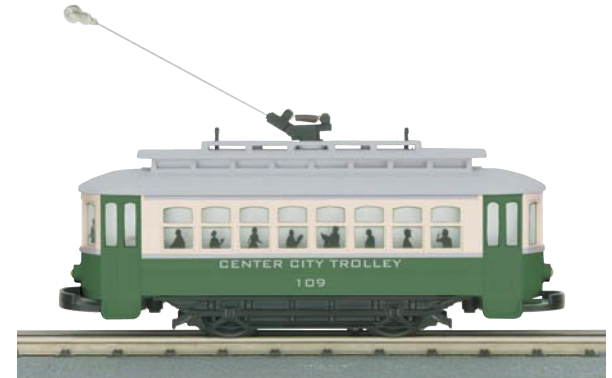
The colorful trolley features a lighted interior, metal wheels and gears and a long-lasting motor. The unit operates on any O Gauge track system including the easy-to-assemble RealTrax® system found inside each set. Optional track bumpers can be added to take advantage of the Automatic Bumper Reversing Mechanism (ABRM) that changes the trolley's direction when it hits a track bumper.



R-T-R Trolley Sets Include Everything to Get Started!



New York Transit - Bump-n-Go Trolley
30-2596 \$59.95



Center City - Bump-n-Go Trolley
30-2545 \$59.95



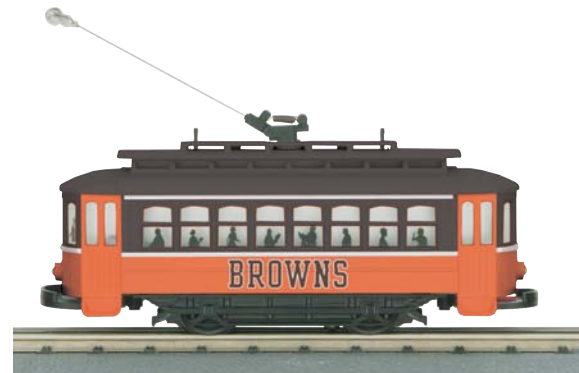
New York Giants - Trolley R-T-R Train Set
30-4166-1 \$129.95



New York Jets - Trolley R-T-R Train Set
30-4167-1 \$129.95



Pittsburgh - Bump-n-Go Trolley
30-2585 \$59.95



Cleveland Browns - Trolley R-T-R Train Set
30-4164-1 \$129.95



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3200 Series Transit Set



Features

- Directionally Controlled Headlights
- Intricately Detailed ABS Bodies
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides & Pilots
- (2) Remotely Controlled Proto-Couplers™
- Authentic Paint Scheme
- (2) Precision Flywheel Equipped Motors
- Proto-Sound® 2.0 Featuring Station Stop Proto-Effects™
- Locomotive Speed Control
- Lighted Cab Interiors
- Illuminated Number Boards
- Each Car Measures 13 1/2" x 2 1/2" x 3 3/8"
- Operates On O-31 Curves



Chicago Bears - 4-Car 3200 Series Subway Set
30-2766-1 w/ Proto-Sound 2.0 \$399.95

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

The design and performance characteristics of the new 3200 series cars are a far leap over previous subway type passenger equipment. Utilizing state-of-the-art micro-processor propulsion control and inverter auxiliary power supply equipment, the cars can be easily retrofitted from 3rd rail pickups to overhead pantographs. A unique operator's compartment provides multi-purpose operator/conductor/passenger seating capabilities.

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



Chicago White Sox™ - 4-Car 3200 Series Subway Set

30-2622-1 w/ Proto-Sound 2.0 \$399.95

Chicago White Sox™ - 2-Car 3200 Series Subway Set Add-On

30-2622-3 Non-Powered \$149.95



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Chicago White Sox™ World Series

3200 Series 2-Car Subway Set Add-On

30-2622-4 Non-Powered \$149.95



Chicago Bears - 2-Car 3200 Series Subway Set Add-On

30-2766-3 Non-Powered \$149.95



Chicago Cubs™ - 4-Car 3200 Series Subway Set

30-2621-1 w/ Proto-Sound 2.0 \$399.95

Chicago Cubs™ - 2-Car 3200 Series Subway Set Add-On

30-2621-3 Non-Powered \$149.95



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R142A Series Subway Set



Features

- Directionally Controlled Headlights
- Intricately Detailed ABS Bodies
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides & Pilots
- (2) Remotely Controlled Proto-Couplers™
- Authentic Paint Scheme
- (2) Precision Flywheel Equipped Motors
- Locomotive Speed Control
- Proto-Sound® 2.0 Featuring Station Stop Proto-Effects
- Detailed Lighted Cab Interiors
- Illuminated Number Boards
- Each Car Measures 13 1/2" x 2 1/2" x 3 3/8"
- Operates On O-31 Curves



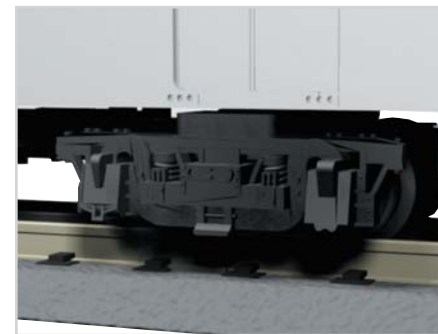
Delivered between 1999 and 2003, the stainless steel R142As are among the newest cars on New York City's century-old municipal rails. With the delivery of the final R142s, NYC transit retired the last of its non-stainless cars, including the famous Redbirds. Designed to travel primarily in 5-car semi-permanently coupled sets, the R142As were assembled in Kobe, Japan and Yonkers, NY by Kawasaki Heavy Industries. Each set is powered by four 150-hp truck-mounted motors on each end cab car, and two motors on each cabless intermediate car; top speed is about 60 mph.

Like the Chicago transit cars on the previous page, the RailKing R142A cars feature transit stop simulation available only from M.T.H. Designed specifically for our municipal transit cars, the unique Proto-Sound® 2.0 transit program features Station Stop Proto-Effects, allowing you to program the train to stop automatically at designated station stops, even in Conventional Mode. When configured to run on automatic, the R142A stops itself at locations you define and calls out station names that you select in advance; the train essentially runs itself. And when you program the R142A for an out-and-back route,

it reverses itself when it reaches the end of the line and heads back downtown - stopping along the way at each station to broadcast the name of the stop and the hustle and bustle of passengers coming and going.

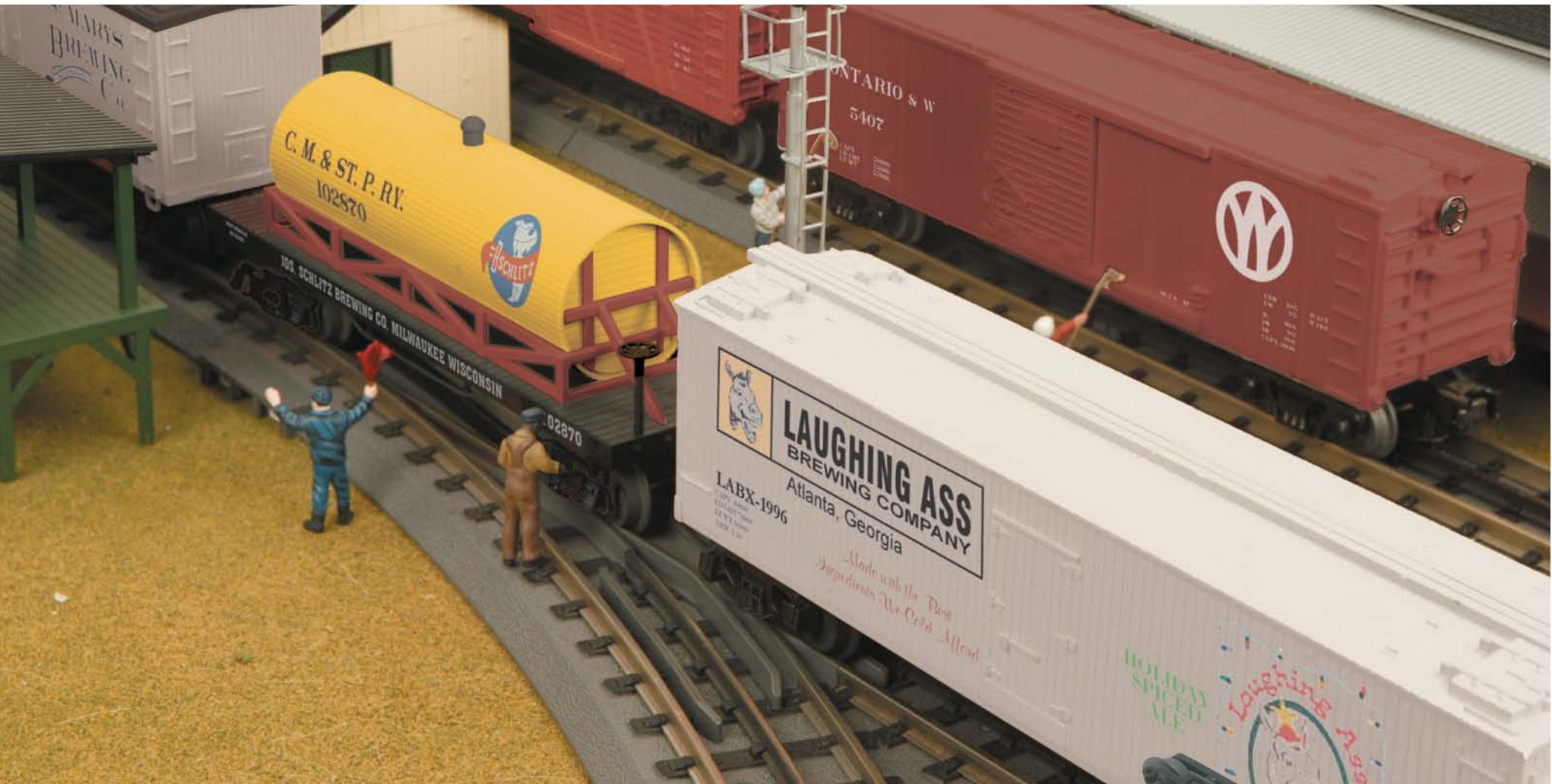


MTA - 2-Car 3200 Series Subway Set Add-On
30-2797-3 Non-Powered \$149.95



Metropolitan Transportation - 5-Car R142A Series Subway Set
30-2797-1 w/ Proto-Sound 2.0 \$4499.95

Freight Intro



High quality, traditionally sized RailKing freight cars provide detailed bodies and colorful paint schemes for the O Gauge modeler. M.T.H. produces an enormous variety of RailKing freight cars, including many different models and roadnames as well as operating cars that bring your layout to life. No matter what era or part of country you are modeling, RailKing is sure to have something for you.

Most RailKing Freight Cars Include:

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Smooth Rolling Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Decorative Brake Wheels
- Separate Metal Handrail



3-Rail Bettendorf Freight Car Two Truck Pack

30-89001 \$12.99

3-Rail Roller Bearing Freight Car Two Truck Pack

30-89002 \$12.99

Operating Hand Car

Track inspections often require a close-up view that only a worker can do. Getting out on the rails via a hand pump driven car was the only way to do so back in the earliest days of the railroad. Eventually track inspection cars came along to replace the human motors.

The RailKing handcar features two track workers pumping the handle up and down to get the car rolling. The faster they pump, the faster the car goes. The unit operates on any O Gauge track system and features an Automatic Bumper Reversing Mechanism (ABRM) that changes the car's direction when it hits a track bumper.



Pennsylvania - Operating Hand Car
30-2574 \$59.95



Christmas - Operating Hand Car
30-2573 \$59.95



- Features**
- Intricately Detailed ABS Body
 - Metal Wheels, Axles and Gears
 - Colorful Paint Scheme
 - Precision Motor
 - (2) Moving Car Figures
 - Automatic Bumper Reverse Mechanism (ABRM)
 - Unit Measures 4 3/8" x 1 15/16" x 2 15/16"
 - Operates On O-27 Curves

Operating Freight



Rudolph the Red-Nosed Reindeer®
Revolving Action Car
30-79183 \$69.95



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Maryland Crabs - Operating Aquarium Car
30-79193 \$69.95



Alaska Seals - Operating Aquarium Car
30-79192 \$69.95



Davey Jones Pirates - Operating Aquarium Car
30-79199 \$69.95

Features

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

19th Century Box Car



New York Central - 19th Century 34' Box Car
30-74452 \$39.95



New York Ontario & Western
19th Century 34' Box Car
30-74453 \$39.95



Wheeling & Lake Erie - 19th Century 34' Box Car
30-74454 \$39.95



Belt Railway Company - 19th Century 34' Box Car
30-74451 \$39.95

Details

- Unit Measures: 9 11/16" x 2 7/16" x 3 7/16"
- Operates On O-27 Curves



40' High Cube Box Car



Ohio State - 40' High Cube Box Car

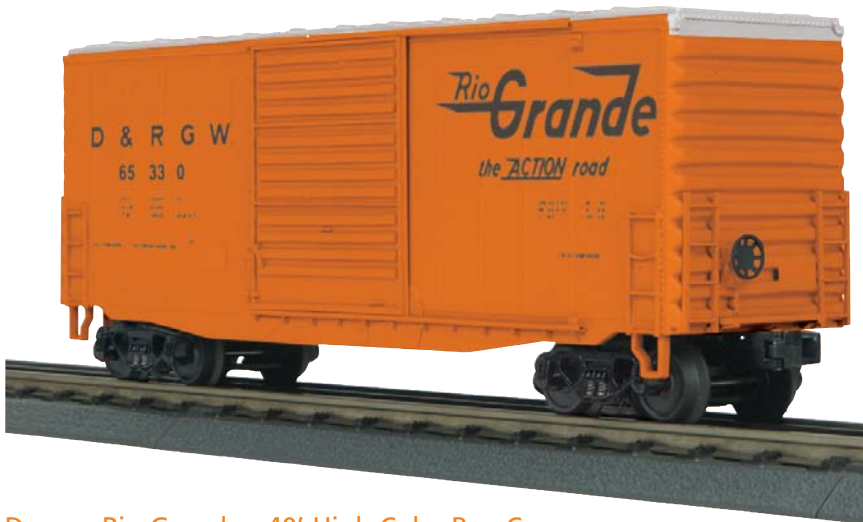
30-74444 \$49.95

Produced by M.T.H. Electric Trains Under License from Ohio State University



Union Pacific - 40' High Cube Box Car

30-74447 \$44.95



Denver Rio Grande - 40' High Cube Box Car

30-74446 \$44.95



Northern Pacific
40' High Cube Box Car

30-74445 \$44.95

Details

- Unit Measures: 11 1/2" x 2 3/8" x 2 5/16"
- Operates On O-27 Curves



Box Car



Pennsylvania - Box Car
30-74457 \$39.95



Southern - Box Car
30-74458 \$39.95



Duluth Missabe & Iron Range - Box Car
30-74455 \$39.95



New York Ontario & Western - Box Car
30-74456 \$39.95



Details

- Unit Measures: 11 1/2" x 2 3/8" x 2 5/16"
- Operates On O-27 Curves

40' Double Door Box Car



Pittsburgh Steelers Super Bowl XIII - 40' Double Door Box Car
30-74438 \$44.95



Green Bay Packers Super Bowl XXXI - 40' Double Door Box Car
30-74450 \$44.95



Washington Redskins Super Bowl XXII - 40' Double Door Box Car
30-74449 \$44.95



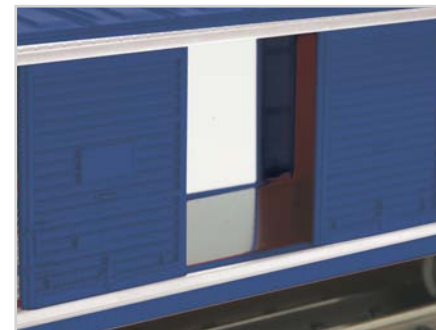
New York Giants Super Bowl XXV - 40' Double Door Box Car
30-74448 \$44.95



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Details

- Unit Measures: 11 1/2" x 2 1/2" x 3 7/16"
- Operates On O-27 Curves



19th Century Reefer Car



Coors - 19th Century Reefer Car
30-78044 \$44.95

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St. Mary's Brewing Company
19th Century Reefer Car
30-78046 \$39.95



Kansas City Packing Co.
30-78043 \$39.95



Manhattan Brewing Company
19th Century Reefer Car
30-78045 \$39.95

Details - Unit Measures: 9 11/16" x 2 7/16" x 3 7/16"
- Operates On O-27 Curves



Reefer Car



Laughing Ass Brewing Company - Reefer Car
30-78051 \$36.95



Old German Premium Lager - Reefer Car
30-78052 \$36.95



Playmate Premium Beer - Reefer Car
30-78053 \$36.95



Mountain Top Kristmas Cheer - Reefer Car
30-78054 \$36.95

Details

- Unit Measures: 15 1/2" x 2 3/4" x 4"
- Operates On O-31 Curves

Modern Reefer Car



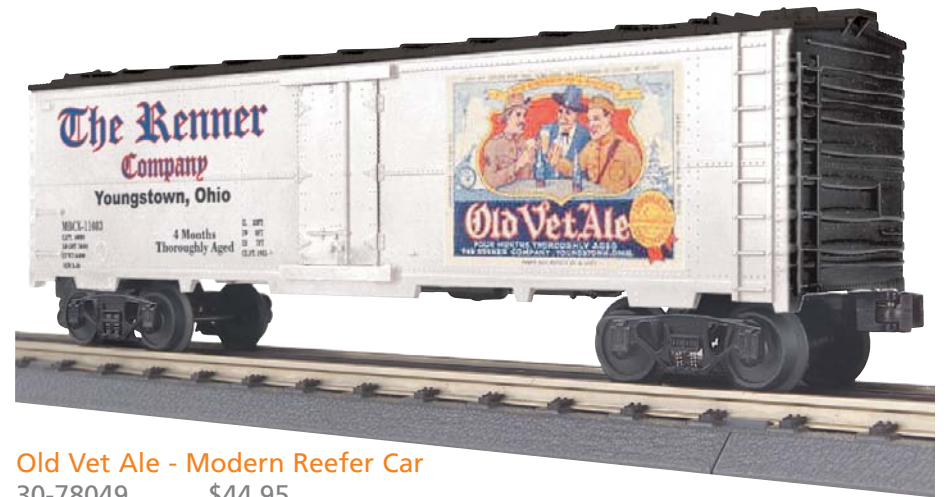
Great Lakes Seafood - Modern Reefer Car
30-78047 \$44.95



North Western Refrigerator Line - Modern Reefer Car
30-78048 \$44.95



Ugly Dog Ale - Modern Reefer Car
30-78050 \$44.95



Old Vet Ale - Modern Reefer Car
30-78049 \$44.95



Details

- Unit Measures: 11 1/2" x 2 3/8" x 2 5/16"
- Operates On O-27 Curves

Stock Car



Union Pacific - Stock Car
30-7175 \$39.95



Santa Fe - Stock Car
30-7174 \$39.95



Chesapeake & Ohio - Stock Car
30-7173 \$39.95



Baltimore & Ohio - Stock Car
30-7172 \$39.95

Details

- Unit Measures: 11 5/8" x 2 1/2" x 3 3/8"
- Operates On O-27 Curves



4-Bay Cylindrical Hopper Car



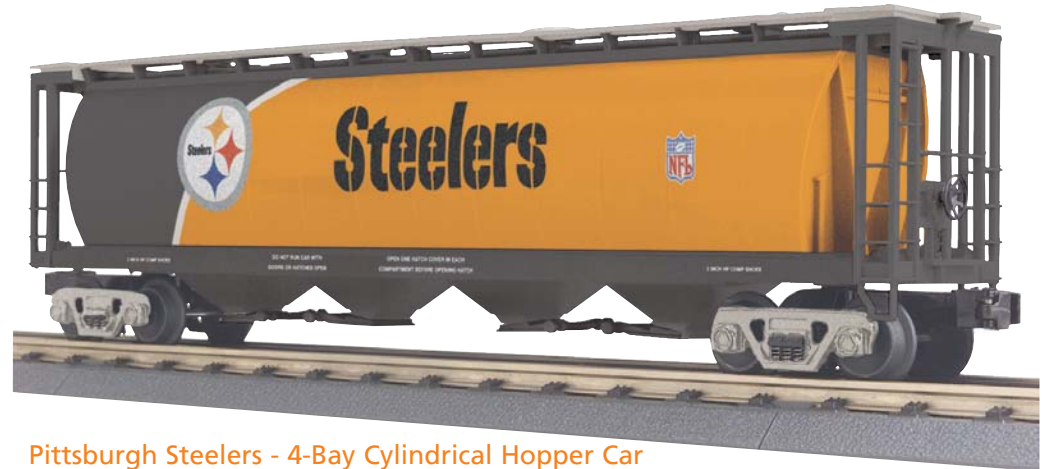
Milwaukee Road - 4-Bay Cylindrical Hopper Car
30-75267 \$39.95



Southern Pacific - 4-Bay Cylindrical Hopper Car
30-75252 \$39.95



Baltimore Ravens - 4-Bay Cylindrical Hopper Car
30-75251 \$44.95



Pittsburgh Steelers - 4-Bay Cylindrical Hopper Car
30-75250 \$44.95



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Details

- Unit Measures: 13 3/8" x 2 3/8" x 3 7/16"
- Operates On O-31 Curves



4-Bay Cylindrical Hopper Car



CP Rail - 4-Bay Cylindrical Hopper Car
30-75253 \$39.95



Seaboard - 4-Bay Cylindrical Hopper Car
30-75254 \$39.95



Southern - 4-Bay Cylindrical Hopper Car
30-75256 \$39.95



CSX - 4-Bay Cylindrical Hopper Car
30-75249 \$39.95

Details

- Unit Measures: 13 3/8" x 2 3/8" x 3 7/16"
- Operates On O-31 Curves



4-Bay Hopper Car



Santa Fe - 4-Bay Hopper Car
30-75260 \$39.95



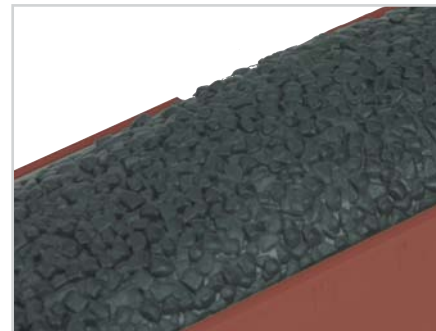
Pennsylvania - 4-Bay Hopper Car
30-75259 \$39.95



Conrail - 4-Bay Hopper Car
30-75258 \$39.95



Southern Pacific - 4-Bay Hopper Car
30-75261 \$39.95



Details

- Unit Measures: 11 3/4" x 2 1/2" x 2 3/4"
- Operates On O-27 Curves

Tank Car



IC Light - Tank Car
30-73238 \$44.95



Budweiser - Tank Car
30-73240 \$44.95

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Killians - Tank Car
30-73239 \$44.95

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Shell - Tank Car
30-73241 \$42.95

Details

- Measures: 10 3/8" x 2 3/8" 3 13/16"
- Operates On O-27 Curves



Modern Tank Car



Ohio State - Modern Tank Car

30-73242 \$49.95

Produced by M.T.H. Electric Trains Under License from Ohio State University



New York Mets™ - Modern Tank Car

30-73245 \$49.95



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Chicago White Sox™ - Modern Tank Car

30-73244 \$49.95

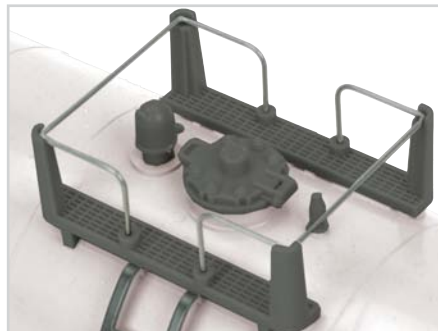


Chicago Bears - Modern Tank Car

30-73243 \$49.95



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Details

- Unit Measures: 10 7/8" x 2 3/8" x 3 7/8"
- Operates On O-27 Curves

3-Dome Tank Car



Pittsburgh Plate & Glass - 3-Dome Tank Car
30-73248 \$42.95



Union 76 - 3-Dome Tank Car
30-73249 \$42.95



Esso - 3-Dome Tank Car
30-73247 \$42.95



Baby Ruth - 3-Dome Tank Car
30-73246 \$42.95

Details

- Unit Measures: 10 1/4" x 2 3/8" x 3 9/16"
- Operates On O-27 Curves



19th Century Wooden Tank Car



Jos. Schlitz Brewing Co.
19th Century Wooden Tank Car
30-73252 \$39.95



Beacon Oil Company
19th Century Wooden Tank Car
30-73251 \$39.95



19th Century Wooden Tank Car
30-73250 \$39.95



Procter & Gamble Co. - 19th Century Wooden Tank Car
30-73253 \$39.95



Details

- Unit Measures: 9 11/16" x 2 1/4" x 3 1/4"
- Operates On O-27 Curves

Ore Car



Santa Fe - Ore Car
30-75266 \$39.95



Pennsylvania - Ore Car
30-75265 \$39.95



Big Red Line - Ore Car
30-75263 \$39.95

Details

- Unit Measures: 11 1/2" x 2 3/8" x 2 5/16"
- Operates On O-27 Curves



Duluth Missabe & Iron Range - Ore Car
30-75264 \$39.95

Husky Stack Car



Harley-Davidson® - Husky Stack Car
30-76256 \$54.95

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Coors Light - Husky Stack Car
30-76259 \$54.95

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U.S. Army - Husky Stack Car
30-76257 \$49.95



Caterpillar® - Husky Stack Car
30-76258 \$54.95



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Details - Unit Measures: 14 3/4" x 2 5/16" x 5"
- Operates On O-31 Curves

Flat Car with Trailer



New York Mets™ - Flat Car with Trailer

30-76263 \$49.95



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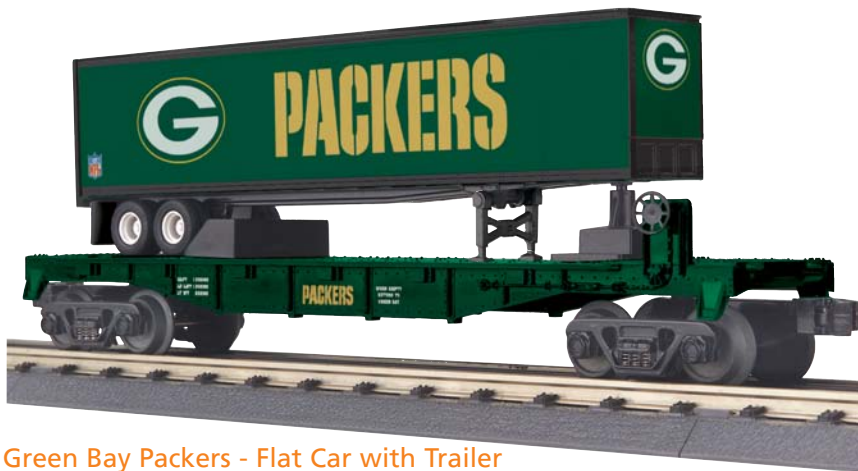
NASA - Flat Car with Trailer

30-76260 \$49.95



Philadelphia Eagles - Flat Car with Trailer

30-76261 \$49.95



Green Bay Packers - Flat Car with Trailer

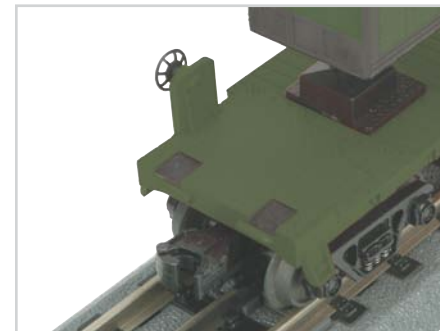
30-76262 \$49.95



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Details

- Unit Measures: 11 5/8" x 2 1/4" x 3 3/4"
- Operates On O-27 Curves



Flat Car with Trailer



Soo Line - Flat Car with Trailer
30-76265 \$49.95



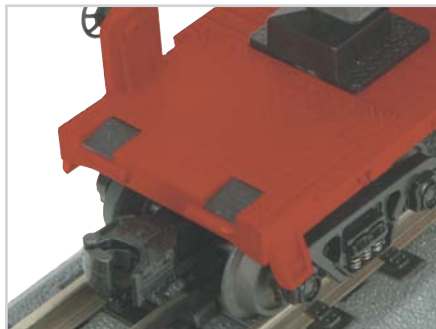
Union Pacific - Flat Car with Trailer
30-76264 \$49.95



BNSF - Flat Car with Trailer
30-76266 \$49.95



TTX - Flat Car with Trailer
30-76267 \$49.95



Details

- Unit Measures: 11 5/8" x 2 1/4" x 3 3/4"
- Operates On O-27 Curves

Flat Car with Vehical Load



Baltimore & Ohio - Flat Car w/Fire Truck
30-76272 \$49.95



Union Pacific
Flat Car w/(2) Yellow H2 Hummers
30-76271 \$39.95



Jersey Central - Flat Car w/Fire Truck
30-76273 \$49.95



CSX
Flat Car w/(2) Black H2 Hummers
30-76270 \$39.95



Pennsylvania
Auto Carrier Flat Car w/(4) Ford Thunderbirds
30-76268 \$59.95

Details - Unit Measures: 11 11/16" x 2 5/16" x 3 1/2"
- Operates On O-27 Curves



TTX
Auto Carrier Flat Car
w/(4) VW Beetle Convertibles
30-76269 \$59.95

Crane Cars & Crane Tenders



Southern Pacific - Crane Car
30-79197 \$59.95



New York Ontario & Western - Crane Car
30-79195 \$59.95



Canadian Pacific - Crane Tender Car
30-79194 \$44.95



Southern Pacific - Crane Tender Car
30-79198 \$44.95



New York Ontario & Western - Crane Tender Car
30-79196 \$44.95

Details - Unit Measures: 11 1/2" x 2 5/16" x 4"
- Operates On O-27 Curves

Slag Car



Alliquippa Works - Slag Car
30-79200 \$44.95



Treadworks - Slag Car
30-79203 \$44.95



INCO - Slag Car
30-79202 \$44.95



Duluth Missabe & Iron Range - Slag Car
30-79201 \$44.95

Details - Unit Measures: 8 1/4" x 2 1/8" x 3 3/8"
- Operates On O-31 Curves



Offset Steel Caboose



Ohio State - Offset Steel Caboose

30-77133 \$49.95

Produced by M.T.H. Electric Trains Under License from Ohio State University



Louisville & Nashville - Offset Steel Caboose

30-77139 \$49.95



Conrail - Offset Steel Caboose

30-77138 \$49.95



Pittsburgh Steelers - Offset Steel Caboose

30-77130 \$49.95



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Details - Unit Measures: 10 1/4" x 2 1/2" x 4 1/4"
- Operates On O-31 Curves

Steel Caboose



Great Northern - Steel Caboose
30-77132 \$49.95



Duluth Missabe & Iron Range - Steel Caboose
30-77131 \$49.95



Southern Pacific - Steel Caboose
30-77140 \$49.95



Baltimore & Ohio - Steel Caboose
30-77141 \$49.95

Details

- Unit Measures: 10 1/4" x 2 1/2" x 4 1/4"
- Operates On O-31 Curves



N5c Caboose



Pennsylvania - N5c Caboose
30-77137 \$49.95



New York Ontario & Western
N5c Caboose
30-77135 \$49.95



Jersey Central - N5c Caboose
30-77134 \$49.95



Ontario & Northland - N5c Caboose
30-77136 \$49.95



Details

- Unit Measures: 9 1/8" x 2 5/8" x 4 1/4"
- Operates On O-27 Curves

Freight Sets



Southern Pacific - 6-Car 4-Bay Hopper Car Set

30-7042 463148, 463150, 463161, 463155, 463144, 463163 \$229.95



Santa Fe - 6-Car 4-Bay Hopper Car Set

30-7041 308939, 308941, 308944, 308937, 308948, 308955 \$229.95

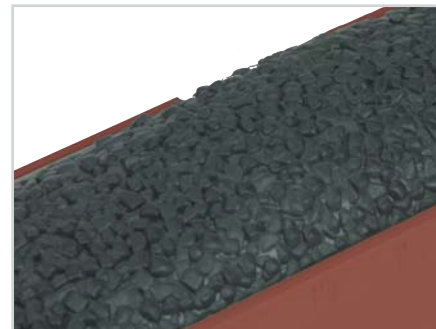


Pennsylvania - 6-Car 4-Bay Hopper Car Set

30-7040 730599, 730570, 730581, 730592, 730599, 730573 \$229.95

Details

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Decorative Brake Wheels
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Each Unit Measures: 11 3/4 x 2 1/2 x 2 3/4
- Operates On O-27 Curves





Northern Pacific - 6 Car Ore Car Set

30-7037 Car Numbers: 78371, 78376, 78379, 78382, 78388, 78390 \$199.95



Bessemer & Lake Erie - 6 Car Ore Car Set

30-7039 Car Numbers: 8024, 8043, 8040, 8036, 8010, 8022 \$199.95



Pennsylvania - 6 Car Ore Car Set

30-7038 Car Numbers: 15056, 15058, 15062, 15065, 15070, 15044 \$199.95



Details

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

Passenger Cars

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

Designed to bring authenticity and smooth performing operation to any O Gauge layout, modelers will find no finer O Gauge value than RailKing Passenger Cars.

U.S. Army



2-Car 60' Madison Combo/Diner Set
30-69047 \$99.95



60' Madison Coach Car
30-69048 \$49.95



4-Car 60' Madison Passenger Set
30-69046 \$199.95

New York Central



60' Madison Coach Car
30-69042 \$49.95



2-Car 60' Madison Combo/Diner Set
30-69041 \$99.95

4-Car 60' Madison Passenger Set
30-69040 \$199.95



Western Maryland



4-Car 60' Madison Passenger Set
30-69049 \$199.95



60' Madison Coach Car
30-69051 \$49.95



2-Car 60' Madison Combo/Diner Set
30-69050 \$99.95

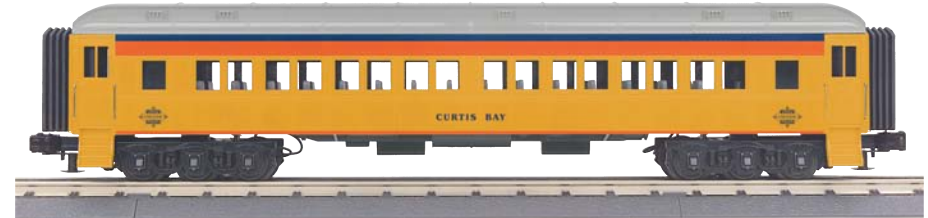
Chessie



4-Car 60' Madison Passenger Set
30-69037 \$199.95



2-Car 60' Madison Combo/Diner Set
30-69038 \$99.95



60' Madison Coach Car
30-69039 \$49.95

New York Ontario & Western



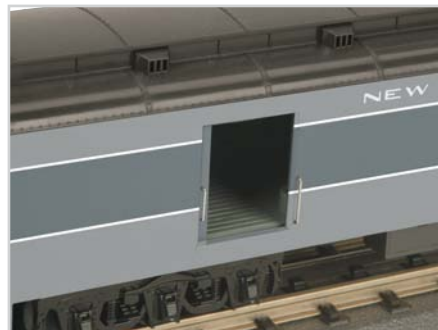
2-Car 60' Madison Combo/Diner Set
30-69044 \$99.95



4-Car 60' Madison Passenger Set
30-69043 \$199.95



60' Madison Coach Car
30-69045 \$49.95



Features

- Durable ABS Intricately Detailed Bodies
- Metal Wheels and Axles
- Overhead Interior Lighting
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- End-of-Car Diaphragms
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Detailed Car Interiors
- Die-Cast 6-Wheel Trucks
- 4-Car Sets Feature: (1) Baggage, (2) Coaches, (1) Observation
- Unit Measures: 68 3/4" x 2 5/8" x 3 5/16"
- Operates On O-31 Curves

Passenger Cars



4-Car 60' Streamlined ABS Passenger Set
30-67390 \$199.95



2-Car 60' Streamlined ABS Sleeper/Diner
30-67391 \$99.95



60' Streamlined ABS Coach Car
30-67392 \$49.95



60' Streamlined ABS Full-Length Vista Dome Car
30-67393 \$54.95

New York Central

Canadian National



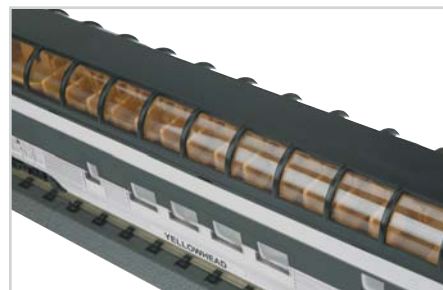
2-Car 60' Streamlined ABS Sleeper/Diner
30-67379 \$99.95



60' Streamlined ABS Full-Length Vista Dome Car
30-67381 \$54.95



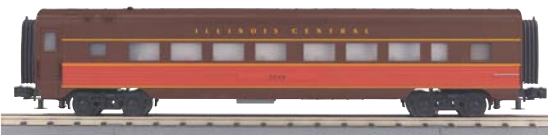
60' Streamlined ABS Coach Car
30-67380 \$49.95



4-Car 60' Streamlined ABS Passenger Set
30-67378 \$199.95



2-Car 60' Streamlined ABS Sleeper/Diner
30-67389 \$99.95



60' Streamlined ABS Coach Car
30-67388 \$49.95



60' Streamlined ABS Full-Length Vista Dome Car
30-67387 \$54.95

Illinois Central



4-Car 60' Streamlined ABS Passenger Set
30-67386 \$199.95

Rexall



60' Streamlined ABS Coach Car
30-67396 \$49.95



2-Car 60' Streamlined ABS Sleeper/Diner
30-67395 \$99.95



4-Car 60' Streamlined ABS Passenger Set
30-67394 \$199.95



60' Streamlined ABS Full-Length Vista Dome Car
30-67397 \$54.95



4-Car 60' Streamlined ABS Passenger Set
30-67382 \$199.95



60' Streamlined ABS Full-Length Vista Dome Car
30-67385 \$54.95



2-Car 60' Streamlined ABS Sleeper/Diner
30-67383 \$99.95



60' Streamlined ABS Coach Car
30-67384 \$49.95

Western Pacific



4-Car 60' Streamlined ABS Passenger Set
30-67398 \$199.95



60' Streamlined ABS Coach Car
30-67400 \$49.95



60' Streamlined ABS Full-Length Vista Dome Car
30-67401 \$54.95



2-Car 60' Streamlined ABS Sleeper/Diner
30-67399 \$99.95

Features

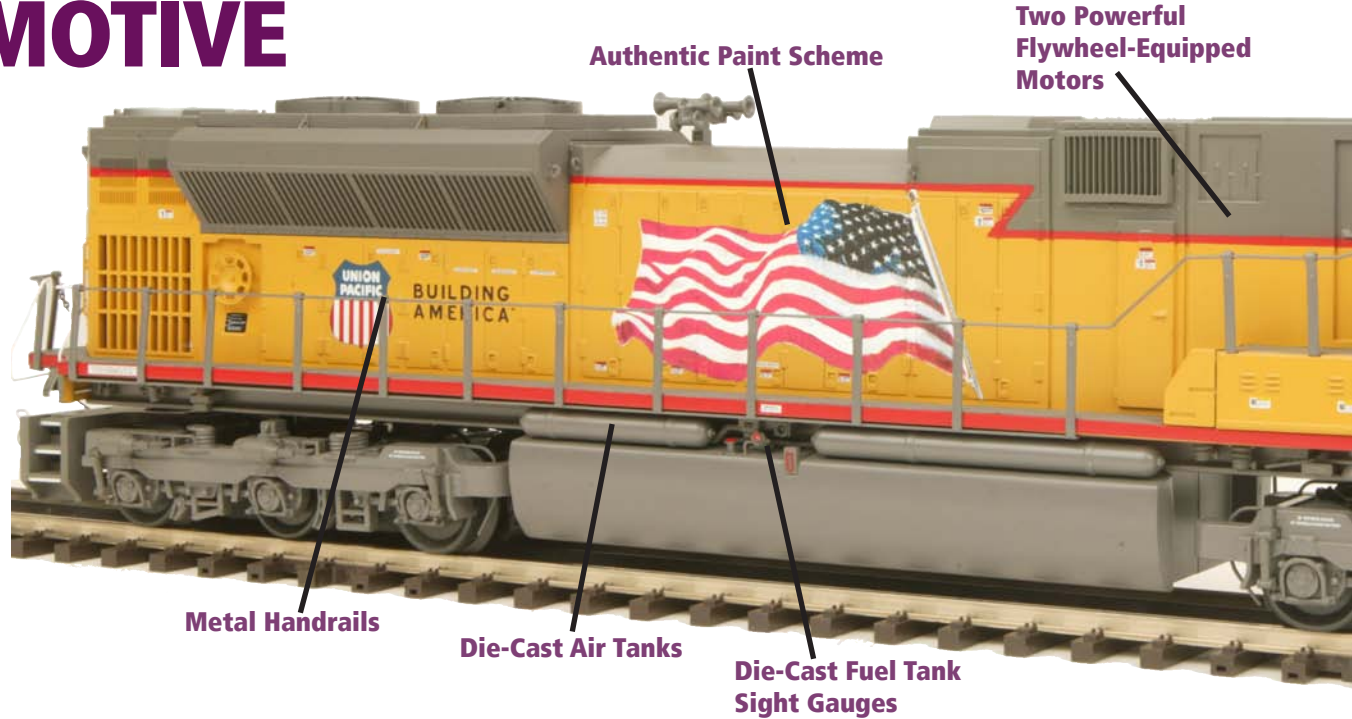
- Durable ABS Intricately Detailed Bodies
- Metal Wheels and Axles
- Overhead Interior Lighting
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- End-of-Car Diaphragms
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Detailed Car Interiors
- 4-Car Sets Feature: (1) Baggage, (1) Coach, (1) Vista Dome, (1) Observation
- Unit Measures: 68 3/4" x 2 5/8" x 3 5/16"
- Operates On O-31 Curves

Circus

ANATOMY OF A PREMIER LOCOMOTIVE

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 Electro-Motive Diesel SD70ACe 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.

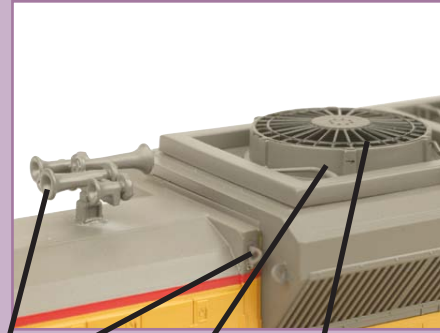
Look closely at any Premier Line model and you'll find a combination of superb detailing, prototype accuracy, rugged construction, and smooth, dependable operation that is unmatched by any other manufacturer.



Sand Filler
Illuminated Number Boards
Side View Mirror



Sanding pipes
Bell
Brake Cylinders & Air Lines



Lift Rings
5-Chime Horn
Fan Housing Pipes
Moveable Fan Blades



Warning Placards
See-through Grills
Metal Safety Tread

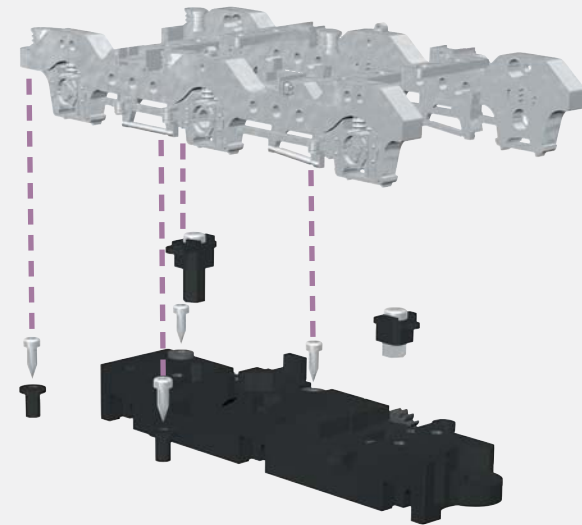


PROTO-SCALE 3-2™

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

All Premier steam engines in this catalog, and a number of diesels, 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 modelers looking for more scale realism.

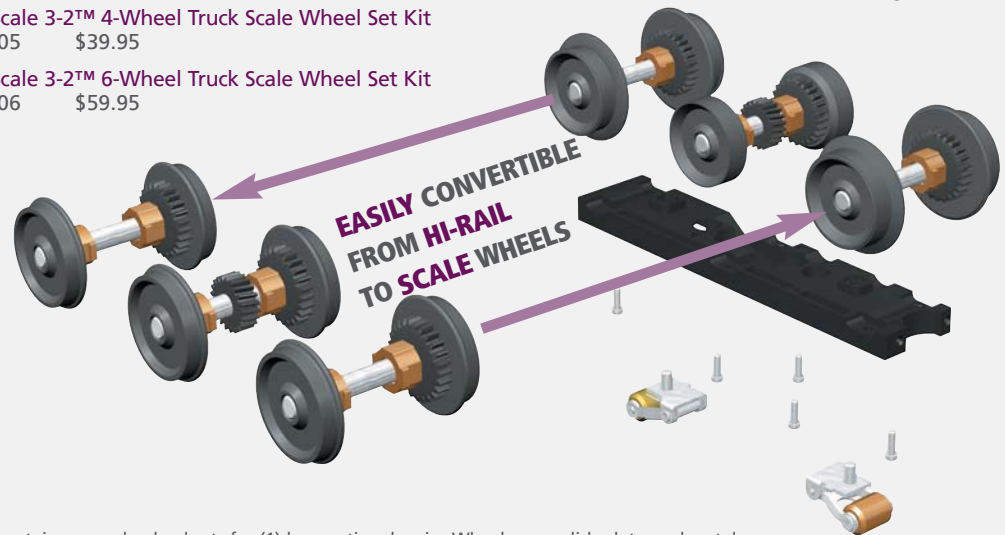
Convert your Hi-Rail Wheel equipped diesel locomotive power trucks to a Scale Wheeled version. Requires a Proto-Scale 3-2™ power truck (sold with 2006 and later models only).



SCALE WHEEL KITS

Proto-Scale 3-2™ 4-Wheel Truck Scale Wheel Set Kit
20-89005 \$39.95

Proto-Scale 3-2™ 6-Wheel Truck Scale Wheel Set Kit
20-89006 \$59.95



Each kit contains enough wheel sets for (1) locomotive chassis. Wheels are polished, turned metal with scale treads and flange heights. Premounted on metal axles with one insulated side for use on 2-rail O Scale track systems. Two wheel sets in each kit contains premounted drive gears.



Opening Doors
Operating Ditch Lights

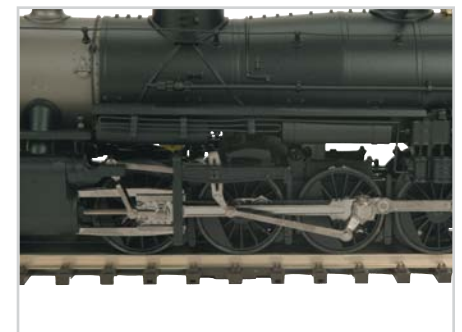
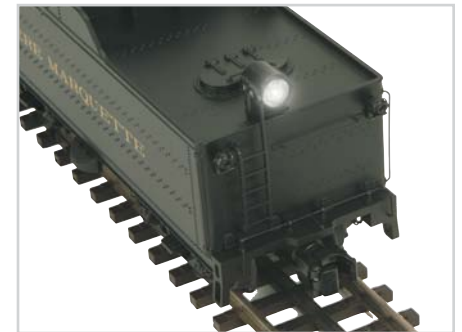


Handrails & Safety Chains
MU Cables

DETAIL, REALISM AND PERFORMANCE

PREMIER 77

2-8-2 USRA Light Mikado Steam Engine



Features

- Die-Cast Boiler and Tender Body
- 1:48 Scale Proportions
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Precision Flywheel Equipped Motor
- Remote Controlled Proto-Coupler™
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Operating Marker Lights
- Lighted Cab Interior
- Operating Tender Back-up Light
- Locomotive Speed Control
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- Synchronized Puffing ProtoSmoke™ System
- Wireless Drawbar
- Proto-Sound 2.0® With The Digital Command System Featuring: Freight Yard Proto-Effects™
- Unit Measures: 21" x 2 5/8" x 3 11/16"
- Hi-Rail Wheels operate on 0-42 curves
- Scale Wheels operate on 42" radius curves

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

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

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

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



Pere Marquette - 2-8-2 USRA Light Mikado Steam Engine w/Proto-Sound 2.0

20-3287-1	Hi-Rail Wheels	\$899.95
20-3287-2	Scale Wheels	\$899.95



Canadian National - 2-8-2 USRA Light Mikado Steam Engine w/Proto-Sound 2.0

20-3284-1	Hi-Rail Wheels	\$899.95
20-3284-2	Scale Wheels	\$899.95



Union Pacific - 2-8-2 USRA Light Mikado Steam Engine w/Proto-Sound 2.0

20-3288-1	Hi-Rail Wheels	\$899.95
20-3288-2	Scale Wheels	\$899.95



New York Central - 2-8-2 USRA Light Mikado Steam Engine w/Proto-Sound 2.0

20-3285-1	Hi-Rail Wheels	\$899.95
20-3285-2	Scale Wheels	\$899.95



Pennsylvania - 2-8-2 USRA Light Mikado Steam Engine w/Proto-Sound 2.0

20-3286-1	Hi-Rail Wheels	\$899.95
20-3286-2	Scale Wheels	\$899.95

2-8-2 L-1 Mikado Steam Engine



Features

- Die-Cast Boiler and Tender Body
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Precision Flywheel Equipped Motor
- Remote Controlled Proto-Coupler™
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Operating Marker Lights
- Lighted Cab Interior
- Synchronized Puffing ProtoSmoke™ System
- Operating Tender Back-up Light
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- Locomotive Speed Control
- Wireless Drawbar
- Proto-Sound® 2.0 With The Digital Command System Featuring: Freight Yard Proto-Effects™
- Unit Measures: 21 3/4" x 2 1/2" x 3 7/8"
- Hi-Rail Wheels operate on 0-42 curves
- Scale Wheels operate on 42" radius curves

Built between 1914 and 1919, the Pennsylvania Railroad's fleet of L1s Mikados hauled freight through two world wars and served until the end of steam in 1957. Designed by the railroad's own mechanical engineers in tandem with the passenger-service K4s Pacifics, the Mikes replaced 2-8-0 Consolidations as Pennsy's main line freight power.

The Mikado followed the Pennsy's practice of testing a locomotive design thoroughly and then building a standardized engine in large numbers. The L1s class - 574 strong - and the 425 class K4s Pacifics shared an identical boiler and many other common parts, giving shop crews nearly 1000 locos that were largely the same. While the "s" in L1s stood for superheater, the Mikados had few other modern appliances when built. The Walschaert valve gear was reversed by a heavy screw mechanism and the large firebox was hand shoveled.

By the early 1930's the Interstate Commerce Commission had mandated the use of power reverse gear. The addition of this mechanism to the engineer's side of the engine pushed the air tank to the front of the boiler, giving the L1s the characteristic face it wore in later years. Many, but not all, Mikados eventually received coal stokers to feed the firebox, adding about 1000 horses to their original potential of about 2700 horsepower. Over level or moderately hilly terrain, an L1s could handle a 70 - 80 car freight train. In one instance, a Mike hauled two GG1's with their two passenger consists through a 10-mile stretch after the overhead wire became disabled.

Just as the Mikados displaced lesser 2-8-0's, however, they were themselves bumped from mainline service by the advent of Decapods and other larger power. The Mikado fleet spent many of its later years going in and out of mothballs as the Pennsy's freight business ebbed and flowed. When every piece of available power was needed during World War II, Mikados that were still hand-fired had two firemen shoveling coal. Many of the dependable Mikes worked in branch line, helper, and even railfan service until the end of steam on the Pennsylvania Railroad.

New to the Premier line for 2007, MTH announces the Pennsylvania Railroad L1s Mikado, accurately scaled from engine #520 that resides today in the Railroad Museum of Pennsylvania. Our model will feature the superb detailing, realistic and vibrant sounds, and precise throttle control that characterize all Premier Proto-Sound 2.0 locomotives.



Pennsylvania - 2-8-2 L-1 Mikado Steam Engine w/Proto-Sound 2.0

20-3180-1	Hi-Rail Wheels	\$899.95
20-3180-2	Scale Wheels	\$899.95



Cambria & Indiana - 2-8-2 L-1 Mikado Steam Engine w/Proto-Sound 2.0

20-3200-1	Hi-Rail Wheels	\$899.95
20-3200-2	Scale Wheels	\$899.95



Lehigh & New England - 2-8-2 L-1 Mikado Steam Engine w/Proto-Sound 2.0

20-3199-1	Hi-Rail Wheels	\$899.95
20-3199-2	Scale Wheels	\$899.95



Interstate - 2-8-2 L-1 Mikado Steam Engine w/Proto-Sound 2.0

20-3197-1	Hi-Rail Wheels	\$899.95
20-3197-2	Scale Wheels	\$899.95

2-8-4 Berkshire Steam



Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- 1:48 Scale Proportions
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Precision Flywheel Equipped Motor
- Locomotive Speed Control
- Operating MARS Light
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- Remote Controlled Proto-Coupler™
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Operating Marker Lights
- Lighted Cab Interior
- Synchronized Puffing ProtoSmoke™ System
- Operating Tender Back-up Light
- Wireless Drawbar
- Proto-Sound® 2.0 With The Digital Command System Featuring: Freight Yard Proto-Effects™
- Unit Measures: 26" x 2 1/2" x 3 7/8"
- Hi-Rail Wheels Operate on O-54 Curves
- Scale Wheels Operate on 42" radius curves

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

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

The Nickel Plate Berk returns to the Premier line in 2007, cataloged for the first time with Proto-Sound 2.0, upgraded with additional details and wireless drawbar, and featuring sounds from prototype NKP Berk No. 765, newly restored by the Fort Wayne Railroad Historical Society.



Nickel Plate Road - 2-8-4 Berkshire Steam Engine w/Proto-Sound 2.0

20-3291-1	Hi-Rail Wheels	\$999.95
20-3291-2	Scale Wheels	\$999.95



Erie - 2-8-4 Berkshire Steam Engine w/Proto-Sound 2.0

20-3290-1	Hi-Rail Wheels	\$999.95
20-3290-2	Scale Wheels	\$999.95



Chesapeake - 2-8-4 Berkshire Steam Engine w/Proto-Sound 2.0

20-3289-1	Hi-Rail Wheels	\$999.95
20-3289-2	Scale Wheels	\$999.95



Richmond, Fredericksburg & Potomac - 2-8-4 Berkshire Steam Engine w/Proto-Sound 2.0

20-3292-1	Hi-Rail Wheels	\$999.95
20-3292-2	Scale Wheels	\$999.95

0-6-0 USRA Steam Engine



Features

- Die-Cast Boiler, Cab, and Tender Body
- 1:48 Scale Proportions
- Die-Cast Metal Chassis
- Authentic Paint Schemes
- Metal Wheels and Axles
- Constant Voltage Headlight™
- Die-Cast Truck Sides
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Operating Tender Marker Lights

- Lighted Cab Interior
- Operating Tender Back-up Light
- Precision Flywheel Equipped Motor
- Locomotive Speed Control
- Wireless Drawbar
- Synchronized Puffing ProtoSmoke™
- (2) Remote Controlled Proto-Couplers™
- Proto-Sound® 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable

- Unit Measures: 17 1/8" x 2 3/8" x 3 5/8"
- Hi-Rail Wheels Operate On O-31 Curves
- Scale Wheels Operate on 18" Radius Curves

Union Pacific - 0-6-0 USRA Steam Engine w/Proto-Sound® 2.0
 20-3270-1 Hi-Rail Wheels \$599.95
 20-3270-2 Scale Wheels \$599.95



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.

With 255 engines delivered to 23 railroads, production numbers for the government-issue 0-6-0 were the second-highest of any USRA design. And more than any other USRA engine, the six-coupled switcher was found from coast to coast, from Maine to Texas, and on railroads large and small. Owners were generally quite pleased with the quality of the government’s design, and many 0-6-0s lasted into the 1950s.

Constructed with numerous added-on detail parts, the USRA 0-6-0 joins the Premier line for 2007, decorated and correctly numbered for five of the original owners. Only M.T.H. offers you this combination of prototype realism and all the operating features you’d want in a steam switcher: smooth, steady operation down to 3 scale miles per hour; remote Proto-Couplers front and rear; chuffing sounds and puffing smoke synchronized with the drivers at a correct four chuffs per revolution; adjustable smoke intensity; great pulling power; directional lighting; and authentic sounds.



Pennsylvania - 0-6-0 USRA Steam Engine w/Proto-Sound 2.0

- | | | |
|-----------|----------------|----------|
| 20-3280-1 | Hi-Rail Wheels | \$599.95 |
| 20-3280-2 | Scale Wheels | \$599.95 |



New York Central - 0-6-0 USRA Steam Engine w/Proto-Sound 2.0

- | | | |
|-----------|----------------|----------|
| 20-3281-1 | Hi-Rail Wheels | \$599.95 |
| 20-3281-2 | Scale Wheels | \$599.95 |



Baltimore & Ohio - 0-6-0 USRA Steam Engine w/Proto-Sound 2.0

- | | | |
|-----------|----------------|----------|
| 20-3282-1 | Hi-Rail Wheels | \$599.95 |
| 20-3282-2 | Scale Wheels | \$599.95 |

Jersey Central - 0-6-0 USRA Steam Engine w/Proto-Sound 2.0

- | | | |
|-----------|----------------|----------|
| 20-3283-1 | Hi-Rail Wheels | \$599.95 |
| 20-3283-2 | Scale Wheels | \$599.95 |



2-6-6-4 Class A Steam Engine



Features

- Die-Cast Boiler and Tender Body
- 1:48 Scale Proportions
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Precision Pittman® Flywheel Equipped Motor
- Locomotive Speed Control
- Remote Controlled Proto-Coupler™
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Operating Marker Lights
- Lighted Cab Interior
- Synchronized Puffing ProtoSmoke™ System
- Operating Tender Back-up Light
- Illuminated Number Boards
- Scale Front Coupler w/Interchangeable O Gauge Coupler For Doubleheading
- Separately Applied Piping & Assorted Details
- Realistic & Authentic Builder's Plates
- Opening Cab Roof Hatch
- Sliding Cab Window Glass
- Opening Tender Water Hatches w/Proto-Sound 2.0 Control Switches Inside
- Wireless Drawbar
- Proto-Sound 2.0® With The Digital Command System Featuring: Freight Yard Proto-Effects™
- Unit Measures: 26 1/8" x 2 5/8" x 4"
- Hi-Rail Wheels operate on 0-72 curves
- Scale Wheels operate on 54" radius curves

The Norfolk & Western's (N&W) 2-6-6-4 Class A Steam Engine was referred to as "the best steam locomotive made," by those who engineered it. The 2-6-6-4 was capable of performing all kinds of work -- heavy passenger or slow freight -- in just about any terrain. In the Spring of 1936, the first 2-6-6-4 Class A Steam Locomotive was produced for the N&W Railway, out of the Roanoke Shops. It was a single expansion articulated engine with seventy inch drivers, and a wheel base that was as long as possible for the driver size, turntables, and track curves. It had four cylinders, and a huge boiler. This 2-6-6-4 Class A initiated coal burning for steam locomotives.

The appearance of the M.T.H. Premier N&W 2-6-6-4 Class A Steam Engine, is one of power and speed. This impressive Steam Engine conveys a message of "getting the job done" whether hauling passengers or freight, on flat land or an inclined plane. The authentic details, as well as the standard features listed below, make the 2-6-6-4 Class A Steam Engine a prize for any model railroad collection.



Norfolk & Western - Auxiliary Water Tender II

20-3271-3	Hi-Rail Wheels	\$199.95
20-3271-32	Scale Wheels	\$199.95



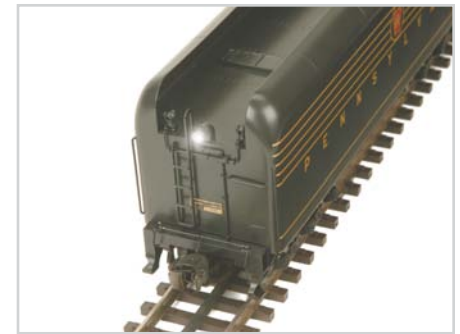
Norfolk & Western, Cab No. 1218 - 2-6-6-4 Class A Steam Engine w/Proto-Sound 2.0

20-3271-1	Hi-Rail Wheels	\$1399.95
20-3271-2	Scale Wheels	\$1399.95

Norfolk & Western, Cab No. 1242- 2-6-6-4 Class A Steam Engine w/Proto-Sound 2.0

20-3279-1	Hi-Rail Wheels	\$1399.95
20-3279-2	Scale Wheels	\$1399.95

4-6-2 K-4s Steam Engine



Features

- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Remote Controlled Proto-Coupler™
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Operating Marker Lights
- Lighted Cab Interior
- Synchronized Puffing ProtoSmoke™ System
- Operating Tender Back-up Light
- Locomotive Speed Control
- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Precision Flywheel Equipped Motor
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- Wireless Drawbar
- Proto-Sound 2.0® With The Digital Command System Featuring:
 - Passenger Station Proto-Effects™
- Unit Measures: 22" x 2 3/4" x 3 7/8"
- Operates On O-31 Curves



On perhaps the greatest railroad ever, no steam locomotive was more revered than the legendary Pennsylvania K-4s Pacific. Evolving from a program begun in 1914 to develop heavy freight and passenger classes utilizing common boiler designs, the K-4s was an instant success. From 1917 to 1928, a total of 425 units were built at the Juanita and Baldwin Shops.

The 4-6-2 K-4s became the Pennsylvania's principal passenger hauler, possessing a consummate blend of speed and power. Often double headed on east coast limiteds in front of a Pullman consist, the K-4s was a common and beautiful sight on the Pennsylvania's rails, and became synonymous with that railroad's steam power.

Later, after World War II concluded, the Pennsy's needs changed and the K-4's appearance underwent a series of changes to better serve those needs. The most apparent changes showed up on the 1947 Postwar or Modern version of the K-4 and included a solid drop-coupler pilot, repositioned boiler front headlight and the addition of a steam generator below the headlight.

M.T.H. Electric Trains is proud to return the Prewar 1927 version and 1947 Postwar rendition of this magnificent steam locomotive to life in all die-cast construction. Featuring all of the craftsmanship and detail that make an M.T.H. steam locomotive the industry's best value, your K-4s will quickly find a home on your layout or in your collection for years to come.

Did You Know?

In 1936, K4s No. 3768 became the Pennsy's first streamlined steam engine. She headed name trains like the Broadway Limited and the Spirit of St. Louis.



Pennsylvania - 4-6-2 K-4s Steam Engine w/Proto-Sound 2.0

20-3296-1	Hi-Rail Wheels	\$899.95
20-3296-2	Scale Wheels	\$899.95

ADD A MATCHING PASSENGER SET - Page 160



Pennsylvania - 4-6-2 K-4s Streamlined Steam Engine w/Proto-Sound 2.0

20-3297-1	Hi-Rail Wheels	\$899.95
20-3297-2	Scale Wheels	\$899.95

ADD A MATCHING PASSENGER SET - Page 166

NEW TOOLING!



Pennsylvania - 4-6-2 K-4s Modern Steam Engine w/Proto-Sound 2.0

20-3295-1	Hi-Rail Wheels	\$899.95
20-3295-2	Scale Wheels	\$899.95

ADD A MATCHING PASSENGER SET - Page 162



Pennsylvania - K-4 Streamlined Passenger Set

20-3299-1	Proto-Sound 2.0	\$999.95
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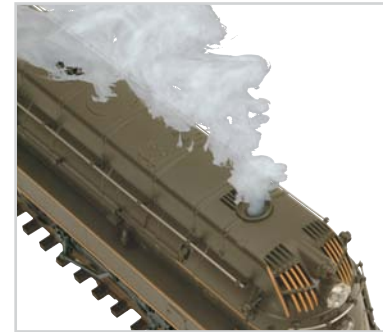
4-6-4 E-4 Steam Engine



For a brief period in the mid-1930s, American railroads had a grand fling with streamlined steam. Some designs - most notably the SP Daylights and the NYC Dreyfus Hudsons - were so successful they became symbols of modernity for their railroads. But most streamlined steamers were quickly relegated to secondary passenger trains by streamlined diesels, and spent their final days lending a splash of color and style to local passenger trains. So it was with the Chicago and Northwestern's glamorous E-4s.

Delivered by Alco in 1938, the high-driven Hudsons had been intended to lead the CNW's premier passenger trains, the 400s - so-named because they traveled the 400 miles between Chicago and the Twin Cities in 400 minutes. But by the time the nine E-4s arrived, plans had been made to lead the 400s with another E-unit: EMD E3 diesels. Photos reveal that some of the E-4s' first revenue trips were on passenger locals, leading motley strings of heavyweights into small Midwestern towns. The E-4s did, however, spend their share of time on high-speed varnish; one of their assignments was taking the all-Pullman Forty-Niner from Chicago to Omaha, where they handed the train over to another colorful, streamlined steamer, the Union Pacific's one-of-a-kind yellow, brown, and red Forty-Niner Pacific.

The streamlined E-4 returns to the Premier line in 2007, complete with operating Mars light above the headlight to warn of its high-speed approach, and cataloged for the first time with Proto-Sound 2.0 and wireless drawbar.



Features

- Die-Cast Boiler and Tender Body
- 1:48 Scale Proportions
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Precision Flywheel Equipped Motor
- Remote Controlled Proto-Coupler™
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails
- Decorative Metal Whistle
- Operating Marker Lights
- Lighted Cab Interior
- Operating Tender Back-up Light
- Locomotive Speed Control
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- Synchronized Puffing ProtoSmoke™ System
- Wireless Drawbar
- Operating MARS Light
- Proto-Sound® 2.0 With The Digital Command System Featuring: Passenger Station Proto-Effects™
- Unit Measures: 25 1/2" x 29 1/16" x 4 1/4"
- Hi-Rail Wheels operate on 0-42 curves
- Scale Wheels operate on 42" radius curves

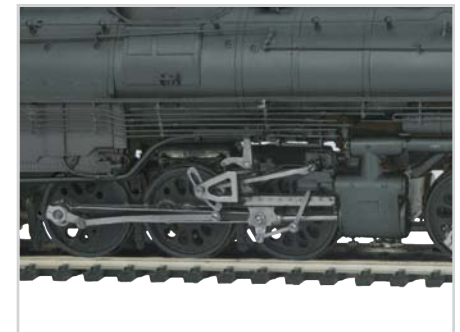
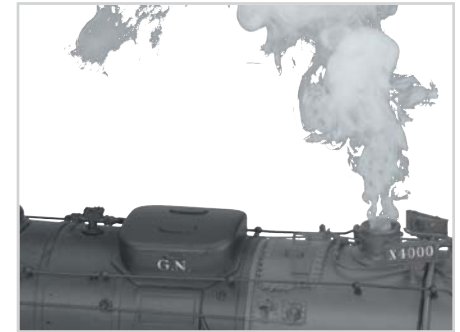


Chicago NorthWestern - 4-6-4 E-4 Steam Engine w/Proto-Sound 2.0

20-3298-1	Hi-Rail Wheels	\$999.95
20-3298-2	Scale Wheels	\$999.95

ADD A MATCHING PASSENGER SET - Page 162

4-6-6-4 Z-6 Challenger Steam Engine



Features

- Die-Cast Boiler and Tender Body
- 1:48 Scale Proportions
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Precision Pittman® Flywheel Equipped Motor
- Locomotive Speed Control
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- Remote Controlled Proto-Coupler™
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Operating Marker Lights
- Lighted Cab Interior
- Synchronized Puffing ProtoSmoke™ System
- Illuminated Number Boards
- Scale Front Coupler w/Interchangeable O Gauge Coupler For Doubleheading
- Separately Applied Piping & Assorted Details
- Realistic & Authentic Builder's Plates
- Opening Cab Roof Hatch
- Sliding Cab Window Glass
- Opening Tender Water Hatches w/Proto-Sound® 2.0 Control Switches Inside
- Wireless Drawbar
- Proto-Sound® 2.0 With The Digital Command System Featuring: Freight Yard Proto-Effects™
- Unit Measures: 30 3/4" x 2 1/2" x 4"
- Operates On O-72 Curves

In the early part of the twentieth century, most freight moved in relatively slow “drag” freight trains, and speed was secondary to just getting the goods delivered. The introduction of “super-power” steam technology in the 1920’s, however, enabled builders to create freight locomotives that combined speed and power. Perhaps the zenith of the fast freight engine was the 4-6-6-4 Challenger, first conceived by the Union Pacific Railroad and American Locomotive Works in the mid-1930s. The Northern Pacific liked what it saw taking shape at Alco and ordered its own, even bigger Challengers. One reason the NP engines were larger was the railroad’s use of large fireboxes to burn low-quality Rosebud coal mined online in Montana — coal that at least one fireman described as “damned close to dirt.” The first dozen Z-6 Challengers arrived in 1936, just months after the UP received its own first Challengers. Like 4-6-6-4s on the UP and the Western Maryland, the articulated Z-6s replaced older, slower rigid-frame engines — doubleheaded Mikados in the Northern Pacific’s case. The Z-6s spent most of their careers hauling reefer trains and fast freights on Northern Pacific divisions in Washington State and Montana’s Big Sky country, with occasional passenger stints leading the crack North Coast Limited. Sixty-nine inch drivers allowed a Z-6 to maintain 60 mph on the plateaus between the Northwest’s mountain ranges.

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



Spokane Portland & Seattle - 4-6-6-4 Z-6 Challenger Steam Engine w/Proto-Sound 2.0

20-3274-1	Hi-Rail Wheels	\$1399.95
20-3274-2	Scale Wheels	\$1399.95



Great Northern - 4-6-6-4 Z-6 Challenger Steam Engine w/Proto-Sound 2.0

20-3272-1	Hi-Rail Wheels	\$1399.95
20-3272-2	Scale Wheels	\$1399.95



Northern Pacific - 4-6-6-4 Z-6 Challenger Steam Engine w/Proto-Sound 2.0

20-3273-1	Hi-Rail Wheels	\$1399.95
20-3273-2	Scale Wheels	\$1399.95



Great Northern - 4-6-6-4 Z-6 Challenger Steam Engine w/Proto-Sound 2.0

20-3278-1	Hi-Rail Wheels	\$1399.95
20-3278-2	Scale Wheels	\$1399.95

4-8-4 GS-4 Steam Engine



Features

- Die-Cast Boiler and Tender Body
- 1:48 Scale Proportions
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Precision Pittman® Flywheel Equipped Motor
- Remote Controlled Proto-Coupler™
- Engineer and Fireman Figures

- Operating Firebox Glow
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle & Air Horn
- Operating Marker Lights
- Lighted Cab Interior
- Operating Tender Back-up Light
- Locomotive Speed Control
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- Synchronized Puffing ProtoSmoke™ System

- Wireless Drawbar
- Proto-Sound® 2.0 With The Digital Command System Featuring: Passenger Station or Freight Yard Proto-Effects™

- Unit Measures: 29" x 2 3/4" x 4 1/4"
- Hi-Rail Wheels operate on 0-42 curves
- Scale Wheels operate on 42" radius curves



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

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

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

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



Southern Pacific - 4-8-4 GS-4 Steam Engine w/Proto-Sound 2.0

20-3300-1	Hi-Rail Wheels	\$1095.95
20-3300-2	Scale Wheels	\$1095.95



Southern Pacific - 4-8-4 GS-4 Steam Engine w/Proto-Sound 2.0

20-3302-1	Hi-Rail Wheels	\$1095.95
20-3302-2	Scale Wheels	\$1095.95



Southern Pacific - Auxiliary Water Tender III
20-3301-3 Black \$199.95



Southern Pacific - Auxiliary Water Tender III
20-3300-3 Daylight \$199.95

Southern Pacific - GS-4 Train Set

20-3301-1 Proto-Sound® 2.0 \$1199.95



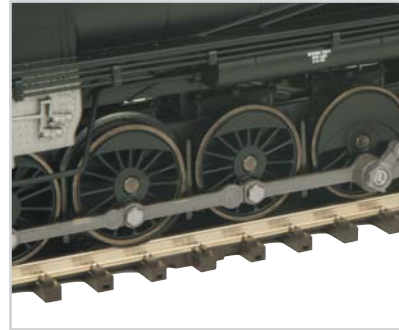
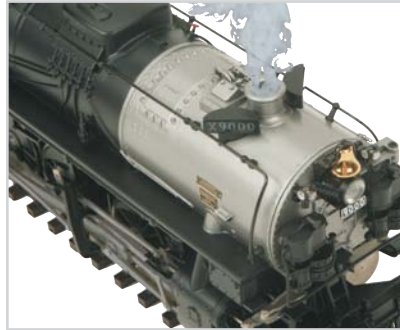
4-12-2 9000-Class Steam Engine



For much of the twentieth century, the Union Pacific had a love affair with massive, bigger-than-life locomotives. Some examples, like the Challenger and Big Boy, were great successes, while others like the gas turbines and DD40AX "Centennial" diesel were noble failures. 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 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.

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



Features

- Die-Cast Boiler and Tender Body
- 1:48 Scale Proportions
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Precision Flywheel Equipped Motor
- Remote Controlled Proto-Coupler™
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Operating Marker Lights
- Lighted Cab Interior
- Operating Tender Back-up Light
- Locomotive Speed Control
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- Synchronized Puffing ProtoSmoke™ System
- Wireless Drawbar
- Proto-Sound® 2.0 With The Digital Command System Featuring: Freight Yard Proto-Effects™
- Unit Measures: 26 1/2" x 2 3/4" x 4 1/8"
- Hi-Rail Wheels operate on 0-72 curves
- Scale Wheels operate on 54" radius curves



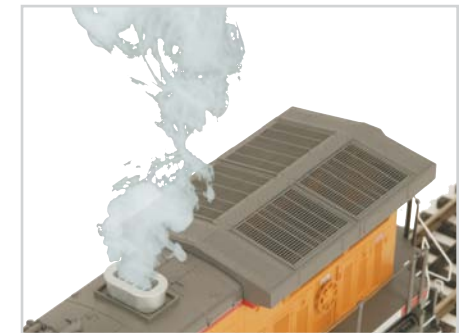
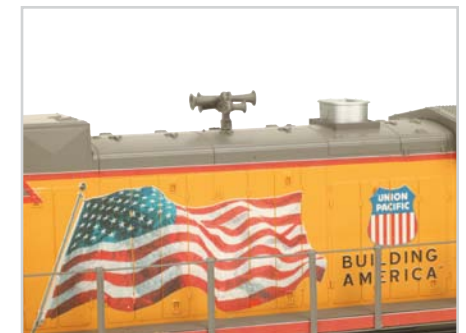
Union Pacific, Cab No. 9000- 4-12-2 9000 Steam Engine w/Proto-Sound 2.0

20-3293-1	Hi-Rail Wheels	\$1195.95	NEW TOOLING!
20-3293-2	Scale Wheels	\$1195.95	

Union Pacific, Cab No. 9009 - 4-12-2 9000 Steam Engine w/Proto-Sound 2.0

20-3294-1	Hi-Rail Wheels	\$1195.95	NEW TOOLING!
20-3294-2	Scale Wheels	\$1195.95	

AC4400CW Diesel Engine



Features

- (2) Remotely Controlled Proto-Couplers™
- Metal Chassis
- (2) Precision Flywheel Equipped Motors
- Illuminated Number Boards
- Intricately Detailed ABS Body
- Directionally Controlled Headlights
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Authentic Paint Scheme
- Metal Handrails and Decorative Horn
- All Metal Wheels and Gears
- Lighted Cab Interior
- (2) Engineer Cab Figures
- Spinning Roof Fans
- Metal Body Side Grilles
- Operating Ditch Lights
- Operating Smoke Unit
- Metal Wheels, Axles and Gears
- Locomotive Speed Control
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- Proto-Sound® 2.0 With The Digital Command System Featuring: Freight Yard Proto-Effects™
- Unit Measures: 19 1/2" x 2 1/2" x 4"
- Operates On O-42 Curves

ADD A LIGHT KIT TO YOUR NON-POWERED LOCOMOTIVE

Order Item Number 50-1031. Light kits feature two pickup rollers and "always on" light assembly.

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. Our model offers the industry-leading features you expect in a Premier diesel: awesome sounds, superb detailing, see-through body grilles, a wealth of added-on details, and smooth operation at any throttle setting from a crawl to high-speed mainline service.



CP Rail - AC4400CW Diesel Engine w/Proto-Sound 2.0

20-2789-1	Hi-Rail Wheels	\$429.95
20-2789-2	Scale Wheels	\$449.95
20-2789-3	Non-Powered	\$169.95



BNSF - AC4400CW Diesel Engine w/Proto-Sound 2.0

20-2787-1	Hi-Rail Wheels	\$429.95
20-2787-2	Scale Wheels	\$449.95
20-2787-3	Non-Powered	\$169.95



Union Pacific - AC4400CW Diesel Engine w/Proto-Sound 2.0

20-2791-1	Hi-Rail Wheels	\$429.95
20-2791-2	Scale Wheels	\$449.95
20-2791-3	Non-Powered	\$169.95



CSX - AC4400CW Diesel Engine w/Proto-Sound 2.0

20-2790-1	Hi-Rail Wheels	\$429.95
20-2790-2	Scale Wheels	\$449.95
20-2790-3	Non-Powered	\$169.95

Alco S-2 Diesel Switcher



Features

- Directionally Controlled Headlights
- Intricately Detailed ABS Body
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Remotely Controlled Proto-Couplers™
- Colorful Paint Scheme
- Die-Cast Metal Chassis
- Metal Handrails and Decorative Horn
- (2) Precision Flywheel Equipped Motors
- Locomotive Speed Control
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- Lighted Cab Interior
- Illuminated Number Boards
- Separate metal grab irons and handrails
- (2) Engineer Cab Figures
- Operating Smoke Unit
- Proto-Sound® 2.0 With The Digital Command System Featuring: Freight Yard Proto-Effects™
- Unit Measures: 12" x 2 3/4" x 3 3/4"
- Operates On O-31 Curves

ADD A LIGHT KIT TO YOUR NON-POWERED LOCOMOTIVE

Order Item Number 50-1030. Light kits feature two pickup rollers and "always on" light assembly.

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

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

Returning to the M.T.H. Premier Line in all-new schemes, the Also S-2 may be one of the finest O Scale switchers ever produced. One listen to its Proto-Sound 2.0 diesel start-up sequence, followed by a quick run in the switch yard, is proof-positive that this is one serious little locomotive.

CONVERT YOUR POWER TRUCKS TO SCALE WHEELS

Order Item Number 20-89005 4-Wheel Truck Scale Wheel Set*

*Requires 2



New Haven - Alco S-2 Diesel Switch Engine w/Proto-Sound 2.0

20-2792-1	Hi-Rail Wheels	\$399.95
20-2792-3	Non-Powered	\$159.95



Southern - Alco S-2 Diesel Switch Engine w/Proto-Sound 2.0

20-2795-1	Hi-Rail Wheels	\$399.95
20-2795-3	Non-Powered	\$159.95



New York Central - Alco S-2 Diesel Switch Engine w/Proto-Sound 2.0

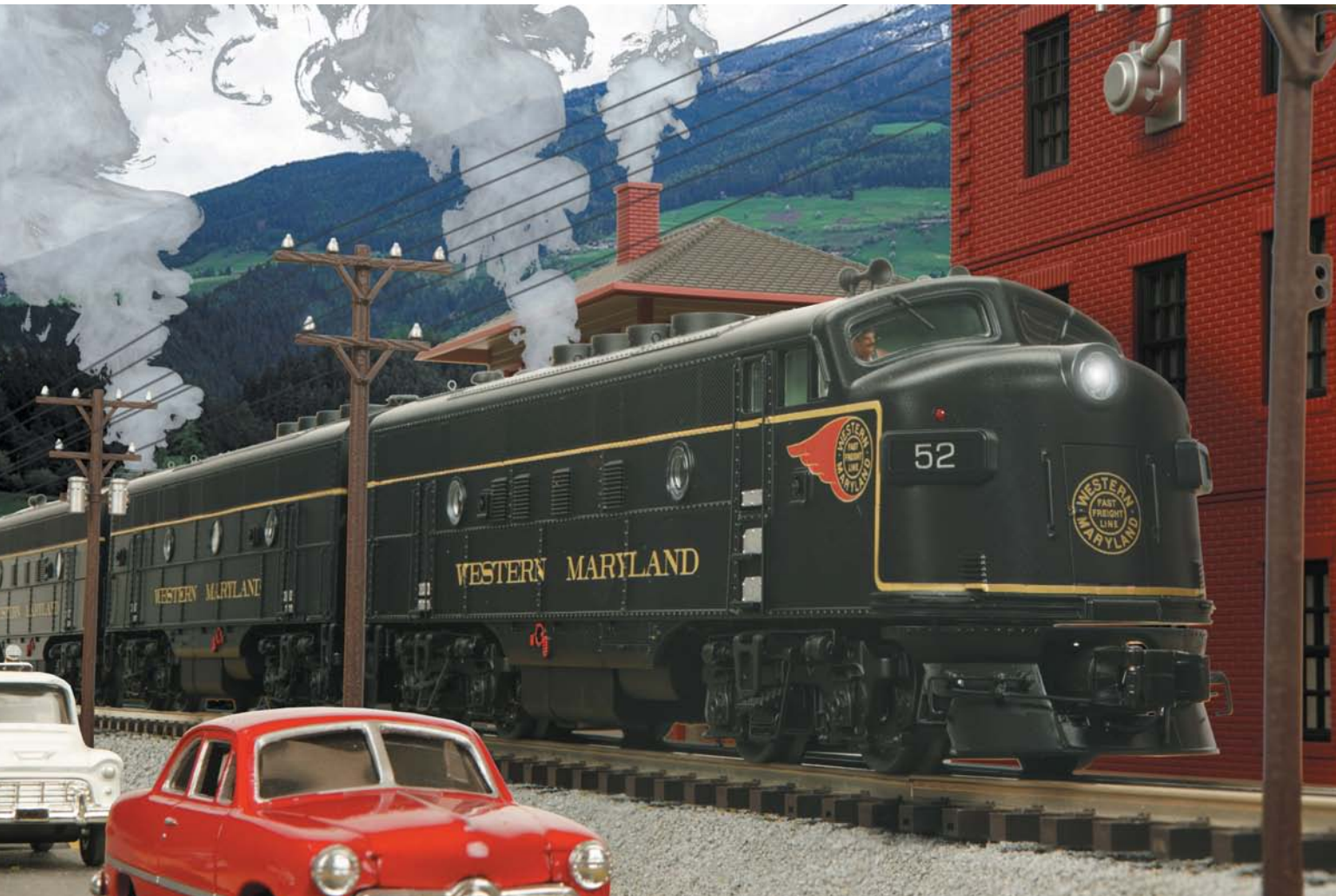
20-2793-1	Hi-Rail Wheels	\$399.95
20-2793-3	Non-Powered	\$159.95



Grand Trunk Western - Alco S-2 Diesel Switch Engine w/Proto-Sound 2.0

20-2794-1	Hi-Rail Wheels	\$399.95
20-2794-3	Non-Powered	\$159.95

F3 A-B-A Diesel Engine Sets



Features

- Directionally Controlled Headlights
- Intricately Detailed ABS Bodies
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Remotely Controlled Proto-Couplers™
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Decorative Horn
- (2) Precision Flywheel Equipped Motors In Each A Unit
- Locomotive Speed Control
- Lighted Cab Interiors
- Illuminated Number Boards
- Lighted Front Marker Lights
- Lighted Rear Marker Lights
- (2) Engineer Cab Figures In Each A Unit
- Spinning Roof Fans
- Metal Body Side Grilles
- (2) Operating Smoke Units
- Proto-Sound® 2.0 With The Digital Command System Featuring: Passenger Station or Freight Yard Proto-Effects™
- Unit Measures: 40 1/4" x 2 5/8" x 3 3/4"
- Operates On O-31 Curves

Did You Know?

F-3s assigned for freight duty utilized a "wedge" pilot rather than the smooth pilot found on passenger service assignments

From 1942-1945, Electro Motive Division's F-unit was the only road freight diesel built in America. While the War Production Board limited competitors Alco and Baldwin to diesel switcher and steam locomotive production during World War II, EMD's 1,350 hp FT became a runaway best-seller. By war's end, Electro Motive had a lead over its competitors that would last until they closed their doors. With production restrictions lifted and the U.S. economy humming with pent-up demand, railroads clamored for new diesels to replace a steam fleet exhausted by wartime traffic. In July 1946, EMD introduced a new model F-unit, the F3. Horsepower was upgraded to 1,500 and lessons learned on the FT gave the F3 better reliability and lower maintenance. Under the hood throbbed an improved 567-series V-12 engine. With 567 inches of dis-

placement per cylinder, this same engine would power virtually the entire first generation of EMD diesel locomotives.

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

Capture the excitement of the first-generation diesel era with this full-scale Premier model. With four flywheel-

equipped motors, the M.T.H. F3 duplicates the bulldog tenacity of its prototype. Proto-Sound 2.0 offers authentic EMD 567 prime mover sounds, a first-generation diesel horn and bell, crew and station sounds, adjustable smoke volume, and the ability to maintain any speed down to 3 scale miles per hour. Our model features the see-through "chicken wire" screens and rectangular rooftop dynamic brake grilles that characterize most F3s, as well as a host of added-on details - including legible builder's plates, grab irons, multiple-unit hoses, rooftop lift rings, see-through rooftop fans, steam generator exhaust stack (for passenger car heating), windshield wipers, and trucks with separately-applied spring hangers, brake cylinders, and air pipes.

Northern Pacific - F3 A-B-A Diesel Set

20-2818-1	Proto-Sound 2.0	\$699.95
20-2818-3	Non-Powered B-Unit	\$159.95



ADD A MATCHING PASSENGER SET - Page 163



ADD A MATCHING PASSENGER SET - Page 163

Santa Fe - F3 A-B-A Diesel Set

20-2819-1	Proto-Sound 2.0	\$699.95
20-2819-3	Non-Powered B-Unit	\$159.95

Union Pacific - F3 A-B-A Diesel Set

20-2820-1	Proto-Sound 2.0	\$699.95
20-2820-3	Non-Powered B-Unit	\$159.95



ADD A MATCHING PASSENGER SET - Page 163



Western Maryland - F3 A-B-A Diesel Set

20-2821-1	Proto-Sound 2.0	\$699.95
20-2821-3	Non-Powered B-Unit	\$159.95

F40PH Diesel Engine



Features

- Directionally Controlled Headlights
- Intricately Detailed ABS Body
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Remotely Controlled Proto-Couplers™
- Colorful Paint Scheme
- Metal Chassis
- (2) Precision Flywheel Equipped Motors
- Locomotive Speed Control
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- Lighted Cab Interior
- Illuminated Number Boards
- Lighted Marker Lights
- (2) Engineer Cab Figures
- Spinning Roof Fans
- Metal Body Side Grilles
- Operating Smoke Unit
- Proto-Sound® 2.0 With The Digital Command System Featuring: Passenger Station Proto-Effects™
- Unit Measures: 15 1/4 x 2 1/2 x 4 1/16
- Operates On O-31 Curves

ADD A LIGHT KIT TO YOUR NON-POWERED LOCOMOTIVE

Order Item Number 50-1030. Light kits feature two pickup rollers and "always on" light assembly.

CONVERT YOUR POWER TRUCKS TO SCALE WHEELS

Order Item Number 20-89006 6-Wheel Truck Scale Wheel Set*

*Requires 2

Producing 3,000 horsepower and achieving a top speed of 103 mph, F40PHs have regularly traversed this country - perhaps more than any other locomotive. When it was created by EMD in 1976, it was intended for short-haul and commuter trains heated by head-end electricity, but the unit was chosen over the SDP40F, another EMD cowl unit, to head Superliner trains. Once that decision was made, the 500-kw alternator and 1200-gallon fuel tank wasn't adequate. The unit was modified with an 800-kw alternator and an 1800-gallon fuel tank.

The F40PH evolved from the SD-45 and SDO-45 designs. The B-B cowl type locomotive proved remarkably versatile and dependable. Whether heading Amtrak's San Francisco Zephyr and Empire Builder or servicing commuter lines across the nation, the F40PH became an instant railfan favorite.

Pairing the redesigned F40s with complementing passenger cars will add dimension and variety to your modern-era roster. Each engine is outfitted with Proto-Sound 2.0 and contains unique passenger station Proto-Effects only available from M.T.H. Gliding into a station with slow speed precision is possible thanks to the industry-leading Proto-Speed Control system and the unique passenger station sounds make each station stop a truly interactive experience.

Did You Know?

The Home Hardware scheme is one of many unique rolling billboards that Canadian sponsors have paid to apply to VIA Rail's F40PHs.



VIA Home Hardware - F40PH Diesel Engine
 20-2796-1 Proto-Sound 2.0 \$399.95
 20-2796-3 Non-Powered \$159.95

ADD A MATCHING PASSENGER SET
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Amtrak - F40PH Diesel Engine
 20-2798-1 Proto-Sound 2.0 \$399.95
 20-2798-3 Non-Powered \$159.95



Grand Canyon - F40PH Diesel Engine
 20-2797-1 Proto-Sound 2.0 \$399.95
 20-2797-3 Non-Powered \$159.95

ADD A MATCHING PASSENGER SET
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VIA - F40PH Diesel Engine
 20-2799-1 Proto-Sound 2.0 \$399.95
 20-2799-3 Non-Powered \$159.95

ES44AC Diesel Engine



Features

- (2) Remotely Controlled Proto-Couplers™
- Die-Cast Metal Chassis
- (2) Precision Flywheel Equipped Motors
- Illuminated Number Boards
- Intricately Detailed ABS Body
- Directionally Controlled Headlights
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Authentic Paint Scheme
- Metal Handrails and Decorative Horn
- All Metal Wheels and Gears
- Lighted Cab Interior
- (2) Engineer Cab Figures
- Spinning Roof Fans
- Metal Body Side Grilles
- Operating Ditch Lights
- Operating Smoke Unit
- Metal Wheels, Axles and Gears
- Locomotive Speed Control
- Proto-Sound® 2.0 With The Digital Command System Featuring: Freight Yard Proto-Effects™
- Unit Measures:
 - Operates On O-42 Curves

Read more about it: Search on the item number for any ES44AC diesel for a link to more information on the prototype.

Did You Know?

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

ADD A LIGHT KIT TO YOUR NON-POWERED LOCOMOTIVE

Order Item Number 50-1031. Light kits feature two pickup rollers and "always on" light assembly.

With a wave of consolidation behind it, North American railroading is once again a good business to be in. Freight traffic is booming. Locomotive orders are coming in at a record pace from the Big Six roads that dominate rail transportation on the continent: Union Pacific, BNSF, CSX, Norfolk Southern, Canadian National, and Canadian Pacific. And the two remaining diesel builders are locked in a battle to become the locomotive supplier for the 21st century. EMD, newly independent and no longer a division of General Motors, is represented by the AC-traction-motored SD70ACe and its DC-traction sibling, the SD70M-2, shown on the next page. General Electric's standard bearers are the EVOs, the Evolution Series ES44AC and ES44DC.

At the heart of the Evolution Series is a brand new prime mover, the four-cycle, 12-cylinder GEVO-12. While producing the same 4400 horsepower as its 16-cylinder FDL-series predecessor, the GEVO-12 uses less fuel and spits out 40% fewer emissions. GE claims the EVOs are "the most fuel-efficient, most environmentally friendly diesel locomotives in history." Everything about these locomotives has been examined, questioned, and rethought, generating 25 new U.S. patents in the process. And every Big Six railroad has ponied up to buy them, with the BNSF currently rostering the largest EVO fleet. Like all Premier locomotives, the new ES44AC offers O scale's finest combination of detail, realism, and performance. Listen to the chant of an authentic GEVO-12 motor, and throttle down as low as three scale miles per hour so you can admire the details as the Evolution Series glides by: see-through fans and grilles, walkways with safety tread, opening doors with working door handles, and a host of other separately applied metal details.



BNSF - ES44AC Diesel Engine w/Proto-Sound 2.0

20-2822-1	Hi-Rail Wheels	\$429.95
20-2822-2	Scale Wheels	\$449.95
20-2822-3	Non-Powered	\$169.95

NEW TOOLING!



Canadian Pacific - ES44AC Diesel Engine w/Proto-Sound 2.0

20-2823-1	Hi-Rail Wheels	\$429.95
20-2823-2	Scale Wheels	\$449.95
20-2823-3	Non-Powered	\$169.95

NEW TOOLING!



NEW TOOLING!

GE Demonstrator - ES44AC Diesel Engine w/Proto-Sound 2.0

20-2824-1	Hi-Rail Wheels	\$429.95
20-2824-2	Scale Wheels	\$449.95
20-2824-3	Non-Powered	\$169.95

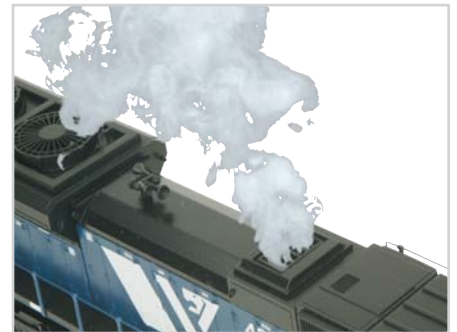
NEW TOOLING!

Union Pacific - ES44AC Diesel Engine w/Proto-Sound 2.0

20-2826-1	Hi-Rail Wheels	\$429.95
20-2826-2	Scale Wheels	\$449.95
20-2826-3	Non-Powered	\$169.95



SD70Ace/SD70M-2 Diesel Engines



Features

- Intricately Detailed ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Decorative Horn
- (2) Cab Figures
- Spinning Roof Fans
- Metal Body Side Grilles
- Directionally Controlled Headlights
- Metal Wheels, Axles and Gears
- (2) Remotely Controlled Proto-Couplers™
- (2) Precision Flywheel Equipped Motors
- Locomotive Speed Control
- Lighted Cab Interior
- Illuminated Number Boards
- Lighted Marker Lights
- Operating Ditch Lights
- Operating Smoke Unit
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- Proto-Sound® 2.0 With The Digital Command System Featuring: Freight Yard Proto-Effects™
- Unit Measures: 18 1/2" x 2 5/8" x 4"
- Operates On O-42 Curves

ADD A LIGHT KIT TO YOUR NON-POWERED LOCOMOTIVE

Order Item Number 50-1031. Light kits feature two pickup rollers and "always on" light assembly.

The SD70ACe and its DC-motored sibling, the SD70M-2, are Electro-Motive Division's hope for the future. While designed to meet the Environmental Protection Agency's Tier-2 emissions requirements that took effect on January 1, 2005, these engines also have a higher purpose: to recapture the lead in North American locomotive sales that EMD lost to General Electric in 1987.

Under their hoods 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 these engines has been re-thought to create a 21st century locomotive. Ergonomics were a prime consideration. The engines' 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 and SD70M-2 also offer, 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.



George H. Bush - SD70ACe Diesel Engine w/Proto-Sound 2.0
 20-2828-1 Hi-Rail Wheels \$429.95



Montanna Rail Link - SD70ACe Diesel Engine w/Proto-Sound 2.0
 20-2827-1 Hi-Rail Wheels \$429.95
 20-2827-2 Scale Wheels \$449.95
 20-2827-3 Non-Powered \$169.95



Florida East Coast - SD70M-2 Diesel Engine w/Proto-Sound 2.0
 20-2831-1 Hi-Rail Wheels \$429.95
 20-2831-2 Scale Wheels \$449.95
 20-2831-3 Non-Powered \$169.95



Electro Motive Division - SD70M-2 Diesel Engine w/Proto-Sound 2.0
 20-2830-1 Hi-Rail Wheels \$429.95
 20-2830-2 Scale Wheels \$449.95
 20-2830-3 Non-Powered \$169.95

U30C Diesel Engine



Features

- Intricately Detailed ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Decorative Horn
- (2) Cab Figures
- Metal Body Side Grilles
- Directionally Controlled Headlights
- Metal Wheels, Axles and Gears
- (2) Remotely Controlled Proto Couplers™
- (2) Precision Flywheel Equipped Motors
- Locomotive Speed Control
- Lighted Cab Interior
- Illuminated Number Boards
- Lighted Marker Lights
- Operating Smoke Unit
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- Proto-Sound® 2.0 With The Digital Command System Featuring: Freight Yard Proto-Effects™
- Unit Measures: 17 1/2" x 2 1/2" x 4 5/16"
- Operates On O-42 Curves

ADD A LIGHT KIT TO YOUR NON-POWERED LOCOMOTIVE

Order Item Number 50-1031. Light kits feature two pickup rollers and "always on" light assembly.

In 1953, Alco and General Electric went their separate ways, ending the partnership that had produced some of the handsomest first-generation diesel units, the FA and PA. Seven years later, GE was back in the market with the U25B, its first self-produced road locomotive and the product of an intensive research and development effort. By 1963, GE sales surpassed those of its former partner, and the company became a serious threat to EMD's market dominance. The nation's diesel builders were locked in a horsepower race as railroads bought second-generation power to replace the first-generation diesels that had killed the steam engine. In 1966, General Electric introduced the six-axle, 3000 hp U30C, aimed directly at EMD's equally powerful SD40.

While the U30C did not outsell the SD40, it became General Electric's best-selling "U-boat." It set the stage for GE to pull ahead of EMD in diesel sales by 1983, and stay ahead to this day. Over the course of a 10-year production run, nearly 600 U30Cs were sold to 17 class one railroads, while other roads such as Conrail acquired them in mergers. Union Pacific and Burlington Northern owned the largest fleets, with BN using its U30Cs to haul coal from the massive Powder River Basin deposits in Montana and Wyoming. Many U30Cs served nearly three decades before retirement in the early 1990s. New for 2007, GE's most popular Universal-series diesel joins the M.T.H. lineup, with all the features you expect in a Premier diesel: superb detailing; accurate paint schemes; bold, prototypical sounds; and smooth, steady operation at any speed from a crawl to full throttle.

Union Pacific - GE U30C Diesel Engine w/Proto-Sound 2.0

20-2781-1	Hi-Rail Wheels	\$429.95
20-2781-2	Scale Wheels	\$449.95
20-2781-3	Non-Powered	\$169.95



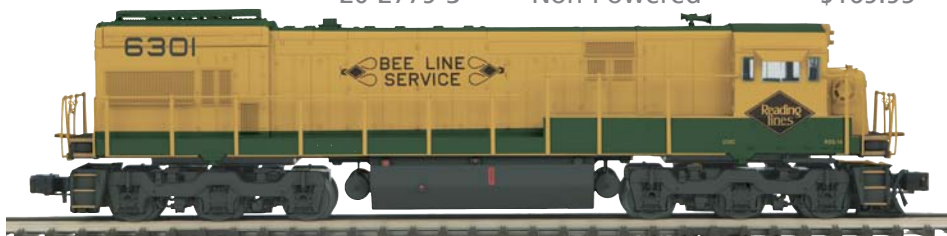
Burlington Northern - GE U30C Diesel Engine w/Proto-Sound 2.0

20-2778-1	Hi-Rail Wheels	\$429.95
20-2778-2	Scale Wheels	\$449.95
20-2778-3	Non-Powered	\$169.95



Norfolk Southern - GE U30C Diesel Engine w/Proto-Sound 2.0

20-2779-1	Hi-Rail Wheels	\$429.95
20-2779-2	Scale Wheels	\$449.95
20-2779-3	Non-Powered	\$169.95



Reading - GE U30C Diesel Engine w/Proto-Sound 2.0

20-2780-1	Hi-Rail Wheels	\$429.95
20-2780-2	Scale Wheels	\$449.95
20-2780-3	Non-Powered	\$169.95



GP-9 Diesel Engine



Features

- Directionally Controlled Headlights
- Intricately Detailed ABS Body
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Remotely Controlled Proto-Couplers™
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Decorative Horn
- (2) Precision Flywheel Equipped Motors
- Locomotive Speed Control
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- Lighted Cab Interior
- Illuminated Number Boards
- Lighted Marker Lights
- (2) Engineer Cab Figures
- Spinning Roof Fans
- Metal Body Side Grilles
- Operating Smoke Unit
- Proto-Sound® 2.0 With The Digital Command System Featuring: Freight Yard Proto-Effects™
- Unit Measures: 14 3/4" x 2 1/2" x 3 3/4"
- Operates On O-31 Curves

ADD A LIGHT KIT TO YOUR NON-POWERED LOCOMOTIVE

Order Item Number 50-1030. Light kits feature two pickup rollers and "always on" light assembly.

CONVERT YOUR POWER TRUCKS TO SCALE WHEELS

Order Item Number 20-89006 6-Wheel Truck Scale Wheel Set*

*Requires 2

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.

The GP9 returns to the Premier line in 2007 featuring 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.

Boston & Maine - GP-9 Diesel Engine

20-2801-1	Proto-Sound 2.0	\$399.95
20-2801-3	Non-Powered	\$159.95



Santa Fe - GP-9 Diesel Engine

20-2802-1	Proto-Sound 2.0	\$399.95
20-2802-3	Non-Powered	\$159.95

Soo Line - GP-9 Diesel Engine

20-2803-1	Proto-Sound 2.0	\$399.95
20-2803-3	Non-Powered	\$159.95



Western Pacific - GP-9 Diesel Engine

20-2804-1	Proto-Sound 2.0	\$399.95
20-2804-3	Non-Powered	\$159.95

GP38-2 Diesel Engine



Features

- (2) Remotely Controlled Proto-Couplers™
- Metal Chassis
- (2) Precision Flywheel Equipped Motors
- Illuminated Number Boards
- Intricately Detailed ABS Body
- Directionally Controlled Headlights
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Authentic Paint Scheme
- Metal Handrails and Decorative Horn
- Lighted Marker Lights
- (2) Engineer Cab Figures
- Spinning Roof Fans
- Metal Body Side Grilles
- Operating Smoke Unit
- Metal Wheels, Axles and Gears
- Lighted Cab Interior
- Locomotive Speed Control
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- Proto-Sound® 2.0 With The Digital Command System Featuring: Freight Yard Proto-Effects™
- Unit Measures: 15 1/2" x 2 3/4" x 4"
- Operates On O-31 Curves

ADD A LIGHT KIT TO YOUR NON-POWERED LOCOMOTIVE

Order Item Number 50-1031. Light kits feature two pickup rollers and "always on" light assembly.

In the late 1960s, EMD responded to a rash of complaints that the GP30 and GP35 were less dependable than their predecessors. They created the GP38 and its variant, the GP38-2. A descendant of the famous EMD F-Series engines, the GP38-2 became as much a staple on the railroads in the 1960s and '70s as the F units were in the 1940s and '50s. While the GP38-2's prime mover provided less horsepower than its contemporaries, its reliability and excellent performance as a general purpose locomotive made it among the best selling of the Geeps. Almost every domestic railroad, large or small, has had its name printed on the side of a GP38.

The GP38-2 will certainly be a stalwart on your railroad, just as it has been on the prototype rails. Equipped with Proto-Sound 2.0, the GP38-2 gives you more performance and value than any other road diesel from other manufacturers. In fact, thanks to the industry-leading Proto-Speed Control system, your GP38-2 can run slower and smoother than anything on your roster. Coupled with the anywhere, anytime action of the remoted Proto-Coupler system, you'll have a switching workhorse of no equal.

Did You Know?

There are many internal differences between the GP38 and the GP38-2, the most important of which is that the -2 made the AC/DC electrical system standard for the engine.

CONVERT YOUR POWER TRUCKS TO SCALE WHEELS

Order Item Number 20-89006 6-Wheel Truck Scale Wheel Set*

*Requires 2

Alaska - GP38-2 Diesel Engine

20-2805-1	Proto-Sound 2.0	\$399.95
20-2805-3	Non-Powered	\$159.95



Canadian National - GP38-2 Diesel Engine

20-2806-1	Proto-Sound 2.0	\$399.95
20-2806-3	Non-Powered	\$159.95

Norfolk Southern - GP38-2 Diesel Engine

20-2807-1	Proto-Sound 2.0	\$399.95
20-2807-3	Non-Powered	\$159.95



Ontario Northland Railway - GP38-2 Diesel Engine

20-2808-1	Proto-Sound 2.0	\$399.95
20-2808-3	Non-Powered	\$159.95

SD50 Diesel Engine



Features

- Directionally Controlled Headlights
- Intricately Detailed ABS Body
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Remotely Controlled Proto-Couplers™
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Decorative Horn
- (2) Precision Flywheel Equipped Motors
- Locomotive Speed Control
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- Lighted Cab Interior
- Illuminated Number Boards
- Lighted Marker Lights
- (2) Engineer Cab Figures
- Spinning Roof Fans
- Metal Body Side Grilles
- Operating Smoke Unit
- Proto-Sound® 2.0 With The Digital Command System Featuring: Freight Yard Proto-Effects™
- Unit Measures: 17 ¾" x 3 ¾" x 2 ½"
- Operates On O-42 Curves

ADD A LIGHT KIT TO YOUR NON-POWERED LOCOMOTIVE

Order Item Number 50-1031. Light kits feature two pickup rollers and "always on" light assembly.

EMD's "50 Series" diesel locomotives of the mid-1980s were the product of the most extensive testing in the company's 50-year history. Both the four-axle, four-motor GP50 and the six-axle, six-motor SD50 utilized a new control system that substantially increased hauling capacity and reduced engine noise levels.

The 3500 hp SD50 measured just 30" longer than the SD40-2 it replaced but differed substantially in appearance. Gone were the front and rear "porches" of the SD40-2 and the dynamic brake blisters on the sides of its hood. Under the SD50's longer hood, the dynamic brakes, which generate a lot of heat, were relocated from a position over the hot engine to a cleaner, cooler area just behind the cab.

The SD50 also introduced EMD's new "Super Series" control system, which included a radar unit for measuring true ground speed and electronic monitoring of the electrical equipment. A primary benefit of the new control system was its ability to maximize rail adhesion by automatically applying short bursts of sand as needed to maintain traction. The system allowed three SD50s to do the work of four older locomotives.



Chessie - SD50 Diesel Engine w/Proto-Sound 2.0

20-2814-1	Hi-Rail Wheels	\$429.95
20-2814-2	Scale Wheels	\$449.95
20-2814-3	Non-Powered	\$169.95



CSX - SD50 Diesel Engine w/Proto-Sound 2.0

20-2815-1	Hi-Rail Wheels	\$429.95
20-2815-2	Scale Wheels	\$449.95
20-2815-3	Non-Powered	\$169.95



Kansas City Southern - SD50 Diesel Engine w/Proto-Sound 2.0

20-2816-1	Hi-Rail Wheels	\$429.95
20-2816-2	Scale Wheels	\$449.95
20-2816-3	Non-Powered	\$169.95

Missouri Pacific - SD50 Diesel Engine w/Proto-Sound 2.0

20-2817-1	Hi-Rail Wheels	\$429.95
20-2817-2	Scale Wheels	\$449.95
20-2817-3	Non-Powered	\$169.95



Dash-8 40C Narrow Nose Diesel Engine



Features

- Die-Cast Truck Sides, Pilots and Fuel Tank
- Intricately Detailed ABS Body
- Authentic Paint Scheme
- Metal Body Side Grilles
- Spinning Roof Fans
- Metal Chassis
- Metal Handrails and Decorative Horn
- Directionally Controlled Headlights
- Metal Wheels, Axles and Gears
- (2) Remotely Controlled Proto-Couplers™
- (2) Precision Flywheel Equipped Motors
- Lighted Cab Interior
- Illuminated Number Boards
- Operating Smoke Unit
- (2) Engineer Cab Figures
- Locomotive Speed Control
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- Proto-Sound® 2.0 With The Digital Command System Featuring: Freight Yard Proto-Effects™
- Unit Measures: 17 3/4" x 2 1/2" x 4"
- Operates On O-42 Curves

ADD A LIGHT KIT TO YOUR NON-POWERED LOCOMOTIVE

Order Item Number 50-1031. Light Kits Feature two pickup rollers and "always on" light assembly

In the late 1980s, as General Electric and General Motors' Electro-Motive Division engaged in heated competition (that continues today) for market share in the high horsepower category, GE announced its Dash 8 line of diesel locomotives. Although the first demonstrator version had only 3,200 hp, most of the Dash-8s had 4,000 hp when delivered and were therefore designated Dash 8-40. Because GE builds its diesel locomotives in five modules, it was able to customize its Dash 8s for each buyer to an unusual degree. Some railroads ordered their Dash 8s with conventional cabs, while others opted for the wider North American or comfort cabs, identified by a "W" in the engine name. Some Dash 8s have 4-wheel trucks — denoted with a "B" — while a Dash 8-40C has 6-wheel trucks. This variety meant that these diesels, which were designed for fast freight duty, also found a home in Amtrak passenger service. Despite their many differences, all Dash 8s share microprocessor control. The microprocessor, a small computer, regulates rpm, fuel injection volume, generator excitation, and many other operational features to make the Dash 8s run more efficiently than any diesels before them.

M.T.H. is proud to introduce this superbly detailed replica of the Dash 8 model that found its niche in high-speed intermodal service, the Dash 8-40C — 4000 horsepower, 6-wheel trucks, standard cab. Like its prototype, this model is a perfect choice to power the hottest trains on your railroad.

Did You Know?

The microprocessor in the prototype Dash 8 recognizes if its 16-cylinder engine is overheating in a tunnel, as opposed to a malfunction on the open rails, and allows it to keep operating at full power for ten minutes so the crew doesn't find itself stranded in a tunnel.

CSX - Dash-8 40C Narrow Nose Diesel Engine w/Proto-Sound 2.0

20-2642-1	Hi-Rail Wheels	\$429.95
20-2642-2	Scale Wheels	\$449.95
20-2642-3	Non-Powered	\$169.95



Chicago NorthWestern - Dash-8 40C Narrow Nose Diesel Engine w/Proto-Sound 2.0

20-2641-1	Hi-Rail Wheels	\$429.95
20-2641-2	Scale Wheels	\$449.95
20-2641-3	Non-Powered	\$169.95



Union Pacific - Dash-8 40C Narrow Nose Diesel Engine w/Proto-Sound 2.0

20-2643-1	Hi-Rail Wheels	\$429.95
20-2643-2	Scale Wheels	\$449.95
20-2643-3	Non-Powered	\$169.95



Norfolk Southern - Dash-8 40C Narrow Nose Diesel Engine w/Proto-Sound 2.0

20-2644-1	Hi-Rail Wheels	\$429.95
20-2644-2	Scale Wheels	\$449.95
20-2644-3	Non-Powered	\$169.95



Alco GE-IR Box Cab Diesel



Features

- Directionally Controlled Headlights
- Intricately Detailed Die-Cast Body
- Metal Wheels, Axles and Gears
- Enhanced Detail Die-Cast Truck Sides & Pilots
- (2) Remotely Controlled Proto-Couplers™
- Authentic Paint Scheme
- Precision Flywheel Equipped Motor
- Lighted Cab Interior
- Illuminated Number Boards
- Locomotive Speed Control
- (2) Engineer Cab Figures
- Proto-Sound® 2.0 With The Digital Command System Featuring: Freight Yard Proto-Effects™
- Unit Measures: 9 5/8" x 3 5/8" x 2 1/2"
- Operates On O-31 Curves



Erie - GE I/R Box Cab Diesel Engine
20-5594-1 w/Proto-Sound 2.0 \$499.95

While the 1350 hp Electro Motive FT was The Diesel That Did It — retired the steam engine — this was The Diesel That Started It. The 300 hp Alco-GE-Ingersoll Rand boxcab was the first production Diesel-electric produced in North America. General Electric had been experimenting with internal combustion rail power for nearly two decades when, in the mid-1920s, it formed a partnership with Ingersoll Rand and Alco to manufacture Diesel-electrics. GE made the traction motors and generator, IR supplied the diesel motor, and Alco built the mechanical parts. In the summer of 1925, the Central Railroad of New Jersey bought the first boxcab demonstrator, and CNJ #1000 became the first production Diesel-electric owned by an American railroad. In December, the second engine in the production run became Baltimore & Ohio #1, and orders soon followed from the Chicago & North Western, Reading, and Erie. The Diesel revolution had quietly begun.

CNJ 1000 had a three-decade career switching the Bronx Terminal Yard, acquiring a Jersey Central Lines “Miss Liberty” paint job along the way. In 1957 it went to a well-earned retirement at the B&O Railroad Museum in Baltimore. B&O #1 had an equally long career in Manhattan and is preserved today at the Museum of Transportation in St. Louis. For 2007, M.T.H. offers the first-ever O scale model of this landmark locomotive.



Reading - Alco-GE I/R Box Cab Diesel Engine
20-5595-1 w/Proto-Sound 2.0 \$499.95



Baltimore & Ohio - Alco-GE I/R Box Cab Diesel Engine
20-5591-1 w/Proto-Sound 2.0 \$499.95



Jersey Central - Alco-GE I/R Box Cab Diesel Engine
20-5592-1 w/Proto-Sound 2.0 \$499.95



Chicago NorthWestern - Alco-GE I/R Box Cab Diesel Engine
20-5593-1 w/Proto-Sound 2.0 \$499.95

GG-1 Electric Engine



Features

- Directionally Controlled Headlights
- Intricately Detailed Die-Cast Body
- Metal Wheels, Axles and Gears
- Remotely Controlled Operating Pantographs
- Enhanced Detail Die-Cast Truck Sides & Pilots
- (2) Remotely Controlled Proto-Couplers™
- Authentic Paint Scheme
- Metal Chassis
- (2) Precision Flywheel Equipped Motors
- Lighted Cab Interior
- See-Through Metal Body Side Grills
- Opening Doors
- Opening Hatches
- Illuminated Number Boards
- Lighted Marker Lights
- Locomotive Speed Control
- (2) Engineer Cab Figures
- Operating Smoke Unit
- Proto-Sound® 2.0 With The Digital Command System Featuring:- Freight & Passenger Station Proto-Effects™
- Unit Measures: 20" x 2 5/8" x 4"
- Operates On O-72 Curves



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 juice jack. Industrial designer Raymond Loewy cleaned up the original riveted body to create a design that looked contemporary for half a century.

Add this fully die-cast Hall of Famer to your layout as a complete set or 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. For 2007, we've even added sound effects to accompany the raising and lowering of the pantographs when the locomotive changes direction.

See the luxuries awaiting *The East Wind!*

In the summer of 1940, the Pennsylvania, New Haven, Boston and Maine, and Maine Central Railroads cooperated to court travelers to Maine and New Hampshire. "Summertime Sensation!" proclaimed a brochure for the new, fully air conditioned East Wind. "A daytime flyer — breezing from Washington to Portland between breakfast and dinner... "Who now would think of driving over hot, crowded highways when so superbly appointed a train awaits?"

Recreate the full original consist of the 1940 East Wind with two add-on sets. The coach and second diner in set 20-66124 simulate a third Pennsy coach and the tavern-lounge, borrowed from the Atlantic Coast Line, to complete the six-car set that entered service on June 21. Set 20-69124 features the two additional coaches added later that summer. Learn more about The East Wind by visiting www.mthtrains.com.



Complete your East Wind with these add-on sets (photos available on www.mthtrains.com):

- 20-66124 2-Car 70' ABS Coach/Diner Passenger set \$159.95
- 20-69124 2-Car 70' ABS Coach/Coach Passenger set \$159.95



Pennsylvania - GG-1 Electric Engine
20-5611-1 w/Proto-Sound 2.0 \$699.95



Pennsylvania - GG-1 Electric Engine
20-5612-1 w/Proto-Sound 2.0 \$699.95



Pennsylvania - GG-1 Express Beer Train Set
20-5609- w/Proto-Sound 2.0 \$799.95



Pennsylvania - GG-1 The East Wind Passenger Set
20-5610-1 w/Proto-Sound 2.0 \$799.95

EP-2 Bi-Polar Electric Engine



Features

- Directionally Controlled Headlights
- Intricately Detailed Die-Cast Body
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides & Pilots
- (2) Remotely Controlled Proto-Couplers™
- Authentic Paint Scheme
- Metal Handrails and Decorative Horn
- (2) Precision Flywheel Equipped Motors
- Lighted Cab Interior
- Illuminated Number Boards
- Operating Smoke Unit (for train heat boiler)
- (2) Engineer Cab Figures
- Manually Operated Pantographs
- Locomotive Speed Control
- Proto-Sound® 2.0 With The Digital Command System Featuring: Passenger Station Proto-Effects™
- Unit Measures: 20" x 2 1/2" x 4 5/8"
- Operates On O-72 Curves

Did You Know?

The "Bi-Polar Gearless" designation referred to the fact that each of the EP-2's twelve traction motors had only two poles. The motor armatures were mounted directly on each drive wheel axle, with the two field poles mounted on the chassis surrounding each axle. Simply put, the motor shaft and the drive wheel axle were one and the same. This made for an unusually quiet locomotive because there was no gear noise and very little motor whine, since motor speed was only 458 RPM at 60 miles per hour.

Chicago Milwaukee, St. Paul, and Pacific. The Milwaukee Road's full name described its route perfectly — from the Midwest to the Northwest with not much in between. After Chicago and the Twin Cities, a passenger on the road's Olympian saw virtually nothing but farms, ranches, and mountains for 1500 miles until he reached the Coast at Tacoma or Seattle. But in 1919, this sparsely traveled mountainous route seemed the ideal place for the General Electric Company and what was then called the Chicago Milwaukee and St. Paul Railway to prove a point: electric power was the Future of American Railroading. And the five EP-2 Bi-Polars were going to be the engines to do it.

Officially called Bi-Polar Gearless Types, they were vastly superior to the steam locomotives of their day. With 3,200 continuous horsepower, an EP-2 could pull 13 Pullmans up a 2.2% grade, an incredibly steep hill in real-life railroading. When the Bi-Polars were young, their owners and builders delighted in staging pulling contests such as a 1924 "Battle of the Giants," in which a Bi-Polar easily won a tug-of-war against a pair of steam locomotives, a 2-8-0 and a 2-6-6-2.

Unfortunately, the source of the Bi-Polar's advantages was also their chief drawback: that darn overhead wire, which was incredibly expensive to put up. The Milwaukee Road's original plan was to electrify 870 miles of track from central Montana to Puget Sound. But a 1923 bankruptcy left the road without funds to string wire over the middle part of the route, and the Washington State and Montana/Idaho divisions were never joined. As a result, the Bi-Polars spent most of their lives on the 214-mile Coast Division, hauling passengers between the farming town of Othello and the ports of Tacoma and Seattle. They soldiered on dependably for more than three decades, until the railroad decided to "modernize" them in the early 1950s. Unfamiliar with electric locomotives, shop crews in Milwaukee severely compromised the dependability of the engines, while making a modest attempt to streamline the Bi-Polars' exteriors, mainly by rounding off the noses. The engines became so failure-prone that all five were retired by 1960; one survives today in the National Museum of Transport in St. Louis.



ADD A MATCHING PASSENGER SET
Page 164

Milwaukee Road - EP-2 Bi-Polar Electric
20-5606-1 w/Proto-Sound 2.0 \$699.95



ADD A MATCHING PASSENGER SET
Page 162

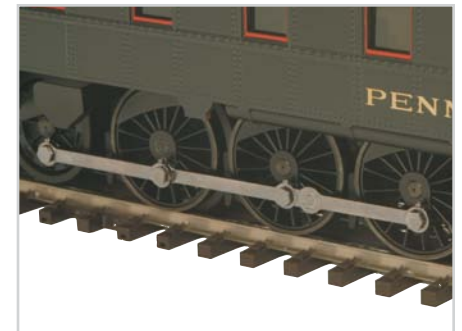
Chicago Milwaukee and St. Paul - EP-2 Bi-Polar Electric
20-5608-1 w/Proto-Sound 2.0 \$699.95



ADD A MATCHING PASSENGER SET
Page 164

Milwaukee Road - EP-2 Bi-Polar Electric
20-5607-1 w/Proto-Sound 2.0 \$699.95

FF1 Electric Engine



Features

- Directionally Controlled Headlights
- Intricately Detailed Die-Cast Body
- Metal Wheels, Axles and Gears
- Remotely Controlled Operating Pantographs
- Enhanced Detail Die-Cast Truck Sides & Pilots
- (2) Remotely Controlled Proto-Couplers™
- Authentic Paint Scheme
- Metal Chassis
- (2) Precision Flywheel Equipped Motors
- Lighted Cab Interior
- See-Through Metal Body Side Grills
- Opening Doors
- Opening Hatches
- Illuminated Number Boards
- Lighted Marker Lights
- Locomotive Speed Control
- (2) Engineer Cab Figures
- Proto-Sound® 2.0 With The Digital Command System Featuring: Freight Yard Proto-Effects™
- Unit Measures: 19 1/8 " x 2 1/2 " x 3 7/8"
- Operates On O-72 Curves

Did You Know?

Big Liz was capable of 4000 continuous horsepower at the rail and a maximum of 4800 hp when starting a heavy train. Like most electrics, her starting effort was greater because her electric motors could handle a large overload for a brief period of time.

Built by the road's Juniata shops in 1917, the FF1 was the first step in the Pennsy's long search for a heavy-duty mainline electric locomotive — a search that would culminate in 1934 with the GG1, perhaps the most successful and best-loved electric ever built. The FF1, however — like her contemporary, the Erie Triplex 2-8-8-2 steam engine — was a monstrous machine that was simply too big and too powerful for the technology of her time. Like the Triplex, she became known for rippling the couplers out of freight cars and was soon relegated to pusher service, where the railroad figured she would do less damage. But on at least one occasion, Big Liz, as the crews called her, pushed so hard that boxcars began to pop out of the middle of the train.

The drive system in this one-of-a-kind experimental engine was borrowed in part from the steam loco-

otive. At each end of the FF1, two giant traction motors turned a jackshaft that moved side rods to power the drivers. Designed for drag freight service, Biz Liz had but two continuous speeds: 10.3 and 20.6 mph. Within a decade, jackshaft drives would fall out of favor, in part because they pounded the rails terribly at higher speeds, just like a side rod steam locomotive. Later electrics would have the traction motors geared directly to the drive axles, as they were on a GG1.

Big Liz never fulfilled the dream of her designers — to help level the mountains on the Pennsy's line from Altoona to Pittsburgh. But it's surprising how much she had in common with the Pennsy's most successful electric. The monstrous FF1 and the glorious GG1 were virtually the same length, had similar horsepower, and shared the same number of driven axles. What was

impractical in 1917 turned out to be sheer genius in 1934.

The first-ever O gauge model of this historic locomotive, our Premier FF1 recreates the visual and mechanical excess of the original design, but runs better than the prototype ever did. Only MTH engineering could make such a large, complex model run smoothly and steadily at speeds from a barely perceptible crawl to wide-open throttle. For a perfect World War I era freight train, team Big Liz up with the Pennsy N6b caboose and our USRA single- and double-sheathed wooden boxcars on pages 133, 134, and 155.

* DCS System required to access "train wreck" and several other atmospheric sound effects.



Pennsylvania - FF1 Electric Engine
20-5588-1 Proto-Sound 2.0 \$799.95



Pennsylvania - FF1 Electric Engine
20-5589-1 Proto-Sound 2.0 \$799.95



Great Northern - FF1 Electric Engine
20-5584-1 Proto-Sound 2.0 \$799.95



New Haven - FF1 Electric Engine
20-5587-1 Proto-Sound 2.0 \$799.95

E-33 & E-44 Electric Engine



Features

- Directionally Controlled Headlights
- Intricately Detailed Die-Cast Body
- Metal Wheels, Axles and Gears
- Mechanically Operating Pantographs
- Enhanced Detail Die-Cast Truck Sides & Pilots
- (2) Remotely Controlled Proto-Couplers™
- Authentic Paint Scheme
- Metal Chassis
- (2) Precision Flywheel Equipped Motors
- Lighted Cab Interior
- See-Through Metal Body Side Grills
- Opening Doors
- Opening Hatches
- Illuminated Number Boards
- Lighted Marker Lights
- Locomotive Speed Control
- (2) Engineer Cab Figures
- Operating Smoke Unit
- Proto-Sound® 2.0 With The Digital Command System Featuring:- Passenger Station Proto-Effects™ or Freight Yard Proto-Effects™
- Unit Measures:
- Operates On O-42 Curves



In 1970, the food industry's first unit train entered weekly service hauling orange juice from Tropicana's Bradenton, Florida plant to its facility in Kearney, New Jersey. By the following year, service had expanded to two trains weekly, each with 60 white insulated box cars hauling about one million gallons of juice. The Juice Train, as railfans called it, began its journey behind Seaboard Coast Line Diesels, transferred to the Richmond, Fredericksburg & Potomac in Richmond, Virginia, and finished its journey under Penn Central catenary behind an E44, E33, or GG1 electric. Today the Juice Train departs from Florida five days a week and runs on CSX rails for its entire journey. Empty juice cars are sent back south as they are unloaded, traveling in small groups in regular freight trains.



Penn Central - Juice Train

20-5603-1

Proto-Sound 2.0

\$799.95

For much of the 1950s, the Pennsylvania Railroad searched for a replacement for its aging fleet of P5a electric freight engines. It even considered pulling down the catenary in favor of dieselization. But, as the railroad announced, "In May, 1958, the Pennsylvania R.R. initiated three independent studies to evaluate the economic advantages and disadvantages of diesel-electric vs. electric locomotives in the electric territory. Completed in 1959, they unequivocally proclaimed the superiority of electrification."

By that time, however, the diesel had virtually wiped out the market for new electric locomotives. General Electric was the only remaining manufacturer of electric power. For what would become its last new electric engines, the Pennsy opted for an upgrade of the 3300 horsepower E33 electrics that GE had built just a few years earlier for the Virginian Railway. The Pennsy's

brick-like, six-axle E44 freighters were the same size as the earlier design but developed 4400 hp, a power rating that no single-unit diesel would rival for decades. While previous Pennsy juice jacks had been straight AC — AC power from the overhead wire was stepped down in voltage and fed to AC traction motors — the E44s were rectifier engines. Like the Virginian E33s and the New Haven EP-5 "Jets," the E44s used Ignitron Rectifiers, a new technology for converting AC to DC, enabling the new electrics to use the same DC traction motors used in diesels. While the first 60 E44s were delivered with water-cooled, somewhat delicate ignitron tubes, the final six units were equipped with more rugged and reliable air-cooled, solid-state rectifiers. Most of the earlier engines were later updated.

Delivered between 1960 and 1963, the E44s were often double- or even triple-headed in heavy freight service,

and even teamed up occasionally with GG1s - motive power combinations that can easily be duplicated on any model railroad with M.T.H.'s unique Digital Command System (DCS). In the winter of 1966, E44s could also be seen assisting on the head of GG1-powered passenger trains, when fine snow caused the GG1s some electrical problems. The E44 fleet went on to serve a succession of owners, as former Pennsy rails came under the control of the Penn Central and later Conrail. After Conrail electric service ended in 1981, a number of units worked for Amtrak until they were retired; one Amtrak unit resides today at the Railroad Museum of Pennsylvania, restored to its original Pennsy colors. New for 2007, the massive and powerful E44 joins the M.T.H. lineup, complete with fully die-cast body and authentic single-arm GE-Faively pantographs that raise and lower automatically according to the direction of travel.

NEW TOOLING!



Conrail - E44 Electric Engine
20-5600-1 Proto-Sound 2.0 \$429.95



Norfolk & Western - E33 Electric Engine
20-5602-1 Proto-Sound 2.0 \$429.95



New Haven - E33 Electric Engine
20-5601-1 Proto-Sound 2.0 \$429.95



Virginian - E33 Electric Engine
20-5605-1 Proto-Sound 2.0 \$429.95

NEW TOOLING!



Pennsylvania - E44 Electric Engine
20-5604-1 Proto-Sound 2.0 \$429.95

Anatomy Of A Premier Freight Car

Accurate, highly detailed, scale-dimensioned body

Separately applied door guides

Metal end steps



Metal grab irons and handrails

Smooth coupling die-cast couplers that don't require excessive force to couple cars together - but will stay coupled no matter how heavy your train.

Opening door

Detailed underframe and air brake system

Separately applied door stops

Air brake hose

Manual uncoupling lever

Hidden uncoupling plate for remote uncoupling

The smoothest rolling trucks in O gauge make it easy for your engines to pull longer trains. Our highly detailed trucks are sprung and die-cast, with separate added-on brake shoes.

While all Premier and RailKing freight cars feature our improved trucks and couplers, body details vary among different car types. Photos and feature lists depict the detailing of each style of car.

O-GAUGE OR SCALE COUPLERS

Many Premier Line freight cars come pre-equipped with mounting pads for Kadee® type scale couplers for those operators who want an even more realistic appearance for their rolling stock. A quick peak at the underside of the car will reveal whether the car is equipped with the mounting pad. In some cases, we've included coupler shims so that your scale couplers will be at prototypical height from the rails' surface.

When equipped with our 2-rail scale wheel freight car trucks (which don't come equipped with a standard O Gauge knuckle coupler) and a set of scale couplers, your affordable Premier Line freight car makes high priced brass scale freight cars a thing of the past.



2-Rail Lightweight Passenger Car Two Truck Pack
20-89007 \$24.95



3-RAIL

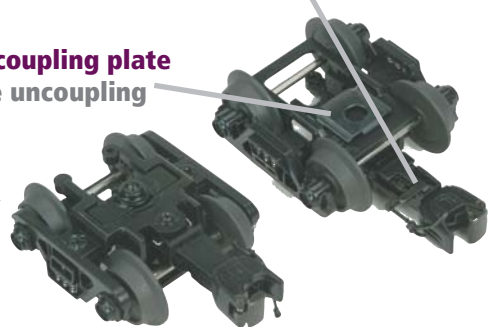
3-Rail Roller Bearing Freight Car Two Truck Pack
20-89004 \$12.99

3-Rail Bettendorf Freight Car Two Truck Pack
20-89003 \$12.99

2-RAIL



2-Rail Bettendorf Freight Car Two Truck Pack
20-89001 \$12.99



2-Rail Roller Bearing Freight Car Two Truck Pack
20-89002 \$12.99

50' Double Door Plugged Boxcar



Masonite - 50' Dbl. Door Plugged Box Car
20-93378 \$49.95



Union Pacific - 50' Dbl. Door Plugged Box Car
20-93380 \$49.95



TTX - 50' Dbl. Door Plugged Box Car
20-93379 \$49.95



Wisconsin Central - 50' Dbl. Door Plugged Box Car
20-93381 \$49.95

Details - Unit Measures: 14 1/8" x 2 11/16" x 3 15/16"
- Operates On O-31 Curves



40' Box Cars



Union Pacific - 40' Box Car
20-93377 \$44.95



CP Rail - 40' Box Car
20-93373 \$44.95



Grand Trunk - 40' Box Car
20-93374 \$44.95



Pittsburgh & Lake Erie - 40' Box Car
20-93376 \$44.95

Details

- Unit Measures: 11 5/8" x 2 5/8" x 3 3/4"
- Operates On O-31 Curves



40' USRA Single Sheathed Box Car



Baltimore & Ohio - 40' USRA Single Sheathed Box Car
20-93369 \$49.95



New York Central - 40' USRA Single Sheathed Box Car
20-93370 \$49.95

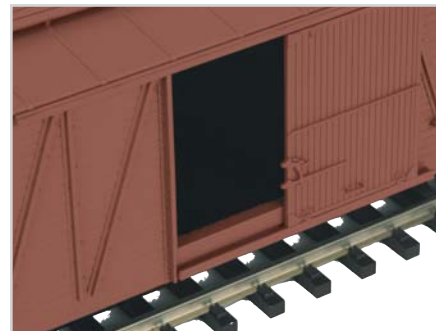


Norfolk & Western - 40' USRA Single Sheathed Box Car
20-93371 \$49.95



Reading - 40' USRA Single Sheathed Box Car
20-93372 \$49.95

- Details**
- Unit Measures: 11 5/8" x 2 5/8" x 3 3/4"
 - Operates On O-31 Curves



40' USRA Double Sheathed Box Cars



Spokane Portland & Seattle - 40' USRA Double Sheathed Box Car
20-93368 \$49.95



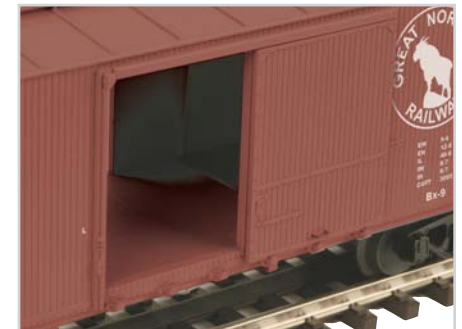
Northern Pacific - 40' USRA Double Sheathed Box Car
20-93367 \$49.95



Lackawanna - 40' USRA Double Sheathed Box Car
20-93365 \$49.95

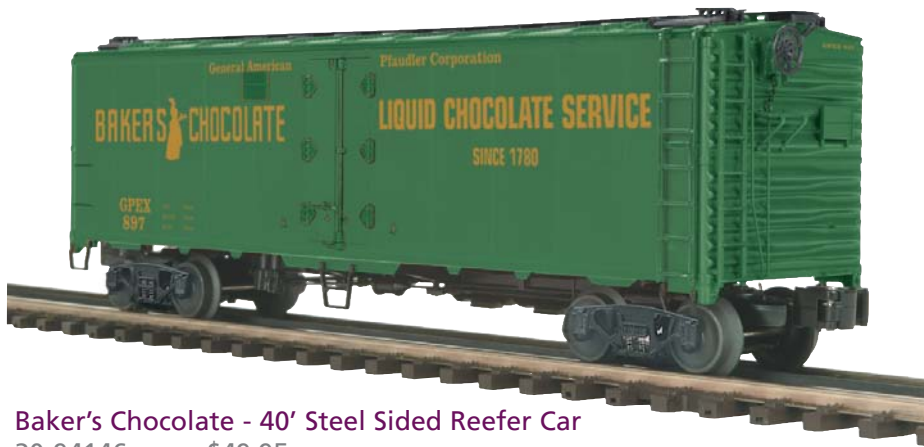


Great Northern - 40' USRA Double Sheathed Box Car
20-93366 \$49.95



Details - Unit Measures: 11 5/8" x 2 5/8" x 3 3/4"
- Operates On O-31 Curves

40' Steel Sided Reefer Cars



Baker's Chocolate - 40' Steel Sided Reefer Car
20-94146 \$49.95



Pacific Fruit Express - 40' Steel Sided Reefer Car
20-94148 \$49.95



United Farmers - 40' Steel Sided Reefer Car
20-94149 \$49.95



Chateau Martin - 40' Steel Sided Reefer Car
20-94147 \$49.95



Details
- Unit Measures: 11 3/4" x 2 9/16" x 3 1/2"
- Operates On O-31 Curves

40' Reefer Cars



Freedom Beer - 40' Steel Sided Reefer Car
20-94196 \$49.95



Auto City Beer - 40' Steel Sided Reefer Car
20-94195 \$49.95



Olde Virginia Beer - 40' Steel Sided Reefer Car
20-94197 \$49.95



Red Lion - 40' Steel Sided Reefer Car
20-94198 \$49.95

Details

- Unit Measures: 11 3/4" x 2 9/16" x 3 1/2"
- Operates On O-31 Curves



Coil Cars



Burlington Northern - Coil Car
20-98617 \$49.95



Union Pacific - Coil Car
20-98619 \$49.95



Indian Harbor Belt - Coil Car
20-98618 \$49.95

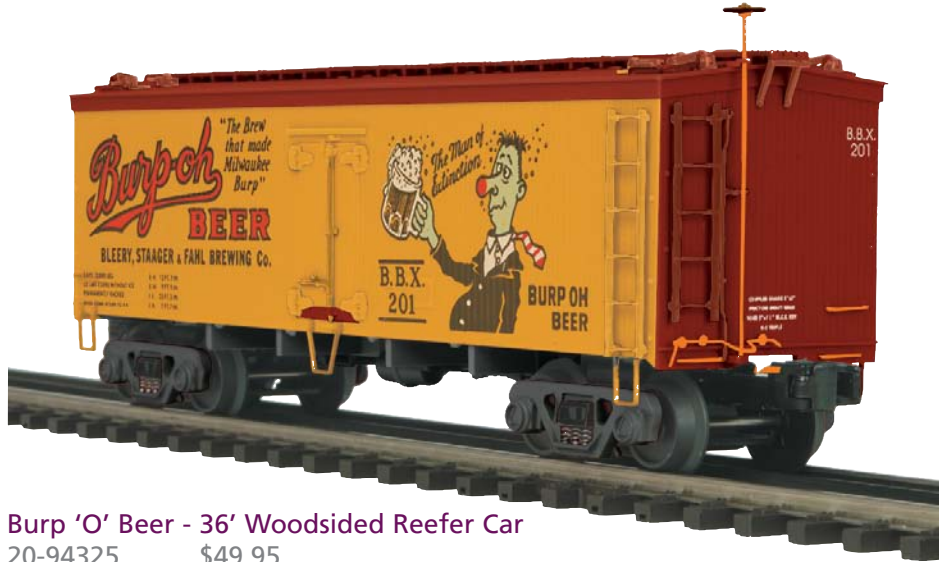


Chicago South Shore and South Bend - Coil Car
20-98620 \$49.95

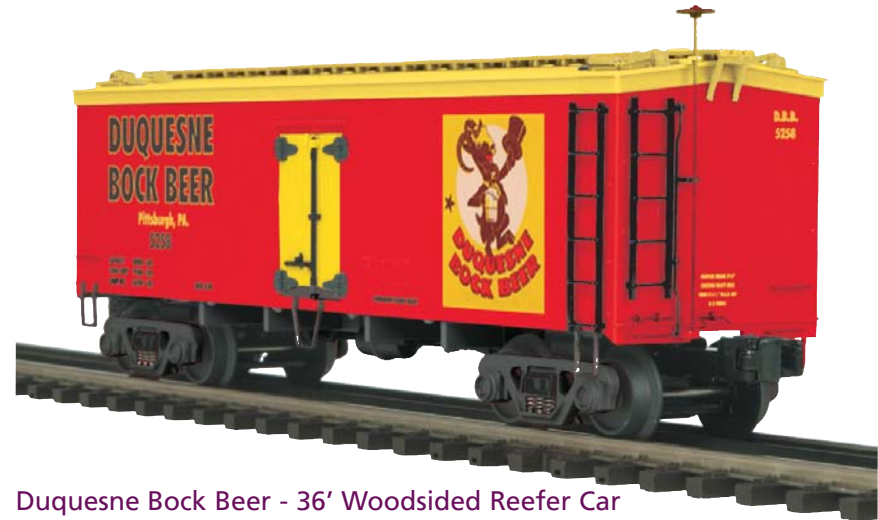
Details - Unit Measures: 13" x 2 1/2" x 3 3/4"
- Operates On O-31 Curves



36' Woodsided Reefer Cars



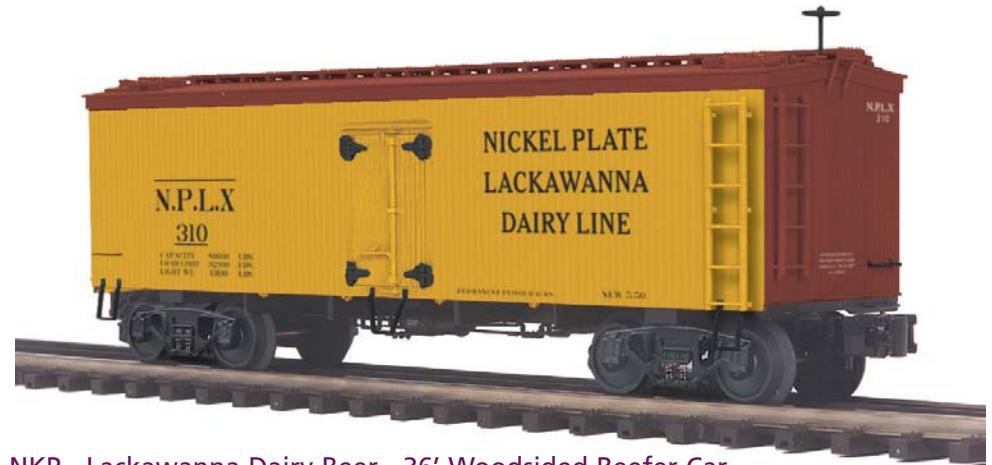
Burp 'O' Beer - 36' Woodsided Reefer Car
20-94325 \$49.95



Duquesne Bock Beer - 36' Woodsided Reefer Car
20-94327 \$49.95



Curve Beer - 36' Woodsided Reefer Car
20-94326 \$49.95



NKP - Lackawanna Dairy Beer - 36' Woodsided Reefer Car
20-94328 \$49.95



Details

- Unit Measures: 10 3/4" x 2 1/8" x 3 1/4"
- Operates On O-31 Curves

Funnel Flow Tank Cars



White House Apple Cider - Funnel Flow Tank Car
20-96166 \$49.95



Cargill Corn Syrup - Funnel Flow Tank Car
20-96164 \$49.95



Tropicana - Funnel Flow Tank Car
20-96165 \$49.95



ADM Corn Sweeteners - Funnel Flow Tank Car
20-96163 \$49.95



Details - Unit Measures: 12" x 2 3/4" x 4 3/16"
- Operates On O-31 Curves

Tank Cars



Union Pacific - Tank Car
20-96172 \$49.95



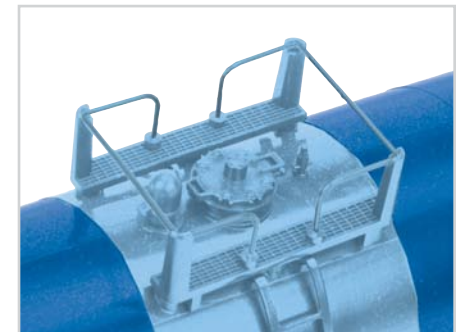
Missouri Pacific - Tank Car
20-96170 \$49.95



Western Pacific - Tank Car
20-96173 \$49.95



Southern Pacific - Tank Car
20-96171 \$49.95



Details - Unit Measures: 12" x 2 3/4" x 4 3/16"
- Operates On O-31 Curves

Tank Cars



Denver Rio Grande - Tank Car
20-96168 \$49.95

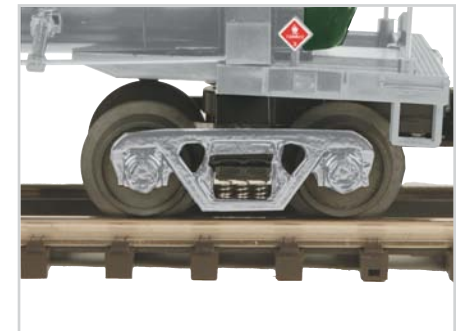


Chicago NorthWestern - Tank Car
20-96167 \$49.95



KATY - Tank Car
20-96169 \$49.95

Details - Unit Measures: 11 3/4" x 2 9/16" x 3 1/2"
- Operates On O-31 Curves



3-Bay Cylindrical Hopper Cars



Baroid - 3-Bay Cylindrical Hopper Car
20-97627 \$49.95



French's - 3-Bay Cylindrical Hopper Car
20-97629 \$49.95



Cumberland - 3-Bay Cylindrical Hopper Car
20-97628 \$49.95



Petrothene - 3-Bay Cylindrical Hopper Car
20-97630 \$49.95

Details

- Unit Measures: 12 1/16" x 2 11/16" x 3 13/16"
- Operates On O-31 Curves



70-Ton 3-Bay Hopper Cars

NEW TOOLING!



Western Maryland - 70-Ton 3-Bay Hopper Car
20-97642 \$49.95

NEW TOOLING!



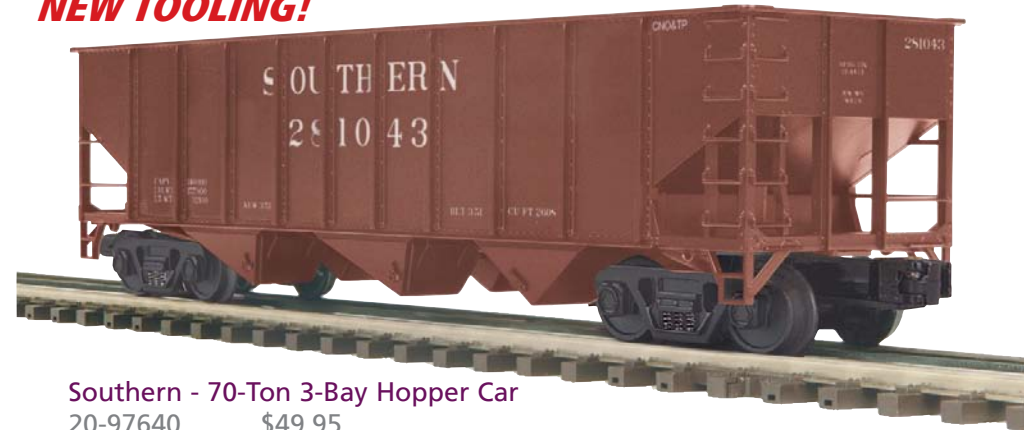
Chesapeake & Ohio - 70-Ton 3-Bay Hopper Car
20-97639 \$49.95

NEW TOOLING!



Norfolk & Western - 70-Ton 3-Bay Hopper Car
20-97641 \$49.95

NEW TOOLING!



Southern - 70-Ton 3-Bay Hopper Car
20-97640 \$49.95

Details

- Unit Measures: 11" x 2 5/8" x 2 3/4"
- Operates On O-31 Curves



4-Bay Hopper Cars



Blue Coal - 4-Bay Hopper Car
20-97635 \$44.95



Great Northern - 4-Bay Hopper Car
20-97638 \$44.95



CP Rail - 4-Bay Hopper Car
20-97637 \$44.95



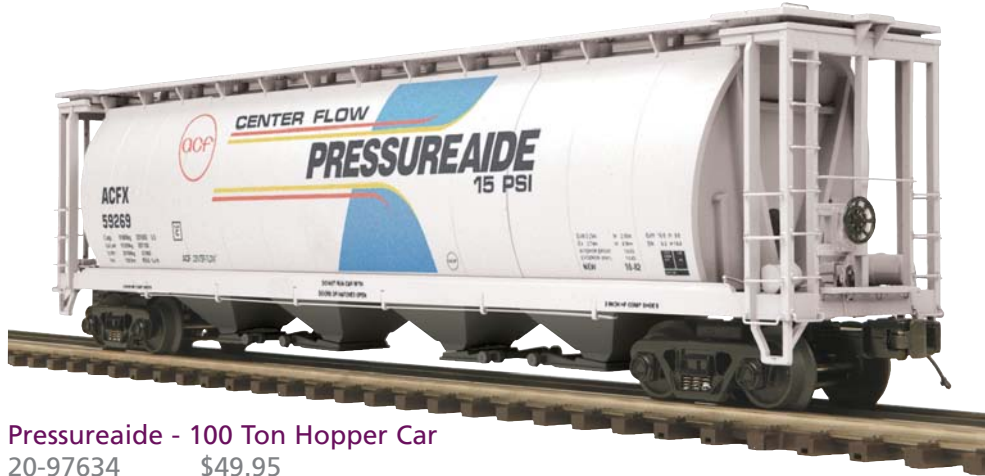
Canadian National - 4-Bay Hopper Car
20-97636 \$44.95

Details

- Unit Measures: 13 1/4" x 2 5/8" x 3"
- Operates On O-31 Curves



100 Ton Hopper Cars



Pressureaide - 100 Ton Hopper Car
20-97634 \$49.95



Chesapeake & Ohio - 100 Ton Hopper Car
20-97632 \$49.95



Chemplex Plastics - 100 Ton Hopper Car
20-97631 \$49.95



Grand Trunk - 100 Ton Hopper Car
20-97633 \$49.95

Details - Unit Measures: 15" x 2 11/16" x 3 3/4"
- Operates On O-31 Curves



34' Composite Hopper Cars



Pennsylvania - 34' Composite Hopper Car
20-97202 \$44.95



Santa Fe - 34' Composite Hopper Car
20-97203 \$44.95



Nickel Plate Road - 34' Composite Hopper Car
20-97201 \$49.95



Union Pacific - 34' Composite Hopper Car
20-97204 \$44.95

Details

- Unit Measures: 9 1/2" x 2 3/4" x 2 3/4"
- Operates On O-31 Curves



2-Bay Fish Belly Hopper Cars



Reading - 2-Bay Fish Belly Hopper Car
20-97208 \$44.95



Akron Canton & Youngstown - 2-Bay Fish Belly Hopper Car
20-97205 \$44.95



Delaware & Hudson - 2-Bay Fish Belly Hopper Car
20-97207 \$44.95



Baltimore & Ohio - 2-Bay Fish Belly Hopper Car
20-97206 \$44.95



Details - Unit Measures: 9 1/4" X 2 5/8" X 3"
- Operates On O-31 Curves

Gondola Car w/Pipe Load



John Deere - Gondola Car w/Pipe Load
 20-98064 \$49.95
 John Deere is a registered trademark of Deere & Company.



CSX - Gondola Car w/Pipe Load
 20-98066 \$44.95



Pennsylvania - Gondola Car w/Pipe Load
 20-98067 \$44.95



Caterpillar® - Gondola Car w/Pipe Load
 20-98065 \$49.95



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Details - Unit Measures: 14 5/8" x 2 5/8" x 3 15/16"
 - Operates On O-31 Curves

Corrugated Auto Carriers



Santa Fe - Corrugated Auto Carrier
20-98608 \$54.95



Florida East Coast - Corrugated Auto Carrier
20-98615 \$54.95



Union Pacific - Corrugated Auto Carrier
20-98610 \$54.95



Southern Pacific - Corrugated Auto Carrier
20-98609 \$54.95



Details - Unit Measures: 20 1/8" x 2 5/8" x 5 1/16"
- Operates On O-31 Curves

Flat Car w/48' Trailer



Budweiser - Flat Car w/ 48' Trailer
20-98604 \$59.95

"© 2007 Anheuser-Busch, Inc. All Rights Reserved."



Coors Light - Flat Car w/ 48' Trailer
20-98605 \$59.95

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Harley-Davidson® - Flat Car w/ 48' Trailer
20-98606 \$59.95

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John Deere - Flat Car w/ 48' Trailer
20-98607 \$59.95

John Deere is a registered trademark of Deere & Company.

Details

- Unit Measures: 14 1/2" x 2 1/2" x 4 1/2"
- Operates On O-31 Curves



50-Ton 41' Wood Flat Cars



Great Northern - 50-Ton 41' Wood Flat Car
20-98596 \$39.95



Canadian Pacific - 50-Ton 41' Wood Flat Car
20-98595 \$39.95



Northern Pacific - 50-Ton 41' Wood Flat Car
20-98597 \$39.95



Denver & Rio Grande - 50-Ton 41' Wood Flat Car
20-98598 \$39.95



Details
- Unit Measures: 11 3/4" x 2 1/2" x 1 1/16"
- Operates On O-31 Curves

Flat Car w/(2) Pup Trailers



NEW TOOLING! Southern Pacific - Flat Car w/(2) PUP Trailers
20-98601 \$59.95



NEW TOOLING! Chicago NorthWestern - Flat Car w/(2) PUP Trailers
20-98600 \$59.95



NEW TOOLING! Union Pacific - Flat Car w/(2) PUP Trailers
20-98602 \$59.95



NEW TOOLING! Railway Express Agency - Flat Car w/(2) PUP Trailers
20-98599 \$59.95

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



Husky Stack Cars



BNSF - Husky Stack Car
20-95069 \$59.95



Southern Pacific - Husky Stack Car
20-95071 \$59.95



Canadian National - Husky Stack Car
20-95070 \$59.95



Union Pacific - Husky Stack Car
20-95072 \$59.95

Details - Unit Measures: 18 3/4" x 2 9/16" x 5 9/16"
- Operates On O-54 Curves



Flat Cars w/ Load



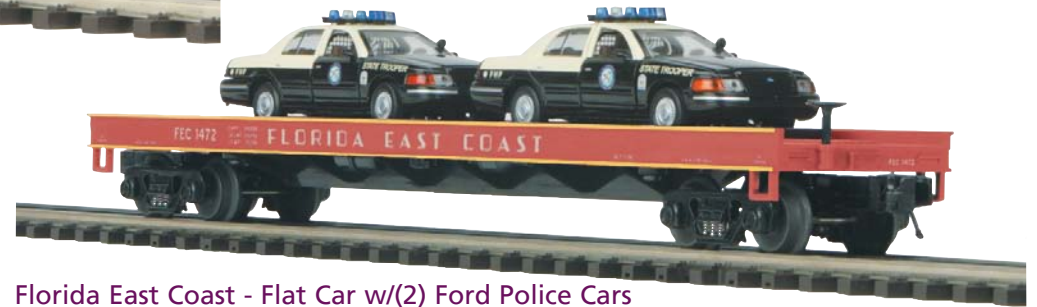
Denver Rio Grande- Flat Car w/(2) Ford Police Cars
20-98546 \$69.95



Connecticut - Flat Car w/(2) Ford Police Cars
20-98519 \$69.95



Alaska - Flat Car w/(2) Ford Police Cars
20-98518 \$69.95



Florida East Coast - Flat Car w/(2) Ford Police Cars
20-98520 \$69.95



Detroit & Mackinac - Flat Car w/(2) Ford Police Cars
20-98547 \$69.95



TTX - 60' Flat Car w/(2)M1A Abrams Tanks
20-98603 \$69.95



Details

- Unit Measures: 11 5/8" x 2 5/8" x 3 3/4"
- Operates On O-31 Curves

N-6b Caboose



Pennsylvania - N-6b Caboose
20-91242 \$59.95



Pennsylvania - N-6b Caboose
20-91243 \$59.95



Nickel Plate Road - N-6b Caboose
20-91240 \$59.95



Long Island - N-6b Caboose
20-91241 \$59.95



Details
- Unit Measures: 9" x 2 7/8" x 4 1/16"
- Operates On O-31 Curves

Steel Caboose



Great Northern - Steel Caboose
20-91244 \$59.95



Union Pacific - Steel Caboose
20-91247 \$59.95



Northern Pacific - Steel Caboose
20-91246 \$59.95



Nickel Plate Road - Steel Caboose
20-91245 \$59.95



Details

- Unit Measures: 10 1/4" x 2 1/2" x 4 1/4"
- Operates On O-31 Curves

Extended Vision Caboose



Chessie - Extended Vision Caboose
20-91237 \$59.95



Richmond, Fredericksburg & Potomac - Extended Vision Caboose
20-91239 \$59.95



Norfolk & Western - Extended Vision Caboose
20-91238 \$59.95



Burlington Route - Extended Vision Caboose
20-91236 \$59.95

Details - Unit Measures: 10 3/4" x 2 3/4" x 4"
- Operates On O-31 Curves



Freight Sets

Flat Car w/(2) PUP Trailers Sets



Santa Fe - 6-Car Flat Car w/(2) PUP Trailers Set
20-90389 \$279.95



Southern Pacific - 6-Car Flat Car w/(2) PUP Trailers Set
20-90390 \$279.95



Union Pacific - 6-Car Flat Car w/(2) PUP Trailers Set
20-90391 \$279.95



Canadian Pacific - 6-Car Flat Car w/(2) PUP Trailers Set
20-90388 \$279.95

Corrugated Auto Carrier Sets



Santa Fe - 6-Car Corrugated Auto Carrier Set
20-90392 \$269.95



Union Pacific - 6-Car Corrugated Auto Carrier Set
20-90393 \$269.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- (2) Die-Cast M1a Tanks or (2) 20' Trailers

Spine Car Sets w/(2) 48' Containers



CMA - 2-Car Spine Car Set w/(2) 48' Containers
20-95066 \$99.95



K-Line - 2-Car Spine Car Set w/(2) 48' Containers
20-95068 \$99.95



Coors Light - 2-Car Spine Car Set w/(2) 48' Containers
20-95067 \$99.95

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BNSF - 2-Car Spine Car Set w/(2) 48' Containers
20-95065 \$99.95

Flat Car w/M1a Tank Loads



TTX - 6-Car 60' Flat Car Set w/M1a Tank Loads
20-90361 \$379.95



TTX - 6-Car 60' Flat Car Set w/M1a Tank Loads
20-90402 \$379.95

Features

- Intricately Detailed Durable ABS Spine Car Bodies
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fully Assembled & Ready-to-Run
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- (2) Removeable 48' Trailers
- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- (2) Die-Cast M1a Tanks

Freight Sets

6-Car 34' Composite Hopper Car Set



Pennsylvania - 6-Car 34' Composite Hopper Car Set

20-90376 (#'s 220892, 220880, 220872, 220895, 220871, 220879) \$249.95
 20-90377 (#'s 220896, 220881, 220885, 220882, 220887, 220889) \$249.95



Santa Fe - 6-Car 34' Composite Hopper Car Set

20-90378 (#'s 180657, 180660, 180662, 180653, 180665, 180678) \$249.95
 20-90379 (#'s 180672, 180674, 180677, 180670, 180682, 180686) \$249.95



Nickel Plate Road - 6-Car 34' Composite Hopper Car Set

20-90374 (#'s 30740, 30743, 30744, 30752, 30758, 30757) \$249.95
 20-90375 (#'s 30762, 30769, 30770, 30751, 30775, 30760) \$249.95



Union Pacific - 6-Car 34' Composite Hopper Car Set

20-90380 (#'s 80012, 80011, 80020, 80024, 80038, 80022) \$249.95
 20-90381 (#'s 80025, 80026, 80030, 80032, 80039, 80037) \$249.95



Features

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



6-Car 100 Ton Hopper Car Set



Norfolk & Western - 6-Car 70-ton 3-Bay Hopper Car Set

20-90398 (#'s 765014, 765028, 765019, 765012, 765025, 765036) \$249.95
 20-90399 (#'s 765029, 765035, 765048, 765043, 765055, 765030) \$249.95



Southern - 6-Car 70-ton 3-Bay Hopper Car Set

20-90396 (#'s 281040, 281046, 281059, 281052, 281063, 281048) \$249.95
 20-90397 (#'s 281035, 281010, 281032, 281044, 281019, 281024) \$249.95



Western Maryland - 6-Car 70-ton 3-Bay Hopper Car Set

20-90400 (#'s 70042, 70032, 70020, 70012, 70034, 70015) \$249.95
 20-90401 (#'s 70228, 70210, 70204, 70221, 70235, 70206) \$249.95



Chesapeake & Ohio - 6-Car 70-ton 3-Bay Hopper Car Set

20-90394 (#'s 101026, 101030, 101045, 101041, 101054, 101058) \$249.95
 20-90395 (#'s 101630, 101634, 101648, 101648, 101629, 101668) \$249.95

6-Car 40' USRA Double Sheathed Box Car Set



Northern Pacific - 6-Car 40' USRA Double Sheathed Box Car Set

20-90384 (#'s 13312, 13318, 13320, 13325, 13336, 13349) \$249.95
 20-90385 (#'s 13438, 13430, 13459, 13462, 13442, 13446) \$249.95



Great Northern - 6-Car 40' USRA Double Sheathed Box Car Set

20-90382 (#'s 25942, 25945, 25943, 25948, 25950, 25956) \$249.95
 20-90383 (#'s 25980, 25985, 25989, 25992, 25998, 25997) \$249.95



Norfolk & Western - 6-Car 40' USRA Double Sheathed Box Car Set

20-90386 (#'s 120050, 120058, 120057, 120054, 120062, 120065) \$249.95
 20-90387 (#'s 120060, 120052, 120075, 120078, 120073, 120071) \$249.95

Features

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

Madison Passenger Cars

Chicago NorthWestern



Chicago NorthWestern - 5-Car 70' Madison Passenger Set
20-4088 \$399.95



Chicago NorthWestern - 2-Car 70' Madison Comb/Din Passenger Set
20-4188 \$159.95



Chicago NorthWestern - 2-Car 70' Madison Baggage/Coach Passenger Set
20-4488 \$159.95



Chicago NorthWestern - 70' Madison RPO Passenger Car
20-4288 \$79.95



Pennsylvania - 70' Madison RPO Passenger Car
20-4287 \$79.95
Pennsylvania - 70' Madison RPO Passenger Car
20-68001 \$79.95

It's Prototypical: Dedicated mail trains, often named *Fast Mail* and running on express schedules, were common until the 1960s. Create your own *Fast Mail* with one or more RPOs for sorting mail en route, baggage or box cars for storage mail, and perhaps a rider coach for the crew.

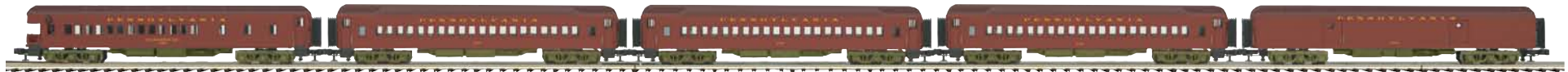
Pennsylvania



Pennsylvania - 2-Car 70' Madison Baggage/Coach Passenger Set
20-4487 \$159.95



Pennsylvania - 2-Car 70' Madison Comb/Din Passenger Set
20-4187 \$159.95



Pennsylvania - 5-Car 70' Madison Passenger Set
20-4087 \$399.95

Milwaukee Road



Milwaukee Road - 2-Car 70' Madison Baggage/Coach Passenger Set
20-4489 \$159.95



Milwaukee Road - 2-Car 70' Madison Comb/Din Passenger Set
20-4189 \$159.95



Milwaukee Road - 70' Madison RPO Passenger Car
20-4289 \$79.95



Milwaukee Road - 5-Car 70' Madison Passenger Set
20-4089 \$399.95

Streamlined Passenger Cars

Northern Pacific

It is hard to match the excitement and beauty of a long, sleek passenger train speeding down the rails. M.T.H.'s Premier Line scale streamlined passenger cars and sets will bring exactly the right, realistic look to your passenger consists.

No other manufacturer matches the quality and value found inside an M.T.H. Premier Line passenger car. Using an intricately detailed, yet durable ABS body atop smooth rolling die-cast metal trucks results in a lightweight car that won't bog down a locomotive struggling to pull heavy aluminum passenger cars. What's more, each Premier Line passenger car features detailed car interiors and overhead lighting for a realistic and authentic appearance.



Northern Pacific - 2-Car 70' ABS Slpr/Diner Passenger Set (Smooth)
20-66114 \$159.95



Northern Pacific - 70' ABS RPO Passenger Car (Smooth)
20-68114 \$79.95



Northern Pacific - 70' ABS Full Length Vista Dome Passenger Car (Smooth)
20-67114 \$79.95



Northern Pacific - 5-Car 70' ABS Passenger Set (Smooth)
20-65114 \$399.95



Northern Pacific - 2-Car 70' ABS Baggage/Coach Passenger Set (Smooth)
20-69114 \$159.95



Union Pacific - 70' ABS Full Length Vista Dome Passenger Car (Smooth)
20-67116 \$79.95

Union Pacific



Union Pacific - 2-Car 70' ABS Baggage/Coach Passenger Set (Smooth)
20-69116 \$159.95



Union Pacific - 2-Car 70' ABS Slpr/Diner Passenger Set (Smooth)
20-66116 \$159.95



Union Pacific - 5-Car 70' ABS Passenger Set (Smooth)
20-65116 \$399.95



Union Pacific - 70' ABS RPO Passenger Car (Smooth)
20-68116 \$79.95

Features

- Durable ABS Intricately Detailed Bodies
- Metal Wheels and Axles
- Overhead Interior Lighting
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- End-of-Car Diaphragms
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Detailed Car Interiors
- 10 Passenger Figures In Each Coach Car
- 1:48 Scale Dimensions
- Detailed Car Undercarriage
- Sliding Baggage Car Doors
- Unit Measures: 95" x 2 7/16" x 3 1/2"
- Operates On O-42 Curves

Streamlined Passenger Cars

Louisville & Nashville



Louisville & Nashville - 2-Car 70' ABS Slpr/Diner Passenger Set (Smooth)
20-66111 \$159.95



Louisville & Nashville - 70' ABS RPO Passenger Car (Smooth)
20-68111 \$79.95



Louisville & Nashville - 5-Car 70' ABS Passenger Set (Smooth)
20-65111 \$399.95



Louisville & Nashville - 70' ABS Full Length Vista Dome Passenger Car (Smooth)
20-67111 \$79.95



Louisville & Nashville - 2-Car 70' ABS Baggage/Coach Passenger Set (Smooth)
20-69111 \$159.95



Milwaukee Road - 70' ABS Full Length Vista Dome Passenger Car (Smooth)
20-67112 \$79.95



Milwaukee Road - 2-Car 70' ABS Baggage/Coach Passenger Set (Smooth)
20-69112 \$159.95



Milwaukee Road - 5-Car 70' ABS Passenger Set (Smooth)
20-65112 \$399.95



Milwaukee Road - 2-Car 70' ABS Slpr/Diner Passenger Set (Smooth)
20-66112 \$159.95



Milwaukee Road - 70' ABS RPO Passenger Car (Smooth)
20-68112 \$79.95

Milwaukee Road

VIA



VIA - 2-Car 70' ABS Slpr/Diner Passenger Set (Smooth)
20-66118 \$159.95



VIA - 70' ABS RPO Passenger Car (Smooth)
20-68118 \$79.95



VIA - 5-Car 70' ABS Passenger Set (Smooth)
20-65118 \$399.95



VIA - 2-Car 70' ABS Baggage/Coach Passenger Set (Smooth)
20-69118 \$159.95



VIA - 70' ABS Full Length Vista Dome Passenger Car (Smooth)
20-67118 \$79.95

Santa Fe



Santa Fe - 70' ABS Full Length Vista Dome Passenger Car (Ribbed)
20-67115 \$79.95



Santa Fe - 2-Car 70' ABS Baggage/Coach Passenger Set (Ribbed)
20-69115 \$159.95



Santa Fe - 5-Car 70' ABS Passenger Set (Ribbed)
20-65115 \$399.95



Santa Fe - 70' ABS RPO Passenger Car (Ribbed)
20-68115 \$79.95



Santa Fe - 2-Car 70' ABS Slpr/Diner Passenger Set (Ribbed)
20-66115 \$159.95

Streamlined Passenger Cars

Pennsylvania



Pennsylvania - 2-Car 70' ABS Slpr/Diner Passenger Set (Ribbed)
20-66120 \$159.95



Pennsylvania - 70' ABS RPO Passenger Car (Ribbed)
20-68120 \$79.95



Pennsylvania - 5-Car 70' ABS Passenger Set (Ribbed)
20-65120 \$399.95



Pennsylvania - 70' ABS Full Length Vista Dome Passenger Car (Ribbed)
20-67120 \$79.95



Pennsylvania - 2-Car 70' ABS Baggage/Coach Passenger Set (Ribbed)
20-69120 \$159.95



Southern Pacific - 70' ABS Full Length Vista Dome Passenger Car (Smooth)
20-67121 \$79.95



Southern Pacific - 2-Car 70' ABS Slpr/Diner Passenger Set (Smooth)
20-66121 \$159.95



Southern Pacific - 5-Car 70' ABS Passenger Set (Smooth)
20-65121 \$399.95



Southern Pacific - 2-Car 70' ABS Baggage/Coach Passenger Set (Smooth)
20-69121 \$159.95



Southern Pacific - 70' ABS RPO Passenger Car (Smooth)
20-68121 \$79.95

Pennsylvania



Pennsylvania - 2-Car 70' ABS Slpr/Diner Passenger Set (Ribbed)
20-66119 \$159.95



Pennsylvania - 70' ABS RPO Passenger Car (Ribbed)
20-68119 \$79.95



Pennsylvania - 5-Car 70' ABS Passenger Set (Ribbed)
20-65119 \$399.95



Pennsylvania - 70' ABS Full Length Vista Dome Passenger Car (Ribbed)
20-67119 \$79.95



Pennsylvania - 2-Car 70' ABS Baggage/Coach Passenger Set (Ribbed)
20-69119 \$159.95

Amtrak



Amtrak - 4-Car Scale SuperLiner Set
20-65122 \$399.95



Amtrak - 2-Car SuperLiner Coach Set
20-66122 \$199.95



Amtrak - 2-Car Amfleet Passenger Set
20-66123 \$179.95



Amtrak - 4-Car Amfleet Passenger Set
20-65123 \$349.95

Take Another Look at ScaleTrax™



SCALETRAX™
BY M.T.H. ELECTRIC TRAINS

ScaleTrax™ by M.T.H. Electric Trains is the ultimate track layout solution for which detail-oriented scale 3-rail model railroaders are searching. No longer will an O Gauge modeler have to accept the excessively tall "tubular" track look because ScaleTrax™ offers maximum accuracy and the exceptional quality of M.T.H. products. They are perfect for your authentic looking layout.



Each ScaleTrax™ track section features two solid extruded authentically profiled rails and one inconspicuous solid extruded center rail - all affixed to accurately sized and spaced track ties. No longer will your consists ride too high off the ground. Each section also includes end-of-rail electrical connectors that are pre-welded to the underside of each section which makes connecting each section a snap. The solid extruded rails can withstand years of use and will never rust ensuring a lifetime of use.

EASILY HIDDEN ULTRA-THIN CENTER RAIL WON'T WEAR ROLLERS!

ScaleTrax™ switches are even more impressive thanks to the high-quality switch motors found in our wide selection of turnout options. Unlike conventional scale looking track systems, ScaleTrax™ switches utilize a modular switch motor design that easily plugs into either side of the switch for incredible flexibility in layout construction. Most importantly, ScaleTrax™ switch motors are reliable, rugged and designed to work each and every time.

Whether assembling your first layout, adding to a present layout, or replacing your old track, ScaleTrax™ is the most rugged, realistic, scale proportioned, easy-to-use 3-rail scale O-gauge track system available.

To See More Examples of ScaleTrax™ In Action, visit WWW.TOYTRAINSONTRACKS.COM



Track Features

- Solid, Rust-Proof Extruded Track Rails
- Low-Profile Rail Height For A Realistic Appearance
- Durable, ABS Rail Ties For Years of Use
- Snap-Together Assembly
- Built-In Electric Connections Eliminate Need For Rail Joiners or Track Pins
- Assembles In Minutes Without Any Special Tools
- Built-In Lockon Connector Assembly In Every Track Section
- Available In Wide Selection of Curves and Straight Sections
- Compatible With Most Manufacturers Locomotives and Cars

Switch Features

- Low-Profile Modular Switch Motor For Layout Design Flexibility
- Remote Switch Controller With Included Wire Leads
- Solid, Rust-Proof Extruded Track Rails
- Low-Profile Rail Height For A Realistic Appearance
- Durable, ABS Rail Ties For Years of Use
- Snap-Together Assembly
- Built-In Electric Connections Eliminate Need For Rail Joiners or Track Pins


ScaleTrax™

STRAIGHT, FLEX & OPERATING TRACK SECTIONS

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

SCALETRAX™

BY M.T.H. ELECTRIC TRAINS

 ScaleTrax™ - 1.75" Track Section
 45-1011 \$2.49
 ScaleTrax™ - 1.75" Track Section -
 Hanging Clamshell (4 Pcs)
 45-1011-4 \$9.99


 ScaleTrax™ - 5.0" Track Section
 45-1013 \$3.50
 ScaleTrax™ - 5.0" Track Section -
 Hanging Clamshell (2 Pcs)
 45-1013-2 \$7.99

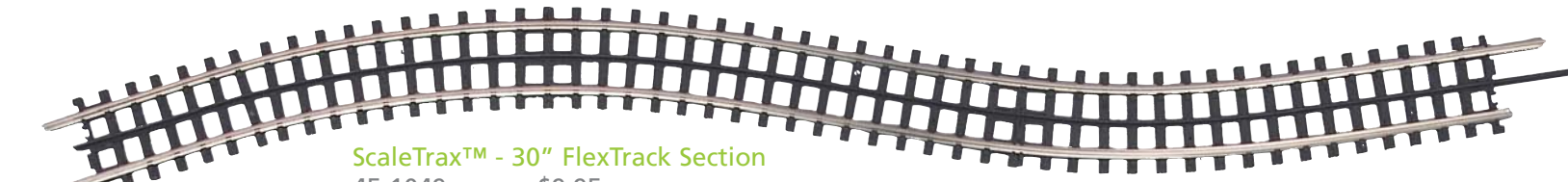
 ScaleTrax™ - 4.25" Track Section
 45-1012 \$3.50
 ScaleTrax™ - 4.25" Track Section -
 Hanging Clamshell (2 Pcs)
 45-1012-2 \$7.99

 ScaleTrax™ - 5.5" Track Section
 45-1014 \$3.50
 ScaleTrax™ - 5.5" Track Section -
 Hanging Clamshell (2 Pcs)
 45-1014-2 \$7.99

 ScaleTrax™ - 10" Straight Track Section
 45-1001 \$3.99

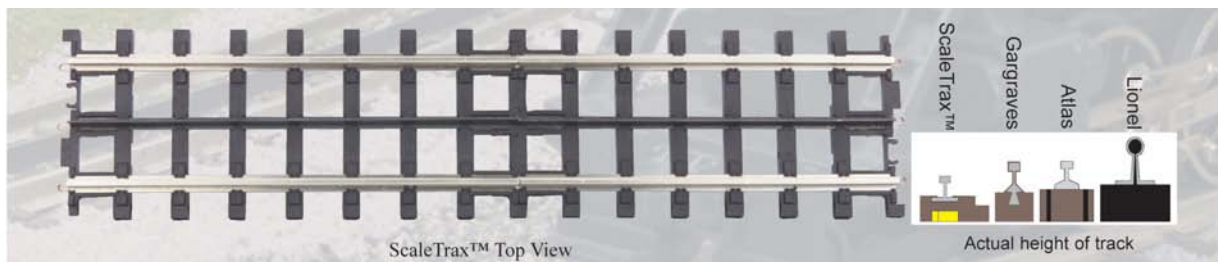
 ScaleTrax™ - Lockon (Track Not Included)
 45-1033 \$3.99
 Each FlexTrack Section Requires 1 Lockon

 ScaleTrax™ - 30" Track Section
 45-1019 \$10.99

 ScaleTrax™ - 30" FlexTrack Section
 45-1049 \$9.95

 ScaleTrax™ - 15" Operating Track Section
 45-1035 \$19.95

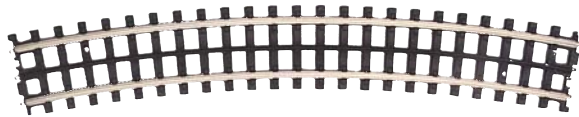
Lowest Profile, Most Realistic 3-Rail Track in O Gauge!



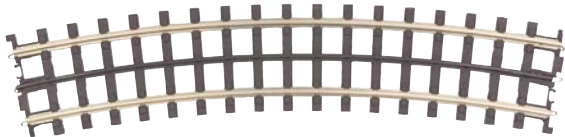
CURVED TRACK SECTIONS



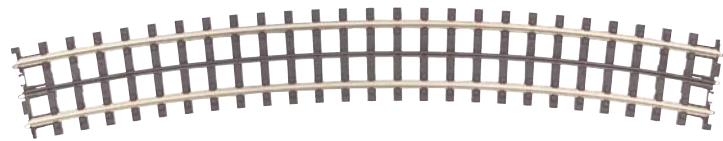
ScaleTrax™ - O-31 Curved Track Section
45-1002 \$3.99



ScaleTrax™ - O-72 Curved Track Section
45-1010 \$4.99



ScaleTrax™ - O-54 Curved Track Section
45-1007 \$3.99

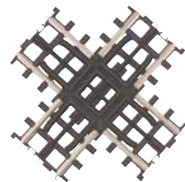


ScaleTrax™ - O-80 Curved Track Section
45-1034 \$5.99

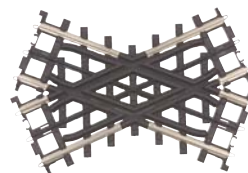
CROSSOVERS



ScaleTrax™ - 22.5 Degree Crossing
45-1015 \$19.95

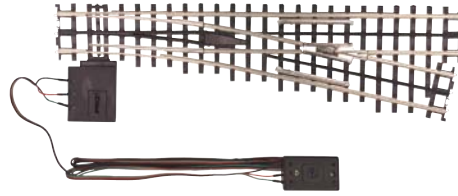


ScaleTrax™ - 90 Degree Crossing
45-1005 \$19.95

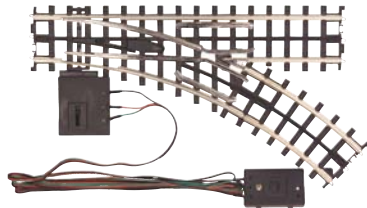


ScaleTrax™ - 45 Degree Crossing
45-1006 \$19.95

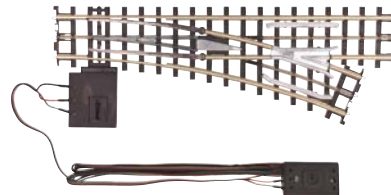
DIRECTIONAL SWITCHES



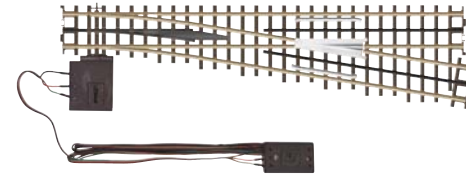
ScaleTrax™ - No. 4 Right Hand Switch
45-1051 \$59.95
ScaleTrax™ - No. 4 Left Hand Switch
45-1050 \$59.95



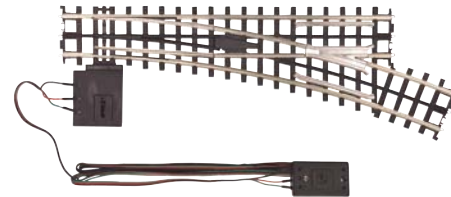
ScaleTrax™ - O-31 Right Hand Switch
45-1004 \$49.95
ScaleTrax™ - O-31 Left Hand Switch
45-1003 \$49.95



ScaleTrax™ - O-54 Right Hand Switch
45-1009 \$49.95
ScaleTrax™ - O-54 Left Hand Switch
45-1008 \$49.95

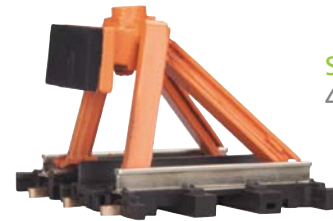


ScaleTrax™ - No. 6 Right Hand Switch
45-1053 \$69.95
ScaleTrax™ - No. 6 Left Hand Switch
45-1052 \$69.95



ScaleTrax™ - O-31 Right Hand Switch
45-1020 \$49.95
ScaleTrax™ - O-31 Left Hand Switch
45-1021 \$49.95

ACCESSORIES



ScaleTrax™ - Bumper
45-1025 \$15.95

ScaleTrax™ - ITAD
45-1028 \$29.95



Accessories

M.T.H. offers a variety of track systems, accessories and buildings that will help you create whatever kind of world you desire; rural or urban, nostalgic or modern. Our track systems and transformer options are the best in the hobby and our operating buildings transition the action from trains to structures while adding fun and excitement to the entire pike. You'll find the entire lineup of accessories a perfect addition on any O Gauge layout, as each is sized for use with all O Gauge locomotives and rolling stock.

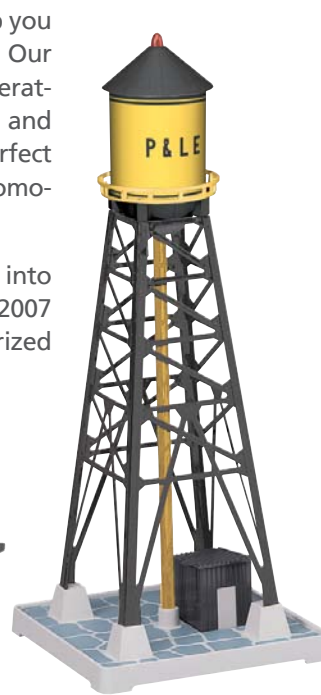
Fully assembled and ready to use, M.T.H. accessories will transform your layout into a world of action in just minutes. You'll find our full accessory lineup in the 2007 Ready-to-Run Train Set and Accessory catalog at your local M.T.H. Authorized Retailer or online at www.mthtrains.com.



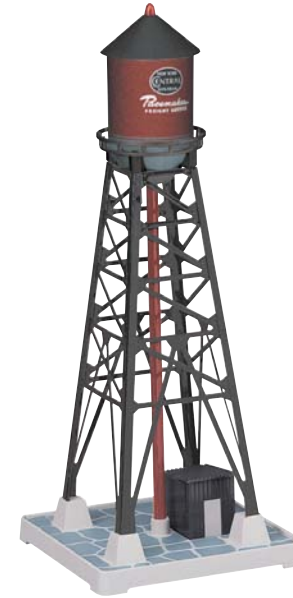
Mel's Mocha & Ice Cream - Road Side Stand
30-90260 \$39.95



Broken Spoke Saloon - Road Side Stand
30-90259 \$39.95



Pittsburgh & Lake Erie -
#193 Industrial Water Tower
30-90264 \$49.95



New York Central -
#193 Industrial Water Tower
30-90265 \$49.95



Alaska -
#193 Industrial Water Tower
30-90263 \$49.95



Coors Light - Brewery w/Operating Smoke
30-90220 \$99.95

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EXPAND THE ABOVE BUILDINGS WITH ADD-ON ADDITIONS



Sam's Butcher Shop - City Building w/Fire Escape Single Story Addition
30-90261 \$24.95



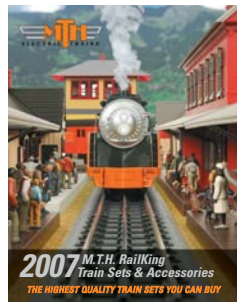
Maple Donuts - City Building w/Fire Escape Single Story Addition
30-90262 \$24.95



#57 Corner Lamp Set - Black
30-11079 \$24.95



American Flag Pole/Flag
30-9074 \$19.95



See More Accessories in the 2007 Ready To Run Sets and Accessories Catalog



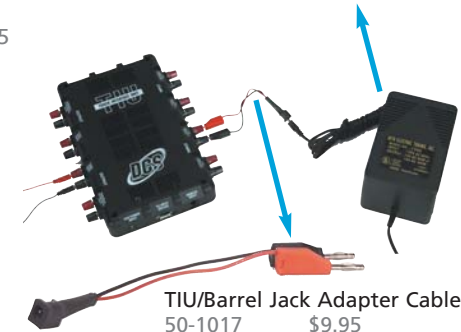
Z-750 Transformer
40-750 \$79.95



Z-1000 Transformer
40-1000 \$99.95



100-Watt Accessory Power Supply
40-1000A \$79.95



TIU/Barrel Jack Adapter Cable
50-1017 \$9.95

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The Most Powerful U.L. Listed Transformer!

Z-4000 Transformer
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FEATURES

- U.L. Listed to U.S. & Canadian Standards
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- (2) 20 Volt Variable Track Outputs
- (1) 14 Volt Fixed Output
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- Internal Cooling Fan
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- Circuit Breaker Protection For Each Output
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- Amperage LED Displays
- Unit Measures: 8 3/4" x 14 3/4" x 11 1/8"

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There are SIX different types of memberships, based on the style of model railroading that most interests you.

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20-97200 2007 Waddell Coal 2-Bay Fish Belly Hopper
Premier Membership is \$50.00



ONE-GAUGE MEMBERSHIP



70-75020 2007 Norfolk & Western 4-Bay Hopper
One-Gauge Membership is \$100.00



TINPLATE STD. GAUGE 200 SERIES MEMBERSHIP



10-2223 2007 MTHRRC 200 Series Reefer Car
Tinplate 200 Series Membership is \$120.00



TINPLATE O GAUGE 2800 SERIES MEMBERSHIP



10-8069 2007 MTHRRC 2800 Series O Gauge Tank Car
Tinplate 2800 Series Membership is \$80.00



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60-1000 - The Basic Club Membership does not include a club car
Basic Membership is \$25.00



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Each year we produce beautifully decorated cars exclusively for our Club members. Members automatically receive the car that matches their Club membership (RailKing, Premier, Tinplate Traditions or One Gauge) & have the option to collect the other Club cars as well.

The CrossingGate™ Club Magazine



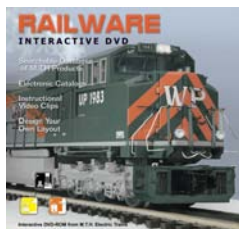
You will receive our full color Club magazines, jam-packed with product news, ideas from other members, rail history, & step-by-step articles explaining how M.T.H. technology can bring your railroad to life.

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Club Members get all of our catalogs earlier than all our other mailing list members via First-Class mailings, so they can order from their local train store before the best items are sold out.

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Use your computer to design track layouts, search the database of all M.T.H. products, look at our past catalogs, listen to Proto-Sound 2.0 train effects, & much more. This CD retails for \$79.95, but is yours FREE as a Club member.

Club Card & Lapel Pin



Show the world your membership in this elite group of model railroaders with your high-quality embossed membership card & beautiful enamel lapel pin.

Proto-Sound 2.0 Upgrade Kits

Club Web Site

Club members can save an additional 15% on these kits by visiting the MTHRRC web page.

Visit WWW.MTHTRAINS.COM & type in your member number to gain access to the Club web site. Here you can exchange messages with other Club members, keep up with the latest news, & even build your own homepage.

CARRY ON THE M.T.H. TRADITION WITH MEMORABILIA AND COLLECTIBLES

MTH Promotional DVD



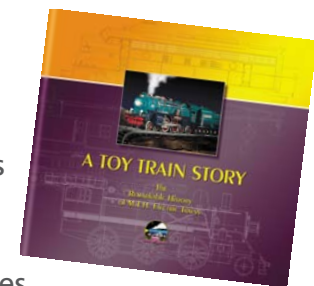
This interactive DVD is packed full of sights & sounds guaranteed to make you rethink how far the hobby of model railroading has come. You'll learn about some of the most innovative products ever produced & marvel at the sophistication of a product line unmatched by other model train manufacturers.

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There are over 1,100 M.T.H. Authorized Retailers in North America ready to serve your model railroading needs. Of these, a select few qualify for inclusion in M.T.H.'s Mega Station program. So just what is a Mega Station?

Simply put, M.T.H. Authorized Mega Stations are your best bet for finding the widest selection of M.T.H. products in stock, when you want them. Mega Station retailers also meet our DCS Demo Center qualifications so you'll find expert assistance in seeing M.T.H. products in action whenever you visit a Mega Station retailer.

Each of our Mega Station dealers has the option of qualifying for one or more categories covering our RailKing O Gauge, Premier Line O Scale, Tinplate Traditions and RailKing One Gauge product lines.

The list to the right includes our current RailKing and Premier O Gauge Mega Station accounts. Of course, if your favorite M.T.H. Authorized Retailer isn't listed, they can still order any of our current offerings. To find a local M.T.H. Authorized Retailer, visit our Web site and click on the Dealer Locator link.

Not all products depicted in this catalog are production models. In some cases, the items pictured may be models in HO scale, O scale, or another scale that have been altered digitally.

Each item's graphic features and content are subject to change after publication. All product features may be verified on their retail packages.

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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™), 6,280,278 (Proto-Smoke™).

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M.T.H.'s RealTrax® has received U.S. Patent No. 6,019,289.
M.T.H.'s Z-4000® Transformer has received U.S. Patent No's. 6,281,606 & 6,624,537.
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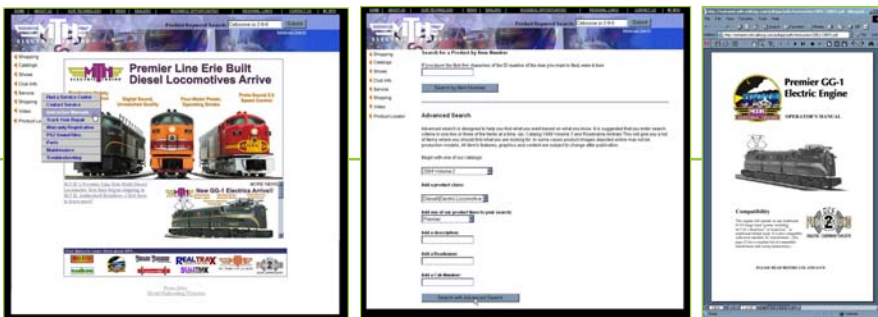
WWW.MTHTRAINS.COM HAS ANSWERS

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.



8 HOW DOES IT WORK?

Misplaced an instruction manual or just want to know how a product works? Use Advanced Search to look up the item and view its instruction manual.



1 WHAT'S THE LATEST INFO ON ...?

Use Advanced 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 Advanced Search to search through nearly all of the 10,000 items we've made in the past 26 years, for your favorite road name, engine, or type of rolling stock.

2 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.

3 WHEN IS IT COMING?

Our online Shipping schedule is updated frequently to let you know what's coming soon to your hobby shop.

4 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.

5 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 Advanced Search to find exploded diagrams and parts lists for M.T.H. locomotives and accessories, and then order the parts online or by phone.

6 WHAT'S NEW?

New arrivals and other news are posted frequently on our home page. 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!



7 HOW CAN I LEARN MORE ABOUT DCS?

Follow the link to the protosound2.com Web site for DCS and Proto-Sound 2.0 information - and a list of Authorized DCS Demo Centers where you can try DCS hands-on.

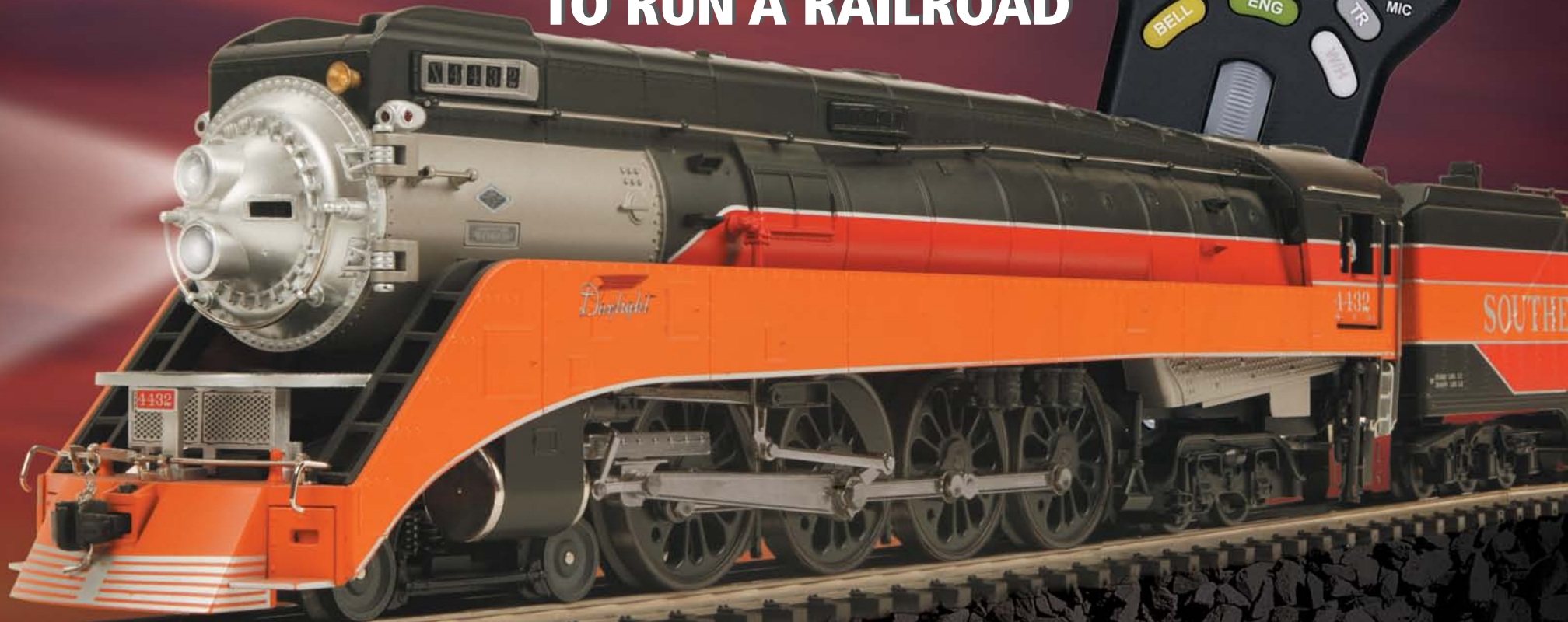
HOW CAN I UPDATE MY DCS SYSTEM OR CHANGE A SOUND SET?

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.





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