



2010 Volume Two
Railking and Premier O-Gauge Trains

The Big Book of Possibilities — Keep It

When we started this company 30 years ago, there were almost no O gauge catalogs. The Walthers O Scale catalog, long a staple of the 2-rail branch of the hobby, was on life support. What other catalogs existed were only a few pages in length. The glorious Lionel catalogs of the 1950s were a memory of a golden age that few hobbyists believed they would ever see again.

Thirty years later, we're publishing what we like to call The Big Book of Possibilities. In locomotives alone, this catalog offers over 35 engine types in more than 120 road names — more than three



times the possibilities presented in any other O gauge manufacturer's 2010 catalog. Want to model the American Southwest in the 1930s, '40s, or '50s? You can do that. Want to model the intermodal freights streaking across the country today? You can do that. Want to model Northeast railroading in the 1950s? You can do that. How about prewar and postwar British or French passenger trains? Yes. Postwar American streamliners? Yes. The amazing variety of first-generation diesels? Yes. Obscure modern short lines? Yes. The apex of super-power steam? Yes. There can be no doubt that M.T.H., along with Lionel, Atlas, Weaver, Third Rail, Williams, and other pioneers, have creat-

ed a golden age of O gauge, with possibilities for the hobbyist that rival those in any other scale.

Help Us Keep It Going

Because the average O gauge modeler is not getting younger, there may be less of us supporting the hobby in the coming years. While Thomas the Tank Engine has certainly created a new generation of youngsters that have toy train awareness, it should be obvious to us all that there are many distractions available to these potential

hobbyists that may derail their interest in model railroading as they grow up. Those of us in

the hobby today saved O gauge because we loved it as children and came back to that passion as adults. So unless we — the folks who support the hobby today — do something about it,

we're likely to look back at the first decade of the twenty-first century as a lost golden age, when the possibilities available to the O gauge hobbyist peaked.

Does this sound alarmist? Yes. Because if we sound the alarm now, there is something we can do about it, to keep the possibilities for the O gauge modeler growing rather than beginning to slide — to keep the Big Books of Possibilities coming every six months for the foreseeable future.

At M.T.H., we're doing our best to reach out to hobbyists and



potential hobbyists of all ages through the use of social media like Facebook, Twitter and YouTube. Over the past year, you've seen a commitment from us to promote our products electronically through the use of videos that highlight and demonstrate our models. By incorporating social media tools into our marketing efforts, we've made it very easy for you to spread the word about M.T.H. and the O gauge model railroading hobby. But there's even more you can do.

3in3: a solution

Think back to how you got into the hobby. If you're like most of us, your passion for trains was ignited in one of two ways. You played with trains at a friend's house or saw them at a holiday display layout and said, "That's for me!" Or an adult in your life (often with some help from Santa) shared their interest in trains and awakened that interest for you. To keep this hobby going, all we need to do is pay that forward.

So here's what we're proposing: a program called "3in3" in which each O gauge hobbyist takes responsibility for getting three new people into the hobby over the next three years: one child, one young adult in their 20s or 30s, and one older hobbyist (age 40 and up). To help you do that, our Web site and our publications will become a



Coming



forum for sharing ideas and ways to promote the hobby, and we'll be running periodic 3in3 promotions.



First Annual Blue Comet Award

As our initial 3in3 promotion, M.T.H. is establishing the annual Blue Comet Award competition, with the award given annually to the person or organization who

does the most to promote the O gauge hobby to the general public. We're kicking off the Blue Comet with an honorary presentation of the first Blue Comet Award to the NJ Hi-Railers club in Patterson, New Jersey (www.njhirailers.com). As anyone who has attended one of their public open houses or Trainstock 2010 (a gathering of over 200 hobbyists last January) will attest, the hospitality of this club is amazing and their layout is truly inspiring.



Rules for entering the first competitive Blue Comet competition, with the award presented in the first quarter of 2011, are available on www.mthtrains.com. We want to stress that, while large layouts like the NJ Hi-Railers

can inspire future hobbyists, a small layout with lots of action and perhaps operating accessories — displayed and staffed in a high-traffic area like a museum or shopping mall — can be equally effective at attracting new model railroaders, by helping them think, "Yes, I could do that!"

The point of the Blue Comet Award and other, upcoming 3in3 promotions that we'll be sharing with you, is that it's not the manufacturers who will keep O gauge alive — it's hobbyists



like you, finding ways to share your passion and draw in new members to the O gauge fraternity. Our hope is that other manufacturers, hobby magazines, and the community of hobby retailers will join us in promoting 3in3 and helping you find ways to share your enthusiasm — and that, together, we'll be able to keep this golden age of O gauge alive and growing.

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www.mthtrains.com

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30 Years of Innovation and Fun



1980

Mike's Train House:

Armed with a separate phone line and a fancy new device called a FAX machine, 20-year-old Mike Wolf opens Mike's Train House, a toy train mail order

and retail business run out of a spare bedroom in his parents' home. Along with high school classmates Andy Edleman, Jeff Strank, Mark Hipp, and Ryan Iseman — all of whom will later become M.T.H. vice-presidents — Mike continues to work for Jerry Williams of Williams Reproductions, a pioneer in the revival of tinplate production and 3-rail O Gauge model railroading.

1982

Replacement Parts: Mike graduates from college and gets his start in manufacturing by purchasing Jerry Williams' replacement parts business, which sells parts for prewar and postwar Lionel trains.

1983

Tinplate Manufacturer: Jerry sells Mike the tooling for his Standard Gauge tinplate reproductions line, and Mike becomes a full-fledged manufacturer. Paul Wolf withdraws his entire retirement savings account to loan his son the money to buy the business.

The first M.T.H. catalog, printed in black and white, offers No. 9, No. 381, and No. 408 locomotives. Sheet metal parts are stamped in Minnesota, painted by Mark Hipp in his parents' garage, and assembled in the Wolf family's basement.

1985

Korea: Mike meets Mr. Se Yong Lee of Samhongs Co. and contracts to have Standard Gauge tinplate reproductions made in Korea. With Jerry Williams' blessing, Mike leaves his job at Williams Reproductions to concentrate on his own



business full time. Working as many as 30 train shows annually and driving a beat-up van purchased for \$100, he becomes one of the largest sellers of Williams O Gauge brass locomotives, in addition to his own Standard Gauge items.

1986

Columbia: Mike moves the business out of his parents' home to his first of three addresses in Columbia, Maryland, just a few doors away from Williams. Mike begins traveling to Korea to work with Samhongs Co. The M.T.H. "Blue Comet" corporate logo is introduced.

1987

Lionel Classics: Mike stops producing his own tinplate and becomes a subcontractor for Lionel®, manufacturing Lionel Classics tinplate reproductions in Korea — an arrangement that begins with the Hiawatha passenger set and foretells the formation of Lionel Corporation Tinplate two decades later. Mike's Train House becomes a full-service Lionel distributor.

1989

Lionel Collector Line: The Reading T-1, modeling a real locomotive owned by Lionel Chairman Richard Kuhn, becomes the first scale-detailed Lionel product produced by Mike and Samhongs Co. The following year, Andy Edleman joins M.T.H. as Project Manager for Lionel items. In the space of a few years, M.T.H. will produce models for Lionel that set new standards for full-scale, three-rail O Gauge trains, including the die-cast Pennsylvania S2 Turbine, ALCo PA diesel, the first three-rail Shay, and an operating lift bridge.

1990

Weaver Gold Edition Line: Mike contracts with Quality Craft Models/Weaver Trains to build scale O Gauge brass locomotives for Weaver under the Gold Edition label. The relationship continues through 1996, also producing scale plastic diesels including the EMD E8 and Baldwin Sharknose. The diesels later become part of the M.T.H. Premier lineup. At its ten-year anniversary, Mike's Train House has nearly a dozen employees.

1993

Dash-8: The company name is officially changed to M.T.H. Electric Trains, and the initial M.T.H. catalog announces a Dash-8 diesel — the first scale O gauge locomotive produced under the M.T.H.

banner. Lionel ends Mike's subcontracting and dealership relationships. Mike's Train House closes its retail store to concentrate on manufacturing.

1994

Challenger and Proto-Sound®: M.T.H. delivers the Union Pacific Challenger, the first die-cast O gauge articulated steam engine and the first M.T.H. product with factory-installed Proto-Sound, licensed from QSI, Inc.



1995

RailKing®, Smoke, and Dave Krebiehl: A 4-8-2 Mohawk with synchronized, puffing smoke and the Pennsylvania GG1 inaugurate the RailKing line, intended for hobbyists who want traditional-sized O Gauge trains that operate on tighter O-31 and O-27 curves. RailKing sales will eventually dwarf the scale-sized Premier line. Dave Krebiehl is hired to initiate manufacturing contacts in China and eventually becomes VP of Research and Development, leading the Michigan-based R&D team. Fan-driven smoke debuts on the Premier Empire State Express Hudson.

1996

RailTown™ and Tinplate Traditions™: Fully painted and assembled RailTown buildings enter the RailKing lineup, along with the first ready-to-run RailKing sets. Passenger station and freight yard sounds are added to Proto-Sounds. M.T.H. returns to its tinplate roots with the first Tinplate



Traditions products, the No. 408E electric and No. 613 passenger set; the following year, tinplate engines are offered for the first time with Proto-Sounds and puffing smoke.

1997

Gateway Drive, RealTrax™, and Accessories: M.T.H. moves into its own 125,000 sq. ft. building at 7020 Columbia Gateway Drive, Columbia, MD. Mike's favorite memento of the occasion is a photo with his wife Rasamee and his parents, Doris and Paul Wolf. RealTrax is introduced, the first O Gauge track system with roadbed. An operating gas station, the first M.T.H. accessory to combine action and sound effects, joins the RailTown line; a firehouse, car wash, and Mel's Diner soon follow.



1998

Z-4000®, Subways, and MTHRC: The Z-4000 transformer is introduced — the first truly viable replacement for the venerable Lionel ZW, and still the most powerful UL-approved transformer in O Gauge (and the best-selling product in

M.T.H. history). The RailKing Metropolitan Transit Authority R-42 becomes the first ready-to-run 3-rail O gauge subway, complete with station announcements. The M.T.H. Railroaders Club™ is introduced, offering unique cars, the CrossingGate newsletter, and discounts on special items.

2000

Proto-Sound 2.0: Pennsylvania E6 Atlantic, the first Proto-Sound 2.0 steamer, introduces hobbyists to synchronized puffing smoke combined with digital sounds and smooth, steady performance down to 3 scale miles per hour. Later this year, the RailKing Metropolitan Transit Authority R-21, the first PS 2.0 subway, introduces Transit Stop Proto-Effects. Operators can program the R-21 to run automatically on a loop or out-and-back route, calling out nine different New York City station stops.

2001

RailKing One-Gauge: The first M.T.H. One-Gauge locomotives, a Dash-8, Hudson, and Challenger, bring sound, smoke, and command control to 1:32 scale garden railroading.



2002

DCS and York: The arrival of DCS, the M.T.H. Digital Command System, brings out the full potential of Proto-Sound 2.0 engines introduced two years earlier — and offers the hobby's first (and, so far, only) command control software that can be upgraded for free over the Internet. Within six months, the first upgrade adds new features to the DCS system.

DCS DIGITAL COMMAND SYSTEM
M.T.H. adjusts its catalog schedule to coincide with the Spring and Fall York TCA shows and begins a tradition of offering limited-run York Cars to show attendees.

2004

Proto-Scale 3-2™, Period Engines, and DCS Upgrade Kits: Proto-Scale 3-2 allows select Premier locomotives to change quickly between 3-rail and 2-rail operation, using AC or DC power.

The Premier Pennsylvania H-3 2-8-0 is the first ready-to-run 19th Century scale-detailed O gauge locomotive. DCS upgrade kits arrive, allowing modelers to upgrade non-Proto-Sound 2.0 engines to command control, digital sound, and speed control.



2005

HO Engines and Automatic Operating Pantographs: DCS arrives in HO scale with the Pennsylvania K4s Pacific; locomotive features Proto-Sound 3.0, which includes both DCS and NMRA-standard DCC receivers. Premier Pennsylvania GG1s are the first O Gauge models to feature pantographs that



raise and lower automatically, according to the direction of travel.

2007

Silver Bullet and Chapelon Pacific: The Coors Silver Bullet set introduces a new Proto-Sound feature: the ability of a locomotive to send operating commands to its trailing cars or trackside accessories. The Chapelon Pacific, with passenger station announcements and crew conversations in French, is announced as the first European-prototype M.T.H. model.



2008

DCS 4.0 and Quillable Whistle: DCS 4.0, a free downloadable software upgrade, allows operators to access all Lionel TMCC® features from the DCS handheld. The "quillable" whistle, a DCS feature that simulates the varying sounds of a prototype steam whistle, debuts on the Premier 2-8-8-2 Triplex and 4-8-4 Norfolk & Western Class J.

2009

Smoking Whistle and Lionel Corp. Tinplate:



The RailKing One-Gauge Triplex is the first North American model in any scale with a quillable, smoking whistle. Lionel and M.T.H. announce their first cooperative venture since the Kuhn era, Lionel Corporation Tinplate. One of the firm's new products — which sells out almost instantly — is the legendary Brute, a huge 1920s Lionel prototype that was never produced.



2010

The Big Book of Possibilities: With over 35 engine types in more than 120 road names, the 2010 Volume Two catalog offers three times more variety than any other manufacturer's O gauge lineup. Including this volume, M.T.H. has cataloged over 17,000 items during its 30-year history.

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 O gauge locomotive in this catalog offers more realism, more fun, and more variety than any other locomotive control system in any scale.

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.

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



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.

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. Go ahead, get out your stop watch and ruler and see how accurate our scale speeds are.

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.

even triple-head nearly any combination of Proto-Sound 2.0 locomotives. As with prototype diesels, virtually any combination of Proto-Sound 2.0 steamers or diesels can be combined in a "lashup" and operated from a single throttle.

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 fan-driven ProtoSmoke™, the most powerful smoke system in the hobby. You can vary the intensity with the smoke "volume" control on the locomotive or remotely with 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 drive wheels. On our articulated engines,



you can even hear the front and rear engines drifting in and out of sync, as they do on a real articulated. 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. And many M.T.H. diesels feature exhaust smoke output based on speed, just like the real thing!

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.

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.

COMMAND CONTROL

Add the M.T.H. Digital Command System (DCS) to your railroad and enjoy the command control capability built into every Proto-Sound 2.0 locomotive. Operate up to 99 engines on the same track at the same time with individual control over each engine. For more information on command control and DCS, see the next page or go to www.protosound2.com.

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. Web site mean your engine will never be obsolete. It can change from a passenger loco to a freight loco 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 layout's wiring and signal

quality. Imagine querying a Proto-Sound 2.0 locomotive to find out how many scale miles it's 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.

About Our Product Lines

In this catalog you'll find two of the five M.T.H. product lines, our O Gauge Premier and RailKing lines. 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 or later electronics and the same quality M.T.H. construction. Premier and RailKing O Gauge 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 parts. On Premier steamers, for example, most piping is separately applied, whereas piping on RailKing steam engines is cast onto the boiler. While smoke is standard on virtually all M.T.H. steamers, only Premier and RailKing Scale and Imperial diesels feature smoke. Premier engines also have more elaborate lighting effects.

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

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

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

The **M.T.H. HO** product line is our newest venture, with locomotives sporting the absolute latest in cutting-edge digital electronics for the HO market.



SIMPLY TO RUN

THIS REMOTE IS **SIMPLE**.

IT SPEAKS **ENGLISH, NOT ICONS**.

IT CAN BE **OPERATED EASILY WITH ONE HAND**.

IT CAN BE **UPGRADED FOR FREE** OVER THE INTERNET.



It can run over 1300* Proto-Sound® 2.0 engines and every Lionel®, Atlas, Weaver, and Third Rail TMCC®, EOB, or Legacy™ engine ever made — and run 99 of them at the same time, on the same track, independently, in command mode.

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

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

WHAT CAN YOUR REMOTE DO?

* Number of different Proto-Sound® 2.0 engines cataloged through the 2010 Volume 2 Catalog.

While all Lionel TMCC features can be accessed by the DCS handheld remote, at present some Legacy features cannot be accessed by the DCS remote.

Remote Shown Actual Size

THE BEST WAY A RAILROAD™

Command Control Explained

In conventional operation, an AC or DC transformer varies track voltage to adjust engine speed and direction. Command systems such as DCS, however, put a constant voltage on the track (around 18 volts for DCS) and vary speed by telling each engine how much of that voltage to use. Command control allows different engines to do different things — like run at different speeds, go in different directions, or make different sounds — even when they are on the same track.

In the DCS system, commands such as speed, direction, and sound control are sent as radio signals from the handheld throttle to a TIU (track interface unit). The TIU translates those radio signals into digital information that is sent through the rails and picked up by a receiver in the appropriate engine — telling it to go, for example, 37 miles per

hour, blow the whistle, smoke more heavily, or any other command. DCS locomotives can also send information back to the handheld to let the operator know what they're doing.

LEARN MORE ABOUT IT



Try It at your local DCS Demo Center

Request a Complimentary DVD on DCS and M.T.H.

technology. Log on to the DCS Web site, www.protosound2.com

Take your favorite Proto-Sound 2.0 or 3.0 engine to any DCS Demo Center and experience the additional features your engine has with DCS control. To find your nearest demo center or request your complimentary DVD, visit www.mthtrains.com.

DCS COMMANDER: Get into DCS on a budget

Ideal for small layouts running two or three Proto-Sound 2.0 locomotives**. Learn more about it in the 2010 RailKing Train Set catalog — or use our online Product Search feature to see more information and read the instruction manual.



DCS Commander System
w/100-Watt Power Supply
50-1029 \$229.95

**Requires Proto-Sound 2.0 locomotives with onboard 3-volt system, which can be identified by their square battery-charging jack; see the operator's manual for exact jack location.

Also available:
DCS Commander Controller (w/o power supply)
50-1028 \$149.95

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

1 Go to the engine setup 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.

SMPH: 10
1: PRR S1
MTC SCS S01 LIN →

CONGRATULATIONS
YOU SUCCESSFULLY
ADDED AN MTH ENGINE

DCS Remote Commander Set



DCS Remote Commander Set
50-1033 \$39.95

An inexpensive wireless solution capable of accessing the most popular Proto-Sound 2.0 and 3.0 command functions; works with your existing AC or DC power supply.



DCS Remote Control System
(Contains Handheld and TIU)
50-1001 \$299.95



DCS Remote Control Handheld Unit
50-1002 \$149.95



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



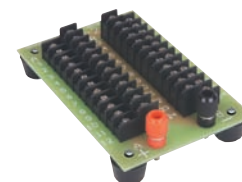
DCS Accessory Interface Unit (AIU)
50-1004 \$99.95



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



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



24-Port Terminal Block
50-1020 \$29.95



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

12-Port Terminal Block
50-1014 \$19.95



TIU/TMCC-Legacy 6' Connector Cable
50-1032 \$19.95



DCS Companion \$12.95
168-page illustrated guide available as PDF download

Proto-Sound Battery
50-1008 \$9.95



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

Benefits From Other M.T.H. Product Lines



Celebrate Lionel Corporation Tinplate!

Modelers in other scales can celebrate Lionel Corporation Tinplate, the newest M.T.H. product line, with these HO and One Gauge freight cars.

The new HO Operating Action Car was inspired by Lionel's 1950s aquarium car and features moving, backlit images of classic tinplate trains.



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

Our One Gauge Triple, for example, is North America's first production model with a smoking whistle — a feature we're currently developing for O gauge steamers.

Our Proto-Sound 3.0 HO engines have smaller electronics compatible with both our DCS system and the DCC command control system popular with 2-rail modelers around the globe. Our HO diesels have operating, scale proportioned Proto-Couplers that — like their O Gauge brethren — can be triggered anywhere on the layout.

Unlike most other model train companies, we have a Research & Development team — located in its own facility in Michigan — that benefits hobbyists across a wide range of interests and scales.



2010 ONE-GAUGE TRAINS & ACCESSORIES CATALOG



M.T.H. HO Steam



Because many of you model in multiple scales or have friends who model in HO, we've included the following sample of HO engines currently in stock — to give you an idea of the exciting things we're doing in other scales too.

FULL COMPATIBILITY WITH ALL HO OPERATING SYSTEMS

Right out of the box, every M.T.H. engine is compatible with all HO operating systems: conventional DC, DCC, and our own Digital Command System (DCS). No switches to flip or adjustments to make. Your Proto-Sound engine senses what kind of power is on the rails; just set it on the track and run it!



Pennsylvania - 2-8-2 USRA Light Mikado

80-3140-1	Cab Number 9630	\$449.95
80-3141-1	Cab Number 9627	\$449.95
80-3142-1	Cab Number 9631	\$449.95

Footboard pilot, high-mounted headlight, boiler-top bell

New York Central - 2-8-2 USRA Light Mikado

80-3137-1	Cab Number 6104	\$449.95
80-3138-1	Cab Number 6109	\$449.95
80-3139-1	Cab Number 6106	\$449.95

Footboard pilot, centered headlight, bell mounted on smokebox

Union Pacific - 2-8-2 USRA Light Mikado

80-3134-1	Cab Number 2498	\$449.95
80-3135-1	Cab Number 2495	\$449.95
80-3136-1	Cab Number 2486	\$449.95

Boiler-tube pilot, centered headlight, bell mounted on smokebox

Baltimore & Ohio - 2-8-2 USRA Light Mikado

80-3132-1	Cab Number 4519	\$449.95
80-3133-1	Cab Number 4515	\$449.95

Boiler-tube pilot, centered headlight, bell mounted on smokebox

Features

- Die-Cast Boiler and Tender Body
- Die-Cast Metal Chassis
- Authentic Paint Scheme & Cab Numbers
- RP-25 Metal Wheels Mounted On Metal Axles
- Operating Lighted Marker Lights
- Constant Voltage Headlight
- Prototypical Rule 17 Lighting
- Detailed Truck Sides
- Detailed Cab Interior
- Powerful Balanced 12-Volt 5-Pole Precision Skew-Wound, Flywheel-Equipped Motor
- (2) Kadee®-Compatible Scale Couplers
- Metal Handrails and Bell
- Metal Whistle

- Sprung Drive Wheels
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control
- Locomotive Cab-To-Tender Deck Plate
- Detailed Tender Undercarriage
- Real Coal Load
- Operating Tender Back-up Light
- Interchangeable Traction Tire-Equipped Drive Wheels
- On-Board DCC Receiver
- Operates On Code 70, 83, & 100 Track
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle



Norfolk & Western

4-8-4 J Steam Locomotive

80-3148-1	Cab Number 600	\$449.95
80-3149-1	Cab Number 603	\$449.95
80-3150-1	Cab Number 604	\$449.95
80-3145-1	Cab Number 613	\$449.95
80-3146-1	Cab Number 611	\$449.95
80-3147-1	Cab Number 612	\$449.95

M.T.H. HO Steam



**Nikel Plate Road
2-8-4 Berkshire Steam Engine**

80-3173-1	Cab Number 765	\$449.95
80-3174-1	Cab Number 765	\$449.95
80-3175-1	Cab Number 757	\$449.95
80-3176-1	Cab Number 759	\$449.95



Pere Marquette - 2-8-4 Berkshire Steam Engine

80-3172-1	Cab Number 1225	\$449.95
80-3177-1	Cab Number 1225	\$449.95
80-3178-1	Cab Number 1223	\$449.95



Golden Spike - 2-8-4 Berkshire Steam Engine

80-3179-1	Cab Number 759	\$449.95
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Chesapeake & Ohio - 2-8-4 Berkshire Steam Engine

81-3001-1	Cab Number 2736	\$449.95
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**Union Pacific
4-12-2 9000 Steam Engine**

80-3154-1	Cab Number 9503	\$549.95*
80-3155-1	Cab Number 9512	\$549.95*

* Oregon Short Line Markings (UP subsidiary in Idaho and Oregon)



New York Central - 4-8-2 L-3c Mohawk Steam Engine

80-3125-1	Cab Number 3064	\$449.95
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New York Central - 4-8-2 L-4b Mohawk Steam Engine

80-3127-1	Cab Number 3125	\$449.95
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New York Central - 4-8-2 L-3a Mohawk Steam Engine

80-3123-1	Cab Number 3006	\$449.95
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New York Central - 4-8-2 L-3b Mohawk Steam Engine

80-3124-1	Cab Number 3037	\$449.95
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New York Central - 4-8-2 L-4a Mohawk Steam Engine

80-3126-1	Cab Number 3117	\$449.95
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New York Central - 4-6-4 Dreyfuss Steam Engine

80-3165-1	Cab Number 5449 (1938 paint scheme with Blue Stripes)	\$449.95
80-3166-1	Cab Number 5448 (1938 paint scheme with Blue Stripes)	\$449.95
80-3167-1	Cab Number 5445 (1940 paint scheme)	\$449.95
80-3168-1	Cab Number 5446 (1940 paint scheme)	\$449.95



New York Central - 4-6-4 Empire State Express Steam Engine

80-3169-1	Cab Number 5426	\$449.95
80-3170-1	Cab Number 5429	\$449.95

M.T.H. HO Electric & Diesel



New York Central - Alco PA A/B Set
 80-2046-1 A-Unit Number 4200 \$449.95
 B-Unit Number 4300

New York Central - Alco PA A-Unit
 80-2047-1 A-Unit Number 4202 \$249.95
New York Central - Alco PA B-Unit
 80-2048-1 B-Unit Number 4202 \$229.95

Featuring Operating Smoke



Southern Pacific - Alco PA A/B Set
 80-2049-1 A-Unit Number 6005 \$449.95
 B-Unit Number 5910

Southern Pacific - Alco PA A-Unit
 80-2050-1 A-Unit Number 6006 \$249.95
Southern Pacific - Alco PA B-Unit
 80-2051-1 B-Unit Number 5911 \$229.95



South Shore - Little Joe Electric
 80-2040-1 Cab Number 801 \$399.95
 80-2041-1 Cab Number 802 \$399.95
 80-2042-1 Cab Number 803 \$399.95

Featuring Operating Pantographs



Companhia Paulista - Little Joe Electric
 80-2043-1 Cab Number 450 \$399.95
 80-2044-1 Cab Number 451 \$399.95
 80-2045-1 Cab Number 452 \$399.95



Milwaukee Road - Little Joe Electric
 80-2034-1 Cab Number E72 \$399.95
 80-2035-1 Cab Number E73 \$399.95
 80-2036-1 Cab Number E76 \$399.95
 80-2037-1 Cab Number E20 \$399.95
 80-2038-1 Cab Number E21 \$399.95
 80-2039-1 Cab Number E75 \$399.95



GE Demo - Little Joe Electric
 80-2033-1 Cab Number GE-750 \$399.95

M.T.H. HO Diesels



CSX - SD70ACe Diesel Engine

80-2001-1	Proto-Sound 3.0	Cab Numbers 4833, 4836 & 4839	\$249.95
80-2062-0	DCC Ready	Cab Number 4833	\$189.95
80-2063-0	DCC Ready	Cab Number 4836	\$189.95
80-2064-0	DCC Ready	Cab Number 4839	\$189.95



BNSF - SD70ACe Diesel Engine

80-2003-1	Proto-Sound 3.0	Cab Numbers 9371, 9370 & 9374	\$249.95
80-2068-0	DCC Ready	Cab Number 9371	\$189.95
80-2069-0	DCC Ready	Cab Number 9370	\$189.95
80-2070-0	DCC Ready	Cab Number 9374	\$189.95



EMD Demonstrator - SD70ACe Diesel Engine

80-2004-1	Proto-Sound 3.0		\$249.95
Cab Numbers GM70 (Off-White Steps) GM71 & GM73 (Blue Steps)			
80-2070-0	DCC Ready	Cab Number GM70	\$189.95
80-2072-0	DCC Ready	Cab Number GM71	\$189.95
80-2073-0	DCC Ready	Cab Number GM73	\$189.95



Kansas City Southern- SD70ACe Diesel Engine

80-2002-1	Proto-Sound 3.0	Cab Numbers 4030, 4031 & 4051	\$249.95
80-2065-0	DCC Ready	Cab Number 4030	\$189.95
80-2066-0	DCC Ready	Cab Number 4031	\$189.95
80-2067-0	DCC Ready	Cab Number 4051	\$189.95



Union Pacific - SD70ACe Diesel Engine

80-2006-1	Proto-Sound 3.0	Cab Number 8321	\$249.95
80-2006-0	DCC Ready	Cab Number 8321	\$189.95



George H. Bush - SD70ACe Diesel Engine

80-2013-1	Proto-Sound 3.0	Cab Number 4141	\$249.95
80-2013-0	DCC Ready	Cab Number 4141	\$189.95



Montana Rail Link - SD70ACe Diesel Engine

80-2005-1	Proto-Sound 3.0	Cab Numbers 4304, 4308 & 4311	\$249.95
80-2074-0	DCC Ready	Cab Number 4304	\$189.95
80-2075-0	DCC Ready	Cab Number 4308	\$189.95
80-2076-0	DCC Ready	Cab Number 4311	\$189.95



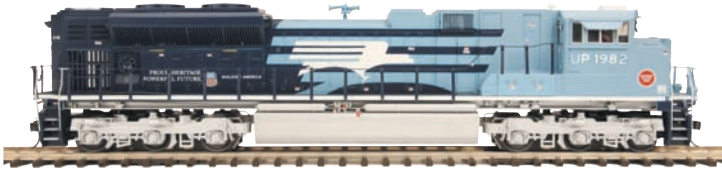
Union Pacific - SD70ACe Diesel Engine

80-2023-1	Proto-Sound 3.0	Cab No. 8444	\$249.95
80-2023-0	DCC Ready	Cab Number 9374	\$189.95
80-2024-1	Proto-Sound 3.0	Cab No. 8439	\$249.95
80-2024-0	DCC Ready	Cab Number 9374	\$189.95
80-2025-1	Proto-Sound 3.0	Cab No. 8453	\$249.95
80-2025-0	DCC Ready	Cab Number 9374	\$189.95



Western Pacific - SD70ACe Diesel Engine

80-2008-1	Proto-Sound 3.0	Cab Number 1983	\$249.95
80-2008-0	DCC Ready	Cab Number 1983	\$189.95



Missouri Pacific - SD70Ac Diesel Engine

80-2007-1	Proto-Sound 3.0	Cab Number 1982	\$249.95
80-2007-0	DCC Ready	Cab Number 1982	\$189.95



Denver & Rio Grande Western- SD70Ac Diesel Engine

80-2010-1	Proto-Sound 3.0	Cab Number 1989	\$249.95
80-2010-0	DCC Ready	Cab Number 1989	\$189.95



Southern Pacific - SD70Ac Diesel Engine

80-2012-1	Proto-Sound 3.0	Cab Number 1996	\$249.95
80-2012-0	DCC Ready	Cab Number 1996	\$189.95



Katy - SD70Ac Diesel Engine

80-2009-1	Proto-Sound 3.0	Cab Number 1988	\$249.95
80-2009-0	DCC Ready	Cab Number 1982	\$189.95



Chicago & North Western - SD70Ac Diesel Engine

80-2011-1	Proto-Sound 3.0	Cab Number 1995	\$249.95
80-2011-0	DCC Ready	Cab Number 1995	\$189.95



Florida East Coast - SD70M-2 Diesel Engine

80-2029-1	Proto-Sound 3.0	Cab Number 106	\$249.95
80-2029-0	DCC Ready	Cab Number 106	\$189.95
80-2030-1	Proto-Sound 3.0	Cab Number 105	\$249.95
80-2030-0	DCC Ready	Cab Number 105	\$189.95
80-2031-1	Proto-Sound 3.0	Cab Number 107	\$249.95
80-2031-0	DCC Ready	Cab Number 107	\$189.95

Canadian National - SD70M-2 Diesel Engine

80-2026-1	Proto-Sound 3.0	Cab Number 8000	\$249.95
80-2026-0	DCC Ready	Cab Number 8000	\$189.95
80-2027-1	Proto-Sound 3.0	Cab Number 8010	\$249.95
80-2027-0	DCC Ready	Cab Number 8010	\$189.95
80-2028-1	Proto-Sound 3.0	Cab Number 8023	\$249.95
80-2028-0	DCC Ready	Cab Number 8023	\$189.95



EMD Demonstrator - SD70M-2 Diesel Engine

80-2017-1	Proto-Sound 3.0	Cab Number 74	\$249.95
80-2017-0	DCC Ready	Cab Number 74	\$189.95
80-2018-1	Proto-Sound 3.0	Cab Number 75	\$249.95
80-2018-0	DCC Ready	Cab Number 75	\$189.95
80-2019-1	Proto-Sound 3.0	Cab Number 76	\$249.95
80-2019-0	DCC Ready	Cab Number 76	\$189.95

Norfolk Southern - SD70M-2 Diesel Engine

80-2014-1	Proto-Sound 3.0	Cab Number 2649	\$249.95
80-2014-0	DCC Ready	Cab Number 2649	\$189.95
80-2015-1	Proto-Sound 3.0	Cab Number 2651	\$249.95
80-2015-0	DCC Ready	Cab Number 2651	\$189.95
80-2016-1	Proto-Sound 3.0	Cab Number 2654	\$249.95
80-2016-0	DCC Ready	Cab Number 2654	\$189.95



Florida East Coast - SD70M-2 Diesel Engine

80-2020-1	Proto-Sound 3.0	Cab Number 100	\$249.95
80-2020-0	DCC Ready	Cab Number 100	\$189.95
80-2021-1	Proto-Sound 3.0	Cab Number 102	\$249.95
80-2021-0	DCC Ready	Cab Number 102	\$189.95
80-2022-1	Proto-Sound 3.0	Cab Number 103	\$249.95
80-2022-0	DCC Ready	Cab Number 103	\$189.95

Electro Motive Division - SD70M-2 Diesel Engine

80-2032-1	Proto-Sound 3.0	Cab No. GM74	\$249.95
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RailKing®

The Best Value in O Gauge

First appearing in 1995 and now encompassing more than 7,800 items, RailKing is M.T.H.'s best-selling and most attractively priced product line. Cars and locomotives featured in the M.T.H. RailKing line are equipped with moderate detail and run on the same O gauge track as the intricately detailed O scale models found in our Premier Line. But, because RailKing models are shorter in length, they can negotiate tighter curves. In fact, most RailKing models can negotiate a circle as small as 31 inches in diameter, and some can operate on curves even smaller than that. This is a real advantage for model train enthusiasts with modestly sized layouts.

Over the years, the RailKing line has evolved into three subcategories: RailKing, RailKing Scale, and RailKing Imperial.



IMPERIAL
SERIES

RailKing Imperial locomotives retain traditional proportions and O-31 minimum curve operation like regular RailKing locomotives, but are equipped with a level of detail usually found only on more expensive, full-scale engines that require much larger curves.

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

- Separate 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



RAILKING
scale

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

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

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

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



RAILKING
By MTH Electric Trains

Features typically found on RailKing models include:

- Durably constructed ABS diesel locomotive and car bodies
- Die-Cast metal steam locomotive boilers
- All-metal diesel and steam locomotive chassis
- All-metal wheels, gears and axles
- All-metal couplers
- All-metal freight and passenger car trucks w/operating couplers
- Precision flywheel-equipped motors
- Synchronized Puffing Proto-Smoke™-equipped steam locomotives

**New to Model Railroading?
Check out the RailKing
Ready-To-Run
Train Set Catalog**

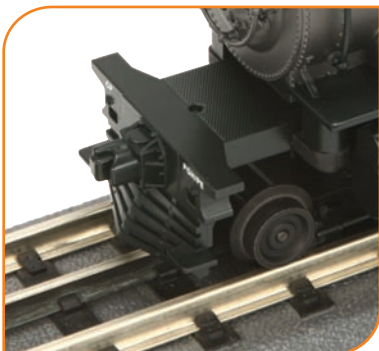


4-6-2 Pennsylvania K4s Pacific



Features

- Constant Voltage Headlight
- Precision Flywheel-Equipped Motor
- Remote Controlled Proto-Coupler™
- Metal Handrails and Bell
- Metal Whistle
- Synchronized Puffing ProtoSmoke™ System
- Metal Wheels and Axles
- Locomotive Speed Control In Scale MPH Increments
- Illuminated Classification Lights
- Cab Interior Light
- Tender Truck Safety Chains
- Die-Cast Boiler and Tender Body
- Engineer and Fireman Figures
- Real Coal Load
- Operating Firebox Glow
- Proto-Sound 2.0 With The Digital Command System Featuring Passenger Station or Freight Yard Proto-Effects
- Unit Measures:
 - 20" x 2 1/2" x 3 1/2"
- Operates On O-31 Curves



Did You Know?

No. 1737 was the first K4s produced for the Pennsylvania Railroad. No. 1361, formerly displayed at Horseshoe Curve, currently resides in Scranton, Pennsylvania and is being rebuilt at Steamtown.



Pennsylvania - Imperial K4s Pacific Steam Engine
30-1548-1 w/Proto-Sound 2.0 \$429.95

Add a Matching Passenger Set!
See Page 47

On perhaps the greatest railroad ever, no steam locomotive was more revered than the legendary Pennsylvania K4s Pacific. Evolving from a program begun in 1914 to develop heavy freight and passenger classes utilizing common boiler designs, the K4s was an instant success. From 1917 to 1928, a total of 425 units were built at the Juniata and Baldwin Shops.

The 4-6-2 K4s 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 K4s was a common and beautiful sight on the Pennsylvania's rails, and became synonymous with that railroad's steam power.



Pennsylvania - Imperial K4s Pacific Steam Engine
30-1549-1 w/Proto-Sound 2.0 \$429.95

Add a Matching Passenger Set!
See Page 47

Later, after World War II concluded, the Pennsy's needs changed and the K4s' 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 K4s and included a solid drop-coupler pilot, repositioned boiler front headlight and the addition of a steam generator below the headlight.

The Pennsy's signature steamer returns to the Imperial line for 2010, fitted with the prewar pilot and offered in both an earlier striped paint scheme and a later, more simple dress. Equipped with Imperial details that include tender truck safety chains, legible builders plate, operating classification lights, cab interior light, and real coal load, our Imperial K4s is also offered in two very attractively priced sets.



Pennsylvania - Imperial K4s Pacific Steam Freight Set
30-1550-1 w/Proto-Sound 2.0 \$549.95



Pennsylvania - Imperial K4s Pacific Steam Passenger Set
30-1551-1 w/Proto-Sound 2.0 \$549.95

Expand Your Set With Additional Cars
See Page 47

4-6-2 P47 Pacific



Features

- Die-Cast Boiler and Tender Body
- Die-Cast Metal Chassis
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Precision Flywheel-Equipped Motor
- Locomotive Speed Control In Scale MPH Increments
- Engineer and Fireman Figures
- Metal Handrails and Bell
- Metal Whistle
- Real Coal Load
- Synchronized Puffing ProtoSmoke™ System
- Operating Tender Back-up Light
- Operating Sound 2.0 With The Digital Command System Featuring Passenger Station Proto-Effects™
- Unit Measures:
20" x 2 1/2" x 3 1/2"
- Operates On O-31 Curves





Jersey Central - Imperial P47 Pacific Steam Engine

30-1552-1 w/Proto-Sound 2.0 \$429.95

Add a Matching Passenger Set

See Page 47



Jersey Central - Imperial P47 Pacific Steam Engine

30-1553-1 w/Proto-Sound 2.0 \$429.95



Southern - Imperial P47 Pacific Steam Engine

30-1554-1 w/Proto-Sound 2.0 \$429.95

Add a Matching Passenger Set

See Page 47



Western Maryland - Imperial P47 Pacific Steam Engine

30-1555-1 w/Proto-Sound 2.0 \$429.95

Add a Matching Passenger Set

See Page 47

At the very apex of the Roaring Twenties, just months before the 1929 stock market crash, the Central of New Jersey Railroad inaugurated its twice-daily *Blue Comet* service between Jersey City and Atlantic City. Heading the fast, luxurious trains were the CNJ's nearly-new Baldwin-built Class G-3 heavy Pacifics, which were later reclassified P47. Like most railroads in the 1920s, the CNJ had been forced to buy larger motive power to cope with heavier steel trains and increasing patronage. Aging fleets of 4-4-0s, 4-4-2s, and 4-6-0s had become inadequate as business expanded, and the 4-6-2 Pacific type became the standard fast passenger engine on many railroads.

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

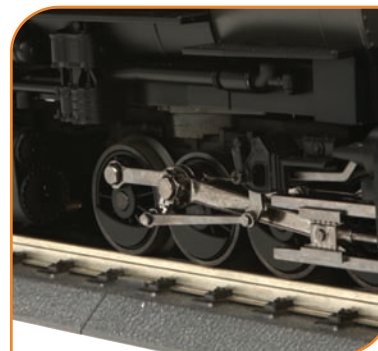
The P47 returns to the RailKing lineup for 2010, upgraded for the first time with Imperial details that include lighted classification lights, tender truck safety chains, and a real coal load. Keep the hottest varnish on your railroad running smoothly and on time with one of these handsome, dependable Pacifics.

2-8-8-2 Norfolk & Western Y6b Articulated



Features

- Die-Cast Boiler and Tender Body
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Axlight
- Die-Cast Truck Sides
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Remote Controlled Proto-Coupler™
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Bell
- Metal Whistle
- Real Coal Load
- Synchronized Puffing ProtoSmoke™ System
- Operating Tender Back-up Light
- Proto-Sound 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures:
24 3/4" x 2 1/2" x 3 5/8"
- Operates On O-31 Curves





Norfolk & Western - Imperial Y6b Steam Engine

30-1546-1 w/Proto-Sound 2.0 \$699.95

A visit to the Norfolk & Western in the early 1950s was like a scene from *Jurassic Park*: prehistoric beasts romping in their natural mountain habitat. At a time when other roads were letting their remaining steam engines rot away and giving them minimal service in dirty, dingy, soon-to-close facilities, the N&W was still running a first-class steam operation and even building new power. With its main line through some of the nation's richest coalfields, it was still betting on the future of steam; as late as 1955, the N&W didn't roster a single diesel. The majority of traffic was handled by what N&W fans call the "holy trinity of steam": the streamlined Class J Northern; the articulated greyhound Class A; and the massive Y6b 2-8-8-2, "the workhorse of the N&W."

Built in the N&W's own Roanoke shops from 1948-52, the Y6b was the final evolution of the USRA Heavy Mallet designed at the N&W's request in 1918. Unlike most modern articulated locomotives, which were

"simple expansion" engines that used high-pressure boiler steam in all four cylinders, the Y6b followed Anatole Mallet's original idea. Like all true Mallets, the Y6b was a compound articulated that used steam twice: first in the smaller, high-pressure cylinders of its rear engine, and then again in the larger, low-pressure cylinders of its front engine before exhausting up the stack.

"Long after everybody else gave up the Mallet as an impossibly slow beast of burden," wrote *Trains* magazine editor David P. Morgan, "N&W kept tinkering with the design it had once loaned to other roads in the guise of the USRA compound 2-8-8-2 until it had that ideal mountain engine, the Y6. (And if anybody ever manages to locate the figures to compare N&W's compounds with anybody else's simple articulateds in mountain service, I'd lay my money on using steam twice.)" As Morgan noted, the Y6b was "one of those unique compounds that can be worked simple (high-

pressure steam to all four cylinders) up to 10 mph [to start a heavy train], and thereafter still get a shot of 300-pound boiler steam for the fat low-pressure cylinders up front if the going gets rough." He called it "the *piece de resistance* of any Norfolk & Western roundhouse, a loud-mouthed, squat-driven monster that weighs 495 tons, requires a 115-foot turntable, and can hit 50 mph." Like the Swiss Crocodile shown elsewhere in this catalog, the Y6b was a mountain goat bred for heavy loads, steep grades, and winding curves.

For 2010, the Y6b returns to the RailKing Imperial line, equipped with twin motors and speed control to match the prototype's pulling power at any speed. Imperial features that set this model apart include legible builders plates, tender truck safety chains, crew figures, cab interior light, painted backhead gauges, and a real coal load in the tender.



Norfolk & Western - Imperial Y6b Freight Set

30-1547-1 w/Proto-Sound 2.0 \$799.95

4-8-2 L-3 Mohawk Steam Engine



Features

- Constant Voltage Headlight
- Precision Flywheel-Equipped Motor
- Remote Controlled Proto-Coupler
- Metal Handrails and Bell
- Metal Whistle
- Synchronized Puffing ProtoSmoke System
- Metal Wheels and Axles
- Locomotive Speed Control In Scale MPH Increments
- Die-Cast Boiler and Tender Body
- Operating Firebox Glow
- Operating Tender Back-up Light
- Proto-Sound 2.0 With The Digital Command System Featuring Freight Yard or Passenger Station Proto-Effects™
- Unit Measures:
22" x 2 1/2" x 3 1/2"
- Operates On O-31 Curves

Did You Know?

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





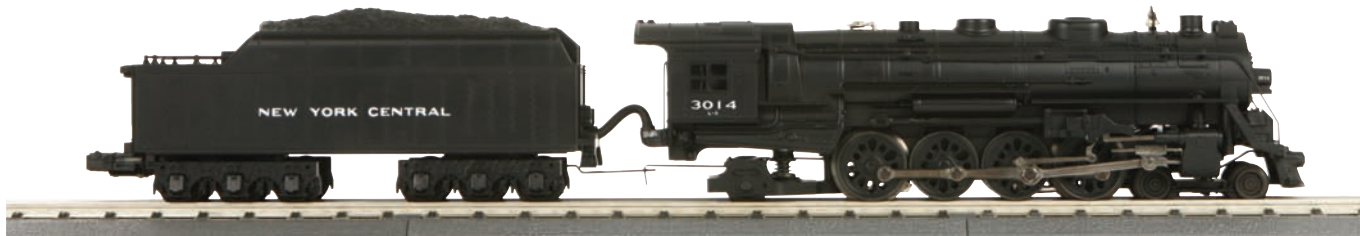
Chesapeake & Ohio - 4-8-2 L-3 Mohawk Steam Engine

30-1556-1 w/Proto-Sound 2.0 \$409.95



Great Northern - 4-8-2 L-3 Mohawk Steam Engine

30-1557-1 w/Proto-Sound 2.0 \$409.95



New York Central - 4-8-2 L-3 Mohawk Steam Engine

30-1558-1 w/Proto-Sound 2.0 \$409.95



Southern - 4-8-2 L-3 Mohawk Steam Engine

30-1559-1 w/Proto-Sound 2.0 \$409.95

In 1910, the C&O sought a new type of steam engine to haul passenger trains over the Allegheny Mountains. The result was a new locomotive type that would combine the eight drivers of the Mikado with the four-wheel lead truck of the Pacific. Although the 4-8-2s were initially called "Mountains," the New York Central Railroad felt that name was inappropriate for their flat "Water Level Route." They changed the name to Mohawk in honor of New York's Mohawk River and Valley.

Weighing almost 400,000 pounds, equipped with one of the largest tenders yet (43 tons of coal) and producing tractive force of more than 60,000 pounds, the L-3 Mohawks were versatile enough to do almost any job required of them. The New York Central had been so pleased with the performance of L-2s converted to carry passenger trains that in 1940 they ordered 25 specially made L-3a "dual purpose" Mohawks designed to haul either passenger cars or their usual freight loads.

Our RailKing Mohawk is a detailed recreation of this versatile engine presented in the liveries of four railroads. Each locomotive is equipped with more conventionally operated standard features than engines offered by any other O gauge manufacturer, including passenger station or freight yard sounds, squealing brakes, a remote-controlled Proto-Coupler on the tender, and Proto-Speed Control for steady speeds regardless of hills or curves.

EMD E8 A-A Diesel Set



Features

- Colorful Paint Scheme
- Metal Chassis
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Precision Flywheel-Equipped Motors
- Intricately Detailed ABS Bodies
- (2) Remotely Controlled Proto-Couplers™
- Directionally Controlled Headlight
- Metal Horn
- Locomotive Speed Control In Scale MPH Increments
- Proto-Sound 2.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Unit Measures:
29 3/4" x 2 1/2" x 3 1/2"
- Operates On O-31 Curves

B-Unit Features

- Intricately Detailed ABS Body
- Metal Wheels and Axles
- Colorful Paint Scheme
- Die-Cast Truck Sides
- Metal Chassis
- Metal Horn
- Unit Measures:
13 1/2" x 2 1/2" x 3 1/2"
- Operates On O-31 Curves





Amtrak - E8 A-A Diesel Engine Set
 30-2996-1 w/Proto-Sound 2.0 \$349.95
Amtrak - E8 B-Unit
 30-2996-3 Non-Powered \$119.95



Add a Matching Passenger Set
 See Page 48



Burlington Northern - E8 A-A Diesel Engine Set
 30-2997-1 w/Proto-Sound 2.0 \$349.95
Burlington Northern - E8 B-Unit
 30-2997-3 Non-Powered \$119.95

Add a Matching Passenger Set
 See Page 49



Chesapeake & Ohio - E8 A-A Diesel Engine Set
 30-2998-1 w/Proto-Sound 2.0 \$349.95
Chesapeake & Ohio - E8 B-Unit
 30-2998-3 Non-Powered \$119.95

Add a Matching Passenger Set
 See Page 48



New York Central - E8 A-A Diesel Engine Set
 30-2999-1 w/Proto-Sound 2.0 \$349.95
New York Central - E8 B-Unit
 30-2999-3 Non-Powered \$119.95

Add a Matching Passenger Set
 See Page 49



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

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

Returning to the RailKing line for 2010, our E8 brings you the authentic sounds of EMD prime movers, plus the ability to announce your departure and start your train so gently you won't spill the water in the diner — and then accelerate up to scale speeds of over 100 mph, just like the prototype.

EMD SD70ACe Diesel



Features

- Constant Voltage Headlight
- 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 Horn
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Operating Ditch Lights
- Operating Smoke Unit
- Proto-Sound 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures:
17" x 2 1/2" x 3 3/4"
- Operates On O-31 Curves



Did You Know?

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



CSX - SD70ACe Diesel Engine

30-2988-1 w/Proto-Sound 2.0 \$299.95
 30-2988-0 w/Horn \$229.95



Florida East Coast - SD70M-2 Diesel Engine

30-2989-1 w/Proto-Sound 2.0 \$299.95
 30-2989-0 w/Horn \$229.95



Montana Rail Link - SD70ACe Diesel Engine

30-2990-1 w/Proto-Sound 2.0 \$299.95
 30-2990-0 w/Horn \$229.95



Union Pacific - SD70ACe Diesel Engine

30-2991-1 w/Proto-Sound 2.0 \$299.95
 30-2991-0 w/Horn \$229.95

The SD70ACe is 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, this replacement for the SD70MAC — along with its sibling, the DC-traction SD70M-2 — also seems to have a higher purpose: to recapture the lead in North American locomotive sales that EMD lost to General Electric in 1987.

Under the hood beats a third-generation model 710 diesel with 4300 horsepower; only slight modifications were needed to make the model 710 meet new emission standards. With 5000 such motors in service worldwide and a reputation for dependability, EMD reasoned that shop crews would prefer familiar technology.

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

The M.T.H. SD70ACe and SD70M-2 are our first RailKing Imperial diesels, accurately decorated in modern motive power paint schemes. Our near-scale models are a full 17" in length, yet operate comfortably on O-31 curves. Under the hood of the Proto-Sound 2.0 versions are the same sound and control system found in our more expensive Premier models of these locomotives — complete with sounds recorded from an actual Union Pacific SD70ACe. Additional Imperial features on the Proto-Sound versions include operating diesel exhaust smoke and flashing ditch lights. If you're looking for realism and a lot of fun at a RailKing price, it doesn't get any better than this!

EMD F3 A-B-A Diesel Engine Set



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 In Scale MPH Increments
- Engineer Cab Figure In Each A Unit
- Operating Smoke Unit In Powered A Unit
- 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?

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



Boston & Maine - F3 A-B-A Diesel Engine Set
30-2992-1 w/Proto-Sound 2.0 \$499.95



Western Maryland - F3 A-B-A Diesel Engine Set
30-2995-1 w/Proto-Sound 2.0 \$499.95



Southern Pacific - F3 A-B-A Diesel Engine Set
30-2994-1 w/Proto-Sound 2.0 \$499.95



Norfolk Southern - F3 A-B-A Diesel Engine Set
30-2993-1 w/Proto-Sound 2.0 \$499.95

Add a Matching Passenger Set
See Page 49

When the prototype railroads began to dieselize in the 1940s, model train manufacturers soon followed, recognizing that boys wanted models of the newest trains they were seeing on real railroads. One of the initial toy train forays into dieseldom was a Lionel replica of the best-selling locomotive 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 new motive power, Lionel convinced General Motors, the Santa Fe, and the New York Central to share the cost of the tooling for the models — in exchange for having their names on engines that appeared on every boy's holiday wish list for years. In the end, it seems the Santa Fe got the best deal; six decades later, its red, yellow, and silver "warbonnet" paint scheme is still an icon of railroading to the American public.

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

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

EMD GP7 and GP9 Road Switchers



Features

- Die-Cast Truck Sides, Pilots and Fuel Tank
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Horn
- Intricately Detailed ABS Body
- Locomotive Speed Control In Scale MPH Increments
- (2) Precision Flywheel-Equipped Motors
- (2) Remotely Controlled Proto-Couplers™
- Metal Wheels, Axles and Gears
- Directionally Controlled Headlights
- Operating Smoke
- 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



Did You Know?

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



Boston & Maine - GP7 Diesel Engine
 30-2978-1 w/Proto-Sound 2.0 \$299.95
 30-2978-3 Non-Powered \$149.95



Southern - GP9 Diesel Engine
 30-2979-1 w/Proto-Sound 2.0 \$299.95
 30-2979-3 Non-Powered \$149.95



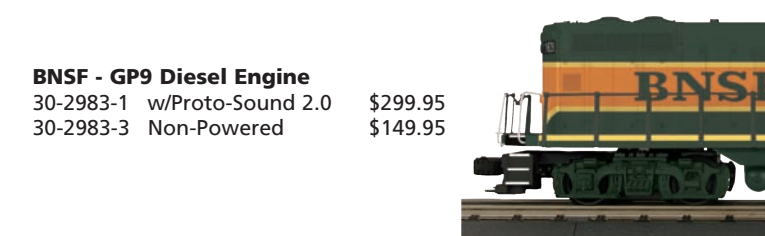
Pennsylvania - GP9 Diesel Engine
 30-2980-1 w/Proto-Sound 2.0 \$299.95
 30-2980-3 Non-Powered \$149.95



Union Pacific - GP9 Diesel Engine
 30-2981-1 w/Proto-Sound 2.0 \$299.95
 30-2981-3 Non-Powered \$149.95



**Toronto Hamilton & Buffalo
 GP9 Diesel Engine**
 30-2982-1 w/Proto-Sound 2.0 \$299.95
 30-2982-3 Non-Powered \$149.95



BNSF - GP9 Diesel Engine
 30-2983-1 w/Proto-Sound 2.0 \$299.95
 30-2983-3 Non-Powered \$149.95

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

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

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

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

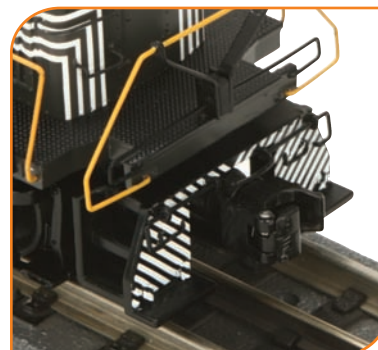
Adding a fully featured, scale-proportioned locomotive to your diesel roster has never been easier than with the RailKing Scale GP7 and GP9. Our Geeps feature authentic first-generation diesel sounds including a single-chime air horn and the throb of an EMD 16-cylinder model 567 prime mover — so named because each of its cylinders displaced 567 cubic inches. Twin flywheel-equipped motors, Proto-Speed Control that provides steady speeds from three scale miles per hour to full throttle, and twin remote-control Proto-Couplers make our Geeps ideal for any chore from slow-speed switching to mainline hauling, just like the prototype.

Alco RS-1 Road Switcher



Features

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





Pennsylvania - Alco RS-1 Diesel Engine

30-2984-1 w/Proto-Sound 2.0 \$299.95
 30-2984-3 Non-Powered \$149.95



Southern - Alco RS-1 Diesel Engine

30-2985-1 w/Proto-Sound 2.0 \$299.95
 30-2985-3 Non-Powered \$149.95



New Haven - Alco RS-1 Diesel Engine

30-2986-1 w/Proto-Sound 2.0 \$299.95
 30-2986-3 Non-Powered \$149.95



New York Central - Alco RS-1 Diesel Engine

30-2987-1 w/Proto-Sound 2.0 \$299.95
 30-2987-3 Non-Powered \$149.95

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 the RS-1 suitable for the higher road speeds that would be daunting in a typical switcher. Although EMD's later GP7 and GP9 sold better and really established the road switcher as a universal locomotive, the RS-1 had the longest production run of any American-made diesel. The last new RS-1 left Alco's shops in 1960.

Interestingly, the first two years of RS-1 production went 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.

Check out this model of America's first road switcher and we think you'll agree it offers Premier-level detailing at a RailKing price. Walkways have metal handrails and etched safety tread to prevent your 1/48-scale crewmen from slipping on a wet surface. End pilots have separately-added uncoupling levers. On the cab sides you'll find legible Alco builder's plates. Grab irons are separately added metal parts, as are the rooftop handles that allowed shop crews to remove roof panels for major repairs. Additional metal details include a horn, etched brass roof walkway, and a bell mounted under the frame.

Our RS-1 features dual pickup rollers on each truck, making this model nearly stall-proof on any three-rail O gauge switches. Throttle down as low as three scale miles per hour with a heavy freight or commuter train and maintain that speed as long as you wish, thanks to Proto-Speed Control. Listen to the authentic chant of a first-generation Alco 244 motor, rumbling with an off-beat gait that sounds like it could use a tune-up. While other manufacturers have offered the RS-1, no other O gauge model runs more smoothly or dependably, sounds as good, or is more fun to operate.

General Electric Dash 8-40CW



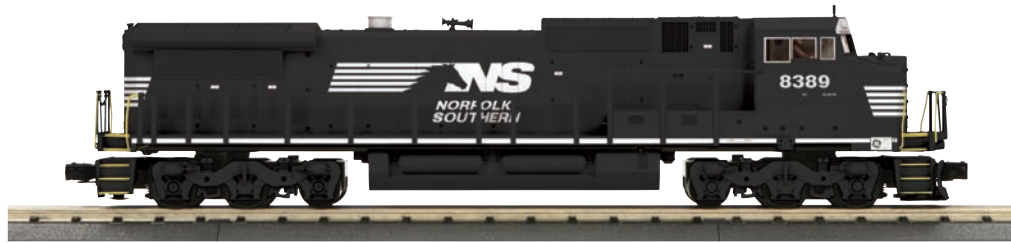
Features

- 1:48 Scale Proportions
- 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
- Authentic Paint Scheme
- Metal Chassis
- Metal Handrails and Horn
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- (2) Engineer Cab Figures
- Lighted Cab Interior
- Operating Smoke Unit
- Proto-Sound 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures:
 - 18 1/2" x 2 5/8" x 3 7/8"
- Operates On O-31 Curves



Did You Know?

The microprocessor in the Dash-8 prototype recognizes if the engine is overheating while 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.



Norfolk Southern - Dash 8-40CW Diesel Engine

30-20000-1 w/Proto-Sound 2.0 \$299.95
 30-20000-3 Non-Powered \$149.95

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.

Returning to the M.T.H. lineup for 2010, our superbly detailed RailKing Scale model replicates the Dash 8 version that found its niche in high-speed intermodal service, the Dash 8-40CW — 4000 horsepower, 6-wheel trucks, wide comfort cab. Like their prototypes built between 1989 and 1994, these models are a perfect choice to power the hottest trains on your railroad.



CSX - Dash 8-40CW Diesel Engine

30-20001-1 w/Proto-Sound 2.0 \$299.95
 30-20001-3 Non-Powered \$149.95



Union Pacific - Dash 8-40CW Diesel Engine

30-20002-1 w/Proto-Sound 2.0 \$299.95
 30-20002-3 Non-Powered \$149.95



Santa Fe - Dash 8-40CW Diesel Engine

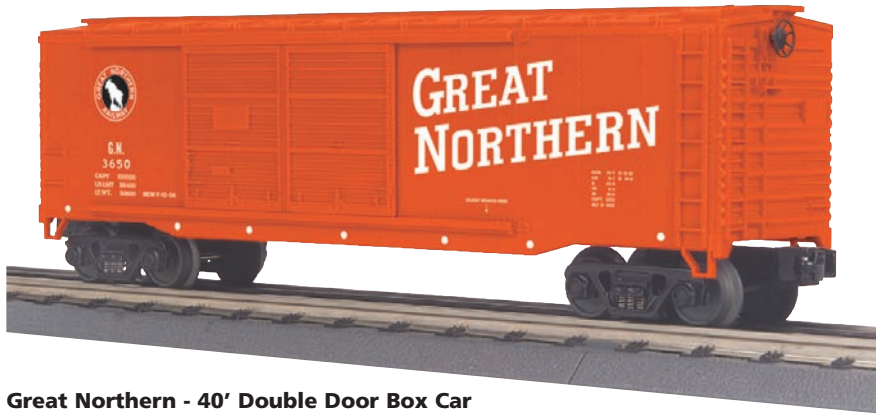
30-20003-1 w/Proto-Sound 2.0 \$299.95
 30-20003-3 Non-Powered \$149.95



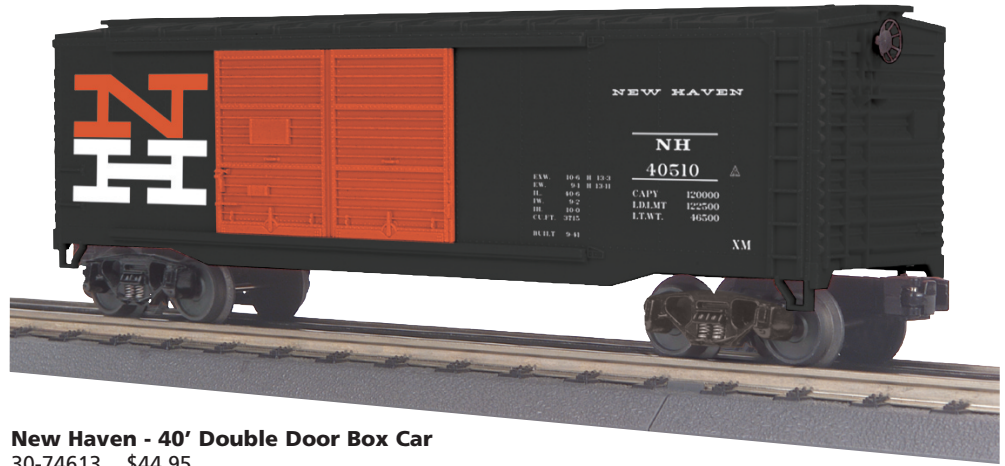
BNSF - Dash-8 Diesel Engine

30-20004-1 w/Proto-Sound 2.0 \$299.95
 30-20004-3 Non-Powered \$149.95

40' Double Door Box Car



Great Northern - 40' Double Door Box Car
30-74611 \$44.95



New Haven - 40' Double Door Box Car
30-74613 \$44.95



Caterpillar® - 40' Double Door Box Car
30-74610 \$49.95



Chesapeake & Ohio - 40' Double Door Box Car
30-74612 \$44.95



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M.T.H. Electric Trains, a licensee of Caterpillar Inc.

Features

- Unit Measures:
11 1/2" x 2 1/2" x 3 7/16"
- Operates On O-31 Curves



40' Window Box Car with Gold Bar Load



New York Central - 40' Window Box Car with Gold
30-74614 \$59.95



Southern - 40' Window Box Car with Gold
30-74617 \$59.95

Features

- Gold Load Inside
- (4) Opening Window Doors
- Unit Measures: 11 3/4" x 2 1/2" x 2 3/8"
- Operates On O-27 Curves



Canadian Pacific - 40' Window Box Car with Gold
30-74616 \$59.95



Santa Fe - 40' Window Box Car with Gold
30-74615 \$59.95

Reefer Car



Stanton Cream Ale - Reefer Car
30-78126 \$42.95



Valley Forge Beer - Reefer Car
30-78127 \$42.95



Tower Root Beer - Reefer Car
30-78128 \$42.95

Features

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



Supreme Beer - Reefer Car
30-78129 \$42.95



Modern Reefer



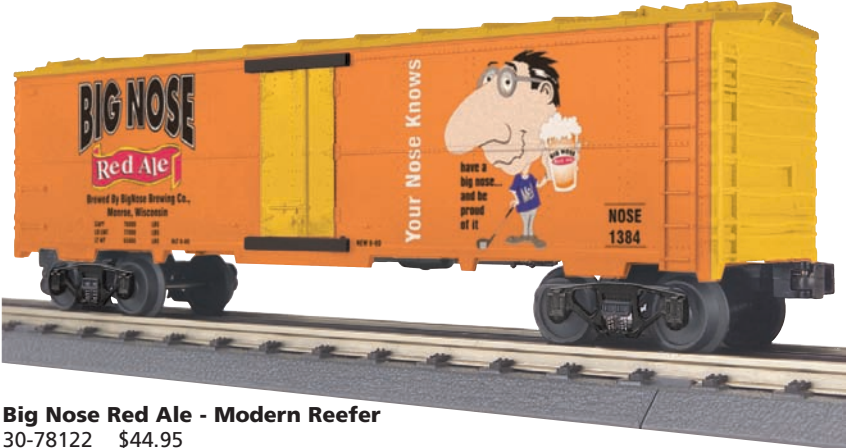
Old Reading Cream Ale - Modern Reefer

30-78125 \$44.95



Our Navy Beer - Modern Reefer

30-78124 \$44.95



Big Nose Red Ale - Modern Reefer

30-78122 \$44.95

Features

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



Christmas Ale - Modern Reefer

30-78123 \$44.95



Tank Car



Pennsylvania - Tank Car
30-73323 \$44.95



Norfolk Southern - Tank Car
30-73324 \$44.95



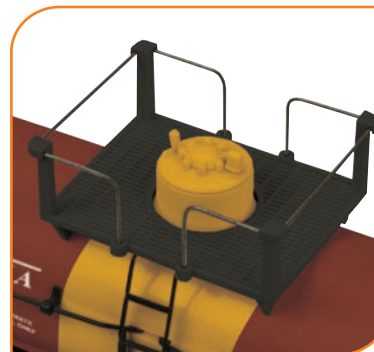
CSX - Tank Car
30-73325 \$44.95



Santa Fe - Tank Car
30-73326 \$44.95

Features

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



3-Dome Tank Car



Jersey Central - 3-Dome Tank Car
30-73327 \$49.95



Baltimore & Ohio - 3-Dome Tank Car
30-73328 \$49.95



New York Central - 3-Dome Tank Car
30-73330 \$49.95



BNSF - 3-Dome Tank Car
30-73329 \$49.95

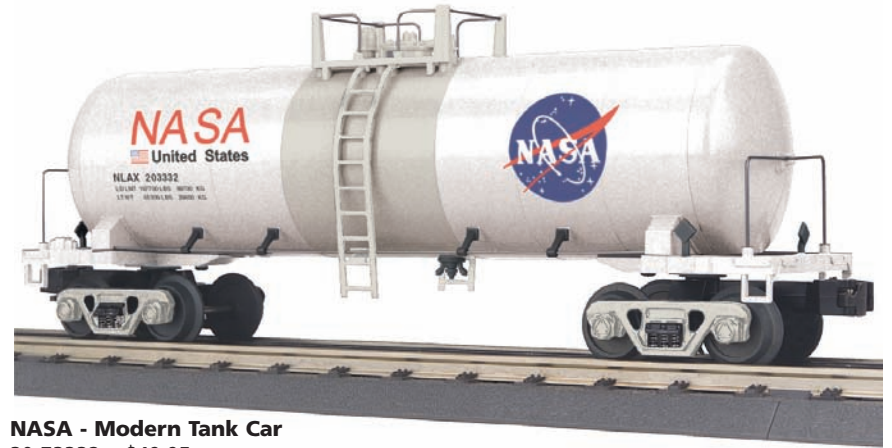
Features

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

Modern Tank Car



Union Pacific - Modern Tank Car
30-73331 \$49.95



NASA - Modern Tank Car
30-73332 \$49.95



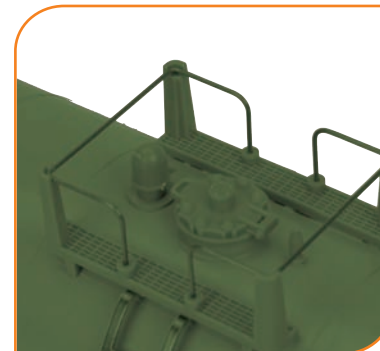
British Columbia - Modern Tank Car
30-73333 \$49.95



Delaware & Hudson - Modern Tank Car
30-73334 \$49.95

Features

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



4-Bay Cylindrical Hopper



Canadian National - 4-Bay Cylindrical Hopper
30-75363 \$49.95



**Western Maryland
4-Bay Cylindrical Hopper**
30-75364 \$49.95



Boston & Maine - 4-Bay Cylindrical Hopper
30-75365 \$49.95



Chicago Northwestern - 4-Bay Cylindrical Hopper
30-75366 \$49.95

Features

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

Flat Car with Trailer



CP Rail - Flat Car with Trailer
30-76401 \$49.95



Illinois Central - Flat Car with Trailer
30-76398 \$49.95

Features

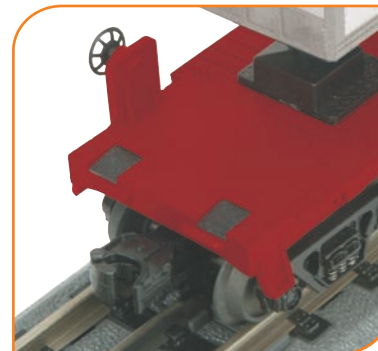
- ABS Detailed Trailer
- Unit Measures: 11 5/8" x 2 1/4" x 3 3/4"
- Operates On O-27 Curves



Southern Pacific - Flat Car with Trailer
30-76400 \$49.95



Chesapeake & Ohio - Flat Car with Trailer
30-76399 \$49.95



Flat Car with Auto Loads



**Pennsylvania - Flat Car
w/'35 Mack Type 75BX Fire Truck**
30-76402 \$49.95



Alaska - Flat Car w/(2) '34 Pick-Up Trucks
30-76404 \$49.95



Union Pacific - Flat Car w/'23 Maxim C1 Fire Truck
30-76403 \$49.95

**Reading - Flat Car
w/(2) Porsche 993**
30-76405 \$49.95



Auto Carrier Flat Car with Auto Loads



**Western Maryland - Auto Carrier Flat Car
w/(4) '57 Chevrolet Corvettes**
30-76406 \$59.95



**Great Northern - Auto Carrier Flat Car
w/(4) '67 Chevrolet Camaros**
30-76407 \$59.95

Features

- Die-Cast Vehical loads
- Flat Car Measures:
11 3/4 x 2 5/16 x 1 15/16
- Auto Carrier Measures:
11 11/16" x 2 5/16" x 3 1/2"
- Operates On O-27 Curves

Offset Steel Caboose



New York Central - Offset Steel Caboose
30-77186 \$52.95



Santa Fe - Offset Steel Caboose
30-77183 \$52.95



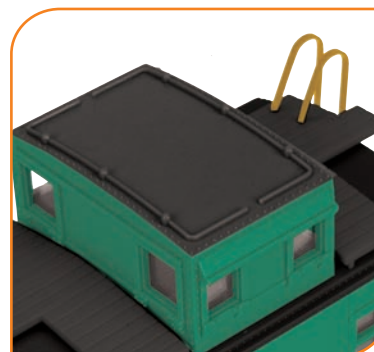
Southern - Offset Steel Caboose
30-77185 \$52.95



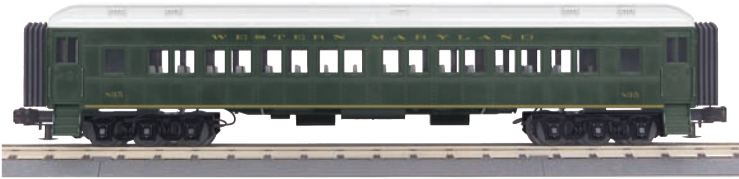
New Haven - Offset Steel Caboose
30-77184 \$52.95

Features

- Overhead Interior Lighting
- Unit Measures: 10 1/4" x 2 1/2" x 4 1/4"
- Operates On O-27 Curves



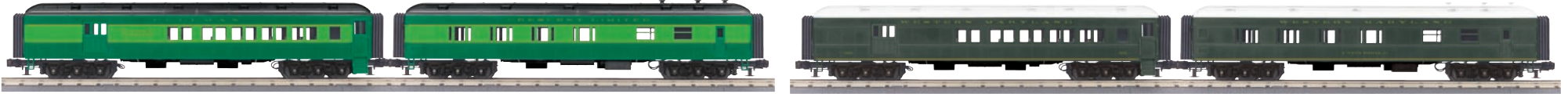
Madison Passenger Cars



Western Maryland - 60' Madison Coach
30-69105 \$59.95



Western Maryland - 4-Car 60' Madison Passenger Set
30-69103 \$229.95

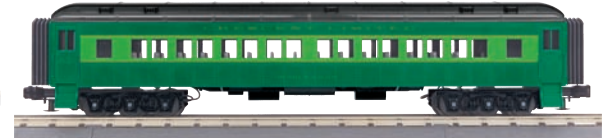


Southern - 2-Car 60' Madison Combine/Diner Set
30-69101 \$119.95

Western Maryland - 2-Car 60' Madison Combine/Diner Set
30-69104 \$119.95



Southern - 4-Car 60' Madison Passenger Set
30-69100 \$229.95



Southern - 60' Madison Coach
30-69102 \$59.95

Pennsylvania - 2-Car 60' Madison Combine/Diner Set
30-69116 \$119.95



Pennsylvania - 60' Madison Coach
30-69117 \$59.95



Pennsylvania - 4-Car 60' Madison Passenger Set
30-69115 \$229.95



Jersey Central - 4-Car 60' Madison Passenger Set
30-69109 \$229.95



Jersey Central - 60' Madison Coach
30-69111 \$59.95

Features

- Illuminated Interiors
- 4-Car Sets Feature: (1) Baggage/RPO, (2) Coaches, (1) Observation
- 2-Car Sets Feature (1) Combine, (1) Diner
- Coach Measures: 16 11/16" x 2 5/8" x 4 5/16"
- Operates On O-31 Curves



Jersey Central - 2-Car 60' Madison Combine/Diner Set
30-69110 \$119.95

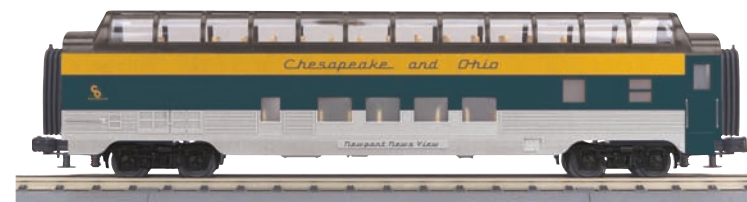
Streamlined Passenger Cars



Chesapeake & Ohio - 4-Car 60' Streamlined Passenger Set
30-67566 \$229.95



Chesapeake & Ohio - 2-Car 60' Streamlined Sleeper/Diner Set
30-67567 \$119.95



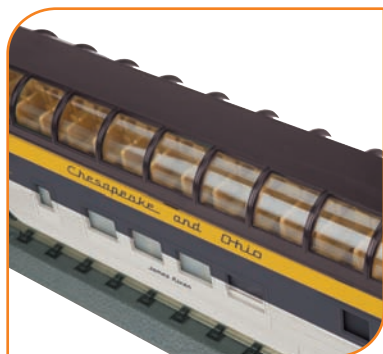
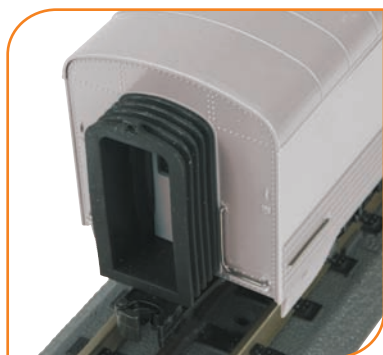
Chesapeake & Ohio - 60' Streamlined Full-Length Vista Dome
30-67569 \$62.95



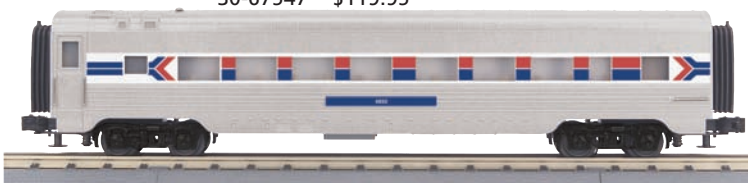
Chesapeake & Ohio - 60' Streamlined Coach
30-67568 \$59.95

Features

- Illuminated Interiors
- Die-Cast Trucks and Couplers
- 4-Car Sets Feature: (1) Baggage, (1) Coach, (1) Vista Dome, (1) Observation
- 2-Car Sets Feature (1) Sleeper, (1) Diner
- Coach Measures: 16 11/16" x 2 5/8" x 3 5/16"
- FLVD Measures: 16 11/16" x 2 1/2" x 3 13/16"
- Operates On O-31 Curves
- Durable ABS Bodies



Amtrak - 2-Car 60' Streamlined Sleeper/Diner Set
30-67547 \$119.95



Amtrak - 60' Streamlined Coach
30-67548 \$59.95



Amtrak - 60' Streamlined Full-Length Vista Dome
30-67549 \$62.95



Amtrak - 4-Car 60' Streamlined Passenger Set
30-67546 \$229.95



Norfolk Southern - 60' Streamlined Coach
30-67536 \$59.95



Norfolk Southern - 2-Car 60' Streamlined Sleeper/Diner Set
30-67535 \$119.95



**Norfolk Southern
60' Streamlined Full-Length Vista Dome**
30-67537 \$62.95



Norfolk Southern - 4-Car 60' Streamlined Passenger Set
30-67534 \$229.95



New York Central - 4-Car 60' Streamlined Passenger Set
30-67538 \$229.95



New York Central - 60' Streamlined Coach
30-67540 \$59.95



**New York Central - 60' Streamlined
Full-Length Vista Dome**
30-67541 \$62.95



New York Central - 2-Car 60' Streamlined Sleeper/Diner Set
30-67539 \$119.95



**Burlington Northern
60' Streamlined Coach**
30-67556 \$59.95



Burlington Northern - 60' Streamlined Full-Length Vista Dome
30-67557 \$62.95



Burlington Northern - 2-Car 60' Streamlined Sleeper/Diner Set
30-67555 \$119.95



Burlington Northern - 4-Car 60' Streamlined Passenger Set
30-67554 \$229.95

Anatomy of a Premier Steam Engine

Premier Line engines are full O scale models, 1/48 the size of their prototypes*. Because of this, they often require larger radius curves than comparable RailKing models. Premier engines, like the New York Central L-3b and L-4a Mohawks shown here, are as detailed as we can reasonably make them, and feature a large number of added-on details. Premier engines also offer more elaborate lighting effects than RailKing models.

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

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

Remotely activated proto-coupler (on rear of tender)

Air and signal lines (passenger steam heat line on opposite side)

Tender truck safety chains

Water scoop (beneath tender)

Train control pickup shoe (on third truck axle)

Real coal load

Moveable wind screen

Painted backhead gauges in cab

Cab Interior Light

Power reverse

Air reservoir with last service date

Low water level alarm

Safety valve housing

Steam-driven generator

Linkage for front end throttle

Steam pipe

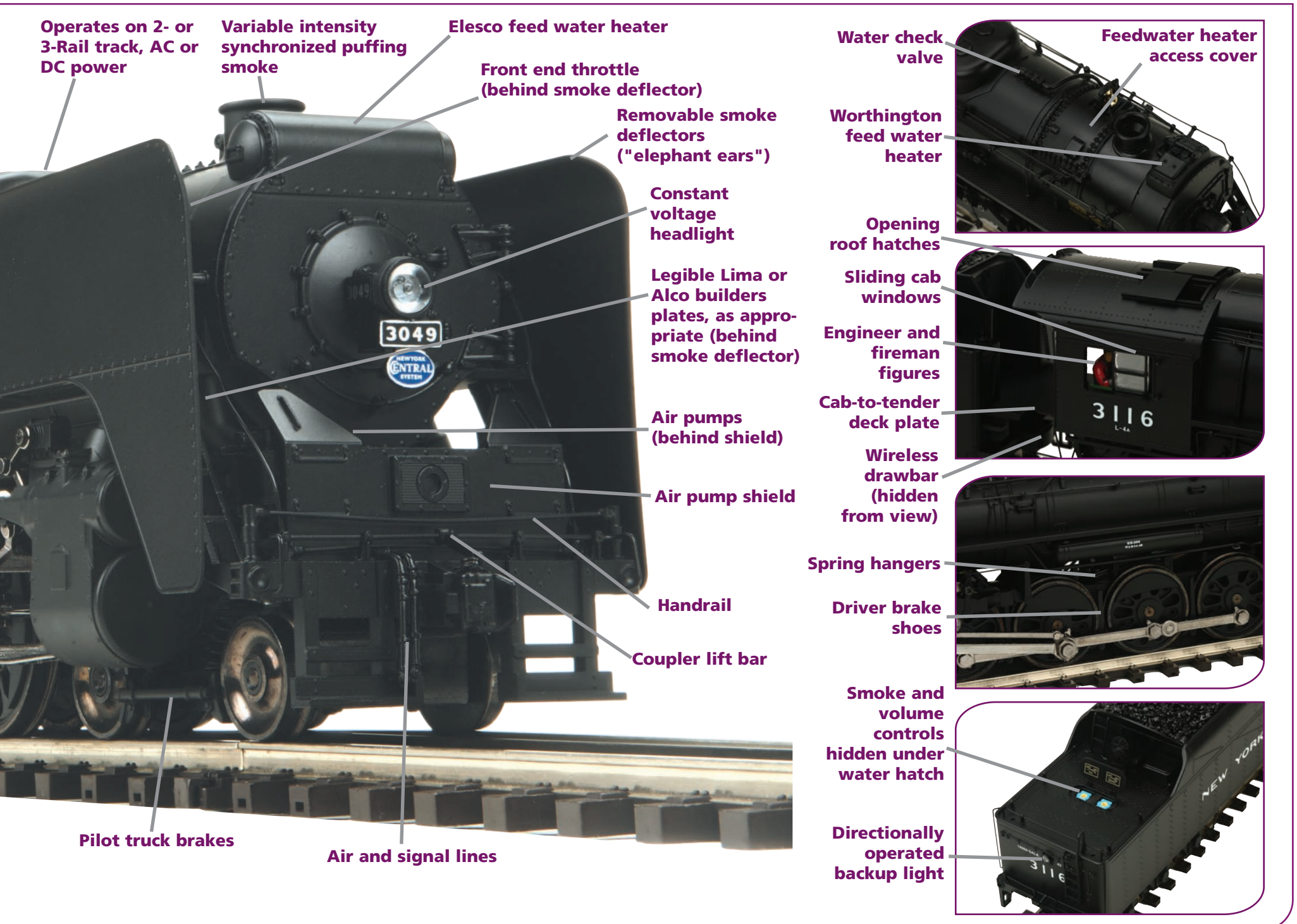
Water injector

Delta trailing truck

Water pipe

Precision flywheel-equipped motor

Baker valve gear



Operates on 2- or 3-Rail track, AC or DC power

Variable intensity synchronized puffing smoke

Elesco feed water heater

Front end throttle (behind smoke deflector)

Removable smoke deflectors ("elephant ears")

Constant voltage headlight

Legible Lima or Alco builders plates, as appropriate (behind smoke deflector)

Air pumps (behind shield)

Air pump shield

Handrail

Coupler lift bar

Pilot truck brakes

Air and signal lines

Water check valve

Worthington feed water heater

Opening roof hatches

Sliding cab windows

Engineer and fireman figures

Cab-to-tender deck plate

Wireless drawbar (hidden from view)

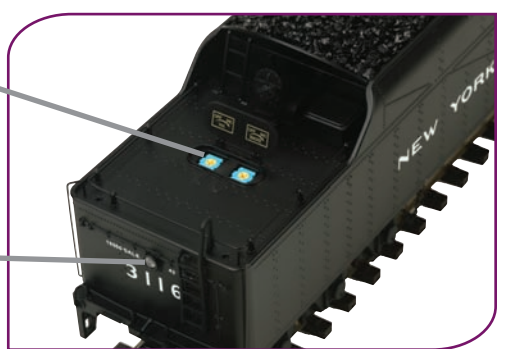
Spring hangers

Driver brake shoes

Smoke and volume controls hidden under water hatch

Directionally operated backup light

Feedwater heater access cover



4-8-2 New York Central Mohawks



Features

- Die-Cast Boiler and Tender Body
- Die-Cast Metal Chassis
- Authentic Paint Scheme & Cab Numbers
- Constant Voltage Headlight
- Detailed Cab Interior
- Metal Handrails and Bell
- Metal Whistle
- Synchronized Puffing ProtoSmoke™ System
- Locomotive Speed Control In Scale MPH Increments
- Locomotive Cab-To-Tender Deck Plate
- Detailed Tender Undercarriage
- Metal Wheels and Axles
- Die-Cast Truck Sides
- Real Coal Load
- Precision Flywheel-Equipped Motor
- Wireless Drawbar
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Remote Controlled Proto-Coupler™
- Engineer and Fireman Figures
- Operating Firebox Glow
- Proto-Sound 2.0 With The Digital Command System Featuring Passenger Station or Freight Yard Proto-Effects™
- Unit Measures:
28 1/4" x 3 7/8" x 2 5/8"
- Minimum curve:
O-54 with hi-rail wheels
54" radius with scale wheels

At your dealer's now!



New York Central - 4-8-2 L-4b Mohawk Freight Set w/roller bearing rods (with Merchants Despatch 40' steel reefers)
20-3410-1 \$1199.95



New York Central - 4-8-2 L-4b Mohawk Freight Set w/roller bearing rods (with NYC Pacemaker 40' AAR boxcars)
20-3411-1 \$1199.95



New York Central - 4-8-2 L-3a Mohawk Steam Engine

20-3372-1 Hi-Rail Wheels \$1099.95
 20-3372-2 Scale Wheels \$1099.95



New York Central - 4-8-2 L-3c Mohawk Steam Engine

20-3374-1 Hi-Rail Wheels \$1099.95
 20-3374-2 Scale Wheels \$1099.95



New York Central - 4-8-2 L-3b Mohawk Steam Engine

20-3373-1 Hi-Rail Wheels \$1099.95
 20-3373-2 Scale Wheels \$1099.95



New York Central - 4-8-2 L-4b Mohawk Steam Engine

20-3376-1 Hi-Rail Wheels \$1099.95
 20-3376-2 Scale Wheels \$1099.95



New York Central - 4-8-2 L-4a Mohawk Steam Engine

20-3375-1 Hi-Rail Wheels \$1099.95
 20-3375-2 Scale Wheels \$1099.95



New York Central - 4-8-2 L-4b Mohawk Steam Engine w/roller bearing rods

20-3409-2 Scale Wheels \$1099.95

NEW TOOLING!

NEW TOOLING!



New York Central - 4-8-2 L-4b Mohawk Steam Engine w/roller bearing rods

20-3408-2 Scale Wheels \$1099.95



NEW TOOLING!



NEW TOOLING!

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

As the Depression waned in the late 1930s and traffic picked up, the need arose for a dual service locomotive that could augment the Hudson fleet and hustle freight as well. The answer was the 80 mph class L-3 Mohawks, delivered from 1940-1942. With over 5000 horsepower on tap and the largest tender yet seen on a Central locomotive, they were equally at home pulling the *20th Century Limited* or more than 100 freight cars. ALCo-built class L-3a Mohawks were dual service steamers with roller bearings on all axles. Class L-3b engines, built by both ALCo and Lima, and class L-3c built by ALCo, were fast freight locomotives.

The pinnacle of Mohawk development was Lima-built wartime class L-4, with larger 72" drivers. Tenders on the final L-4's were upgraded with an expansion cistern behind the coal bunker, so water could be scooped from track pans at up to 75 mph without blowing the tender apart. Famed author Alvin Staufer noted that "The dual purpose concept had really taken hold on the Central, and the wartime service the L-4's performed was almost beyond belief. It was nothing for them to come in on a heavy freight drag, be serviced, and leave a few hours later at the head of one of the Great Steel Fleet." Soon after the war, L-4 and L-3 engines were retrofitted with smoke deflectors (a.k.a. "elephant ears") to deflect smoke from the engineer's line of vision.

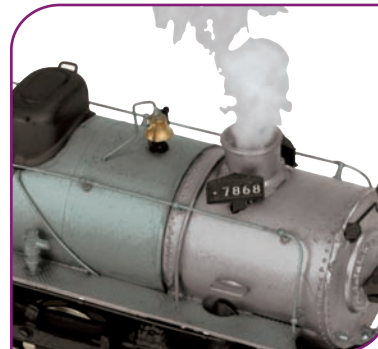
For NYC fans who missed our sold-out first run last year, you can catch the Mohawks again for 2010. We've also added a new version, replicating the two L-4b Mohawks that were fitted with roller bearing side rods. Removable elephant ears on all versions allow you to model them before or after smoke deflectors were applied. Check out the details on this accurate, smooth-running model; we think you'll agree it's a "must-have" for any NYC modeler.

4-8-2 Union Pacific Mountain



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
- Illuminated Classification Lights
- Illuminated Number Boards
- Die-Cast Truck Sides
- Real Coal Load
- Precision Flywheel-Equipped Motor
- Remote Controlled Proto-Coupler™
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Bell
- Metal Whistle
- Lighted Cab Interior
- Locomotive Speed Control In Scale MPH Increments
- 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 Quillable Whistle With Passenger Station Proto-Effects
- Unit Measures:
23" x 2 11/16" x 31 15/16"
- Minimum curve:
O-54 with hi-rail wheels
54" radius with scale wheels





NEW TOOLING! Union Pacific - 4-8-2 Mountain Steam Engine (18K Gal. Vandy Coal Tender)
 20-3421-1 Hi-Rail Wheels \$1199.95
 20-3421-2 Scale Wheels \$1199.95



NEW TOOLING! Union Pacific - 4-8-2 Mountain Steam Engine (Coal Burner)
 20-3422-1 Hi-Rail Wheels \$1199.95
 20-3422-2 Scale Wheels \$1199.95



NEW TOOLING! Union Pacific - 4-8-2 Mountain Steam Engine (Oil Burner)
 20-3423-1 Hi-Rail Wheels \$1199.95
 20-3423-2 Scale Wheels \$1199.95



NEW TOOLING! Union Pacific - 4-8-2 Mountain Steam Engine (Coal Burner)
 20-3424-1 Hi-Rail Wheels \$1199.95
 20-3424-2 Scale Wheels \$1199.95

In the post World War I era, passenger schedules accelerated and the Union Pacific, like most U.S. railroads, completed its changeover from wood to steel passenger cars. So it was that the need arose for heavier passenger power on the Cheyenne, Wyoming to Ogden, Utah division, where the UP crossed the Continental Divide and the ruling grade was the notorious Sherman Hill. In late 1921, UP President Carl R. Gray wired his boss for authorization to have Alco develop a new 4-8-2 Mountain type for that route: "The development charges on this sample locomotive will approximate \$25,000, all of which [Alco] will absorb and give us opportunity for a number of months to try out this locomotive in every kind of service and thoroughly develop and remedy any weaknesses before final order is placed. Will appreciate authority to do this."

Permission was granted, and the test engine, delivered in May, 1922, exceeded expectations, hauling 17 passenger cars over Sherman Hill — a job that had previously required double-headed Mikados. Over the next several years, the UP took delivery of forty 7000-class coal-burning and oil-burning 4-8-2s, as well as twenty 7850-class oil-burners for its Los Angeles and Salt Lake subsidiary. When the Depression put a damper on passenger bookings, surplus 7000s became standard power on the Omaha-Cheyenne route as well, displacing older Pacific types.

Like most steam engines, the 7000s and 7850s received improvements over the years. Larger tenders from 9000-class 4-12-2s were paired with some Mountains, while the main drivers on all sixty were replaced with Boxpok drivers in the late 1930s, after faster passenger schedules revealed a weakness in the original spoked drivers. Beginning in 1946, all 4-8-2s were repainted in the passenger service two-tone gray livery, which lasted until about 1952.

As the Mountains had replaced older power, so they too were eventually displaced by more powerful new engines, when the 800-class Northern's began to arrive in 1937. Some 4-8-2s were bumped to lesser routes while others were stored serviceable. World War II, however, granted the 7000s a reprieve, as they became valuable power for troop trains, helpers, extra sections, and even freight service. But when the war ended and diesels began to arrive en masse, the Mountains once again became surplus engines. The first of the group was retired in 1949. As assignments dwindled, some were demoted to freight and even mixed train runs. After more than three decades of service, the last Mountain left the UP roster in 1956.

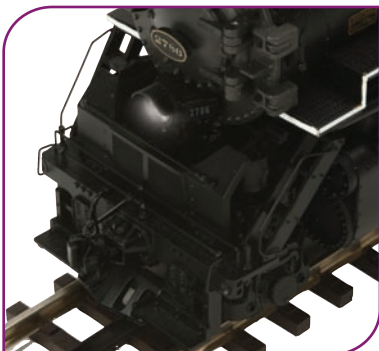
New for 2010, the Union Pacific 4-8-2 joins the Premier lineup. Like the prototype in its heyday, this engine is ready to handle your heaviest passenger assignments over the toughest route on your railroad — or meander along a country route with a mixed train or local freight, as the Mountains did in their golden years.

2-8-4 C&O K-4 Kanawha



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
- Wireless Drawbar
- Locomotive Speed Control In Scale MPH Increments
- Remote Controlled Proto-Coupler™
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Bell
- Metal Whistle
- Operating Class Lights
- Real Coal Load
- Lighted Cab Interior
- Synchronized Puffing ProtoSmoke™ System
- Operating Tender Back-up Light
- Proto-Sound 2.0 With The Digital Command System Featuring Quillable Whistle With Freight Yard Proto-Effects
- Unit Measures:
27 1/4" x 3 7/8" x 2 5/8"
- Operates On O-42 Curves





Southern Crescent - 2-8-4 K-4 Kanawha
20-3417-1 Hi-Rail Wheels \$1199.95



Southern - 2-8-4 K-4 Kanawha
20-3418-1 Hi-Rail Wheels \$1199.95



Chesapeake & Ohio - 2-8-4 K-4 Kanawha
20-3419-1 Hi-Rail Wheels \$1199.95

How do you say it?

An Indian name for West Virginia's largest inland waterway, Kanawha seems to have several "correct" pronunciations. "Kuh-NAW" appears to be the most common, but some say "Kuh-NAW-wa" and many local residents preserve a pronunciation from the colonial era: "Kuh-NAW-wee."

The Chesapeake & Ohio's mighty 2-8-4's belonged to one of steam's finest family trees. The first 2-8-4, Lima Locomotive Works A-1, inaugurated the superpower steam 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.

One of Black's initial designs was a high-powered Berkshire for the Erie that improved on Lima's original ideas. For the C&O, Black designed a superb 2-10-4 that was a direct descendant of the Erie Berk. But perhaps the crowning achievement of the Advisory Mechanical Committee was its "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."

The C&O Kanawha was a first cousin to the Nickel Plate Berk. Because it already owned a successful class of Mikados, the Chessie was late to the Berkshire party. But by 1943 wartime traffic forced the road to order new power. As the War Production Board required that new engines be built from existing designs, the C&O ordered near-copies of the Nickel Plate Berk. Externally, however, the Chessie's locos had a different look — sandbox ahead of the steam dome, low-mounted headlight, and oval number plate in the middle of the boiler front — and their own name: Kanawha, in honor of the river that paralleled Chessie tracks in West Virginia.

Affectionately known as "Big Mikes," the 60 class K-4 Kanawhas easily handled whatever the railroad threw at them: lumbering coal drags, high speed merchandise service, and heavy, fast passenger trains. They lasted to the end of steam and many were preserved, most notably #2716, which served the Southern Railway and later Norfolk Southern in steam excursion service until 1994.

For 2010 the Kanawha returns to the Premier lineup, upgraded with wireless drawbar, improved speaker, cab-to-tender deck plate, and scale-sized smokebox hinges (not shown in photo). Researched extensively from prototype photos and drawings, our model reproduces everything but the smell of the Kanawha, an engine that typified the best of modern C&O steam.



Chesapeake & Ohio - 2-8-4 K-4 Kanawha Specialty Freight Set
20-3420-1 Hi-Rail Wheels \$1299.95

Expand Your Set with 6-Car Hopper Sets

See Page 140

4-4-6-4 Pennsylvania Q2 Duplex



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
- Wireless Drawbar
- Locomotive Speed Control In Scale MPH Increments
- Remote Controlled Proto-Coupler™
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Bell
- Metal Whistle
- Real Coal Load
- Operating Marker Lights
- Lighted Cab Interior
- Synchronized Puffing ProtoSmoke™ System
- Operating Tender Back-up Light
- Proto-Sound 2.0 With The Digital Command System Featuring Quillable Whistle With Freight Yard Proto-Effects
- Unit Measures:
32" x 2 3/4" x 4 1/8"
- Operates On O-72 Curves





Pennsylvania - 4-4-6-4 Q2 Steam Engine

20-3413-1 w/Proto-Sound 2.0 \$1299.95

At the end of the 1930s, modern super power steam — which took the form of 4-8-4s and high-speed articulateds on many other Class 1 railroads — was nearly nonexistent on the Pennsy. Outside of its electrified divisions, the self-proclaimed "Standard Railroad of the World" was still moving tonnage with massive fleets of steam engines largely designed in the World War I era. As a waning Depression and looming war brought the prospect of greatly increased traffic, Baldwin Locomotive Company approached the Pennsy with a design it claimed was far superior to conventional 4-8-4s.

In Baldwin's "duplex" design, an engine's eight or ten drivers were split into two groups, each powered by its own pair of cylinders. Unlike an articulated, all drivers on a duplex were mounted on a single rigid frame. With shorter side rods and thus lighter moving parts, a duplex was supposed to be easier on the track, have lower maintenance costs, and be more stable at high speeds than a conventional locomotive. In the end, however, most production duplexes would deliver few, if any, of these benefits. Perhaps the Pennsy's greatest mistake was ignoring

the practice that had made its existing fleet so successful and long lasting: exhaustive testing of each new design before committing to mass production. Four duplexes of three different types were tested only briefly in the early 1940s before orders were placed for 50 class T1 passenger engines and 26 class Q2 high-speed freighters. In actual service, the 4-4-4-4 T1s proved prone to slipping at startup and at speed, with one or both sets of drivers unpredictably losing their footing and then suddenly regaining adhesion. Needless to say, this resulted in a less-than-acceptable ride for passengers on the premier Pennsy expresses the T1 was designed to pull.

With smaller drivers and more weight on each driver, the 4-4-6-4 Q2 freight engine was the least prone to slippage of all the duplexes, and in fact might have become a successful design — but for the onslaught of the diesel. Aware of the slippage problems with duplexes, the Q2's designers incorporated a wheel slip controller that automatically cut off steam to a set of drivers that was beginning to slip. On the Pennsy's stationary test plant in Altoona, a Q2 recorded an

astounding 7,987 hp, the highest reading ever. Out on the road, crews generally liked the big engines, despite their huge appetite for water. But in the shops and on the balance sheet, unusually high maintenance costs and superior diesels were the Q2s' undoing, and in 1951 they were among the first classes of steamers to be retired.

The massive Q2 returns to the Premier lineup for 2010, upgraded with wireless drawbar and cab-to-tender deck plate. Our model replicates the prototype's tremendous pulling power but, thanks to M.T.H. engineering, it runs smoother and more dependably than the real engines ever did.

Did You Know?

The 26 class Q2 engines were built at the Pennsy's Altoona shops in 1944-45. They replaced a canceled order for 25 2-10-4 locomotives that had been placed with Lima in 1943, which would have been similar to the road's J1 class.



Pennsylvania - 4-4-6-4 Q2 Specialty Freight Set

20-3412-1 w/Proto-Sound 2.0 \$1399.95

4-8-8-4 Union Pacific Big Boy



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 Bell
- Metal Whistle
- Operating Marker Lights
- Lighted Cab Interior
- Illuminated Class Lights
- Illuminated Number Boards
- Real Coal Load
- Synchronized Puffing ProtoSmoke™ System
- Locomotive Speed Control In Scale MPH Increments
- Operating Tender Back-up Light
- Proto-Sound 2.0 With The Digital Command System Featuring Quillable Whistle With Freight Yard Proto-Effects
- Unit Measures:
35" x 2 7/8" x 4 1/8"
- Operates on O-72 Curves





Union Pacific - 4-8-8-4 Big Boy Steam Engine
20-3414-1 Proto-Sound 2.0 \$1399.95

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

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

Boy captured the imagination of railfans and the American public over the ensuing years, perhaps more than any other steam engine. In many ways it is the symbolic locomotive of the American West, as big and powerful as the country it sped through.

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

This enduring symbol of American railroading returns to the Premier line for 2010, complete with industry-leading speed control, synchronized puffing smoke timed to driver revolutions, and the range of accurate sounds that characterize all M.T.H. locomotives. Our model features four traction tires for pulling power and speed that rival the original Big Boy — as well as authentic articulated chuffing sounds with the two engines drifting in and out of sync.

Our 2010 Big Boy Specialty Sets include your choice of a passenger or freight consist and a Big Boy programmed with passenger station or freight yard Proto-Effects™. Each set is limited in quantity and is offered for the extraordinary price of only \$100 more than the engine alone.



Union Pacific - 4-8-8-4 Big Boy Specialty Freight Set
20-3415-1 \$1499.95



Union Pacific - 4-8-8-4 Big Boy Specialty Passenger Set
20-3416-1 \$1499.95

Bavarian Class S 3/6 Express Locomotive



Although photos depict the "High Stepper" version of the S 3/6, actual models will be the original version with Windschneide ("wind cutter") cab. Note also that paint and lettering schemes shown are subject to changes for additional accuracy; check on www.mthtrains.com/europe for updated information.

Features

- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlights
- Die-Cast Truck Sides
- Remote Controlled Proto-Coupler™; A Scale European-Style Coupler is Also Supplied
- Sprung Buffers
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails
- Metal Whistle
- Lighted Cab Interior
- Synchronized Puffing ProtoSmoke™ System
- Operating Tender Back-up Lights
- Locomotive Speed Control In Scale MPH Increments
- 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
- 1:45 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station Proto-Effects™
- Built-in DCC Receiver
- Unit Measures:
 - 20 7/8" x 2 3/4" x 4 1/4" (530mm x 71mm x 107mm)
- Minimum curve:
 - 0-54 with hi-rail wheels
 - 54" radius with scale wheels



Did You Know?

As reparations after World War I, three S 3/6 steamers went to Belgium and 16 were given to France.



KBayStsB - Bavarian S 3/6 Express Steam Locomotive (Era I; Blue with Black Wheels)

20-3398-1 Hi-Rail Wheels \$1195.95
 20-3398-2 Scale Wheels \$1195.95



KBayStsB - Bavarian S 3/6 Express Steam Locomotive (Era I; Green with Red Wheels)

20-3399-1 Hi-Rail Wheels \$1195.95
 20-3399-2 Scale Wheels \$1195.95



KBayStsB - Bavarian S 3/6 Express Steam Locomotive (Era I; Green with Black Wheels)

20-3400-1 Hi-Rail Wheels \$1195.95
 20-3400-2 Scale Wheels \$1195.95



DR - Deutsche Reichsbahn Class 18.4 Steam Locomotive (Era II; Black with Red Wheels)

20-3401-1 Hi-Rail Wheels \$1195.95
 20-3401-2 Scale Wheels \$1195.95



Deutsche Reichsbahn - 5-Car Rheingold Standard Passenger Set

20-60017 Hi-Rail Wheels \$549.95
 20-60018 Scale Wheels \$549.95

Although Germany became a nation in 1871, it would be another 50 years before the 11 provincial railroads were nationalized into the German Imperial Railway Company (DRG). In the meantime, each road continued to develop its own locomotive designs. Among the best was the Class S 3/6 of the Royal Bavarian State Railways (*K. Bay. Sts. B.*)

Regarded by European enthusiasts as one of the most beautiful and successful of all steam locomotives, the Class S 3/6 ("S" for *schnellzuglok*, indicating an express passenger engine, and 3/6 to indicate 3 powered axles, 6 axles total) was built by A G Maffei beginning in 1908 and showcased the styling talent of that firm's chief designer, Heinrich Leppla. The tapered *Windschneide* ("wind cutter") cab and conical smokebox front of the S 3/6 were complemented by a handsome holly green, black, and yellow paint scheme. Two inboard high pressure cylinders and two outboard low pressure cylinders drove the center axle. Seventy-four-inch drivers were fitted to conquer Bavaria's mountainous terrain, although a small group of engines was also built with 79" drivers for flatter routes and acquired the nickname "High Steppers."

After nationalization in 1920, the engines were painted in the black and red Deutsche Reichsbahn (DR) scheme and became classes 18.4 and 18.5. Although the DR was developing new standard engines of its own, the S 3/6 was deemed so good that the DR continued to order new engines of this 1908 design through 1931, but without the *Windschneide* cab. The relatively light axle loading of the S 3/6, 18 tons, was a benefit, as the DR was behind schedule in upgrading main lines to its new 20-ton standard. So successful were the Bavarian Pacifics that they were chosen over more modern power to lead the glorious cream and blue *Rheingold Express* on part of its scenic route down the Rhine Valley, both before and after WWII. An S 3/6 could also be seen often on the point of the *Orient Express*.

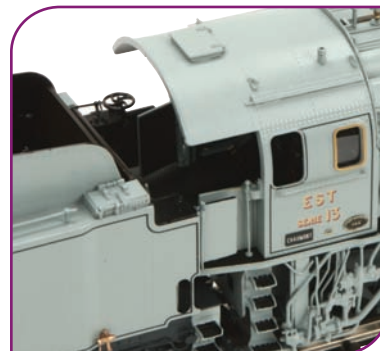
Even after World War II, the aging engines continued to be great performers. By the 1960s, however, all 159 members of the class had been retired, with several preserved in museums or in operating condition. New for 2010, M.T.H. introduces this superbly detailed, smooth running model of one of Europe's favorite steam engines. (Note that, while these photos depict the "High Stepper" version of the S 3/6, our actual models will be the original version with the tapered *Windschneide* cab and smaller drivers.)

EST Era II Class 241A Steam Engine



Features

- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlights
- Die-Cast Truck Sides
- Remote Controlled Proto-Coupler™; A Scale European-Style Coupler is Also Supplied
- Sprung Buffers
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails
- Metal Whistle
- Lighted Cab Interior
- Synchronized Puffing ProtoSmoke™ System
- Operating Tender Back-up Light
- Locomotive Speed Control In Scale MPH Increments
- 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
- 1:45 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station Proto-Effects™
- Built-in DCC Receiver
- Unit Measures:
24 5/16" x 2 9/16" x 3 15/16"
- Hi-Rail Wheels Operate On O-54 Curves
- Scale Wheels Operate On 54" Radius Curves





NEW TOOLING! EST - Era II Class 241A Steam Engine (Gray)

20-3402-1	Hi-Rail Wheels	\$1195.95
20-3402-2	Scale Wheels	\$1195.95



NEW TOOLING! EST - Era II Class 241A Steam Engine (1936 Black)

20-3403-1	Hi-Rail Wheels	\$1195.95
20-3403-2	Scale Wheels	\$1195.95



NEW TOOLING! SNCF - Era III Class 241A Steam Engine (Post-War Green/Black)

20-3404-1	Hi-Rail Wheels	\$1195.95
20-3404-2	Scale Wheels	\$1195.95



NEW TOOLING! EST - Era II Class 241A Steam Engine (1932 Green/Black)

20-3405-1	Hi-Rail Wheels	\$1195.95
20-3405-2	Scale Wheels	\$1195.95



NEW TOOLING! SNCF - Era II Class 241A Steam Engine (Restored 241A65)

20-3406-1	Hi-Rail Wheels	\$1195.95
20-3406-2	Scale Wheels	\$1195.95



NEW TOOLING! SNCF - Era III Class 241A Steam Engine (Red Stripes)

20-3425-1	Hi-Rail Wheels	\$1195.95
20-3425-2	Scale Wheels	\$1195.95

The 4-8-2 wheel arrangement — 241 in French parlance, which counts axles rather than wheels — represented the largest regular-production passenger locomotives ever to serve in France. The first of the type were 41 engines of class 241A, built starting in 1925 for the Chemins de Fer de l'Est (Eastern Railway), which ran due east from Paris to cities such as Nancy and Strasbourg.

Like most French express engines, the 241A was a de Glehn compound, a design that would seem frighteningly complex to engineers or shop crews anywhere outside of France. To make more efficient use of steam, a compound engine uses steam twice. Boiler steam is fed to high-pressure cylinders and then exhausted into one or two larger, low-pressure cylinders to work again before going up the stack. Following in the footsteps of Swiss engineer Anatole Mallet, one of the earliest advocates of compounding, Alfred de Glehn and Gaston du Bousquet at the end of the nineteenth century designed a four-cylinder compound system, with high-pressure cylinders outside the frames, low-pressure cylinders inside the frames, and a dual throttle system that allowed the *chauffeur* to get the absolute most out of his machine.

In the 241A, an additional task was controlling the six-jet blast-pipe in the smokebox, which varied the firebox draft. In most countries, shop crews would have declared the de Glehn system a maintenance nightmare and engineers would have found it horribly complicated. But French shop crews appeared to thrive on its complexity. And French *chauffeurs*, trained as *mécaniciens* (engine mechanics) rather than firemen as in other countries, prided themselves on the throttle artistry needed to achieve the wonderful performance that a de Glehn compound could deliver.

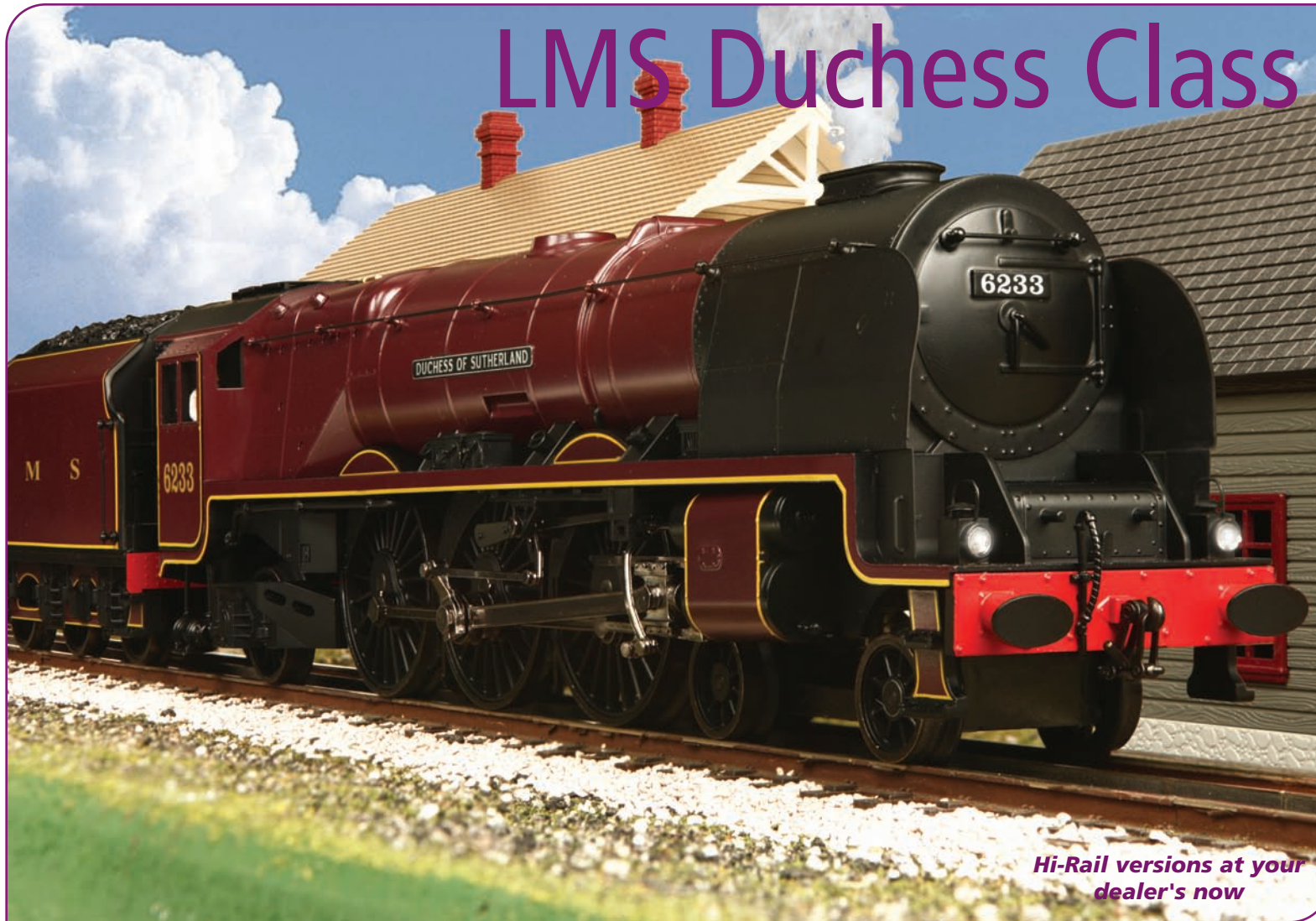
The original 241As worked well enough that 49 more were ordered for the Chemins de Fer de l'État (State Railways). A series of trials in 1933, however, showed the 241A was inferior to the smaller, famous Pacifics of the Paris-Orleans Railway, as rebuilt by André Chapelon, "the genius of French steam." As a result, the 241As — like several other classes of French steamers — were rebuilt along Chapelon lines, resulting in a 40% increase in horsepower with a 15% decrease in coal consumption. The rebuilt engines served the Est, Etat, and later the nationalized French railways (SNCF) into the 1960s. At least two are preserved: the prototype, No. 241A1, in the Cité du Train in Mulhouse, France, and 241A65, the largest hand-fired, operating steam engine in Europe (which barnstormed across Switzerland this past summer, doubleheading with postwar French steamer 241P17). M.T.H. introduces our superdetailed model of this premier French steamer — complete with French passenger station announcements and crew talk, and authentic French whistle — as it appeared in Era II after Chapelon had worked his magic, and as restored 241A65 appears today in excursion service.



NEW TOOLING! ETAT - Era II Class 241A Steam Engine (Yellow Stripes)

20-3426-1	Hi-Rail Wheels	\$1195.95
20-3426-2	Scale Wheels	\$1195.95

LMS Duchess Class



*Hi-Rail versions at your
dealer's now*

Features

- Die-Cast Boiler and Tender Body
- 1:43.5 Scale Proportions
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlights
- Die-Cast Truck Sides
- Precision Flywheel-Equipped Motor
- Remote Controlled Proto-Coupler™ ; A Scale European-Style Coupler and Ace Trains-Compatible Coupler Are Also Supplied
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails
- Metal Whistle
- Lighted Cab Interior
- Locomotive Speed Control in Scale MPH Increments
- 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 Proto-Effects™
- Unit Measures:
23 7/16" x 2 11/16" x 4 5/16"
- Hi-Rail Wheels Operate On O-54 Curves
- Scale Wheels Operate On 42" Radius Curves



Did You Know?

The Railways Act of 1921 mandated the merger of Britain's myriad railways into four companies in 1923: the London, Midland & Scottish Railway (LMS), the London & North Eastern Railway (LNER), the Great Western Railway (GWR), and the Southern Railway (SR). In 1948, these four companies were nationalized to form British Railways.



British Railways - Duchess Class Duchess of Buccleuch Steam Engine

- 20-3367-1 Hi-Rail Wheels \$1199.95
- 20-3367-2 Scale Wheels \$1199.95



London, Midland and Scottish Railway - Duchess Class Duchess of Sutherland Steam Engine

- 20-3368-1 Hi-Rail Wheels \$1199.95
- 20-3368-2 Scale Wheels \$1199.95



London, Midland & Scottish Railway - 4-Car LMS Standard Passenger Set

- 20-60005 \$429.95

In the years before World War II, Londoners had at least two ways to get to Scotland in style. From Kings Cross, one could speed up the East Coast main to Edinburgh on the LNER's *Flying Scotsman*, behind one of Nigel Gresley's handsome Pacifics — perhaps a streamlined A4 or maybe an older, apple-green A3. Or one could depart instead from Euston station on the LMS and fly northward to Glasgow on the *Coronation Scot* or the *Royal Scot* behind the most powerful steam locomotives in the land, William Stanier's Duchess Class (also known as Princess Coronation Class) 4-6-2's.

Relive the glory days of LMS and British Rail express passenger service with our superbly detailed Duchess Class Pacific, complete with synchronized puffing smoke with a prototypical chuff rate, passenger station arrival and departure announcements, and pulling power to match the prototype.

Learn more about it: Search on the item number for this model on the M.T.H. Web site for links to additional information on this locomotive and prototype British railroading.



London, Midland & Scottish Railway - LMS Standard Passenger Car

- 20-60007 \$109.95



British Railways - Duchess Class Duchess of Abercorn Steam Engine

- 20-3369-1 Hi-Rail Wheels \$1199.95
- 20-3369-2 Scale Wheels \$1199.95

British Railways (Maroon) - 4-Car LMS Standard Passenger Set (not shown)

- 20-60011 \$429.95

British Railways (Maroon) - LMS Standard Passenger Car (not shown)

- 20-60013 \$109.95



British Railways - Duchess Class Duchess of Atholl Steam Engine

- 20-3371-1 Hi-Rail Wheels \$1199.95
- 20-3371-2 Scale Wheels \$1199.95

British Railways (Crimson & Cream) - 4-Car LMS Standard Passenger Set (not shown)

- 20-60008 \$429.95

British Railways (Crimson & Cream) - LMS Standard Passenger Car (not shown)

- 20-60010 \$109.95



London, Midland and Scottish Railway - Duchess Class Duchess of Montrose Steam Engine

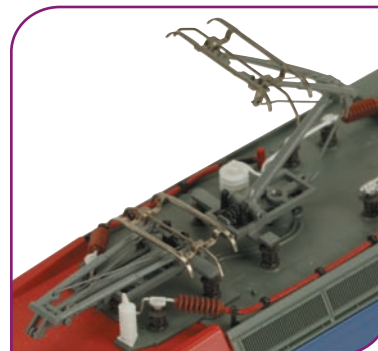
- 20-3370-1 Hi-Rail Wheels \$1199.95
- 20-3370-2 Scale Wheels \$1199.95

TRAXX F140 AC Electric 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™
- (2) Uninstalled Scale European-Style Couplers
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Horn
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- (2) Remotely Controlled, Directionally Activated Operating Pantographs
- Lighted Cab Interior
- (2) Engineer Cab Figures
- Metal Body Side Grilles
- 1:45 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Built-in DCC Receiver
- Unit Measures:
 - 16 3/16" x 2 1/2" x 4 5/16"
- Minimum curve:
 - 0-42" with hi-rail wheels
 - 42" radius with scale wheels





SBB Cargo Switzerland - TRAXX F140 AC Electric Engine

20-5632-1	Hi-Rail Wheels	\$449.95
20-5632-2	Scale Wheels	\$499.95
20-5632-3	Non-Powered	\$219.95



Veolia Transport Germany - TRAXX F140 AC Electric Engine

20-5633-1	Hi-Rail Wheels	\$449.95
20-5633-2	Scale Wheels	\$499.95



DEMO - TRAXX F140 AC Electric Engine

20-2937-1	Hi-Rail Wheels	\$449.95
20-2937-2	Scale Wheels	\$499.95



Railion European - TRAXX F140 AC Electric Engine

20-5634-1	Hi-Rail Wheels	\$449.95
20-5634-2	Scale Wheels	\$499.95
20-5634-3	Non-Powered	\$219.95

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

With locomotive and car manufacturing facilities on four continents, Bombardier has emerged as a leader in the manufacture of equipment for these multinational rail carriers. Starting with electric locomotive technology developed by German firm Adtranz, which Bombardier acquired in 2001, Bombardier developed the TRAXX family of electric and diesel locomotives for service across Europe. The name is an acronym for **T**ransnational **R**ailway **A**pplications with **eX**treme fle**X**ibility. TRAXX electrics feature modular construction and can be configured to run on multiple voltages and both AC and DC. Leading purchasers have included freight carriers with multinational networks, including Cargo, the freight division of the Swiss Federal Railways that runs through Germany, Switzerland, and Italy, and Railion, which spans Denmark, the Netherlands, Germany, Switzerland, and Italy.

The TRAXX electric offers a near-perfect combination of speed, safety, and practicality. Its streamlined shape is designed for aerodynamics but also for economical construction, being composed almost entirely of flat surfaces. The ends are raked at an angle that slices through the air — but a steeper, more streamlined angle was avoided in order to minimize air turbulence between the engine and the following car. The controls, of course, are fully computerized with myriad safety systems. With up to 800 horsepower being delivered to each of its eight wheels, wheelslip control on the TRAXX was mandatory. Another system automatically ensures adherence to speed restrictions and trackside signals.

But the most practical feature of the TRAXX electric has nothing to do with speed or safety. It turns out the engine's smooth, flat sides make a perfect rolling billboard, either for publicizing the owner or selling ad space for additional revenue. The most complex images can be printed on a heavy plastic foil and applied neatly to the engine, and changed easily when necessary. Passenger engines based on the same platform have carried graphics publicizing rock musicals, vacation destinations, and even UNICEF.

Like the Swedish electric that spawned the Amtrak AEM-7, the TRAXX electric also has an American incarnation. New Jersey Transit operates a fleet of 29 German-built Bombardier ALP-46 electrics that were derived from the same Adtranz technology as the TRAXX platform and delivered in 2001-2002. The original ALP-46's were so successful that NJT has ordered an additional 36 ALP-46A engines that are currently being delivered, to pull its new fleet of Multilevel cars.



Wascosa - 6-Car European Modern Kesselwagen (Tank Car) Set

- 20-90918 Hi-Rail Wheels \$439.95
- 20-90922 Scale Wheels \$439.95



GATX - 6-Car European Modern Kesselwagen (Tank Car) Set

- 20-90917 Hi-Rail Wheels \$439.95
- 20-90921 Scale Wheels \$439.95



Wascosa OMV - 6-Car European Modern Kesselwagen (Tank Car) Set

- 20-90919 Hi-Rail Wheels \$439.95
- 20-90923 Scale Wheels \$439.95



BP - 6-Car European Modern Kesselwagen (Tank Car) Set

- 20-90916 Hi-Rail Wheels \$439.95
- 20-90920 Scale Wheels \$439.95





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

- 20-90925 Hi-Rail Wheels \$439.95
- 20-90929 Scale Wheels \$439.95



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

- 20-90926 Hi-Rail Wheels \$439.95
- 20-90930 Scale Wheels \$439.95



SBB-CFF - 6-Car European Modern Offener Guterwagen (Gondola Car) Set

- 20-90927 Hi-Rail Wheels \$439.95
- 20-90931 Scale Wheels \$439.95



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

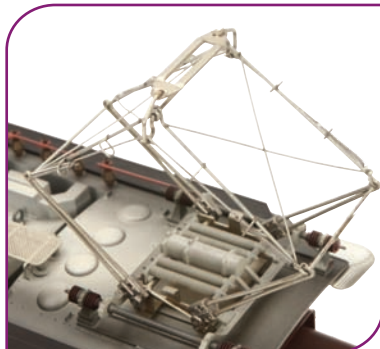
- 20-90924 Hi-Rail Wheels \$439.95
- 20-90928 Scale Wheels \$439.95

Swiss Crocodile Electric Engine



Features

- Directionally Controlled Headlights
- Metal Wheels, Axles and Gears
- Die-Cast Trucks and Pilots
- (2) Remotely Controlled Proto-Couplers™
- (2) Uninstalled Scale European-Style Couplers
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Horn
- Locomotive Speed Control In Scale MPH Increments
- Lighted Cab Interiors
- Metal Body Side Grilles
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Remotely Controlled, Directionally Activated Operating Pantographs
- Intricately Detailed Die-Cast Body
- (2) Precision Flywheel-Equipped Motors
- (2) Engineer Cab Figures
- 1:45 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Built-in DCC Receiver
- Unit Measures:
 - 17 9/16" x 2 1/2" x 3 3/4"
- Minimum Curve:
 - O-42 with Hi-Rail Wheels
 - 42" Radius with Scale Wheels



Did You Know?

The Gotthard Base Tunnel, currently under construction, will bore through the Alps at nearly ground level, almost 2000 feet below the existing Gotthard Tunnel. The new high-speed route will feature the world's longest tunnel (35.4 miles) when it opens around 2018.



Brown - Crocodile Electric Engine

20-5637-1	Hi-Rail Wheels	\$899.95
20-5637-2	Scale Wheels	\$899.95



Dark Green - Crocodile Electric Engine

20-5638-1	Hi-Rail Wheels	\$899.95
20-5638-2	Scale Wheels	\$899.95

In a country famous for mountain railroading, the Gotthard route is the greatest challenge, the one by which the Swiss Federal Railways measures its locomotives. Constructed at a cost of more than 200 lives, the Gotthard line snakes its way around spiral tunnels, across more than a thousand bridges and open passages, and through narrow mountain valleys, culminating in a 2.6% climb to the 9-mile-long Goddard Tunnel — the longest in the world when it was opened in 1882. The Gotthard was the stomping ground for the 2-10-0 “Elephants,” the largest steam engines ever used in Switzerland. But when the decision was made to electrify the route, the Elephants were replaced by Crocodiles.

To conquer the Gotthard’s tight turns and steep grades, Swiss Locomotive and Machine Works (SLM) designed a freight locomotive in three articulated sections: a double-ended center section housing two engineer’s stations, twin pantographs, and the huge high voltage transformer; and two end sections, each with two electric motors powering a single jackshaft that transmitted

power to the 53” drivers, using steam-locomotive-type drive rods. The jackshaft drive was dictated by the motors available at the time, which were too large to be truck-mounted as in later designs. The nickname “crocodile” (krokodil in German) arose from the engine’s long articulated “snouts.”

In the 33 first-generation engines built in 1919–21, the powered jackshaft drove a main rod that was connected to both the first set of drivers and a second idler jackshaft. The 18 second-generation crocodiles, built in 1925–26, used a simpler arrangement with the powered jackshaft driving a main rod connected to the third set of drivers. In Swiss parlance, the two generations of engines were designated Ce 6/8II and Ce 6/8III (C for their speed range, maximum 40 mph (“A” being the fastest); e for electric; 6 indicating 6 driven axles; 8 signifying 8 axles total). Many were upgraded in the 1940s and ‘50s, raising their top speed to 47 mph and changing their class designation to Be 6/8. All crocodiles were delivered in brown paint, but many were later repaint-

ed green. Initial practice was to run with both pantographs raised, but some engines were later refitted with improved pans that allowed single-pantograph operation. The hugely successful Crocodiles ruled the Gotthard route into the 1950s, when they were displaced by newer power. Many worked into the 1970s on less strenuous routes and switching, and several have been preserved.

For American modelers, the Crocodile is perhaps the single most recognizable European locomotive, having been imported as a Märklin model in several scales since the 1930s. Like the Lionel Santa Fe F3, the Märklin HO Crocodile was a top of the line model that many boys of the 1950s and ‘60s dreamed of, but few actually owned. If you were one of those boys (or even if you weren’t), this new Premier model offers the chance to own the most detailed, smoothest running O gauge model of this iconic mountain goat ever made, available in the original dual-jackshaft version.

Feldschloesschen - 6-Car European Bierwagen (Reefer Car) Set

- 20-90903 Hi-Rail Wheels \$389.95
- 20-90907 Scale Wheels \$389.95



Biere Beauregard - 6-Car European Bierwagen (Reefer Car) Set

- 20-90900 Hi-Rail Wheels \$389.95
- 20-90904 Scale Wheels \$389.95



Brauerei Loewengarten - 6-Car European Bierwagen (Reefer Car) Set

- 20-90902 Hi-Rail Wheels \$389.95
- 20-90906 Scale Wheels \$389.95



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

- 20-90901 Hi-Rail Wheels \$389.95
- 20-90905 Scale Wheels \$389.95





Sihital Zurich Uetliberg Bahn - 6-Car European Gedeckter Guterwagen (Box Car) Set

- 20-90909 Hi-Rail Wheels \$389.95
- 20-90913 Scale Wheels \$389.95



SBB-CFF - 6-Car European Gedeckter Guterwagen (Box Car) Set

- 20-90910 Hi-Rail Wheels \$389.95
- 20-90914 Scale Wheels \$389.95



SBB-CFF - 6-Car European Gedeckter Guterwagen (Box Car) Set

- 20-90911 Hi-Rail Wheels \$389.95
- 20-90915 Scale Wheels \$389.95



SBB-CFF - 6-Car European Gedeckter Guterwagen (Box Car) Set

- 20-90912 Hi-Rail Wheels \$389.95
- 20-99016 Scale Wheels \$389.95

European Box Cars



SBB-CFF - European Gedeckter Guterwagen (Box Car)

20-99010 Hi-Rail Wheels \$69.95
 20-99014 Scale Wheels \$69.95



SBB-CFF - European Gedeckter Guterwagen (Box Car)

20-99009 Hi-Rail Wheels \$69.95
 20-99013 Scale Wheels \$69.95



SBB-CFF - European Gedeckter Guterwagen (Box Car)

20-99012 Hi-Rail Wheels \$69.95
 20-99016 Scale Wheels \$69.95



Sihl Zurich Uetliberg Bahn - European Gedeckter Guterwagen (Box Car)

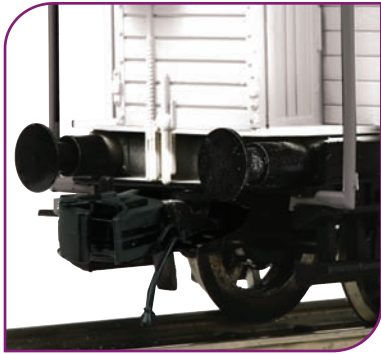
20-99011 Hi-Rail Wheels \$69.95
 20-99015 Scale Wheels \$69.95

Features

- 1:45 Scale Dimensions
- Operates On O-31 Curves



European Reefers



Brasserie du Cardinal - European Bierwagen (Reefer)

20-99002	Hi-Rail Wheels	\$69.95
20-99006	Scale Wheels	\$69.95

Features

- 1:45 Scale Dimensions
- Operates On O-31 Curves



Brauerei Loewengarten - European Bierwagen (Reefer)

20-99003	Hi-Rail Wheels	\$69.95
20-99007	Scale Wheels	\$69.95



Feldschloesschen - European Bierwagen (Reefer)

20-99004	Hi-Rail Wheels	\$69.95
20-99008	Scale Wheels	\$69.95



Biere Beauregard - European Bierwagen (Reefer)

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

European Gondolas



Niederlandischen Eisenbahnen - European Modern Offener Guterwagen (Gondola Car)

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



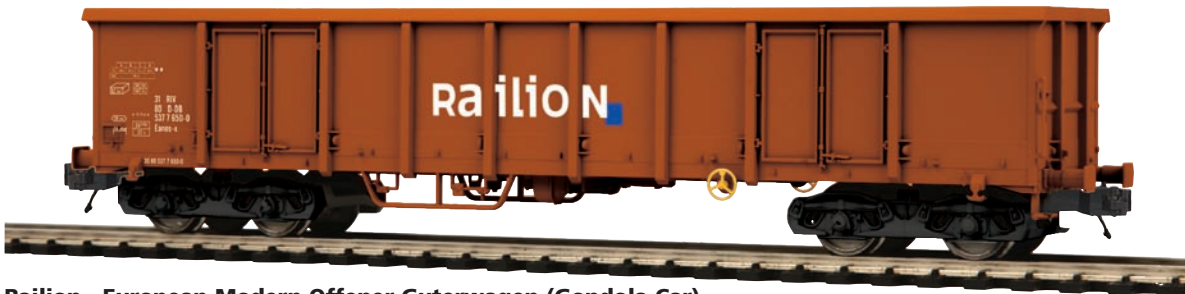
DB Cargo - European Modern Offener Guterwagen (Gondola Car)

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



SBB-CFF - European Modern Offener Guterwagen (Gondola Car)

20-99028	Hi-Rail Wheels	\$79.95
20-99032	Scale Wheels	\$79.95



Railion - European Modern Offener Guterwagen (Gondola Car)

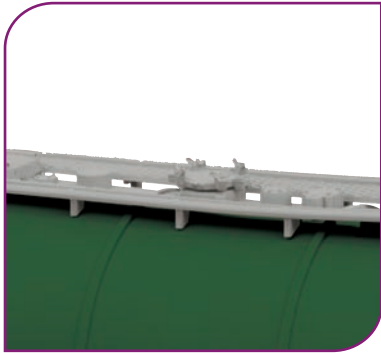
20-99027	Hi-Rail Wheels	\$79.95
20-99031	Scale Wheels	\$79.95

Features

- 1:45 Scale Dimensions
- Operates On O-42 Curves



European Tank Cars



Wascosa OMV - European Modern Kesselwagen (Tank Car)

20-99020	Hi-Rail Wheels	\$79.95
20-99024	Scale Wheels	\$79.95



GATX - European Modern Kesselwagen (Tank Car)

20-99018	Hi-Rail Wheels	\$79.95
20-99022	Scale Wheels	\$79.95



BP - European Modern Kesselwagen (Tank Car)

20-99017	Hi-Rail Wheels	\$79.95
20-99021	Scale Wheels	\$79.95



Wascosa - European Modern Kesselwagen (Tank Car)

20-99019	Hi-Rail Wheels	\$79.95
20-99023	Scale Wheels	\$79.95

Features

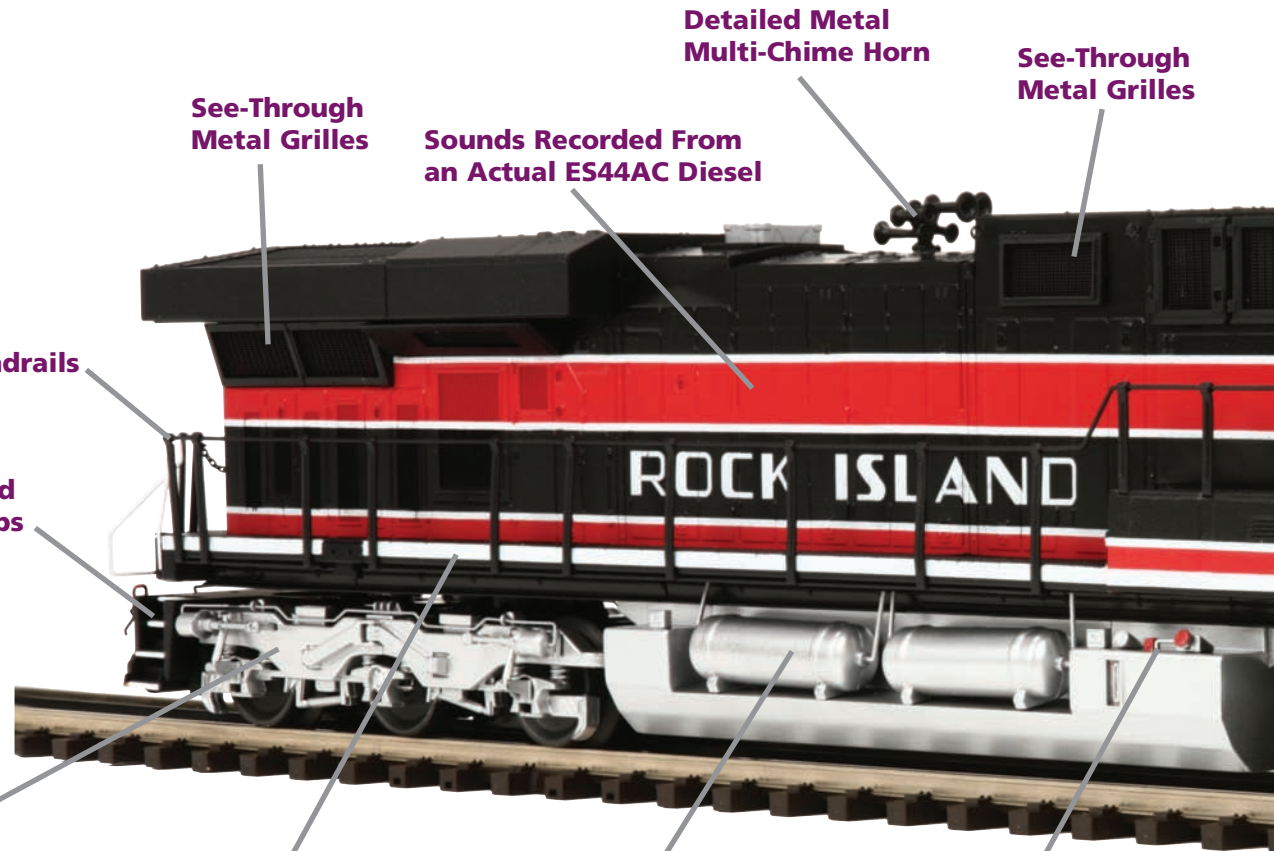
- 1:45 Scale Dimensions
- Operates On O-42 Curves

Anatomy of a Premier Diesel

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 General Electric ES44AC shown here in a Rock Island paint scheme, are as detailed as we can reasonably make them, and feature a large number of added-on details. Premier engines also offer more elaborate lighting effects than RailKing models.

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

*European models are scaled 1:43 or 1:45 depending on prototype



Single-unit powered Premier diesels offered in three road numbers*



Brake Cylinders and Air Brake Lines

Operates on 2- or 3-Rail Track, AC or DC Power

MU Cables (behind plow)

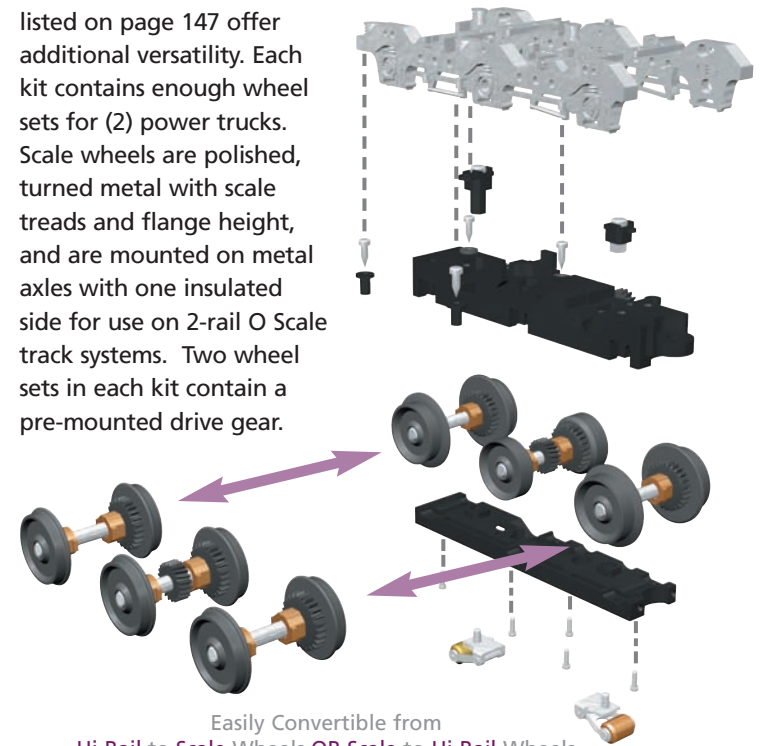
Remotely Activated Proto-Coupler™

PROTO-SCALE™ 3-2 Proto-Scale 3-2™

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

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

The conversion wheel kits listed on page 147 offer additional versatility. Each kit contains enough wheel sets for (2) power trucks. Scale wheels are polished, turned metal with scale treads and flange height, and are mounted on metal axles with one insulated side for use on 2-rail O Scale track systems. Two wheel sets in each kit contain a pre-mounted drive gear.



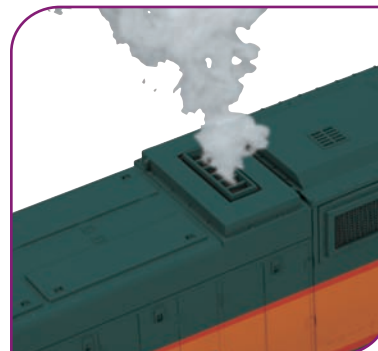
*Where Prototypical

EMD SD60M Diesel

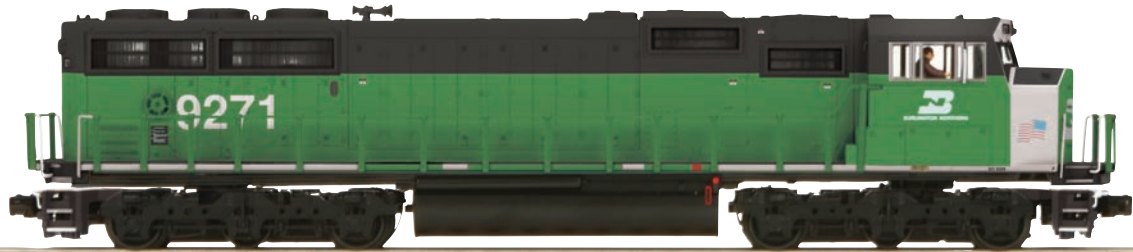


Features

- (2) Remotely Controlled Proto-Couplers™
- Metal Chassis
- (2) Precision Flywheel-Equipped Motors
- Intricately Detailed ABS Body
- Spinning Roof Fans
- Metal Body Side Grilles
- Operating Smoke Unit
- Die-Cast Truck Sides
- Colorful Paint Scheme
- Metal Wheels, Axles and Gears
- Metal Handrails and Horn
- Lighted Cab Interior
- Illuminated Number Boards
- Operating Ditch Lights
- Locomotive Speed Control In Scale MPH Increments
- (2) Cab Figures
- Proto-Sound 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures:
 - 18 3/8 x 2 1/2 x 3 15/16
- Operates On O-42 Curves



Each Roadname is Available in Three Road Numbers!



Burlington Northern - SD60M Diesel Engine

20-20082-1 Proto-Sound 2.0 \$429.95
 20-20082-3 Non-Powered \$199.95



Norfolk Southern - SD60M Diesel Engine

20-20084-1 Proto-Sound 2.0 \$429.95
 20-20084-3 Non-Powered \$199.95



CSX - SD60M Diesel Engine

20-20083-1 Proto-Sound 2.0 \$429.95
 20-20083-3 Non-Powered \$199.95



BNSF - SD60M Diesel Engine

20-20081-1 Proto-Sound 2.0 \$429.95
 20-20081-3 Non-Powered \$199.95

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 16-cylinder model 710 prime mover rated at 3800 horsepower. In January 1989, the Union Pacific Railroad accepted the initial order of SD60M's, featuring GM's version of the North American Safety Cab. The wide-nosed cab was relatively new to American rails but had been popular for some years with Canadian crews, who found it particularly cozy in the winter.

Priced at \$1.25 million in 1984, the EMD SD60 roared onto the scene with its "Super Series" adhesion control and an engine that generated up to 120,000 pounds of tractive effort. Derived from the popular SD45 series, the SD60, like its SD50 sibling, added dynamic brakes in a new location — just behind the cab. This unique location for the brakes gave engine spotters an identifying mark to distinguish SD50/60s from other SD engines. The only way to distinguish a 50 from a 60, however, was to count doors. The SD60 had eight compared to the six found on the SD50. The Safety Cab underwent several changes in appearance over the years, with the transition from a three-piece windshield to a two-piece model one of the most obvious. Other upgrades included the addition of front number boards above the windshield and window glass in the nose-mounted cab access door.

The SD60M returns to the MTH lineup in 2010 in four paint schemes, each loaded with the added-on details and operating features that make M.T.H. Premier Line diesels a terrific value.

Did You Know?

EMD's SD50 diesel, introduced in 1980, had engine problems that led to the introduction of the SD60 just four years later. The 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 diesel.

Alco RS-11 Road Switcher



Features

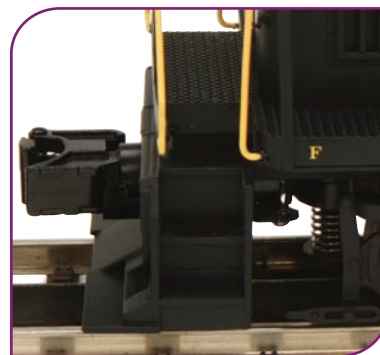
- Intricately Detailed ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Horn
- (2) Cab Figures
- Directionally Controlled Headlights
- Metal Wheels, Axles and Gears
- (2) Remotely Controlled Proto-Couplers™
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- 1:48 Scale Proportions
- Operating Smoke Unit
- Proto-Sound 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures:
14 7/8" x 2 1/2" x 4 1/16"
- Operates On O-31 Curves

POWERED UNITS AVAILABLE IN THREE ROAD NUMBERS*

*Where Prototypical

Did You Know?

Experienced engineers loved the road switcher cab because, unlike the new streamliners, it felt like home to them. The crew in a Geep or RS-11 running long hood forward sat near the back of the engine, looking out over the power plant with a lot of machinery between them and any potential collision — just like a steam engine. Even running short hood forward, the engineer's view was out past the engine's nose, similar to a steamer.





Erie Mining Company - RS-11 High Hood Diesel Engine

- 20-20094-1 Proto-Sound 2.0 \$399.95
- 20-20094-3 Non-Powered B-Unit \$199.95

NEW TOOLING!



Maine Central - RS-11 High Hood Diesel Engine

- 20-20095-1 Proto-Sound 2.0 \$399.95
- 20-20095-3 Non-Powered B-Unit \$199.95

NEW TOOLING!



Norfolk & Western - RS-11 High Hood Diesel Engine

- 20-20096-1 Proto-Sound 2.0 \$399.95
- 20-20096-3 Non-Powered B-Unit \$199.95

NEW TOOLING!



Southern Pacific - RS-11 High Hood Diesel Engine

- 20-20097-1 Proto-Sound 2.0 \$399.95
- 20-20097-3 Non-Powered B-Unit \$199.95

NEW TOOLING!

The RS-11 was Alco's answer to the hugely popular Electro-Motive Geep. Alco had, after all, invented the road switcher: a multipurpose engine with great visibility fore and aft, capable of anything from slow-speed switching to full-throttle mainline hauling. And in the late 1940s and early '50s, Alco's pioneering RS-1 and RS-3 had sold well. But Alco's 1600 hp model 244 motor had acquired a reputation for unreliability, and the Electro-Motive GP7 and GP9, copying the road switcher concept, became the runaway best-sellers of first-generation diesels.

One wonders today if Alco's problem was really its motor or EMD's commanding sales lead. Back in World War II, EMD had been the only company permitted to manufacture road diesels, and shop crews nationwide had learned to service the EMD 567 prime mover. Perhaps a lack of familiarity led to lesser-quality maintenance of Alco motors; as evidence, Alco fans today point to the New Haven, an all-Alco railroad that got great service from its Alco fleet while others complained.

In any case, the RS-11 addressed the reliability issue with a new Model 251 V-12 motor, offering 50 more horsepower than the contemporary GP9. At least a dozen Class 1 railroads in the U.S., Canada, and Mexico bought the new engine after it was introduced in 1956. Some used it in passenger service with an optional train heat boiler. Later a low-nose version with better forward visibility was offered. But while the RS-11 was a good locomotive, the race had already been lost. Sales numbered in the hundreds while Geeps sold by the thousands. Some RS-11 orders were simply fallout from EMD's success — when they couldn't make Geeps fast enough, Alco got the overflow orders. While Alco soldiered on for another decade, introducing its Century series of locomotives, the RS-11 turned out to be the last Alco diesel that sold in significant numbers.

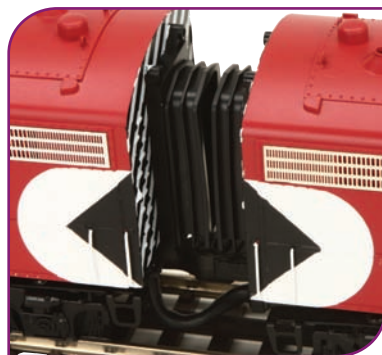
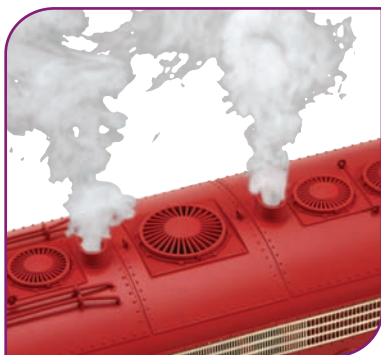
The RS-11 debuts in the M.T.H. Premier lineup for 2010, offered for the first time in a Premier version with ProtoSmoke; vary the smoke "volume" adjustment to simulate a newer engine with minimal diesel exhaust or an older locomotive spewing out pollution. This RS-11 can offer stiff competition for the Geeps and F-units on your railroad — or, like the prototype, you can mix them together in lashups, thanks to Proto-Sound 2.0 technology. Our RS-11 features the distinctive notched-nose look of its prototype, separately added grab irons and windshield wipers, illuminated number boards, etched metal safety tread on the frame walkways, legible builders plates, remote Proto-Couplers front and rear, the authentic chant of an Alco prime mover, four pickup rollers for stall-free running on virtually any track work, and Proto-Speed Control for tremendous pulling power at any speed from a crawl to full throttle.



EMD E8 A-B-A Diesel Set

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 Horn
- (2) Precision Flywheel-Equipped Motors In Each A Unit
- Locomotive Speed Control In Scale MPH Increments
- Lighted Cab Interiors
- Illuminated Number Boards
- Lighted Marker Lights
- (2) Engineer Cab Figures In Each A Unit
- Moveable Roof Fan Blades
- Metal Body Side Grilles
- (2) Operating Smoke Units
- Proto-Sound 2.0 With The Digital Command System Featuring Passenger Station Proto-Effects™
- Unit Measures:
53" x 2 1/2" x 3 1/2"
- Operates On O-31 Curves



Did You Know?

The 2250 hp E-8 was one of a long line of EMD engines, including the BL2 and F-3, to use the 567-series prime mover.

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

The earliest E-units were each virtually custom-made, with less than 20 units produced of models EA through E5. With the E6, EMD settled on a standardized passenger unit and began to produce it in large quantities, until the war effort arrested production of all passenger diesels in 1942. When the war ended, EMD resumed production of the E-Series with the E7, which featured the "bulldog" nose introduced earlier on the model FT freight diesel. With the introduction of the E8 in 1949, the E-unit, America's most popular passenger diesel, reached its final visual form — just in time for the last hurrah of the American passenger train. With twin motors to ensure reliability and six-wheel trucks that rode like a Cadillac, the E8 was an engineer's dream. For

hoppers who had not long ago worked in steam locomotives, the clean cab of an E-unit with its lofty, panoramic view of the road ahead was not hard to get used to.

The E8 returns to the Premier line for 2010 in paint schemes from the golden age of passenger travel as well as the less-luxurious period that followed. Proto-Sound 2.0 brings you the authentic sounds of the E8's EMD prime movers and the ability to start your train so gently you won't spill the water in the diner — and then accelerate up to scale speeds of over 100 mph, just like the prototype.



Amtrak - E8 A-B-A Diesel Engine Set

20-20049-1 Proto-Sound 2.0 \$699.95
20-20049-3 Non-Powered B-Unit \$159.95

Add a Matching Passenger Set!

See Page 145



CP Rail - E8 A-B-A Diesel Engine Set

20-20050-1 Proto-Sound 2.0 \$699.95
20-20050-3 Non-Powered B-Unit \$159.95

Add a Matching Passenger Set!

See Page 145



Santa Fe - E8 A-B-A Diesel Engine Set

20-20052-1 Proto-Sound 2.0 \$699.95
20-20052-3 Non-Powered B-Unit \$159.95

Add a Matching Passenger Set!

See Page 146



Southern - E8 A-B-A Diesel Engine Set

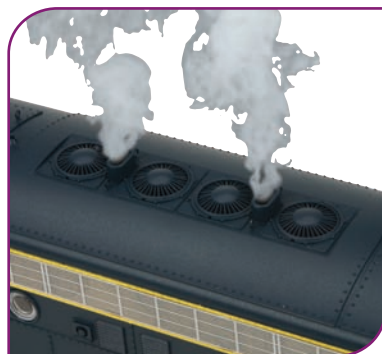
20-20051-1 Proto-Sound 2.0 \$699.95
20-20051-3 Non-Powered B-Unit \$159.95

EMD F7 A-B-A Diesel Set



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 Horn
- (2) Precision Flywheel-Equipped Motors In Each A Unit
- Locomotive Speed Control In Scale MPH Increments
- Lighted Cab Interiors
- Illuminated Number Boards
- Lighted Marker Lights
- (2) Engineer Cab Figures In Each A Unit
- Metal Body Side Grilles
- Moveable Roof Fan Blades
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- (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"
- Hi-Rail Wheels Operate On O-31 Curves
- Scale Wheels Operate On 42" Radius Curves and Have Fixed Pilots



Did You Know?

The 2250 hp E-8 was one of a long line of EMD engines, including the BL2 and F-3, to use the 567-series prime mover.

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

Externally, the F7 was very similar to the earlier F3. The key spotting features that distinguished an F7 were its

stainless steel upper body grilles that replaced the “chicken wire” worn by most F3s, and the rooftop dynamic brake fan that replaced the F3’s rectangular roof vents just behind the cab. Internally, the F7 was also an evolution of the F3. While horsepower was the same, new D27 traction motors allowed the F7 to handle a heavier load.

Relive the sights, sounds, and drama of postwar railroading with this four-motored, full-scale model. Throttle down to speeds as low as 3 scale miles per hour with any load, or roll along at the prototype’s maximum speed of 102 mph with passenger gearing. Proto-Sound

2.0 offers authentic EMD 567 prime mover sounds, a first-generation diesel horn and bell, crew and station sounds, and adjustable smoke volume. The F7 features the same level of superb detailing that characterizes all Premier F-units, with added-on details that include legible builder’s plates, grab irons, multiple-unit hoses, rooftop lift rings, see-through rooftop fans, steam generator exhaust stack (for passenger versions), windshield wipers, and super-detailed Blomberg trucks with separately-applied spring hangers, brake cylinders, and air pipes.



Western Maryland - F7 A-B-A Diesel Engine Set

- 20-20056-1 Hi-Rail Wheels \$699.95
- 20-20056-2 Scale Wheels \$749.95
- 20-20056-3 Non-Powered B-Unit \$159.95



Boston & Maine - F7 A-B-A Diesel Engine Set

- 20-20053-1 Hi-Rail Wheels \$699.95
- 20-20053-2 Scale Wheels \$749.95
- 20-20053-3 Non-Powered B-Unit \$159.95



Santa Fe - F7 A-B-A Diesel Engine Set

- 20-20055-1 Hi-Rail Wheels \$699.95
- 20-20055-2 Scale Wheels \$749.95
- 20-20055-3 Non-Powered B-Unit \$159.95



Great Northern - F7 ABA Diesel Engine Set

- 20-20054-1 Hi-Rail Wheels \$699.95
- 20-20054-2 Scale Wheels \$749.95
- 20-20054-3 Non-Powered B-Unit \$159.95

Add a Matching Passenger Set!

See Page 144

Electro-Motive Diesel SD70ACe



**POWERED UNITS
AVAILABLE IN THREE
ROAD NUMBERS**



Features

- Intricately Detailed ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Horn
- (2) Cab Figures
- Moveable Roof Fan Blades
- 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 In Scale MPH Increments
- 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™
- Sounds Recorded From a Prototype SD70ACe
- Unit Measures:
18 1/2" x 2 5/8" x 4"
- Hi-Rail Wheels Operate on O-42 Curves
- Scale Wheels Operate On 42" Radius Curves and Have Fixed Pilots

The SD70ACe is 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, this replacement for the SD70MAC also seems to have a higher purpose: to recapture the lead in North American locomotive sales that EMD lost to General Electric in 1987.

Under the hood beats a third-generation model 710 diesel with 4300 horsepower; only slight modifications were needed to make the model 710 meet new emission standards. With 5000 such motors in service worldwide and a reputation for dependability, EMD reasoned that shop crews would prefer familiar technology.

Other than the prime mover, however, virtually every element of the SD70ACe has been re-thought to create a 21st century locomotive. Ergonomics were a prime consid-

eration. The engine's angular nose offers the crew far better visibility than most other locomotives, and the cab is comfortable for engineers of almost any size. Digital screens provide a range of information on what is happening both inside the locomotive and out on the road. The cab easily accommodates a crew of three — an important factor in a modern world without cabooses. And there is, of course, a cupholder for the engineer.

The SD70ACe also offers, in EMD's words, "outstanding improvements in maintainability." All electrical wires are on the right side of the locomotive and all piping is on the left, with most pipes and wires routed under the engine — rather than crawling around at the bottom of the engine room. The number of electrical components has been drastically reduced while access to the remaining parts has been seriously improved. And the time between

service intervals has been doubled, from every three months to every six months.

After a year of testing on the road and at the Association of American Railroads' test track in Pueblo, CO, the first SD70ACe's ('e' stands for "enhanced") were delivered to CSX Transportation in 2004. At the present time, mainline American railroads generally maintain dual fleets of locomotives. AC power is used for heavy coal hauling and hot-shot intermodal traffic because AC traction motors offer higher starting tractive effort with the same horsepower. Less expensive, traditional DC power is used for more mundane duties. But with the SD70ACe, Electro-Motive hopes it may have the 21st Century successor to its 1949 Geep — a locomotive that can be nearly all things to all railroads.



New York Central - SD70ACe Diesel Engine

20-20086-1	Hi-Rail Wheels	\$429.95
20-20086-2	Scale Wheels	\$449.95
20-20086-3	Non-Powered	\$199.95



Santa Fe - SD70ACe Diesel Engine

20-20087-1	Hi-Rail Wheels	\$429.95
20-20087-2	Scale Wheels	\$449.95
20-20087-3	Non-Powered	\$199.95



Florida East Coast - SD70ACe Diesel Engine

20-20085-1	Hi-Rail Wheels	\$429.95
20-20085-2	Scale Wheels	\$449.95
20-20085-3	Non-Powered	\$199.95



Southern - SD70ACe Diesel Engine

20-20111-1	Hi-Rail Wheels	\$429.95
20-20111-2	Scale Wheels	\$449.95
20-20111-3	Non-Powered	\$199.95



Chessie - SD70ACe Diesel Engine Freight Set

20-20088-1	Hi-Rail Wheels	\$649.95
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Chessie - SD70ACe Diesel Engine

20-20089-1	Hi-Rail Wheels	\$429.95
20-20089-2	Scale Wheels	\$449.95
20-20089-3	Non-Powered	\$199.95

EMD GP40 Diesel Engine



Features

- Intricately Detailed ABS Body
- Directionally Controlled Headlights
- (2) Remotely Controlled Proto-Couplers™
- Metal Chassis
- (2) Precision Flywheel-Equipped Motors
- Illuminated Number Boards
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Authentic Paint Scheme
- Metal Handrails and Horn
- Lighted Marker Lights
- (2) Engineer Cab Figures
- Moveable Roof Fan Blades
- Metal Body Side Grilles
- Operating Smoke Unit
- Metal Wheels, Axles and Gears
- Lighted Cab Interior
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- Locomotive Speed Control In Scale MPH Increments
- 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"
- Hi-Rail Wheels Operate On O-31 Curves
- Scale Wheels Operate on 31" Radius Curves and Have Fixed Pilots



**POWERED UNITS
AVAILABLE IN THREE
ROAD NUMBERS***

*Where Prototypical



Mass Bay - GP40 Diesel Engine

20-20079-1	Hi-Rail Wheels	\$429.95
20-20079-2	Scale Wheels	\$449.95
20-20079-3	Non-Powered	\$199.95

By the mid-1960s, EMD's General Purpose locomotives, known as "Geeps," had gained a favorable reputation with railroads. They were hard working road switchers known for their versatility and dependability. The 1500-h.p. GP7, introduced in 1949, had set the standard for the series of locomotives, and the GP40, which came along 16 years later, was to be yet another improvement in the GP family tree.



Maine Central - GP40 Diesel Engine

20-20080-1	Hi-Rail Wheels	\$429.95
20-20080-2	Scale Wheels	\$449.95
20-20080-3	Non-Powered	\$199.95

The GP40 doubled the horsepower rating of the GP7 and introduced the 645-series engine to the Geep heritage. EMD had relied upon the 567-series prime mover for years. The 3,000-h.p. in the GP40 was indeed impressive, but it presented a problem. With only four axles and the barely adequate wheel-slip control systems then available, the initial GP40s had adhesion problems. While the units were being fixed at the La Grange, IL, plant, EMD supplied GP40 buyers with temporary units. An improved electrical system fixed the adhesion problem on the GP40s and they were ready to roll on U.S., Canadian and Mexican railroads once again.



CP Rail - GP40 Diesel Engine

20-20078-1	Hi-Rail Wheels	\$429.95
20-20078-2	Scale Wheels	\$449.95
20-20078-3	Non-Powered	\$199.95

By choosing one of the finest diesel road engines available today, your M.T.H. GP40 engine will arrive with features unmatched by others. The incredible sound and action found in a Proto-Sound 2.0-equipped M.T.H. engine truly brings an interactive experience to your locomotive operations. Realistic, slow-speed operation is controlled through the industry-leading Proto-Speed Control™ system. Remotely controlled Proto-Couplers™ that can be fired open at any time in conventional or command modes give the operator unprecedented switching functions for a truly fun operating experience.



Conrail - GP40 Diesel Engine

20-20077-1	Hi-Rail Wheels	\$429.95
20-20077-2	Scale Wheels	\$449.95
20-20077-3	Non-Powered	\$199.95

Did You Know?

After overcoming early adhesion problems, EMD sold 2,398 of the popular GP40 diesels.

EMD GP38-2 Diesel



Features

- Intricately Detailed ABS Body
- Directionally Controlled Headlights
- (2) Remotely Controlled Proto-Couplers™
- Metal Chassis
- (2) Precision Flywheel-Equipped Motors
- Illuminated Number Boards
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Authentic Paint Scheme
- Metal Handrails and Horn
- Lighted Marker Lights
- (2) Engineer Cab Figures
- Moveable Roof Fan Blades
- Metal Body Side Grilles
- Operating Smoke Unit
- Metal Wheels, Axles and Gears
- Lighted Cab Interior
- Locomotive Speed Control In Scale MPH Increments
- 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"
- Hi-Rail Wheels Operate On O-31 Curves
- Scale Wheels Operate on 31" Radius Curves and Have Fixed Pilots



**POWERED UNITS
AVAILABLE IN THREE
ROAD NUMBERS***

*Where Prototypical



Maryland Midland - GP38-2 Diesel Engine

20-20070-1	Hi-Rail Wheels	\$429.95
20-20070-2	Scale Wheels	\$449.95
20-20070-3	Non-Powered	\$199.95



BNSF - GP38-2 Diesel Engine

20-20069-1	Hi-Rail Wheels	\$429.95
20-20069-2	Scale Wheels	\$449.95
20-20069-3	Non-Powered	\$199.95



Gateway Western - GP38-2 Diesel Engine

20-20071-1	Hi-Rail Wheels	\$429.95
20-20071-2	Scale Wheels	\$449.95
20-20071-3	Non-Powered	\$199.95



Grand Trunk - GP38-2 Diesel Engine

20-20072-1	Hi-Rail Wheels	\$429.95
20-20072-2	Scale Wheels	\$449.95
20-20072-3	Non-Powered	\$199.95

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

Building on the success of the GP38 introduced in 1966, the Dash-2 model looked almost identical on the outside but incorporated a host of internal upgrades that lowered exhaust emissions and improved reliability, ease of maintenance, and tractive effort. Most significant was the replacement of the maze of hard-wired circuits, switches, interlocks, and relays — which had characterized first-generation diesels and had been the source of many of their service issues — with modular, solid-state electronics. Other improvements toughened the pistons, rings, and bearings of the 2000-horsepower, non-turbocharged model 645 prime mover. The result was an engine so hard working and dependable that it became as common on American railroads as the F-unit was in the 1950s and '60s. *Trains* magazine recognized this in 1982 by designating B&O GP38 #3802 (a pre-Dash-2 model) as the All American Diesel; the engine resides today in the Baltimore & Ohio Railroad Museum, repainted in its 1982 Chessie System colors. Many GP38-2s have soldiered on for more than three decades and remain in service today on short lines and regional railroads.

While our Premier model is not the only O gauge version of this second-generation stalwart, it offers the best combination of detail, realism, and performance of any 1/48 scale GP38-2. Added-on detail parts include windshield wipers, metal see-thru body grilles, lift rings, metal grab irons and handrails, see-thru rooftop fan housings, and brake cylinders, air pipes, and swing hangers on our super-detailed Blomberg trucks. And in command mode with the DCS system, you can create a lashup combining one or more GP38-2s with other Proto-Sound 2.0 first- or second-generation power, and run them from a single throttle just like the prototype.

EMD F40PH Diesel



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 In Scale MPH Increments
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- Lighted Cab Interior
- Illuminated Number Boards
- Lighted Marker Lights
- Operating Ditch Lights
- (2) Engineer Cab Figures
- Moveable Roof Fan Blades
- 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
- Hi-Rail Wheels Operate On O-31 Curves
- Scale Wheels Operate on 31" Radius Curves and Have Fixed Pilots



**POWERED UNITS
AVAILABLE IN THREE
ROAD NUMBERS***

*Where Prototypical



Tri Rail - F40PH Diesel Engine

20-20107-1	Hi-Rail Wheels	\$429.95
20-20107-2	Scale Wheels	\$449.95
20-20107-3	Non-Powered	\$199.95

Add a Matching Passenger Set!

See Page 143



Chicago Regional Transit - F40PH Diesel Engine

20-20108-1	Hi-Rail Wheels	\$429.95
20-20108-2	Scale Wheels	\$449.95
20-20108-3	Non-Powered	\$199.95



NJ Transit - F40PH Diesel Engine

20-20109-1	Hi-Rail Wheels	\$429.95
20-20109-2	Scale Wheels	\$449.95
20-20109-3	Non-Powered	\$199.95

Add a Matching Passenger Set!

See Page 143



VRE - F40PH Diesel Engine

20-20110-1	Hi-Rail Wheels	\$429.95
20-20110-2	Scale Wheels	\$449.95
20-20110-3	Non-Powered	\$199.95

Add a Matching Passenger Set!

See Page 143

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, the F40PH 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 1500-gallon fuel tank weren't adequate. The unit was modified with an 800-kw alternator and an 1800-gallon fuel tank.

The F40PH evolved from the the GP40-2 design. 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 railroad and railfan favorite.

Pairing an F40PH 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?

When F40PHs are in a lash-up, only one unit can supply head-end power for heat and light; the other units supply power only for traction.

GE AC6000CW Diesel



Features

- Intricately Detailed ABS Body
- Directionally Controlled Headlights
- (2) Remotely Controlled Proto-Couplers™
- Metal Chassis
- (2) Precision Flywheel-Equipped Motors
- Illuminated Number Boards
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Authentic Paint Scheme
- Metal Handrails and Horn
- Lighted Cab Interior
- (2) Engineer Cab Figures
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- Moveable Roof Fan Blades
- Metal Body Side Grilles
- Operating Ditch Lights
- Operating Smoke Unit
- Metal Wheels, Axles and Gears
- Locomotive Speed Control In Scale MPH Increments
- Proto-Sound 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures:
 - 19 1/2" x 2 7/8" x 3 15/16"
- Operates On O-42 Curves



**POWERED UNITS
AVAILABLE IN THREE
ROAD NUMBERS***

*Where Prototypical



Union Pacific - AC6000CW Diesel Engine

20-20061-1	Proto-Sound 2.0	\$429.95
20-20061-3	Non-Powered	\$199.95



GE Leasing - AC6000CW Diesel Engine

20-20062-1	Proto-Sound 2.0	\$429.95
20-20062-3	Non-Powered	\$199.95



Southern Pacific - AC6000CW Diesel Engine

20-20063-1	Proto-Sound 2.0	\$429.95
20-20063-3	Non-Powered	\$199.95



CSX - AC6000CW Diesel Engine

20-20064-1	Proto-Sound 2.0	\$429.95
20-20064-3	Non-Powered	\$199.95

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

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

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

M.T.H. is proud to return this Monster of the Mainline to our Premier Line diesel roster. Each locomotive is equipped with the unparalleled power of Proto-Sound 2.0 and available in three cab numbers; you won't find a better value in any other manufacturer's scale-sized O gauge diesel lineup. We've also added non-powered models to our roster in a fourth cab number, for those interested in building multi-unit lashups that don't require the sheer muscle of our powered versions.

GE U30C Diesel Engine



Features

- Intricately Detailed ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and 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 In Scale MPH Increments
- Lighted Cab Interior
- Illuminated Number Boards
- Lighted Marker Lights
- Operating Smoke Unit
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- 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"
- Hi-Rail Wheels Operate on O-42 Curves
- Scale Wheels Operate On 31" Radius Curves and Have Fixed Pilots

**POWERED UNITS
AVAILABLE IN THREE
ROAD NUMBERS***



*Where Prototypical



Chesapeake & Ohio - GE U30C Diesel Engine

20-20073-1	Hi-Rail Wheels	\$429.95
20-20073-2	Scale Wheels	\$449.95
20-20073-3	Non-Powered	\$199.95



Missouri Pacific - GE U30C Diesel Engine

20-20074-1	Hi-Rail Wheels	\$429.95
20-20074-2	Scale Wheels	\$449.95
20-20074-3	Non-Powered	\$199.95



Rock Island - GE U30C Diesel Engine

20-20075-1	Hi-Rail Wheels	\$429.95
20-20075-2	Scale Wheels	\$449.95
20-20075-3	Non-Powered	\$199.95



SOO Line - GE U30C Diesel Engine

20-20076-1	Hi-Rail Wheels	\$429.95
20-20076-2	Scale Wheels	\$449.95
20-20076-3	Non-Powered	\$199.95

In 1953, Alco and General Electric went their separate ways, ending the partnership that had produced some of the hand-somest 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.

GE's most popular Universal-series diesel returns to the M.T.H. lineup for 2010, loaded with all the features you expect in a Premier diesel: superb, railroad-specific detailing; accurate paint schemes; bold, prototypical sounds; and smooth, steady operation at any speed from a crawl to full throttle.

Our Premier General Electric U30C diesels are the most detailed, most accurate models of this landmark "U-boat" ever produced in O gauge. As with many of our latest diesels, the tooling for the U30C is engineered to produce a multitude of different, railroad-specific versions of this engine. Details found on all versions include etched safety tread on the walkways; opening cab doors; folding drop steps on the end platforms; optional snow plow; underframe air tanks with pipes; superbly detailed trucks with speed recorder cable, shock absorbers, and brake cylinders; illuminated headlights, marker lights, cab, and number boards; legible builder's plate and warning labels; and separately added grab irons, windshield wipers, end platform safety chains, MU cables, and coupler lift bars.

The U30Cs also feature variable exhaust smoke, General Electric diesel motor sounds, and our new speaker system with improved bass response — to more accurately reproduce the ground-shaking rumble of the prototype.

Alco FA-2 A-B-A Diesel Set



Features

- Directionally Controlled Headlights
- Intricately Detailed ABS Bodies
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Remotely Controlled Proto-Couplers™
- Authentic Paint Scheme
- (2) Precision Flywheel-Equipped Motors In Each A Unit
- Lighted Cab Interiors
- Illuminated Number Boards
- Lighted Marker Lights
- Moveable Roof Fan Blades
- Metal Body Side Grilles
- Metal Wheels, Axles and Gears
- (2) Cab Figures In Each A Unit
- Locomotive Speed Control In Scale MPH Increments
- (2) Operating Smoke Units
- Proto-Sound 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 39 3/4" x 2 1/2" x 3 3/4"
- Operates On O-31 Curves



Did You Know?

The FA was offered with optional passenger gearing and designated FPA, but only Canadian National bought that version.

The American Locomotive Company, one of the nation's premier steam locomotive builders, joined forces with Schenectady, New York neighbor General Electric to build the first standardized diesel-electric locomotives in the 1920s. But when the diesel revolution began in earnest after World War II, dependability problems with Alco's model 244 prime mover doomed the company to forever playing second fiddle to industry leader EMD.

The brawny good looks of Alco's FA and PA cab units, however, have endeared them to railfans and modelers

for more than half a century. Many would argue that Alco's FA-1 and successor FA-2 diesels were both handsomer and more powerful looking than their major competitors, EMD's F3 and F7 "covered wagons." A signature feature of Alco cab units was the striking ribbed grille surrounding the headlight.

While Alco FA's were sold primarily as freight haulers, they did have room for a passenger-service steam generator at the rear of the engine compartment. Compared with the FA-1, the FA-2 was slightly longer to accommodate a steam generator and just a bit more

powerful, developing 1600 hp. Alco built FA-2s and cabless FB-2 boosters from 1950 through 1956.

The Premier Alco FA-2 A-B-A diesel set includes two twin-motored A units and one non-powered B unit. Both A units have full directional lighting and a Proto-Coupler™ on the cab end. Like all Premier diesel locomotives, the set is equipped with the legendary power and performance of Proto-Sound 2.0. In addition, a separate non-powered B-unit can be ordered to create an impressive A-B-B-A lashup.



Lehigh Valley - Alco FA-2 A-B-A Diesel Engine Set

- 20-20057-1 Proto-Sound 2.0 \$699.95
- 20-20057-3 Non-Powered B-Unit \$159.95



New Haven - Alco FA-2 A-B-A Diesel Engine Set

- 20-20058-1 Proto-Sound 2.0 \$699.95
- 20-20058-3 Non-Powered B-Unit \$159.95



Pennsylvania - Alco FA-2 A-B-A Diesel Engine Set

- 20-20059-1 Proto-Sound 2.0 \$699.95
- 20-20059-3 Non-Powered B-Unit \$159.95



Union Pacific - Alco FA-2 A-B-A Diesel Engine Set

- 20-20060-1 Proto-Sound 2.0 \$699.95
- 20-20060-3 Non-Powered B-Unit \$159.95

Alco S-2 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 Horn
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control in Scale MPH Increments
- Lighted Cab Interior
- Illuminated Number Boards
- (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



**POWERED UNITS
AVAILABLE IN THREE
ROAD NUMBERS***

*Where Prototypical



Erie - Alco S-2 Switcher Diesel Engine
20-20065-1 Proto-Sound 2.0 \$399.95



CB&Q - Alco S-2 Switcher Diesel Engine
20-20066-1 Proto-Sound 2.0 \$399.95



Staten Island - Alco S-2 Switcher Diesel Engine
20-20067-1 Proto-Sound 2.0 \$399.95



Susquehanna - Alco S-2 Switcher Diesel Engine
20-20068-1 Proto-Sound 2.0 \$399.95

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

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

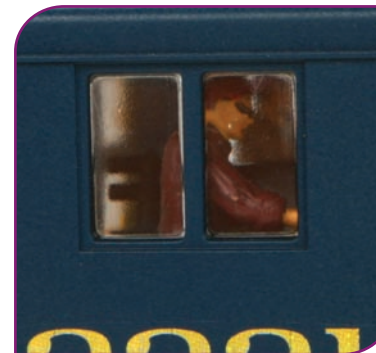
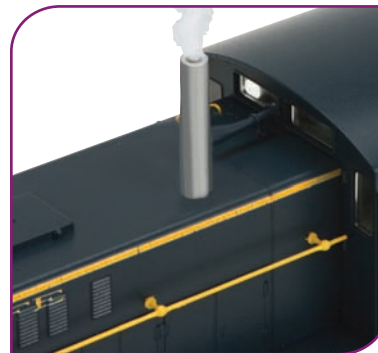
Returning to the M.T.H. Premier Line in all-new schemes, the Also S-2 may be one of the finest O Scale switchers ever produced. One listen to its Proto-Sound 2.0 locomotive start-up sequence, followed by a quick run in the switch yard, is proof-positive that this is one serious little locomotive.

Baldwin VO-1000 Diesel Switcher



Features

- Intricately Detailed ABS Body
- Colorful Paint Scheme
- Die-Cast Metal Chassis
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Directionally Controlled Headlights
- Metal Wheels, Axles and Gears
- (2) Remotely Controlled Proto-Couplers™
- (2) Precision Flywheel-Equipped Motors
- Operating Smoke
- Locomotive Speed Control In Scale MPH Increments
- (2) Cab Figures
- 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 1/2"
- Operates On O-31 Curves





New York Central - VO 1000 Diesel Engine
20-20102-1 Proto-Sound 2.0 \$399.95

NEW TOOLING!



Santa Fe - VO 1000 Diesel Engine
20-20103-1 Proto-Sound 2.0 \$399.95

NEW TOOLING!



Western Maryland - VO 1000 Diesel Engine
20-20104-1 Proto-Sound 2.0 \$399.95

NEW TOOLING!



NEW TOOLING!

Western Pacific - VO 1000 Diesel Engine
20-20105-1 Proto-Sound 2.0 \$399.95

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

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

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

The VO-1000 debuts in the M.T.H. Premier lineup for 2010, offered for the first time in a Premier version with ProtoSmoke; vary the smoke "volume" adjustment to simulate a newer engine with minimal diesel exhaust or a well-worn locomotive spewing out pollution. Thanks to Proto-Sound 2.0, our model features authentic Baldwin prime mover sounds and the ability to duplicate the low-speed lugging power of its prototype — as well as the ability to hustle along virtually as fast as you care to run it.

NRE 3GS-21B GenSet Diesel



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™
- Authentic Paint Scheme
- Metal Handrails and Horn
- (2) Precision Flywheel-Equipped Motors
- Lighted Cab Interior
- Illuminated Number Boards
- (2) Cab Figures
- Spinning Roof Fans
- Operating Ditch Lights
- Operating Smoke Unit
- Metal Body Side Grilles
- Metal Chassis
- 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 5/8" x 4 1/8" x 2 5/8"
- Hi-Rail Wheels Operate on O-31 Curves
- Scale Wheels Operate on 42" Radius Curves and Have Fixed Pilots



**POWERED UNITS
AVAILABLE IN THREE
ROAD NUMBERS***

*Where Prototypical



NEW TOOLING!

BNSF - NRE 3GS-21B GenSet Diesel Engine

20-20001-1	Hi-Rail Wheels	\$429.95
20-20001-2	Scale Wheels	\$449.95

NEW TOOLING!

CSX - NRE 3GS-21B GenSet Diesel Engine

20-20002-1	Hi-Rail Wheels	\$429.95
20-20002-2	Scale Wheels	\$449.95



NEW TOOLING!

Norfolk Southern - NRE 3GS-21B GenSet Diesel Engine

20-20003-1	Hi-Rail Wheels	\$429.95
20-20003-2	Scale Wheels	\$449.95



NEW TOOLING!

U.S. Army - NRE 3GS-21B GenSet Diesel Engine

20-20004-1	Hi-Rail Wheels	\$429.95
20-20004-2	Scale Wheels	\$449.95



NEW TOOLING!

Union Pacific - NRE 3GS-21B GenSet Diesel Engine

20-20005-1	Hi-Rail Wheels	\$429.95
20-20005-2	Scale Wheels	\$449.95



NEW TOOLING!

NRE DEMO - NRE 3GS-21B GenSet Diesel Engine

20-20006-1	Hi-Rail Wheels	\$429.95
20-20006-2	Scale Wheels	\$449.95



Known also as an Ultra Low Emissions Locomotive (ULEL), the GenSet engine was the brainchild of Mike Iden of the Union Pacific. Looking to reduce fuel consumption and emissions, Iden envisioned a diesel locomotive with multiple engine/generator sets, each of which would turn on only when needed. Working with diesel builder and remanufacturer National Railway Equipment, Iden created an experimental prototype that proved its worth in 2005 and spawned a new type of road switcher — the ultimate "smart" locomotive.

Today's NRE 3GS-21B — 3 GenSet, 2100 horsepower, B-truck (4 wheels) — is perhaps the perfect marriage of heavy machinery and computers. Each of its three 700-horsepower GenSets turns on only when a microprocessor senses it's needed. At idle (which is a majority of the time for a switcher), only one engine runs, and even that turns off after a certain period of inactivity. Unlike traditional railroad diesels that require an elaborate startup procedure, the Cummins diesels used in GenSets are based on a truck engine design that can be started up instantly. When the locomotive is under load, the second and third GenSets power up and down as needed. The result is a locomotive that delivers fuel savings of 40% and more, compared with traditional yard and road switchers, and an 80% reduction in noxious emissions. No wonder that many GenSet purchases have been funded with government grants targeted at making the air more breathable.

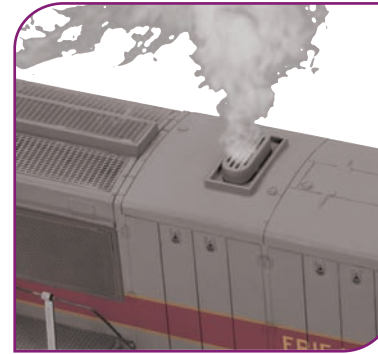
New for 2010, these NRE "Engines of Change" feature the superb level of detail you expect in a Premier model, as well as Cummins diesel recordings from an actual 3GS-21B and, like the prototype, the sound of additional GenSets coming on line as you advance the throttle. If you're running the latest low-emissions EMD and GE diesels on your main line, you'll surely want a GenSet or two for your branch line or yard.

GE U25B Diesel Engine



Features

- Die-Cast Truck Sides, Pilots and Fuel Tank
- Intricately Detailed ABS Body
- Authentic Paint Scheme
- Metal Body Side Grilles
- Moveable Roof Fan Blades
- Metal Chassis
- Metal Handrails and 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 In Scale MPH Increments
- 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:
 - 16" x 3 1/8" x 4"
- Hi-Rail Wheels Operate on O-42 Curves
- Scale Wheels Operate On 31" Radius Curves and Have Fixed Pilots



**POWERED UNITS
AVAILABLE IN THREE
ROAD NUMBERS***

*Where Prototypical



Erie Lackawanna - U25B Diesel Engine
 20-2963-1 Hi-Rail Wheels \$429.95
 20-2963-2 Scale Wheels \$449.95
 20-2963-3 Non-Powered \$199.95

NEW TOOLING!



New York Central - U25B Diesel Engine
 20-2964-1 Hi-Rail Wheels \$429.95
 20-2964-2 Scale Wheels \$449.95
 20-2964-3 Non-Powered \$199.95

NEW TOOLING!



Great Northern - U25B Diesel Engine
 20-2965-1 Hi-Rail Wheels \$429.95
 20-2965-2 Scale Wheels \$449.95
 20-2965-3 Non-Powered \$199.95

NEW TOOLING!



Santa Fe - U25B Diesel Engine
 20-2966-1 Hi-Rail Wheels \$429.95
 20-2966-2 Scale Wheels \$449.95
 20-2966-3 Non-Powered \$199.95

NEW TOOLING!

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

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

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

New for 2010, M.T.H. introduces our superbly detailed model of America's first second-generation diesel. Per prototypes, our models will replicate both the "classic" U25B with its wide windshield and flat-top nose, and the later-production version with split windshield and sloping nose.

General Electric Dash 8-40CW



Features

- Die-Cast Truck Sides, Pilots and Fuel Tank
- Intricately Detailed ABS Body
- Authentic Paint Scheme
- Metal Body Side Grilles
- Moveable Roof Fans
- Metal Chassis
- Metal Handrails and 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 In Scale MPH Increments
- 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"
- Hi-Rail Wheels Operate on O-42 Curves
- Scale Wheels Operate on 31" Radius Curves and Have Fixed Pilots



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.



NEW TOOLING!

Canadian National - Dash 8 Diesel Engine

20-2942-1	Hi-Rail Wheels	\$429.95
20-2942-2	Scale Wheels	\$449.95
20-2942-3	Non-Powered	\$199.95



NEW TOOLING!

Union Pacific - Dash 8 Diesel Engine

20-2946-1	Hi-Rail Wheels	\$429.95
20-2946-2	Scale Wheels	\$449.95
20-2946-3	Non-Powered	\$199.95



NEW TOOLING!

CSX - Dash 8 Diesel Engine

20-2943-1	Hi-Rail Wheels	\$429.95
20-2943-2	Scale Wheels	\$449.95
20-2943-3	Non-Powered	\$199.95



NEW TOOLING!

Norfolk Southern - Dash 8 Diesel Engine

20-2944-1	Hi-Rail Wheels	\$429.95
20-2944-2	Scale Wheels	\$449.95
20-2944-3	Non-Powered	\$199.95



NEW TOOLING!

Santa Fe - Dash 8 Diesel Engine (Gullwing Cab)

20-2945-1	Hi-Rail Wheels	\$429.95
20-2945-2	Scale Wheels	\$449.95
20-2945-3	Non-Powered	\$199.95

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 produce this superbly detailed Premier model of the Dash 8 that found its niche in high-speed intermodal service, the Dash 8-40CW — 4000 horsepower, 6-wheel trucks, wide comfort cab. Like their prototypes built between 1989 and 1994, these models are a perfect choice to power the hottest trains on your railroad.

POWERED UNITS AVAILABLE IN THREE ROAD NUMBERS*

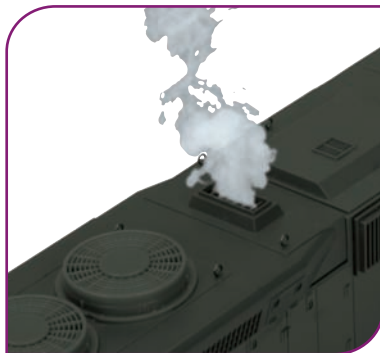
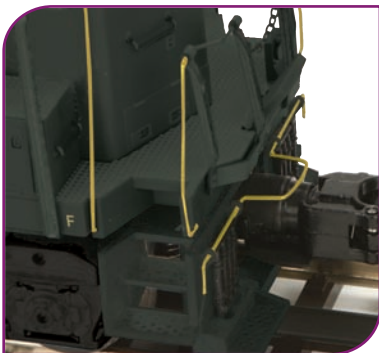
*Where Prototypical

EMD SD45 Diesel



Features

- Intricately Detailed ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and 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 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 1/4" x 3 3/4" x 2 3/4"
- Hi-Rail Wheels Operate on O-42 Curves
- Scale Wheels Operate On 42" Radius Curves and Have Fixed Pilots



Did You Know?

Several SD45s have been preserved, including engine 400, the original GN Hustle Muscle. Repainted in its original Omaha Orange and Pullman Green, it resides today in working condition at the Minnesota Transportation Museum in St. Paul.



Buffalo & Pittsburgh - SD45 Low Hood Diesel Engine

20-20098-1	Hi-Rail Wheels	\$429.95
20-20098-2	Scale Wheels	\$449.95
20-20098-3	Non-Powered	\$199.95



Montana Rail Link - SD45 Low Hood Diesel Engine

20-20099-1	Hi-Rail Wheels	\$429.95
20-20099-2	Scale Wheels	\$449.95
20-20099-3	Non-Powered	\$199.95



Pennsylvania - SD45 Low Hood Diesel Engine

20-20100-1	Hi-Rail Wheels	\$429.95
20-20100-2	Scale Wheels	\$449.95
20-20100-3	Non-Powered	\$199.95



Southern - SD45 High Hood Diesel Engine

20-20101-1	Hi-Rail Wheels	\$429.95
20-20101-2	Scale Wheels	\$449.95
20-20101-3	Non-Powered	\$199.95

**POWERED UNITS
AVAILABLE IN THREE
ROAD NUMBERS***

*Where Prototypical

Like the Pontiac GTO, the SD45 was a mid-60s General Motors muscle car. Stuffed under its brick-like hood was the largest diesel motor made up to that time, a turbo-charged, 20-cylinder, Electro-Motive Division model 645E. The Great Northern took delivery of the first SD45 in May of 1966 and promptly painted the nickname "Hustle Muscle" on its flanks. The name said it all: the SD45 was heavy freight power, intended for long trains and high speeds. And it had the muscular looks to match, with flared radiators capping a long body that filled every inch of its frame — as opposed to its baby brother, the SD40, which had an open "porch" at each end of the engine.

Unfortunately, the 20-cylinder motor turned out to have a major flaw: a tendency to break its own crankshaft. Even so, a large number of Class 1 railroads rostered the engine, with 1,260 units sold between 1966 and 1971. The Santa Fe, Burlington Northern, Pennsy, and Southern Pacific each owned more than 100 of the heavy freighters. Looking at the order quantities, one can see that the SD45 marked the beginning of a large-scale shift toward six-axle freight engines on American railroads. Before the late '60s, adding a third axle to a truck was mainly an expedient to spread out an engine's weight for service on lighter rail, particularly branch lines. But with the SD45 and its contemporaries, railroads began favoring the six-axle engine as a way to get more power on the rails for heavier mainline trains. Despite the initial crankshaft problems, many SD45s served their original owners for decades, as well as successor railroads like Conrail and the BNSF, and later went on to new lives at smaller, secondary roads.

Our Premier model of this heavy hauler offers an outstanding combination of detail, realism, and performance. Added-on detail parts include windshield wipers, lift rings, metal grab irons and handrails, see-thru rooftop fan housings, and walkways with safety tread. Thanks to Proto-Speed Control, this model can dig in and haul long trains at any speed from a crawl to full throttle. And in command mode with the DCS system, you can create a lashup combining one or more SD45s with any other Proto-Sound 2.0 locomotives, and run them all from a single throttle just like the prototype.

GE ES44AC Diesel



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 Horn
- All Metal Wheels and Gears
- Lighted Cab Interior
- (2) Engineer Cab Figures
- Moveable Roof Fans
- Metal Body Side Grilles
- Operating Ditch Lights
- Operating Smoke Unit
- Metal Wheels, Axles and Gears
- Locomotive Speed Control In Scale MPH Increments
- 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"
- 1:48 Scale Proportions
- Hi-Rail Wheels Operate on O-42 Curves
- Scale Wheels Operate On 42" Radius Curves and Have Fixed Pilots

**POWERED UNITS
AVAILABLE IN THREE
ROAD NUMBERS***



*Where Prototypical



BNSF - ES44AC Diesel Engine

20-20090-1	Hi-Rail Wheels	\$429.95
20-20090-2	Scale Wheels	\$449.95
20-20090-3	Non-Powered	\$199.95



CSX - ES44AC Diesel Engine

20-20091-1	Hi-Rail Wheels	\$429.95
20-20091-2	Scale Wheels	\$449.95
20-20091-3	Non-Powered	\$199.95



Iowa Interstate - ES44AC Diesel Engine

20-20092-1	Hi-Rail Wheels	\$429.95
20-20092-2	Scale Wheels	\$449.95
20-20092-3	Non-Powered	\$199.95



Rock Island - ES44AC Diesel Engine

20-20093-1	Hi-Rail Wheels	\$429.95
20-20093-2	Scale Wheels	\$449.95
20-20093-3	Non-Powered	\$199.95

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 elsewhere in this catalog. 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 re-thought, 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.

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.

50' Box Car



Maine Central - 50' Box Car
20-93503 \$54.95



Genesee & Wyoming - 50' Box Car
20-93505 \$54.95



Virginia & Maryland - 50' Box Car
20-93504 \$54.95



Detroit & Mackinac - 50' Box Car
20-93506 \$54.95

Features

- Opening Doors
- Unit Measures:
14 1/2" x 2 5/8" x 4 3/16"
- Operates on O-31 Curves



By searching on each car's item number on www.mthtrains.com



40' AAR Box Car



Boston & Maine - 40' AAR Box Car
20-93500 \$54.95



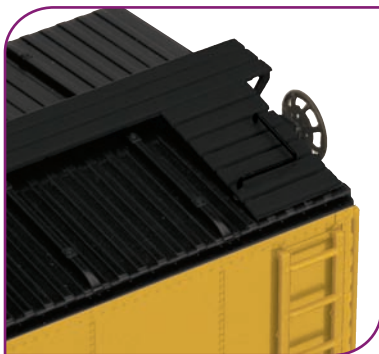
Toronto Hamilton & Buffalo - 40' AAR Box Car
20-93501 \$54.95



Western Maryland - 40' AAR Box Car
20-93502 \$54.95



New York Central - 40' AAR Box Car
20-93499 \$54.95



Features

- O Scale Kadee® Compatible Mounting Pad
- Opening Doors
- Unit Measures: 11 1/2" x 2 5/8" x 3 3/4"
- Operates on O-31 Curves



2-Rail Bettendorf Die-Cast Freight Car Two-Truck Pack
20-89001 \$14.99

40' Steel Sided Reefer



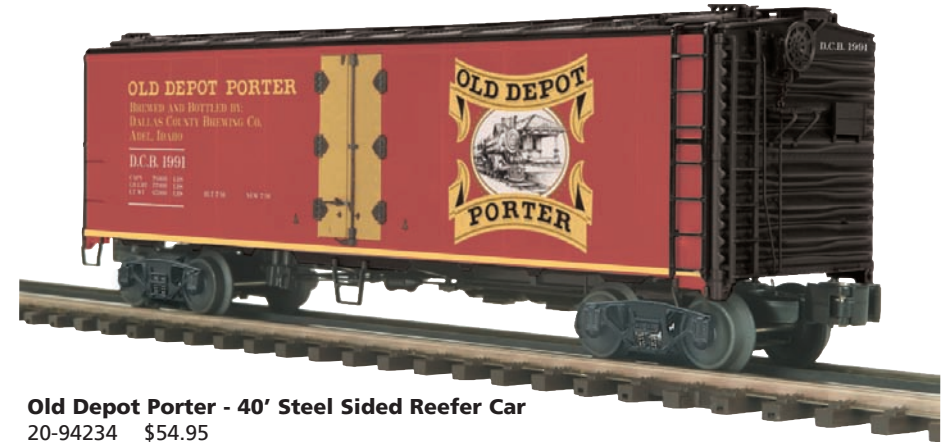
Pullman Pale Ale - 40' Steel Sided Reefer Car
20-94235 \$54.95



Miami Trail Pale Ale - 40' Steel Sided Reefer Car
20-94233 \$54.95



Dog Town Pale Ale - 40' Steel Sided Reefer Car
20-94232 \$54.95



Old Depot Porter - 40' Steel Sided Reefer Car
20-94234 \$54.95



2-Rail Bettendorf Die-Cast Freight Car Two-Truck Pack
20-89001 \$14.99

Features

- Opening Doors and Roof Hatches
- Unit Measures: 11 3/4" x 2 9/16" x 3 1/2"
- Operates on O-31 Curves
- O Scale Kadee® Compatible Mounting Pad

100 Ton Hopper



CP Rail - 100 Ton Hopper Car
20-97708 \$54.95



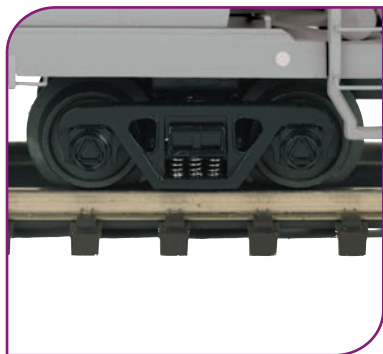
Alberta - 100 Ton Hopper Car
20-97705 \$54.95



Canadian Wheat - 100 Ton Hopper Car
20-97707 \$54.95



Canadian National - 100 Ton Hopper Car
20-97706 \$54.95



Features

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



SEE IT IN
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ON THE WEB

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2-Rail Roller Bearing Die-Cast Freight Car Two-Truck Pack
20-89002 \$14.99

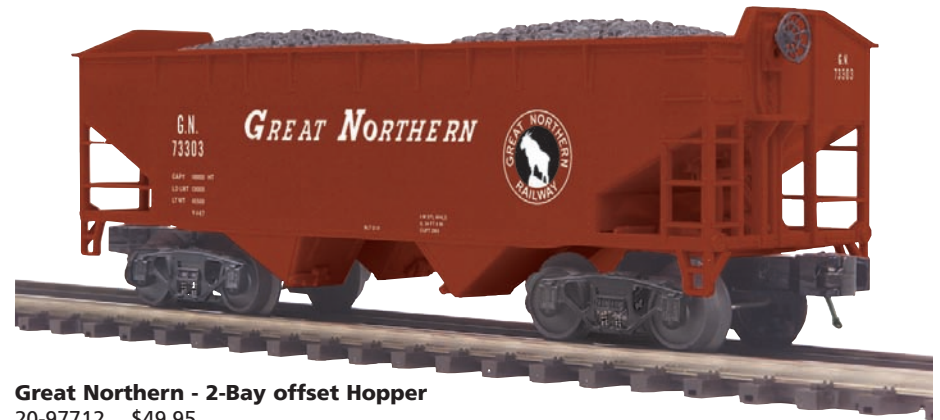
2-Bay Offset Hopper



Chesapeake & Ohio - 2-Bay offset Hopper
20-97709 \$49.95



Reading - 2-Bay offset Hopper
20-97710 \$49.95



Great Northern - 2-Bay offset Hopper
20-97712 \$49.95



Milwaukee Road - 2-Bay offset Hopper
20-97711 \$49.95

Features

- O Scale Kadee® Compatible Mounting Pad
- Unit Measures: 9 1/2" x 2 1/2" x 3"
- Operates on O-31 Curves



**2-Rail Bettendorf Die-Cast
Freight Car Two-Truck Pack**
20-89001 \$14.99

Each Roadname available in Six-Car Sets

See Page 140



Ps-2CD High-Sided Hopper



Union Pacific - Ps-2CD High-Sided Hopper Car
20-97257 \$54.95



Norfolk & Western - Ps-2CD High-Sided Hopper Car
20-97255 \$54.95



Southern - Ps-2CD High-Sided Hopper Car
20-97256 \$54.95



Western Maryland - Ps-2CD High-Sided Hopper Car
20-97258 \$54.95



Features

- Unit Measures:
14" x 2 11/16" x 3 13/16"
- Operates On O-31 Curves
- O Scale Kadee® Compatible
Mounting Pad



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car's item number on
www.mthtrains.com



**2-Rail Roller Bearing Die-Cast
Freight Car Two-Truck Pack**
20-89002 \$14.99

Coalporter Hopper



Union Pacific - Coalporter Hopper
20-97262 \$54.95



Conrail - Coalporter Hopper
20-97261 \$54.95

Features

- Rotating Coupler For Rotary Dump Operations
- O Scale Kadee® Compatible Mounting Pad
- Unit Measures: 13 1/8" x 2 5/8" x 3 3/8"
- Operates on O-31 Curves

Each Roadname available in Six-Car Sets

See Page 141



CSX - Coalporter Hopper
20-97259 \$54.95



BNSF - Coalporter Hopper
20-97260 \$54.95



2-Rail Roller Bearing Die-Cast Freight Car Two-Truck Pack
20-89002 \$14.99

20K Gallon 4-Compartment Tank Car



Canadian National - 20K Gallon 4-Compartment Tank Car
20-96204 \$54.95



Canadian Chemical - 20K Gallon 4-Compartment Tank Car
20-96203 \$54.95



BNSF - 20K Gallon 4-Compartment Tank Car
20-96202 \$54.95



Union Pacific - 20K Gallon 4-Compartment Tank Car
20-96205 \$54.95



Features

- Unit Measures: 17 5/8" x 2 1/2" x 4"
- Operates On O-42 Curves
- O Scale Kadee® Compatible Mounting Pad



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By searching on each car's item number on www.mthtrains.com



2-Rail Roller Bearing Die-Cast Freight Car Two-Truck Pack
20-89002 \$14.99

Crane and Crane Tender



Union Pacific - Crane Tender
20-98750 \$54.95



Pennsylvania - Crane Tender
20-98749 \$54.95



Northern Pacific - Crane Tender
20-98748 \$54.95



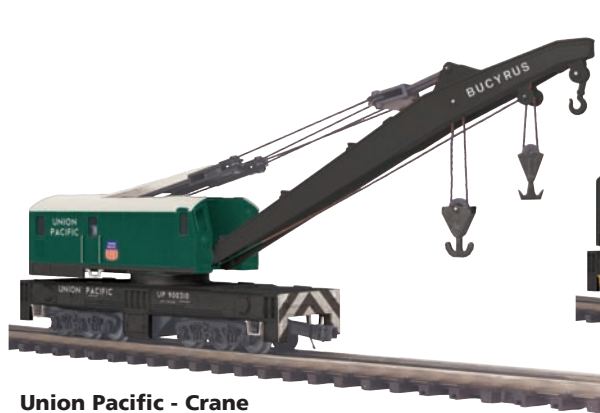
Western Maryland - Crane Tender
20-98751 \$54.95



Western Maryland - Crane
20-98747 \$79.95



Northern Pacific - Crane
20-98744 \$79.95



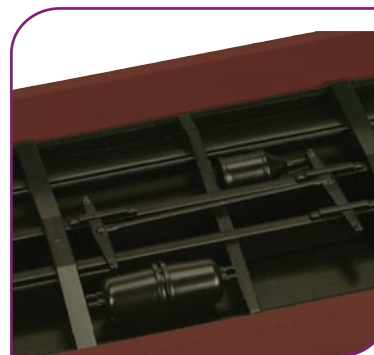
Union Pacific - Crane
20-98746 \$79.95



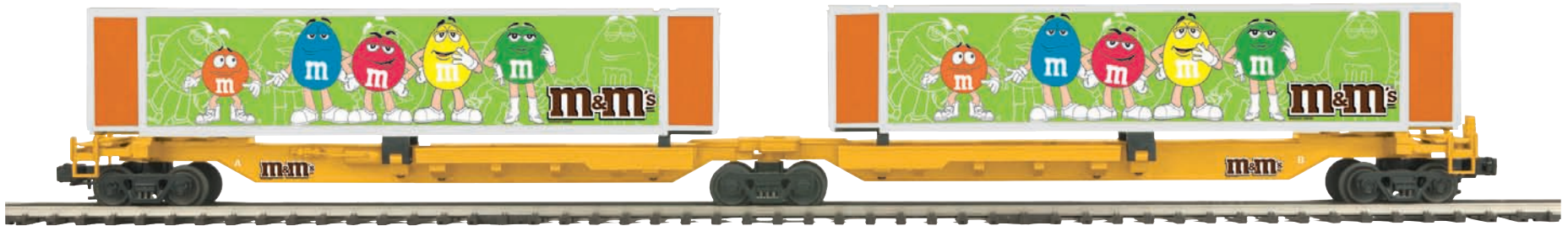
Pennsylvania - Crane
20-98745 \$79.95

Features

- Operating Interior Lighting (Crane Tender)
- Moveable Hook & Boom (Tender)
- Crane Tender Measures:
14 1/2" x 2 5/8" x 3 15/16"
- Crane Measures:
18 1/2" x 2 5/8" x 4 1/8"
- Operates On O-31 Curves
- O Scale Kadee® Compatible Mounting Pad (Crane Tender Only)



2-Car Spine Car Set with (2) 48' Containers



M&M'S® - 2-Car Spine Car Set with (2) 48' Containers
20-95090 \$119.95



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Harley-Davidson® - 2-Car Spine Car Set with (2) 48' Containers
20-95089 \$119.95



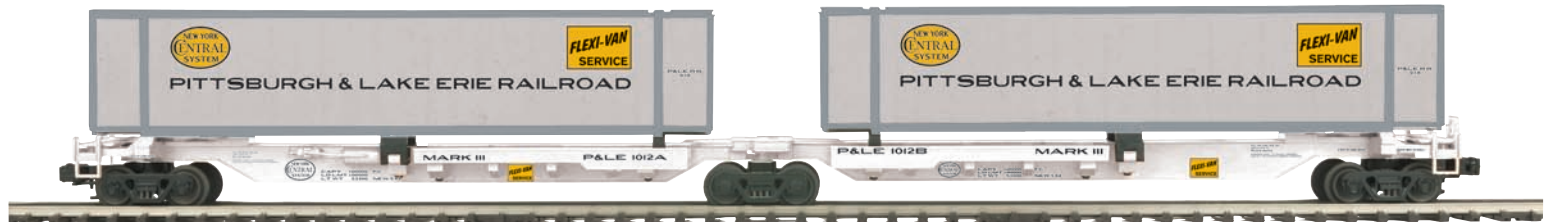
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Santa Fe - 2-Car Spine Car Set with (2) 48' Containers
20-95092 \$109.95

Features

- Fully Assembled & Ready-to-Run
- (2) Removeable 48' Trailers
- Unit Measures: 28" x 2 7/16" x 4"
- Operates On O-31 Curves
- O Scale Kadee® Compatible Mounting Pad



Pittsburgh & Lake Erie - 2-Car Spine Car Set with (2) 48' Containers
20-95091 \$109.95

Husky Stack Car



BNSF - Husky Stack Car
20-95093 \$64.95



CP Rail - Husky Stack Car
20-95094 \$64.95



TTX - Husky Stack Car
20-95096 \$64.95



CSX - Husky Stack Car
20-95095 \$64.95

Features

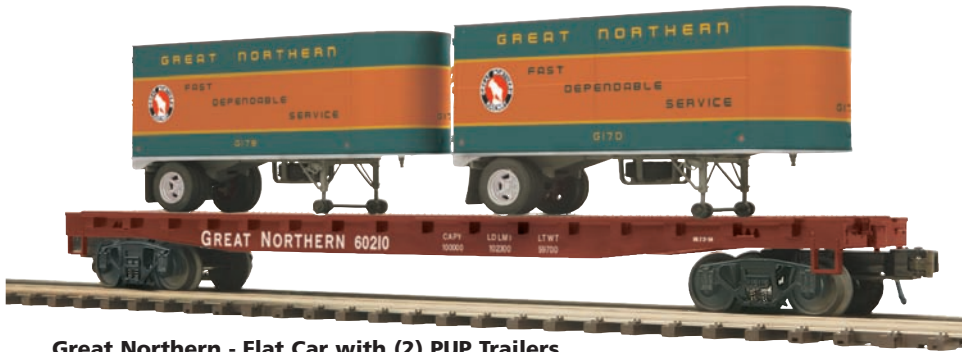
- O Scale Kadee® Compatible Mounting Pad
- Unit Measures:
18 3/4" x 2 9/16" x 5 9/16"
- Operates on O-54 Curves



2-Rail Roller Bearing Die-Cast Freight Car Two-Truck Pack
20-89002 \$14.99



Flat Car with 2 PUP Trailers



Great Northern - Flat Car with (2) PUP Trailers

20-98754 \$64.95



Burlington - Flat Car with (2) PUP Trailers

20-98752 \$64.95



Canadian Pacific - Flat Car with (2) PUP Trailers

20-98753 \$64.95



Monon - Flat Car with (2) PUP Trailers

20-98755 \$64.95



Features

- Unit Measures:
14 1/2" x 2 1/2" x 4 1/2"
- Operates on O-42 Curves
- O Scale Kadee® Compatible Mounting Pad



SEE IT IN
ACTION
ON THE WEB

By searching on each
car's item number on
www.mthtrains.com



2-Rail Bettendorf Die-Cast Freight Car Two-Truck Pack
20-89001 \$14.99

50-Ton 41' Wood Flat Car with Sherman Tank

Union Pacific - 50-Ton 41' Wood Flat Car with Sherman Tank
20-98743 \$69.95



Chesapeake & Ohio - 50-Ton 41' Wood Flat Car with Sherman Tank
20-98740 \$69.95



Pennsylvania - 50-Ton 41' Wood Flat Car with Sherman Tank
20-98742 \$69.95



New York Central - 50-Ton 41' Wood Flat Car with Sherman Tank
20-98741 \$69.95

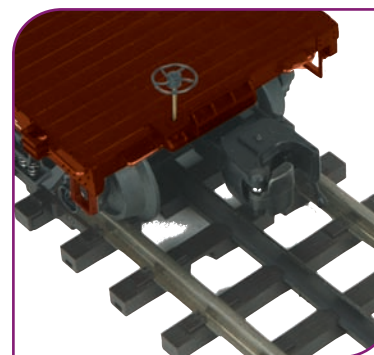
Features

- (1) Die-Cast 1/43 Sherman Tank
- Unit Measures: 11 3/4" x 2 1/2" x 1 1/16"
- Operates On O-31 Curves
- O Scale Kadee® Compatible Mounting Pad

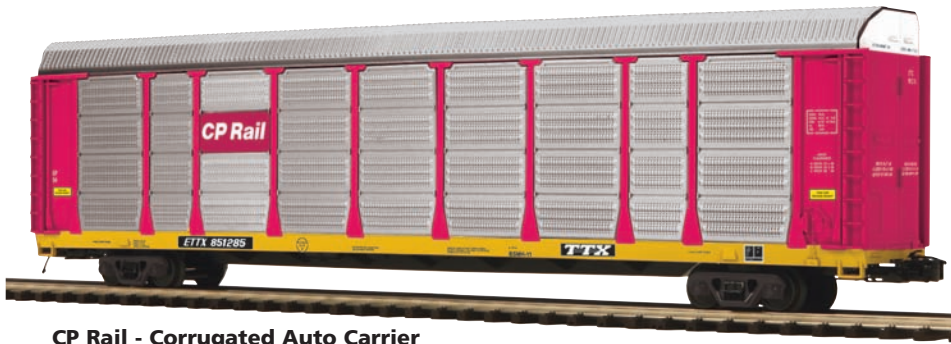
Each Roadname available in Six-Car Sets
See Page 142



2-Rail Bettendorf Die-Cast Freight Car Two-Truck Pack
20-89001 \$14.99



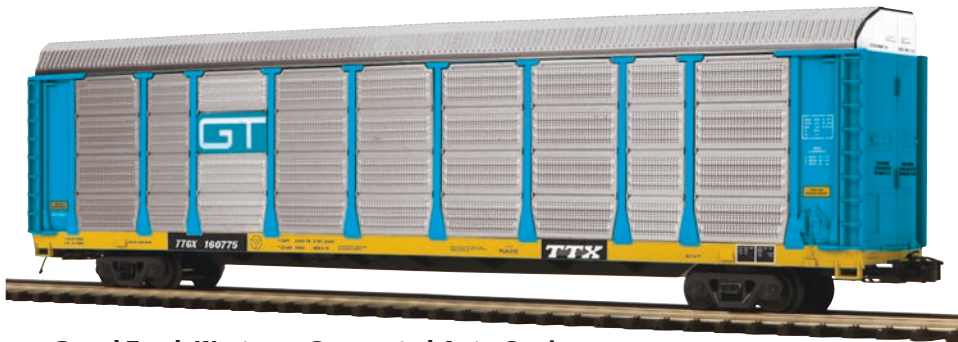
Corrugated Auto Carrier



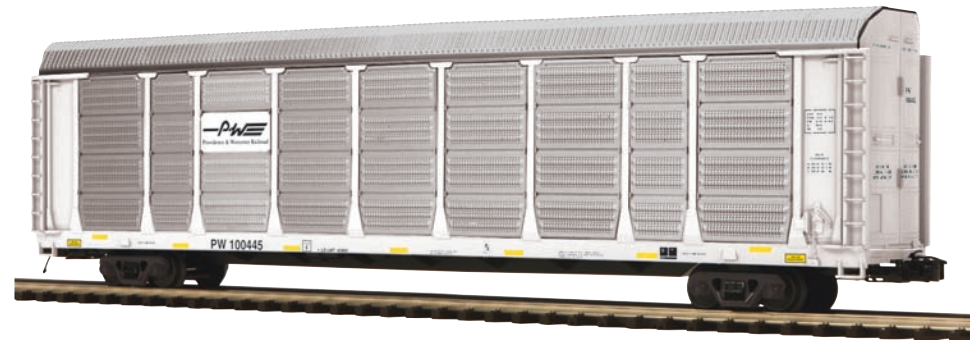
CP Rail - Corrugated Auto Carrier
20-98736 \$64.95



Denver Rio Grande - Corrugated Auto Carrier
20-98737 \$64.95



Grand Trunk Western - Corrugated Auto Carrier
20-98738 \$64.95



Providence & Worcester - Corrugated Auto Carrier
20-98739 \$64.95



Features

- O Scale Kadee® Compatible Mounting Pad
- Unit Measures: 20 1/8" x 2 5/8" x 5 1/16"
- Operates on O-54 Curves

Each Roadname available in Six-Car Sets
See Page 138



**2-Rail Roller Bearing Die-Cast
Freight Car Two-Truck Pack**
20-89002 \$14.99



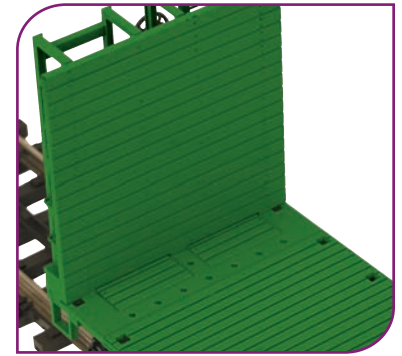
Flat Car with Load



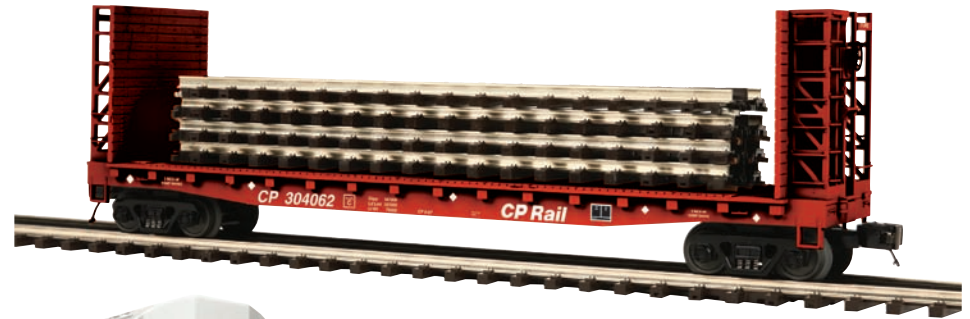
Western Maryland - Bulkhead Flat Car with ScaleTrax Load
20-98764 \$64.95



BNSF - Bulkhead Flat Car with ScaleTrax Load
20-98765 \$64.95



Pennsylvania - Bulkhead Flat Car with ScaleTrax Load
20-98763 \$64.95



CP Rail - Bulkhead Flat Car with ScaleTrax Load
20-98762 \$64.95



TTX - 60' Flat Car with R142 Subway Car
20-98760 \$99.95



TTX - 60' Flat Car with R142 Subway Car
20-98761 \$99.95

Features

- Unit Measures: 14 1/2" x 2 1/2" x 4 1/2"
- Operates On O-42 Curves
- O Scale Kadee® Compatible Mounting Pad

Gondola Car with Pipe Load



Union Pacific - Gondola Car with Pipe Load
20-98759 \$49.95



Alaska - Gondola Car with Pipe Load
20-98756 \$49.95



Conrail - Gondola Car with Pipe Load
20-98758 \$49.95



Montana Rail Link - Gondola Car with Pipe Load
20-98757 \$49.95



Features

- O Scale Kadee® Compatible Mounting Pad
- Unit Measures: 14 5/8 x 2 5/8 x 3 15/16"
- Operates On O-31 Curves



SEE IT IN
ACTION
ON THE WEB

By searching on each car's item number on www.mthtrains.com

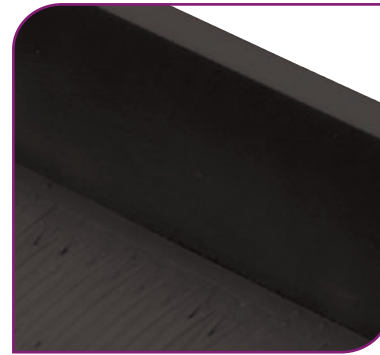


2-Rail Roller Bearing Die-Cast Freight Car Two-Truck Pack
20-89002 \$14.99

55-Ton All Steel Drop Bottom Gondola Car



Boston & Maine - 55-Ton All Steel Drop Bottom Gondola Car
20-98095 \$49.95



Southern Pacific - 55-Ton All Steel Drop Bottom Gondola Car
20-98097 \$49.95



Union Pacific - 55-Ton All Steel Drop Bottom Gondola Car
20-98098 \$49.95



Illinois Central - 55-Ton All Steel Drop Bottom Gondola Car
20-98096 \$49.95

Each Roadname available in Six-Car Sets
See Page 139



Features

- O Scale Kadee® Compatible Mounting Pad
- Unit Measures: 11 1/2" X 2 5/8" X 2 1/2"
- Operates on O-31 Curves

Steel Caboose with Center Cupola



Reading - Steel Caboose with Center Cupola
20-91326 \$59.95



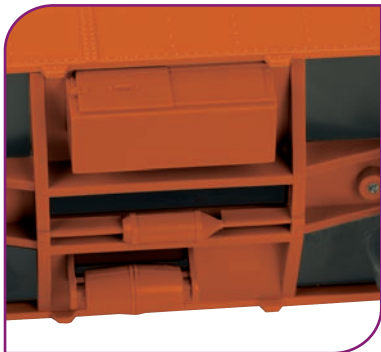
Chessie - Steel Caboose with Center Cupola
20-91323 \$59.95



Jersey Central - Steel Caboose with Center Cupola
20-91324 \$59.95



Lehigh & New England - Steel Caboose with Center Cupola
20-91325 \$59.95



SEE IT IN
ACTION
ON THE WEB

By searching on each
car's item number on
www.mthtrains.com

Features

- O Scale Kadee Compatible Coupler
- Mounting Pads
- Unit Measures: 9 1/8" x 2 7/16" x 3 3/4"
- Operates On O-31 Curves

CA-1 Woodsided Caboose



Boston & Maine - CA-1 Woodsided Caboose
20-91314 \$59.95



Maine Central - CA-1 Woodsided Caboose
20-91315 \$59.95



Union Pacific - CA-1 Woodsided Caboose
20-91317 \$59.95



Southern Pacific - CA-1 Woodsided Caboose
20-91316 \$59.95

Features

- Lighted, Detailed Interior
- Unit Measures: 10 3/8" x 2 1/2" x 3 5/8"
- Operates on O-31 Curves
- O Scale Kadee® Compatible Mounting Pad (Ca-1 Woodsided Caboose & N-6b Caboose Only)



2-Rail CA-1 Caboose 2-Truck Pack
20-89017 \$14.99



N-8 Caboose



Pennsylvania - N-8 Caboose
20-91318 \$59.95



Pennsylvania - N-8 Caboose
20-91320 \$59.95



Pennsylvania - N-8 Caboose
20-91319 \$59.95



Pennsylvania - N-8 Caboose
20-91321 \$59.95

N-6b Caboose with Operating Signal Man



Canadian National - N-6b Caboose with Operating Signal Man
20-91338 \$89.95



Northern Pacific - N-6b Caboose with Operating Signal Man
20-91337 \$89.95



SEE IT IN
ACTION
ON THE WEB

By searching on each
car's item number on
www.mthtrains.com

6-Car Corrugated Auto Carrier Set



CP Rail - 6-Car Corrugated Auto Carrier Set

20-90561 (#253521, 156159, 977073, 905976, 909085, 980268) \$319.95



Denver Rio Grande Western - 6-Car Corrugated Auto Carrier Set

20-90562 (#160391, 977057, 977191, 256035, 157729, 157413) \$319.95



Grand Trunk Western - 6-Car Corrugated Auto Carrier Set

20-90563 (#603062, 604116, 993066, 991124, 981226, 157937) \$319.95



Providence & Worcester - 6-Car Corrugated Auto Carrier Set

20-90564 (#104320, 100127, 102633, 100085, 104398, 100113) \$319.95

Features

- Intricately Detailed Durable ABS Body
- Operating Die-Cast Metal Couplers
- Fast-Angle Wheel Sets
- O Scale Kadee® Compatible Mounting Pad



6-Car 55 Ton All Steel Drop Bottom Gondola Set



Boston & Maine - 6-Car 55 Ton All Steel Drop Bottom Gondola Car Set

20-90537 (#9730, 9742, 9756, 9762, 9737, 9733) \$279.95

20-90538 (#9741, 9770, 9755, 9768, 9749, 9752) \$279.95



Illinois Central - 6-Car 55 Ton All Steel Drop Bottom Gondola Car Set

20-90539 (#85728, 85732, 85740, 85756, 85733, 85761) \$279.95

20-90540 (#85744, 85739, 85752, 85746, 85738, 85763) \$279.95



Union Pacific - 6-Car 55 Ton All Steel Drop Bottom Gondola Car Set

20-90543 (#66732, 66736, 66740, 66725, 66731, 66747) \$279.95

20-90544 (#66742, 66758, 66762, 66729, 66730, 66745) \$279.95



Southern Pacific - 6-Car 55 Ton All Steel Drop Bottom Gondola Car Set

20-90541 (#151928, 151932, 151945, 151922, 151947, 151943) \$279.95

20-90542 (#151950, 151956, 151962, 151959, 151965, 151973) \$279.95



Features

- Each Car Measures: 11 1/2" X 2 5/8" X 2 1/2"
- Operates On O-31 Curves
- Operating Die-Cast Metal Couplers
- O Scale Kadee® Compatible Mounting Pad

6-Car 2-Bay Offset Hopper Car Set



Chesapeake & Ohio - 6-Car 2-Bay Offset Hopper Car Set

20-90553 (#52677, 52685, 52680, 52692, 52673, 52676) \$269.95
 20-90554 (#52628, 52630, 52634, 52622, 52645, 52656) \$269.95



Reading - 6-Car 2-Bay Offset Hopper Car Set

20-90555 (#81048, 81032, 81036, 81022, 81053, 81059) \$269.95
 20-90556 (#81045, 81033, 81042, 81028, 81062, 81054) \$269.95



Milwaukee Road - 6-Car 2-Bay Offset Hopper Car Set

20-90557 (#96042, 96048, 96052, 96073, 96070, 96064) \$269.95
 20-90558 (#96055, 96043, 96078, 96062, 96046, 96029) \$269.95



Great Northern - 6-Car 2-Bay Offset Hopper Car Set

20-90559 (#73308, 73305, 73324, 73326, 73330, 73339) \$269.95
 20-90560 (#73325, 73333, 73336, 73342, 73348, 73350) \$269.95

Features

- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Operates On O-31 Track
- O Scale Kadee® Compatible Mounting Pad



6-Car Coalporter Hopper Car Set



CSX - 6-Car Coalporter Hopper Car Set

20-90533 (#390008, 390042, 390057, 390004, 390066, 390073) \$299.95
 20-90534 (#390089, 390015, 390022, 390018, 390036, 390048) \$299.95



BNSF - 6-Car Coalporter Hopper Car Set

20-90530 (#668336, 668342, 668356, 668345, 668367, 668382) \$299.95
 20-90529 (#668333, 668348, 668350, 668362, 668389, 668391) \$299.95



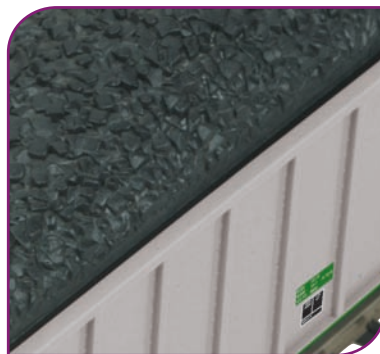
Conrail - 6-Car Coalporter Hopper Car Set

20-90531 (#507620, 507639, 507646, 507661, 507664, 507672) \$299.95
 20-90532 (#507622, 507636, 507642, 507615, 507602, 507648) \$299.95



Union Pacific - 6-Car Coalporter Hopper Car Set

20-90535 (#28021, 28005, 28352, 28025, 28074, 28068) \$299.95
 20-90536 (#28072, 28029, 28008, 28010, 28044, 28319) \$299.95



Features

- Separate Metal Handrails
- Decorative Brake Wheels
- Intricately Detailed Durable ABS Bodies
- O Scale Kadee® Compatible Mounting Pad

6-Car 50-Ton 41' Wood Flat Car with Sherman Tank Set



New York Central - 6-Car 50-Ton 41' Wood Flat Car w/Sherman Tank

20-90547 (#481568, 481572, 481585, 481550, 481554, 481549) \$399.95

20-90548 (#481563, 481570, 481565, 481578, 481574, 481555) \$399.95



Chesapeake & Ohio - 6-Car 50-Ton 41' Wood Flat Car w/Sherman Tank

20-90545 (#80052, 80058, 80044, 80059, 80063, 80082) \$399.95

20-90546 (#80056, 80040, 80045, 80062, 80068, 80084) \$399.95



Union Pacific - 6-Car 50-Ton 41' Wood Flat Car w/Sherman Tank

20-90551 (#56853, 56859, 56860, 56865, 56874, 56872) \$399.95

20-90552 (#56857, 56854, 56868, 56862, 56876, 56873) \$399.95



Pennsylvania - 6-Car 50-Ton 41' Wood Flat Car w/Sherman Tank

20-90549 (#471646, 471665, 471659, 471640, 471682, 471667) \$399.95

20-90550 (#471668, 471680, 471657, 471643, 471649, 471663) \$399.95

Features

- (1) Die-Cast 1/43 Sherman Tank
- Unit Measures: 11 3/4" x 2 1/2" x 1 1/16"
- Operates On O-31 Curves
- O Scale Kadee® Compatible Mounting Pad



Bombardier Passenger Sets



Tri-Rail - 2-Car Bombardier Passenger Set
20-66166 \$219.95



Tri-Rail - 4-Car Bombardier Passenger Set
20-65166 \$429.95



NJ Transit - 2-Car Bombardier Passenger Set
20-66140 \$219.95



NJ Transit - 4-Car Bombardier Passenger Set
20-65140 \$429.95



VRE - 2-Car Bombardier Passenger Set
20-66168 \$219.95



VRE - 4-Car Bombardier Passenger Set
20-65168 \$429.95



GO Transit - 2-Car Bombardier Passenger Set
20-66169 \$219.95



GO Transit - 4-Car Bombardier Passenger Set
20-65169 \$429.95

Streamlined Passenger Cars



**Union Pacific - 2-Car 70' ABS
Slpr/Diner Passenger Set (Smooth)**
20-66159 \$179.95



**Union Pacific - 2-Car 70' ABS
Baggage/Sleeper Passenger Set
(Smooth)**
20-69159 \$179.95



**Union Pacific - 70' ABS Full Length Vista Dome
Passenger Car (Smooth)**
20-67159 \$99.95



**Union Pacific - 70' ABS RPO
Car (Smooth)**
20-68159 \$99.95



**Great Northern - 2-Car 70' ABS
Slpr/Diner Passenger Set (Smooth)**
20-66158 \$179.95



**Great Northern - 2-Car 70' ABS
Baggage/Sleeper Passenger Set (Smooth)**
20-69158 \$179.95



Great Northern - 70' ABS RPO Car (Smooth)
20-68158 \$99.95



**Great Northern - 70' ABS Full Length Vista Dome
Passenger Car (Smooth)**
20-67158 \$99.95



Great Northern - 5-Car 70' ABS Passenger Set (Smooth)
20-65158 \$429.95



Amtrak - 70' ABS Full Length Vista Dome Passenger Car (Ribbed)
20-67155 \$99.95



Amtrak - 2-Car 70' ABS Baggage/Sleeper Passenger Set (Ribbed)
20-69155 \$179.95



Amtrak - 2-Car 70' ABS Slpr/Diner Passenger Set (Ribbed)
20-66155 \$179.95



Amtrak - 70' ABS RPO Car (Ribbed)
20-68155 \$99.95



Amtrak - 5-Car 70' ABS Passenger Set (Ribbed)
20-65155 \$429.95



Canadian Pacific - 2-Car 70' ABS Slpr/Diner Passenger Set (Ribbed)
20-66154 \$179.95



Canadian Pacific - 2-Car 70' ABS Baggage/Sleeper Passenger Set (Ribbed)
20-69154 \$179.95



Canadian Pacific - 70' ABS RPO Car (Ribbed)
20-68154 \$99.95



Canadian Pacific - 70' ABS Full Length Vista Dome Passenger Car (Ribbed)
20-67154 \$99.95



Canadian Pacific - 5-Car 70' ABS Passenger Set (Ribbed)
20-65154 \$429.95

Streamlined Passenger Cars



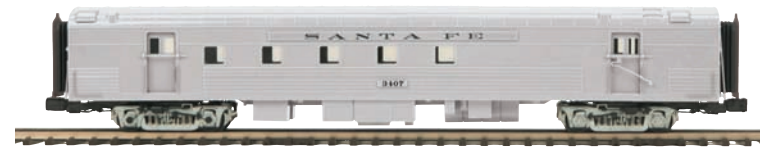
Santa Fe - 2-Car 70' ABS Slpr/Diner Passenger Set (Ribbed)
20-66157 \$179.95



Santa Fe - 70' ABS Full Length Vista Dome Passenger Car (Ribbed)
20-67157 \$99.95



Santa Fe - 2-Car 70' ABS Baggage/Sleeper Passenger Set (Ribbed)
20-69157 \$179.95



Santa Fe - 70' ABS RPO Car (Ribbed)
20-68157 \$99.95



Santa Fe - 5-Car 70' ABS Passenger Set (Ribbed)
20-65157 \$429.95



New York Central - 70' ABS Full Length Vista Dome Passenger Car (Ribbed)
20-67156 \$99.95



New York Central - 2-Car 70' ABS Baggage/Sleeper Passenger Set (Ribbed)
20-69156 \$179.95



New York Central - 2-Car 70' ABS Slpr/Diner Passenger Set (Ribbed)
20-66156 \$179.95



New York Central - 70' ABS RPO Car (Ribbed)
20-68156 \$99.95



New York Central - 5-Car 70' ABS Passenger Set (Ribbed)
20-65156 \$429.95

Features

- Overhead Interior Lighting
- 10 Passenger Figures in Each Passenger Car
- Each Car Measures" 19" x 2 7/16" x 3 1/2"
- Operates on O-42 Curves



0-Gauge or 2-Rail 0 Scale Couplers and Trucks

3-RAIL

RailKing 3-Rail Roller Bearing Freight Car Two Truck Pack

30-89002 \$12.99

RailKing 3-Rail Bettendorf Freight Car Two Truck Pack

30-89001 \$12.99



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

20-89004 \$14.99

Premier 3-Rail Bettendorf Die-Cast Freight Car Two Truck Pack

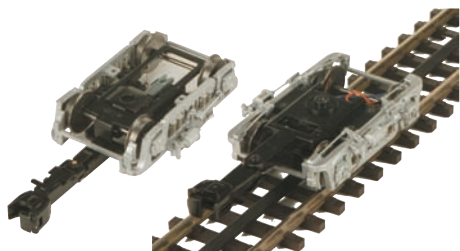
20-89003 \$14.99



PREMIER 2-RAIL

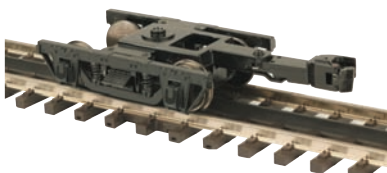
2-Rail Lightweight Die-Cast Passenger Car Two-Truck Pack*

20-89007 \$24.95



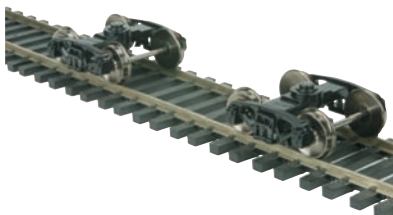
2-Rail 64' Woodsided Passenger Car Two-Truck*

20-89012 \$24.95



2-Rail Bettendorf Die-Cast Freight Car Two-Truck Pack

20-89001 \$14.99



2-Rail Heavyweight Passenger Car Two-Truck Pack*

20-89014 \$24.95



2-Rail Bettendorf Caboose Two-Truck Pack*

20-89015 \$14.99

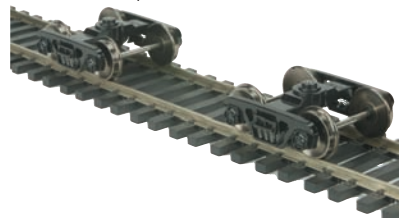
2-Rail Roller Bearing Caboose Two-Truck Pack*

20-89016 \$14.99



2-Rail Roller Bearing Die-Cast Freight Car Two-Truck Pack

20-89002 \$14.99



*Includes Removable 3-Rail Couplers

End-of-Train-Device Roller Bearing Freight Truck

This long requested accessory can convert any M.T.H. Premier Line freight car to an end-of-train car in just minutes.

The all die-cast sprung roller bearing truck includes a center-rail pickup roller that powers a bright flashing LED, reproducing the end-of-train effect found on modern freight drags.

The ETD truck easily mounts to your existing freight cars in just a few minutes.

Features:

- Die-Cast Construction
- Fully Assembled
- Self-Powered Strobe Light
- Mounts To Any M.T.H. Freight Car
- Unit Measures: 1" High



White End-of-Train-Device Roller Bearing Freight Truck

20-89013 \$24.95

Yellow End-of-Train-Device Roller Bearing Freight Truck

20-89010 \$24.95



Wireless Drawbar Set

20-89011 \$29.95

CONVERSION WHEEL KITS

Proto-Scale 3-2™ 4-Wheel Truck Scale Wheel Set

20-89005 \$39.95

Proto-Scale 3-2™ 6-Wheel Truck Scale Wheel Set

20-89006 \$59.95

Proto-Scale 3-2™ 4-Wheel Truck Hi-Rail Wheel Set

20-89008 \$39.95

Proto-Scale 3-2™ 6-Wheel Truck Hi-Rail Wheel Set

20-89009 \$59.95

POWER UP with the best transformers in O Gauge!



100 Watts

Z-1000™ AC Transformer

40-1000 \$99.95

With 14 Volt Accessory Port

Whether you operate with conventional AC power or the M.T.H. Digital Command System (DCS), our UL-approved transformers offer the best way to power your layout. Choose the 100-watt Z-1000™ for a small- to medium-sized layout, or step up to the 400-watt, feature-laden Z-4000®, the most powerful UL-approved transformer in the hobby. All M.T.H. transformers offer

- Incredibly smooth, wide range throttle for precise speed control
- Bell and whistle/horn buttons that work with all makes of locomotives
- Fast-acting circuit breakers to protect your equipment
- Continuous useable wave power output compatible with all AC-powered engines

WHY THE OR LISTING?

To protect our customers and their trains, M.T.H. Electric Trains is committed to manufacturing safe, UL or CSA approved transformers and power supplies. By subjecting our transformers to the strenuous tests and requirements of Underwriters Laboratories and/or CSA, M.T.H. helps ensure that our products meet the same requirements as other consumer electronics sold today. When choosing a new transformer, model railroaders should only look for those that have received a UL or CSA listing.

Z-DC300 Transformer

40-300 \$99.95

Featuring 30 watts of DC power and a 16 volt AC accessory port, the CSA approved DC-300 will comfortably run up to five HO locomotives.

- Controller LED On Light
- Overload Light
- Power On Switch
- Momentum Control
- Brake Control
- Direction Control
- Built-In Circuit Breaker Protection
- 30 Watt DC Power Supply w/16v AC Accessory Output Jacks



30 Watts

Z-DC1 Transformer

40-200 \$19.95

A perfect small DC power supply to power up accessory lights, the ZDC1 includes a smooth-feeling power knob atop its UL approved enclosure.

- U.L. Approved
- 20 Watts DC Max Power Output
- Smooth Operating Throttle Knob
- Built-In Circuit Breaker Protection



100-Watt Accessory AC Power Supply

40-1000A \$79.95

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



50 Watts

Z-500™ AC Transformer

40-500 \$59.95

Designed for smaller layouts, the Z-500 offers the same control features as the Z-1000 but with less power.

400 Watts! The Most Powerful Listed Transformer!



Overload indicator

Smooth-operating, wide-range **dual throttles**

Dual digital ammeters show how much current each throttle is using and warn of potential overloads

Bell and whistle-horn buttons compatible with all AC engines

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

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

Internal cooling fan

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

Smooth-operating, wide-range **dual throttles**

Power-on indicator

Direction button for each channel

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

Z-4000® Transformer

40-4000 \$439.95

Two AC throttles, each with its own complete set of controls, plus 10-volt and 14-volt AC accessory outputs

Rear Panel AC Outputs



0~22 Volts Track Power (10 AMP)

10-Volt Accessory Power (3 AMP)

14-Volt Accessory Power (3 AMP)

0~22 Volts Track Power (10 AMP)

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

DCS Remote Commander Set

Features Include:

- Speed adjustment in one-scale-mile-per hour steps
- Volume Control
- Smoke on/off
- Front & Rear Proto-Coupler Control
- Engine Start-up & Shutdown Sounds
- Activate Passenger Station and FreightYard Sounds
- Whistle/Horn Control & Bell On/Off
- Locomotive Direction Control
- Wireless Communication With DCS Remote Commander Receiver
- LED Power On Lamp (Receiver Only)
- AC or DC Power Input
- Remote Requires (2) AA Batteries (not included)
- Unit Measures: 6 inches

The DCS Remote Commander is an inexpensive wireless solution capable of accessing the most popular command control functions programmed into Proto-Sound 2.0 or 3.0 locomotives. The DCS Remote Commander handheld controller features clearly labeled, one-button control of 9 engine functions. There are no function keys or special codes to remember. Access the locomotive whistle or horn, bell, smoke, direction and speed with just a single button push. You can also access Passenger Station or Freight Yard Proto-Effects, engine startup and shutdown sounds and control the front or rear Proto-Couplers with this lightweight, easy-to-use remote.



DCS Remote Commander Set
50-1033 \$39.95

Adding a DCS Remote Commander to your existing layout is simple: just plug your power supply into the DCS Remote Commander receiver and the output wires from the receiver to your track lockon. The DCS Remote Commander can accept any power input (AC or DC) up to 20 volts and 8 amps, making it a perfect choice for small and moderately sized layouts.

Learn More About It

The instruction manual for every M.T.H. transformer is available at www.mthtrains.com. Just look up the transformer in our Product Search feature.

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



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

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

Track Features

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

Lower Cost

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

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



More Realism

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



Lionel Tubular



Gargraves



Atlas



Scale Trax

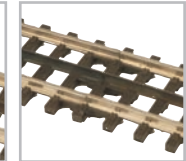
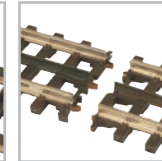
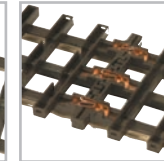
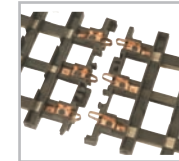
Lowest Profile 3-Rail O Gauge Track

Smaller Third Rail

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

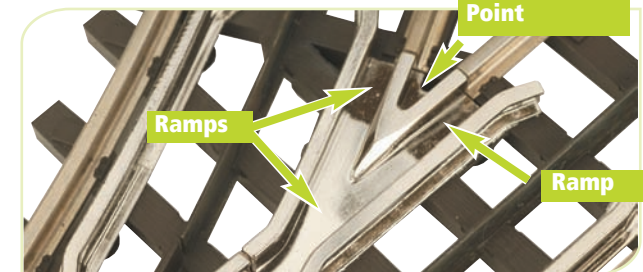
Better Electrical Contact

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



Smoother Switches

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



Easier-To-Use Flex Track

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

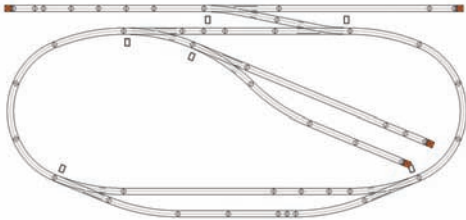


Dave Hikel ScaleTrax™ Layout Packages

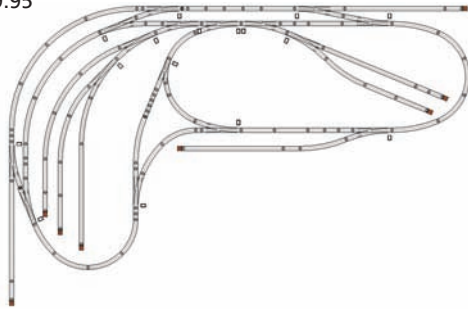


The O gauge layout that grows!
Build Roosevelt Junction in four phases.

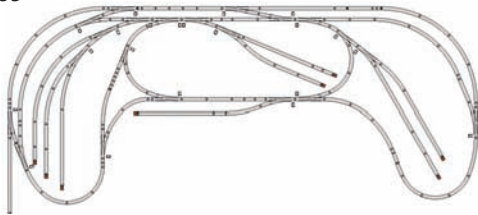
ScaleTrax™ Layout Package 1 - Roosevelt Junction, Phase 1 (4' x 8')
45-1101 \$559.95



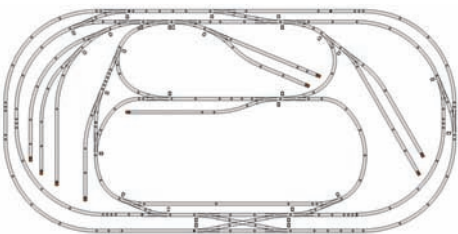
ScaleTrax™ Layout Package 2 - Roosevelt Junction, Phase 2
45-1102 \$749.95



ScaleTrax™ Layout Package 3 - Roosevelt Junction, Phase 3
45-1103 \$399.95



ScaleTrax™ Layout Package 4 - Roosevelt Junction, Phase 4 (8' x 16')
45-1104 \$749.95



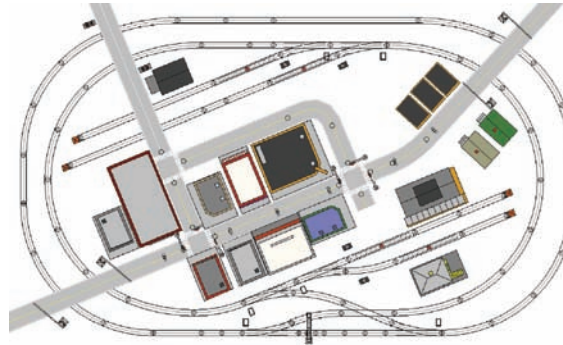
Dave Hikel Layout Packages

Don't have the time or inclination to design your own layout? Check out ScaleTrax layout packages, featuring track plans designed by Dave Hikel, renowned West Coast custom layout builder. Each package includes all the track and switches needed to build a complete layout. For details and track plans, click the ScaleTrax logo at the bottom of the M.T.H. home page, www.mthtrains.com. Order the ScaleTrax components from any M.T.H. Authorized Retailer and M.T.H. will drop ship your order directly from Maryland. If you prefer to design your own plan, use RR Track layout design software and take your design to any M.T.H. Authorized Retailer and we will drop ship the order for them.

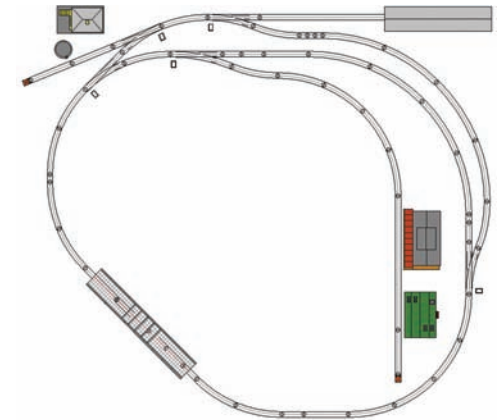


RR Track Layout Design Software
45-1100 \$49.95

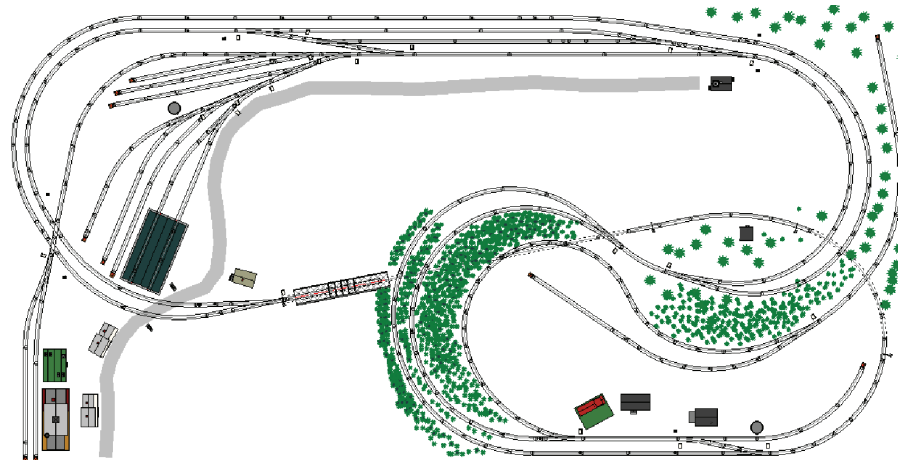
ScaleTrax™ Layout Package 7 - 6 x 10 Main Street
45-1107 \$719.95



ScaleTrax™ Layout Package 5 - 8 x 9 Spare Room
45-1105 \$519.95



ScaleTrax™ Layout Package 6 - 12 x 24 Tall Timber
45-1106 \$2,599.95



Scale Trax™

STRAIGHT, FLEX & OPERATING TRACK SECTIONS

It takes EIGHT O-31 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-80 CURVES to make a circle.

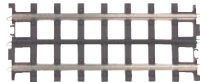
SCALETRAX™

BY M.T.H. ELECTRIC TRAINS



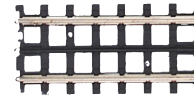
ScaleTrax™ - 1.75" Track Section
45-1011 \$2.49

ScaleTrax™ - 1.75" Track Section 4-Pack
45-1011-4 \$9.99



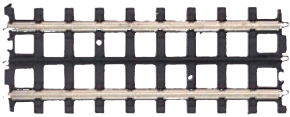
ScaleTrax™ - 5.0" Track Section
45-1013 \$3.50

ScaleTrax™ - 5.0" Track Section 2-Pack
45-1013-2 \$7.99



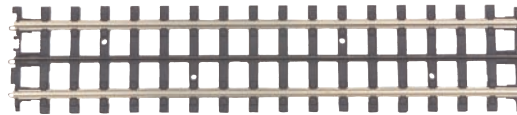
ScaleTrax™ - 4.25" Track Section
45-1012 \$3.50

ScaleTrax™ - 4.25" Track Section 2-Pack
45-1012-2 \$7.99



ScaleTrax™ - 5.5" Track Section
45-1014 \$3.50

ScaleTrax™ - 5.5" Track Section 2-Pack
45-1014-2 \$7.99

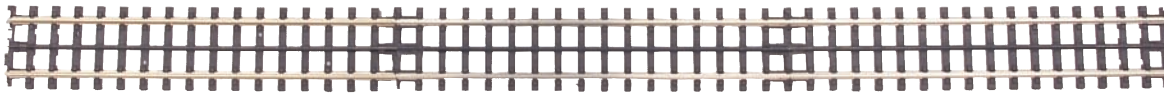


ScaleTrax™ - 10" Straight Track Section
45-1001 \$3.99

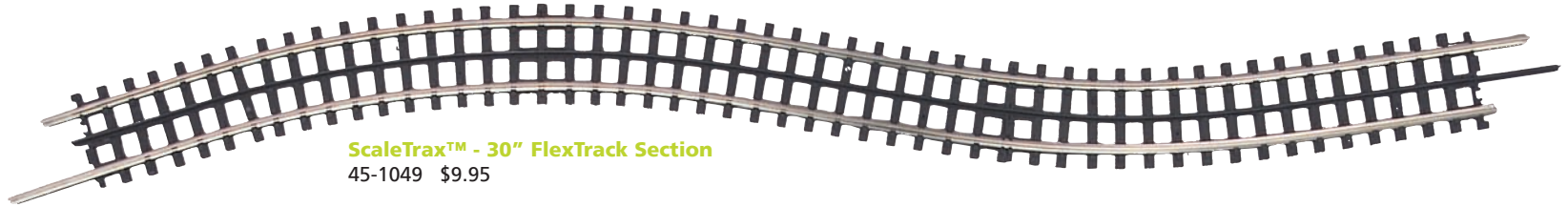


ScaleTrax™ - Lockon (Track Not Included)
45-1033 \$3.99

Each FlexTrack Section Requires 1 Lockon



ScaleTrax™ - 30" Track Section
45-1019 \$10.99

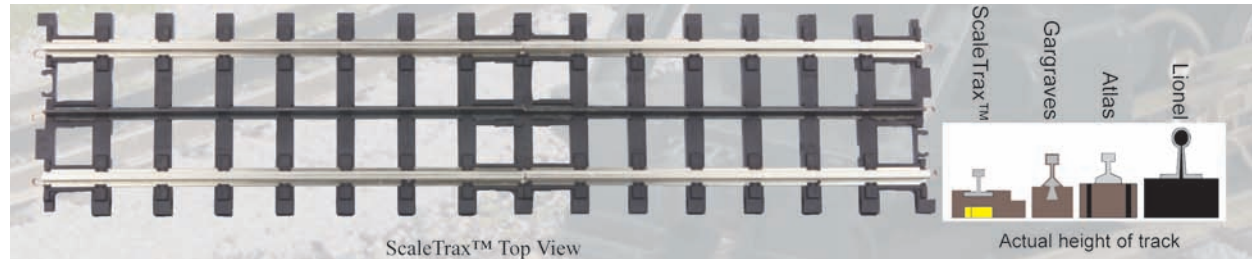


ScaleTrax™ - 30" FlexTrack Section
45-1049 \$9.95

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



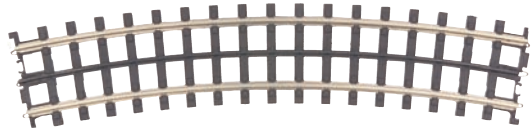
ScaleTrax™ - 15" Operating Track Section
45-1035 \$19.95



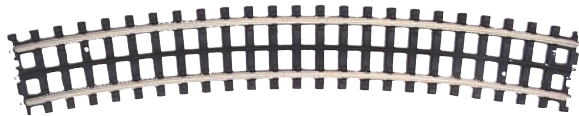
CURVED TRACK SECTIONS



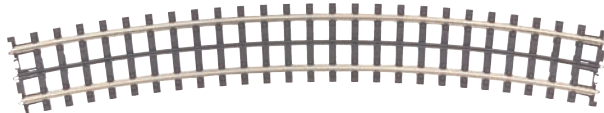
ScaleTrax™ - O-31 Curved Track Section
45-1002 \$3.99



ScaleTrax™ - O-54 Curved Track Section
45-1007 \$3.99



ScaleTrax™ - O-72 Curved Track Section
45-1010 \$4.99

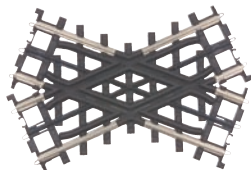


ScaleTrax™ - O-80 Curved Track Section
45-1034 \$5.99

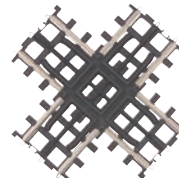
CROSSOVERS



ScaleTrax™ - 22.5 Degree Crossing
45-1015 \$19.95

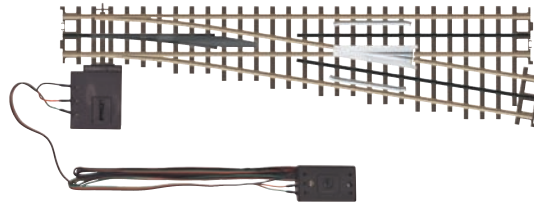


ScaleTrax™ - 45 Degree Crossing
45-1006 \$19.95

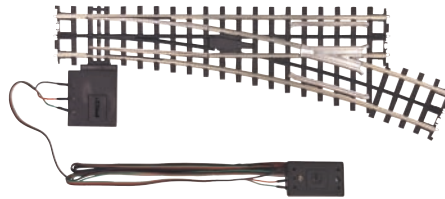


ScaleTrax™ - 90 Degree Crossing
45-1005 \$19.95

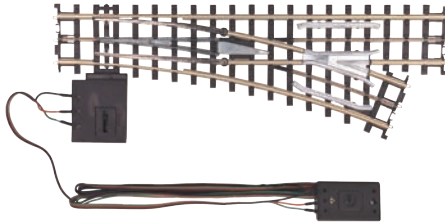
SWITCHES



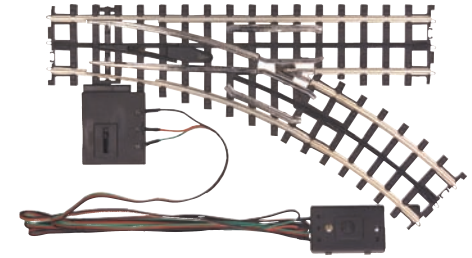
ScaleTrax™ - No. 6 Right Hand Switch
45-1053 \$69.95
ScaleTrax™ - No. 6 Left Hand Switch
45-1052 \$69.95



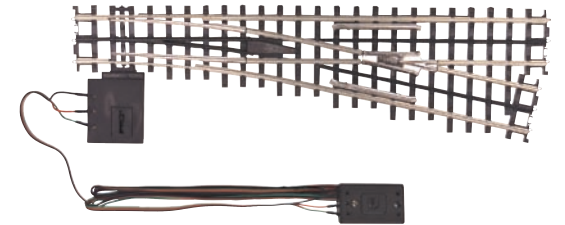
ScaleTrax™ - O-72 Right Hand Switch
45-1020 \$49.95
ScaleTrax™ - O-72 Left Hand Switch
45-1021 \$49.95



ScaleTrax™ - O-54 Right Hand Switch
45-1009 \$49.95
ScaleTrax™ - O-54 Left Hand Switch
45-1008 \$49.95



ScaleTrax™ - O-31 Right Hand Switch
45-1004 \$49.95
ScaleTrax™ - O-31 Left Hand Switch
45-1003 \$49.95



ScaleTrax™ - No. 4 Right Hand Switch
45-1051 \$59.95
ScaleTrax™ - No. 4 Left Hand Switch
45-1050 \$59.95

ACCESSORIES

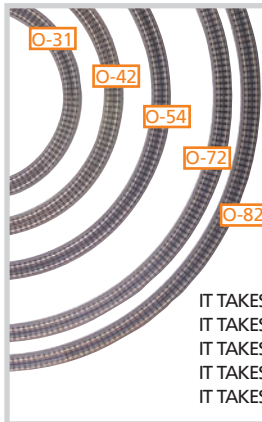


ScaleTrax™ - Bumper
45-1025 \$15.95

ScaleTrax™ - ITAD
45-1028 \$34.95
(used to activate signals
and trackside accessories)



RealTrax[®]: Rugged – Realistic – Reliable



REALTRAX[®]
BY M.T.H. ELECTRIC TRAINS

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.

At M.T.H. we believe a track system should allow your model railroad empire to grow. The RealTrax system includes 72 different components for maximum expansion capabilities. You'll find bridges, curves of all sizes, elevated and graduated trestles, crossovers, and every straight and curved configuration you'll need to create your own model railroad empire. And every piece of RealTrax is rugged, realistic, and reliable so you can have fun running your trains.

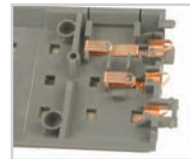
Rugged

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



Realistic

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

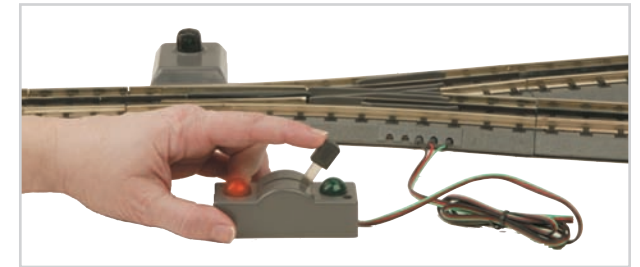


Reliable

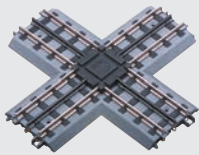
Nickel silver rail ensures that RealTrax will never rust. Spring-loaded phosphor bronze contacts provide superior electrical connections between track sections. The

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

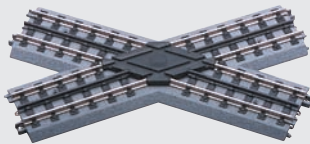
RealTrax switches feature the same durable construction as regular RealTrax sections and utilize long-lasting switch motors that provide precise throws every time. The reversible motor mechanism quickly snaps onto the other side of the switch if space is a problem. No disassembly of the switch is required!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



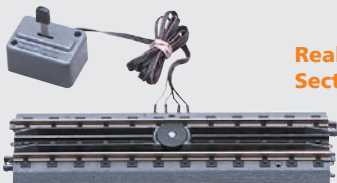
Crossover & Operating Sections



RealTrax - 90* Crossover Track
40-1006 \$22.95



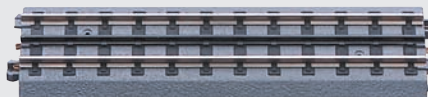
RealTrax - 45* Crossover Track
40-1007 \$22.95



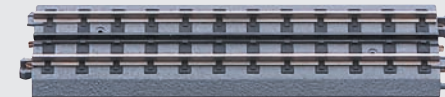
RealTrax - Operating Track Section
40-1008 \$29.95



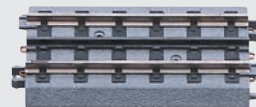
RealTrax - 30" Straight Track Section
40-1019 \$11.99



RealTrax - 10" Ground Track (2 pieces per pack)
40-1068-2 \$7.99
(features removable jumper connecting 2 outer rails)



RealTrax - 10" Straight Track Section
40-1001 \$4.20



RealTrax 5.0" Track Section
40-1016 \$3.79



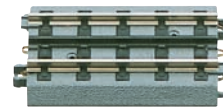
RealTrax 5.5" Track Section
40-1012 \$3.79



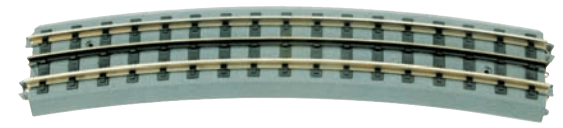
RealTrax - O-82 Curved Track Section
40-1082 \$5.99



RealTrax - 3.5" Track Section
40-1018 \$3.79



RealTrax - 4.25" Track Section
40-1017 \$3.79



RealTrax - O-72 Curved Track Section
40-1010 \$5.49



RealTrax - O-42 Half Curve Track
40-1045 \$4.49



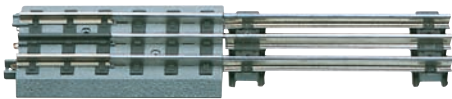
RealTrax - O-54 Half Curve Track
40-1057 \$4.99



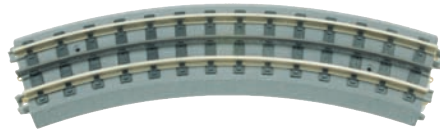
RealTrax - O-31 Half Curve Track
40-1022 \$3.79



RealTrax - O-54 Curved Track Section
40-1054 \$4.99



RealTrax - Adapter Track Section
40-1011 \$7.99



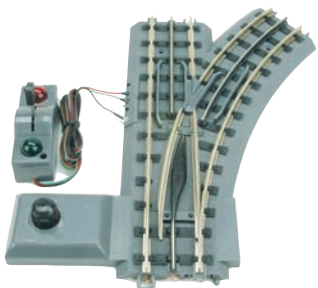
RealTrax - O-31 Curved Track Section
40-1002 \$4.20



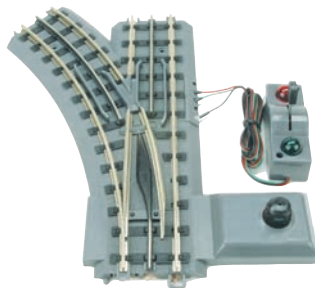
RealTrax - O-72 Half Curved Track Section
40-1049 \$4.99



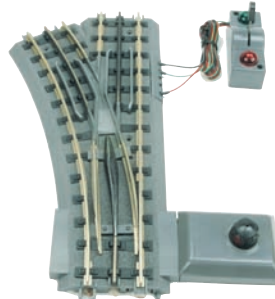
RealTrax - O-42 Curved Track Section
40-1042 \$4.49



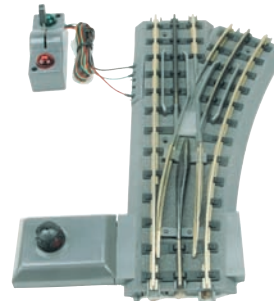
RealTrax - O-31 Switch (RH)
40-1004 \$64.95



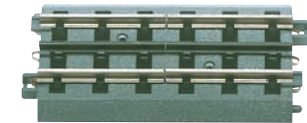
RealTrax - O-31 Switch (LH)
40-1005 \$64.95



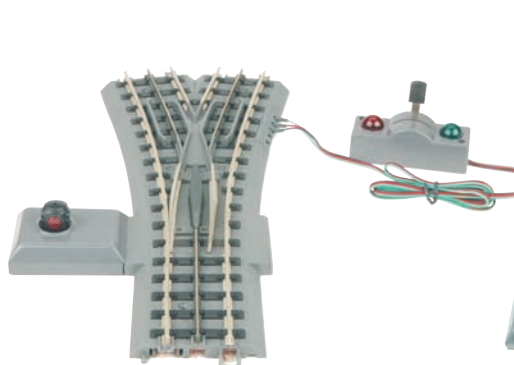
RealTrax - O-42 Switch (LH)
40-1043 \$74.95



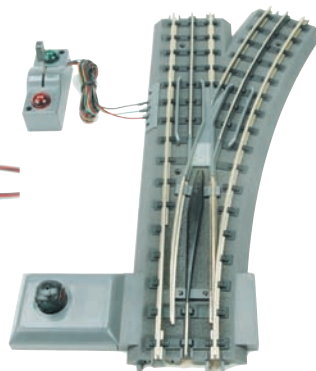
RealTrax - O-42 Switch (RH)
40-1044 \$74.95



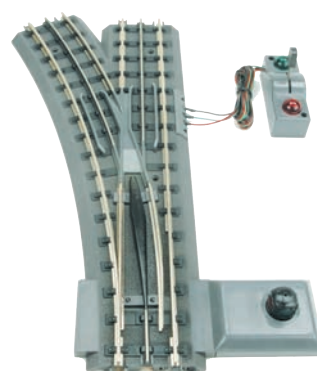
RealTrax - 10" Insulated Straight Track Section Set
40-1029 \$7.99



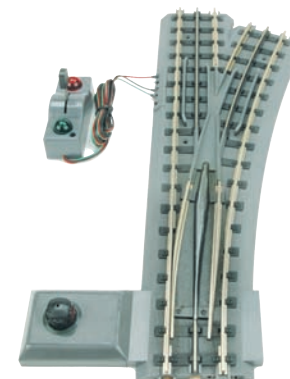
RealTrax - O-72 Wye Switch
40-1068 \$89.95



RealTrax - O-54 Switch (RH)
40-1055 \$79.95



RealTrax - O-54 Switch (LH)
40-1056 \$79.95



RealTrax - O-72 Switch (RH)
40-1020 \$89.95



RealTrax - O-72 Switch (LH)
40-1021 \$89.95



90 Degree 031 Curved Tunnel
40-1072 \$64.95
90 Degree 036 Curved Tunnel
40-1073 \$69.95



20" Single Track Straight Tunnel
40-1074 \$64.95

FULLY SCENICED,
READY TO USE!



30" Dual Track Straight Tunnel
40-1075 \$69.95

TRACK, TRAIN & TRESTLES
NOT INCLUDED



Over & Under Tunnel
40-1070 \$59.95

100 WATT
POWER SUPPLY!



Power & Track Pack
40-1071 \$149.95



O Steel Arch Bridge - Rust
40-1031 \$69.95
O Steel Arch Bridge - Silver
40-1013 \$69.95
O Steel Arch Bridge - Black
40-1050 \$69.95



O Subway Trestle Bridge
40-1048 \$19.95



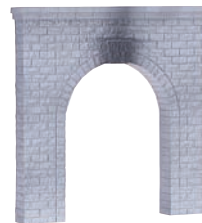
O Bridge Girder - Rust
40-1032 \$29.95
O Bridge Girder - Silver
40-1014 \$29.95
O Bridge Girder - Black
40-1051 \$29.95



O 2-Track Bridge Girder - Rust
40-1059 \$34.95
O 2-Track Bridge Girder - Silver
40-1063 \$34.95
O 2-Track Bridge Girder - Black
40-1061 \$34.95



O 2-Track Steel Arch Bridge - Rust
40-1058 \$99.95
O 2-Track Steel Arch Bridge - Silver
40-1062 \$99.95
O 2-Track Steel Arch Bridge - Black
40-1060 \$99.95



Tunnel Portal - Single
40-9014 \$14.95



Tunnel Portal - Double
40-9015 \$19.95

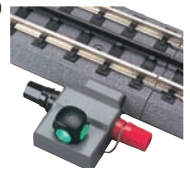


RealTrax - 24-Piece Graduated Trestle System
40-1033 \$49.95



RealTrax - 8-Piece Elevated Trestle System
40-1034 \$29.95

RealTrax - Lighted Lockon
40-1003 \$5.49



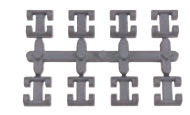
RealTrax - Track Activation Device (I.T.A.D.)
40-1028 \$24.95
(Allows passing train to activate signals or trackside accessories)



RealTrax - Non-Slip Track Pads (50/pack)
40-1046 \$8.99



8 Piece Elevated Subway Trestle Set
40-1047 \$29.95



RealTrax - Track Clips (24)
40-1041 \$7.95

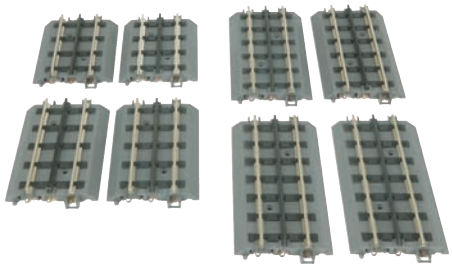


RealTrax Track Cleaning Block
40-1099 \$17.99



RealTrax - Lighted Bumper
40-1024 \$14.95

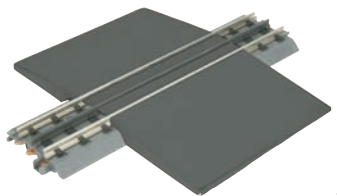
Layout Builders



RealTrax - Layout Builder (8 Pcs)
40-1023 \$29.95
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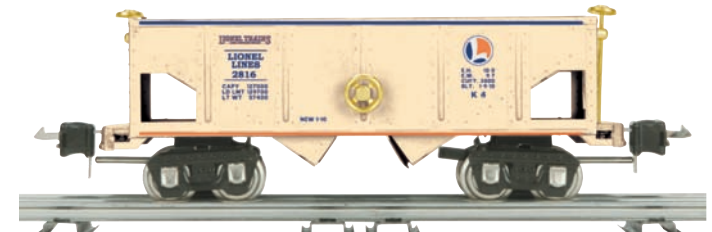
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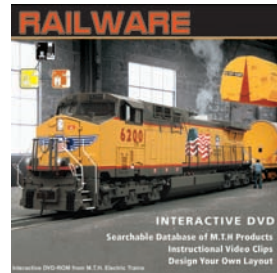


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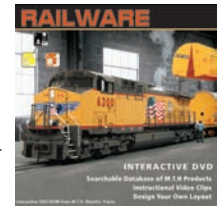
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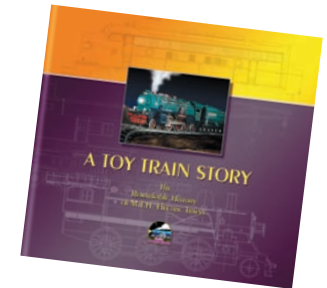
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M.T.H.'s DCS Digital Command System has received U.S. Patent No. 6,457,681. M.T.H.'s Proto-Sound® 2.0 system has received U.S. Patent No's 6,457,681 B1 (sound system), 6,457,681 B1 (Proto-Speed Control™), 6,604,641 (Proto-Coupler™), 7,210,656 (Sound), 6,662,917 (2/3Rail), 7,210,656 (Internet Downloads, Music & Doppler). 6,655,640 (Smoke Synchronization)
M.T.H.'s RealTrax® has received U.S. Patent No. 6,019,289.
M.T.H.'s Z-4000® Transformer has received U.S. Patent No's. 6,281,606 & 6,624,537.

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