

2015

volume two

RailKing & Premier O-Gauge Trains

1980 **MTHE** 2015
ELECTRIC TRAINS®

CELEBRATING 35 YEARS



35 Years, One Goal: A World of



In the early years of this business, a few intrepid pioneers — among them Jerry Williams, Bill Benson, Maury Klein, Dick Kughn, Mort Mann and our own Mike Wolf — found a ready audience in a generation of adults raised on Lionel and American Flyer trains, and ready to spend grown-up time and money fulfilling the dreams of their youth.

Fast forward 35 years, and spare-time pursuits take place largely on two-dimensional screens. What you do in your basements, attics and spare rooms — build a world of your own in three dimensions — is increasingly rare and, we would argue, increasingly important for what it has to offer. More than ever, model railroading is “The World’s Greatest Hobby” — a way to experience the joy of creating something with your own hands and making it run, and learning all the skills that may go with it, from exploring history to electrical wiring to building scenery to working with friends to run a railroad.

As a company and as model railroaders, we recognize the importance of passing the torch — keeping this hobby alive and exciting for new generations of hobbyists, by combining the traditional arts of model railroading with the newest and most engaging forms of technology. That’s why our latest endeavor is creating an app that will allow full train and layout control from the smart phones that most of you have in your pockets. That’s also why we attend nu-

merous train shows every year, engaging with thousands of individuals and families that are clearly fascinated by model railroading. As we celebrate our 35th year and look forward to many more, we’d like to share some of the milestones along our journey:

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. At train shows, customers approaching Mike’s table often ask to speak to his father, not realizing he is the business owner. 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 tinsplate production and 3-rail O Gauge model railroading.

1983

Tinsplate Manufacturer: Jerry sells Mike the tooling for his Standard Gauge tinsplate 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. 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 tinsplate reproductions made in Korea.



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.

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.

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. 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®: 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.



1998

Z-4000® and Subways: The Z-4000 transformer is introduced — the first truly viable replacement for the venerable Lionel ZW. It will become 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.

Your Own in Three Dimensions

2000

Proto-Sound 2.0: The Pennsylvania E6 Atlantic, the first Proto-Sound 2.0 steamer, introduces hobbyists to synchronized puffing smoke combined with digital sounds and smooth performance down to 3 scale miles per hour.

2002

DCS: 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 first 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.

2006

HO Engines with Proto-Sound 3.0: DCS arrives in HO scale with the Pennsylvania K4s Pacific; the locomotive features Proto-Sound 3.0, which includes both DCS and NMRA-standard DCC receivers.



2009

Lionel Corp. Tinplate: Lionel and M.T.H. announce their first cooperative venture since the



Kuhn era, Lionel Corporation Tinplate. One of the new firm's first products is the legendary Brute, a huge 1920s Lionel prototype that was never produced.

2011

Proto-Sound 3.0 for O Gauge: With the introduction of Proto-Sound 3.0, O gauge modelers have access to truly universal locomotives, capable of 2-rail or 3-rail operation with virtually any operating system: AC, DC, DCS, or NMRA-standard DCC.

2015

44-Tonner and DCS App: Scheduled for release later this year, the scale GE 44-ton diesel will be the smallest-yet locomotive with full Proto-Sound 3.0 control, while the new DCS app will allow full layout control from Android and Apple

smartphones and tablets. Including the 2015 Volume Two catalog, M.T.H. has cataloged over 26,000 model train items in its 35-year history.

And now, without further ado, we invite you to turn the page and see for yourself what we have to offer in this, our 35th year of building model trains. As always, we hope you'll find items in this catalog that will surprise and delight you, and help you continue to enjoy this most wonderful of hobbies.

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See It, Hold It, Run It!

Learn how your group can participate in our M.T.H. program to bring new members into our hobby at www.mthtrains.com/news/shr

Benefits

From Other M.T.H. Product Lines

See it in Action!

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



MTH
ELECTRIC TRAINS®
HO TRAINS THAT DO MORE

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

Our One Gauge Triplex, for example, was North America's first production model with a smoking whistle — a feature we're introducing this year in O Gauge.

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

Our newest venture, M.T.H. S Gauge, brings Proto-Sound 3.0 to a full S Scale product line featuring track, rolling stock and locomotives. The smaller Proto-Sound electronics that we developed for our S Gauge engines made possible the tiny O Gauge GE 44-ton diesel that we're rolling out this year.

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.



MTH
ELECTRIC TRAINS®
S Gauge Trains That Do More

BY M.T.H. ELECTRIC TRAINS
RAILKING
ONE-GAUGE TRAINS



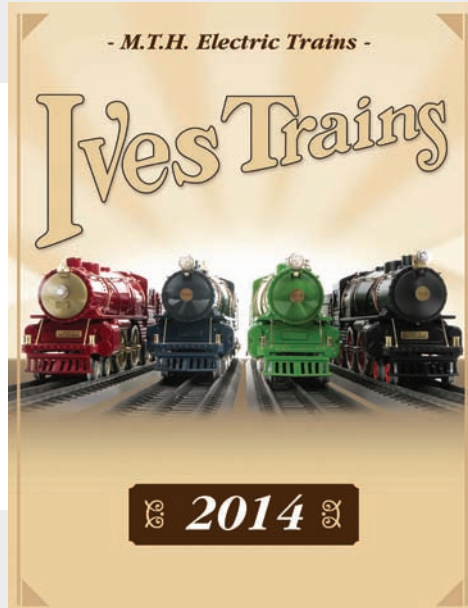


LIONEL ELECTRIC TRAINS
MODEL RAILROAD ACCESSORIES
LIONEL CORPORATION TINPLATE

Celebrate Lionel Corporation Tinplate!

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

TINPLATE TRADITIONS
By MTH Electric Trains



MÄRKLIN



About Our Product Lines

Premier engines are full O scale models, 1/48 the size of their North American prototypes (our European Premier models are built to 1:45 dimensions for German and Swiss prototypes and 1:43.5 for English and French models). Because of this, they often require larger radius curves than comparable RailKing models. Premier engines are as detailed as we can reasonably make them, and feature a large number of added-on parts. On Premier steamers, for example, most piping is separately applied, whereas piping on RailKing steam engines is cast onto the boiler. While puffing smoke is standard on virtually all M.T.H. steamers, only Premier and RailKing Scale and Imperial diesels feature diesel exhaust smoke. Premier engines also have more elaborate lighting effects.

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

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

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

Tinplate Traditions models are constructed from the same techniques employed in the Lionel Corporation Tinplate lineup but feature products of non-Lionel vintage, including reproductions of Ives and Dorfan locomotives and accessories as well as unique reproductions like the monorail originally produced by a company called Detroit-Leland.

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

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

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

Proto-Sound 3.0[®]

The Richest Set of Features in Model Railroading

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

VIVID ENGINE SOUNDS

Proto-Sound features crystal-clear digital sounds. We strive to make our sounds as authentic as possible, using the characteristic whistle for a particular steam engine, for example, and the correct motor sounds 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 steam chuff or diesel motor volume — and play a steam engine quillable whistle as if you were pulling the whistle cord!

STATION SOUNDS

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

ATMOSPHERIC SOUNDS

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

EXTRAORDINARY SLOW SPEED CAPABILITY

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

UNMATCHED SPEED CONTROL

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

LIGHTING EFFECTS

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

SYNCHRONIZED CHUFF AND PUFF

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



MULTIPLE UNIT CAPABILITY

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

GREAT SMOKE

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

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.

FULL COMPATIBILITY WITH ALL OPERATING SYSTEMS

Right out of the box, every Proto-Sound 3.0 M.T.H. engine is compatible with all operating systems: conventional AC or DC, DCC, and our own Digital Command System (DCS).

BI-DIRECTIONAL COMMUNICATION

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

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

PROTO-SOUND 3.0 DCC FUNCTIONALITY

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



RECORD/PLAYBACK

In DCS command mode, you can record an entire operating session up to 90 minutes long and play it back anytime for visitors to your layout. Run your Proto-Sound 2.0 and 3.0 locomotives, stop for stations, signals or other trains, activate bells, horns, whistles and station announcements, even throw switches and operate accessories. Then press a few buttons on your DCS controller and watch your railroad operate automatically. If you like, you can even run trains manually on another portion of your layout.

Proto-Sound 3.0 DCC Features

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

Steam Features

- Headlight/Backup light
- Bell
- Whistle
- Start-up/Shut-down
- Passenger Station/Freight Yard Sounds
- All Other Lights (On/Off)
- Master Volume
- Front Coupler (3)
- Rear Coupler (3)
- Forward Whistle Signal
- Reverse Whistle Signal
- Grade Crossing Signal
- Smoke On/Off
- Smoke Volume
- Idle Sequence 3
- Idle Sequence 2
- Idle Sequence 1
- Extended Start-Up
- Extended Shut-Down
- Labor Chuff (1)
- Drift Chuff (1)
- Doppler Effect
- Coupler Slack
- Coupler Close
- Single Horn Blast
- Engine Sounds
- Brake Sounds
- Cab Chatter
- Feature Reset
- Train Marker (2)
- Train Operation (2)

(1) Not Included On European Steam Locomotives

(2) Found Only On European Steam Locomotives

(3) If Equipped

Diesel/Electric Features

- Headlight/Backup Light
- Bell
- Horn
- Start-up/Shut-down
- Passenger Station/Freight Yard Sounds
- All Other Lights (On/Off)
- Master Volume
- Front Coupler (7)
- Rear Coupler (7)
- Forward Horn Signal
- Reverse Horn Signal
- Grade Crossing Signal
- Clickety Clack (On/Off)
- Idle Sequence 4 (1)
- Idle Sequence 3 (2)
- Idle Sequence 2
- Idle Sequence 1
- Extended Start-Up
- Extended Shut-Down
- Rev Up (6)
- Rev Down (6)
- Doppler Effect
- Coupler Slack
- Coupler Close
- Single Horn Blast
- Engine Sounds
- Brake Sounds
- Cab Chatter
- Feature Reset
- Smoke On/Off (3)
- Smoke Volume (3)
- Pantograph Auto/Manual (4)
- Front Pantograph Up/Down (4)
- Rear Pantograph Up/Down (4)
- Train Marker (5)
- Country Selection (5)

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

(2) Not Included On Electrics

(3) Found Only On Diesel Locomotives w/Smoke

(4) Found Only On Electric Locomotives

(5) Found Only On European Electric Locomotives

(6) Not Included On European Electric Locomotives

(7) If Equipped



Simply the Best Way

DCS is **SIMPLE** to use.

It's **ACCESSABLE** from any iOS or Android smart phone, tablet or the included remote.

It can be **UPGRADED FOR FREE** over the Internet.

It can **DO MORE** for less money than other command control systems.

It's why you'll have **MORE FUN** operating your trains than ever before.

It can run over 5300* Proto-Sound® 2.0 & 3.0 engines and every TMCC®, EOB, or Legacy™ engine ever made — and run 99 of them at the same time, on the same track, independently, in command mode.

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

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

* Number of different Proto-Sound 2.0 and 3.0 engines cataloged through the 2015 Volume 2 Catalog.

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



DCS Remote Control System
50-1001 \$349.95
Includes handheld and TIU

DCS Remote Control Handheld Unit
50-1002 \$169.95



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

DCS Track Interface Unit (TIU)
50-1003 \$199.95



DCS WiFi Module
50-1034 \$179.95



to Run a Railroad™

Command Control Explained

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

In the DCS system, commands such as speed, direction, and sound control are sent as radio signals from the handheld throttle to a TIU (track interface unit). The TIU translates those radio signals into digital information that is sent through the rails and picked up by a receiver in the appropriate engine — telling it to go, for example, 37 miles per hour, blow the whistle, smoke more heavily, or any other command. DCS locomotives can also send information back to the handheld to let the operator know what they're doing.



Learn More About It

Request a Complimentary DVD on DCS and M.T.H. technology. Log on to the DCS Web site, www.protosound2.com

TRY IT at your local DCS Demo Center

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

DCS COMMANDER: Get into DCS on a budget

Ideal for small layouts running one* to ten Proto-Sound 2.0 or 3.0 locomotives. Learn more about it using our online Product Search feature to see more information and read the instruction manual.



DCS Commander System w/100 Watt Power Supply
50-1029 \$249.95

DCS Commander Controller (without power supply)
50-1028 \$169.95



DCS Remote Commander Set*
50-1033 \$49.95
**Only runs one Proto-Sound 2.0 or 3.0 in Command Mode*

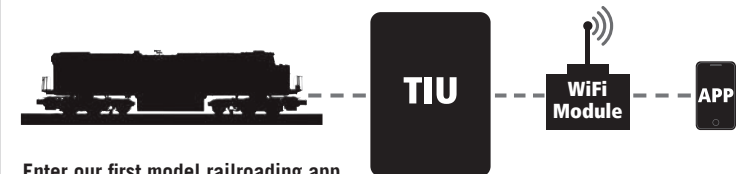
WHAT CAN YOUR REMOTE DO?

M.T.H. Railroading App

Technology continues to expand in all aspects of our lives; we believe it must continue to do so in our products and our control systems if we want our hobby to remain relevant in the world of smart phones, tablets and wearable technology.



Why put a remote control in the hands of an operator when he or she probably has an even more powerful device in their pocket? Why shouldn't a modeler control their layout with their phone, when they can already use that phone to run their television, adjust their thermostat, and activate their home alarm system? More importantly, how many new members can we attract into our hobby when we bundle that hobby with technology they use every day?



Enter our first model railroading app

In 2015, M.T.H. will release smart phone and tablet apps that will allow operators to run their trains from Apple iOS or Android phones or tablets. That means your Apple iPhone or Samsung Galaxy can do one more thing we only dreamed about 13 years ago when we introduced DCS. Your favorite Android tablet or Apple iPad will bring the DCS Digital Command System to life in a way you never thought possible when you first picked up a DCS remote control. Any of these smart devices can run our new app. That means anybody who visits your layout can run trains — the days of fighting over the remote control are over!

Whether you're running Android or iOS, our DCS app will allow you to control your entire layout in command or conventional modes without using a DCS handheld remote. You'll still need a TIU (Track Interface Unit) along with a new, separately sold DCS WiFi module. Simply plug the module into the TIU, search for its WiFi signal on your phone or tablet, and you'll be running your layout in command mode in no time. Everything the DCS handheld remote can do, the app can do — but your experience will be better and in full color!

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

See A Demo At www.mthtrains.com/news/551



RailKing

The Best Value in O Gauge



First appearing in 1995 and now encompassing more than 9,600 items, RailKing is M.T.H.'s best-selling and most attractively priced product line. Cars and locomotives featured in the M.T.H. RailKing line are equipped with moderate detail and run on the same O gauge track as the intricately detailed O scale models found in our Premier Line. But, because RailKing models are shorter in length, they can negotiate tighter curves. In fact, most RailKing models can negotiate a circle as small as 31 inches in diameter, and some can operate on curves even smaller than that. This is a real advantage for model train enthusiasts with modestly sized layouts.

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

Features typically found on RailKing models include:

- Durably constructed ABS diesel locomotive and car bodies
- Die-Cast metal steam locomotive boilers
- All-metal diesel and steam locomotive chassis
- All-metal wheels, gears and axles
- All-metal couplers
- All-metal freight and passenger car trucks with operating couplers
- Precision flywheel-equipped motors
- Synchronized Puffing ProtoSmoke™-equipped steam locomotives
- The same Proto-Sound 3.0 electronics found in our higher-priced Premier line



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 ProtoSmoke diesel exhaust on larger models



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

- Die-Cast Metal Boiler, Chassis and Tender
- Separate class light housings with individual LED illumination
- Additional grab iron detail
- Authentic, legible builder's plates
- Cab interior lights
- Painted steam locomotive backhead gauges
- Safety chains for tender trucks
- Real tender coal loads

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

N&W Class J 4-8-4 Northern



IMPERIAL
SERIES

Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails and Whistle
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant-Voltage LED Headlight, Class Lights, Number Board Lights, Cab Light and Tender Backup Light
- LED Firebox Glow
- Legible Builder's Plate
- Powerful Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCS/DCC Decoder
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 22 1/8" x 2 1/2" x 3 7/8"
- Operates On O-31 Curves





Norfolk & Western - 4-8-4 Imperial "J" Northern Steam Engine
30-1674-1 Proto-Sound 3.0 \$459.95



Norfolk & Western - 4-8-4 Imperial "J" Northern Steam Engine
30-1675-1 Proto-Sound 3.0 \$459.95



Norfolk & Western - 4-8-4 Imperial "J" Northern Steam Engine
30-1676-1 Proto-Sound 3.0 \$459.95

Add a Matching Passenger Set — See Page 61



Norfolk & Western - Auxiliary Water Tender (Die-Cast)
30-79497 \$149.95



Norfolk & Western - Auxiliary Water Tender (Die-Cast)
30-79498 \$149.95

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 massive Y6 2-8-8-2; the articulated greyhound Class A; and the N&W's glamour girl, the streamlined Class J.

The Class J 4-8-4 was an engine of quiet superlatives. Handsome, powerful (5100 hp), and, as a test on the Pennsylvania Railroad proved, capable of hauling 15 passenger cars at 110 mph, it was designed and styled not by one of the big three builders (Alco, Baldwin, and Lima) or a famous designer like Raymond Loewy or Henry Dreyfuss, but by the N&W's home-grown team of designers and craftsmen at the road's Roanoke, Virginia shops. For power and quick acceleration through mountainous territory, and to make room for the largest possible boiler, they equipped the streamlined J with 70" drivers — unusually small for a 4-8-4 and fully 10" smaller than the Southern Pacific's *Daylight* GS-4 of the same wheel arrangement.

Built in several groups between 1941 and 1950, a mere fourteen J's were able to handle 80% of the N&W's passenger traffic, because their designers addressed one of steam power's key weaknesses: down time for maintenance and repairs. Equipped with Timken roller bearings on all axles and rods, Timken-designed lightweight pistons and rods, and an automatic lubrication system that reached more than 200 points including the bell bearings, the Js were designed to go a quarter-million miles between scheduled shop visits. Like a race car, they were engineered for quick pit stops: in less than an hour, a J could be fully serviced, lubricated, filled with coal and water and ready for its next dash over the road's 676-mile main line between Norfolk and Cincinnati, hauling the deluxe daylight *Powhatan Arrow* or the overnight *Pocahontas*.

Our Imperial N&W J is more fun to operate than any previous version of this magnificent locomotive, with its N&W whistle, passenger station announcements, synchronized chuff and puffing smoke, and speed control so smooth you won't spill the water in the diner.

IMPERIAL
SERIES

UP 4-8-8-4 Big Boy



Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive and Tender Trucks
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- LED-Illuminated Cab with Painted Backhead Gauges, LED Firebox Glow and Hand-Painted Engineer and Fireman Figures
- Operating LED Numberboard Lights
- Operating Tender LED Back-up Light
- (2) Powerful Precision Flywheel-Equipped Motors
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCS/DCC Decoder
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 29 1/8" x 2 5/8" x 4"
- Operates On O-31 Curves





Union Pacific - 4-8-8-4 Imperial Big Boy Steam Engine
30-1684-1 \$799.95

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

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

better job of telling the world what great equipment they had. Whatever the reason, the Big Boy captured the imagination of railfans and the American public over the ensuing years, perhaps more than any other steam engine. In many ways it is the symbolic locomotive of the American West, as big and powerful as the country it sped through.

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

Joseph Harrison; and a French technical writer, Anatole Mallet, first thought to couple two driving units heel to toe below one boiler in 1874."

This enduring symbol of American railroading returns to the RailKing line for 2015, complete with the industry-leading speed control, smoke output, and range of accurate sounds that characterize all MTH Proto-Sound 3.0 locomotives — including authentic articulated chuffing sounds with the two engines drifting in and out of sync. Both engine and tender are constructed of die-cast metal and adorned with detail. Our model features two motors and four traction tires for pulling power and speed that rival the original Big Boy. Imperial features that set this model apart include legible builders plates, crew figures, cab interior light, painted backhead gauges, and a real coal load in the tender.



Union Pacific - 4-8-8-4 Imperial Big Boy Steam Engine
30-1685-1 \$799.95



Union Pacific - 4-8-8-4 Imperial Big Boy Specialty Passenger Set
30-1686-1 \$929.95



Union Pacific - 4-8-8-4 Imperial Big Boy Specialty Freight Set
30-1687-1 \$929.95

Daylight GS-4 4-8-4 Northern



IMPERIAL
SERIES

Features

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





Southern Pacific (Daylight Large Lettering) - 4-8-4 Imperial GS-4 Northern Steam Engine
30-1688-1 \$459.95



Southern Pacific (Daylight Small Lettering) - 4-8-4 Imperial GS-4 Northern Steam Engine
30-1689-1 \$459.95



Southern Pacific (Black Large Letters) - 4-8-4 Imperial GS-4 Northern Steam Engine
30-1690-1 \$459.95



Southern Pacific (Daylight Large Lettering) - 4-8-4 Imperial GS-4 Northern Steam Engine
30-1691-1 \$459.95



Southern Pacific - Auxiliary Die-Cast Fuel Tender
30-79499 \$149.95

Add A Matching Die-Cast Fuel Tender

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

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

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

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

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

C&O L-1 4-6-4 Hudson



IMPERIAL
SERIES

Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Die-Cast Locomotive and Tender Trucks
- Metal Handrails
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Class Lights
- LED-Illuminated Cab with Painted Backhead Gauges, LED Firebox Glow and Hand-Painted Engineer and Fireman Figures
- Operating LED Tender Back-up Light
- Real Tender Coal Load
- Tender Truck Safety Chains
- Powerful Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCS/DCC Decoder
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 20 3/4" x 2 1/2" x 3 5/8"
- Operates On 0-31 Curves



Some Imperial upgrades are not shown in photos

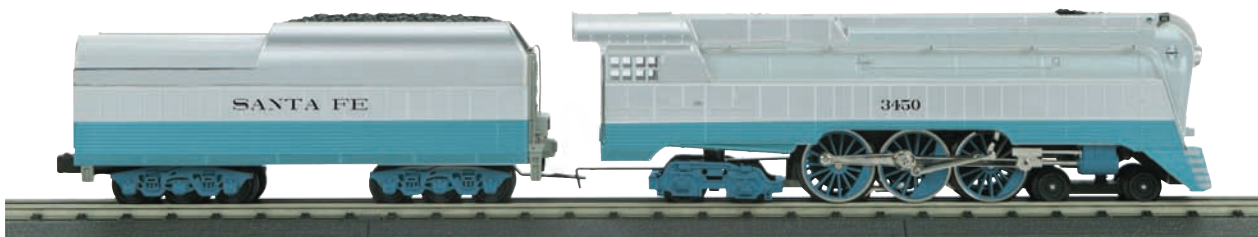


Chesapeake & Ohio - 4-6-4 Streamlined Hudson Steam Engine

30-1692-1 Cab No. 492 \$459.95

30-1693-1 Cab No. 493 \$459.95

Add Matching Passenger Sets — See Page 63



Santa Fe - 4-6-4 Streamlined Hudson Steam Engine

30-1695-1 \$459.95



Chicago, Burlington & Quincy - 4-6-4 Streamlined Hudson Steam Engine

30-1694-1 \$459.95



Southern - 4-6-4 Streamlined Hudson Steam Engine

30-1696-1 \$459.95

While the C&O's "Yellowbelly" Hudsons were not the most numerous, most famous, or even the most beautiful streamlined Hudsons, they arguably got the last laugh. Chesapeake & Ohio Yellowbelly No. 490 is the only surviving Hudson from the golden age of Art Deco streamlined steam engines, and resides comfortably today at the Baltimore & Ohio Railroad Museum in Baltimore, Maryland.

The C&O's four L-1 Hudsons started life in 1926 as Alco-built Pacifics. In 1946-47 the railroad's Huntington shops used their boilers and fireboxes to build streamlined steamers to haul connecting sections of the *Chessie*, the C&O's new daytime domeliner planned for the Washington to Cincinnati route. The Hudsons' tenders were shaped to blend in with the new Budd streamliners, and the steamers' orange and fluted stainless steel finish matched the sides and letterboards of the new train.

Unfortunately, by the time Budd delivered the 46 spectacular Chessie cars in 1948, the railroad's fortunes had turned. The *Chessie* was quietly canceled without ever turning a wheel, and its cars scattered to other railroads and lesser C&O assignments. The streamlined Hudsons were repainted in yellow, acquired the nickname "Yellowbellies" from their crews, and assigned to other passenger trains. By 1950 three of the engines were out of service, but No. 490 soldiered on until Saturday, June 7, 1953, when it led a National Railway Historical Society excursion to Charlottesville, Va. that turned out to be the last C&O steam run into or out of Washington, D.C. Preserved in the Chesapeake and Ohio Historical Collection, No. 490 came to the B&O Museum in 1971.

Returning to the M.T.H. RailKing lineup for the first time since 2006, the C&O Yellowbelly for 2015 comes fully equipped with Proto-Sound 3.0, including synchronized puffing smoke timed to four chuffs and puffs per driver revolution — a standard M.T.H. feature for the past 15 years. Available in authentic Chesapeake & Ohio livery, the model will also be produced in three other schemes for the Santa Fe, Southern, and Chicago, Burlington & Quincy.

IMPERIAL
SERIES

USRA 4-6-2 Pacific



Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Die-Cast Locomotive and Tender Trucks
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Class Lights
- LED-Illuminated Cab with Painted Backhead Gauges, LED Firebox Glow and Hand-Painted Engineer and Fireman Figures
- Legible Builders' Plates
- Real Tender Coal Load
- Tender Truck Safety Chains
- Powerful Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCS/DCC Decoder
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 21" x 2 7/16" x 3 11/16"
- Operates On 0-31 Curves

Some Imperial upgrades are not shown in photos



New York Central - 4-6-2 Pacific Steam Engine
30-1677-1 Proto-Sound 3.0 \$449.95



Great Northern - 4-6-2 Pacific Steam Engine
30-1680-1 Proto-Sound 3.0 \$449.95



Burlington - 4-6-2 Pacific Steam Engine
30-1681-1 Proto-Sound 3.0 \$449.95

**Add a Matching Passenger Set —
See Pages 60-62**



Union Pacific - 4-6-2 Pacific Steam Engine
30-1679-1 Proto-Sound 3.0 \$449.95



Alaska - 4-6-2 Pacific Steam Engine
30-1682-1 Proto-Sound 3.0 \$449.95



Pennsylvania - 4-6-2 Pacific Steam Engine
30-1678-1 Proto-Sound 3.0 \$449.95

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

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

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

Hiawatha F7 4-6-4 Hudson



Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Die-Cast Locomotive and Tender Trucks
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Class Lights
- LED-Illuminated Cab with Painted Backhead Gauges, LED Firebox Glow and Hand-Painted Engineer and Fireman Figures
- Legible Builders' Plates
- Operating LED Tender Backup Light
- Real Tender Coal Load
- Tender Truck Safety Chains
- Powerful Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCS/DCC Decoder
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 22 5/16" x 2 1/2" x 3 3/4"
- Operates On O-31 Curves





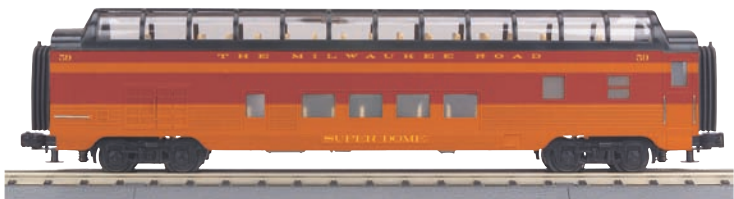
Milwaukee Road - 4-6-4 Hiawatha Hudson Steamer
30-1683-1 Proto-Sound 3.0 \$459.95



Milwaukee Road - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67860 \$139.95



Milwaukee Road - 60' Streamlined ABS Coach
30-67861 \$69.95



Milwaukee Road - 60' Streamlined ABS Full-Length Vista Dome
30-67862 \$74.95



Milwaukee Road - 4-Car 60' Streamlined ABS Passenger Set
30-67859 \$279.95

Did You Know?

The F7 was capable of running at up to 125 miles per hour. This prompted a proposal to increase the cruising speed of the Hiawatha from 90 to 105 miles per hour along the Chicago-to-Milwaukee route. However, a gentleman's agreement between the three railroads competing along the route prevented the increase, as trains on the other two roads did not have the ability to reach such speeds.

With the bold slogan "Nothing Faster on Rails," the Milwaukee Road inaugurated its Chicago-Twin Cities *Hiawatha* passenger service on May 29, 1935. Pressured by intense competition on the route between Chicago and Minneapolis/St. Paul — including the Burlington's pioneering diesel *Zephyrs* — the Milwaukee Road had turned to the American Locomotive Company to design the fastest steam locomotives of the day. The results did not disappoint.



The *Hiawathas* were initially headed by oil burning Alco 4-4-2 Atlantics created specifically for intense 100 mile per hour daily operations. The engines and their entire trains were renowned for their colorful, aerodynamic styling by industrial designer Otto Kuhler — who lamented, however, that "I did get disgusted every time an uninitiated person asked me, 'Is that a diesel?'" The *Hiawathas* seduced passengers with luxurious surroundings that included the Tip Top Tap Room, the first standup cocktail bar on American rails.

The popularity of the service soon mandated longer trains and larger locomotives. Enter the Kuhler-styled coal-burning F7 4-6-4 Hudsons turned out by Alco in 1938. Among the heaviest Hudsons ever built, the massive F7s outclassed the more-famous New York Central J-series Hudsons in almost every way: larger firebox, higher boiler pressure, taller drivers (84"), and more power at speed. Unlike the NYC Hudsons, however, the F7s were born just as their technology was dying. Within a decade, the F7s and their trains were replaced by diesel-powered *Hiawathas* magnificently styled by designer Brooks Stevens. Sadly, none of the steam-powered *Hiawathas* were preserved.

Fortunately, your O gauge railroad can recreate the sights and sounds of this legendary train. Last seen in the RailKing line in 2005, the *Hiawatha* Hudson features die-cast locomotive and tender construction and the latest M.T.H. features, including synchronized puffing Proto-Smoke, *Hiawatha* arrival and departure announcements, and the incredible sounds and performance of Proto-Sound 3.0.

EMD GP9

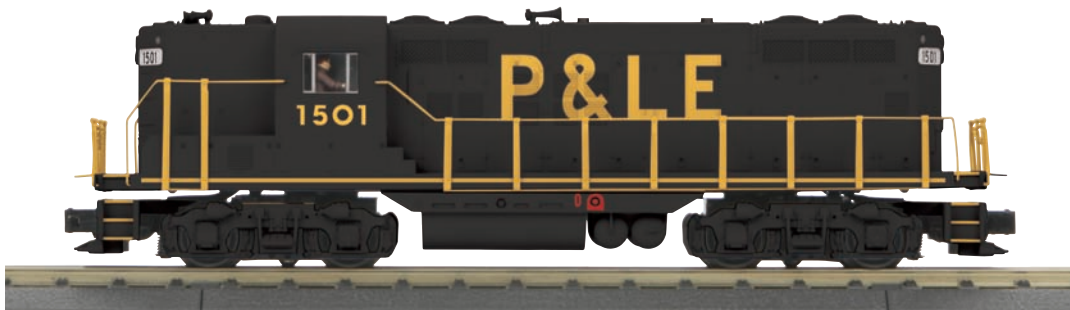


RAILKING
scale

Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED Cab Interior Light
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCS/DCC Decoder
- Locomotive Speed Control In Scale MPH Increments
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 14 3/4" x 2 1/2" x 3 3/4"
- Operates On 0-27 Curves





Pittsburgh & Lake Erie - GP9 Diesel
30-20305-1 Proto-Sound 3.0 \$319.95



Detroit Toledo & Ironton - GP9 Diesel
30-20306-1 Proto-Sound 3.0 \$319.95



Norfolk & Western - GP9 Diesel
30-20307-1 Proto-Sound 3.0 \$319.95



Burlington - GP9 Diesel
30-20308-1 Proto-Sound 3.0 \$319.95

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 seize 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 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.

Did You Know?

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

EMD SD45



RAILKING
scale

Features

- Intricately Detailed Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- Lighted LED Cab Interior Light
- Illuminated LED Number Boards
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCS/DCC Decoder
- Locomotive Speed Control In Scale MPH Increments
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 17 1/4" x 3 3/4" x 2 3/4"
- Operates On 0-31 Curves



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, 3600 hp, 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.

The RailKing Scale model comes fully equipped with Proto-Sound 3.0, remotely activated Proto-Couplers, speed control in scale miles-per-hour, operating smoke, LED lighting and much more.



Maryland Midland - SD45 Diesel
 30-20289-1 Proto-Sound 3.0 \$329.95
 30-20289-3 Non-Powered \$179.95



Burlington Northern - SD45 Diesel
 30-20290-1 Proto-Sound 3.0 \$329.95
 30-20290-3 Non-Powered \$179.95



Denver & Rio Grande Western - SD45 Diesel
 30-20292-1 Proto-Sound 3.0 \$329.95
 30-20292-3 Non-Powered \$179.95



Erie Lackawanna - SD45 Diesel
 30-20293-1 Proto-Sound 3.0 \$329.95
 30-20293-3 Non-Powered \$179.95



Milwaukee Road - SD45 Diesel
 30-20294-1 Proto-Sound 3.0 \$329.95
 30-20294-3 Non-Powered \$179.95



Chicago & North Western - SD45 Diesel
 30-20291-1 Proto-Sound 3.0 \$329.95
 30-20291-3 Non-Powered \$179.95

GM Aerotrain



Features

Set Features

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

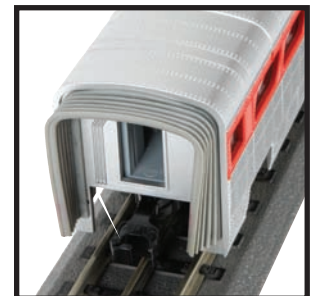
Powered Unit Features

- Intricately Detailed, Durable ABS Body
- Colorful Paint Scheme
- Metal Chassis

- Die-Cast Truck Sides
- Metal Wheels, Axles and Gears
- (2) Precision Flywheel-Equipped Motors
- Directionally Controlled Headlight
- Locomotive Speed Control In Scale MPH Increments
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects

Car Features

- Intricately Detailed, Durable ABS Bodies
- Die-Cast Trucks
- Attractive Deco Scheme
- Lighted Car Interiors
- Fast-Angle Wheel Sets
- Metal Wheels and Axles





Rock Island - Aerotrain Diesel Passenger Set
30-20318-1 Proto-Sound 3.0 \$429.95



Rock Island - Aerotrain Coach
30-6179 \$59.95



New York Central - Aerotrain Diesel Passenger Set
30-20319-1 Proto-Sound 3.0 \$429.95



New York Central - Aerotrain Coach
30-6180 \$59.95

Did you know?

Upon their retirement in 1966, the two Aerotrains were donated to the National Railroad Museum in Green Bay Wisconsin and the Museum of Transportation in St. Louis, where you can see them today. Although the Aerotrains were not popular with passengers, their styling — which once appeared futuristic and today looks retro — has made them tremendously popular with model railroaders.



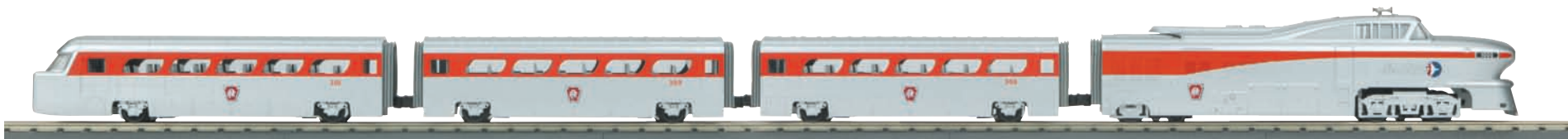
Union Pacific - Aerotrain Diesel Passenger Set
30-20320-1 Proto-Sound 3.0 \$429.95



Pennsylvania - Aerotrain Coach
30-6178 \$59.95



Union Pacific - Aerotrain Coach
30-6181 \$59.95



Pennsylvania - Aerotrain Diesel Passenger Set
30-20321-1 Proto-Sound 3.0 \$429.95

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

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

In December, the Union Pacific took over the NYC's Aerotrain and ran it as the *City of Las Vegas* between Las Vegas and Los Angeles. Meanwhile, the Pennsy's version had tested briefly on the Santa Fe as the *San Diegan* between Los Angeles and San Diego.

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

Alco RS-3



RAILKING
scale

Features

- Intricately Detailed Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCS/DCC Decoder
- Locomotive Speed Control In Scale MPH Increments
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 14 1/2" x 2 1/2" x 3 3/4"
- Operates On 0-27 Curves





New York Central - RS-3 Diesel
30-20295-1 Proto-Sound 3.0 \$319.95



Union Pacific - RS-3 Diesel
30-20296-1 Proto-Sound 3.0 \$319.95



New Haven - RS-3 Diesel
30-20297-1 Proto-Sound 3.0 \$319.95



Seaboard Coast Line - RS-3 Diesel
30-20298-1 Proto-Sound 3.0 \$319.95



CP Rail - RS-3 Diesel
30-20299-1 Proto-Sound 3.0 \$319.95



Providence & Worcester - RS-3 Diesel
30-20300-1 Proto-Sound 3.0 \$319.95

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

For awhile in the early 1950's, Alco looked like a true contender in the burgeoning road switcher market. RS-3's could be found on a majority of Class 1 railroads doing everything from switching and transfer duties to mainline freight and even passenger and commuter service.

Ultimately, however, the RS-3 took a distant second place to Electro-Motive's GP7 and GP9 in sales volume. Perhaps what doomed Alco was EMD's already-commanding lead in the road

diesel market — in part because EMD's FT was the only road diesel allowed to be produced during World War II, when diesels began their takeover of American railroads. Other builders were relegated to producing diesel switchers until the conflict ended.

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

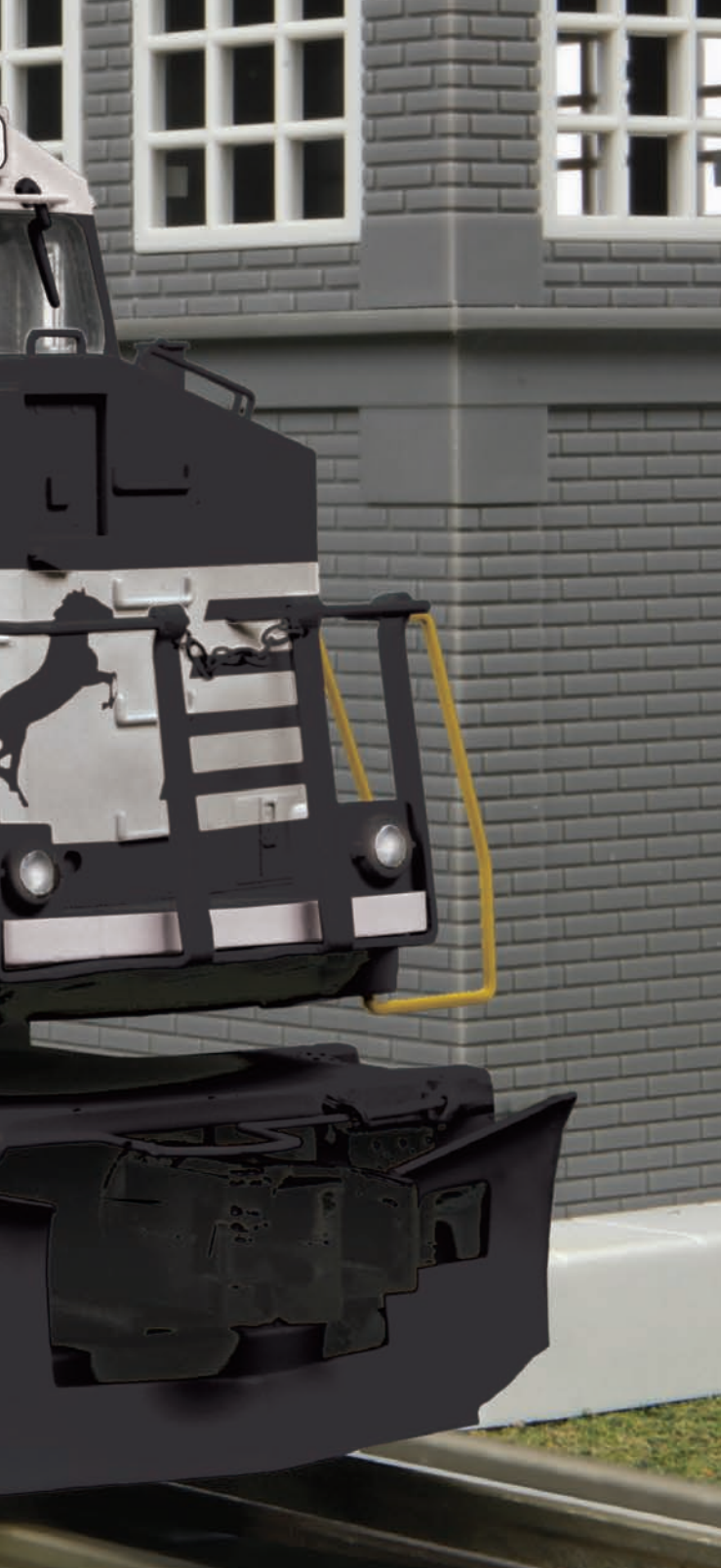
Bring the versatility of this do-anything/go-anywhere engine to your railroad with the RailKing Scale RS-3. Thanks to Proto-Sound 3.0, our model features authentic Alco prime mover sounds, pulling power to match its hardy prototype, and a speed range from a slow crawl to full throttle.

Did You Know?

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

GE ES44AC





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. Caterpillar®-owned EMD, no longer a division of General Motors, is represented by the AC-traction-motored SD70ACe and its DC-traction sibling, the SD70M-2. 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.

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

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.

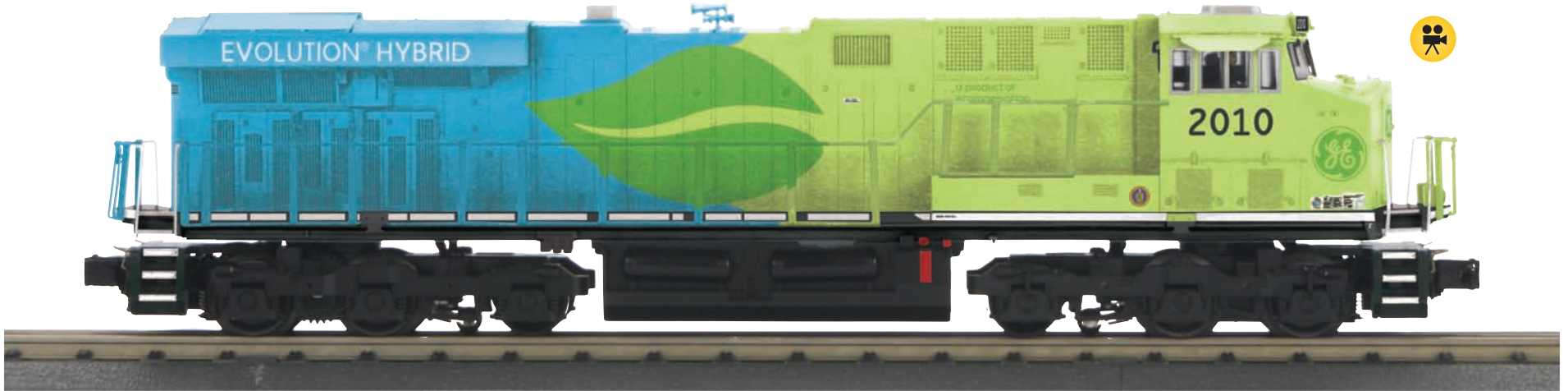


CSX - ES44AC Imperial Diesel
30-20314-1 Proto-Sound 3.0 \$329.95



Florida East Coast - ES44AC Imperial Diesel
30-20311-1 Proto-Sound 3.0 \$329.95

ES44AC



G.E. Evolution - ES44AC Imperial Diesel, Cab No. 2010
30-20315-1 Proto-Sound 3.0 \$349.95
G.E. Evolution - ES44AC Imperial Diesel, Cab No. 2015
30-20316-1 Proto-Sound 3.0 \$349.95



Norfolk Southern - ES44AC Imperial Diesel
30-20309-1 Proto-Sound 3.0 \$329.95



Iowa Interstate - ES44AC Imperial Diesel
30-20317-1 Proto-Sound 3.0 \$329.95



Canadian National - ES44AC Imperial Diesel
30-20310-1 Proto-Sound 3.0 \$329.95



BNSF - ES44AC Imperial Diesel
30-20312-1 Proto-Sound 3.0 \$329.95



Union Pacific - ES44AC Imperial Diesel
30-20313-1 Proto-Sound 3.0 \$329.95

Features

- Intricately Detailed Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- Lighted LED Cab Interior Light
- Illuminated LED Number Boards
- Operating LED Ditch Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCS/DCC Decoder
- Locomotive Speed Control In Scale MPH Increments
- Near Scale Sizing
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 17" x 2 1/2" x 3 3/4"
- Operates On 0-31 Curves

EP-5



Features

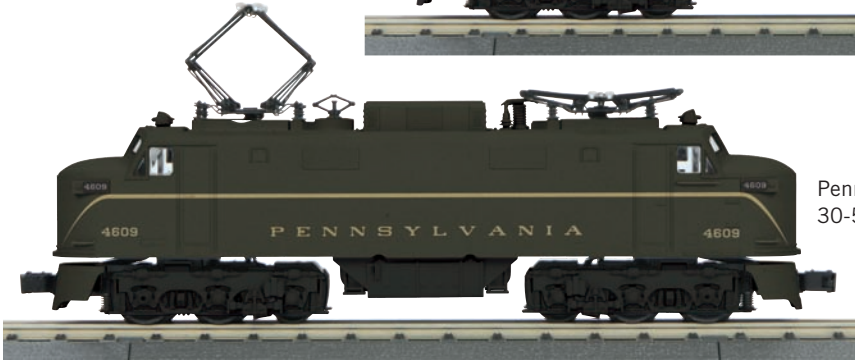
- Intricately Detailed Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- (2) Precision Flywheel-Equipped Motors
- Onboard DCS/DCC Decoder
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 14" x 2 1/2" x 4"
- Operates On O-27 Curves



Great Northern - EP-5 Electric
30-5150-1 Proto-Sound 3.0 \$329.95



Pennsylvania - EP-5 Electric
30-5147-1 Proto-Sound 3.0 \$329.95



By the early 1950s, the New Haven Railroad's electric passenger engines were getting a bit long in the tooth, with the newest engines dating from 1938. President F.C. Dumaine, Jr. ordered ten engines from General Electric incorporating a new technology: ignitron rectifier tubes that changed AC power from the overhead catenary into DC, enabling the new engines to use standard DC diesel traction motors.

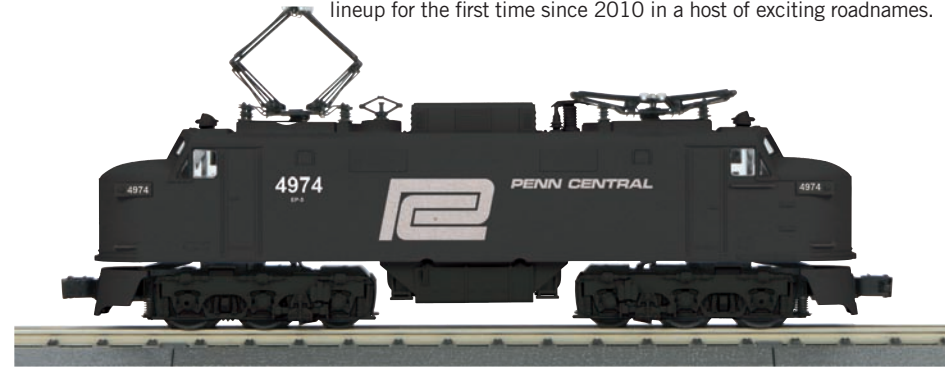
Before the engines could be delivered, Dumaine was ousted in a shareholder proxy fight led by Patrick McGinnis. While the subsequent McGinnis administration was a disaster in almost every other way, it did leave the New Haven with a memorable paint scheme that originated with the EP-5. Mrs. McGinnis hired famed graphic designer Herbert Matter to create a new look for the railroad. Prior to delivery in 1955, two EP-5s were painted in Matter's "block NH" scheme, one in yellow, white, and black, and the other in red, white, and black. Mrs. McGinnis chose the red version, and the result was a corporate identity that still looks modern more than a half-century later.

Beyond the paint scheme, the EP-5s were famous for their sound. The combination of whining cooling blowers in the rooftop resistor box and high-speed cooling blowers in the body compartment led crews to call them "screaming Marys" or "Jets," and the latter name stuck. After some initial teething problems, the 4000 hp Jets proved dependable and powerful in passenger, mail/express, and nighttime piggyback service between New Haven and Grand Central Station. The EP-5 returns to the RailKing lineup for the first time since 2010 in a host of exciting roadnames.

New Haven - EP-5 Electric
30-5146-1 Proto-Sound 3.0 \$329.95



Penn Central - EP-5 Electric
30-5149-1 Proto-Sound 3.0 \$329.95



Milwaukee Road - EP-5 Electric
30-5148-1 Proto-Sound 3.0 \$329.95



South Shore - EP-5 Electric
30-5151-1 Proto-Sound 3.0 \$329.95

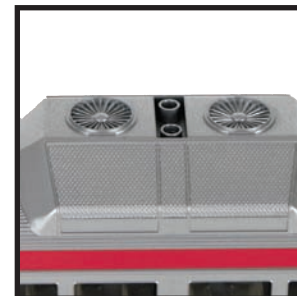


RDC Budd Car



Features

- Intricately Detailed Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Horn
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- (2) Precision Flywheel-Equipped Motors
- Onboard DCS/DCC Decoder
- Locomotive Speed Control In Scale MPH Increments
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Each Car Measures: 14 1/2" x 2 1/2" x 3 3/4"
- Operates On 0-27 Curves





Port Authority of Allegheny County - RDC Budd Car Set

- 30-20303-1 Proto-Sound 3.0 \$399.95
- 30-20303-3 2-Car Add-On Set \$179.95



Amtrak - RDC Budd Car Set

- 30-20301-1 Proto-Sound 3.0 \$399.95
- 30-20301-3 2-Car Add-On Set \$179.95



Mass Bay - RDC Budd Car Set

- 30-20302-1 Proto-Sound 3.0 \$399.95
- 30-20302-3 2-Car Add-On Set \$179.95



Pennsylvania-Reading Seashore Line - RDC Budd Car Set

- 30-20304-1 Proto-Sound 3.0 \$399.95
- 30-20304-3 2-Car Add-On Set \$179.95



As passenger traffic declined after World War II and railroads were losing money on passenger runs, the Budd Company set out to find a new way for railroads to provide passenger service at a profit. Their solution was the RDC (Rail Diesel Car), a self-propelled passenger car that railroads could use on low ridership routes and branch lines. Commonly known as "Budd Cars," the streamlined RDCs were designed with bi-directional, multi-unit capability and made extensive use of automotive and truck technology.

The RDC's twin 275 hp General Motors diesels and transmissions were units that had proven their mettle in WW II battle tanks. The motors were placed beneath the car frame to maximize passenger space. A bad engine could be slid out and replaced with a new engine in about 90 minutes to minimize down time. Disc brakes, combined with a Rolokron anti-wheelslip sensor, gave the RDC a shorter braking distance than a comparable passenger train. Exhaust stacks, radiators, and air intakes were mounted in a top section above the roof that resembled the vista domes found on streamlined passenger cars. Budd offered the RDC in four configurations, including the 90-seat all-passenger RDC 1 and other units featuring baggage and Railway Post Office sections.

RDCs proved so successful at their intended service that they were purchased by 25 North American carriers and railroads in Brazil, Cuba, Australia, and Saudi Arabia. They served some owners for more than 30 years and ultimately helped pave the way for a revival of commuter rail service in many parts of the United States. The Budd Car returns to the RailKing lineup for 2015, upgraded to Proto-Sound 3.0 and decorated for both original and second-hand owners.

Did You Know?

RDCs and other Budd passenger equipment made use of a patented "shotwelding" process that allowed their shiny stainless steel exteriors to be welded to stainless steel framing. Lacking this process, Budd's competitors were forced to rivet their stainless exteriors to frame members — a construction process that was far more prone to rust and corrosion. As a result, Budd alone was able to boast that that none of its railcar bodies ever wore out.

RailKing Freight



High quality, traditionally sized RailKing Freight and Passenger Cars are fashioned from detailed bodies sporting colorful paint schemes that appeal to all levels of O Gauge railroading enthusiasts. An enormous variety of RailKing Freight Cars are available from which to choose, including many different car types and roadnames each mounted atop sprung-loaded, die-cast metal trucks with metal wheels, axles and operating metal couplers.

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

Designed to bring authenticity and smooth performing operation to any O Gauge layout, modelers will find no finer O Gauge value than RailKing Freight and Passenger Cars. No matter what era or part of the country you are modeling, RailKing is sure to have something for you

50' Double Door Plugged Boxcar



CSX - 50' Double Door Plugged Boxcar
30-74830 \$54.95



Akron Canton & Youngstown - 50' Double Door Plugged Boxcar
30-74831 \$54.95



Norfolk Southern - 50' Double Door Plugged Boxcar
30-74832 \$54.95



Union Pacific - 50' Double Door Plugged Boxcar
30-74833 \$54.95

Features

- Intricately Detailed, Durable ABS Body
- Stamped Metal Floor
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Sliding Car Doors
- Near-Scale Proportions
- Measures: 13" x 2 1/2" x 3 1/2"
- Operates On O-31 Curves



Modern Tank Car



CSX - Modern Tank Car
30-73447 \$54.95



Corn Products - Modern Tank Car
30-73450 \$54.95



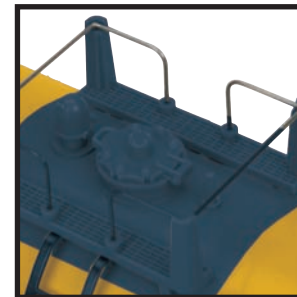
ADM - Modern Tank Car
30-73449 \$54.95



Shipper's Car Line - Modern Tank Car
30-73448 \$54.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Separate Metal Handrails
- Near-Scale Proportions
- Measures: 10 7/8" x 2 3/8" x 3 7/8"
- Operates On O-27 Curves



33K Gallon Tank Car



CSX - 33K Gallon Tank Car
30-73451 \$54.95



Amoco - 33K Gallon Tank Car
30-73454 \$54.95



Canadian National - 33K Gallon Tank Car
30-73453 \$54.95



Union Pacific - 33K Gallon Tank Car
30-73452 \$54.95



Features

- Intricately Detailed, Durable ABS Body
- Colorful, Attractive Paint Scheme
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Separate Metal Handrails
- Near-Scale Proportions
- Measures: 14 3/4" x 2 3/8" x 3 3/4"
- Operates On O-31 Curves

3-Dome Tank Car



Monon - 3-Dome Tank Car
30-73455 \$54.95



Shell - 3-Dome Tank Car
30-73456 \$54.95



GATX - 3-Dome Tank Car
30-73457 \$54.95



Wolf's Head Oil - 3-Dome Tank Car
30-73458 \$54.95

Features

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



Engineering Car



Canadian Pacific - Engineering Car
30-79478 \$59.95



Norfolk & Western - Engineering Car
30-79477 \$59.95



BNSF - Engineering Car
30-79479 \$59.95



Boston & Maine - Engineering Car
30-79480 \$59.95

Features

- Intricately Detailed, Durable ABS Body
- Stamped Metal Floor
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Sliding Car Doors
- Operating Interior Lighting
- Near-Scale Proportions
- Measures: 11 1/2" x 2 1/2" x 4"
- Operates On O-27 Curves



4-Bay Hopper Car



Detroit & Mackinac - 4-Bay Hopper Car
30-75529 \$54.95



U.S. Army - 4-Bay Hopper Car
30-75531 \$54.95



Burlington Northern - 4-Bay Hopper Car
30-75530 \$54.95



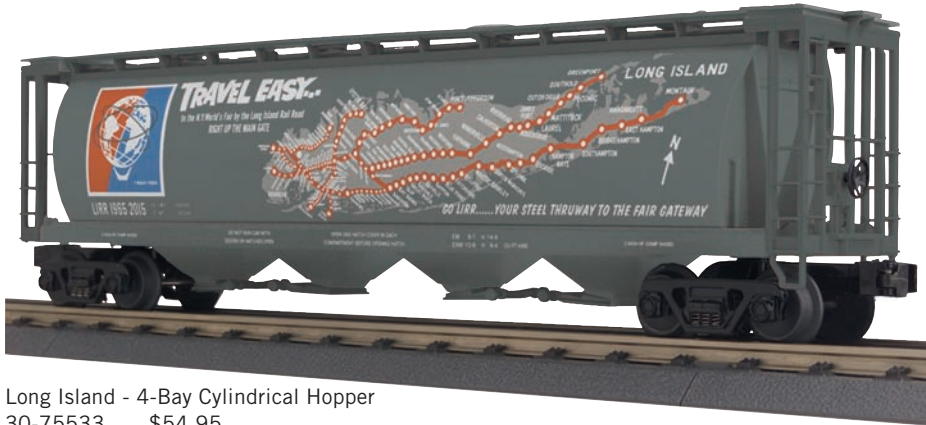
Buffalo & Pittsburgh - 4-Bay Hopper Car
30-75532 \$54.95

Features

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



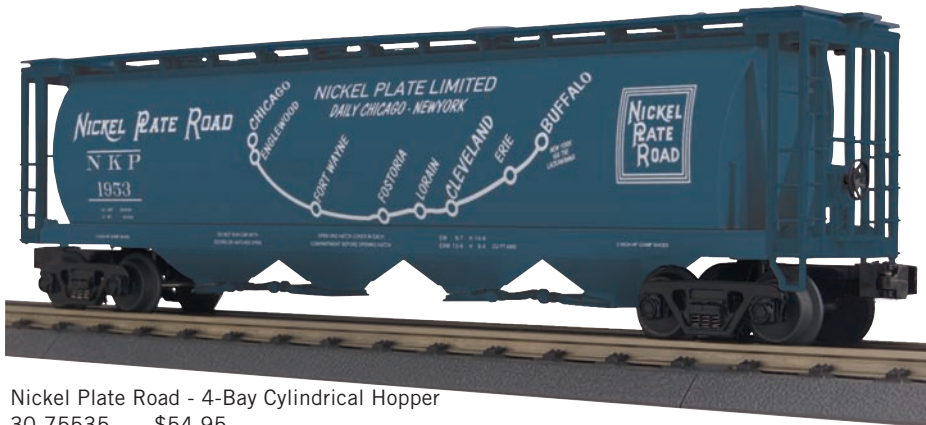
4-Bay Cylindrical Hopper



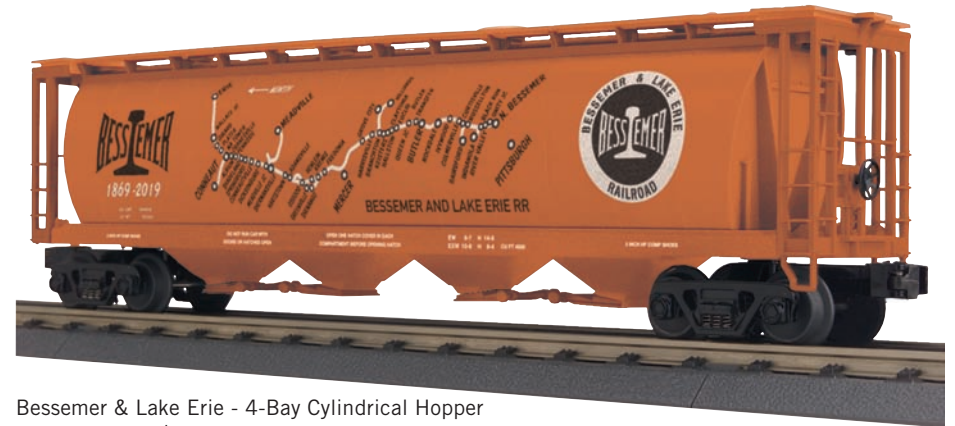
Long Island - 4-Bay Cylindrical Hopper
30-75533 \$54.95



Northern Pacific - 4-Bay Cylindrical Hopper
30-75534 \$54.95



Nickel Plate Road - 4-Bay Cylindrical Hopper
30-75535 \$54.95



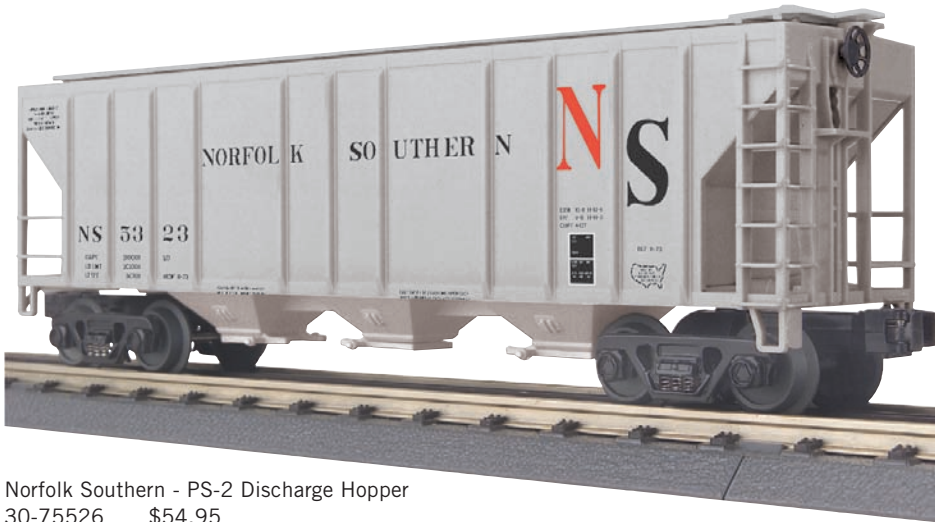
Bessemer & Lake Erie - 4-Bay Cylindrical Hopper
30-75536 \$54.95

Features

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



PS-2 Discharge Hopper



Norfolk Southern - PS-2 Discharge Hopper
30-75526 \$54.95



Gulf - PS-2 Discharge Hopper
30-75525 \$54.95



SOO Line - PS-2 Discharge Hopper
30-75527 \$54.95



Montana Rail Link - PS-2 Discharge Hopper
30-75528 \$54.95

Features

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



Fire Car



Norfolk Southern - Fire Car
30-79489 \$59.95



NASA - Fire Car
30-79490 \$59.95



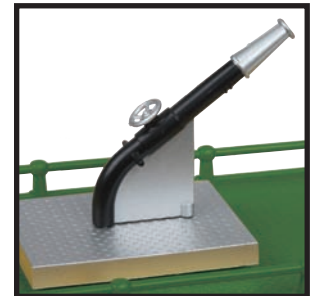
U.S. Army - Fire Car
30-79491 \$59.95



Long Island - Fire Car
30-79492 \$59.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Near-Scale Proportions
- Measures: 11 11/16" x 2 5/16" 4 3/4"
- Operates On O-27 Curves



Gondola with Crates



Ontario & Northland - Gondola with Crates
30-72154 \$54.95



Canadian National - Gondola with Crates
30-72157 \$54.95



Rock Island - Gondola with Crates
30-72155 \$54.95



Norfolk Southern - Gondola with Crates
30-72156 \$54.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- (3) Removable Crates
- Near-Scale Proportions
- Measures: 11 15/16" x 2 3/16" x 1 11/16"
- Operates On 0-27 Curves

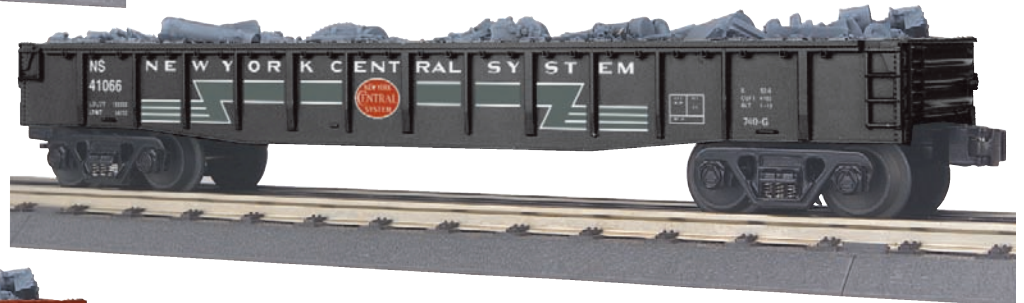
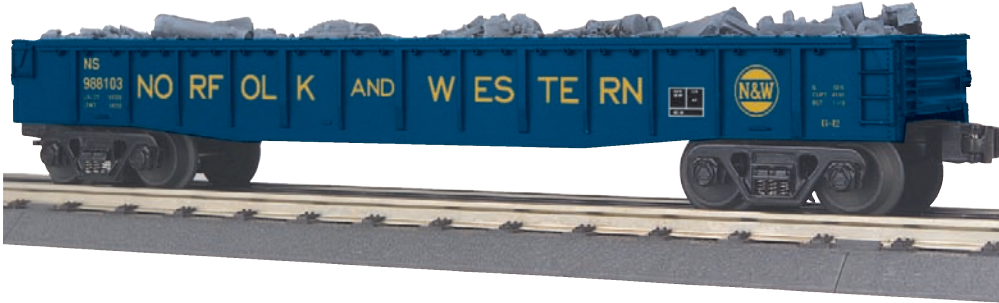


Gondola with Junk Load

Lehigh Valley - Gondola with Junk Load
30-72159 \$49.95



Norfolk & Western - Gondola with Junk Load
30-72158 \$49.95



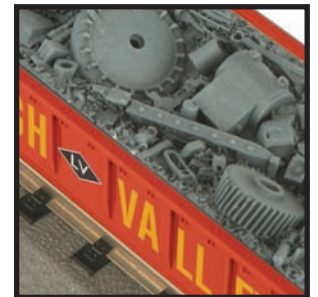
New York Central - Gondola with Junk Load
30-72161 \$49.95



Pennsylvania - Gondola with Junk Load
30-72160 \$49.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Removable Junk Load
- Near-Scale Proportions
- Unit Measures: 11 7/8" x 2 3/16" x 1 11/16"
- Operates On O-27 Curves



Crane and Crane Tender



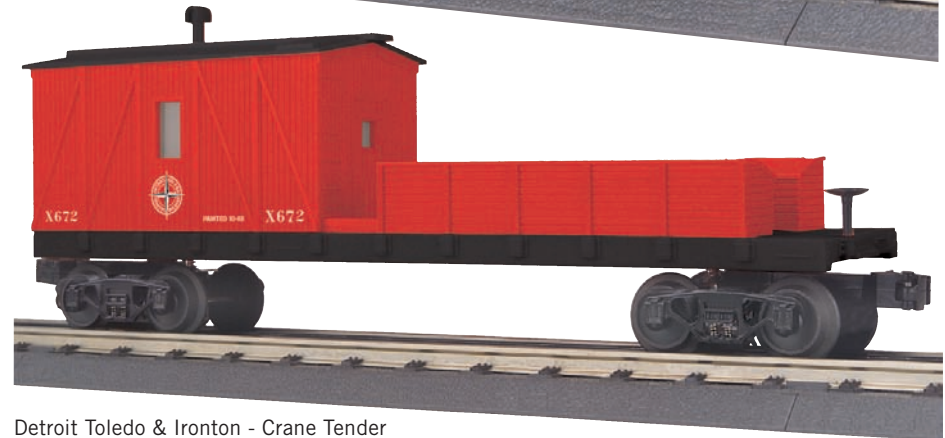
Reading - Crane Tender
30-79484 \$59.95



Reading - Crane
30-79483 \$69.95



Detroit Toledo & Ironton - Crane
30-79481 \$69.95

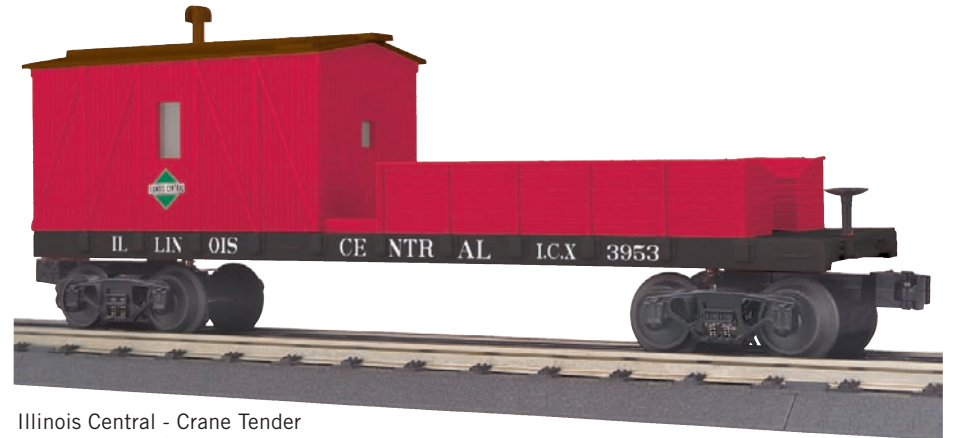


Detroit Toledo & Ironton - Crane Tender
30-79482 \$59.95

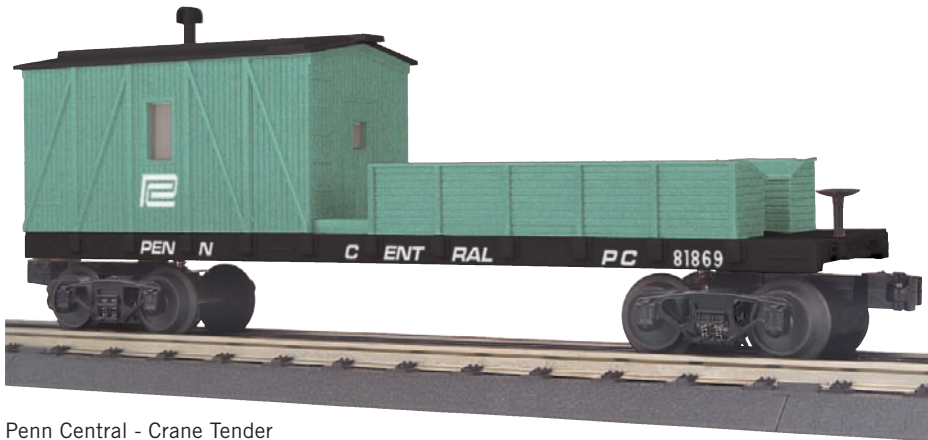




Illinois Central - Crane
30-79485 \$69.95



Illinois Central - Crane Tender
30-79486 \$59.95



Penn Central - Crane Tender
30-79488 \$59.95



Penn Central - Crane
30-79487 \$69.95

Features

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



Flat Car with Bulkheads & Lumber Load



G.E. Evolution - Flat Car with Bulkheads & Lumber Load
30-76614 \$59.95



Conrail - Flat Car with Bulkheads & Lumber Load
30-76613 \$59.95



Florida East Coast - Flat Car with Bulkheads & Lumber Load
30-76616 \$59.95



Union Pacific - Flat Car with Bulkheads & Lumber Load
30-76615 \$59.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Removable Lumber Load
- Near-Scale Proportions
- Measures: 11 5/8" x 2 1/4" x 3 3/4"
- Operates On O-31 Curves



Flat Car with Wheel Set



Alaska - Flat Car with Wheel Set
30-76618 \$49.95



BNSF - Flat Car with Wheel Set
30-76617 \$49.95



Chessie - Flat Car with Wheel Set
30-76619 \$49.95



NASA - Flat Car with Wheel Set
30-76620 \$49.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- (8) Removable Wheel Sets
- Near-Scale Proportions
- Measures: 11 5/8" x 2 1/4" x 3 5/8"
- Operates On O-27 Curves



Flat Car with 40' Trailer



Baltimore & Ohio - Flat Car with 40' Trailer
30-76609 \$64.95



Western Maryland - Flat Car with 40' Trailer
30-76611 \$64.95



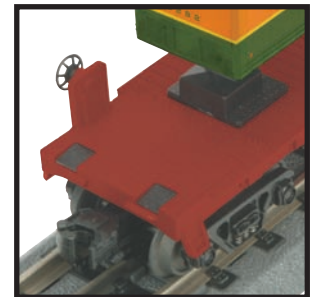
Great Northern - Flat Car with 40' Trailer
30-76612 \$64.95



Pennsylvania - Flat Car with 40' Trailer
30-76610 \$64.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- ABS Detailed Trailer
- Near-Scale Proportions
- Measures: 11 5/8" x 2 1/4" x 3 3/4"
- Operates On O-27 Curves



Rotary Snow Plow



Conrail - Rotary Snow Plow
30-79495 \$79.95



Alaska - Rotary Snow Plow
30-79494 \$79.95

Motorized Blade & Operating Headlight!



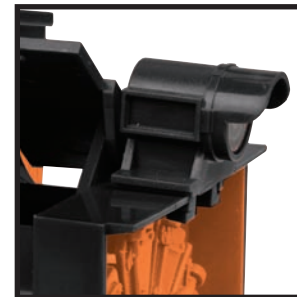
Union Pacific - Rotary Snow Plow
30-79496 \$79.95



BNSF - Rotary Snow Plow
30-79493 \$79.95

Features

- Intricately Detailed, Durable ABS Body
- Stamped Metal Floor
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Operating Interior Lighting
- Detailed Brake Wheel
- Motorized Spinning Rotary Blade
- Near-Scale Proportions
- Measures: 12" x 2 3/8" x 3 3/4"
- Operates On O-27 Curves



Husky Stack Car



Soo Line - Husky Stack Car
30-76621 \$69.95



BNSF - Husky Stack Car
30-76624 \$69.95



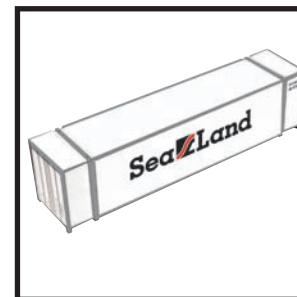
TTX - Husky Stack Car
30-76622 \$69.95



Sealand - Husky Stack Car
30-76623 \$69.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- (2) Removable Containers
- Near-Scale Proportions
- Measures: 14 3/4" x 2 5/16" x 5"
- Operates On O-31 Curves



Bay Window Caboose



BNSF - Bay Window Caboose
30-77272 \$64.95



CSX - Bay Window Caboose
30-77271 \$64.95



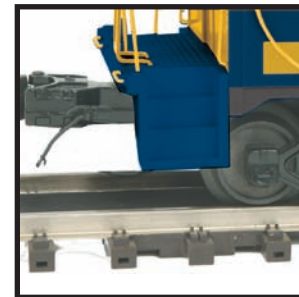
Erie Lackawanna - Bay Window Caboose
30-77273 \$64.95



Chicago and North Western - Bay Window Caboose
30-77274 \$64.95

Features

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



Steel Caboose



Seaboard Air Line - Steel Caboose
30-77277 \$64.95



South Shore - Steel Caboose
30-77275 \$64.95



New Haven - Steel Caboose
30-77276 \$64.95



Providence & Worcester - Steel Caboose
30-77278 \$64.95

Features

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



Offset Steel Caboose



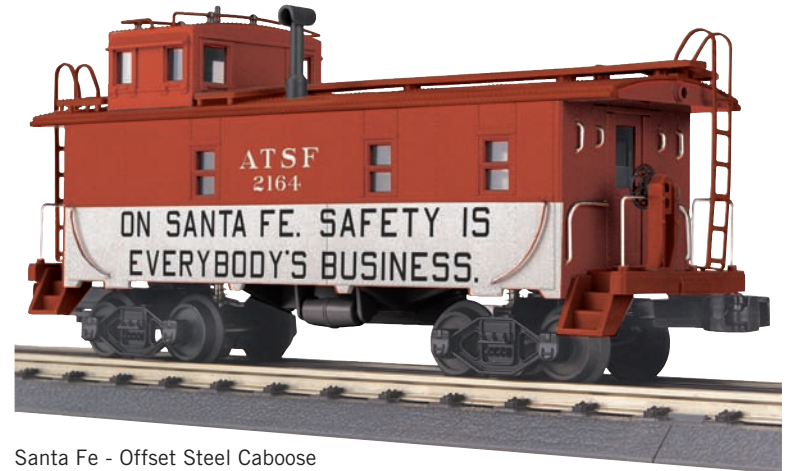
Burlington Northern - Offset Steel Caboose
30-77281 \$64.95



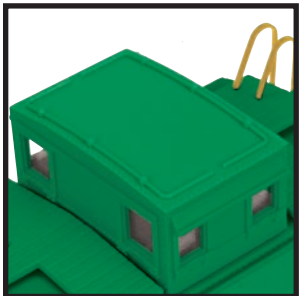
Iowa Interstate - Offset Steel Caboose
30-77280 \$64.95



Canadian National - Offset Steel Caboose
30-77282 \$64.95



Santa Fe - Offset Steel Caboose
30-77279 \$64.95



Features

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

Passenger Cars



New York Central - 4-Car 60' Madison Passenger Set
30-69203 \$279.95



New York Central - 2-Car 60' Madison Combo/Diner Set
30-69204 \$139.95



New York Central - 60' Madison Coach
30-69205 \$69.95



Pennsylvania - 4-Car 60' Madison Passenger Set
30-69206 \$279.95



Pennsylvania - 2-Car 60' Madison Combo/Diner Set
30-69207 \$139.95



Pennsylvania - 60' Madison Coach
30-69208 \$69.95

Features

- Intricately Detailed, Durable ABS Bodies
- Stamped Metal Floor
- Detailed Car Undercarriage
- Authentic Paint Scheme
- Metal Wheels and Axles
- Die-Cast 6-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Overhead Interior Lighting
- End-of-Car Diaphragms
- Separate Metal Handrails
- Detailed Car Interiors
- Sliding Baggage Car Doors
- Detailed Brake Wheel
- 4-Car Sets Feature: (1) Baggage, (2) Coaches, (1) Observation
- Near Scale Sizing
- Measures: 68 3/4" x 2 5/8" x 3 5/16"
- Operates On O-31 Curves





Alaska - 2-Car 60' Madison Combo/Diner Set
30-69228 \$139.95



Alaska - 60' Madison Coach
30-69229 \$69.95



Alaska - 4-Car 60' Madison Passenger Set
30-69227 \$279.95



Norfolk & Western - 60' Madison Coach
30-69223 \$69.95



Norfolk & Western - 2-Car 60' Madison Combo/Diner Set
30-69222 \$139.95



Norfolk & Western - 4-Car 60' Madison Passenger Set
30-69221 \$279.95



Milwaukee Road - 2-Car 60' Madison Combo/Diner Set
30-69225 \$139.95



Milwaukee Road - 60' Madison Coach
30-69226 \$69.95

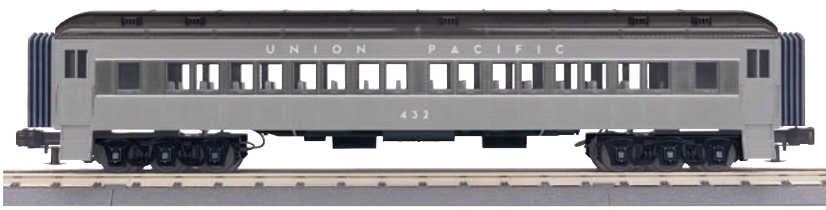


Milwaukee Road - 4-Car 60' Madison Passenger Set
30-69224 \$279.95

Passenger Cars



Union Pacific - 4-Car 60' Madison Passenger Set
30-69209 \$279.95



Union Pacific - 60' Madison Coach
30-69211 \$69.95



Union Pacific - 2-Car 60' Madison Combo/Diner Set
30-69210 \$139.95



Great Northern - 2-Car 60' Madison Combo/Diner Set
30-69213 \$139.95



Great Northern - 60' Madison Coach
30-69214 \$69.95



Great Northern - 4-Car 60' Madison Passenger Set
30-69212 \$279.95



Burlington - 60' Madison Coach
30-69217 \$69.95



Burlington - 2-Car 60' Madison Combo/Diner Set
30-69216 \$139.95



Burlington - 4-Car 60' Madison Passenger Set
30-69215 \$279.95



Southern - 60' Streamlined ABS Coach
30-67869 \$69.95



Southern - 4-Car 60' Streamlined ABS Passenger Set
30-67867 \$279.95



Southern - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67868 \$139.95



Southern - 60' Streamlined ABS Full-Length Vista Dome
30-67870 \$74.95



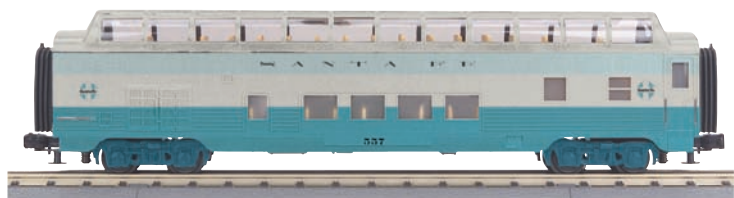
Santa Fe - 60' Streamlined ABS Coach
30-67873 \$69.95



Santa Fe - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67872 \$139.95



Santa Fe - 4-Car 60' Streamlined ABS Passenger Set
30-67871 \$279.95



Santa Fe - 60' Streamlined ABS Full-Length Vista Dome
30-67874 \$74.95



Burlington - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67876 \$139.95



Burlington - 60' Streamlined ABS Coach
30-67877 \$69.95



Burlington - 4-Car 60' Streamlined ABS Passenger Set
30-67875 \$279.95



Burlington - 60' Streamlined ABS Full-Length Vista Dome
30-67878 \$74.95



Chesapeake and Ohio - 60' Streamlined ABS Full-Length Vista Dome
30-67866 \$74.95



Chesapeake and Ohio - 60' Streamlined ABS Coach
30-67865 \$69.95



Chesapeake and Ohio - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67864 \$139.95



Chesapeake and Ohio - 4-Car 60' Streamlined ABS Passenger Set
30-67863 \$279.95

Features

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

Premier Line





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

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

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

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

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

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

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

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

PROTO-SCALE™
3-2

Proto-Scale 3-2™

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

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

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



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

4-6-2 USRA Heavy Pacific



Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive and Tender Trucks
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- O Scale Kadee-Compatible Coupler Mounting Pads
- LED-Illuminated Cab with Painted Backhead Gauges, LED Firebox Glow and Hand-Painted Engineer and Fireman Figures
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Marker Lights
- Lighted LED Cab Interior
- Authentic, Legible Builder's Plates
- Powerful 7-Pole Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:48 Scale Dimensions
- Onboard DCS/DCC Decoder
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station or Freight Yard Proto-Effects
- Measures: 24 5/16" x 2 9/16" x 3 15/16"
- Operates On O-42 Curves



Milwaukee Road - 4-6-2 USRA Heavy Pacific Steam Engine
20-3602-1 \$1,099.95



Chesapeake & Ohio - 4-6-2 USRA Heavy Pacific Steam Engine
20-3603-1 \$1,099.95



Alaska - 4-6-2 USRA Heavy Pacific Steam Engine
20-3604-1 \$1,099.95



Western Maryland - 4-6-2 USRA Heavy Pacific Steam Engine
20-3605-1 \$1,099.95

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

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

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

The USRA heavy Pacific returns to the Premier line for 2015, upgraded with wireless drawbar, quillable whistle, cab-to-tender deck plate, and additional details (not all details are shown in photos). Relive the days when these high-stepping Pacifics led mainline passenger runs, or their later years when they were relegated to local passenger trains and even freight service.

Did You Know?

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

2-8-8-8-2 Triplex



Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive Trucks
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- LED-Illuminated Cab with Painted Backhead Gauges, LED Firebox Glow and Hand-Painted Engineer and Fireman Figures
- Operating LED Marker and Class Lights
- Authentic, Legible Builder's Plates
- Powerful 7-Pole Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke In Locomotive and Tender
- Operating Tender Smoke Unit
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:48 Scale Dimensions
- Onboard DCS/DCC Decoder
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Freight Yard Proto-Effects
- Measures: 27 1/4" x 3" x 4 1/4"
- Operates On 0-72 Curves





Erie (Russia Iron) - 2-8-8-2 Triplex Steam Engine
20-3611-1 Cab No. 5015 \$1499.95



Erie (Russia Iron) - 2-8-8-2 Triplex Steam Engine
20-3612-1 Cab No. 5016 \$1499.95



Erie (Black) - 2-8-8-2 Triplex Steam Engine
20-3613-1 Cab No. 5015 \$1499.95



Virginian - 2-8-8-2 Triplex Steam Engine
20-3614-1 Cab No. 700 \$1499.95

P. T. Barnum would have loved the Triplex. It was an engine of superlatives: more drivers than anything before or since, too big for the shops of its owner, the Erie Railroad, powerful enough to pull a train nearly five miles long. A hundred years ago, in the days before multiple-unit control allowed one throttle to control several locomotives, the Triplex was the ultimate attempt to put as much power as possible in the hands of a single engineer. In the end, it proved a noble, flamboyant, but less-than-successful experiment. Baldwin Locomotive Works built three triplexes between 1914 and 1916 for pusher service on the Erie Railroad's daunting Susquehanna Hill (also known as Gulf Summit) near Deposit, N.Y. The cylinders of the Triplex's middle engine were powered by high pressure steam direct from the boiler, while the front and rear engines used low pressure steam exhausted from the middle cylinders.

Each triplex replaced three ordinary helper engines, and the new locomotives worked well enough to stay on the Erie roster for more than a decade. But the design proved a bit over the top and only one more Triplex was ever built, for the Virginian Railway. Even with their huge boilers, the locomotives could only make enough steam to go 10 mph. One reason was poor draft in the firebox, because only the front cylinders exhausted through the smokebox and created draft; the rear cylinders exhausted through a separate smokestack on the tender. Another inherent problem with the design was that traction from the rear engine decreased as the boiler used coal and water and the tender got lighter.

Returning to the M.T.H. lineup for 2015, the Premier Triplex recreates the sound, the smoke, and the flamboyance of the original design — but runs much better than the prototype ever did. Only MTH engineering could make such a complex model run smoothly and steadily at speeds from a barely perceptible crawl to wide-open throttle. Add the Triplex to your roster and experience the sheer visual drama of one of the grand experiments in early twentieth century heavy machinery.

Did You Know?

The Triplex was engineered to haul 640 fifty-ton cars in a train almost five miles long. But the couplers and draft gear of the early twentieth century could not have handled such a load, so the 2-8-8-2 was used as a pusher and never put to a full test.

N&W Class A 2-6-6-4



Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Firebox Glow
- Operating LED Marker Lights
- Lighted LED Cab Interior
- Operating Tender LED Back-up Light
- Powerful 7-Pole Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:48 Scale Dimensions
- Onboard DCS/DCC Decoder
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Freight Yard Proto-Effects
- Measures: 26 1/8" x 2 5/8" x 4"
- Hi-Rail Version Operates On O-72 Curves
- Scale Wheel Version Operates On 54" Radius Curves



Norfolk & Western - 2-6-6-4 Class A Steam Engine
 20-3615-1 Hi-Rail Wheels & Timken Side Rods \$1499.95
 22-3615-2 Scale Wheels & Timken Side Rods \$1499.95



Norfolk & Western - 2-6-6-4 Class A Steam Engine
 20-3616-1 Hi-Rail Wheels & Timken Side Rods \$1499.95
 22-3616-2 Scale Wheels & Timken Side Rods \$1499.95



Norfolk & Western - 2-6-6-4 Class A Steam Engine
 20-3617-1 Hi-Rail Wheels \$1499.95
 22-3617-2 Scale Wheels \$1499.95



Norfolk & Western - 2-6-6-4 Class A Steam Engine
 20-3618-1 Hi-Rail Wheels \$1499.95
 22-3618-2 Scale Wheels \$1499.95

Did You Know?

Engine 1218, the only surviving Class A, is on display at the Virginia Museum of Transportation. From 1987 to 1991, when it served in the Norfolk Southern's steam excursion program, it was the world's most powerful operating steam locomotive – boasting more tractive effort than UP Challenger 3985.

Norfolk & Western - Auxiliary Water Tender II (Die-Cast)

20-3620 Hi-Rail Wheels \$249.95
 22-3620 Scale Wheels \$249.95



The Norfolk and Western Railway was a coal-hauling line of modest extent, with most of its trackage in three states: Virginia, West Virginia, and Ohio. Yet among railfans and modelers, the N&W has achieved recognition far out of proportion to its size. One reason was the N&W's loyalty to steam. Modern reproductions aside, the last steam locomotives made in the United States were built in the N&W's Roanoke shops, and as late as 1955 there was not a single diesel on the property.

A second reason is what N&W fans call the "holy trinity of steam": Classes J, Y6, and A, arguably three of the finest steamers ever made. The Class A 2-6-6-4 was perhaps as close to a perfect all-around locomotive as was ever built. Smooth, fast, and powerful, the A was a greyhound that could race a heavy passenger train along at 70 mph or hustle 200 loaded hoppers over level track. The 43 Class A engines built from 1936-50, along with contemporaries like the UP Challenger and C&O Greenbrier, were the tail end of the "super-power" era of steam technology, in which the external combustion engine was refined to its finest form. After the A and its contemporaries came only futile attempts to stop the onslaught of the diesel.

The Class A returns to the Premier line in 2015, offered for the first time with Proto-Sound 3.0 and featuring additional detailing and upgraded sounds — and ready to haul your longest freight or passenger consists. Our models of engines 1238 and 1240 typify the last five engines of the class, which were the only articulated steamers equipped with roller-bearing main and side rods.

0-4-0 Switcher



Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- (2) Remote Controlled Proto-Couplers
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Firebox Glow
- Operating LED Marker Lights
- Lighted LED Cab Interior
- Operating LED Tender Back-up Light
- Powerful Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:48 Scale Dimensions
- Onboard DCS/DCC Decoder
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Freight Yard Proto-Effects
- Measures: 15 3/4" x 3 3/4" x 2 3/4"
- Hi-Rail Version Operates On O-31 Curves
- Scale Wheel Version Operates On 18" Radius Curves



Pennsylvania - 0-4-0 A5s Switcher Steam Engine

- 20-3598-1 Hi-Rail Wheels \$699.95
- 22-3598-2 Scale Wheels \$699.95



Baltimore & Ohio - 0-4-0 Switcher Steam Engine

- 20-3599-1 Hi-Rail Wheels \$699.95
- 22-3599-2 Scale Wheels \$699.95



Union Pacific - 0-4-0 Switcher Steam Engine

- 20-3600-1 Hi-Rail Wheels \$699.95
- 22-3600-2 Scale Wheels \$699.95



Great Northern - 0-4-0 Switcher Steam Engine

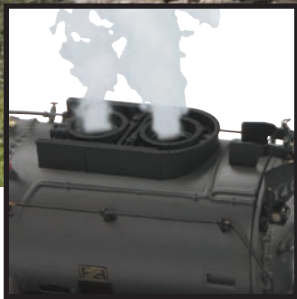
- 20-3601-1 Hi-Rail Wheels \$699.95
- 22-3601-2 Scale Wheels \$699.95

By World War I, the 0-4-0 wheel arrangement had largely slipped into the history books, and six- or eight-coupled steam switchers were the norm on most railroads. The self-proclaimed Standard Railroad of the World, however — stubbornly independent and known for its home-grown motive power — in 1916 began building perhaps the most modern 0-4-0s ever constructed. Built in the Pennsylvania Railroad's Juniata shops, the A5s was, in Al Staufer's words, "a junior edition of mammoth road power," with modern appliances and machinery details never before seen on an 0-4-0. The "s" in the engine's name stood for "superheater;" other modern features included Walschaert valve gear and power reverse. The large vertical tanks under the cab were air brake reservoirs. A sloping rear tender deck allowed better visibility for backup moves, and the locomotive of course had the Penny's characteristic Belpaire firebox.

The diminutive 0-4-0s were right at home in the narrow streets and tight corners of industrial and wharf areas, particularly in Philadelphia, New York, and Baltimore. Because they worked at slow speeds among tightly-spaced buildings, many A5's carried a fire hose in a metal box to enable them to help out in an emergency. Some were also used as yard goats to move dead engines in roundhouse areas. The Pennsylvania refurbished A5s No. 94 for its historical locomotive collection, and that switcher — or "shifter" in Penny parlance — resides today in the Railroad Museum of Pennsylvania in Strasburg, PA.

The A5s returns to the Premier line in 2015 accompanied by a new, non-Penny version; a standard radial firebox on the new version replaces the squared-off Penny Belpaire firebox on the A5s. Thanks to Proto-Sound 3.0, our super-detailed 0-4-0s offer all the features you'd want in a steam switcher: smooth, steady operation down to 3 scale miles per hour, remote Proto-Couplers front and rear, chuffing sounds and puffing smoke synchronized with the drivers at a correct four chuffs per revolution, adjustable smoke intensity, great pulling power, directional lighting, and authentic sounds

4-8-8-4 Big Boy



Features

- Die-Cast Boiler and Tender Body
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails, Bell and Whistle
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Kadee Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- LED Operating Firebox Glow
- LED Operating Numberboard and Class Lights
- LED Lighted Cab Interior
- Operating LED Tender Back-up Light
- Precision 7-Pole Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Steaming Quillable Whistle with Variable Intensity*
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:48 Scale Proportions
- Onboard DCS/DCC Decoder
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Freight Yard or Passenger Station Proto-Effects
- Measures: 35" x 2 7/8" x 4 1/8"
- Hi-Rail Version Operates On 0-72 Curves
- Scale Wheel Version Operates On 72" Radius Curves

* Requires DCS Digital Command System



Union Pacific - 4-8-8-4 Big Boy Steam Engine (Oil Burner)
 20-3575-1 Hi-Rail Wheels \$1599.95
 22-3575-2 Scale Wheels \$1599.95

Now Equipped With Steaming Quillable Whistle With Variable Intensity Smoke

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

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

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

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

This enduring symbol of American railroading returns to the rails for 2015, upgraded with our first quillable, variable intensity steaming whistle in an O Gauge model. Blow the whistle from your DCS handheld controller, and watch the whistle steam output vary as you "play" the whistle like a prototype engineer.

Our Proto-Sound 3.0 model also features industry-leading speed control and smoke output, as well as authentic articulated chuffing sounds with the front and rear engines drifting in and out of sync. And when the Union Pacific Railroad finishes its restoration of prototype Big Boy No. 4014, which is currently taking place, we'll record No. 4014 in action and issue a free replacement sound set that you can download into our 2015 model — or any other M.T.H. O or HO Gauge Big Boy with Proto-Sound 2.0 or 3.0.



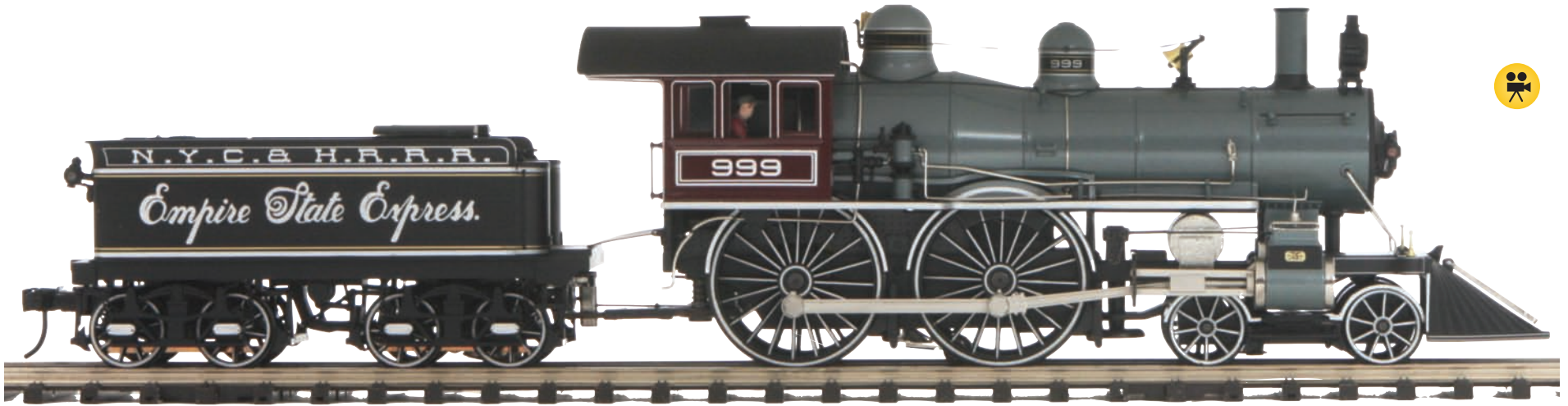
Union Pacific - 4-8-8-4 Big Boy Steam Engine
 20-3576-1 Hi-Rail Wheels \$1599.95
 22-3576-2 Scale Wheels \$1599.95



Union Pacific - 4-8-8-4 Big Boy Steam Engine
 20-3577-1 Hi-Rail Wheels \$1599.95
 22-3577-2 Scale Wheels \$1599.95

Turn-of-the-Century 4-4-0 Americans





New York Central - 4-4-0 Empire State Express Steam Engine
 20-3590-1 86" Hi-Rail Wheels \$799.95
 22-3590-2 86" Scale Wheels \$799.95

The 4-4-0 was *the* passenger engine of the last half of the nineteenth century. Subject of dozens of Currier & Ives lithographs, the 4-4-0 carried the nation westward, touched cowcatchers at the Golden Spike in 1869, transported millions of Americans out of their home towns for the first time, and hauled a good deal of freight as well. Often beautifully colored and pinstriped, the 4-4-0 steam engine became a symbol of U.S. railroading — so much so that this wheel arrangement was named the “American.”

For 2015, we present these Premier models of the 4-4-0 as it appeared on the point of America’s finest name trains of the 1890s. Pair these engines with our wood-sided coaches in matching paint schemes, and treat your 1/48 passengers to the most luxurious form of land transportation known to man in the late Victorian Era.

Empire State Express No. 999

In the late 19th century, railroading was the premier high-tech industry, and world’s fairs were the place to compete for bragging rights. So as the 1893 World’s Columbian Exposition approached, the New York Central & Hudson River Railroad prepared to grab the title of fastest vehicle on earth. In great secrecy at the railroad’s West Albany shops, master mechanic William Buchanan

directed the construction of a hot-rod 4-4-0 American-type with monstrous drivers more than seven feet in diameter. Named simply “999,” the engine exuded class. Her hand-polished Russian iron boiler was highlighted with shining brass trim and piping; her gleaming cab was fashioned of mahogany and maple; and the name of her train was emblazoned boldly on her tender in two-and-a-half-foot-high gold leaf lettering: “Empire State Express.”

On May 9, 1893, Buchanan turned his creation over to engineer Charlie Hogan to see what she could do. Son of a railroad foreman, Hogan had begun his career with the New York Central at age 14, as a water boy, and would later rise to superintendent of motive power. On that fine May day, he took control of the 999 in Rochester, New York, and opened the throttle for the run to Buffalo. Calculating his time and distance, railroad officials estimated he had reached 102 miles per hour. They decided to try for an official record the next day. So it was that on May 10, the 999 headed toward Buffalo again, this time with a cargo of railroad officials and newspaper reporters. With fireman Al Elliot madly shoveling coal into the firebox, engineer Hogan opened the throttle all the way. Using stopwatches and counting mileposts, observers on the train determined the 999 had blasted through the Village of Crittenden at 112.5 miles per hour.

That summer, Charlie Hogan and the 999 — the first manmade vehicle to exceed 100 mph — were the toast of the Chicago world’s fair. Toy train companies put “999” on the cab of every possible steam locomotive. And amusement park railroads around the globe, in places as far away as Thailand and South Africa, bought over 3,000 live steam versions of the engine.

Critics and researchers later disputed the 999’s record, claiming the engine was incapable of reaching 100 mph, and we may never know for sure her actual speed that May afternoon. But one thing is certain: for many years after the World’s Columbian Exposition, the 999, along with her sister New York Central 4-4-0s with somewhat smaller, less slippery drivers, held down one of the fastest regular passenger schedules on the planet. Five years after the fair, an article in *Scientific American* stated that “Locomotive No. 999 and the *Empire State Express*... opened the present remarkable era of fast, long distance express trains. [They] will always figure conspicuously in the annals of the world’s railroads as being the first to maintain a regular schedule speed of over 52 miles an hour for an unprecedented distance and for runs of unprecedented length between stops.”



New York Central - NYC Empire State Express Passenger Set
 20-3593-1 \$999.95



New York Central - 3-Car 64' Woodsided Passenger Coach Set
 20-62068 \$279.95

4-4-0 Americans



Baltimore & Ohio - 4-4-0 Royal Blue Line Steam Engine

20-3591-1 86" Hi-Rail Wheels \$799.95

22-3591-2 86" Scale Wheels \$799.95

Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Kadee Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Firebox Glow
- Lighted LED Cab Interior
- Operating Tender LED Back-up Light
- Powerful Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:48 Scale Dimensions
- Onboard DCS/DCC Decoder
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station Proto-Effects
- Measures: 16 3/4" x 3 3/4" x 2 1/2"
- Hi-Rail Version Operates On 0-42 Curves
- Scale Wheel Version Operates On 31" Radius Curves

Royal Blue Line

Connecting the nation's capital to its largest city, the Washington – New York corridor was a hotly contested route for nearly a century. To compete with the almost limitless resources of the Pennsylvania Railroad, the underdog Baltimore & Ohio relied on Southern hospitality, great cooking and, at the beginning, an aura of European royalty.

Launched in 1890 as the *Royal Blue Line* with six trains daily in each direction, the B&O's premier service offered American travelers comforts fit for a European monarch. Its elegant, Pullman-built cars featured seats upholstered in old-gold plush, leaded glass windows and mahogany paneling. French-trained chefs prepared elaborate dining car meals with delicacies like terrapin and canvasback duck. (In later years, the Royal Blue would become famous for its Maryland cuisine.) Completing the European theme, the cars' exteriors were finished in "Royal Saxony Blue" with gold leaf trim. And they were fast. The mid-day trains covered the route in 5 hours flat, powered by Baldwin-built Class M-1 4-4-0s that the B&O had purchased expressly for *Royal Blue* service.

Because its tracks went only as far north as Philadelphia, the B&O partnered with the Reading and the Jersey Central to reach Jersey City, where passengers boarded a ferry to cross the Hudson River into Manhattan. (It would be another two decades before the mighty Pennsy tunneled under the river and offered the first direct rail service to the island borough.) Each railroad owned a share of the *Royal Blue's* luxurious day coaches, combines and baggage cars, while the B&O provided the diners and Pullman supplied parlor cars and sleepers.

Did You Know?

The railroad-owned cars in *Royal Blue* service all wore the same elaborate paint scheme, except for a state seal indicating ownership: Maryland for B&O-owned cars (a feature duplicated on our models), Pennsylvania for the Reading's cars, and New Jersey for the Jersey Central's cars.



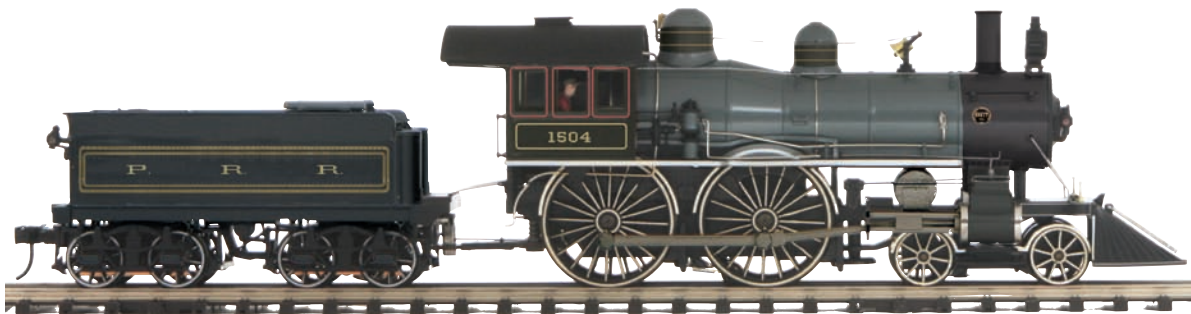
Baltimore & Ohio - 3-Car 64' Woodsided Passenger Coach Set

20-62069 \$279.95



Baltimore & Ohio - B&O Royal Blue Line Passenger Set

20-3594-1 \$999.95



Pennsylvania - 4-4-0 Pennsylvania Limited Steam Engine
 20-3596-1 86" Hi-Rail Wheels \$799.95
 22-3596-2 86" Scale Wheels \$799.95

Pennsylvania Limited

The Pennsylvania Railroad, never one to do things in a small way, built or bought over 1500 Americans between 1849 and 1910. For five decades, engines of this wheel arrangement were the road's principal passenger power. It was only natural, then, that a 4-4-0 would head the *Pennsylvania Limited*, the Pennsy's premier Chicago-New York service, on its inaugural run on June 15, 1887.

In its editorial that day, the *Chicago Times* called the new train "the latest triumph in catering to the traveling public" and contended that "the invention of printing and the creation of the railway are the two leading events in the history of man; and the railway as an agent of civilization is not inferior to the art of printing." The Pennsy's brochure, on the other hand, was less concerned about the *Limited's* place in history and more about justifying the ticket price: "You pay for exclusive privileges and get them. You pay for strictly first-class accommodations and get them. You pay for first-class meals and get them. You pay for and receive the best service the Pullman Company and the Pennsylvania Lines can give."

In the next decade, the New York-Chicago run became the scene of fierce competition between the Pennsy and its chief rival, the New York Central. To bring New Yorkers to the 1893 World's Columbian Exposition — where the Central's 112 mph 999 was the toast of the fair — the Central fielded the *Exposition Flyer* on a speedy 20-hour schedule. In June 1902, almost exactly 15 years from the launch of the *Pennsylvania Limited*, the Central threw down the gauntlet with the inauguration of the *20th Century Limited*. A decade later, the *Pennsylvania Limited* and its sister, the *Pennsylvania Special*, were renamed the *Broadway Limited* to better compete with the *Century* — a competition between two of America's finest trains that would continue for another half-century.



Long Island - 4-4-0 American Steam Engine
 20-3592-1 70" Hi-Rail Wheels \$799.95
 22-3592-2 70" Scale Wheels \$799.95



Strasburg - 4-4-0 American Steam Engine
 20-3595-1 70" Hi-Rail Wheels \$799.95
 22-3595-2 70" Scale Wheels \$799.95



Jersey Central - 4-4-0 American Steam Engine
 20-3597-1 70" Hi-Rail Wheels \$799.95
 22-3597-2 70" Scale Wheels \$799.95



N&W J 4-8-4 Northern



Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails, Bell and Whistle
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Kadee Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- LED Operating Firebox Glow
- LED Operating Class Lights
- LED Operating Numberboard Lights
- Lighted Cab Interior
- Operating Tender Back-up Light
- 7-Pole Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:48 Scale Proportions
- Onboard DCS/DCC Decoder
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station Proto-Effects
- Measures: 27 3/4" x 2 3/4" x 3 7/8"
- Hi-Rail Version Operates On 0-54 Curves
- Scale Wheel Version Operates On 54" Radius Curves





Norfolk & Western - 4-8-4 J Steam Locomotive
 20-3571-1 Hi-Rail Wheels \$1199.95
 22-3571-2 Scale Wheels \$1199.95

“The finest steam passenger engine ever built, anywhere, anytime”

- Robert B. Claytor, Chairman, Norfolk Southern Railway, of J No. 611 on the occasion of her first restoration in 1982



Norfolk & Western - 4-8-4 J Steam Locomotive
 20-3572-1 Hi-Rail Wheels \$1199.95
 22-3572-2 Scale Wheels \$1199.95



Norfolk & Western - 4-8-4 J Steam Locomotive
 20-3573-1 Hi-Rail Wheels \$1199.95
 22-3573-2 Scale Wheels \$1199.95

New Sound Set

These models will feature a new sound set recorded from prototype J No. 611, currently under restoration and scheduled to hit the road in 2015. Current owners of Proto-Sound 2.0 or 3.0 Class Js can download the new sound set for free after it's released. Watch the progress of 611's restoration and make a contribution at fireup611.org



Norfolk & Western - Auxiliary Water Tender II (Die-Cast)
 20-3619 Hi-Rail Wheels \$249.95
 22-3619 Scale Wheels \$249.95

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 massive Y6 2-8-8-2; the articulated greyhound Class A; and the N&W's glamour girl, the streamlined Class J.

The Class J 4-8-4 was an engine of quiet superlatives. Handsome, powerful (5100 hp), and, as a test on the Pennsylvania Railroad proved, capable of hauling 15 cars at 110 mph, it was designed and styled not by one of the big three builders (Alco, Baldwin, and Lima) or a famous designer like Raymond Loewy or Henry Dreyfuss, but by the N&W's home-grown team of designers and craftsmen at the road's Roanoke, Virginia shops. For power and quick acceleration through mountainous territory, and to make room for the largest possible boiler, they equipped the streamlined J with 70" drivers — unusually small for a 4-8-4 and fully 10" smaller than the Southern Pacific's *Daylight* GS-4 of the same wheel arrangement.

Built in several groups between 1941 and 1950, a mere fourteen Js were able to handle 80% of the N&W's passenger traffic, because their designers addressed one of steam power's key weaknesses: down time for maintenance and repairs. Equipped with Timken roller bearings on all axles and rods, Timken-designed lightweight pistons and rods, and an automatic lubrication system that reached more than 200 points including the bell bearings, the Js were designed to go a quarter-million miles between scheduled shop visits. Like a race car, they were engineered for quick pit stops: in less than an hour, a J could be fully serviced, lubricated, filled with coal and water and ready for its next dash over the road's 676-mile main line between Norfolk and Cincinnati, hauling the deluxe daylight *Powhatan Arrow* or the overnight *Pocahontas*.

Now you can enjoy the return of one of our finest steam engine models to the M.T.H. Premier Line. Fully outfitted with the power and performance of Proto-Sound 3.0, the 2015 model, like all Premier steam engines, is equipped with synchronized puffing smoke, Proto-Speed control for smooth power at any speed down to 3 scale miles per hour, and station arrival and departure sounds that take you back to the golden age of the passenger train.

Pennsy T1 4-4-4-4 Duplex



Features

- Die-Cast Boiler and Tender Body
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails and Whistle
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Kadee Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- LED Operating Firebox Glow
- Operating LED Class Lights
- Operating LED Numberboard Lights
- LED-Illuminated Cab Interior
- LED Operating Tender Backup Light
- 7-Pole Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:48 Scale Proportions
- Onboard DCS/DCC Decoder
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station Proto-Effects
- Measures: 31 1/4" x 2 5/8" x 3 7/8"
- Operates on O-72 Curves



Pennsylvania - 4-4-4-4 T1 Duplex Steam Engine
20-3517-1 Hi-Rail Wheels \$1399.95

Driving a T1 separated the men from the boys. A perfectly tuned T1 in the hands of a skillful engineer was a racing thoroughbred, capable of cruising at 100 mph with a 16-car limited. But a less well-maintained T1 driven by an average engineer could be a slippery, unforgiving beast — and that was more often the case in the waning days of steam on the Standard Railroad of the World.

Although it looked at first glance like an articulated, the T1 was in fact a duplex. It was an attempt to improve on the 4-8-4, the reigning queen of fast steam passenger power, by splitting the drive mechanism in two but retaining the 4-8-4's rigid frame. The concept originated in the early 1940s with Baldwin Locomotive Works' Chief Engineer Ralph Johnson.

The duplex addressed one of the key drawbacks of steam: the massive weight of reciprocating rods and other machinery that produced a pounding on the rails and limited engine speeds. By doubling the number of cylinders, a duplex design could have shorter, lighter rods, smaller pistons, lower piston speeds, and produce less

wear and tear on both the engine and the track. On paper, Baldwin's T1 design looked like the long-awaited replacement for the Pennsylvania Railroad's aging fleet of K4s Pacifics. And a striking Raymond Loewy-designed exterior promised a great public relations image. The Pennsy's one change to Baldwin's original design was its insistence on the novel Franklin poppet valve gear, based on previous successful tests with a K4s.

In initial trials, the pair of prototype T1s built in 1942 looked like winners. Nos. 6110 and 6111, the prototypes for our Premier models, delivered over 6000 horsepower, exceeding the PRR's design requirements. A T1 could out-pull a four-unit Electro-Motive FT diesel at all speeds above 26 mph. Based on the test results, the Pennsy ordered 50 more T1s, built by Baldwin and the road's own Altoona shops in 1945-46.

Outside of the test arena, however, the production T1s proved problematic. With all but the best engineers, a T1 was prone to violent slipping by one pair of drivers, as weight shifted between the two

driver sets. While this was disconcerting when starting a train, it was absolutely frightening when it occurred at speed. Furthermore, the drive mechanisms for the poppet valve gear were located in nearly inaccessible spots, resulting in poor maintenance that hurt engine performance.

But perhaps most important, the T1 simply arrived on the scene too late. By the late 1940s, the diesel revolution was on, and there was no time to address the T1's problems. After serving several years on crack passenger runs between Harrisburg and Chicago, the T1s were demoted to lesser trains and eventually retired and scrapped in the early 1950s. Alvin Stauffer, late poet laureate of Pennsy commentators, put it best: "The T1 was everything: beautiful, unusual, fast, slippery, success and failure. Pennsy's chunk of 'too much experimentation' was born too late and died too soon."



Pennsylvania - 4-4-4-4 T1 Duplex Steam Engine
20-3518-1 Hi-Rail Wheels \$1399.95

NKP S-2 2-8-4 Berkshire



Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails, Bell and Whistle
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Kadee Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- LED Operating Firebox Glow
- LED Operating Class and Marker Lights
- LED Operating Numberboard Lights
- LED Cab Interior Light
- Operating Tender Back-up Light
- 7-Pole Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:48 Scale Proportions
- Onboard DCS/DCC Decoder
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station or Freight Yard Proto-Effects
- Measures: 26" x 2 1/2" x 3 7/8"
- Hi-Rail Version Operates On O-54 Curves



Nickel Plate Road - 2-8-4 Berkshire Steam Engine
20-3566-1 Hi-Rail Wheels \$1199.95

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

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



Nickel Plate Road - 2-8-4 Berkshire Steam Engine
20-3567-1 Hi-Rail Wheels \$1199.95

The Nickel Plate Berk returns to the Premier line in 2015, cataloged for the first time with Proto-Sound 3.0, upgraded with additional details and wireless drawbar, and featuring sounds from prototype NKP Berk No. 765, restored for excursion service by the Fort Wayne Railroad Historical Society.



Nickel Plate Road - 2-8-4 Berkshire Steam Engine
20-3568-1 Hi-Rail Wheels \$1199.95

J1e 4-6-4 Hudson



Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Kadee Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- LED Operating Firebox Glow
- LED Operating Class and Marker Lights
- LED Lighted Cab Interior
- Operating Tender LED Back-up Light
- 7-Pole Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:48 Scale Proportions
- Onboard DCS/DCC Decoder
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station or Freight Yard Proto-Effects
- Measures: 27" x 2 1/2" x 3 7/8"
- Hi-Rail Version Operates On 0-42 Curves
- Scale Wheel Version Operates On 42" Radius Curves



New York Central - 4-6-4 J1e Hudson Steam Engine with PT Tender

- | | | |
|-----------|----------------|-----------|
| 20-3581-1 | Hi-Rail Wheels | \$1199.95 |
| 22-3581-2 | Scale Wheels | \$1199.95 |



New York Central - 4-6-4 J1e Hudson Steam Engine

- | | | |
|-----------|----------------|-----------|
| 20-3582-1 | Hi-Rail Wheels | \$1199.95 |
| 22-3582-2 | Scale Wheels | \$1199.95 |



Boston & Albany - 4-6-4 J1e Hudson Steam Engine

- | | | |
|-----------|----------------|-----------|
| 20-3583-1 | Hi-Rail Wheels | \$1199.95 |
| 22-3583-2 | Scale Wheels | \$1199.95 |

In *Thoroughbreds*, Alvin Stauffer and Edward May's definitive book on the New York Central Hudsons, Al summarizes the attraction of this engine in a few perhaps-biased but nonetheless eloquent words: "The Hudsons had it all: looks, performance, and timing. ... [The] forte of all Hudsons was power at speed.... That [the NYC Hudson] was the first of her wheel arrangement in the United States matters not nearly as much as what she hauled and how she hauled it. The Hudsons were designed to haul the Great Steel Fleet on the Water Level Route [the NYC's raceway from New York to Chicago, home of the *20th Century Limited* and the *Empire State Express*, and the bane of rival Pennsylvania Railroad, whose route lay over the Allegheny Mountains]. The Hudsons were a New York Central phenomenon. They were a special machine for that special road. They were synonymous with the best. They were the best."

Thanks to Joshua Lionel Cowen, the Hudson also holds a special place in the history of 3-rail O gauge. Lionel's 700E scale Hudson, manufactured from 1937 to 1942, set a standard of detail for 3-rail engines that was unmatched for nearly 50 years, until Jerry Williams and Mike Wolf began the trend toward scale detailing that continues today.

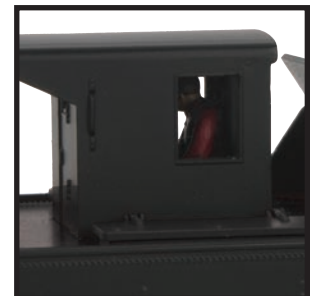
Like Lionel in 1937, we believe our model of this engine exemplifies the best in today's O gauge locomotives. The legendary J1e returns to the Premier line for 2015, upgraded with Proto-Sound 3.0 and a wireless drawbar, and offered in several versions — including No. 5334 with Scullin disc drivers and the massive PT tender that allowed longer distances between coal stops.

H10s 2-8-0 Consolidation



Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails, Bell and Whistle
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Kadee Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- LED Operating Firebox Glow
- LED Operating Class Lights
- LED Illuminated Number Boards
- LED Lighted Cab Interior
- Operating LED Tender Back-up Light
- 7-Pole Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:48 Scale Proportions
- Onboard DCS/DCC Decoder
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Freight Yard Proto-Effects
- Measures: 19 1/4" x 3 3/4" x 3 3/4"
- Hi-Rail Version Operates On 0-42 Curves
- Scale Wheel Version Operates On 36" Radius Curves





Pennsylvania - 2-8-0 H10s Consolidation Steam Engine

20-3563-1	Hi-Rail Wheels	\$899.95
22-3563-2	Scale Wheels	\$899.95



Pennsylvania-Reading Seashore - 2-8-0 H10s Consolidation Steam Engine

20-3564-1	Hi-Rail Wheels	\$899.95
22-3564-2	Scale Wheels	\$899.95

Did You Know?

H10s No. 7688 was preserved by the Pennsy as part of its historical collection in Northumberland, PA. It resides today in the main exhibition hall of the Railroad Museum of Pennsylvania along with two earlier Consolidations: H3 No. 1187 (which has also appeared as a Premier line model) and an H6sb.



Long Island - 2-8-0 H10s Consolidation Steam Engine

20-3565-1	Hi-Rail Wheels	\$899.95
22-3565-2	Scale Wheels	\$899.95

The H10s ("s" for superheated steam) was the last and largest in a line of Pennsy Consolidations that stretched back to 1875. The 273 new H10s constructed by Alco, Baldwin, and Lima, as well as the 147 H10s rebuilt from older H8s in the railroad's own shops, represented Pennsy's premier fast freight power in the era just before World War I. With a good engine crew, an H10 could hustle about 50 cars along level track, or considerably more cars in drag service hauling coal or iron ore.

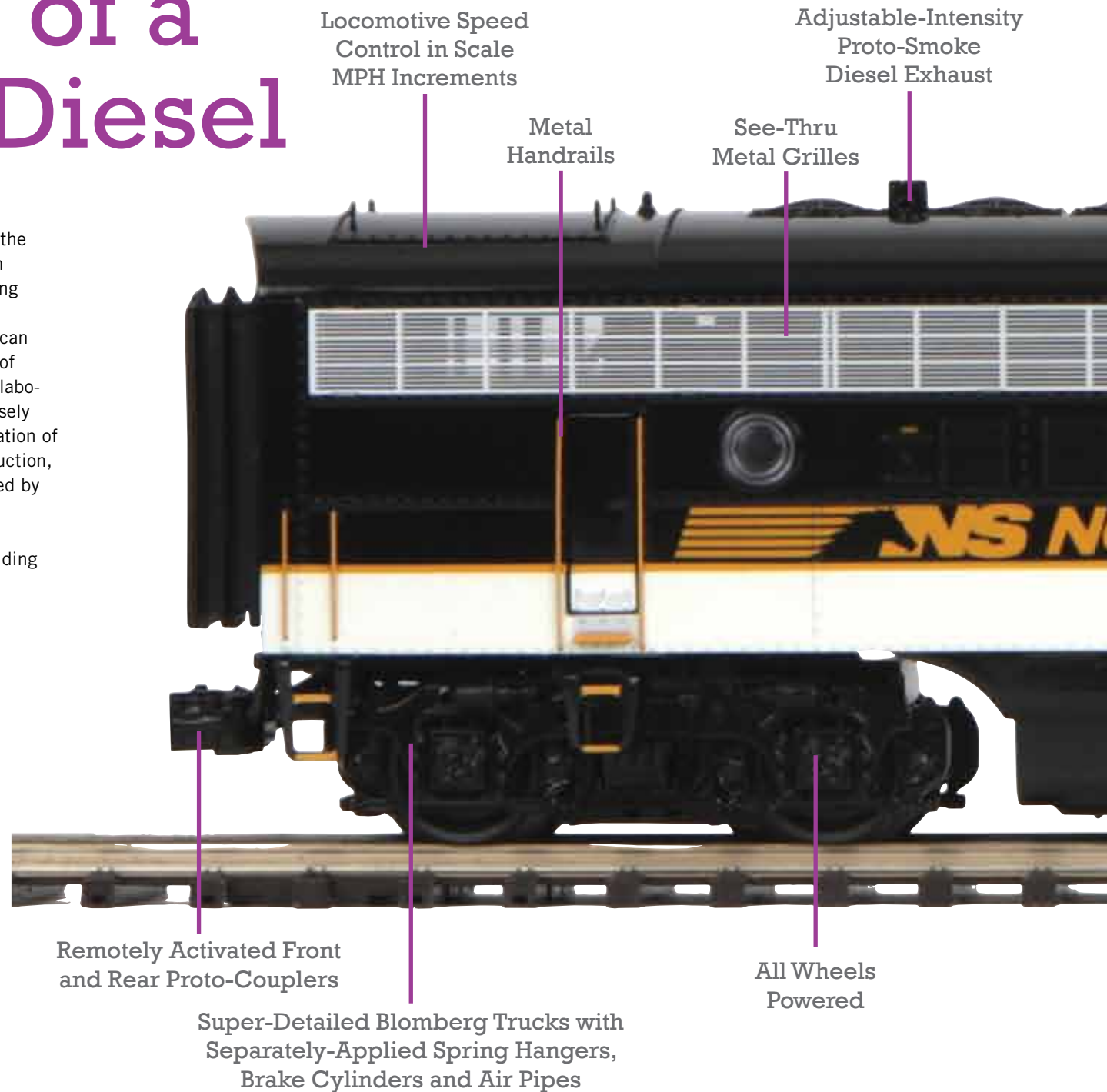
When the H10s engines were constructed, the Pennsy was still divided into Lines West — all of its affiliated railroads west of Pittsburgh — and Lines East. The H10s was strictly a Lines West phenomenon, built from a standard boiler common to the H8, H9, and H10 classes, but possessing the largest cylinders of any Pennsy "Consol." When a 1920 reorganization abolished the division between Lines East and West, the railroad owned over three thousand 2-8-O's, a majority of them having a common boiler design. It was a measure of the Pennsylvania Railroad's conservative management that in the early 1920s, its entire front line freight fleet consisted of a wheel arrangement deemed obsolete by other railroads. By the mid- and late-1920s, however, the H10s and their older siblings were pushed into secondary and branch line service by the arrival of larger, more modern power: Mikados, Decapods, and Mountains. Many Consolidations sat out the Depression years in storage, until recalled to service by the crush of World War II traffic. From the war years though the end of steam, H10s could be found all over the Pennsy, the Long Island Railroad, and the Pennsylvania-Reading Seashore Lines in switching, work train, branch line, and occasionally main line service.

The H10s returns to the MTH lineup in 2015, featuring the level of detail you've come to expect in a Premier steamer. Virtually all piping and boiler appliances are separate, added-on parts, as are the bell and whistle cords. Rods and valve gear have a prototypically darkened, grimy appearance, and the ProtoSound 3.0 sound and control system features an accurate Pennsy whistle. If you model any period from the Woodrow Wilson era to the Eisenhower years, there's an appropriate chore on your railroad for this rugged, muscular-looking steamer.

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 Norfolk Southern Executive F-Unit 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



Locomotive Speed Control in Scale MPH Increments

Adjustable-Intensity Proto-Smoke Diesel Exhaust

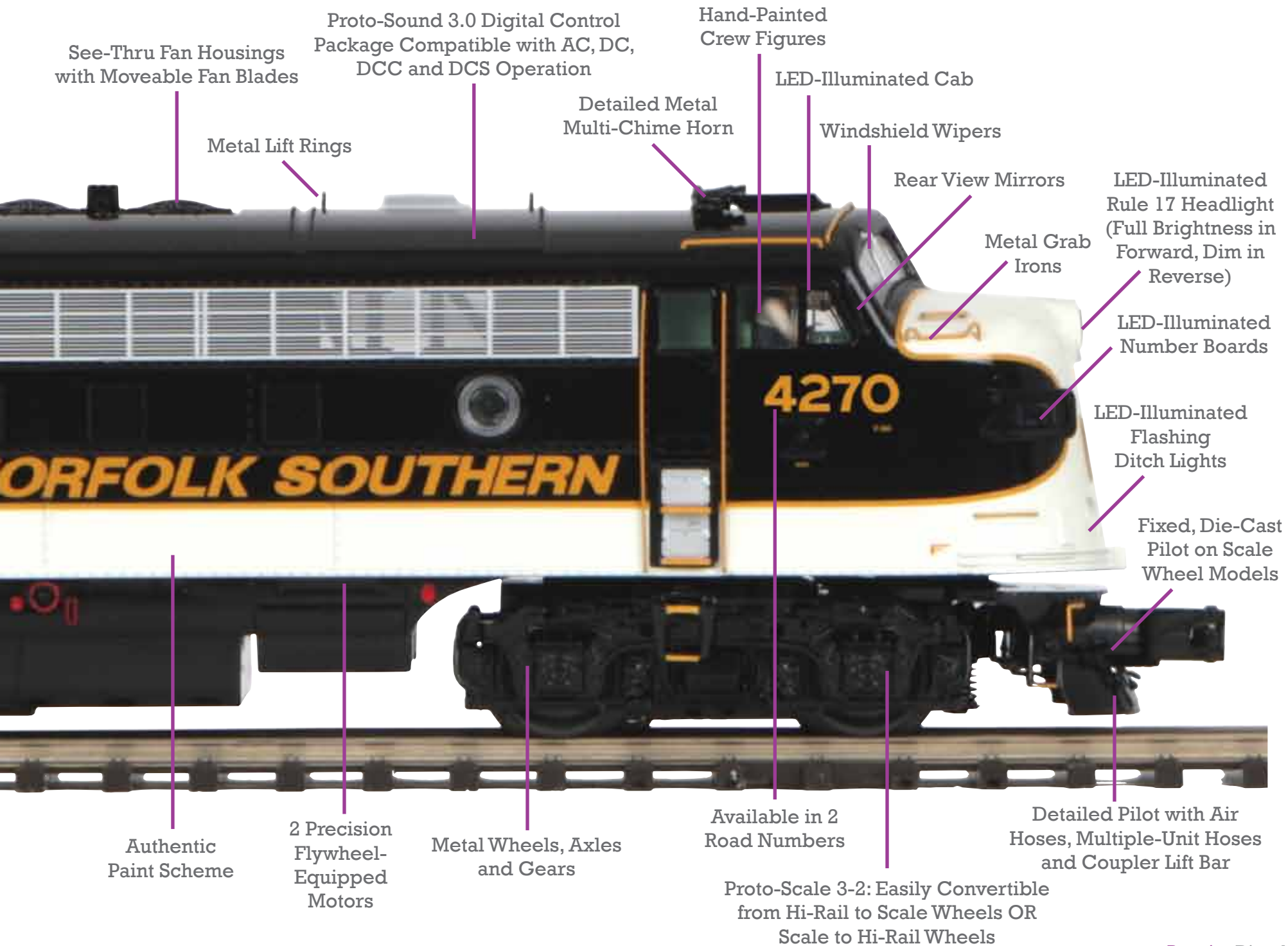
Metal Handrails

See-Thru Metal Grilles

Remotely Activated Front and Rear Proto-Couplers

Super-Detailed Blomberg Trucks with Separately-Applied Spring Hangers, Brake Cylinders and Air Pipes

All Wheels Powered



See-Thru Fan Housings with Moveable Fan Blades

Metal Lift Rings

Proto-Sound 3.0 Digital Control Package Compatible with AC, DC, DCC and DCS Operation

Detailed Metal Multi-Chime Horn

Hand-Painted Crew Figures

LED-Illuminated Cab

Windshield Wipers

Rear View Mirrors

Metal Grab Irons

LED-Illuminated Rule 17 Headlight (Full Brightness in Forward, Dim in Reverse)

LED-Illuminated Number Boards

LED-Illuminated Flashing Ditch Lights

Fixed, Die-Cast Pilot on Scale Wheel Models

NORFOLK SOUTHERN

4270

Authentic Paint Scheme

2 Precision Flywheel-Equipped Motors

Metal Wheels, Axles and Gears

Available in 2 Road Numbers

Proto-Scale 3-2: Easily Convertible from Hi-Rail to Scale Wheels OR Scale to Hi-Rail Wheels

Detailed Pilot with Air Hoses, Multiple-Unit Hoses and Coupler Lift Bar

EMD GP38-2



Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Die-Cast Fixed Pilots*
- Metal Chassis
- Metal Handrails and Horn
- Moveable Roof Fans
- Metal Body Side Grilles
- Detachable Snow Plow
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- Lighted LED Cab Interior Light
- Illuminated LED Number Boards
- Lighted LED Class Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 15 1/2" x 2 3/4" x 4"
- Hi-Rail Version Operates on O-31 Curves
- Scale Wheel Version Operates on 31" Radius Curves

*Found on Scale Wheel Versions Only. Hi-Rail Versions Feature Articulated Die-Cast Pilot.



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

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

Other improvements toughened the pistons, rings, and bearings of the 2000-horsepower, non-turbocharged model 645 prime mover.

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

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

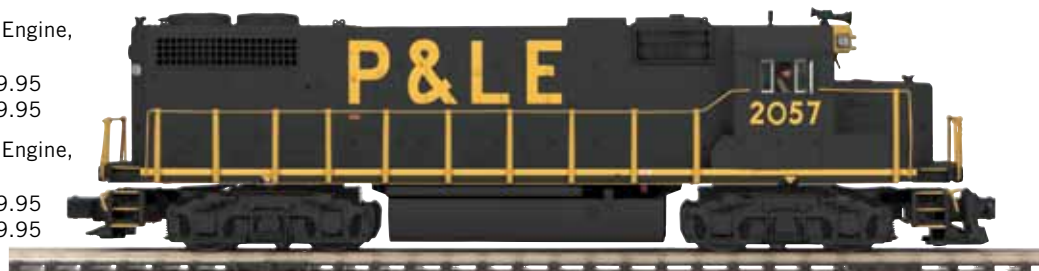
And in command mode with the DCS system, you can create a lashup combining one or more GP38-2s with other Proto-Sound 2.0 and 3.0 first- or second-generation power — and run them all from a single throttle just like the prototype.

Pittsburgh & Lake Erie - GP38-2 Diesel Engine, Cab No. 2057

20-20483-1	Hi-Rail Wheels	\$479.95
22-20483-2	Scale Wheels	\$479.95

Pittsburgh & Lake Erie - GP38-2 Diesel Engine, Cab No. 2060

20-20484-1	Hi-Rail Wheels	\$479.95
22-20484-2	Scale Wheels	\$479.95



Missouri Pacific - GP38-2 Diesel Engine, Cab No. 2313

20-20488-1	Hi-Rail Wheels	\$479.95
22-20488-2	Scale Wheels	\$479.95

Missouri Pacific - GP38-2 Diesel Engine, Cab No. 2306

20-20489-1	Hi-Rail Wheels	\$479.95
22-20489-2	Scale Wheels	\$479.95



Conrail - GP38-2 Diesel Engine, Cab No. 7776

20-20485-1	Hi-Rail Wheels	\$479.95
22-20485-2	Scale Wheels	\$479.95



Kansas City Southern - GP38-2 Diesel Engine, Cab No. 1914

20-20486-1	Hi-Rail Wheels	\$479.95
22-20486-2	Scale Wheels	\$479.95

Kansas City Southern - GP38-2 Diesel Engine, Cab No. 1919

20-20487-1	Hi-Rail Wheels	\$479.95
22-20487-2	Scale Wheels	\$479.95

GE ES44AC





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. Caterpillar®-owned EMD, no longer a division of General Motors, is represented by the AC-traction-motored SD70ACe and its DC-traction sibling, the SD70M-2. 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 environ-

mentally 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 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, legible builder's plates, and a host of 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



Norfolk Southern - ES44AC Diesel Engine, Cab No. 8046
 20-20503-1 Hi-Rail Wheels \$499.95
 22-20503-2 Scale Wheels \$499.95

Norfolk Southern - ES44AC Diesel Engine, Cab No. 8051
 20-20504-1 Hi-Rail Wheels \$499.95
 22-20504-2 Scale Wheels \$499.95



GE Hybrid Evolution - ES44AC Diesel Engine, Cab No. 2010
 20-20506-1 Hi-Rail Wheels \$529.95
 22-20506-2 Scale Wheels \$529.95

GE Hybrid Evolution - ES44AC Diesel Engine, Cab No. 2015
 20-20507-1 Hi-Rail Wheels \$529.95
 22-20507-2 Scale Wheels \$529.95

Hybrid features flashing battery charging lights

ES44AC

Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Die-Cast Fixed Pilots*
- Metal Handrails and Horn
- Moveable Roof Fans
- Metal Body Side Grilles
- Detachable Snow Plow
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- Lighted LED Cab Interior Light
- Illuminated LED Number Boards
- Operating LED Ditch Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 19 1/2" x 2 1/2" x 4"
- Hi-Rail Version Operates on O-42 Curves
- Scale Wheel Version Operates on 42" Radius Curves

*Found on Scale Wheel Versions Only. Hi-Rail Versions Feature Articulated Die-Cast Pilot.



Canadian National - ES44AC Diesel Engine, Cab No. 2805
 20-20499-1 Hi-Rail Wheels \$499.95
 22-20499-2 Scale Wheels \$499.95

Canadian National - ES44AC Diesel Engine, Cab No. 2809
 20-20500-1 Hi-Rail Wheels \$499.95
 22-20500-2 Scale Wheels \$499.95



GE NextFuel - ES44AC Diesel Engine, Cab No. 3000
 20-20508-1 Hi-Rail Wheels \$499.95
 22-20508-2 Scale Wheels \$499.95

GE NextFuel - ES44AC Diesel Engine, Cab No. 3001
 20-20509-1 Hi-Rail Wheels \$499.95
 22-20509-2 Scale Wheels \$499.95

Demonstrators for GE's NextFuel™ Natural Gas Retrofit Kits, which enable existing Evolution Series locomotives to run on both diesel fuel and liquid natural gas (LNG).



Florida East Coast - ES44AC Diesel Engine, Cab No. 803
 20-20501-1 Hi-Rail Wheels \$499.95
 22-20501-2 Scale Wheels \$499.95

Florida East Coast - ES44AC Diesel Engine, Cab No. 804
 20-20502-1 Hi-Rail Wheels \$499.95
 22-20502-2 Scale Wheels \$499.95



BNSF (Golden Swoosh) - ES44DC Diesel Engine, Cab No. 7695
 20-20510-1 Hi-Rail Wheels \$499.95
 22-20510-2 Scale Wheels \$499.95

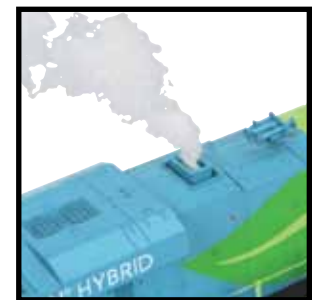
BNSF (Golden Swoosh) - ES44DC Diesel Engine, Cab No. 7700
 20-20511-1 Hi-Rail Wheels \$499.95
 22-20511-2 Scale Wheels \$499.95



Pennsylvania - ES44AC Diesel Engine, Cab No. 8102 (Norfolk Southern Heritage Diesel)
 20-20505-1 Hi-Rail Wheels \$499.95
 22-20505-2 Scale Wheels \$499.95



Iowa Interstate - ES44DC Diesel Engine, Cab No. 516
 20-20512-1 Hi-Rail Wheels \$499.95
 22-20512-2 Scale Wheels \$499.95



Delivers first responder training to lineside communities, on techniques for handling incidents involving crude oil and other rail shipments

CSX - ES44 Safety Train Set
 20-20513-1 Proto-Sound 3.0 \$749.95

EMD GP30



Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Moveable Roof Fans
- Metal Body Side Grilles
- Detachable Snow Plow
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- Lighted LED Cab Interior Light
- Lighted LED Class Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 15" x 2 3/4" x 4 1/4"
- Operates on 0-31 Curves



Baltimore & Ohio - GP30 Diesel Engine
 20-20490-1 Cab No. 6934 \$479.95
 20-20491-1 Cab No. 6946 \$479.95



Chicago & North Western - GP30 Diesel Engine
 20-20492-1 Cab No. 803 \$479.95
 20-20493-1 Cab No. 808 \$479.95



Milwaukee Road - GP30 Diesel Engine
 20-20494-1 Cab No. 1009 \$479.95
 20-20495-1 Cab No. 1012 \$479.95



EMD Demo - GP30 Diesel Engine
 20-20498-1 Cab No. 1962 \$479.95

In the summer of 1960, EMD's sales team got an unpleasant surprise. General Electric, which had divorced partner Alco in 1953 and was thought to be making only export diesels, had suddenly fielded an American road switcher. Worse yet, GE's upstart U25B, regarded today as the first of the second-generation diesels, was more powerful, more modern, and required less maintenance than EMD's flagship offering, the GP20. Perhaps fortunately for EMD, the railroad industry was in a slump at the time; as the designers at La Grange rushed a competitive model into production, not a single U-boat was sold that first year.

To create a new engine in a short time frame, EMD's designers borrowed the frame and trucks from the GP20 and uprated its 2000 hp 567 diesel to 2250 hp — still 250 hp short of the U25B. They also borrowed one of the U25B's most revolutionary features: a centralized air cooling system with a self-cleaning filter that pressurized the engine room to keep out dust and dirt. This replaced the myriad air filters in older diesels and significantly reduced maintenance.

To fit the pressurized air system and other upgrades into the existing GP20 frame, the only place to go was up. EMD stacked the air system, turbocharger and electrical gear behind the cab, and a higher carbody was needed, giving the new engine a unique profile not seen before or since in the EMD lineup. For styling assistance, EMD turned to the GM Automotive Styling Center in Troy MI. The result was a unique cab roof profile and a characteristic rooftop hump, to house the intakes for the central air system and dynamic brake cooling.

According to EMD's normal naming practice, the new engine should have been called the GP22 — but that hardly sounded competitive with the U25B. So the marketing department dubbed the new model the GP30, claiming it had 30 distinct improvements over the GP20.

In fact, the GP30 turned out to be an excellent locomotive. During a production run of just over two years, from July 1961-November 1963, 948 units were sold to railroads across America, nearly double the quantity of U25Bs sold during six years of production. Although slightly less powerful, the Geep was a known quantity, with an engine and other parts familiar to virtually every railroad's maintenance department. Advertised by EMD as a combination "high speed and heavy drag" locomotive, the GP30 immediately took over from first generation diesels as premier mainline freight power. Although bumped to lesser service by more powerful engines later in life, many served over four decades, considerably longer than the expected service life of a diesel. Some railroads, like the Burlington Northern and Chessie System, operated rebuild programs that upgraded old GP30s to higher specs and kept them running late into the 20th century.



Gulf Mobile & Ohio - GP30 Diesel Engine
 20-20496-1 Cab No. 519 \$479.95
 20-20497-1 Cab No. 521 \$479.95

EMD SD70ACe





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

The SD70ACe also offers, in EMD's words, "outstanding improvements in maintainability." All electrical wires are on the

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

After a year of testing on the road and at the Association of American Railroads' test track in Pueblo, CO, the first SD70ACe's ("e" stands for "enhanced") were delivered to CSX Transportation in 2004. At the present time, mainline American railroads generally maintain dual fleets of locomotives. AC power is used for heavy coal hauling and hotshot intermodal traffic because AC traction motors offer higher starting tractive effort with the same horsepower. Less expensive, traditional DC power 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.

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.



Missouri Pacific - SD70ACe Diesel Engine, Cab No. 1982 (Union Pacific Heritage Diesel)
 20-20517-1 Hi-Rail Wheels \$499.95
 22-20517-2 Scale Wheels \$499.95



Denver & Rio Grande Western - SD70ACe Diesel Engine, Cab No. 1989 (Union Pacific Heritage Diesel)
 20-20516-1 Hi-Rail Wheels \$499.95
 22-20516-2 Scale Wheels \$499.95

SD70ACe



Norfolk Southern - SD70ACe Diesel Engine, Cab No. 1035

20-20514-1 Hi-Rail Wheels \$499.95
 22-20514-2 Scale Wheels \$499.95

Norfolk Southern - SD70ACe Diesel Engine, Cab No. 1030

20-20515-1 Hi-Rail Wheels \$499.95
 22-20515-2 Scale Wheels \$499.95



Montana Rail Link - SD70ACe Diesel Engine, Cab No. 4407

20-20526-1 Hi-Rail Wheels \$499.95
 22-20526-2 Scale Wheels \$499.95

Montana Rail Link - SD70ACe Diesel Engine, Cab No. 4401

20-20527-1 Hi-Rail Wheels \$499.95
 20-20527-2 Scale Wheels \$499.95

Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Die-Cast Fixed Pilots*
- Metal Chassis
- Metal Handrails and Horn
- Moveable Roof Fans
- Metal Body Side Grilles
- Detachable Snow Plow
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- Lighted LED Cab Interior Light
- Illuminated LED Number Boards
- Operating LED Ditch Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 18 1/2" x 2 5/8" x 4"
- Hi-Rail Version Operates on O-42 Curves
- Scale Wheel Version Operates on 42" Radius Curves

*Found on Scale Wheel Versions Only. Hi-Rail Versions Feature Articulated Die-Cast Pilot.





Union Pacific (Flag) - SD70ACe Diesel Engine, Cab No. 8439

- 20-20518-1 Hi-Rail Wheels \$499.95
- 22-20518-2 Scale Wheels \$499.95

Union Pacific (Flag) - SD70ACe Diesel Engine, Cab No. 8444

- 20-20519-1 Hi-Rail Wheels \$499.95
- 22-20519-2 Scale Wheels \$499.95



BNSF (Swoosh) - SD70ACe Diesel Engine, Cab No. 9372

- 20-20520-1 Hi-Rail Wheels \$499.95
- 22-20520-2 Scale Wheels \$499.95

BNSF (Swoosh) - SD70ACe Diesel Engine, Cab No. 9375

- 20-20521-1 Hi-Rail Wheels \$499.95
- 22-20521-2 Scale Wheels \$499.95



Florida East Coast - SD70M-2 Diesel Engine, Cab No. 107

- 20-20524-1 Hi-Rail Wheels \$499.95
- 22-20524-2 Scale Wheels \$499.95

Florida East Coast - SD70M-2 Diesel Engine, Cab No. 106

- 20-20525-1 Hi-Rail Wheels \$499.95
- 22-20525-2 Scale Wheels \$499.95



Canadian National - SD70ACe Diesel Engine, Cab No. 8010

- 20-20522-1 Hi-Rail Wheels \$499.95
- 22-20522-2 Scale Wheels \$499.95

Canadian National - SD70ACe Diesel Engine, Cab No. 8016

- 20-20523-1 Hi-Rail Wheels \$499.95
- 22-20523-2 Scale Wheels \$499.95



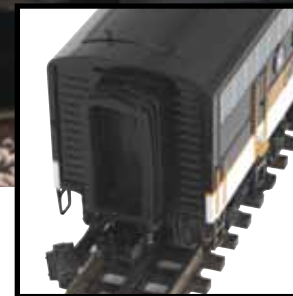
EMD F7



Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilot and Fuel Tank
- Die-Cast Fixed Pilot*
- Metal Chassis
- Metal Handrails and Horn
- Moveable Roof Fans
- Metal Body Side Grilles
- (2) Hand-Painted Crew Figures In A-Unit
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- Kadee Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- Lighted Cab Interior
- Illuminated Number Boards
- Lighted Class Lights (Except NS Units)
- Flashing LED Ditch Lights (NS Units Only)
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust (in Powered Units)
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station or Freight Yard Proto-Effects
- Each Unit Measures:: 13" x 2 5/8" x 3 3/4"
- Hi-Rail Version Operates on O-31 Curves
- Scale Wheel Version Operates on 31" Radius Curves

*Found on Scale Wheel Versions Only. Hi-Rail Versions Feature Articulated Die-Cast Pilot.



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

Externally, the F7 was very similar to the earlier F3. The key

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

Capture the excitement of the first-generation diesel era with these twin-motored full scale models.. Throttle down to speeds as low as 3 scale miles per hour with any load, or roll along at

the prototype's maximum speed of 102 mph with passenger gearing. Proto-Sound 3.0 offers authentic EMD 567 prime mover sounds, a first-generation diesel horn and bell, crew and station sounds, and adjustable smoke volume. The F7 features the same level of superb detailing that characterizes all Premier F-units, with added-on details that include legible builder's plates, grab irons, multiple-unit hoses, rooftop lift rings, see-through side grilles and rooftop fan housings, steam generator exhaust stack (for passenger versions), windshield wipers, and our super-detailed Blomberg trucks with separately-applied spring hangers, brake cylinders, and air pipes.



Bessemer & Lake Erie - F7 A-Unit Diesel Engine, Cab No. 722

20-20552-1	Hi-Rail Wheels	\$449.95
22-20552-2	Scale Wheels	\$449.95
Bessemer & Lake Erie - F7 A-Unit Diesel Engine, Cab No. 725		
20-20553-1	Hi-Rail Wheels	\$449.95
22-20553-2	Scale Wheels	\$449.95
20-20553-4	Non-Powered A-Unit (Hi-Rail Wheels)	\$169.95



Canadian National - F7 A-Unit Diesel Engine, Cab No. 9168

20-20555-1	Hi-Rail Wheels	\$449.95
22-20555-2	Scale Wheels	\$449.95
Canadian National - F7 A-Unit Diesel Engine, Cab No. 9166		
20-20554-1	Hi-Rail Wheels	\$449.95
22-20554-2	Scale Wheels	\$449.95
20-20554-4	Non-Powered A-Unit (Hi-Rail Wheels)	\$169.95



Bessemer & Lake Erie - F7 B-Unit Diesel, No. 718B

20-20552-3	Non-Powered	\$169.95
Bessemer & Lake Erie - F7 B-Unit Diesel, No. 721B		
20-20553-3	Non-Powered	\$169.95



Canadian National - F7 B-Unit Diesel, No. 9198

20-20554-3	Non-Powered	\$169.95
Canadian National - F7 B-Unit Diesel, No. 9199		
20-20555-3	Non-Powered	\$169.95



Santa Fe - F7 A-Unit Diesel Engine, Cab No. 256

20-20558-1	Hi-Rail Wheels	\$449.95
22-20558-2	Scale Wheels	\$449.95
Santa Fe - F7 A-Unit Diesel Engine, Cab No. 259		
20-20559-1	Hi-Rail Wheels	\$449.95
22-20559-2	Scale Wheels	\$449.95
20-20559-4	Non-Powered A-Unit (Hi-Rail Wheels)	\$169.95



Norfolk Southern - F7 A-Unit Diesel Engine, Cab No. 4270 (modern day NS Executive Train)

20-20556-1	Hi-Rail Wheels	\$449.95
22-20556-2	Scale Wheels	\$449.95
Norfolk Southern - F7 A-Unit Diesel Engine, Cab No. 4271		
20-20557-1	Hi-Rail Wheels	\$449.95
22-20557-2	Scale Wheels	\$449.95
20-20557-4	Non-Powered A-Unit (Hi-Rail Wheels)	\$169.95



Santa Fe - F7 B-Unit Diesel, No. 270

20-20558-3	Non-Powered	\$169.95
Santa Fe - F7 B-Unit Diesel, No. 272		
20-20559-3	Non-Powered	\$169.95



Norfolk Southern - F7 B-Unit Diesel, No. 4275

20-20556-3	Non-Powered	\$169.95
Norfolk Southern - F7 B-Unit Diesel, No. 4276		
20-20557-3	Non-Powered	\$169.95

EMD SD35



Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Die-Cast Fixed Pilots*
- Metal Handrails and Horn
- Metal Body Side Grilles
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- Lighted LED Cab Interior Light
- Illuminated LED Number Boards
- Lighted LED Class Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- 1:48 Scale Proportions
- Proto-Sound 3-2 3-Rail/2-Rail Conversion Capable
- Proto-Sound 3.0 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 Version Operates on O-42 Curves
- Scale Wheel Version Operates on 42" Radius Curves

*Found on Scale Wheel Versions Only. Hi-Rail Versions Feature Articulated Die-Cast Pilot.



Southern - SD35 Diesel Engine, Cab No. 3085W		Southern - SD35 Diesel Engine, Cab No. 3088	
20-20536-1	Hi-Rail Wheels	\$499.95	20-20537-1 Hi-Rail Wheels \$499.95
22-20536-2	Scale Wheels	\$499.95	22-20537-2 Scale Wheels \$499.95



Western Maryland - SD35 Diesel Engine, Cab No. 7435		Western Maryland - SD35 Diesel Engine, Cab No. 7435	
20-20538-1	Hi-Rail Wheels	\$499.95	20-20539-1 Hi-Rail Wheels \$499.95
22-20538-2	Scale Wheels	\$499.95	22-20539-2 Scale Wheels \$499.95



Pennsylvania - SD35 Diesel Engine, Cab No. 6023		Pennsylvania - SD35 Diesel Engine, Cab No. 6009	
20-20540-1	Hi-Rail Wheels	\$499.95	20-20541-1 Hi-Rail Wheels \$499.95
22-20540-2	Scale Wheels	\$499.95	20-20541-2 Scale Wheels \$499.95



Chessie - SD35 Diesel Engine, Cab No. 7428		Chessie - SD35 Diesel Engine, Cab No. 7422	
20-20542-1	Hi-Rail Wheels	\$499.95	20-20543-1 Hi-Rail Wheels \$499.95
22-20542-2	Scale Wheels	\$499.95	22-20543-2 Scale Wheels \$499.95

Produced from 1964 to 1966, the SD35, along with its four-axle GP35 sibling, marked both an end and a beginning. They were the last road diesels to use the EMD 567 motor that had powered switchers, F-units, and Geeps since 1939 (so named because each cylinder displaced 567 cubic inches). For the horsepower race of the 1960s, EMD tweaked the 567 to a turbocharged V-16 delivering 2500 hp. That was it for the 567, however, and in 1966 the baton was passed to the more powerful model 645. But while the "35 line" diesels ushered out an old motor, they ushered in a new look. Their angled cab roofs and the clean, squared-off lines of their car bodies established the look of EMD road power for the next three decades.

In an era when 4-axles diesels were the norm, the six-axle SD version was intended for lighter track, because its weight was spread out over more wheels. Those extra powered wheels were also an advantage in lower-speed service with heavier loads. While a majority of railroads ordered the low-nose version, the Southern and Norfolk & Western ordered SD35s with the high short nose and often ran them long-hood forward for better crew protection.

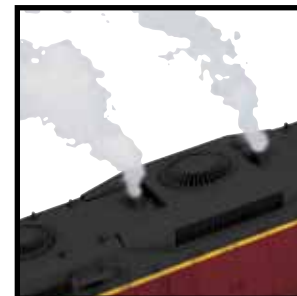
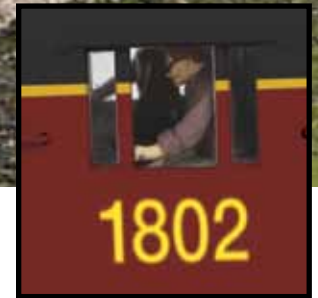
While our Premier model is not the first O gauge version of this heavy hauler, it offers the best combination of detail, realism, and performance of any 1/48 scale SD35. Added-on detail parts include windshield wipers, metal see-thru body grilles, lift rings, metal grab irons and handrails, see-thru rooftop fan housings, and truck-mounted brake cylinders and air pipes. Thanks to Proto-Speed Control, this model can dig in and haul heavy loads at low speeds just like the prototype, or highball down the main line with a fast freight. And in command mode with the DCS system, you can create a lashup combining one or more SD35s with any other Proto-Sound 2.0 and 3.0 locomotives, and run them from a single throttle just like the prototype.

EMD GP9



Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Moveable Roof Fans
- Metal Body Side Grilles
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- Illuminated LED Number Boards
- Lighted LED Class Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- 1:48 Scale Proportions
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Proto-Sound 3.0 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



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 seize 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.

The GP9 returns to the Premier line with the full range of superb detailing you expect in a Premier locomotive: see-through end steps, body side grilles, and roof fan housings; metal side and end handrails; separate metal grab irons; metal lift rings on its roof panels; windshield wipers; and the super-detailed Blomberg trucks introduced earlier on our Premier F-units. Our Geeps also 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.



Allegheny Valley Railroad - GP9 Diesel
 20-20544-1 Cab No. 1802 \$479.95
 20-20545-1 Cab No. 1801 \$479.95



Grand Trunk Western - GP9 Diesel
 20-20546-1 Cab No. 4432 \$479.95
 20-20547-1 Cab No. 4437 \$479.95



New York Central - GP9 Diesel
 20-20548-1 Cab No. 5922 \$479.95
 20-20549-1 Cab No. 6001 \$479.95



Seaboard - GP9 Diesel
 20-20550-1 Cab No. 1915 \$479.95
 20-20551-1 Cab No. 1920 \$479.95

EMD GP40



Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Die-Cast Fixed Pilots*
- Metal Chassis
- Metal Handrails and Horn
- Moveable Roof Fans
- Metal Body Side Grilles
- Detachable Snow Plow
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- Lighted LED Cab Interior Light
- Illuminated LED Number Boards
- Lighted LED Class Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 15 1/2" x 2 3/4" x 4"
- Hi-Rail Version Operates on O-31 Curves
- Scale Wheel Version Operates on 31" Radius Curves

*Found on Scale Wheel Versions Only. Hi-Rail Versions Feature Articulated Die-Cast Pilot.





Burlington - GP40 Diesel Engine, Cab No. 639		Burlington - GP40 Diesel Engine, Cab No. 634			
20-20528-1	Hi-Rail Wheels	\$499.95	20-20529-1	Hi-Rail Wheels	\$499.95
22-20528-2	Scale Wheels	\$499.95	22-20529-2	Scale Wheels	\$499.95

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

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

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

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



Alaska - GP40 Diesel Engine, Cab No. 3018		Alaska - GP40 Diesel Engine, Cab No. 3017			
20-20530-1	Hi-Rail Wheels	\$499.95	20-20531-1	Hi-Rail Wheels	\$499.95
22-20530-2	Scale Wheels	\$499.95	22-20531-2	Scale Wheels	\$499.95



Ohio Central - GP40 Diesel Engine, Cab No. 3253		Ohio Central - GP40 Diesel Engine, Cab No. 3262			
20-20535-1	Hi-Rail Wheels	\$499.95	20-20534-1	Hi-Rail Wheels	\$499.95
22-20535-2	Scale Wheels	\$499.95	22-20534-2	Scale Wheels	\$499.95



SOO Line - GP40 Diesel Engine, Cab No. 735		SOO Line - GP40 Diesel Engine, Cab No. 733			
20-20532-1	Hi-Rail Wheels	\$499.95	20-20533-1	Hi-Rail Wheels	\$499.95
22-20532-2	Scale Wheels	\$499.95	22-20533-2	Scale Wheels	\$499.95

50' Box Car



Vermont Railway - 50' Box Car
20-93646 \$64.95



Detroit & Mackinac - 50' Box Car
20-93645 \$64.95



Penn Central - 50' Box Car
20-93648 \$64.95



Chicago & North Western - 50' Box Car
20-93647 \$64.95

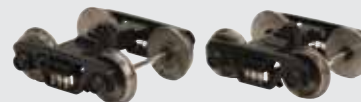
Each Roadname Available
In 2 Car Numbers

Features

- Intricately Detailed, Durable ABS Body
- Stamped Metal Floor
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Separate Metal Handrails
- Sliding Car Doors
- 1:48 Scale Dimensions
- Unit Measures: 14 1/2" x 2 5/8" x 4 3/16"
- Operates On 0-31 Curves

Easily Convert to 2-Rail!

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



50' High Cube Box Car



TTX - 50' High Cube Box Car
20-93649 \$69.95



CSX - 50' High Cube Box Car
20-93650 \$69.95

Each Roadname Available
In 2 Car Numbers



BNSF - 50' High Cube Box Car
20-93651 \$69.95



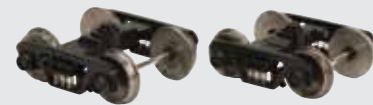
Canadian Pacific - 50' High Cube Box Car
20-93652 \$69.95

Features

- Intricately Detailed, Durable ABS Body
- Stamped Metal Floor
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- O Scale Kadee-Compatible Coupler Mounting Pads
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Separate Metal Handrails
- Sliding Car Doors
- 1:48 Scale Dimensions
- Unit Measures:
14 1/2" x 2 5/8" x 4 3/16"
- Operates On 0-31 Curves

Easily Convert to 2-Rail!

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



40' USRA Single Sheathed Box Car



Akron Canton & Youngstown - 40' USRA
Single Sheathed Box Car
20-93657 \$64.95



New York Central - 40' USRA
Single Sheathed Box Car
20-93658 \$64.95



Chesapeake & Ohio - 40' USRA Single
Sheathed Box Car
20-93659 \$64.95



Delaware & Hudson - 40' USRA Single
Sheathed Box Car
20-93660 \$64.95

**Each Roadname Available
In 2 Car Numbers**

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake System
- Separate Metal Grab Irons and Corner Steps
- Sliding Car Doors
- 1:48 Scale Dimensions
- Unit Measures: 10 7/8" x 2 3/8" x 3 7/8"
- Operates On 0-27 Curves

Easily Convert to 2-Rail!

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



50' PS-1 Box Car with Youngstown Standard Door

Each Roadname Available
In 2 Car Numbers



Chesapeake & Ohio - 50' PS-1 Box Car
w/Youngstown Standard Door
20-93665 \$64.95



Norfolk & Western - 50' PS-1 Box Car
w/Youngstown Standard Door
20-93668 \$64.95



Bessemer & Lake Erie - 50' PS-1 Box Car
w/Youngstown Standard Door
20-93667 \$64.95

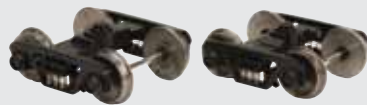


Gulf Mobile & Ohio - 50' PS-1 Box Car
w/Youngstown Standard Door
20-93666 \$64.95



Easily Convert to 2-Rail!

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



Features

- Intricately Detailed, Durable ABS Body
- Stamped Metal Floor
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- O Scale Kadee-Compatible Coupler Mounting Pads
- Detailed Brake System
- Sliding Car Doors
- Separately Applied Ladders, Grab Irons and Corner Steps
- 1:48 Scale Dimensions
- Measures: 14 1/2" x 2 5/8" x 4 3/16"
- Operates On O-31 Curves

50' Waffle Box Car

Each Roadname Available
In 2 Car Numbers



U.S. Army - 50' Waffle Box Car
20-93661 \$64.95



Seaboard Coast Line - 50' Waffle Box Car
20-93662 \$64.95



Illinois Central - 50' Waffle Box Car
20-93663 \$64.95



Burlington Northern - 50' Waffle Box Car
20-93664 \$64.95

Features

- Intricately Detailed, Durable ABS Body
- Stamped Metal Floors
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- O Scale Kadee-Compatible Coupler Mounting Pads
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Separate Metal Handrails
- Sliding Car Doors
- 1:48 Scale Dimensions
- Unit Measures: 14 1/8" x 2 3/4" x 3 7/8"
- Operates On O-31 Curves

Easily Convert to 2-Rail!

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



50' Double Door Plugged Box Car



Grand Trunk Western - 50' Double Door Plugged Box Car
20-93653 \$64.95



Evans - 50' Double Door Plugged Box Car
20-93654 \$64.95



Tropicana - 50' Double Door Plugged Box Car
20-93655 \$64.95



Patrick Industries - 50' Double Door Plugged Box Car
20-93656 \$64.95

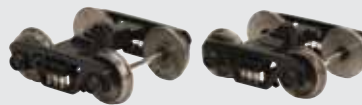
Each Roadname Available
In 2 Car Numbers

Features

- Intricately Detailed, Durable ABS Body
- Colorful, Attractive Paint Scheme
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Unit Measures: 14 3/4" x 2 3/8" x 3 3/4"
- Operates On 0-31 Curves

Easily Convert to 2-Rail!

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



2-Bay Offset Hopper

Easily Convert to 2-Rail!

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



Each Roadname Available
In 2 Car Numbers



Bessemer & Lake Erie - 2-Bay Offset Hopper
20-97817 \$59.95



New York Central - 2-Bay Offset Hopper
20-97818 \$59.95



Baltimore & Ohio - 2-Bay Offset Hopper
20-97819 \$59.95



Milwaukee Road - 2-Bay Offset Hopper
20-97820 \$59.95

Expand With A Six-Car Set
See Page 133

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- O Scale Kadee-Compatible Coupler Mounting Pads
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Separate Metal Handrails
- 1:48 Scale Dimensions
- Unit Measures: 9 1/2" x 2 1/2" x 3"
- Operates On O-31 Curves

4-Bay Hopper

Each Roadname Available
In 2 Car Numbers



Chessie - 4-Bay Hopper
20-97821 \$64.95



Pittsburgh & Lake Erie - 4-Bay Hopper
20-97822 \$64.95



Burlington Northern - 4-Bay Hopper
20-97823 \$64.95



SOO Line - 4-Bay Hopper
20-97824 \$64.95

Expand With A Six-Car Set
See Page 134

Features

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

Easily Convert to 2-Rail!

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



2-Bay Centerflow Hopper



Southern - 2-Bay Centerflow Hopper
20-97825 \$59.95



Missouri Pacific - 2-Bay Centerflow Hopper
20-97827 \$59.95



BNSF - 2-Bay Centerflow Hopper
20-97826 \$59.95



GATX - 2-Bay Centerflow Hopper
20-97828 \$59.95

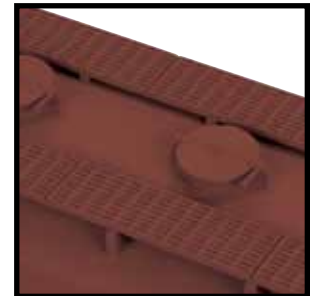
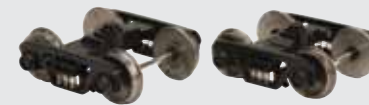
Each Roadname Available
In 2 Car Numbers

Features

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

Easily Convert to 2-Rail!

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



PS-2CD High-Sided Hopper

Each Roadname Available
In 2 Car Numbers



Rock Island - PS-2CD High-Sided Hopper
20-97332 \$64.95



Montana Rail Link - PS-2CD High-Sided Hopper
20-97333 \$64.95



SOO Line - PS-2CD High-Sided Hopper
20-97335 \$64.95

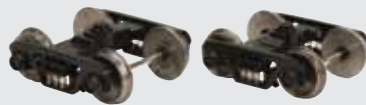


Norfolk Southern - PS-2CD High-Sided Hopper
20-97334 \$64.95



Easily Convert to 2-Rail!

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



Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- O Scale Kadee-Compatible Coupler Mounting Pads
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Separate Metal Handrails
- 1:48 Scale Dimensions
- Unit Measures: 14" x 2 11/16" x 3 13/16"
- Operates On O-31 Curves

Corrugated Auto Carrier

New Side Panel Tooling



BNSF - Corrugated Auto Carrier
20-95150 \$84.95



Norfolk Southern - Corrugated Auto Carrier
20-95152 \$84.95

Each Roadname Available In 2 Car Numbers



CSX - Corrugated Auto Carrier
20-95151 \$84.95



Canadian National - Corrugated Auto Carrier
20-95153 \$84.95

Expand With A Six-Car Set See Page 132

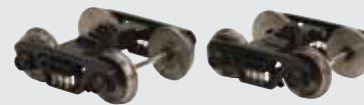
Features

- Intricately Detailed, Durable ABS Body
- Stamped Metal Floor
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers

- Kadee-Compatible Coupler Mounting Pads
- Detailed Brake Wheel
- Separate Metal Handrails
- 1:48 Scale Dimensions
- Unit Measures:
20 1/8" x 2 5/8" x 5 1/16"
- Operates On 0-54 Curves

Easily Convert to 2-Rail!

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



Tank Car



GATX - Tank Car
20-96717 \$64.95



Shamrock Oil & Gas - Tank Car
20-96719 \$64.95



Tidewater Oil Company - Tank Car
20-96718 \$64.95



ADM - Tank Car
20-96720 \$64.95

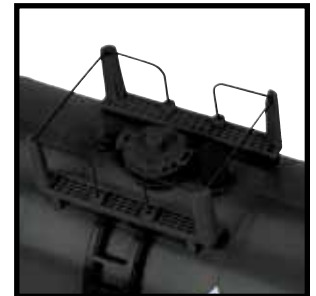
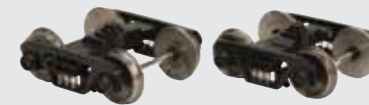
Each Roadname Available
In 2 Car Numbers

Features

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

Easily Convert to 2-Rail!

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



8000 Gallon Tank Car



CSX Safety Train - 8000 Gallon Tank Car
20-96721 \$59.95



Safety Train - 8000 Gallon Tank Car
20-96722 \$59.95



Keystone Gasoline - 8000 Gallon Tank Car
20-96723 \$59.95



UTLX - v 8000 Gallon Tank Car
20-96724 \$59.95

Easily Convert to 2-Rail!

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



Each Roadname Available
In 2 Car Numbers

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- O Scale Kadee-Compatible Coupler Mounting Pads
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake System
- Separate Metal Handrails
- 1:48 Scale Dimensions
- Unit Measures: 9 1/16" x 2 3/4" x 3 7/8"
- Operates On O-27 Curves

20K Gallon 4-Compartment Tank Car



Union Pacific - 20K Gallon 4-Compartment Tank Car
20-96725 \$74.95



Sunoco - 20K Gallon 4-Compartment Tank Car
20-96727 \$74.95



Safety Train - 20K Gallon 4-Compartment Tank Car
20-96726 \$74.95



GATX - 20K Gallon 4-Compartment Tank Car
20-96728 \$74.95

Each Roadname Available
In 2 Car Numbers

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- O Scale Kadee-Compatible Coupler Mounting Pads
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Separate Metal Handrails
- 1:48 Scale Dimensions
- Unit Measures: 17 5/8 x 2 1/2 x 4
- Operates On O-42 Curves

Easily Convert to 2-Rail!

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



Schnabel Flatcar

Each Roadname Available
In 2 Car Numbers



BNSF - Schnabel Flatcar
20-95154 \$129.95



Westinghouse - Schnabel Flatcar
20-95155 \$129.95

Features

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



Flat Car with 48' Trailer



Baltimore & Ohio - Flat Car with 48' Trailer
20-95156 \$74.95



Pennsylvania - Flat Car with 48' Trailer
20-95157 \$74.95



Long Island - Flat Car with 48' Trailer
20-95158 \$74.95



Western Maryland - Flat Car with 48' Trailer
20-95159 \$74.95

**Each Roadname Available
In 2 Car Numbers**

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- (1) Removable 48' Trailer
- 1:48 Scale Dimensions
- Unit Measures: 14 1/2" x 2 1/2" x 4 1/2"
- Operates On O-31 Curves

Easily Convert to 2-Rail!

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



CA-1 Woodsided Caboose



Union Pacific - CA-1 Woodsided Caboose
20-91557 \$69.95



Baltimore & Ohio - CA-1 Woodsided Caboose
20-91558 \$69.95



New York Central - CA-1 Woodsided Caboose
20-91559 \$69.95



Chicago & North Western - CA-1 Woodsided Caboose
20-91560 \$69.95

Features

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



Extended Vision Caboose



Canadian National - Extended Vision Caboose
20-91561 \$69.95



Norfolk Southern - Extended Vision Caboose
20-91562 \$69.95



Santa Fe - Extended Vision Caboose
20-91564 \$69.95



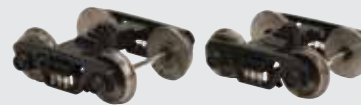
SOO Line - Extended Vision Caboose
20-91563 \$69.95

Features

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

Easily Convert to 2-Rail!

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



Bay Window Caboose



Bessemer & Lake Erie - Bay Window Caboose
20-91565 \$69.95



Milwaukee Road - Bay Window Caboose
20-91567 \$69.95

Features

- Intricately Detailed, Durable ABS Body
- Stamped Metal Floor
- Detailed Car Interior
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Caboose Interiors With Overhead Lighting
- Detailed Brake Wheel
- Brakeman Figure
- 1:48 Scale Dimensions
- Unit Measures: 10 3/4" x 2 3/4" x 4"
- Operates On 0-31 Curves



Chessie - Bay Window Caboose
20-91566 \$69.95



Pittsburgh & Lake Erie - Bay Window Caboose
20-91568 \$69.95

Bobber Caboose



Hillcrest Lumber Company - Bobber Caboose
20-91450 \$54.95



Chesapeake & Ohio - Bobber Caboose
20-91452 \$54.95



West Virginia Pulp & Paper - Bobber Caboose
20-91451 \$54.95



Erie - Bobber Caboose
20-91453 \$54.95



Features

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

6-Car Corrugated Auto Carrier Set



BNSF - 6-Car Corrugated Auto Carrier Set

20-92043 Car Nos. CTTX 690197, CTTX 690200, CTTX 690202, CTTX 690215, CTTX 690218, CTTX 690245 \$429.95
 20-92044 Car Nos. CTTX 690279, CTTX 690326, CTTX 690428, CTTX 690432, CTTX 690434, CTTX 690438 \$429.95



CSX- 6-Car Corrugated Auto Carrier Set

20-92045 Car Nos. CTTX 690008, CTTX 690010, CTTX 690011, CTTX 690015, CTTX 690017, CTTX 690019 \$429.95
 20-92046 Car Nos. CTTX 690022, CTTX 690025, CTTX 690033, CTTX 690043, CTTX 690044, CTTX 690049 \$429.95



Norfolk & Southern- 6-Car Corrugated Auto Carrier Set

20-92047 Car Nos. CTTX 690511, CTTX 690514, CTTX 690517, CTTX 690522, CTTX 690525, CTTX 690527 \$429.95
 20-92048 Car Nos. CTTX 690532, CTTX 690533, CTTX 690538, CTTX 690540, CTTX 690545, CTTX 690548 \$429.95



Canadian National- 6-Car Corrugated Auto Carrier Set

20-92049 Car Nos. CTTX 690710, CTTX 690712, CTTX 690715, CTTX 690719, CTTX 690724, CTTX 690733 \$429.95
 20-92050 Car Nos. CTTX 690357, CTTX 690740, CTTX 690744, CTTX 690752, CTTX 690757, CTTX 690763 \$429.95

Features

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



6-Car 2-Bay Offset Hopper Car Set



Bessemer & Lake Erie - 6-Car 2-Bay Offset Hopper Car Set

20-92051 Car Nos. 50422, 50433, 50427, 50430, 50429, 50435 \$339.95
 20-92052 Car Nos. 50423, 50432, 50425, 50434, 50428, 50439 \$339.95



New York Central - 6-Car 2-Bay Offset Hopper Car Set

20-92053 Car Nos. 875255, 875260, 875258, 875264, 875253, 875266 \$339.95
 20-92054 Car Nos. 875252, 875263, 875256, 875265, 875257, 875269 \$339.95



Baltimore & Ohio - 6-Car 2-Bay Offset Hopper Car Set

20-92055 Car Nos. 640512, 640524, 640515, 640528, 640517, 640523 \$339.95
 20-92056 Car Nos. 640513, 640525, 640516, 640527, 640519, 640530 \$339.95



Milwaukee Road - 6-Car 2-Bay Offset Hopper Car Set

20-92057 Car Nos. 95422, 95445, 95425, 95440, 95428, 95443 \$339.95
 20-92058 Car Nos. 95423, 95444, 95429, 95442, 95426, 95448 \$339.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- O Scale Kadee-Compatible Coupler Mounting Pads
- Detailed Brake Wheel
- Separate Metal Handrails
- 1:48 Scale Dimensions



4-Bay Hopper 6-Car Set



Chessie - 4-Bay Hopper 6 Car Set

20-92059	Car Nos. 192055, 192030, 192053, 192034, 192058, 192037	\$349.95
20-92060	Car Nos. 192056, 192033, 192059, 192032, 192054, 192035	\$349.95



Pittsburgh & Lake Erie - 4-Bay Hopper 6 Car Set

20-92061	Car Nos. 80995, 80982, 80998, 80989, 80993, 80985	\$349.95
20-92062	Car Nos. 80994, 80987, 80996, 80983, 80999, 80988	\$349.95



Burlington Northern - 4-Bay Hopper 6 Car Set

20-92063	Car Nos. 516455, 516460, 516453, 516464, 516458, 516467	\$349.95
20-92064	Car Nos. 516450, 516462, 516454, 516466, 516456, 516468	\$349.95



Soo Line - 4-Bay Hopper 6 Car Set

20-92065	Car Nos. 60233, 60249, 60225, 60223, 60237, 60219	\$349.95
20-92066	Car Nos. 60221, 60217, 60215, 60207, 60235, 60213	\$349.95

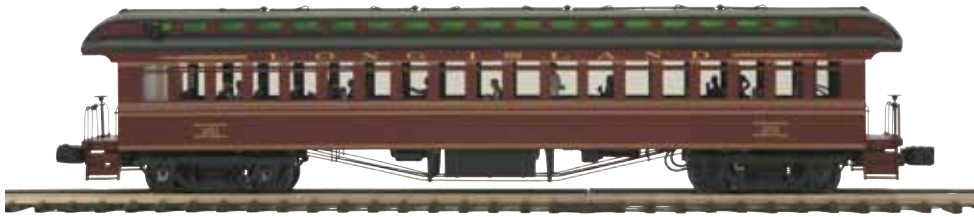
Features

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



Passenger Cars

Now With Overhead Interior
Constant Voltage LED Lighting



Long Island - 64' Woodsided Coach
20-62058 \$99.95

Features

- Intricately Detailed, Durable ABS Bodies
- Detailed Brake System and Undercarriage
- Authentic Paint Scheme
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- O Scale Kadee-Compatible Coupler Mounting Pads
- Overhead Interior Constant Voltage LED Lighting
- Separate Metal Handrails
- Detailed Car Interior
- 1:48 Scale Proportions
- Each Car Measures:
16" x 2 1/2" x 3 5/8"
- Operates On O-42 Curves



Long Island - 3-Car 64' Woodsided Passenger Coach Set
20-62056 \$279.95

Long Island - 3-Car 64' Woodsided Passenger Car Add-On Set
20-62057 \$279.95



Strasburg - 3-Car 64' Woodsided Passenger Car Add-On Set
20-62066 \$279.95

Strasburg - 3-Car 64' Woodsided Passenger Coach Set
20-62065 \$279.95



Strasburg - 64' Woodsided Coach Car
20-62067 \$99.95



Pennsylvania - 64' Woodsided Coach Car
20-62064 \$99.95



Pennsylvania - 3-Car 64' Woodsided Passenger Coach Set
20-62062 \$279.95

Pennsylvania - 3-Car 64' Woodsided Passenger Car Add-On Set
20-62063 \$279.95



Jersey Central - 3-Car 64' Woodsided Passenger Coach Set
20-62059 \$279.95



Jersey Central - 64' Woodsided Coach Car
20-62061 \$99.95



Jersey Central - 3-Car 64' Woodsided Passenger Car Add-On Set
20-62060 \$279.95

Passenger Cars



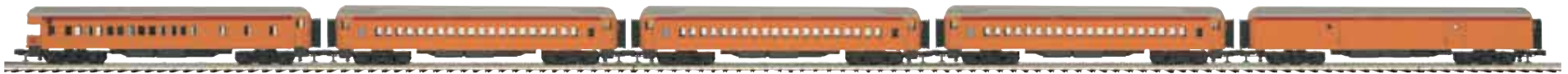
Milwaukee Road - 2-Car 70' Madison Combine/Diner Passenger Set
20-41022 \$199.95



Milwaukee Road - 70' Madison RPO Passenger Car
20-42022 \$99.95



Milwaukee Road - 2-Car 70' Madison Baggage/Coach Passenger Set
20-44022 \$199.95



Milwaukee Road - 5-Car 70' Madison Passenger Set
20-40022 \$459.95

Now With Overhead Interior Constant Voltage LED Lighting



Western Maryland - 70' Madison RPO Passenger Car
20-42019 \$99.95



Western Maryland - 2-Car 70' Madison Baggage/Coach Passenger Set
20-44019 \$199.95



Western Maryland - 2-Car 70' Madison Combine/Diner Passenger Set
20-41019 \$199.95



Western Maryland - 5-Car 70' Madison Passenger Set
20-40019 \$459.95



Alaska - 5-Car 70' Madison Passenger Set
20-40020 \$459.95



Alaska - 2-Car 70' Madison Baggage/Coach Passenger Set
20-44020 \$199.95



Alaska - 2-Car 70' Madison Combine/Diner Passenger Set
20-41020 \$199.95

Alaska - 70' Madison RPO Passenger Car
20-42020 \$99.95



Chesapeake & Ohio - 70' Madison RPO Passenger Car
20-42021 \$99.95



Chesapeake & Ohio - 2-Car 70' Madison Baggage/Coach Passenger Set
20-44021 \$199.95



Chesapeake & Ohio - 2-Car 70' Madison Combine/Diner Passenger Set
20-41021 \$199.95



Chesapeake & Ohio - 5-Car 70' Madison Passenger Set
20-40021 \$459.95

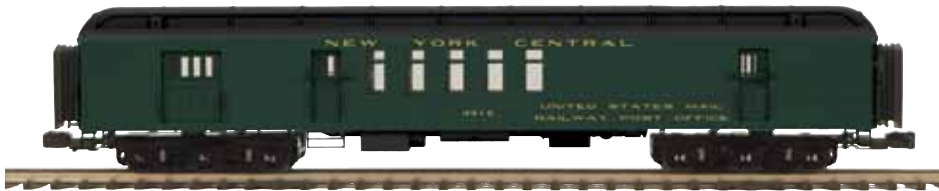
Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Overhead Interior Constant Voltage LED Lighting
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- End-of-Car Diaphragms
- Separate Metal Handrails
- Die-Cast 6-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Detailed Car Interior
- 10 Passenger Figures In Each Coach
- 1:48 Scale Dimensions
- Detailed Car Undercarriage
- Sliding Baggage Car Doors
- 5-Car Sets Feature (1) Baggage, (3) Coaches, (1) Observation
- 5-Car Set Measures: 95" x 2 7/16" x 3 1/2"
- Operates On O-42 Curves

Now With Overhead Interior Constant Voltage LED Lighting



Passenger Cars



New York Central - 70' Madison RPO Passenger Car
20-42023 \$99.95



New York Central - 2-Car 70' Madison Baggage/Coach Passenger Set
20-44023 \$199.95



New York Central - 2-Car 70' Madison Combine/Diner Passenger Set
20-41023 \$199.95



New York Central - 5-Car 70' Madison Passenger Set
20-40023 \$459.95

Now With Overhead Interior Constant Voltage LED Lighting



Norfolk & Western - 2-Car 70' Madison Baggage/Coach Passenger Set
20-44024 \$199.95



Norfolk & Western - 2-Car 70' Madison Combine/Diner Passenger Set
20-41024 \$199.95



Norfolk & Western - 5-Car 70' Madison Passenger Set
20-40024 \$459.95



Norfolk & Western - 70' Madison RPO Passenger Car
20-42024 \$99.95



Nickel Plate Road - 70' Madison RPO Passenger Car
20-42025 \$99.95



Nickel Plate Road - 5-Car 70' Madison Passenger Set
20-40025 \$459.95

Now With Overhead Interior Constant Voltage LED Lighting



Norfolk Southern - 5-Car 70' ABS Passenger Set (Smooth Sides)
20-65265 \$449.95



Norfolk Southern - 70' ABS Full Length Vista Dome Passenger Car (Smooth Sides)
20-67265 \$99.95



Norfolk Southern - 70' ABS RPO Passenger Car (Smooth Sides)
20-68265 \$99.95



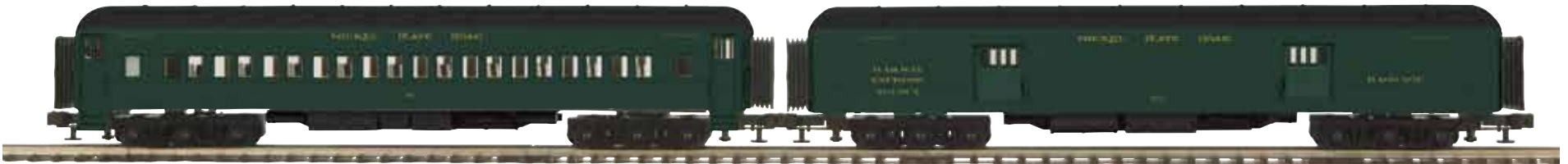
Norfolk Southern - 2-Car 70' ABS Coach/Coach Passenger Set (Smooth Sides)
20-69265 \$189.95



Norfolk Southern - 2-Car 70' ABS Coach/Diner Passenger Set (Smooth Sides)
20-66265 \$189.95



Nickel Plate Road - 2-Car 70' Madison Combine/Diner Passenger Set
20-41025 \$199.95



Nickel Plate Road - 2-Car 70' Madison Baggage/Coach Passenger Set
20-44025 \$199.95



Passenger Cars



Canadian National - 5-Car 70' ABS Passenger Set (Smooth Sides)
20-65264 \$449.95



Canadian National - 70' ABS Full Length Vista Dome Passenger Car (Smooth Sides)
20-67264 \$99.95



Canadian National - 70' ABS RPO Passenger Car (Smooth Sides)
20-68264 \$99.95



Canadian National - 2-Car 70' ABS Baggage/Coach Passenger Set (Smooth Sides)
20-69264 \$189.95



Canadian National - 2-Car 70' ABS Sleeper/Diner Passenger Set (Smooth Sides)
20-66264 \$189.95

Features

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

Now With Overhead Interior
Constant Voltage LED Lighting





Union Pacific - 5-Car 70' ABS Passenger Set (Smooth Sides)
20-65263 449.95

Now With Overhead Interior
Constant Voltage LED Lighting



Union Pacific - 2-Car 70' ABS Sleeper/Diner Passenger Set (Smooth Sides)
20-66263 \$189.95



Union Pacific - 70' ABS Full Length Vista Dome Passenger Car (Smooth Sides)
20-67263 \$99.95



Union Pacific - 2-Car 70' ABS Baggage/Coach Passenger Set (Smooth Sides)
20-69263 \$189.95



Union Pacific - 70' ABS RPO Passenger Car (Smooth Sides)
20-68263 \$99.95



New York Central - 70' ABS RPO Passenger Car (Ribbed Sides)
20-68262 \$99.95



New York Central - 2-Car 70' ABS Sleeper/Diner Passenger Set (Ribbed Sides)
20-66262 \$189.95



New York Central - 70' ABS Full Length Vista Dome Passenger Car (Ribbed Sides)
20-67262 \$99.95



New York Central - 2-Car 70' ABS Baggage/Coach Passenger Set (Ribbed Sides)
20-69262 \$189.95



New York Central - 5-Car 70' ABS Passenger Set (Ribbed Sides)
20-65262 \$449.95

2015 European Lineup





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

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

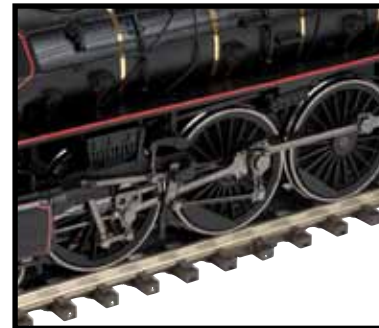
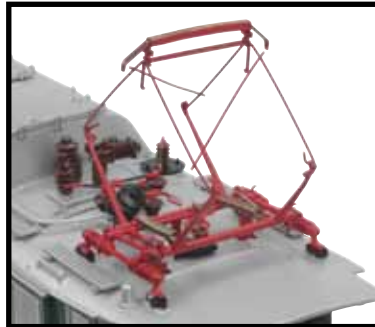
O scale model railroaders, whether they be 3-rail or 2-rail fans, who have or plan to have a premier model railroad will find choosing an M.T.H. Premier Line locomotive or rolling stock item a worthy choice. Our steam and electric locomotives are unmatched in value and performance and our passenger and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

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

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

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

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



EST/SNCF Class 241A



Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Real Tender Coal Load
- Die-Cast Locomotive Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails, Whistle and Bell
- Sprung Buffers
- NEM 340 Metal Wheels
- Remote Controlled Proto-Coupler*
- NEM 365 Coupler & Pocket Assembly
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Firebox Glow
- Lighted LED Cab Interior
- Operating Tender LED Back-up Light
- Powerful 7-Pole Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar w/Close Coupling Option
- 1:43 Scale Dimensions
- Onboard DCC/DCS Decoder
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- CE Rated
- Proto-Sound 3.0 With The Digital Command System Featuring: Quillable Whistle With Passenger Station Proto-Effects

- Unit Measures:
24 5/16" x 2 9/16" x 3 15/16"
- Operates On O-54 Curves

** Hi-Rail Wheel Models Only*

Wooden Stationary Display Base Included





SNCF - Eastern Region Era III Class 241A Steam Engine, Cab # 241-A-10

20-3606-1 Hi-Rail Wheels \$1399.95

22-3606-2 Fine Scale Wheels \$1399.95



EST - Era II Class 241A Steam Engine, Cab # 241-011

20-3607-1 Hi-Rail Wheels \$1399.95

22-3607-2 Fine Scale Wheels \$1399.95



SNCF ETAT - Era III Class 241A Steam Engine, Cab # 241 A68

20-3608-1 Hi-Rail Wheels \$1399.95

22-3608-2 Fine Scale Wheels \$1399.95



SNCF Western Region Era III Class 241A Steam Engine, Cab # 241 A4

20-3609-1 Hi-Rail Wheels \$1399.95

22-3609-2 Fine Scale Wheels \$1399.95



SNCF - Era III Class 241A Steam Engine, Cab # 241 A30

20-3610-1 Hi-Rail Wheels \$1399.95

22-3610-2 Fine Scale Wheels \$1399.95

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 their countryman 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 and low-pressure cylinders inside the frames.

The chauffeur of a de Glehn compound had five working possibilities: normal compounding; four-cylinder simple operation for starting (high-pressure boiler steam to all cylinders); compounding with some additional high-pressure steam to the low-pressure cylinders, for extra power on hills; and high-pressure steam to only the low-pressure or only the high-pressure cylinders, to limp home in case of mechanical failure. All of this was controlled by two throttles (one for each pair of cylinders), two reverse levers, and an intercepting valve to manage the flow of steam from high-pressure to low-pressure cylinders. 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 in 2010, doubleheading with postwar French steamer 241P17). M.T.H. is proud to offer 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.

SNCF 141P Mikado



Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails and Whistle
- Sprung Buffers
- NEM 340 Metal Wheels
- (2) Hook & Chain Coupler Assemblies
- Remotely Controlled Proto-Coupler* on Tender
- Kadee-Compatible Coupler Mounting Pad

- Constant Voltage LED Headlight
- LED Operating Firebox Glow
- LED Lighted Cab Interior
- Operating LED Tender Back-Up Light
- 5-Pole Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar w/Close Coupling Option
- 1:43.5 Scale Proportions
- Onboard DCC Receiver
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable

- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station Proto-Effects
- Unit Measures: 531mm X 98mm X 68mm
- Hi-Rail Wheels Operate on O-54 Curves
- Scale Wheels Operate on 45" Radius Curves

** Hi-Rail Wheel Models Only*

Wooden Stationary Display Base Included



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

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

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

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

**Add Matching
Passenger Cars
See Page 156**



Argentan - 141P Mikado Steam Engine with DCC/DCS Proto-Sound 3.0
20-3487-1 Hi-Rail Wheels \$1299.95
20-3487-2 Fine Scale Wheels \$1299.95



Chaumont - 141P Mikado Steam Engine with DCC/DCS Proto-Sound 3.0
20-3488-1 Hi-Rail Wheels \$1299.95
20-3488-2 Fine Scale Wheels \$1299.95



Le Mans - 141P Mikado Steam Engine with DCC/DCS Proto-Sound 3.0
20-3489-1 Hi-Rail Wheels \$1299.95
20-3489-2 Fine Scale Wheels \$1299.95



Noisy Le Sec - 141P Mikado Steam Engine with DCC/DCS Proto-Sound 3.0
20-3490-1 Hi-Rail Wheels \$1299.95
20-3490-2 Fine Scale Wheels \$1299.95



Venissieux - 141P Mikado Steam Engine with DCC/DCS Proto-Sound 3.0
20-3491-1 Hi-Rail Wheels \$1299.95
20-3491-2 Fine Scale Wheels \$1299.95

DR/DB 44 Class "Jumbo"



Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails and Whistle
- Sprung Buffers
- NEM 310 Metal Wheels
- (2) Hook & Chain Coupler Assemblies
- NEM 365 Lenz Coupler & Pocket Assembly
- Constant Voltage LED Boiler Lighting
- LED Lighted Cab Interior
- Operating LED Tender Lights
- Operating LED Running Board Lights
- 5-Pole Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar w/Close Coupling Option
- 1:45 Scale Proportions
- Onboard DCC Receiver
- CE Rated
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station or Freight Yard Proto-Effects
- Measures: 531mm X 98mm X 68mm
- Hi-Rail Wheels Operate On 0-54 Curves
- Scale Wheels Operate On 36" Radius Curves



Wooden Stationary
Display Base Included

The long history of the Class 44 (*Baureihe 44* or *BR 44* in German) begins with the nationalization of the German railways in 1920. The newly formed *Deutsche Reichsbahn* (DR) had taken over more than 120 different locomotive types from the various former state railways. As in the United States during World War I and in Great Britain after World War II, nationalization of the railways brought about the desire for a standard series of locomotives that could be built in large quantities and efficiently operated and maintained, with as many common components as possible. The result was the Standard Engines (*Einheitslokomotiven*), which became the basis for development and construction of German locomotives for more than 20 years. Among the most successful of the Standard Engines was the ten-coupled BR 44, which would become Germany's standard heavy freight locomotive from the late 1930s to the end of steam.

To put the maximum amount of power on the rails, the BR 44's designers gave it ten relatively small 55" (1400 mm) drive wheels and three cylinders, with the two outside cylinders driving the third axle and the inside cylinder driving the second axle. Delivering 2000 horsepower, the heavy freighter had a top speed of 80 kph (48 mph). Like its less powerful two-cylinder sister, the BR 43, the BR 44 was designed for the DR's new, heavier standard axle loading of 20 tons. (In the U. S., by comparison, heavy freight engines were more likely to have eight rather than ten drivers and driver axle loads of around 35 tons.)

After more than three years of development, the first BR 43s and BR 44s were outshopped in 1926 — ten locomotives of each class. As the two-cylinder BR 43 was more economical to operate, the onset of the Great Depression halted further production of the BR 44. Eventually, however, the two-cylinder motion of the BR 43 proved more stressful to the engine frame and other components, and series production of the BR 44 resumed in 1937, with Wagner smoke deflectors and new welded 2'2" T34 tenders.

As the nation's premier heavy freight hauler, the BR 44 became one of only a handful of steam locomotives prioritized for wartime production. By the end of series production in 1944, nearly 2000 BR 44s had been produced by 14 factories in Germany and occupied territories. A so-called "austerity" version, with simplified wartime construction, was the BR 44 Ük; notable spotting features included the omission of both the smoke deflectors and the forward cab side windows. (As many routes in Germany and occupied territories had not yet been upgraded to accept 20-ton axle loads, wartime production also included large numbers of lighter ten-coupled steamers to serve areas where the BR 44 couldn't go.)

After World War II, 1,242 BR 44s found their way to the West German *Deutsche Bundesbahn* (DB) and 355 engines to East Germany's *Deutsche Reichsbahn* (DR). These included a final ten locomotives assembled in 1949 from existing parts. The BR 44s were urgently needed for the reconstruction of the country and soon got modernized. The DB attached Witte smoke deflectors, replaced the air pumps, and added new headlights. The DR just changed the smoke deflectors and experimented with coal-dust fired engines. Both German railways converted part of their engines to oil burners.

During this period, the big locomotives acquired the nickname "Jumbos" — as strong, untiring, and good-natured beasts of burden. During the German *Wirtschaftswunder* ("economic miracle"), the Jumbos were significant contributors to the recovery and the success of German industry. They hauled heavy ore and coal trains as well as mixed freights with manufactured goods over long routes and steep gradients. A legendary train was the *Langer Heinrich* ("Long Henry") of the 1960s and '70s, a 4000-ton ore train from the North Sea coast to the industrial Ruhr region. BR 44 engines were in regular service until the end of steam in Germany — 1977 in the West and 1981 in the East.

The Class 44 had also been built in occupied France from 1942 onward. Some of these engines were later transferred to the SNCF as war reparations. In 1946, French locomotive factories built 226 more engines with minor modifications. Rostered by the SNCF as series 150X, they were the most powerful and the heaviest steam freight engines in France. They were assigned to industrial transport in the EST region (in green livery) and in the NORD region (in black livery). Forty-eight engines were sold to Turkish Railways in 1955, and all the rest were withdrawn from service by 1965 as France converted to electric traction.

M.T.H. is proud to offer these superbly detailed BR 44 models, reproducing the power, dependability, and sheer drama that have endeared the Jumbos to generations of railfans. Heavy die-cast metal construction and a powerful electronically controlled drive system offer enormous tractive effort and superior running qualities. Each version accurately replicates how the BR 44 looked in a particular era. And thanks to Proto-Sound 3.0, we can see, hear, and feel the dynamics of these massive engines, with smooth operation from a crawl to full throttle, synchronized puffing smoke, conventional or command operation with DCC or M.T.H.'s Digital Command System (DCS), and distinctive three-cylinder exhaust notes and other sounds recorded from an actual BR 44. The M.T.H. Jumbos bring back the steam era as a thrilling experience for our senses in the gorgeous size of O gauge.



SNCF - 150 X Era IIIa Steam Engine with DCC/DCS Proto-Sound 3.0
 20-3528-1 Hi-Rail Wheels \$1399.95
 22-3528-2 Fine Scale Wheels \$1399.95



DB - BR 44 Era IIIb Steam Engine with DCC/DCS Proto-Sound 3.0
 22-3529-2 Fine Scale Wheels \$1399.95



DRG - BR 44 Era IIc Steam Engine with DCC/DCS Proto-Sound 3.0
 22-3530-2 Fine Scale Wheels \$1399.95



DB - BR 044 Era IV Steam Engine with DCC/DCS Proto-Sound 3.0
 22-3531-2 Fine Scale Wheels \$1399.95

E94 Crocodile Electric



Features

- Intricately Detailed Die-Cast Body
- Die-Cast Truck Sides and Pilots
- Die-Cast Metal Chassis
- Metal Handrails and Horn
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Sprung Buffers
- Metal Wheels, Axles and Gears
- NEM 340 Metal Wheels
- (2) Remote Controlled Proto-Couplers*
- Kadee Compatible Coupler Mounting Pads
- Directionally Controlled Constant voltage LED Headlights
- LED Lighted Cab Interior
- (2) Precision Flywheel-Equipped Motors
- Motorized Operating Pantographs
- Catenary or Track Power Selector Switch
- Onboard DCC Receiver
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:45 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects

- Unit Measures: 413mm X 69.5mm X 99.85mm
- Hi-Rail Wheels Operate On 0-54 Curves
- Scale Wheels Operate On 36" Radius Curves

** Hi-Rail Wheel Models Only*

Wooden Stationary Display Base Included





See It In Action At
www.mthtrains.com



Austrian OBB (Green) - E94 Crocodile Electric Engine With Proto-Sound 3.0

- 20-5671-1 Hi-Rail Wheels \$899.95
- 20-5671-2 Scale Wheels \$899.95



Austrian OBB (Orange) - E94 Crocodile Electric Engine With Proto-Sound 3.0

- 20-5672-1 Hi-Rail Wheels \$899.95
- 20-5672-2 Scale Wheels \$899.95



German DB (Green) - E94 Crocodile Electric Engine With Proto-Sound 3.0

- 20-5673-1 Hi-Rail Wheels \$899.95
- 20-5673-2 Scale Wheels \$899.95



German DB (Blue) - E94 Crocodile Electric Engine With Proto-Sound 3.0

- 20-5674-1 Hi-Rail Wheels \$899.95
- 20-5674-2 Scale Wheels \$899.95

Whether referred to as an E94 or BR 194 or Iron Pig, the German-bred E94 electric freight locomotive was developed to tackle the steep grades of Southern Germany just as the more famous Swiss Crocodiles were created to combat the Gotthard line in Switzerland. Equipped with just six axles, weighing over 120 tons and measuring nearly 19 meters in length, the "German Alligator" could haul a 1,000 ton train up a 1.6% grade.

A total of 200 locomotives were constructed with the majority going to the Deutsche Reichsbahn Gesellschaft. Most of the production occurred in the early years of World War II in Austria and Germany. At the war's conclusion, most went to the Deutsche Bundesbahn (DB) and the Austrian Federal Railways. The final units rolled out of the locomotive shops in 1953 with some units lasting in service for 50 years. In fact, some still run today, controlled by various clubs and museums.

The E94 designers drew heavily on the locomotive's predecessor, the E93, but the electrical systems were significantly different thanks to the incorporation of rheostatic braking which required a higher locomotive stance in order to house the enclosure for the braking resistors. Each locomotive truck utilized three traction motors mounted parallel to the drive axles via a sprung suspension mount — a traditional drive train often found on street cars.

The center section of the E94 is supported on the truck frames on large pivots, giving the locomotive an articulated appearance and its popular "Alligator" nickname. The center section contains the main transformer fed from overhead pantographs that pull power from the catenary lines centered above the rail line. A passageway inside the center section allows crew members to traverse the locomotive from one end to the other.

Like our popular Swiss Crocodile introduced in 2012, this all-new die-cast O Scale model is fully outfitted with digital sound, LED lighting and motorized operating pantographs, and is available in both 3-Rail high-rail wheeled versions and 2-rail Fine Scale wheeled versions. Our Proto-Scale 3-2 feature allows either version to be configured to run on 2-rail or 3-rail track. Choose from four exciting liveries, two in Deutsche Bundesbahn schemes and two in Austrian Federal Railway colors.

Crocodile Electric



Features

- Intricately Detailed Die-Cast Metal Body
- Directionally Controlled LED Headlights
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides and Pilots
- (2) Remotely Controlled Proto-Couplers**
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Horn
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- LED Lighted Cab Interior
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- (2) Handpainted Engineer Cab Figures
- Metal Body Side Grilles
- European NEM Fine Scale Couplers Included
- NEM 310/311 Fine Scale Wheels*
- NEM 365 Coupler Pocket*
- NEM 362 Lenz® Compatible Coupler Included*
- Sprung Buffers
- (2) Motorized Pantographs
- Catenary or Track Power Selector Switch
- LED Lighting Effects
- On Board DCC Receiver
- 1:45 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring German Language Freight Yard Proto-Effects
- Measures: 17 9/16" x 2 1/2" x 3 3/4" (419mm x 64mm x 95mm)
- Hi-Rail Wheels Operate On O-54 Curves
- Scale Wheels Operate On 36" Radius Curves

* Scale Wheel Models Only

** Hi-Rail Wheel Models Only



Tuscan and Black - Ce 6/8^{II} Crocodile Electric Engine
20-5667-2 Scale Wheels \$899.95

Dark Green and Gray - Ce 6/8^{III} Crocodile Electric Engine
20-5668-2 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 Gotthard Tunnel — the longest in the world when it was opened in 1882. The Gotthard was the stomping ground for the 2-10-0 “Elephants,” the largest steam engines ever used in Switzerland. But when the decision was made to electrify the route, the Elephants were replaced by Crocodiles.

To conquer the Gotthard's tight turns and steep grades, Swiss Locomotive and Machine Works (SLM) designed a freight locomotive in three articulated sections: a double-ended center section housing two engineer's stations, twin pantographs, and the huge high voltage transformer; and two end sections, each with two electric motors powering a single jackshaft that transmitted power to the 53" drivers, using steam-locomotive-type drive rods. The jackshaft drive was dictated by the motors available at the time, which were too large to be truck-mounted as in later designs. The nickname “crocodile” (krokodil in German) arose from the engine's long articulated “snouts.”

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

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

For American modelers, the Crocodile is perhaps the single most recognizable European locomotive, having been im-

ported as a Märklin model in several scales since the 1930s. Like the Lionel Santa Fe F3, the Märklin HO Crocodile was a top of the line model that many boys of the 1950s and '60s dreamed of, but few actually owned. If you were one of those boys (or even if you weren't), this Premier model offers the chance to own the most detailed, smoothest running O gauge model of this iconic mountain goat ever made.

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.



See It In Action At
www.mthtrains.com

European Passenger Cars



Orient Express (Blue) - 5-Car Orient Express Passenger Set
20-60004-2 Scale Wheels \$599.95



Orient Express (Blue) - 5-Car Orient Express Add-On Passenger Set
20-60022 Hi-Rail Wheels \$599.95
20-60023 Fine Scale Wheels \$599.95



Orient Express (Brown) - 5-Car Orient Express Add-On Passenger Set
20-60024 Hi-Rail Wheels \$599.95
20-60025 Fine Scale Wheels \$599.95



Orient Express (Brown) - 5-Car Orient Express Passenger Set
20-60020 Hi-Rail Wheels \$599.95



European Passenger Cars



SNCF - 5-Car OCEM Passenger Car Set
 20-60019 Hi-Rail Wheels \$599.95
 20-60019-2 Fine Scale Wheels \$599.95



SNCF - 5-Car OCEM Passenger Car Set
 20-60026 Hi-Rail Wheels \$599.95
 22-60026 Fine Scale Wheels \$599.95



PLM - 5-Car OCEM Passenger Car Set
 20-60027 Hi-Rail Wheels \$599.95



Deutsche Reichsbahn - 5-Car Rheingold Standard Passenger Set
 20-60017 Hi-Rail Wheels \$599.95
 20-60018 Fine Scale Wheels \$599.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers (Hi-Rail Only)
- Colorful, Attractive Paint Scheme
- Fast-Angle Hi-Rail Wheel Sets
- Sprung Buffers
- Detailed Interiors With Overhead LED Lighting
- Separate Metal Handrails
- Needle-Point Axles
- 1:43.5 Scale Dimensions (French cars)
- 1:45 Scale Dimensions (German Cars)
- O Scale Kadee Compatible Coupler Mounting Pads
- European NEM Fine Scale Couplers Included*
- NEM 365 Coupler Pocket*
- NEM 362 Lenz® Compatible Coupler Included*
- Hi-Rail Wheels Operate On O-72 Curves
- NEM 310/311 Standard Fine Scale Wheels Operate On 84" Radius Curves

* Scale Wheel Models Only



See It In Action At
www.mthtrains.com



European Passenger Cars



British Railways (Maroon) - 2-Car LMS Standard Passenger Set
22-60051 (Fine Scale Wheels) \$229.95

British Railways (Maroon) - 2-Car LMS Standard Passenger Set
22-60052 (Fine Scale Wheels) \$229.95



British Railways (Maroon) - 4-Car LMS Standard Passenger Set
22-60050 (Fine Scale Wheels) \$449.95



British Railways (Maroon) - LMS Standard Passenger Car
22-60053 (Fine Scale Wheels) \$114.95

British Railways (Maroon) - LMS Standard Passenger Car
22-60054 (Fine Scale Wheels) \$114.95



British Railways (Cream) - LMS Standard Passenger Car
22-60048 (Fine Scale Wheels) \$114.95

British Railways (Cream) - LMS Standard Passenger Car
22-60049 (Fine Scale Wheels) \$114.95



British Railways (Cream) - 2-Car LMS Standard Passenger Set
22-60046 (Fine Scale Wheels) \$229.95



British Railways (Cream) - 2-Car LMS Standard Passenger Set
22-60047 (Fine Scale Wheels) \$229.95



British Railways (Cream) - 4-Car LMS Standard Passenger Set
22-60045 (Fine Scale Wheels) \$449.95



Coronation Scot - 4-Car LMS Standard Passenger Set
22-60055 (Fine Scale Wheels) \$449.95



Coronation Scot - 2-Car LMS Standard Passenger Set
22-60056 (Fine Scale Wheels) \$229.95

Coronation Scot - 2-Car LMS Standard Passenger Set
22-60057 (Fine Scale Wheels) \$229.95



London, Midland & Scottish Railway - LMS Standard Passenger Car
22-60063 (Fine Scale Wheels) \$114.95

Coronation Scot - LMS Standard Passenger Car
22-60058 (Fine Scale Wheels) \$114.95

London, Midland & Scottish Railway - LMS Standard Passenger Car
22-60064 (Fine Scale Wheels) \$114.95

Coronation Scot - LMS Standard Passenger Car
22-60059 (Fine Scale Wheels) \$114.95



London, Midland & Scottish Railway - 2-Car LMS Standard Passenger Set
22-60061 (Fine Scale Wheels) \$229.95

London, Midland & Scottish Railway - 2-Car LMS Standard Passenger Set
22-60062 (Fine Scale Wheels) \$229.95



London, Midland & Scottish Railway - 4-Car LMS Standard Passenger Set
22-60060 (Fine Scale Wheels) \$449.95



POWER UP

with the Best Transformers in O Gauge



Z-1000™ AC Transformer
40-1000 \$109.95
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

Z-500™ AC Transformer
40-500 \$69.95

Designed for smaller layouts, the Z-500 offers the same control features as the Z-1000 but with less power.



RailKing Controller Set
40-750C \$59.95

Includes Z-500/Z-750 transformer controller, RealTrax lock-on (40-1003), RealTrax wire harness (40-1015)



Z-DC1 Transformer
40-200 \$29.95

A perfect small DC power supply to power up accessory lights, the ZDC1 includes a smooth-feeling power knob atop its UL-approved enclosure.

- U.L. Approved
- 20 Watts DC Max Power Output
- Smooth Operating Throttle Knob
- Built-In Circuit Breaker Protection



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

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



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



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



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



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



Proto-Sound Battery
50-1008 \$11.95



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



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



DCS Companion

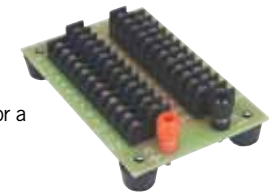
60-1279

Digital Version \$12.95

Soft Cover \$29.95

Available as a soft cover book or a pdf download — order from

www.mthtrains.com



24-Port Terminal Block
50-1020 \$34.95

12-Port Terminal Block
50-1014 \$24.95

400 Watts!

The Most Powerful UL Listed Transformer!

[Learn More About It](#)

The instruction manual for every M.T.H. transformer is available at www.mthtrains.com. Just look up the transformer in our Product Search feature.

Smooth-operating, wide-range **dual throttles**

Overload indicator

Smooth-operating, wide-range **dual throttles**

Dual ammeters show how much current each throttle is using and warn of potential overloads

Power-on indicator

Bell and whistle/horn buttons compatible with all AC engines

Dual digital voltmeters show how much power you're putting on the track

Programming button for original Proto-Sound and QSI® AC sound systems

Internal cooling fan

Rear Panel Outputs

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

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.



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

Z-4000® Transformer
40-4000 \$ 459.95

Two AC throttles, each with its own complete set of controls, plus 10-volt and 14-volt AC accessory outputs

WHY THE UL OR SF LISTING?

To protect our customers and their trains, M.T.H. Electric Trains is committed to manufacturing safe, UL or CSA approved transformers and power supplies. By subjecting our transformers to the strenuous tests and requirements of Underwriters Laboratories and/or CSA, M.T.H. helps ensure that our products meet the same requirements as other consumer electronics sold today. When choosing a new transformer, model railroaders should only look for those that have received a UL or CSA listing.

ScaleTrax™

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



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

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

Track Features

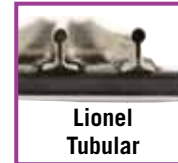
- Solid, rust-proof nickel silver rails
- Durable ABS ties for years of use
- Easy, snap-together assembly
- Built-in electrical connections eliminate need for rail joiners or track pins
- Built-in Lockon receptacle in every track section
- Non-derailing switches
- Snap-in, reversible switch motors work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

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



More Realism

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



Lionel
Tubular



Gargraves



Atlas



ScaleTrax

Lower Cost

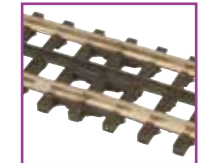
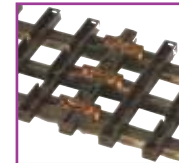
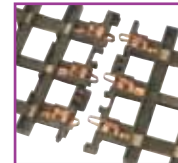
ScaleTrax track and switches are more affordable than comparable Atlas and Ross products.

Smaller Third Rail

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

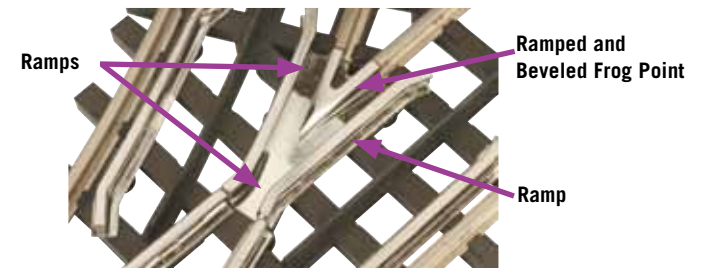
Better Electrical Contact

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



Smoother Switches

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




Easier-To-Use Flex Track

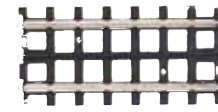
Low-profile rail and ties make ScaleTrax flex easier to bend than other brands.



STRAIGHT, FLEX & OPERATING TRACK SECTIONS

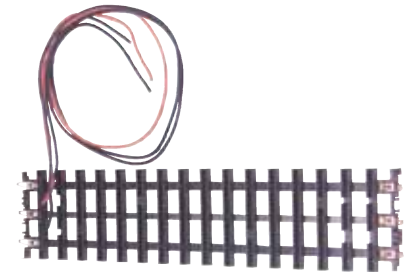

 ScaleTrax™ - 1.75" Track Section
 45-1011 \$2.49
 ScaleTrax™ - 1.75" Track Section 4-Pack
 45-1011-4 \$10.25


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



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


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


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

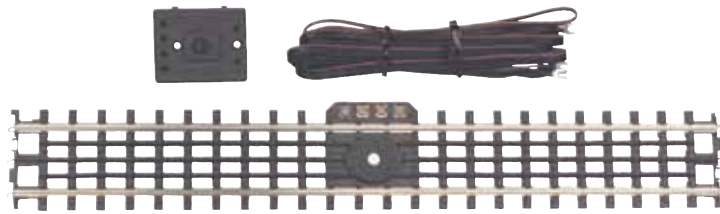


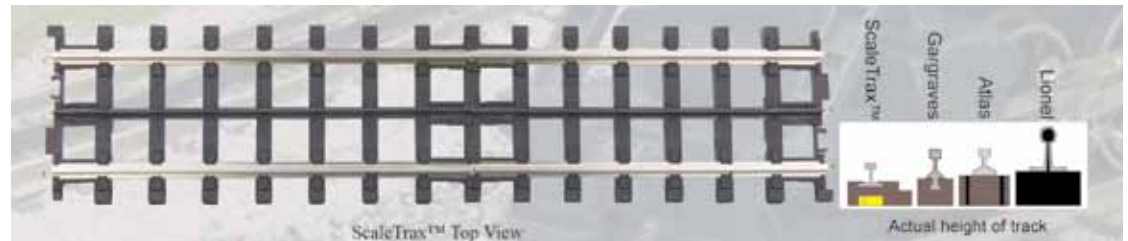
ScaleTrax™ - Lockon (Track Not Included)
 45-1033 \$4.25
 Each FlexTrack Section Requires 1 Lockon


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


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

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

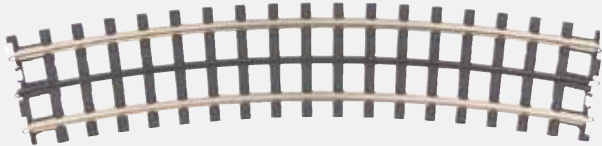

 ScaleTrax™ - 15" Operating Track Section
 45-1035 \$24.95



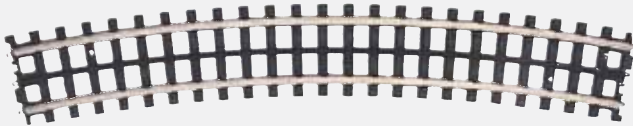
Curved Track Sections



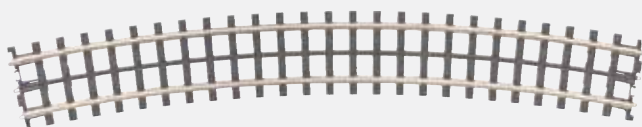
ScaleTrax™ - 0-31 Curved Track Section
45-1002 \$4.99
It takes **EIGHT 0-31 CURVES** to make a circle.



ScaleTrax™ - 0-54 Curved Track Section
45-1007 \$5.29
It takes **SIXTEEN 0-54 CURVES** to make a circle.



ScaleTrax™ - 0-72 Curved Track Section
45-1010 \$5.99
It takes **SIXTEEN 0-72 CURVES** to make a circle.

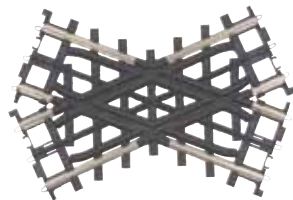


ScaleTrax™ - 0-80 Curved Track Section
45-1034 \$6.99
It takes **SIXTEEN 0-80 CURVES** to make a circle.

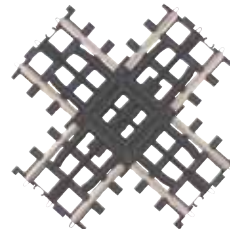
Crossovers



ScaleTrax™ - 22.5 Degree Crossing
45-1015 \$24.95

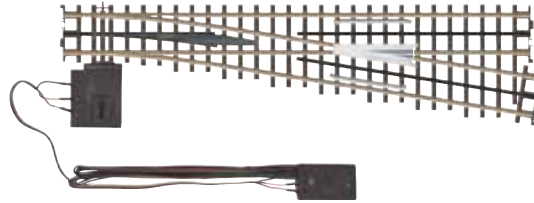


ScaleTrax™ - 45 Degree Crossing
45-1006 \$19.95

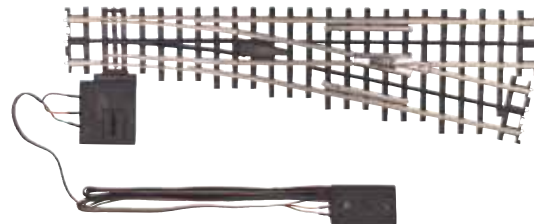


ScaleTrax™ - 90 Degree Crossing
45-1005 \$19.95

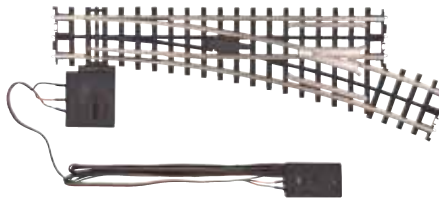
Switches



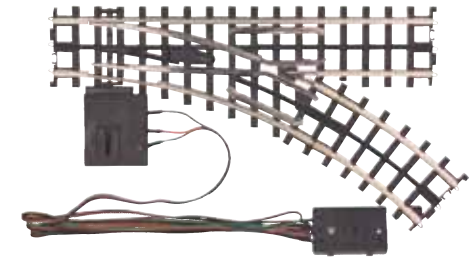
ScaleTrax™ - No. 6 Right Hand Switch
45-1053 \$89.95
ScaleTrax™ - No. 6 Left Hand Switch
45-1052 \$89.95



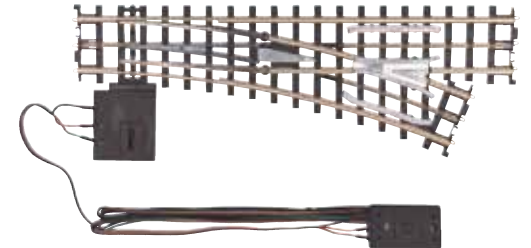
ScaleTrax™ - No. 4 Right Hand Switch
45-1051 \$89.95
ScaleTrax™ - No. 4 Left Hand Switch
45-1050 \$89.95



ScaleTrax™ - 0-72 Right Hand Switch
45-1020 \$79.95
ScaleTrax™ - 0-72 Left Hand Switch
45-1021 \$79.95



ScaleTrax™ - 0-31 Right Hand Switch
45-1004 \$69.95
ScaleTrax™ - 0-31 Left Hand Switch
45-1003 \$69.95



ScaleTrax™ - 0-54 Right Hand Switch
45-1009 \$79.95
ScaleTrax™ - 0-54 Left Hand Switch
45-1008 \$79.95

Accessories



ScaleTrax™ - Bumper
45-1025 \$15.95



ScaleTrax™ - ITAD
45-1028 \$34.95
(Infrared Track Activation Device, used to activate signals and trackside accessories)

ScaleTrax™ Layout Packages

Don't have the time or inclination to design your own layout? Check out ScaleTrax layout packages, featuring track plans designed in a variety of sizes and shapes, many with the ability to easily expand into a bigger and bigger empire. Each package includes all the track and switches needed to build a complete layout. For details and track plans, click the ScaleTrax logo at the bottom of the M.T.H. home page, www.mthtrains.com. Order the ScaleTrax components from any M.T.H. Authorized Retailer and M.T.H. will drop ship your order directly from Maryland. If you prefer to design your own plan, use RR Track layout design software and take your design to any M.T.H. Authorized Retailer and we will drop ship the order for them.

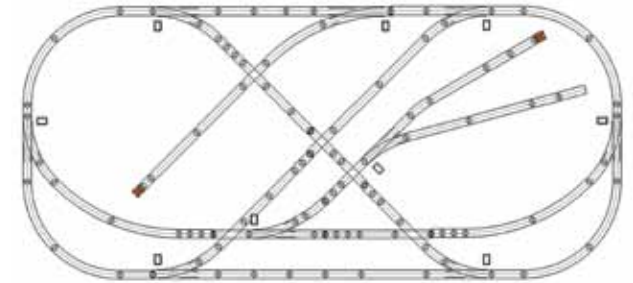
4x8 M.T.H. Tradeshow Layout

Like towns across America this layout plan features a bustling Main Street that has grown up around it's railroads. Whether you want to see a movie, make a bank deposit, go shopping for model trains, pickup the latest railroad shipments at the freight warehouse, or have some documents shredded, this little town has it all. This featured showroom layout can be found at M.T.H. headquarters in Columbia, Maryland and makes appearances at some of the train shows we attend each year.

Now's your chance to recreate an M.T.H. Tradeshow Layout of your very own. The layout includes all the track components you need. Just assemble on to your own layout platform and you'll have created an awesome layout featuring the most realistic O Gauge track you can buy today.

ScaleTrax™ Pieces 45-1108

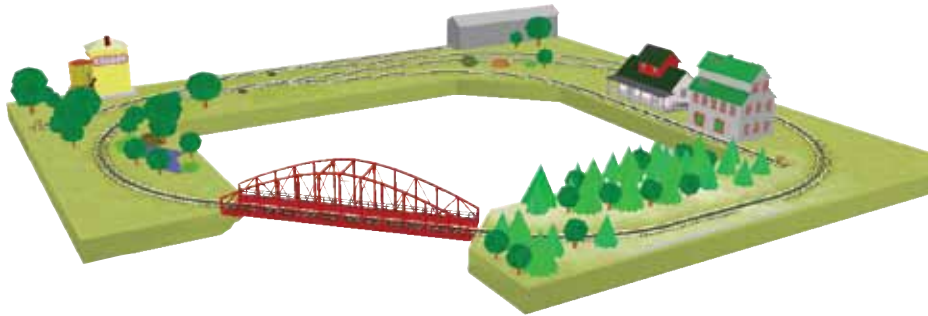
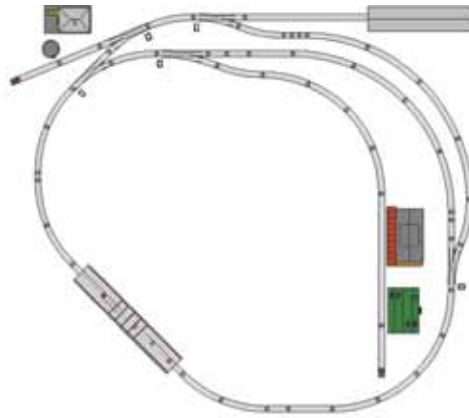
Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	8	\$39.92
45-1002	0-31 curve	\$4.99	8	\$39.92
45-1003	0-31 LH switch	\$49.95	4	\$199.80
45-1004	0-31 RH switch	\$49.95	4	\$199.80
45-1005	90 deg crossing	\$19.95	3	\$59.85
45-1006	45 deg crossing	\$19.95	2	\$39.90
45-1007	0-54 curve	\$5.29	5	\$26.45
45-1008	0-54 LH switch	\$79.95	1	\$79.95
45-1011	1.75 inch straight	\$2.49	24	\$59.76
45-1012	4.25 inch straight	\$3.99	7	\$27.93
45-1013	5 inch straight	\$3.99	5	\$19.95
45-1014	5.5 inch straight	\$3.99	10	\$39.90
45-1025	bumper	\$15.95	2	\$31.90
45-1033	lock-on	\$4.25	4	\$17.00
PACKAGE TOTAL:				\$839.95



**Recreate
the MTH
Tradeshow
Layout!**



8x9 Spare Room & Pacific RR



ScaleTrax™ Pieces

45-1105

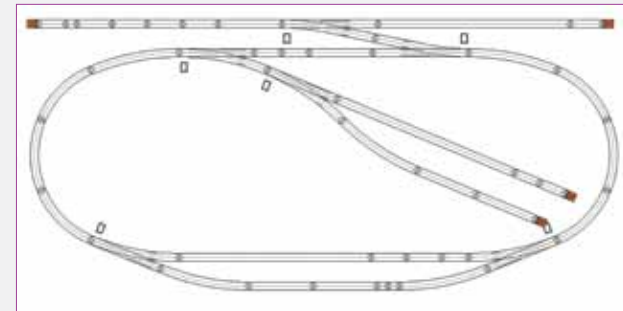
Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	9	\$44.91
45-1007	0-54 curve	\$5.29	19	\$100.51
45-1008	0-54 LH switch	\$79.95	1	\$79.95
45-1009	0-54 RH switch	\$79.95	3	\$239.85
45-1010	0-72 curve	\$5.99	7	\$41.93
45-1011	1.75 inch straight	\$2.49	5	\$12.45
45-1012	4.25 inch straight	\$3.99	3	\$11.97
45-1013	5 inch straight	\$3.99	2	\$7.98
45-1014	5.5 inch straight	\$3.99	2	\$7.98
45-1019	30 inch straight	\$13.99	2	\$27.98
45-1020	0-72 RH switch	\$79.95	1	\$79.95
45-1025	bumper	\$15.95	2	\$31.90
45-1033	lock-on	\$4.25	8	\$34.00
45-1034	0-80 curve	\$6.99	1	\$6.99
45-1105	PACKAGE TOTAL: \$689.95			

Roosevelt Junction

Roosevelt Junction starts small at just 4 ft. by 8 ft., but can grow in four phases to reach an awesome 8 ft. by 16 ft. railroading empire. Each 4 ft. by 8 ft. phase adds new operating possibilities. As you grown in the O Gauge railroading hobby, your layout can grow with you.

Roosevelt Junction - Phase 1

Roosevelt Junction begins as a small railroad with lots of fun. Sidings on both sides of the mainline allow for interesting switching operations between an engine yard and freights sidings. The mainline allows for continuous running when you want to sit back and watch the trains. The passing siding is long enough to accomidate most starter set trains, allowing two trains to pass each other.



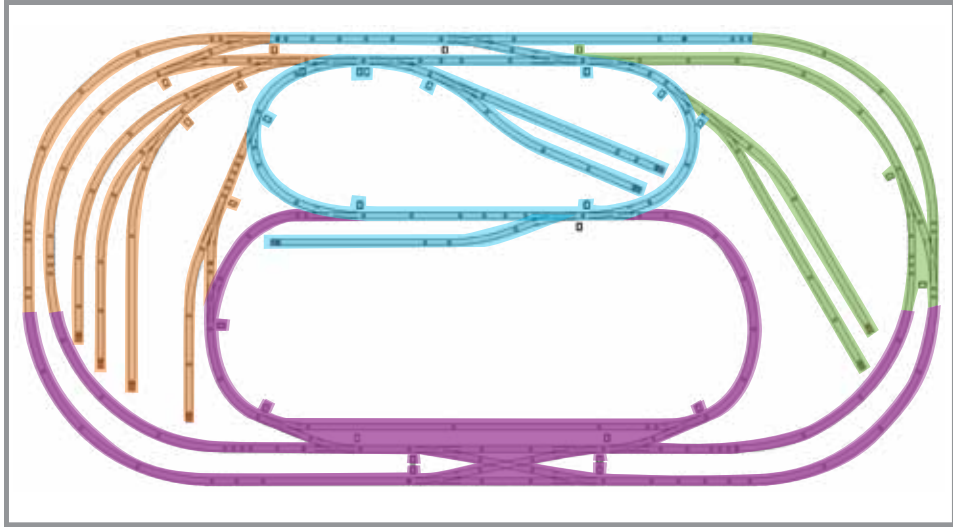
The O gauge layout that grows!
Build Roosevelt Junction in four phases.

ScaleTrax™ Pieces

45-1101

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	6	\$29.94
45-1002	0-31 curve	\$4.99	6	\$29.94
45-1010	0-72 curve	\$5.99	5	\$29.95
45-1011	1.75 inch straight	\$2.49	3	\$7.47
45-1012	4.25 inch straight	\$3.99	6	\$23.94
45-1013	5 inch straight	\$3.99	1	\$3.99
45-1014	5.5 inch straight	\$3.99	6	\$23.94
45-1019	30 inch straight	\$13.99	3	\$41.97
45-1020	0-72 RH switch	\$79.95	3	\$239.85
45-1021	0-72 LH switch	\$79.95	1	\$79.95
45-1025	bumper	\$15.95	4	\$63.80
45-1033	lock-on	\$4.25	6	\$25.50
45-1051	#4 RH switch	\$89.95	2	\$179.90
45-1101	PACKAGE TOTAL: \$739.95			

Roosevelt Junction



Roosevelt Junction - Phase 2

The second phase of Roosevelt junction adds numerous operating possibilities. The mainline doubles in length, yard capacity nearly triples, and a reversing wye allows entire trains to change direction.

ScaleTrax™ Pieces 45-1102

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	3	\$14.97
45-1002	0-31 curve	\$4.99	3	\$14.97
45-1003	0-31 LH switch	\$49.95	1	\$49.95
45-1007	0-54 curve	\$5.29	3	\$15.87
45-1009	0-54 RH switch	\$79.95	1	\$79.95
45-1010	0-72 curve	\$5.99	11	\$65.89
45-1011	1.75 inch straight	\$2.49	11	\$27.39
45-1012	4.25 inch straight	\$3.99	2	\$7.98
45-1013	5 inch straight	\$3.99	3	\$11.97
45-1019	30 inch straight	\$13.99	2	\$27.98
45-1020	0-72 RH switch	\$79.95	6	\$479.70
45-1021	0-72 LH switch	\$79.95	2	\$159.90
45-1025	bumper	\$15.95	4	\$63.80
45-1033	lock-on	\$4.25	7	\$29.75
45-1034	0-80 curve	\$6.99	1	\$6.99
45-1102	PACKAGE TOTAL: \$969.95			

Roosevelt Junction - Phase 3

The third phase of Roosevelt junction adds still more operating possibilities. The mainline again doubles in length and a long two-track spur is added making a perfect location for engine sheds or dead-end sidings.

ScaleTrax™ Pieces 45-1103

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	6	\$29.94
45-1002	0-31 curve	\$4.99	2	\$9.98
45-1004	0-31 RH switch	\$49.95	1	\$49.95
45-1007	0-54 curve	\$5.29	2	\$10.58
45-1009	0-54 RH switch	\$79.95	1	\$79.95
45-1010	0-72 curve	\$5.99	5	\$29.95
45-1011	1.75 inch straight	\$2.49	5	\$12.45
45-1012	4.25 inch straight	\$3.99	1	\$3.99
45-1014	5.5 inch straight	\$3.99	1	\$3.99
45-1019	30 inch straight	\$13.99	2	\$27.98
45-1020	0-72 RH switch	\$79.95	2	\$159.90
45-1021	0-72 LH switch	\$79.95	1	\$79.95
45-1025	bumper	\$15.95	1	\$15.95
45-1033	lock-on	\$4.25	3	\$12.75
45-1034	0-80 curve	\$6.99	3	\$20.97
45-1103	PACKAGE TOTAL: \$519.95			

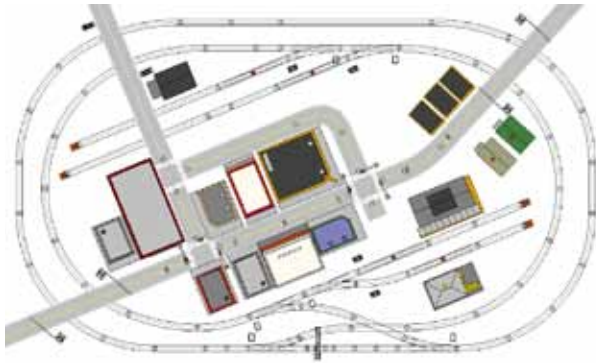
Roosevelt Junction - Phase 4

The fourth and final addition to Roosevelt Junction transforms the layout into a hi-rail empire. The layout now sports a double track mainline with minimum 0-72 curves as well as an interior 0-31 loop allowing independent operations of three trains. Carefully located crossovers permit east access from either 0-72 mainline into the yards. Three yard spurs connect to the mains with 0-72 or larger curves so that even the largest articulated locomotives will feel right at home in Roosevelt Junction.

ScaleTrax™ Pieces 45-1104

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	5	\$24.95
45-1007	0-54 curve	\$5.29	1	\$5.29
45-1008	0-54 LH switch	\$79.95	2	\$159.90
45-1009	0-54 RH switch	\$79.95	2	\$159.90
45-1010	0-72 curve	\$5.99	10	\$59.90
45-1011	1.75 inch straight	\$2.49	8	\$19.92
45-1013	5 inch straight	\$3.99	3	\$11.97
45-1014	5.5 inch straight	\$3.99	5	\$19.95
45-1015	22.5 deg crossing	\$24.95	1	\$24.95
45-1019	30 inch straight	\$13.99	2	\$27.98
45-1033	lock-on	\$4.25	5	\$21.25
45-1034	0-80 curve	\$6.99	4	\$27.96
45-1050	#4 LH switch	\$89.95	2	\$179.90
45-1051	#4 RH switch	\$89.95	2	\$179.90
45-1104	PACKAGE TOTAL: \$869.95			

6x10 Main Street

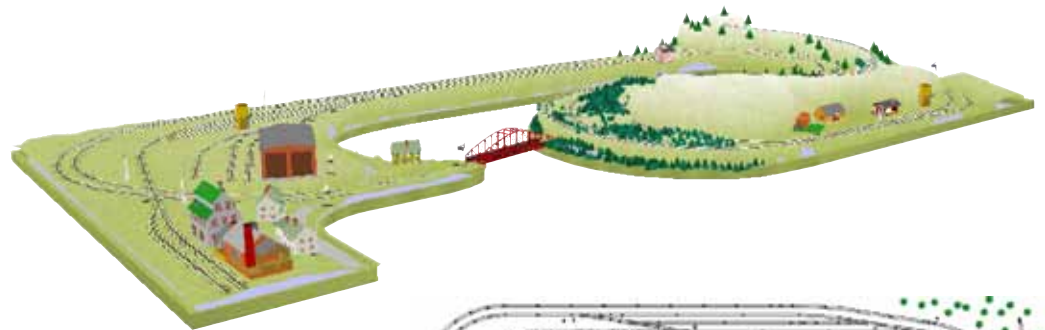


ScaleTrax™ Pieces

45-1107

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	10	\$49.90
45-1007	0-54 curve	\$5.29	30	\$158.70
45-1008	0-54 LH switch	\$79.95	3	\$239.85
45-1009	0-54 RH switch	\$79.95	3	\$239.85
45-1010	0-72 curve	\$5.99	2	\$11.98
45-1011	1.75 inch straight	\$2.49	3	\$7.47
45-1012	4.25 inch straight	\$3.99	5	\$19.90
45-1013	5 inch straight	\$3.99	2	\$7.98
45-1015	22.5 deg crossing	\$24.95	1	\$24.95
45-1019	30 inch straight	\$13.99	3	\$41.97
45-1025	bumper	\$15.95	4	\$63.80
45-1034	0-80 curve	\$6.99	4	\$27.96
45-1035	15" uncoupling section	\$24.95	4	\$99.80
45-1107	PACKAGE TOTAL:	\$939.95		

12x24 Timber Mountain



ScaleTrax™ Pieces

45-1106

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	14	\$69.86
45-1006	45 deg crossing	\$19.95	2	\$39.90
45-1007	0-54 curve	\$5.29	10	\$52.90
45-1010	0-72 curve	\$5.99	41	\$245.59
45-1011	1.75 inch straight	\$2.49	4	\$9.96
45-1012	4.25 inch straight	\$3.99	5	\$19.95
45-1013	5 inch straight	\$3.99	1	\$3.99
45-1014	5.5 inch straight	\$3.99	2	\$7.98
45-1019	30 inch straight	\$13.99	30	\$419.70
45-1020	0-72 RH switch	\$79.95	1	\$79.95
45-1021	0-72 LH switch	\$79.95	5	\$399.75
45-1025	bumper	\$15.95	11	\$175.45
45-1033	lock-on	\$4.25	30	\$127.50
45-1034	0-80 curve	\$6.99	22	\$153.78
45-1049	30 inch flex	\$13.99	23	\$321.77
45-1050	#4 LH switch	\$89.95	3	\$269.85
45-1051	#4 RH switch	\$89.95	5	\$449.75
45-1052	#6 LH switch	\$89.95	4	\$359.80
45-1053	#6 RH switch	\$89.95	3	\$269.85
45-1106	PACKAGE TOTAL:	\$3299.95		

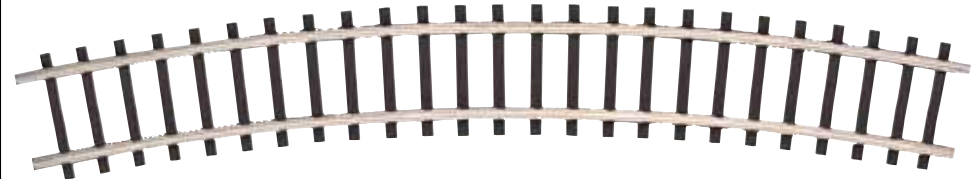
ScaleTrax

2-Rail O-Scale Track



ScaleTrax™ by M.T.H. Electric Trains is the ultimate 2-rail track system that detail-oriented 2-rail modelers have been looking for. Code 128 rails, authentically detailed ABS track ties and strong, nickel-silver rails mate up to other 2-rail code 128 track.

- Solid, Rust-Proof Nickel Silver Track Rails
- Code 128 Rail
- Durable ABS Plastic Rail Ties
- Nickel Silver Rail Joiners
- Unit Measures:



ScaleTrax - 2-Rail 36" (914.4mm) Radius Curved Track Section
45-2036 \$8.99



ScaleTrax - 2-Rail 17" (444.1mm) Straight Track Section
45-2017 \$7.99



ScaleTrax - 2-Rail 22" (558.4mm) Radius Curved Track Section
45-2022 \$7.99

ProtoSmoke™ Fluid (7 oz.)		
60-1045	Unscented	\$15.95
60-1046	Christmas	\$15.95
60-1047	Coal	\$15.95
60-1048	Diesel	\$15.95
60-1049	Woodburning	\$15.95



ProtoSmoke™ Fluid (50 ml)		
60-1051	Assortment	\$189.95
<i>(36) 50 ml ProtoSmoke™ Fluid Bottles, 3 each of 12 Different Scents</i>		

60-1051A	Christmas	\$5.29
60-1051B	Coal	\$5.29
60-1051C	Diesel	\$5.29
60-1051D	Wood Burning	\$5.29
60-1051E	Coffee	\$5.29
60-1051G	Vanilla	\$5.29
60-1051H	Candy Cane	\$5.29
60-1051I	Barbeque	\$5.29
60-1051J	Pipe Smoke	\$5.29
60-1051K	Cinnamon Roll	\$5.29
60-1051L	Apple Pie	\$5.29
60-1051M	Unscented	\$5.29
60-1051N	Lemon	\$5.29

Accessories



Parts Maintenance Kit
60-1365 \$399.95



A perfect service solution for every modeler who owns a large fleet of M.T.H. O Gauge locomotives. Kit includes traction tires, replacement bulbs, smoke units, speakers, pickup rollers, wire harnesses, couplers and much, much more.

RealTrax®

Rugged — Realistic — Reliable

REALTRAX
BY M.T.H. ELECTRIC TRAINS

It takes **EIGHT 0-31 CURVES** to make a circle.
 It takes **TWELVE 0-42 CURVES** to make a circle.
 It takes **SIXTEEN 0-54 CURVES** to make a circle.
 It takes **SIXTEEN 0-72 CURVES** to make a circle.
 It takes **SIXTEEN 0-82 CURVES** to make a circle.

At M.T.H. we believe a track system should allow your model railroad empire to grow. The RealTrax system includes 72 different components for maximum expansion capabilities. You'll find bridges, curves of all sizes, elevated and graduated trestles, crossovers, and every straight and curved configuration you'll need to create your own model railroad empire. And every piece of RealTrax is rugged, realistic, and reliable so you can have fun running your trains.

Rugged

Because most toy train empires begin on a carpet or floor, RealTrax is designed to hold up to the rigors of childhood play. Strong snap-together connections make it easy to assemble or change a layout in minutes. And the built-in roadbed helps keep dirt on the floor away from the wheels and gears of your trains.

Realistic

With its realistic 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.

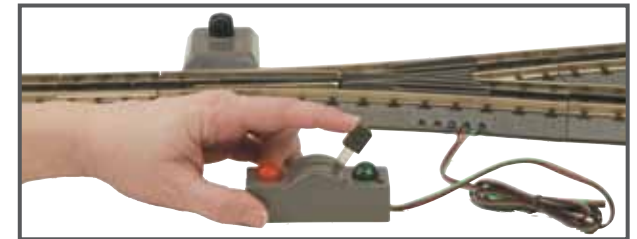
Reliable

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

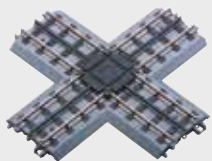


over time and are highly resistant to corrosion of any kind. Similar materials are used in many electrical connections around your home, such as lamps, battery-operated appliances, and electrical outlets.

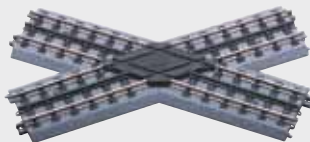
RealTrax switches feature the same durable construction as regular RealTrax sections and utilize long-lasting switch motors that provide precise throws every time. The reversible motor mechanism quickly snaps onto the other side of the switch if space is a problem. No disassembly of the switch is required! 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.



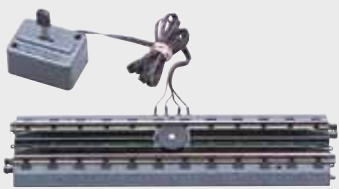
Crossovers & Operating Sections



RealTrax - 90° Cross-over Track
40-1006 \$24.99



RealTrax - 45° Cross-over Track
40-1007 \$24.99



RealTrax - Operating Track Section
40-1008 \$29.95

Straight & Curved Track Sections



RealTrax - 30" Straight Track Section
40-1019 \$12.99



RealTrax - 10" Ground Track (2 pieces per pack)
40-1068-2 \$8.99
(features removable jumper connecting 2 outer rails)



RealTrax - 10" Straight Track Section
40-1001 \$4.49
RealTrax - 10" Straight Track Section (4 Pcs)
40-1001-4 \$17.99



RealTrax - 5.0" Track Section
40-1016 \$3.99
40-1016-2 (2 Pcs) \$8.49



RealTrax - 5.5" Track Section
40-1012 \$3.99
40-1012-2 (2 Pcs) \$8.49



RealTrax - O-82 Curved Track Section
40-1082 \$5.99



RealTrax - 3.5" Track Section
40-1018 \$3.99
40-1018-2 (2 Pcs) \$8.49



RealTrax - 4.25" Track Section
40-1017 \$3.99
40-1017-2 (2 Pcs) \$8.49



RealTrax - O-72 Curved Track Section
40-1010 \$5.99



RealTrax - O-42 Half Curve Track
40-1045 \$4.49
40-1045-2 (2 Pcs) \$8.99



RealTrax - O-54 Half Curve Track
40-1057 \$4.99
40-1057-2 (2 Pcs) \$8.99



RealTrax - O-31 Half Curve Track
40-1022 \$3.99
40-1022-2 (2 Pcs) \$8.49

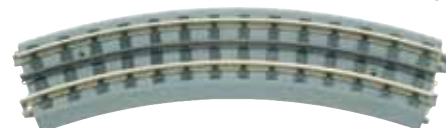


RealTrax - O-54 Curved Track Section
40-1054 \$4.99



RealTrax - Adapter Track Section
40-1011 \$8.99

Tubular track not included



RealTrax - O-31 Curved Track Section
40-1002 \$4.49
40-1002-4 (4 Pcs) \$17.99

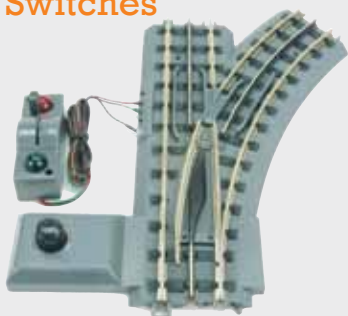


RealTrax - O-72 Half Curved Track Section
40-1049 \$4.99

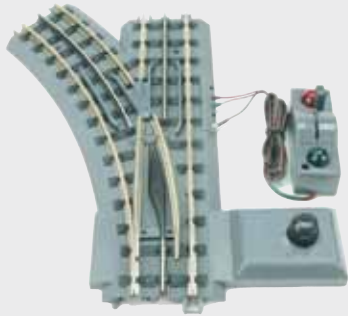


RealTrax - O-42 Curved Track Section
40-1042 \$4.99
40-1042-2 (2 Pcs) \$8.99

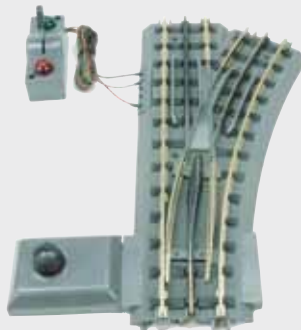
Switches



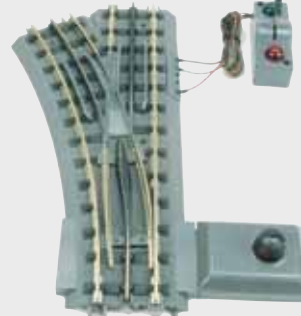
RealTrax - O-31 Switch (RH)
40-1004 \$64.95



RealTrax - O-31 Switch (LH)
40-1005 \$64.95



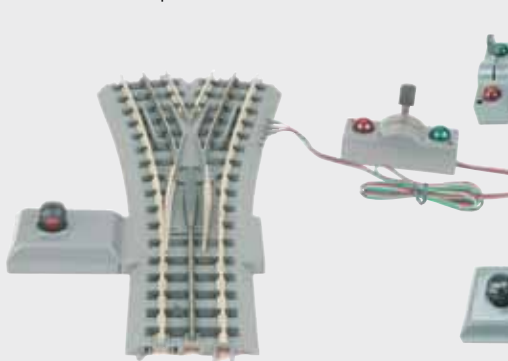
RealTrax - O-42 Switch (RH)
40-1043 \$74.95



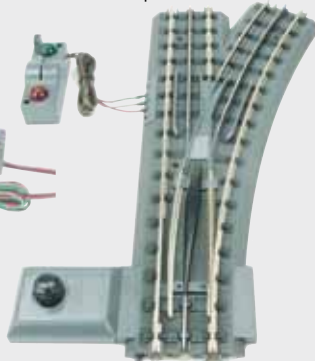
RealTrax - O-42 Switch (LH)
40-1044 \$74.95



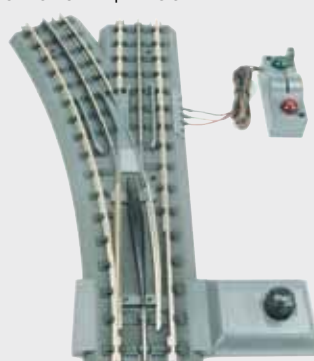
RealTrax - 10" Insulated Straight Track Section Set
40-1029 \$8.99



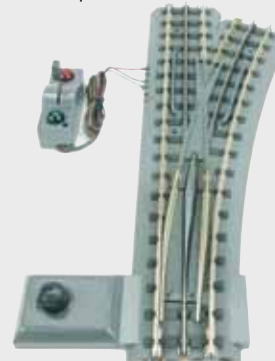
RealTrax - O-72 Wye Switch
40-1068 \$89.95



RealTrax - O-54 Switch (RH)
40-1055 \$79.95



RealTrax - O-54 Switch (LH)
40-1056 \$79.95



RealTrax - O-72 Switch (RH)
40-1020 \$89.95



RealTrax - O-72 Switch (LH)
40-1021 \$89.95

Catenary System



RealTrax - 8-Piece
Catenary System
40-1035 \$149.95

RealTrax - 4-Piece
Add-On Catenary System
40-1036 \$79.95

The RealTrax® Catenary System and RealTrax Catenary Expander are O Gauge's only ready-to-use catenary systems that setup in minutes! Simply position the authentic-looking catenary poles and wires per your layout's requirements, and enjoy the realism of a fully functional easy-to-use catenary system.

8-Piece System Features:

- Compatible with RealTrax® or any other O-Gauge Track
- Removable RealTrax® Lock-On Base Connection
- Thumbscrew Power Terminals
- Adjustable Pole Spacing
- Adjustable Messenger Beam Height
- Adjustable Wire Positioning
- Base Mounting Screws Included

Catenary Hardware Pack
40-1039 \$19.95

This Pack Contains: (4) Messenger Expander Plates, (4) Messenger Extension Plates, (16) Screws, (16) Star Lock-Washers, (16) Nuts

100 WATT POWER SUPPLY!



Power & Track Pack
40-1071 \$169.95



O Steel Arch Bridge - Rust
40-1103 \$79.95
O Steel Arch Bridge - Silver
40-1101 \$79.95
O Steel Arch Bridge - Black
40-1105 \$79.95

Bridges Now Compatible with Lionel® Fastrack™



O Subway
Trestle Bridge
40-1148 \$34.95



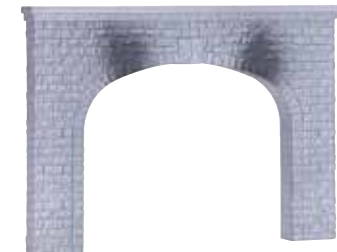
O 2-Track Bridge Girder - Rust
40-1110 \$39.95
O 2-Track Bridge Girder - Silver
40-1108 \$39.95
O 2-Track Bridge Girder - Black
40-1112 \$39.95



O 2-Track Steel Arch Bridge - Rust
40-1109 \$99.95
O 2-Track Steel Arch Bridge - Silver
40-1107 \$99.95
O 2-Track Steel Arch Bridge - Black
40-1111 \$99.95



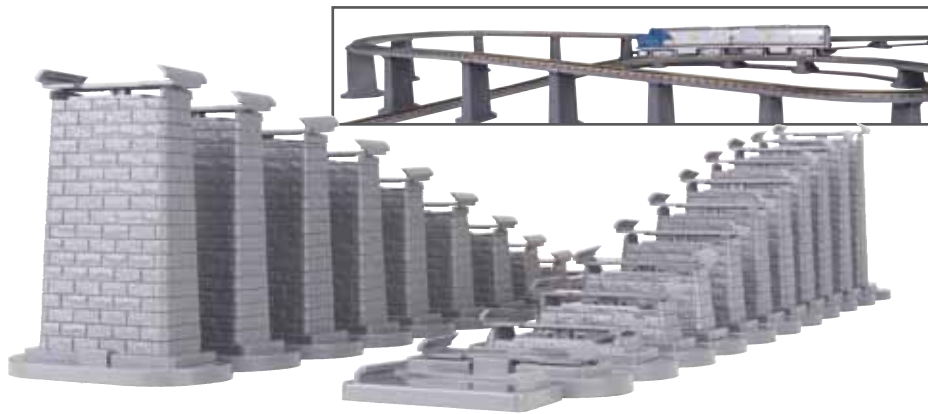
Tunnel Portal - Single
40-9014 \$14.95



Tunnel Portal - Double
40-9015 \$19.95



O Bridge Girder - Rust
40-1104 \$34.95
O Bridge Girder - Silver
40-1102 \$34.95
O Bridge Girder - Black
40-1106 \$34.95



RealTrax - 24-Piece Graduated Trestle System
40-1033 \$54.95



RealTrax - 24-Piece Graduated Trestle System For Lionel Fastrack
40-1113 \$54.95



RealTrax - 8-Piece Elevated Trestle System
40-1034 \$34.95

RealTrax - 8-Piece Elevated Trestle System For Lionel Fastrack
40-1134 \$34.95

RealTrax - Lighted Lockon
40-1003 \$5.99



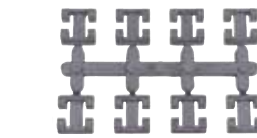
RealTrax - Track Activation Device (I.T.A.D.)
40-1028 \$24.95
(Allows passing train to activate signals or trackside accessories)



8 Piece Elevated Subway Trestle Set
40-1047 \$34.95



8 Piece Elevated Subway Trestle Set For Lionel Fastrack
40-1157 \$39.95



RealTrax - Track Clips (24)
40-1041 \$7.95

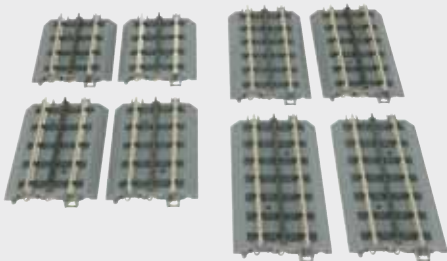


RealTrax - Non-Slip Track Pads (50/pack)
40-1046 \$7.95



RealTrax - Lighted Bumper
40-1024 \$14.95

Layout Builders



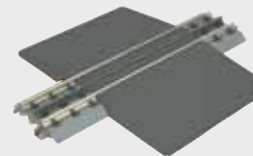
RealTrax - Layout Builder (8 Pcs)
40-1023 \$29.95
(Contains: (2) 3.5" Half Tracks, (2) 4.25" Half Tracks, (2) 5.0" Half Tracks, (2) 5.5" Half)



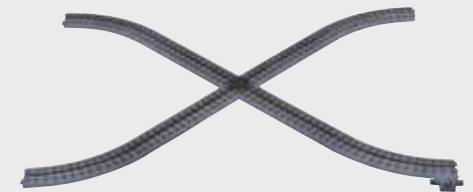
RealTrax - Right Hand Track Siding Layout Builder
40-1027 \$89.95
(Contains (1) Right-Hand O-31 Switch, (4) 10" Straights, (1) O-31 Curve, (1) RealTrax™ Bumper)



RealTrax - Left Hand Track Siding Layout Builder
40-1026 \$89.95
(Contains (1) Left-Hand O-31 Switch, (4) 10" Straights, (1) O-31 Curve, (1) RealTrax Bumper)



RealTrax - Grade Crossing
40-1009 \$9.95



RealTrax - Figure 8 Layout Builder
40-1025 \$59.95
(Contains: (4) O-31 Curves, (4) 10" Straights, (1) Lighted Lockon, (1) 90 Degree Crossover)



RealTrax - O-72 Wye Switch Spur Layout Builder
40-1069 \$149.95

O-Gauge or 2-Rail O Scale Couplers & Trucks

End-Of-Train-Device Roller Bearing Freight Truck

This long requested accessory can convert any M.T.H. Premier Line freight car to an end-of-train car in just minutes.

The all die-cast sprung roller bearing truck includes a center-rail pickup roller that powers a bright flashing LED, reproducing the end-of-train effect found on modern freight drags.



The ETD truck easily mounts to your existing freight cars in just a few minutes.

Features:

- Die-Cast Construction
- Fully Assembled
- Self-Powered Strobe Light
- Mounts To Any M.T.H. Freight Car
- Unit Measures: 1" High

White End-of-Train-Device Roller Bearing Freight Truck

20-89013 \$24.95

Yellow End-of-Train-Device Roller Bearing Freight Truck

20-89010 \$24.95

Kadee Couplers

No. 804 Kadee Coupler & Draft Gear Box Set (Plastic)

20-89018 \$4.75

No. 805 Kadee Coupler & Draft Gear Box Set (Metal)

20-89019 \$4.75



Conversion Wheel Kits

Ps2 Proto-Scale 3-2™ 4-Wheel Truck Scale Wheel Set Kit

20-89005 \$39.95

Ps2 Proto-Scale 3-2™ 6-Wheel Truck Scale Wheel Set Kit

20-89006 \$59.95

Ps2 Proto-Scale 3-2™ 4-Wheel Truck Hi-Rail Wheel Set Kit

20-89008 \$39.95

Ps2 Proto-Scale 3-2™ 6-Wheel Truck Hi-Rail Wheel Set Kit

20-89009 \$59.95

Locomotive Drawbar Sets

Proto-Sound 3.0 6-Pin Wireless Drawbar Set 1

20-89020 \$29.95

Contains 3 Drawbar Sizes: 25mm, 30mm, 45mm

Proto-Sound 3.0 6-Pin Wireless Drawbar Set 2

20-89021 \$29.95

Contains 3 Drawbar Sizes: 30mm, 35mm, 50mm

Proto-Sound 2.0 Wireless Drawbar Set

20-89011 \$29.95

Contains 3 Drawbar Sizes: 30mm, 35mm, 40mm



Premier 2-Rail

2-Rail Die-Cast Sprung Metal Lightweight Passenger Car Two Truck Pack

20-89007 \$29.95



2-Rail 64' Woodsided Passenger Car Two Truck Pack*

20-89012 \$29.95



2-Rail Die-Cast Sprung Metal Bettendorf Freight Car Two Truck Pack

20-89001 \$24.95



3-Rail

Railking 3-Rail Die-Cast Sprung Metal Bettendorf Freight Car Two Truck Pack

30-89001 \$19.95

Railking 3-Rail Die-Cast Sprung Metal Roller Bearing Freight Car Two Truck Pack

30-89002 \$19.95



2-Rail Heavyweight Passenger Car Two Truck Pack*
20-89014 \$29.95



2-Rail Bettendorf Caboose Truck Pack*
20-89015 \$24.95



2-Rail Roller Bearing Caboose Truck Pack
20-89016 \$24.95



2-Rail Die-Cast Sprung Metal Roller Bearing Freight Car Two Truck Pack

20-89002 \$24.95



*Includes Removable 3-Rail Couplers

Premier 3-Rail Die-Cast Sprung Metal Bettendorf Freight Car Two Truck Pack

20-89003 \$24.95

Premier 3-Rail Die-Cast Sprung Metal Roller Bearing Freight Car Two Truck Pack

20-89004 \$24.95





Celebrate Our 35th Anniversary With Special MTHRRC Offerings

Throughout 2015, we'll be celebrating our 35th anniversary with special offers for MTHRRC Railroader Club members. The first of these offerings are found below.

If you're not yet a member, learn about all the great MTHRRC membership options on the next page. Memberships start at just \$25.00 per year.



35th Anniversary - No. 214 Std. Gauge Box Car
10-2245 M.S.R.P. \$149.95
Club Member Price: \$99.95

**Club Members
Save \$50!**



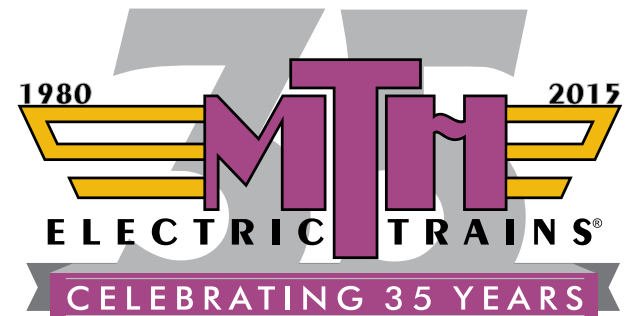
35th Anniversary - Flat Car w/40' Trailer
30-76600 M.S.R.P. \$59.95
Club Member Price: \$35.00

**Club Members
Save \$25!**



35th Anniversary - 60' Flat Car with 48' Trailer
20-95148 M.S.R.P. \$69.95
Club Member Price: \$49.95

**Club Members
Save \$20!**



MTH Railroaders Club

Join The M.T.H. Railroaders Club

There are **TEN** different types of memberships, based on the style of model railroading that most interests you.

RailKing Membership



30-75514 MTHRRRC 4-Bay Hopper
RailKing Membership is \$50.00

Premier Membership



20-95147 Norfolk Southern 60' Flat Car
w/(4) ScaleTrax 10" Straights
Premier Membership is \$55.00

Lionel Corp. StD. Gauge Membership



11-30190 Lionel Corporation No. 212 Std. Gauge Gondola Car
Lionel Corp. 200 Series Membership is \$120.00

Tinplate O Gauge Membership



10-8086 MTHRRRC No. 2814R O Gauge Refrigerator Car
Tinplate 2800 Series Membership is \$90.00

Tinplate StD. Gauge Membership



10-2246 MTHRRRC No. 212 Std. Gauge Gondola Car
Tinplate 200 Series Membership is \$120.00

Lionel Corp. O Gauge Membership



11-70112 Lionel Corporation No. 2814R O Gauge Refrigerator Car
Lionel Corp. 2800 Series Membership is \$90.00

S-Gauge Membership



35-76001 MTHRRRC Flat Car with Trailer
S-Gauge Membership is \$55.00

One-Gauge Membership



70-74090 Western Maryland 40' Box Car
One-Gauge Membership is \$100.00

HO Membership



80-97085 MTHRRRC 70-Ton Center
Discharge Ore Car
HO Membership is \$30.00

Basic Membership

60-1000 - The Basic Club Membership does not include a club car
Basic Membership is \$25.00

Get The Most From Model Railroading
JOIN ONLINE! IT'S EASY — JUST GO TO WWW.MTHTRAINS.COM



As a member of the M.T.H. RailRoders Club you'll receive:

Limited-Edition Club Car



Each year we produce beautifully decorated cars exclusively for our Club members. Members automatically receive the car that matches their Club membership (RailKing, Premier, Tinplate Traditions or One Gauge) and have the option to collect other Club cars as well.

The CrossingGate™ Club Magazine



You will receive our full-color Club magazines, jam-packed with product news, ideas from other members, rail history, & step-by-step articles explaining how M.T.H. technology can bring your railroad to life.

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Club Members get all M.T.H. catalogs earlier than other mailing list members, via First-Class mailings, so they can order from their local train store before the best items are sold out.

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Use your computer to design track layouts, search the database of all M.T.H. products, look at our past catalogs, listen to Proto-Sound 3.0 train effects, and much more. This DVD retails for \$79.95, but is yours FREE as a Club member.

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Show the world your membership in this elite group of model railroaders with your high-quality embossed membership card & beautiful enameled lapel pin.

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You'll have the option to purchase uncataloged members-only engines and rolling stock, and take advantage of members-only discounts on select cataloged items.

Proto-Sound 2.0 Upgrade Kits

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Club members can save an additional 15% on these kits for upgrading older locomotives.

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DCS™ Simply The Best Way To Run A Railroad™
M.T.H.'s DCS Digital Command System has received U.S. Patent No. 6,457,681.
M.T.H.'s Proto-Sound® 2.0 system has received U.S. Patent No's 6,457,681 B1 (sound system), 6,457,681 B1 (Proto-Speed Control™), 6,604,641 (Proto-Coupler™), 7,210,656 (Sound), 6,662,917 (2/3Rail), 7,210,656 (Internet Downloads, Music & Doppler), 6,655,640 (Smoke Synchronization)
M.T.H.'s RealTrax® has received U.S. Patent No. 6,019,289.
M.T.H.'s Z-4000® Transformer has received U.S. Patent No's. 6,281,606 & 6,624,537.
HO Coupler 7,694,834 Bi-Directional Communication 8262034

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This interactive DVD is packed full of sights & sounds guaranteed to make you rethink how far the hobby of model railroading has come. You'll learn about some of the most innovative products ever produced & marvel at the sophistication of a product line unmatched by other model train manufacturers.



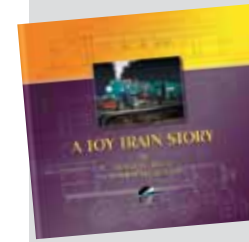
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MTHRC members can still obtain earlier produced MTHRC cars by visiting the MTHRC pages on the website. Only MTHRC members can get these cars!



A Toy Train Story

This comprehensive book is a must for collectors & other lovers of toy trains. 350 pages & 1900 color photos, hard cover. Add this book to your membership for only \$25.00 (50% off the \$49.95 cover price)!



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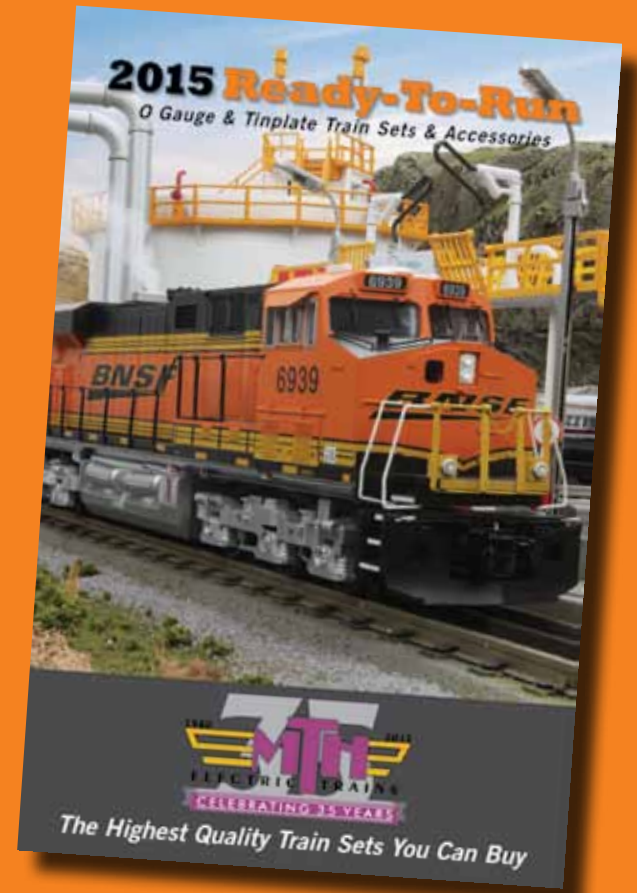
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