

**EMT**  
ELECTRIC TRAINS®



**2017 Volume 1**

*RailKing & Premier O Gauge Trains*

# Welcome to Train Season

As this catalog goes to press, it's October and train season is upon us again — delicious long evenings when leisure pursuits move inside and the mood is right for running trains and working on your railroad. If you've been reading our catalogs for a while, you're aware that we view our role in those evenings (and fun days as well) as more than just making and selling models. It's essential that we work with you to promote our hobby and ensure its continuity into the next generation.

Toward that end, in this catalog we invite you to participate in two new contests and our longstanding competition, the Blue Comet

Award, as it enters its sixth season. As detailed elsewhere on this page, one of you will win a prize for designing the Blue Comet Award train, to be taken home annually by the person or organization who does the most that year to promote the O Gauge hobby. We're also holding a RailTown™ Kitbashing Contest to celebrate the craftsmanship and imagination that so many of you put into creating a miniature world in your basements, attics and spare rooms.

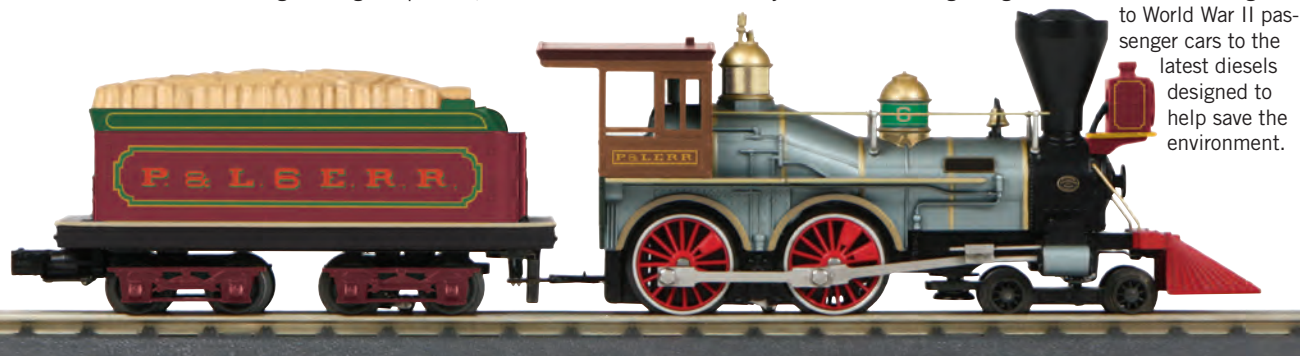
The catalog you're about to read is firmly rooted in both the past and the future. It celebrates a hobby that has been around for over a century. Our latest offerings range from Victorian steam engines

to World War II passenger cars to the latest diesels designed to help save the environment.



Inside each miniature locomotive is a sound and control system with more computing power than we used to send the first man to the moon. And now you can control it with a "smart" telephone small enough to fit in a shirt pocket. Yet unlike virtually any other computer-related pleasure, when you turn off the power after an evening of fun, a lot more remains than a blank screen.

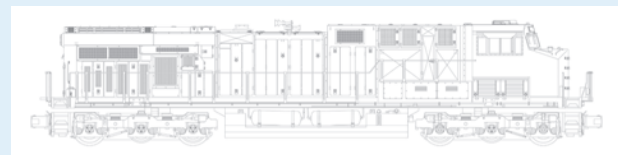
Truly this is something to celebrate. To help you do that, we invite you now to turn the page and see for yourself what we have to offer in this, our 37<sup>th</sup> year of building model trains. As always, we hope you'll find items in this catalog that will surprise and delight you, and help you continue to enjoy this most wonderful of hobbies.



## Design the Blue Comet Award Engine and Caboose!

In our last catalog, we announced the return of the Blue Comet Award, our annual award to the person or organization who has done the most to promote the O gauge hobby to the general public. For the sixth annual award, we're introducing a new tradition: a Blue Comet Award train that the winner will operate for one year, before passing it on to the next year's winner (in the same manner as hockey's Stanley Cup).

Now we're holding a contest to design the paint scheme for the engine, a RailKing ES44AC GEVO hybrid diesel with flashing charging lights, and the caboose, a RailKing steel caboose. Each year's Blue Comet Award winner will also receive their own personalized award boxcar.



**Artistic talent will not be a factor in judging the design contest.** You

can submit drawings or a written description of your idea for the Blue Comet engine and caboose paint scheme. On the website below, you'll find rules for the contest and printable drawings of the undecorated engine and caboose, which you can use for brainstorming or submitting your entry. **Submission deadline for design entries is December 31, 2016.\***

The winner of the design contest will receive their choice of a Premier or RailKing five-year membership to the M.T.H. RailRiders Club.

Go to [mthtrains.com/news/008](http://mthtrains.com/news/008) for complete rules and submission information, for both the train design contest and the Sixth Annual Blue Comet Award. You may also contact us at [bluecometaward@mth-railking.com](mailto:bluecometaward@mth-railking.com) with any questions on either contest.



\* Note that the train design contest submission deadline is not the same as the Blue Comet Awards deadline, which is February 28, 2017.



## Run Your Trains with This App

Those of you who have tried our new DCS App tell us you're having a great time running your trains — and your whole layout — from your smartphones. But we've also heard that many of you own smartphones but have never downloaded an app, and that's preventing you from trying a terrific new way to have fun with your trains.

If that's you, take a look at page 8, for our mini-tutorial on downloading an app and getting started with DCS on your phone. Now every visitor to your layout who carries a smartphone has a potential DCS throttle in their pocket! Coming later this winter is a series of online tutorials to help you enjoy our app even more.

## Win a Premier Locomotive in the RailTown™ Kitbashing Contest

Get your creative juices flowing this winter! Build a structure or scene using at least two walls from any RailTown building, and any other model structures or materials you like, and you could win a Premier diesel locomotive of your choice, up to a retail value of \$500. Runner-up prizes will also be awarded.

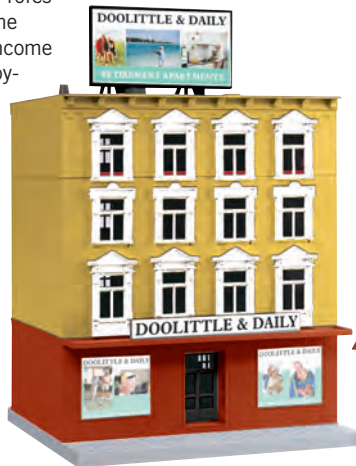
Our contest will have two divisions: Professional, for structures built by someone who makes all or a portion of their income doing modeling for others, and Hobbyist, for modelers who build their own structures just for fun. A prize locomotive will be awarded in both divisions. Professional entries may be submitted by the current owner or the original builder.

Entries will be judged on architectural attractiveness, build quality, and above all creativity, both in design and use of materials. Designs may be realistic or whimsical, and can range from a recognizable RailTown building with added

details to an extreme kitbash using some RailTown elements. The RailTown\*\* components should be prominent in the finished structure. **Submission deadline for entries is March 31, 2017.**

Go to [www.mthtrains.com/2017kitbash](http://www.mthtrains.com/2017kitbash) for complete rules, prize details and submission information. You may also contact us at [bluecometaward@mth-railking.com](mailto:bluecometaward@mth-railking.com) with any questions on this contest.

\*\* For a complete list of current production RailTown buildings, see our 2016 Ready-to-Run Train Set & Accessory O Gauge Catalog online, or request a hard copy at your local M.T.H. retailer.



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[www.mthtrains.com](http://www.mthtrains.com)

# Benefits From Other M.T.H. Product Lines

## See it in Action!

When you see this  icon, search for the item number on [www.mthtrains.com](http://www.mthtrains.com) to see a video of this item in action!



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



HO TRAINS THAT DO MORE



S Gauge 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 you'll find in several Premier engines in this catalog.



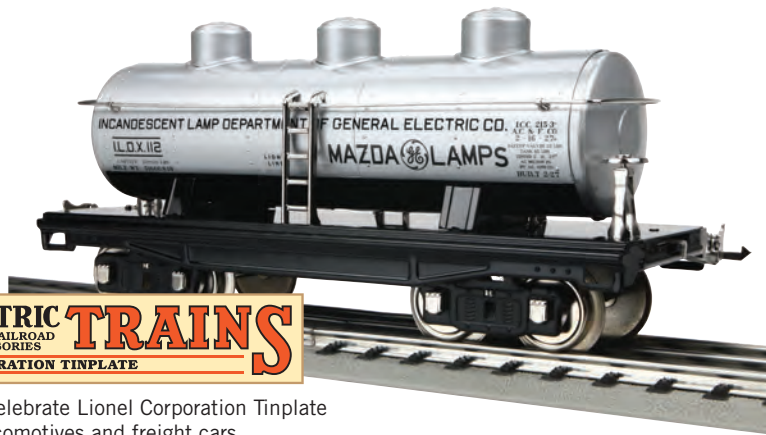
Our newest venture, M.T.H. S Gauge, offers a full 1:64 S Scale product line featuring track, rolling stock and locomotives. The smaller Proto-Sound 3.0 electronics that we developed for our S Gauge engines made possible the tiny O Gauge GE 44-ton diesel on page 92.

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

Celebrate  
Lionel  
Corporation  
Tinplate!

**LIONEL** ELECTRIC **TRAINS**  
MODEL RAILROAD  
ACCESSORIES  
LIONEL CORPORATION TINPLATE

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



**TINPLATE TRADITIONS**



## About Our Product Lines

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

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

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

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

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

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

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

**MTH S Gauge**, our newest venture, 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<sup>®</sup> The Richest Set of Features

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

## EXTRAORDINARY SLOW SPEED CAPABILITY

Proto-Sound engines can throttle down as slow as three scale miles per hour, highball down the main line, and maintain any speed in between. With certain DCC controllers, and any DCS controller, you can set engine speed in one-scale-mile-per-hour

## 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.



## VIVID ENGINE SOUNDS

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

## STATION SOUNDS

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

## ATMOSPHERIC SOUNDS

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

increments up to 120 smph. Go ahead, get out your stop watch and ruler and see how accurate our scale speeds are.

## UNMATCHED SPEED CONTROL

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

## LIGHTING EFFECTS

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

## GREAT SMOKE

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

## SYNCHRONIZED CHUFF AND PUFF

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

# in Model Railroading

## PROTO-SOUND 3.0 DCC FUNCTIONALITY

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



## FULL COMPATIBILITY WITH ALL OPERATING SYSTEMS

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

## BRAKE SOUNDS

Engine brakes squeal whenever you throttle back sharply or pull into a station. In DCS mode, you can trigger the brake sound with the Brake button on the DCS handheld.

## 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.

## OPERATE 'EM ALL

In DCS command mode, unlike any other command system available today, you'll have one-touch control over every Proto-Sound 2.0 or 3.0-equipped locomotive at the same time. Imagine, with the ALL command, your DCS system will start-up every locomotive at the same time! Almost every DCS feature can be sent to all the active engines at once. Tell 'em to run at 10 scale miles per hour and they'll all start moving at the same time and at the same speed.

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

## Proto-Sound 3.0 DCC Features

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

### Steam Features

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

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

(2) Not Included On Electrics

(3) Found Only On Diesel Locomotives w/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 5750\* 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 0 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 2017 Volume 1 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 Wi-Fi Interface Unit (WIU)**  
50-1034 \$179.95  
For use with iOS and Android DCS Apps



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



# 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](http://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](http://www.mthtrains.com).

## DCS COMMANDER: Get into DCS on a budget

Ideal for small layouts running two or three 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 \$259.95

**DCS Commander Controller (without power supply)**  
50-1028 \$179.95



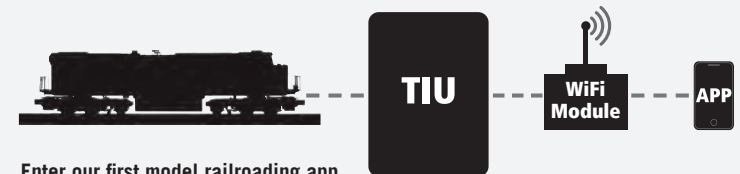
**DCS Remote Commander Set**  
50-1033 \$59.95

## 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

Our new smart phone and tablet apps 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 fifteen 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.



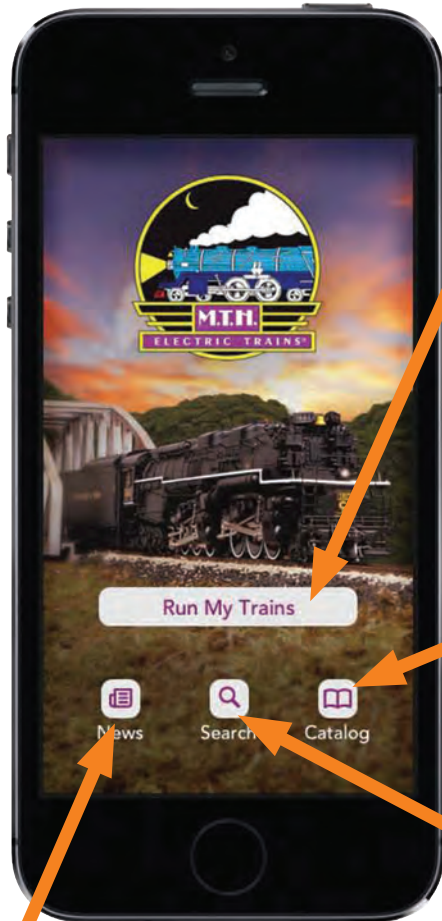
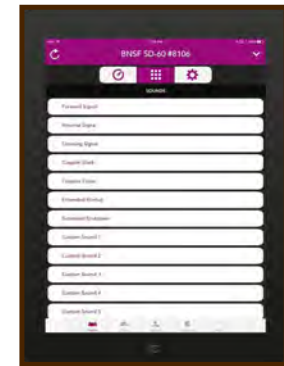
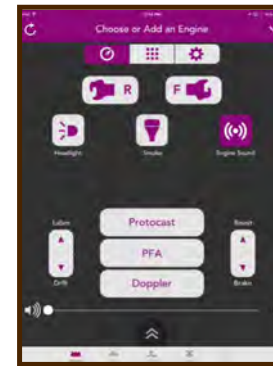
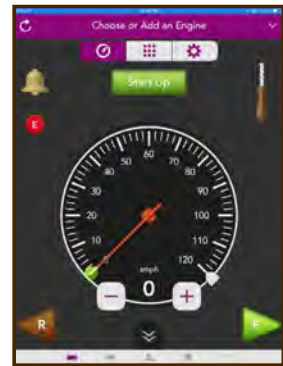
See A Demo At [www.mthtrains.com](http://www.mthtrains.com)

## WHAT CAN YOUR REMOTE DO?



# This App does more

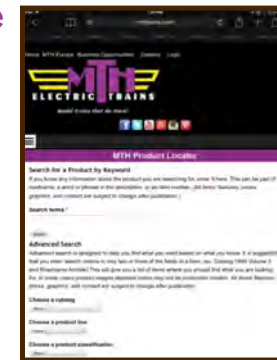
Click here to run trains on a DCS Controlled layout



Click here to review interactive versions of M.T.H. catalogs



Click here to search the M.T.H. website for EVERYTHING we've ever produced



Click here to see the latest news from M.T.H. and to sign up for our FREE e-newsletter



# than just run a layout

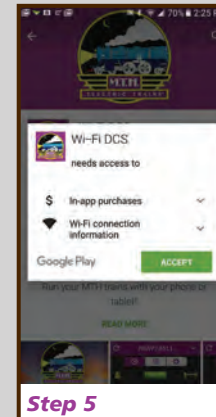
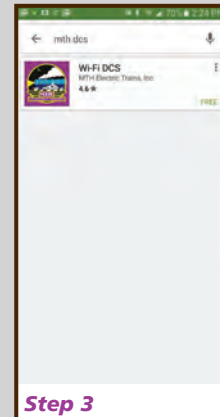
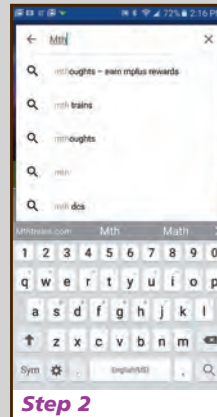
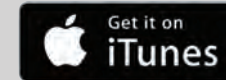
## Let's Get Started!

1. Attach the antenna to module
2. Set the "MTH/Home" selector switch to MTH
3. Connect module to TIU with the included USB cable
4. Apply power to your TIU
5. Apply power to the WIU



## Get The App and Install it on your Smartphone

1. Install the MTH DCS app from the App Store or Google Play.
2. Search for "MTH DCS."
3. Click on the Wi-Fi DCS Icon
4. Then select INSTALL.
5. Accept Any Permission Requests
6. Wait For App To Install



## Make Sure Your Phone's Wi-Fi is talking to the DCS WIU Wi-Fi Interface Unit

1. Go to **Settings/Wi-Fi** on your smartphone and connect it to the MTH device named **MTH\_DCS-XXXX**.
2. You will be prompted for a password, use: **mthdcswifi**

## Start Running Trains!

1. Open the DCS app and tap "Run My Trains"
2. Tap "Choose or Add an Engine" then tap "Add MTH Engine" and follow the prompts.
3. Tap "Start Up" and enjoy!

# RailKing

## The Best Value in O Gauge



First appearing in 1995 and now encompassing more than 9,100 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



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

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

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

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



**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



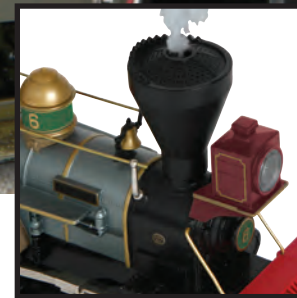
RailKing Imperial locomotives retain traditional proportions and O-31 minimum curve operation like regular RailKing locomotives, but are equipped with a level of detail usually found only on more expensive, full-scale engines that require much larger curves.

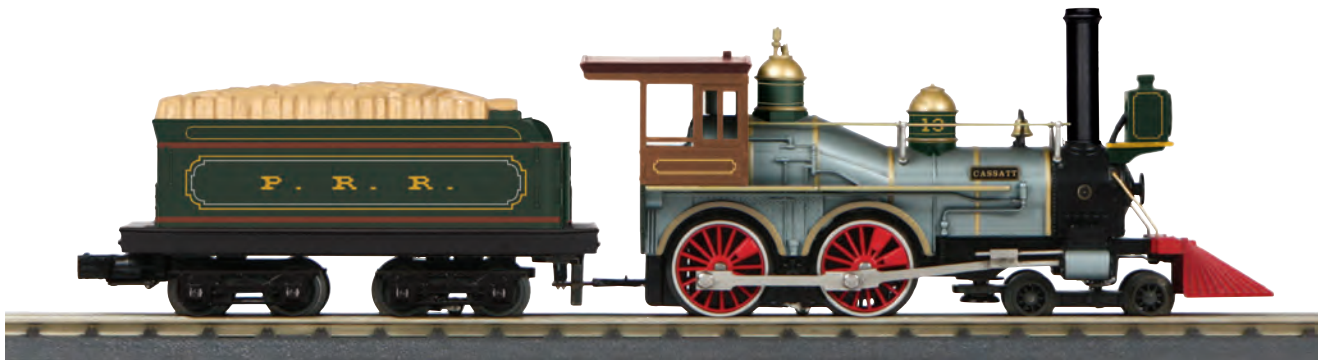
# 4-4-0 American



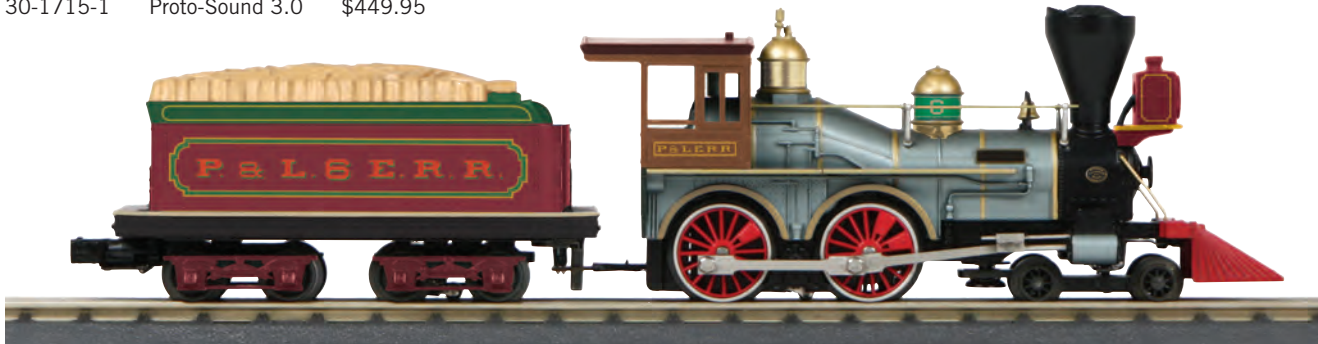
## Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Colorful Paint Scheme
- Die-Cast Locomotive and Tender Trucks
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- Remote-Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Powerful Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCC/DCS Decoder
- Near-Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 17 1/2" x 2 5/8" x 4 1/4"
- Operates On 0-31 Curves





Pennsylvania - 4-4-0 General Steam Engine  
30-1715-1 Proto-Sound 3.0 \$449.95



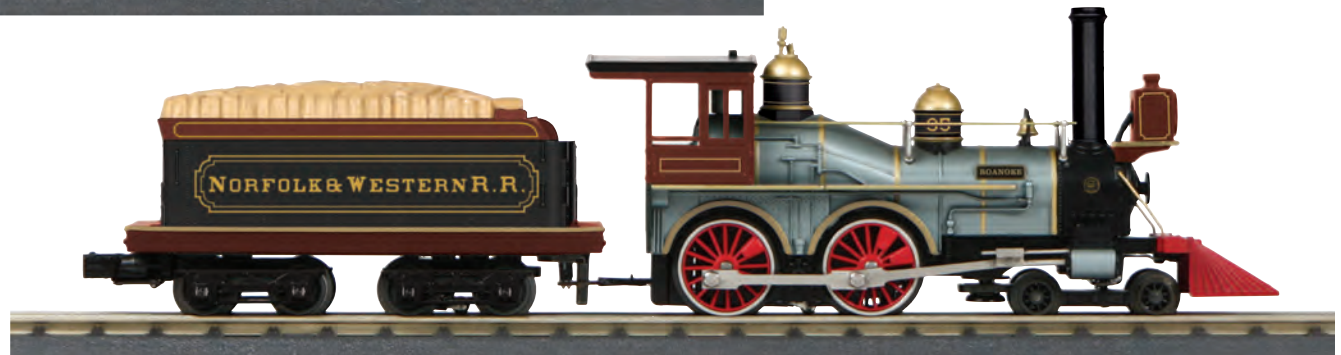
Pittsburgh & Lake Erie - 4-4-0 General Steam Engine  
30-1717-1 Proto-Sound 3.0 \$449.95



Long Island - 4-4-0 General Steam Engine  
30-1716-1 Proto-Sound 3.0 \$449.95

**Add Matching Freight and  
Passenger Cars - See Pages  
42, 43 and 60**

Norfolk & Western - 4-4-0 General Steam Engine  
30-1718-1 Proto-Sound 3.0 \$449.95



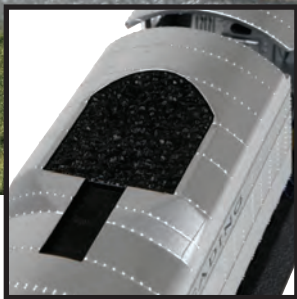
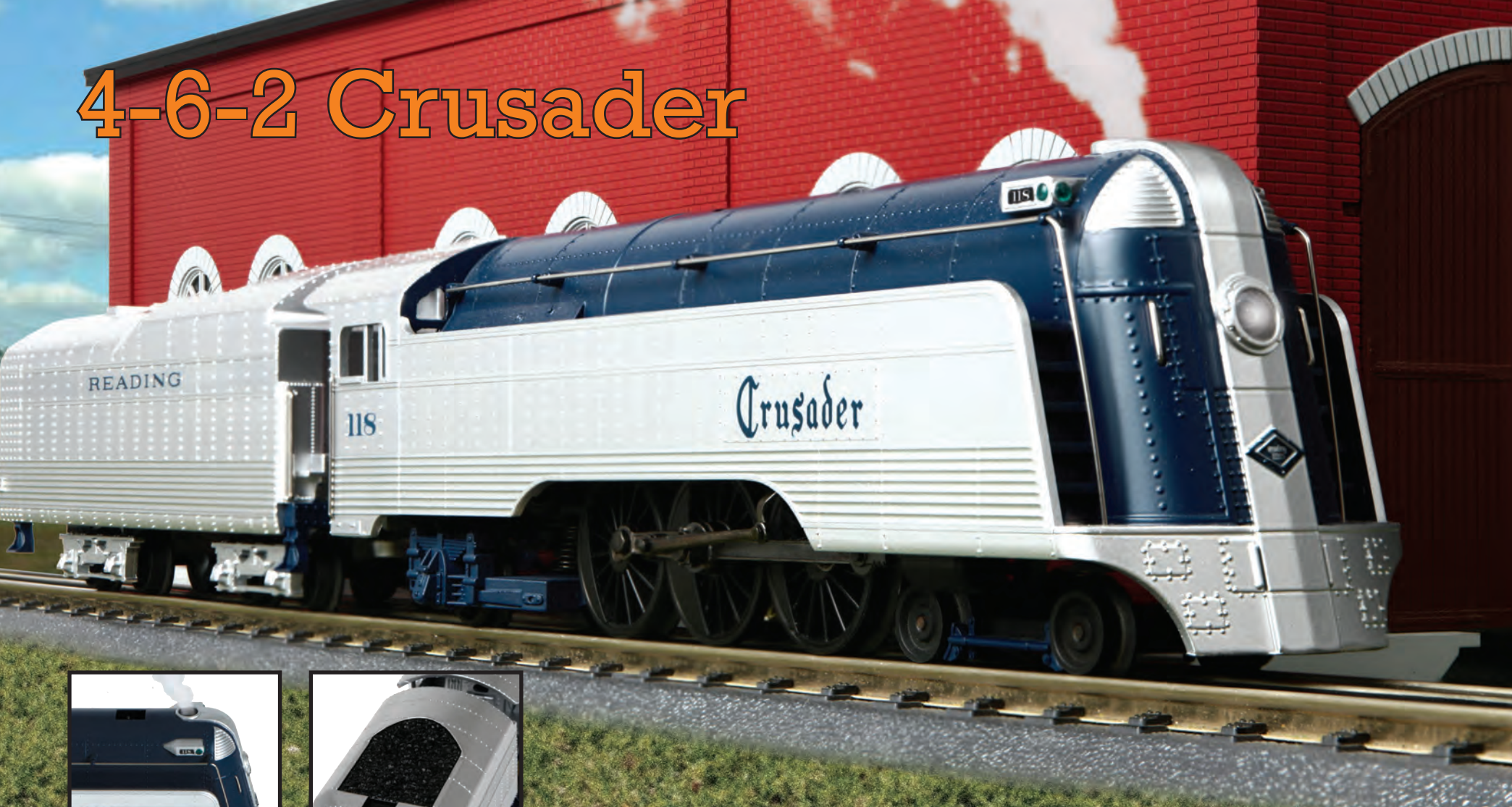
Just four years after the war that nearly tore the nation apart, the fledgling railroad industry helped bind it together again. On May 10, 1869, at Promontory Summit, Utah Territory, with the gentle tapping of four precious metal spikes into a laurelwood tie, the first transcontinental railroad was completed.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

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

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. Some remained in local service as late as World War II.

For 2017, we present these RailKing models of the 4-4-0, decorated as they appeared in the Victorian era — when railroads were the most luxurious form of land transportation known to man. Equipped with Proto-Sound 3.0, these models feature synchronized puffing smoke, LED lighting, smooth operation from a crawl to full throttle, and a full complement of digital sounds including passenger station arrival and departure announcements.

# 4-6-2 Crusader

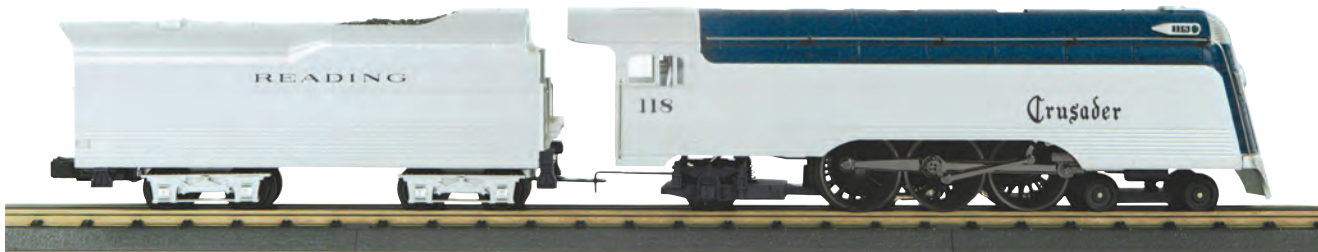


## Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Colorful Paint Scheme
- Real Tender Coal Load
- Tender Truck Safety Chains
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails and Whistle
- Metal Wheels and Axles
- Remote-Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating Tender LED Back-up Light
- Operating LED Firebox Glow
- Powerful Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCC/DCS Decoder
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station or Freight Yard Proto-Effects
- Measures: 19 3/4" x 2 1/2" x 3 5/8"
- Operates On 0-31 Curves

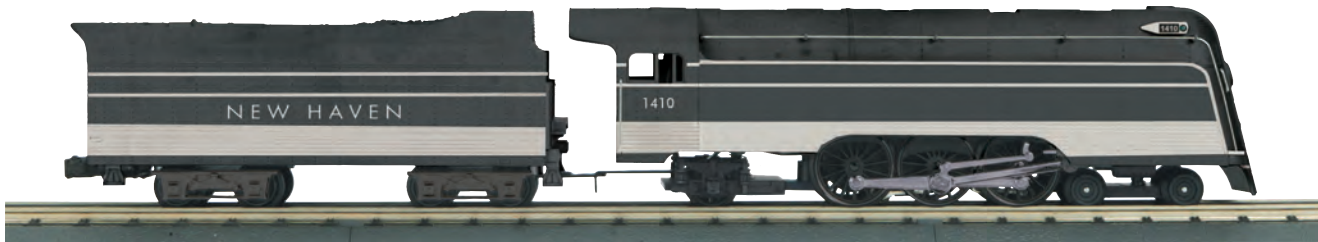






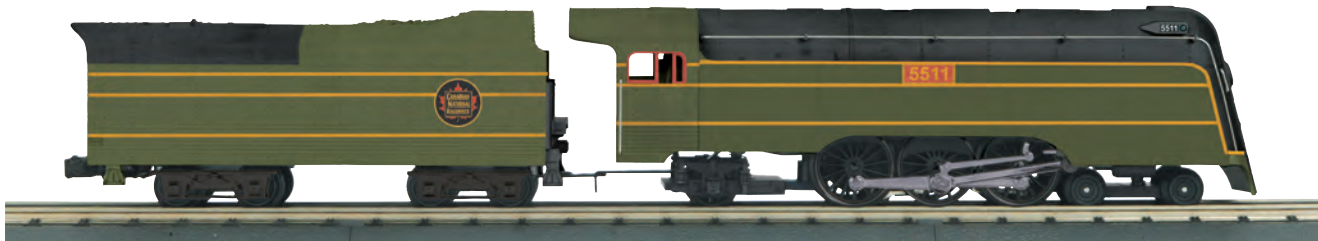
Reading - 4-6-2 Crusader Steam Engine  
30-1699-1 Proto-Sound 3.0 \$459.95

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



New Haven - 4-6-2 Crusader Steam Engine  
30-1700-1 Proto-Sound 3.0 \$459.95

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



Canadian National - 4-6-2 Crusader Steam Engine  
30-1701-1 Proto-Sound 3.0 \$459.95

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



Chicago & North Western - 4-6-2 Crusader Steam Engine  
30-1702-1 Proto-Sound 3.0 \$459.95

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

Halloween - 4-6-2 Crusader Steam Engine  
30-1703-1 Proto-Sound 3.0 \$459.95



The Reading Railroad's premier express was named by a contest winner in 1937; in those lean Depression years, the prize of \$250 drew 6,086 entries. On December 13, the five-car, 255-ton stainless steel *Crusader* began its daily 90-mile dash between Philadelphia's Reading Terminal and Jersey City's Communipaw Terminal, where passengers could take a ferry to lower Manhattan.

Styled by Paul Crett and manufactured by the Budd Co., the *Crusader* featured an observation car at each end of the train, so only the locomotive would need to be turned around at terminals. A diner occupied the middle of the consist, flanked by two coaches. The locomotive picked to pull the train was a 4-6-2 Pacific locomotive restyled with streamlined, stainless steel sheathing to match the stainless steel cars. Railfans never tired of seeing the exciting silver and blue streak that made the twice-daily commute for the next 13 years.

The *Crusader's* unique colors and streamlined styling will make a welcome addition to any O Gauge fan's layout or collection. Featuring die-cast metal boiler, tender and chassis, the *Crusader* is newly upgraded for 2017 with Imperial features including a real tender coal load and tender truck safety chains. It sports all the standard features O Gaugers have come to expect in a RailKing steam locomotive, including metal drive wheels, gears and rods, remotely controlled Proto-Coupler, synchronized puffing ProtoSmoke and a precision flywheel-equipped motor with M.T.H.'s industry-leading speed control. Available in five stylish paint schemes, any of these engines will make a handsome consist when coupled to a matching set of passenger cars.

# 0-6-0 Imperial B-6 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 Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- (2) Remote-Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating Tender LED Back-up Light
- Powerful Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCC/DCS Decoder
- 1:48 Scale Dimensions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 17" x 2 1/2" x 3 5/8"
- Operates On 0-27 Curves

**IMPERIAL**  
SERIES





Pennsylvania - O-6-0 Imperial B-6 Switcher Steam Engine  
30-1709-1 Proto-Sound 3.0 \$449.95



Long Island - O-6-0 Imperial B-6 Switcher Steam Engine  
30-1710-1 Proto-Sound 3.0 \$449.95



Baltimore & Ohio - O-6-0 Imperial B-6 Switcher Steam Engine  
30-1711-1 Proto-Sound 3.0 \$449.95



Union Pacific - O-6-0 Imperial B-6 Switcher Steam Engine  
30-1712-1 Proto-Sound 3.0 \$449.95



New Haven - O-6-0 Imperial B-6 Switcher Steam Engine  
30-1713-1 Proto-Sound 3.0 \$449.95



Chicago & North Western - O-6-0 Imperial B-6 Switcher Steam Engine  
30-1714-1 Proto-Sound 3.0 \$449.95

Switch engines are an essential, specialized piece of railroad equipment that look quite different from their kin that work the mainline. Because of the nature of their work, moving cars around railroad yards, switch engines spent much of their time waiting for their assignments. That meant steam switchers needed smaller fireboxes, boilers, and tenders than road engines. The cut out or sloping tenders on most steam switchers were designed to give good rear visibility, which was essential for these small and agile engines that needed to slip into tight spaces where other engines could not fit. The O-6-0 switcher would typically have been assigned to move about six cars at a time.

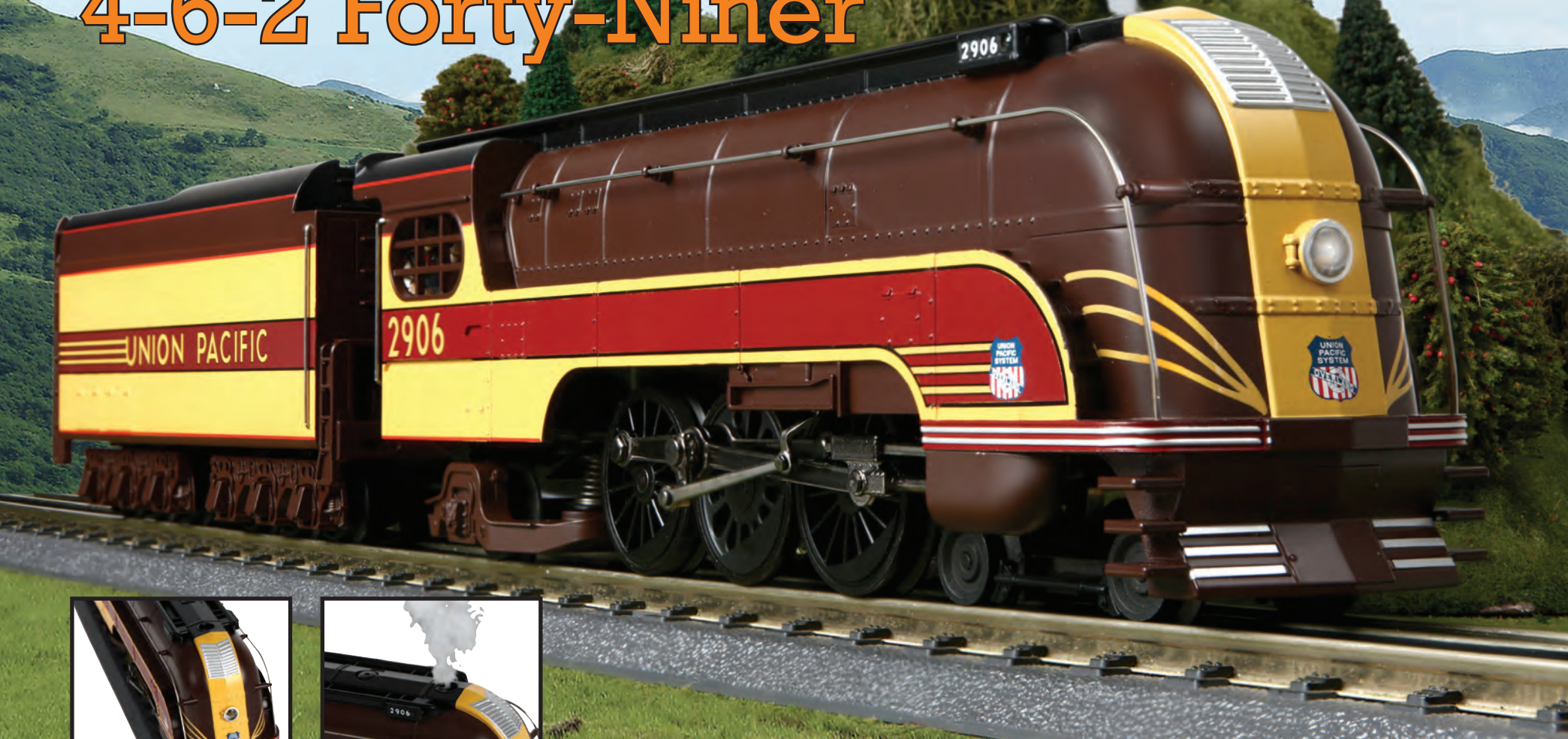
The rugged RailKing O-6-0 is perfect for working the yard of any early- or mid-twentieth-century layout. This sturdy model comes in the markings of the Pennsylvania, Long Island, Baltimore & Ohio, Union Pacific, New Haven and Chicago & North Western railroads.

It boasts Imperial features including a real coal load, legible builders plates, crew figures, and tender truck safety chains. Modeled on the Pennsylvania Railroad B6 switchers constructed from 1902-1913, our RailKing version has remotely activated Proto-Couplers for versatile switching use.

#### Did You Know?

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

# 4-6-2 Forty-Niner



## Features

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





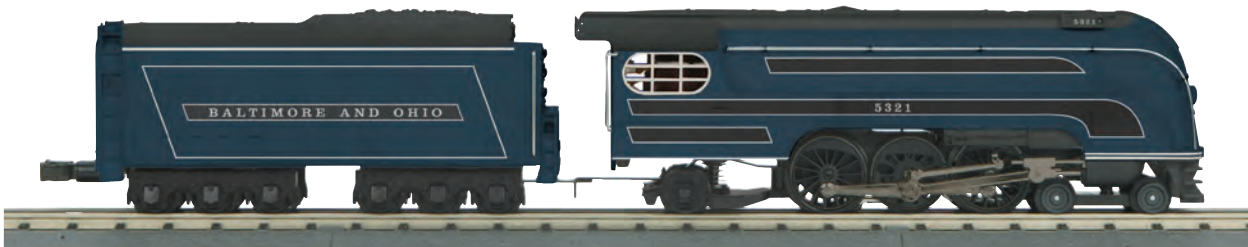
Union Pacific - 4-6-2 Forty-Niner Steam Engine  
30-1704-1 Proto-Sound 3.0 \$459.95

**Add A Matching Passenger Set - See Page 65**



Southern Pacific - 4-6-2 Forty-Niner Steam Engine  
30-1705-1 Proto-Sound 3.0 \$459.95

**Add A Matching Passenger Set - See Page 64**



Baltimore & Ohio - 4-6-2 Forty-Niner Steam Engine  
30-1706-1 Proto-Sound 3.0 \$459.95

**Add A Matching Passenger Set - See Page 64**



Norfolk & Western - 4-6-2 Forty-Niner Steam Engine  
30-1707-1 Proto-Sound 3.0 \$459.95

**Add A Matching Passenger Set - See Page 65**



Lehigh Valley - 4-6-2 Forty-Niner Steam Engine  
30-1708-1 Proto-Sound 3.0 \$459.95

**Add A Matching Passenger Set - See Page 65**

The discovery of gold in California precipitated the Gold Rush of 1849 and forever changed the West. In just over a decade, California was transformed from a sleepy paradise of 14,000 souls to a state with over 300,000 inhabitants. Nearly a century later, the Golden State still had the aura of the Promised Land, and three railroads teamed up in 1937 to inaugurate a train named after the event that started it all. Hauled between Chicago and San Francisco by the Chicago & North Western, Union Pacific, and Southern Pacific Railroads, the Forty Niner was a way to arrive at the Coast in style. Operating on a 49-hour schedule, the train featured its own dedicated air conditioned, streamlined, all-Pullman trainset, with valet and stewardess services as well as a shower and a barber shop. The entire train was finished in gunmetal grey, accented by black and gold striping above and below the windows.

For its portion of the Forty Niner's journey, the Union Pacific assigned a 4-8-2 Mountain-type steamer to the Cheyenne-Ogden stretch, and Pacific #2906, a 1920 Baldwin product, to the Omaha-Cheyenne run. Both engines were rebuilt with Timken roller bearing lightweight rods and streamlined shrouds, the only steam engines ever to be streamlined by the UP. Oddly, the UP painted the shrouds in its own streamliner colors of Leaf Brown and Armour Yellow, with red striping -- a beautiful paint scheme, but not at all a match for the grey trainset the engines were designed to pull.

Inaugurating service in the same year as the Southern Pacific's Daylight, the Forty Niner ran five round trips a month. The most difficult part of the journey proved to be the departure from Omaha's Union Station. The tracks had a definite sag in the middle, and #2906 often had a hard time starting her eight-car train out of this dip, occasionally needing help from the terminal switcher.

Business boomed in 1939 and 1940 as Midwesterners came to the Golden Gate International Exposition on Treasure Island in San Francisco Bay, but in 1941 the Forty Niner was discontinued. Pacific 2906 was assigned to more mundane duties and could often be found with a train of heavyweights in tow.

Add this colorful, kitschy 1930's streamliner to your roster in its original UP colors or one of several "might-have-been" paint schemes. With any version, you'll get Proto-Sound 3.0's variety of sounds, synchronized puffing smoke, and smooth, steady performance at any speed.

# K4s 4-6-2 Torpedo



## Features

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



Learn more about the Pennsy K4s in this article from a recent MTHRRC club newsletter. Access the article by searching on the item number of any K4s Torpedo.

**IMPERIAL**  
SERIES





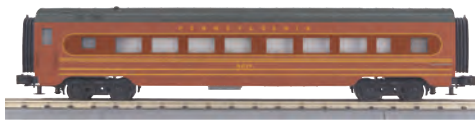
Pennsylvania (Brunswick Green) - 4-6-2 Torpedo Steam Engine  
30-1719-1 Proto-Sound 3.0 \$459.95



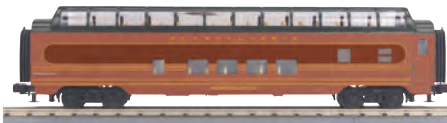
Pennsylvania (Tuscan) - 4-6-2 Torpedo Steam Engine  
30-1720-1 Proto-Sound 3.0 \$459.95



Pennsylvania - 4-Car 60' Streamlined Passenger Set  
30-67973 \$299.95



Pennsylvania - 60' Streamlined Coach  
30-67975 \$74.95



Pennsylvania - 60' Streamlined Full-Length  
Vista Dome Car  
30-67976 \$79.95



Pennsylvania - 2-Car 60' Streamlined Sleeper/Diner  
30-67974 \$149.95



Pennsylvania (Black) - 4-6-2 Torpedo Steam Engine  
30-1721-1 Proto-Sound 3.0 \$459.95

For decades, the greatest railroad rivalry in the East was between the New York Central and the Pennsylvania Railroad — and the most intense expression of that rivalry was in their overnight New York – Chicago passenger service. The standard bearer for the Central was the *20<sup>th</sup> Century Limited*, which took the easy way west, up the Hudson River valley and along the Great Lakes, advertised as “the Water Level Route, so you can sleep.” The Pennsy’s flagship, the *Broadway Limited*, fought its way westward over the Allegheny Mountains via Horseshoe Curve, one of railroading’s greatest engineering achievements.

On June 15, 1938, both the *Broadway* and the *Century* were re-launched with new lightweight, streamlined trains, styled by leading industrial designers of the day. Heading the *Century* were 4-6-4 Hudsons streamlined by Henry Dreyfuss. On the point of the *Broadway* was the Pennsy’s first streamlined steamer, K4s Pacific No. 3768, styled by Raymond Loewy. Train crews had nicknamed it “The Torpedo.” Trailing No. 3768 was a string of brand-new Pullman sleepers in Loewy’s two-tone Tuscan Red “Fleet of Modernism” paint scheme, along with a diner, RPO and baggage car recycled from older heavyweight equipment. In later years, The Torpedo would go on to lead other Pennsy name trains, but eventually the streamlined Loewy shroud would be removed to make the locomotive easier to service.

# 4-6-6-4 Imperial Challenger



## 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
- Metal Wheels and Axles
- Remote-Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Firebox Glow
- Operating LED Marker Lights
- 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 DCC/DCS Decoder
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 25 1/2" x 2 5/8" x 3 7/8"
- Operates On O-31 Curves







Union Pacific (Two-Tone Gray w/Silver Stripes) - 4-6-6-4 Imperial Challenger Steam Engine  
30-1722-1 Proto-Sound 3.0 \$799.95



Union Pacific (Two-Tone Gray w/Yellow Stripes) - 4-6-6-4 Imperial Challenger Steam Engine  
30-1723-1 Proto-Sound 3.0 \$799.95

**Add A Matching Passenger Set - See Page 65**



Union Pacific (Black) - 4-6-6-4 Imperial Challenger Steam Engine  
30-1724-1 Proto-Sound 3.0 \$799.95



Rio Grande - 4-6-6-4 Imperial Challenger Steam Engine  
30-1725-1 Proto-Sound 3.0 \$799.95

Clinchfield - 4-6-6-4 Imperial Challenger Steam Engine  
30-1726-1 Proto-Sound 3.0 \$799.95



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

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

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



Union Pacific - Auxiliary Water Tender (Die-Cast)  
30-79537 \$149.95



Union Pacific - Auxiliary Water Tender (Die-Cast)  
30-79538 \$149.95



Union Pacific - Auxiliary Water Tender (Die-Cast)  
30-79539 \$149.95



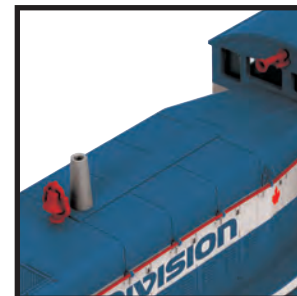
Union Pacific - Auxiliary Water Tender (Die-Cast)  
30-79540 \$149.95

# EMD SW8 Switcher



## Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- (2) Precision Flywheel-Equipped Motors
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 12" x 2 1/2" x 3 1/2"
- Operates On O-27 Curves





GM Diesel Division (Canada) - SW8 Diesel Switcher  
 30-20404-1 Proto-Sound 3.0 \$329.95  
 30-20404-3 Non-Powered Calf \$169.95



Chicago & North Western - SW8 Diesel Switcher  
 30-20405-1 Proto-Sound 3.0 \$329.95  
 30-20405-3 Non-Powered Calf \$169.95



Southern Pacific - SW8 Diesel Switcher  
 30-20406-1 Proto-Sound 3.0 \$329.95  
 30-20406-3 Non-Powered Calf \$169.95

U.S. Army - SW8 Diesel Switcher  
 30-20407-1 Proto-Sound 3.0 \$329.95  
 30-20407-3 Non-Powered Calf \$169.95



U.S. Air Force - SW8 Diesel Switcher  
 30-20408-1 Proto-Sound 3.0 \$329.95  
 30-20408-3 Non-Powered Calf \$169.95

Nickel Plate Road - SW8 Diesel Switcher  
 30-20409-1 Proto-Sound 3.0 \$329.95  
 30-20409-3 Non-Powered Calf \$169.95



EMD's 800-hp SW-8s and 1,200-hp SW-9s both debuted in 1950, marking the next stage in the evolution of one of railroading's longest-lived diesel families. The first SW-class engine, the 600-hp SW1, appeared in 1939, and the SW-units remained in the EMD catalog until the 1,000-hp SW-1000 was finally retired in 1986. With the "SW" in the name denoting that the engine was built for switching duties, it never needed the high horsepower ratings of road diesels. They could be paired with cab-less "calf" units in the classic cow and calf configuration if a particular job needed more power.

These boxy little workhorses return to the M.T.H. RailKing lineup in a new variety of roadnames. As with all RailKing diesel engines, each is available with the exciting Proto-Sound 3.0 system for unprecedented value and fun. As switch locomotives, the SWs are perfect for yard duty thanks to their incredible slow-speed performance — performance governed by M.T.H.'s industry-leading Proto-Speed Control. No other switchers can creep so slow or uncouple cars from front or rear without additional equipment. If you've got a transformer with a whistle and bell button, you've got the best switcher you can buy today.

**Did You Know**

While the SW-8s and -9s were produced as replacements for the aging NW-2 diesel switcher, they proved themselves impervious to age themselves, becoming railyard mainstays for decades.

# GE P42DC Genesis



## Features

- Intricately Detailed ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Horn
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Directionally Controlled Constant Voltage LED Headlight
- (2) Precision Flywheel-Equipped Motors
- Onboard DCC Receiver
- Locomotive Speed Control In Scale MPH Increments
- Proto-Sound 3.0 With The Digital Command DCC System Featuring Passenger Station Proto-Effects
- Measures: 14 1/2" x 2 1/2" x 3 1/2"
- Operates On O-31 Curves



Amtrak (Wave) - Genesis Diesel Engine  
30-20423-1 Proto-Sound 3.0 \$329.95

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



Amtrak (Empire Service) - Genesis Diesel Engine  
30-20424-1 Proto-Sound 3.0 \$329.95



Amtrak (Amtrak Salutes Our Veterans) - Genesis Diesel Engine  
30-20425-1 Proto-Sound 3.0 \$329.95  
*Salutes Our Veterans is a registered service mark of Amtrak*

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

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

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

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

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

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

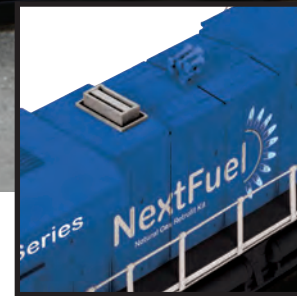
The newest version and the prototype for our RailKing model is the P42DC, built from 1996-2001. Over 200 in number, this class of engines is the backbone of Amtrak service everywhere except the electrified Northeast Corridor. Compared with the earlier P40DC, the P42 features an improved engine updated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

# GE ES44AC



## Features

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



**IMPERIAL**  
SERIES



Kansas City Southern - ES44AC Imperial Diesel Engine  
30-20410-1 Proto-Sound 3.0 \$339.95



Rock Island - ES44AC Imperial Diesel Engine  
30-20411-1 Proto-Sound 3.0 \$339.95



GE NextFuel - ES44AC Imperial Diesel Engine  
30-20412-1 Proto-Sound 3.0 \$339.95

*Experimental engine built in 2013 as a test bed for NextFuel natural gas power*



Citirail - ES44AC Imperial Diesel Engine  
30-20413-1 Proto-Sound 3.0 \$339.95

*Citirail is a Citibank subsidiary that leases motive power, primarily to the BNSF Railway*

Model the ground-shaking, high horsepower drama of modern railroading with General Electric's Evolution Series ES44AC. At the heart of the Evolution Series is a diesel motor designed specifically to comply with new Environmental Protection Agency regulations: the turbocharged 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. Each of its cylinders displaces 950 cubic inches, more than twice as much as an entire Corvette V-8.

GE claims the EVOs are "the most fuel-efficient, most environmentally friendly diesel locomotives in history... If every freight train in North America were pulled by an Evolution Series Locomotive, the reduction of smog-producing pollutants would be like removing 48 million cars from the road each year." Everything about these locomotives has been examined, questioned, and re-thought, generating 25 new U.S. patents in the process. Today ES44ACs are rostered by every one of the Class 1 roads that dominate rail transportation in North America: Union Pacific, BNSF, CSX, Norfolk Southern, Kansas City Southern, Canadian National, and Canadian Pacific.

Our superbly detailed, top-of-the-line RailKing Imperial model of this modern freight mover features a full range of locomotive sounds recorded from an actual ES44AC. Outfitted with twin powerful flywheel-equipped motors, all-metal wheels and gears, and our revolutionary Proto-Speed Control, our ES44AC will haul long freights at any speed from a crawl to full throttle. Remotely activated front and rear Proto-Couplers allow you to pick up and drop off freight wherever you like. Additional Imperial features on the ES44AC include operating diesel exhaust smoke and flashing ditch lights.

**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.

# EMD SD70ACe



## Features

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







Southern Pacific (UP Heritage) - SD70ACe Imperial Diesel Engine  
30-20414-1 Proto-Sound 3.0 \$339.95



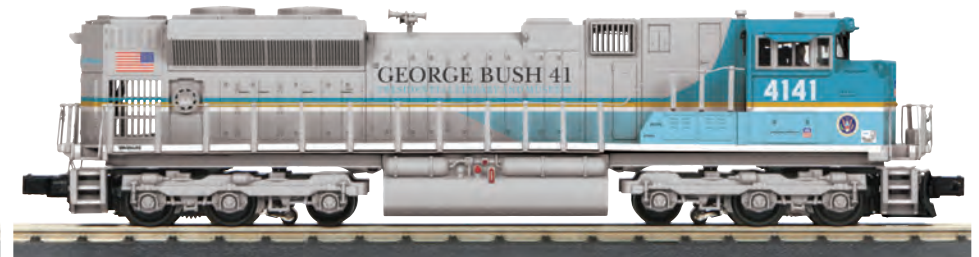
Katy (UP Heritage) - SD70ACe Imperial Diesel Engine  
30-20415-1 Proto-Sound 3.0 \$339.95



Denver & Rio Grande (UP Heritage) - SD70ACe Imperial Diesel Engine  
30-20416-1 Proto-Sound 3.0 \$339.95



Western Pacific (UP Heritage) - SD70ACe Imperial Diesel Engine  
30-20417-1 Proto-Sound 3.0 \$339.95



George H. Bush - SD70ACe Imperial Diesel Engine  
30-20418-1 Proto-Sound 3.0 \$339.95

The SD70ACe is Electro-Motive Diesel's hope for the future. While designed to meet the Environmental Protection Agency's Tier-2 emissions requirements that took effect on January 1, 2005, this replacement for the SD70MAC also seems to have a higher purpose: to recapture the lead in North American locomotive sales that EMD lost to General Electric in 1987.

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

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

The RailKing Imperial SD70ACe is accurately decorated in modern motive power paint schemes. Our near-scale model is a full 17" in length, yet operates comfortably on O-31 curves. Under the hood of the Proto-Sound 3.0 version is the same sound and control system found in our more expensive Premier model of this locomotive - complete with sounds recorded from an actual Union Pacific SD70ACe. Additional Imperial features include operating diesel exhaust smoke and flashing ditch lights. If you're looking for realism and a lot of fun at a RailKing price, it doesn't get any better than this!

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.

# EMD SD45



## Features

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





Union Pacific - SD45 Diesel Engine

30-20419-1	Proto-Sound 3.0	\$339.95
30-20419-3	Non-Powered	\$199.95



CSX - SD45 Diesel Engine

30-20420-1	Proto-Sound 3.0	\$339.95
30-20420-3	Non-Powered	\$199.95



Reading - SD45 Diesel Engine

30-20421-1	Proto-Sound 3.0	\$339.95
30-20421-3	Non-Powered	\$199.95

Wisconsin Central - SD45 Diesel Engine

30-20422-1	Proto-Sound 3.0	\$339.95
30-20422-3	Non-Powered	\$199.95



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.

This 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.

# FM Train Master



## Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- LED-Illuminated Class and Marker Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 17" x 2 5/8" x 3 7/8"
- Operates On O-31 Curves





Southern Pacific - FM Train Master Diesel  
 30-20387-1 Proto-Sound 3.0 \$339.95  
 30-20387-3 Non-Powered \$199.95



Chessie - FM Train Master Diesel  
 30-20388-1 Proto-Sound 3.0 \$339.95  
 30-20388-3 Non-Powered \$199.95



Pennsylvania - FM Train Master Diesel  
 30-20389-1 Proto-Sound 3.0 \$339.95  
 30-20389-3 Non-Powered \$199.95



Canadian Pacific - FM Train Master Diesel  
 30-20390-1 Proto-Sound 3.0 \$339.95  
 30-20390-3 Non-Powered \$199.95

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

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

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

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

In the world of O gauge railroading, however, the Train Master was a hit from the moment it went on the market in the mid-1950's. The engine's massive size and tremendous pulling power have made it one of the most-loved engines among 3-rail operators for more than half a century. The Train Master returns to the RailKing Scale lineup in 2016 complete with the digital sound, amazing slow speed capability, and variable smoke output that make Proto-Sound 3.0 the best sound and control system in O gauge. Our model also features crew figures in the cab and LED-illuminated headlights, number boards, class lights and marker lights.

# Q-Type 3-Car Subway Set



## Features

- Intricately Detailed, Durable ABS Bodies
- Directionally Controlled Headlights
- Metal Wheels and Axles
- (2) Remotely Controlled Proto-Couplers
- Authentic Paint Scheme
- Operates On O-31 Track
- Locomotive Speed Control
- All Metal Wheels and Gears
- (2) Precision Flywheel Equipped Motors In Powered Unit
- Metal Chassis
- Die-Cast Truck Sides
- Lighted Interior
- Proto-Sound 3.0 With The Digital Command System Featuring: Station Stop Proto-Effects
- Each Car Measures: 14 5/8" x 2 1/4" x 3 1/8"



New York Transit (Blue) - Q-Type 3-Car Subway Set  
30-20427-1 Proto-Sound 3.0 \$439.95



New York Transit (Blue) - Q-Type 3-Car Subway Add-on Set  
30-20427-3 Non-Powered \$219.95



New York Transit (Green) - Q-Type 3-Car Subway Add-on Set  
30-20428-3 Non-Powered \$219.95



New York Transit (Green) - Q-Type 3-Car Subway Set  
30-20428-1 Proto-Sound 3.0 \$439.95

In the late 1930s, the Brooklyn-Manhattan Transit Corporation rebuilt 90 turn-of-the-century wooden elevated cars for service to the 1939-40 World's Fair. Steel ends replaced the original open wood platforms and the BMT shops installed new doors and control systems. The cars were semi-permanently coupled into three-car sets, with two motorized units flanking an unpowered trailer. The Q (for "Queens") cars served on the Flushing Line until 1949 and the following year began a new career on the Third Avenue Elevated. Like the proverbial phoenix, the cars — now more than half a century old — began yet another life in 1957, when they were moved to the Myrtle Avenue Elevated. When the Q-Types were finally retired in 1969, the oldest cars had been in continuous service for 66 years — the longest career of any New York City transit car. Today you can see a preserved Q-Type in the New York Transit Museum, the only rail museum in America located in a former subway station.

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

For more information on the Q-Type and the entire New York City transit system, visit [www.nycsubway.org](http://www.nycsubway.org)

# First Responders and Honoring Our Veterans Norfolk Southern Specialty Releases



Norfolk Southern (First Responders) -  
SD70ACe Imperial Diesel & Caboose Set  
30-20361-1 Proto-Sound 3.0 \$399.95



Norfolk Southern (Veterans) -  
SD70ACe Imperial Diesel & Caboose Set  
30-20362-1 Proto-Sound 3.0 \$399.95





Norfolk Southern (First Responders Hazmat Safey Train) - 50' Double Door Plugged Boxcar  
 30-74874 Car No. 490411 \$59.95  
 30-74875 Car No. 490911 \$59.95



Norfolk Southern (First Responders Hazmat Safey Train) - 33K Gallon Tank Car  
 30-73499 \$64.95



Norfolk Southern (Veterans) - Operating Action Car  
 30-79527 \$79.95

Model the ground-shaking, high horsepower drama of modern railroading with General Electric's Evolution Series ES44AC. At the heart of the Evolution Series is a diesel motor designed specifically to comply with new Environmental Protection Agency regulations: the turbocharged 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. Each of its cylinders displaces 950 cubic inches, more than twice as much as an entire Corvette V-8.

GE claims the EVOs are "the most fuel-efficient, most environmentally friendly diesel locomotives in history... If every freight train in North America were pulled by an Evolution Series Locomotive, the reduction of smog-producing pollutants would be like removing 48 million cars from the road each year." Everything about these locomotives has been examined, questioned, and re-thought, generating 25 new U.S. patents in the process. Today ES44ACs are rostered by every one of the Class 1 roads that dominate rail transportation in North America: Union Pacific, BNSF, CSX, Norfolk Southern, Kansas City Southern, Canadian National, and Canadian Pacific.

Our superbly detailed, top-of-the-line RailKing Imperial model of this modern freight mover features a full range of locomotive sounds recorded from an actual ES44AC. Outfitted with twin powerful flywheel-equipped motors, all-metal wheels and gears, and our revolutionary Proto-Speed Control, our ES44AC will haul long freights at any speed from a crawl to full throttle. Remotely activated front and rear Proto-Couplers allow you to pick up and drop off freight wherever you like. Additional Imperial features on the ES44AC include operating diesel exhaust smoke and flashing ditch lights.



Norfolk Southern (First Responders Hazmat Safey Train) - Modern Tank Car  
 30-73500 \$64.95



Norfolk Southern (First Responders) - Operating Action Car  
 30-79526 \$79.95

# RailKing Freight



30-77289 Union Pacific Bay Window Caboose

30-75549 Norfolk & Western 4-Bay Hopper Car

30-74836 TTX 50' Modern Box Car

30-76644 Pittsburgh & Lake Erie Auto Carrier Flat Car w/(4) '48 Ford Woody

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

# Operating Freight



G.E. Evolution - Operating Action Car  
30-79510 \$79.95



Christmas - Operating Action Car  
30-79528 \$79.95



Christmas (Red) - Lighted Christmas Trees and Flat  
30-76672 \$79.95



Christmas (Green) - Lighted Christmas Trees and Flat  
30-76673 \$79.95

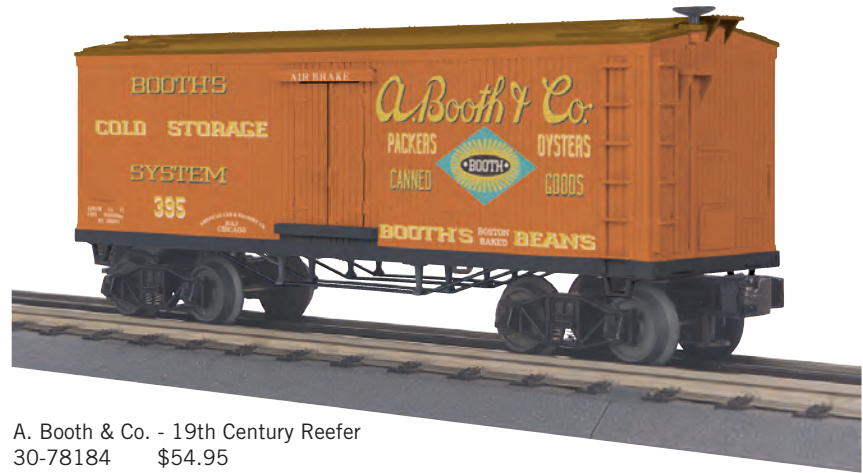
Operating action car features a backlighting moving animation strip visible through each of the car's four large viewing windows. Utilizing a quiet and efficient motorized player and bright LED lighting, the animated action really shines bright! The flatcar and trees are adorned with strings of multi-colored lights. Both cars are powered from track power and compatible with any AC power supply.



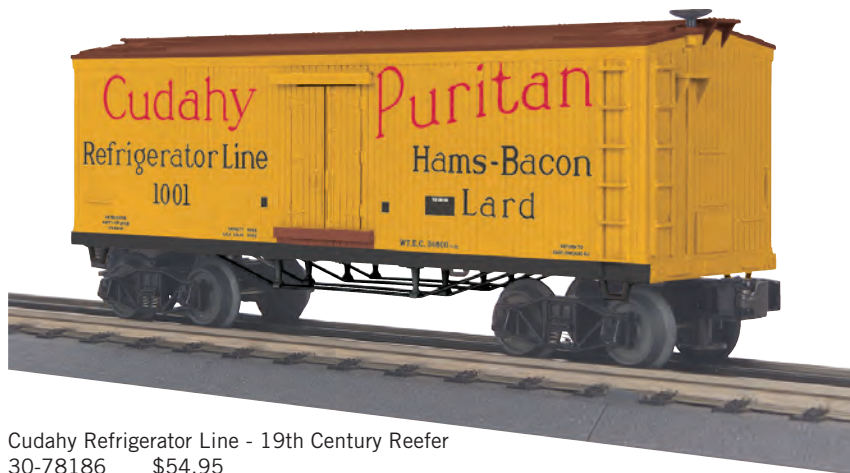
# 19th Century Reefer



Evansville Packing Co. - 19th Century Reefer  
30-78183 \$54.95



A. Booth & Co. - 19th Century Reefer  
30-78184 \$54.95



Cudahy Refrigerator Line - 19th Century Reefer  
30-78186 \$54.95



Kingan Refrigerator Line - 19th Century Reefer  
30-78185 \$54.95

## Features

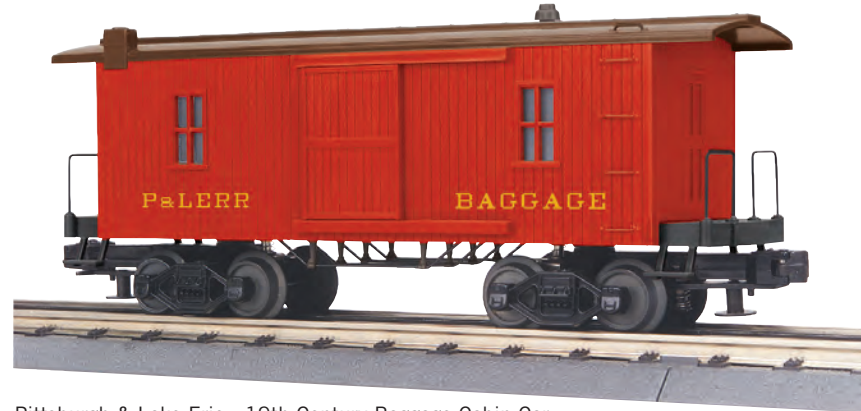
- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Decorative Brake Wheels
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Measures: 9 11/16" x 2 7/16" x 3 7/16"
- Operates On 0-27 Curves



# 19th Century Baggage Cabin Car



Pennsylvania - 19th Century Baggage Cabin Car  
30-77312 \$59.95



Pittsburgh & Lake Erie - 19th Century Baggage Cabin Car  
30-77313 \$59.95



Norfolk & Western - 19th Century Baggage Cabin Car  
30-77314 \$59.95



Long Island - 19th Century Baggage Cabin Car  
30-77311 \$59.95



## Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Operating Interior Lighting
- Measures: 9 3/4" x 2 1/2" x 3 11/16"
- Operates On O-27 Curves

# 40' High Cube Box Car



Norfolk Southern- 40' High Cube Box Car  
30-74876 \$54.95



Chesapeake & Ohio - 40' High Cube Box Car  
30-74877 \$54.95



TTX - 40' High Cube Box Car  
30-74879 \$54.95



Northern Pacific - 40' High Cube Box Car  
30-74878 \$54.95

## Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Decorative Brake Wheels
- Opening Car Doors
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Measures: 11 1/4" x 2 9/16" x 3 17/16"
- Operates On O-27 Curves



# Box Car



Old Judge Coffee - Box Car  
30-74880 \$54.95



Reading - Box Car  
30-74881 \$54.95



Alaska - Box Car  
30-74883 \$54.95



Long Island - Box Car  
30-74882 \$54.95



## Features

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

# Modern Reefer



Borden's - Modern Reefer  
30-78188 \$54.95



Ellicott & Sons Ice Cream - Modern Reefer  
30-78189 \$54.95



Pennsylvania - Modern Reefer  
30-78187 \$54.95



Breyers - Modern Reefer  
30-78190 \$54.95

## Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Decorative Brake Wheels
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Opening Car Doors
- Measures: 11 1/2" x 2 3/8" x 2 5/16"
- Operates On 0-27 Curves





# Fire Car



BNSF - Fire Car  
30-79529 \$59.95



Bessemer & Lake Erie - Fire Car  
30-79530 \$59.95



Maine Central - Fire Car  
30-79531 \$59.95



Chesapeake & Ohio - Fire Car  
30-79532 \$59.95



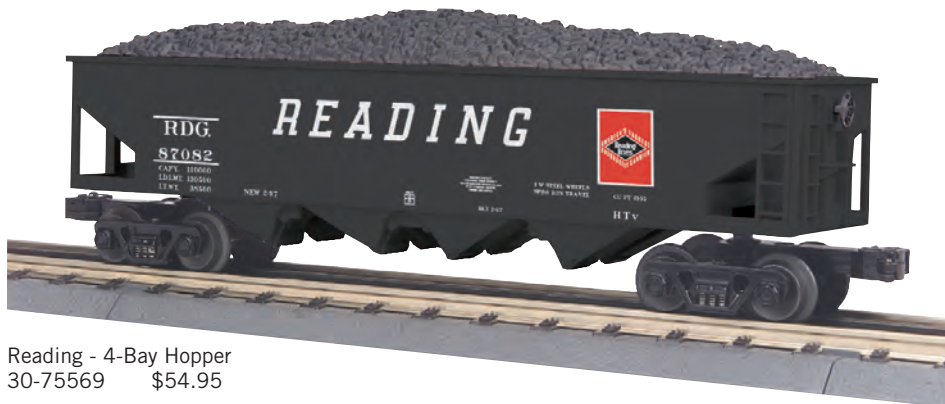
## Features

- 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" x 4 3/4"
- Operates On O-27 Curves

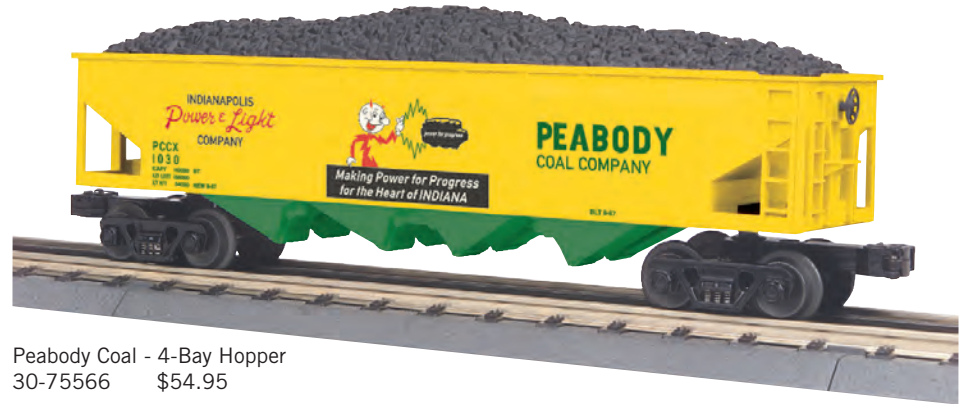
# 4-Bay Hopper



Illinois Central - 4-Bay Hopper  
30-75567 \$54.95



Reading - 4-Bay Hopper  
30-75569 \$54.95



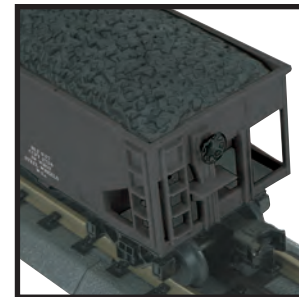
Peabody Coal - 4-Bay Hopper  
30-75566 \$54.95



Baltimore & Ohio - 4-Bay Hopper  
30-75568 \$54.95

## Features

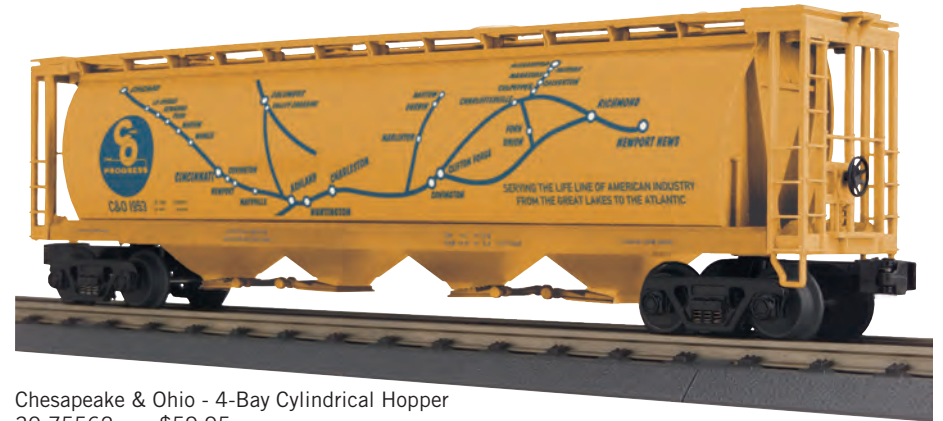
- Intricately Detailed, Durable ABS Body
- Colorful, Attractive Paint Scheme
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Near-Scale Proportions
- Measures: 11 3/4" x 2 1/2" x 2 3/4"
-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



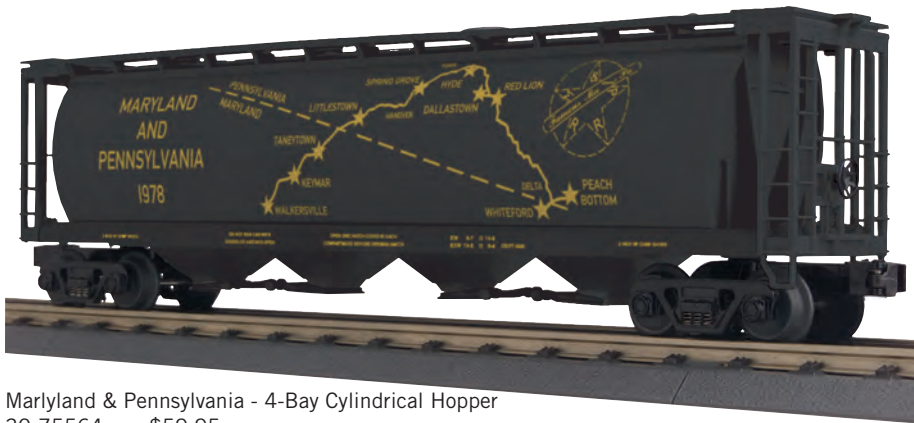
# 4-Bay Cylindrical Hopper



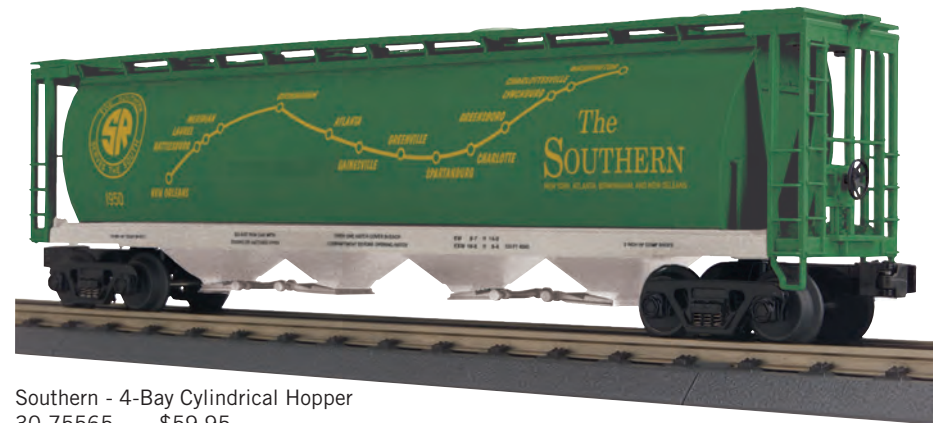
Jersey Central - 4-Bay Cylindrical Hopper  
30-75563 \$59.95



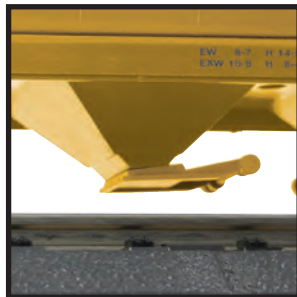
Chesapeake & Ohio - 4-Bay Cylindrical Hopper  
30-75562 \$59.95



Maryland & Pennsylvania - 4-Bay Cylindrical Hopper  
30-75564 \$59.95



Southern - 4-Bay Cylindrical Hopper  
30-75565 \$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
- Separate Metal Handrails
- Near-Scale Proportions
- Measures: 13 3/8" x 2 3/8" x 3 7/16"
- Operates On O-31 Curves

# Modern Tank Car



BNSF - Modern Tank Car  
30-73510 \$59.95



Union Pacific - Modern Tank Car  
30-73511 \$59.95



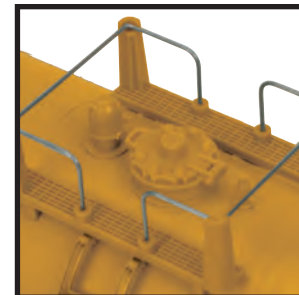
Cargill - Modern Tank Car  
30-73512 \$59.95



CSX - Modern Tank Car  
30-73509 \$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
- 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



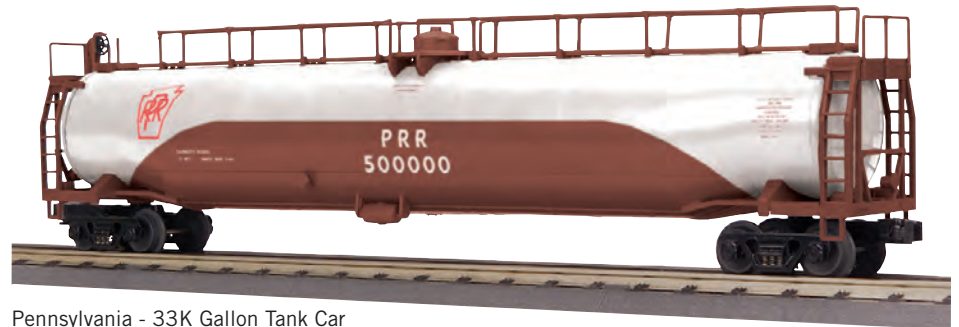
Penn Central - 33K Gallon Tank Car  
30-73508 \$59.95



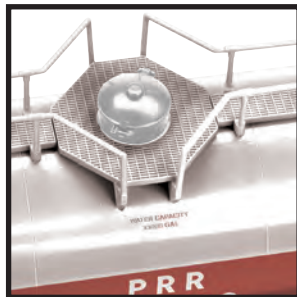
CSX - 33K Gallon Tank Car  
30-73505 \$59.95



GATX - 33K Gallon Tank Car  
30-73506 \$59.95



Pennsylvania - 33K Gallon Tank Car  
30-73507 \$59.95



## Features

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

# Tank Car



C.F. Simonin's Sons Inc. - Tank Car  
30-73513 \$59.95



Globe Oil - Tank Car  
30-73514 \$59.95



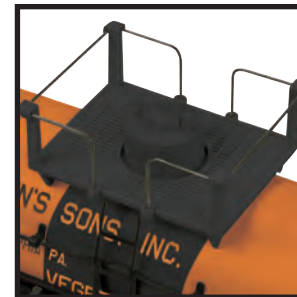
Armour - Tank Car  
30-73515 \$59.95



Mathieu & Company - Tank Car  
30-73516 \$59.95

## Features

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



# 3-Dome Tank Car



California Wine - 3-Dome Tank Car  
30-73501 \$59.95



Panhandle Refining Company - 3-Dome Tank Car  
30-73502 \$59.95



West Chemical Products - 3-Dome Tank Car  
30-73504 \$59.95



New England Alcohol - 3-Dome Tank Car  
30-73503 \$59.95



## Features

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

# Gondola with 45 Crossover



Long Island - Gondola with 45 Degree Crossover  
30-72184 \$69.95



Norfolk Southern - Gondola with 45 Degree Crossover  
30-72186 \$69.95



Pennsylvania - Gondola with 45 Degree Crossover  
30-72185 \$69.95



Alaska - Gondola with 45 Degree Crossover  
30-72187 \$69.95

## Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Removable 45 Degree Crossover
- Measures: 10 1/2" x 2 3/16" x 1 15/16"
- Operates On O-27 Curves





# Auto Carrier Flat Car



Santa Fe - Auto Carrier Flat Car w/(4) VW Beetle  
30-76680 \$74.95



Frisco - Auto Carrier Flat Car w/(4) BMW 7-Series Sedan  
30-76679 \$74.95



## Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Decorative Brake Wheels
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (4) Die-Cast '48 Ford Woody s or VW Beetles
- Measures: 11 11/16" x 2 5/16" x 3 1/2"
- Operates On 0-27 Curves

# Flat Car with Vehicals



Norfolk Southern - Flat Car w/(2) 'Ford Transit Van  
30-76675 \$64.95



Illinois Central - Flat Car w/(2) 'VW Bus  
30-76678 \$64.95



Southern Pacific - Flat Car w/(2) 'VW Bus  
30-76677 \$64.95



BNSF - Flat Car w/(2) 'Ford Transit Van  
30-76676 \$64.95

## Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Decorative Brake Wheels
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Die-Cast '57 Chevy Nomad or VW Bus
- Unit Measures: 11 3/4" x 2 5/16" x 1 15/16"
- Operates On 0-27 Curves



# Flat Car with '53 Ford Pickup



Baltimore & Ohio - Flat Car w/(2) '53 Ford Pickup Trucks  
30-76668 \$64.95



Pennsylvania - Flat Car w/(2) '53 Ford Pickup Trucks  
30-76669 \$64.95



Union Pacific - Flat Car w/(2) '53 Ford Pickup Trucks  
30-76670 \$64.95



Long Island - Flat Car w/(2) '53 Ford Pickup Trucks  
30-76671 \$64.95



## Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Decorative Brake Wheels
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Die-Cast '57 Chevy Nomad
- Measures: 11 3/4" x 2 5/16" x 1 15/16"
- Operates On 0-27 Curves

# Heavy Duty Snow Plow



British Columbia - Heavy Duty Snowplow  
30-79535 \$54.95



Alaska - Heavy Duty Snowplow  
30-79536 \$54.95



Great Northern - Heavy Duty Snowplow  
30-79533 \$54.95



Long Island - Heavy Duty Snowplow  
30-79534 \$54.95

## Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Measures: 13" x 3 1/2" x 3 7/16"
- Operates On 0-31 Curves



# Bay Window Caboose



Rock Island - Bay Window Caboose  
30-77308 \$59.95



Nickel Plate Road - Bay Window Caboose  
30-77307 \$59.95



GM Diesel Division - Bay Window Caboose  
30-77310 \$59.95



Southern Pacific - Bay Window Caboose  
30-77309 \$59.95



## Features

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

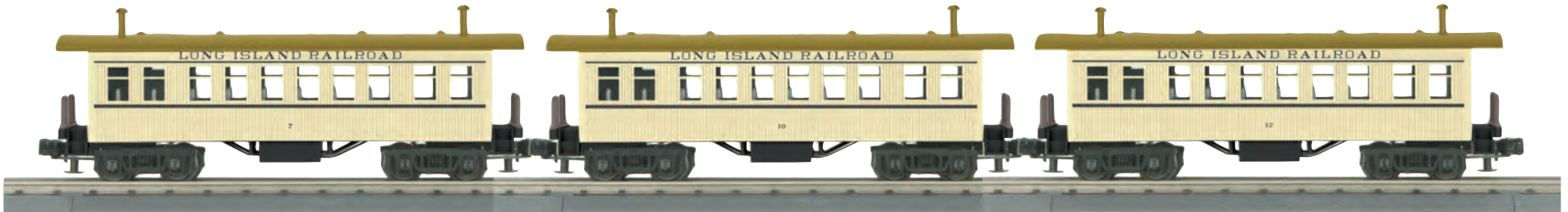
# Passenger Cars

## Overton Features

- Intricately Detailed, Durable ABS Body
- Stamped Metal Floor
- Detailed Car Undercarriage
- Authentic Paint Scheme
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Overhead Interior Lighting
- Separate Metal Handrails
- Detailed Car Interiors
- Each Car Measures:  
10 3/4" x 2 3/8" x 3 1/8"
- Operates On O-27 Curves



Pennsylvania - 3-Car Overton Passenger Coach Set  
30-6439 \$199.95



Long Island - 3-Car Overton Passenger Coach Set  
30-6440 \$199.95



Pittsburgh & Lake Erie - 3-Car Overton Passenger Coach Set  
30-6441 \$199.95



Norfolk & Western - 3-Car Overton Passenger Coach Set  
30-6442 \$199.95



Amtrak (Phase 1) - 4-Car O-31 Amfleet Coach Set  
30-6522 \$299.95



Amtrak (Phase 1) - 2-Car O-31 Amfleet Coach Set  
30-6523 \$149.95



Amtrak (Phase 3) - 4-Car O-31 Amfleet Coach Set  
30-6524 \$299.95



Amtrak (Phase 3) - 2-Car O-31 Amfleet Coach Set  
30-6525 \$149.95



Amtrak (Phase 4/6) - 4-Car O-31 Amfleet Coach Set  
30-6526 \$299.95



Amtrak (Phase 4/6) - 2-Car O-31 Amfleet Coach Set  
30-6527 \$149.95

# Passenger Cars



Reading - 4-Car 60' Streamlined Passenger Set  
30-67937 \$299.95

Model the Reading Crusader's unique 5-car, double-ended consist with this four-car set consisting of 2 observation cars and 2 coaches, plus the separate-sale mid-train diner shown below.



Reading - 2-Car 60' Streamlined Sleeper/Coach  
30-67938 \$149.95



Reading - 60' Streamlined Full-Length Vista Dome Car  
30-67940 \$79.95



Reading - 60' Streamlined Diner  
30-67939 \$74.95



New Haven - 60' Streamlined Full-Length Vista Dome Car  
30-67944 \$79.95



New Haven - 4-Car 60' Streamlined Passenger Set  
30-67941 \$299.95



New Haven - 60' Streamlined Coach  
30-67943 \$74.95



New Haven - 2-Car 60' Streamlined Sleeper/Diner  
30-67942 \$149.95





Chicago & North Western - 4-Car 60' Streamlined Passenger Set  
30-67949 \$299.95



Chicago & North Western - 2-Car 60' Streamlined Sleeper/Diner  
30-67950 \$149.95



Chicago & North Western - 60' Streamlined Full-Length Vista Dome Car  
30-67952 \$79.95



Chicago & North Western - 60' Streamlined Coach  
30-67951 \$74.95



Canadian National - 60' Streamlined Full-Length Vista Dome Car  
30-67948 \$79.95



Canadian National - 4-Car 60' Streamlined Passenger Set  
30-67945 \$299.95

## 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



Canadian National - 2-Car 60' Streamlined Sleeper/Diner  
30-67946 \$149.95

Canadian National - 60' Streamlined Coach  
30-67947 \$74.95



# Passenger Cars



Southern Pacific - 4-Car 60' Streamlined Passenger Set  
30-67957 \$299.95



Southern Pacific - 2-Car 60' Streamlined Sleeper/Diner  
30-67958 \$149.95



Southern Pacific - 60' Streamlined Full-Length Vista Dome Car  
30-67960 \$79.95



Southern Pacific - 60' Streamlined Coach  
30-67959 \$74.95



Baltimore & Ohio - 60' Streamlined Full-Length Vista Dome Car  
30-67964 \$79.95



Baltimore & Ohio - 4-Car 60' Streamlined Passenger Set  
30-67961 \$299.95



Baltimore & Ohio - 60' Streamlined Coach  
30-67963 \$74.95



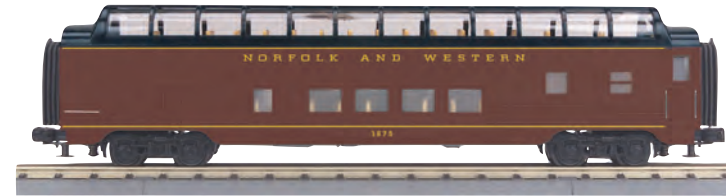
Baltimore & Ohio - 2-Car 60' Streamlined Sleeper/Diner  
30-67962 \$149.95



Norfolk & Western - 4-Car 60' Streamlined Passenger Set  
30-67965 \$299.95



Norfolk & Western - 2-Car 60' Streamlined Sleeper/Diner  
30-67966 \$149.95



Norfolk & Western - 60' Streamlined Full-Length Vista Dome Car  
30-67968 \$79.95



Norfolk & Western - 60' Streamlined Coach  
30-67967 \$74.95



Union Pacific 49er - 2-Car 60' Streamlined Sleeper/Diner  
30-67954 \$149.95



Union Pacific 49er - 4-Car 60' Streamlined Passenger Set  
30-67953 \$299.95



Union Pacific 49er - 60' Streamlined Coach  
30-67955 \$74.95



Union Pacific 49er - 60' Streamlined Full-Length Vista Dome Car  
30-67956 \$79.95



Lehigh Valley - 60' Streamlined Full-Length Vista Dome Car  
30-67972 \$79.95



Lehigh Valley - 4-Car 60' Streamlined Passenger Set  
30-67969 \$299.95

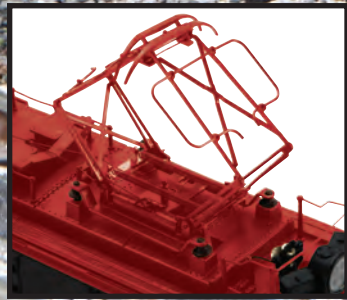


Lehigh Valley - 2-Car 60' Streamlined Sleeper/Diner  
30-67970 \$149.95



Lehigh Valley - 60' Streamlined Coach  
30-67971 \$74.95

# Premier Line





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

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

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

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

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

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

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

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

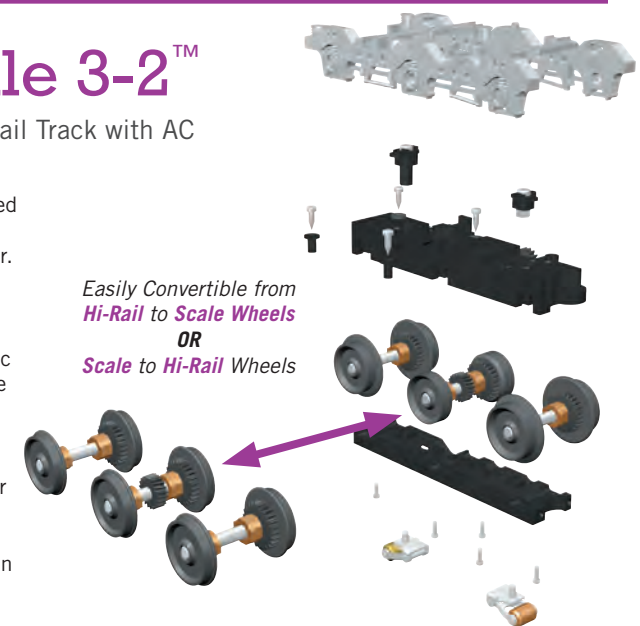
**PROTO-SCALE™**  
**3-2**

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

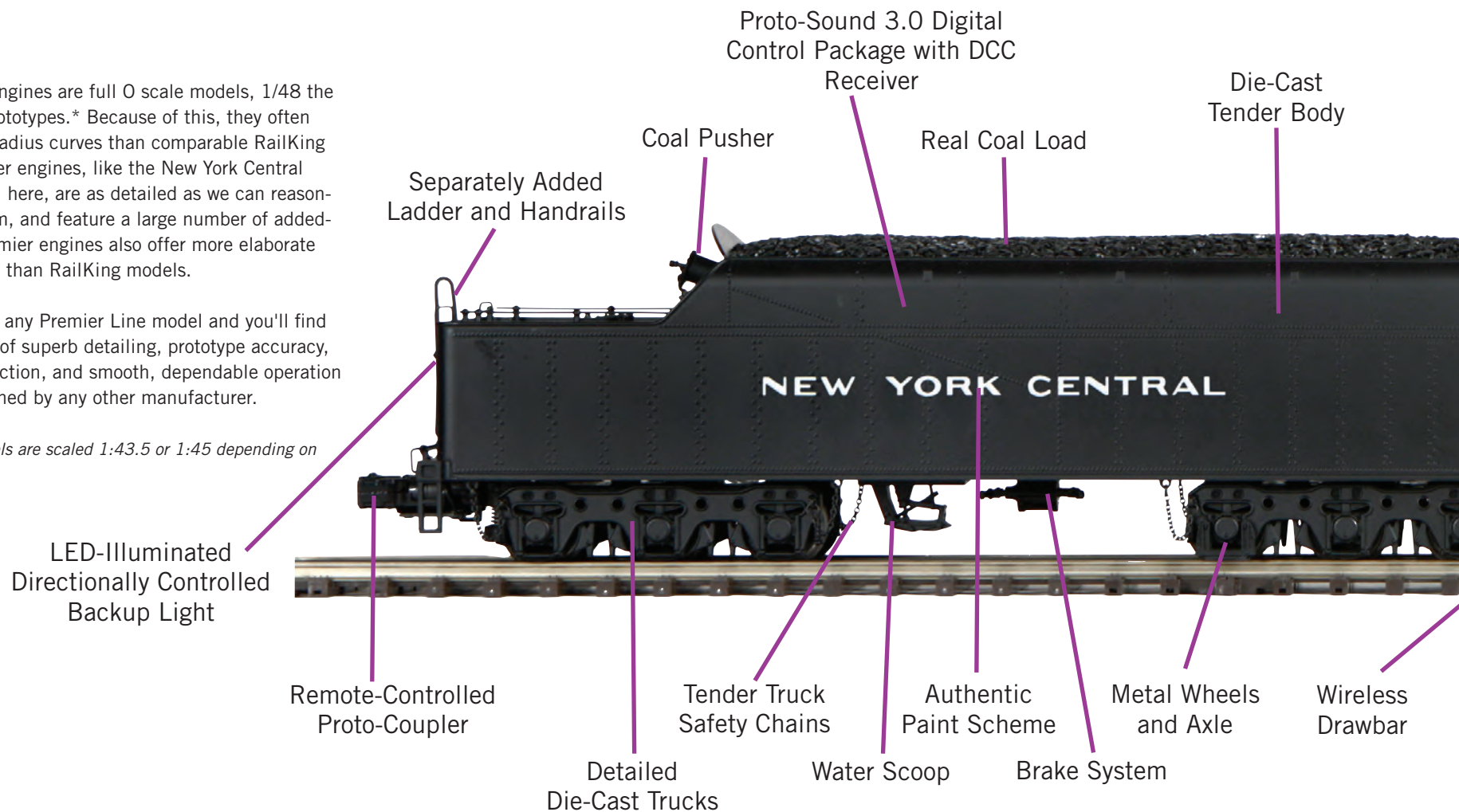


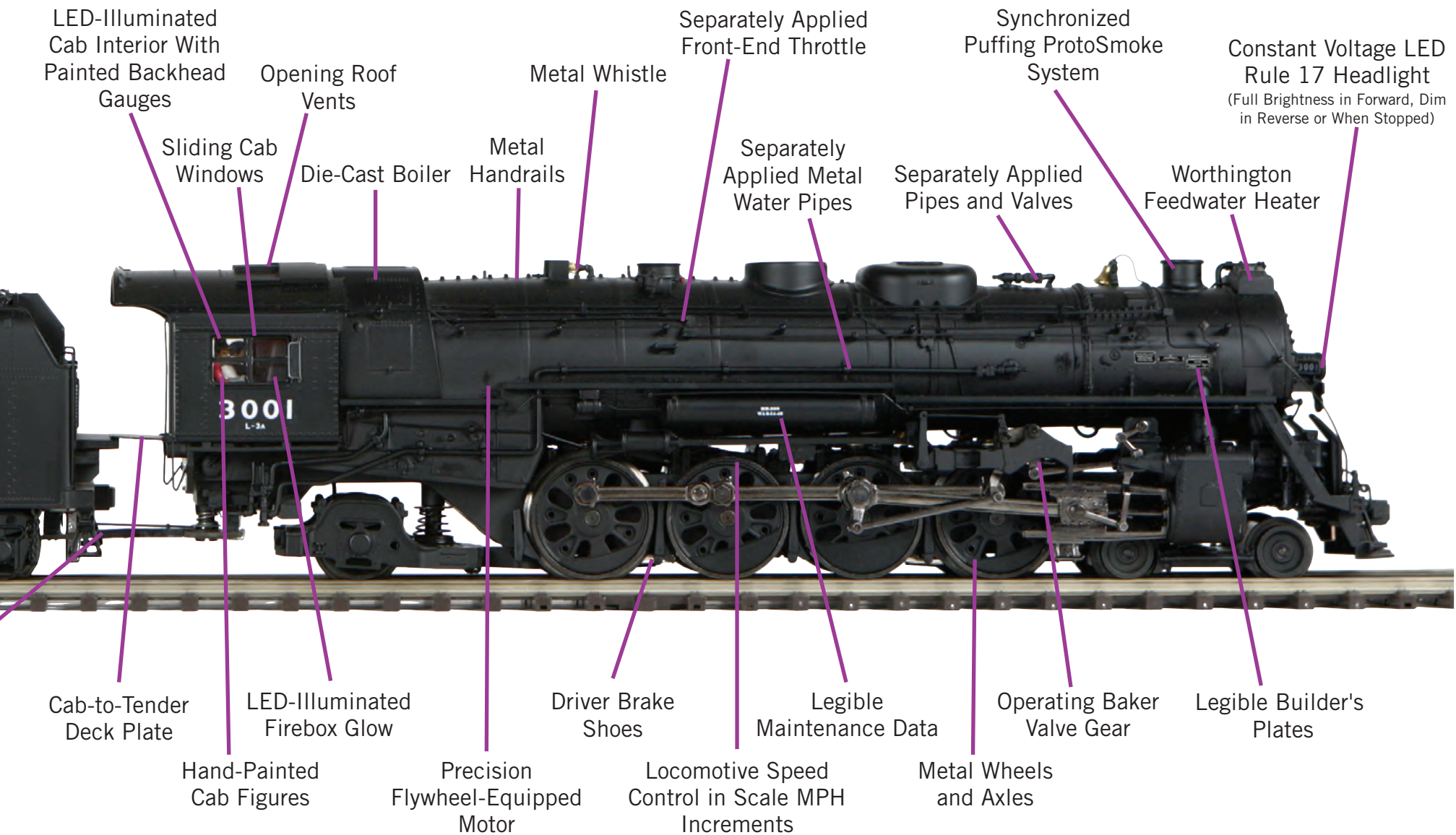
# Anatomy of a Premier Steam Engine

Premier Line engines are full O scale models, 1/48 the size of their prototypes.\* Because of this, they often require larger radius curves than comparable RailKing models. Premier engines, like the New York Central Mohawk 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*



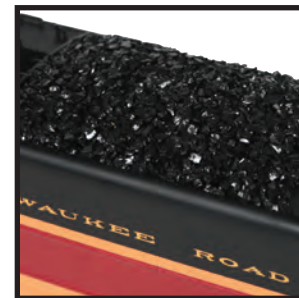


# Class F7 Hiawatha 4-6-4



## 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
- LED-Illuminated Class Lights
- LED-Illuminated Cab Interior
- Operating Tender LED Back-up Light
- Powerful 5-Pole Precision Flywheel-Equipped Skew-Wound Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCC/DCS Decoder
- 1:48 Scale Dimensions
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station Proto-Effects
- Measures: 26 1/8" x 2 9/16" x 4"
- Operates On O-42 Curves







Milwaukee Road - 4-6-4 Hiawatha Steam Engine with Proto-Sound 3.0  
20-3688-1 Cab No. 100 \$1199.95

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 Twin Zephyrs - the Milwaukee Road had turned to the American Locomotive Works 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.

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

Fortunately, your O gauge railroad can recreate the sights and sounds of this legendary train. The Hiawatha Hudson features die-cast locomotive and tender construction and the latest M.T.H. features, including synchronized puffing Proto-Smoke and the incredible sounds and performance of Proto-Sound® 3.0.



Milwaukee Road (Buy War Bonds) - 70' Streamlined Passenger Car Coach (Smooth Sided)  
20-61033 \$99.95

*Like prototype Milwaukee "War Bonds" coach 477, our model does not have road name lettering, and will blend well with war-era passenger trains of any railroad.*



Milwaukee Road - 2-Car 70' Streamlined Baggage/Coach Passenger Set (Smooth Sided)  
20-69284 \$199.95



Milwaukee Road - 70' Streamlined RPO Passenger Car (Smooth)  
20-68284 \$99.95



Milwaukee Road - 2-Car 70' Streamlined Slpr/Diner Passenger Set (Smooth Sided)  
20-66284 \$199.95



Milwaukee Road - 70' Streamlined Full Length Vista Dome Passenger Car (Smooth Sided)  
20-67284 \$99.95



Milwaukee Road - 5-Car 70' Streamlined Passenger Set (Smooth Sided)  
20-65284 \$469.95

# SP AC-6 2-8-8-2 Cab Forward



## Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails, 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 Class Lights
- LED-Illuminated Numberboard Lights
- LED-Illuminated Cab Interior
- Operating Tender LED Back-up Light
- Powerful 5-Pole Precision Flywheel-Equipped Skew-Wound Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Quillable Whistle
- Wireless Drawbar
- Onboard DCC/DCS Decoder
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Dimensions
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Freight Yard Proto-Effects
- Measures: 31" x 2 5/8" x 4 3/8"
- Hi-Rail Version Operates on 0-72 Curves
- Scale Wheel Version Operates on 54" Radius Curves

*\*Hi-Rail Models Only*



Southern Pacific - 4-8-8-2 AC-6 Cab Forward Steam Engine  
 20-3707-1 Hi-Rail Wheels \$1499.95  
 22-3707-2 Scale Wheels \$1499.95

Built by Baldwin in 1930, this scheme represents the AC-6 in its World War II deco and can be complemented with the S.P. 40' AAR Box Car featured on page 110.



Southern Pacific - 4-8-8-2 AC-6 Cab Forward Steam Engine  
 20-3708-1 Hi-Rail Wheels \$1499.95  
 22-3708-2 Scale Wheels \$1499.95

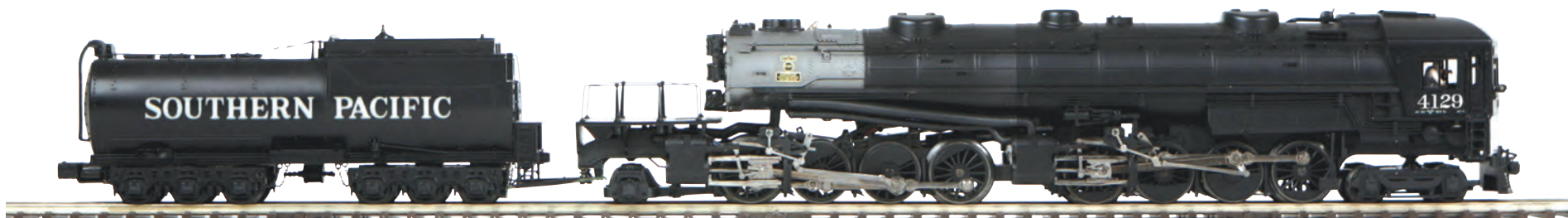
Part of the first transcontinental railroad, the Southern Pacific's passage over the Sierra Nevadas, from Sparks, Nevada to Roseville, California, has always been a challenge for man and machine. Grades in both directions approximate 2.5%. Thirty-nine tunnels and nearly 40 miles of snow sheds protect the track from snowdrifts and avalanches - Sierra Nevada, after all, is Spanish for "snow covered." Seeking more muscle for this route, the SP took delivery of two Baldwin articulated 2-8-8-2s in 1908. Initial trials, however, revealed that heat and exhaust gases in the tunnels and snowsheds made life nearly unbearable for the engine crew. Although cab forwards had been tried before in Italy and northern California, legend has it the SP cab forwards were inspired by an engineer who turned a Baldwin

articulated around and ran it tender-first, putting the smoke behind him so he could breathe while he did his job.

The first true Southern Pacific Cab Forwards were delivered in March of 1910 and proved so successful that the SP eventually bought 254 more in various classes. Because the firebox and tender were at opposite ends of the locomotive, the cab forwards burned oil, piped under pressure from the tender to the firebox. The cab in front gave the engineer the best forward visibility of any steam locomotive.

The AC-6 Cab Forward returns to the Premier lineup in 2017, offered for the first time with Proto-Sound 3.0 and upgraded

with additional details, including legible builder's plates, painted backhead gauges, cab interior light, tender truck safety chains, and additional boiler details.\* While many railfans are familiar with the AC-12 Cab Forward preserved at the California State Railroad Museum - the last new steam engine delivered to the Southern Pacific in 1944 - our model depicts the earlier AC-6 with its distinctive flat cab front and rounded Vanderbilt tender. Delivered in 1930-31, the AC-6 class set the pattern for all future Cab Forwards, with higher boiler pressure, more tractive effort, and the air compressors moved to the boiler front for better weight distribution. Several AC-6s were later modernized with a tapered cab front, and that version is also offered here as No. 4129.



Southern Pacific (Rebuilt Cab) - 4-8-8-2 AC-6 Cab Forward Steam Engine  
 20-3709-1 Hi-Rail Wheels \$1499.95  
 22-3709-2 Scale Wheels \$1499.95

# USRA 0-8-0



## Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- (2) Remote-Controlled Proto-Couplers
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Firebox Glow
- LED-Illuminated Cab Interior
- Operating Tender LED Back-up Light
- Powerful 5-Pole Precision Flywheel-Equipped Skew-Wound Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCC/DCS Decoder
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Dimensions
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Freight Yard Proto-Effects
- Measures: 21" x 2 5/8" x 3 11/16"
- Operates On 0-31 Curves





New Haven - USRA 0-8-0 Steam Engine  
20-3701-1 Proto-Sound 3.0 \$799.95



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



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



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



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



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

During World War I, Uncle Sam nationalized the railroads when they proved unequal to the task of moving massive amounts of men and material for the war effort. The agency that ran the trains was the United States Railroad Administration, or USRA, and one of its chief accomplishments was the creation of 12 steam engine designs that lasted for decades. One of the most popular was an 0-8-0 switcher that eventually appeared on 52 railroads.

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

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

Each road name is available as a 2- or 3-rail model. Both versions feature Proto-Scale 3-2™, the new M.T.H. feature that allows an operator to configure either model for use on 2-rail or 3-rail track.

#### Did You Know?

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

# NYC 4-8-2 Mohawks



## 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
- LED-Illuminated Cab Interior
- Powerful 5-Pole Precision Flywheel-Equipped Skew-Wound Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCC/DCS Decoder
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Dimensions
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station or Freight Yard Proto-Effects
- Measures: 28 1/4" x 3 7/8" x 2 5/8"
- Hi-Rail Version Operates on 0-54 Curves
- Scale Wheel Version Operates on 42" Radius Curves

*\*Hi-Rail Models Only*





New York Central - 4-8-2 L-3a Mohawk Steam Engine, Cab No. 3001

20-3690-1	Hi-Rail Wheels	\$1199.95
22-3690-2	Scale Wheels	\$1199.95

**Add A Matching Passenger Set - See Page 130**



New York Central - 4-8-2 L-3b Mohawk Steam Engine, Cab No. 3037

20-3691-1	Hi-Rail Wheels	\$1199.95
22-3691-2	Scale Wheels	\$1199.95

**Complement with Pacemaker 40' AAR Box Car and Woodsided Caboose on pages 110 and 127.**



New York Central - 4-8-2 L-3c Mohawk Steam Engine, Cab No. 3056

20-3692-1	Hi-Rail Wheels	\$1199.95
22-3692-2	Scale Wheels	\$1199.95



New York Central - 4-8-2 L-4a Mohawk Steam Engine, Cab No. 3100

20-3693-1	Hi-Rail Wheels	\$1199.95
22-3693-2	Scale Wheels	\$1199.95

**Add A Matching Passenger Set - See Page 130**



New York Central - 4-8-2 L-4b Mohawk Steam Engine, Cab No. 3131

20-3694-1	Hi-Rail Wheels	\$1199.95
22-3694-2	Scale Wheels	\$1199.95

**Add A Matching Passenger Set - See Page 130**

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

As the Depression waned in the late 1930s and traffic picked up, the need arose for a dual service locomotive that could augment the Hudson fleet and hustle freight as well. As an experiment, two existing L-2 Mohawks were modified with higher boiler pressure, smaller cylinders, lightweight rods and other reciprocating parts, and roller bearings — which pushed their top speed from 60 mph to the 80 mph needed for passenger work. The success of these engines led to the class L-3 Mohawks delivered from 1940–1942. With over 5000 horsepower on tap, they were equally at home pulling the *20th Century Limited* or more than 100 freight cars. A new feature on the L-3's was the largest tender yet seen on a Central locomotive, with a 43-ton-capacity coal bunker. These tenders didn't carry enough water to match all that coal, however, because the Central used water scoops under its tenders and track pans between the rails to enable locomotives to pick up water on the move. One of the most spectacular sights of the steam era was a Mohawk or Hudson taking on water at speed, with excess water blasting out of relief vents on the tender deck.

Class L-3 engines were delivered in three subclasses. Alco-built class L-3a Mohawks were dual service steamers with roller bearings on all axles. Class L-3b engines, built by both Alco and Lima, and class L-3c built by Alco, were fast freight locomotives. Lima-built L-3b's carried a cylindrical Elesco feedwater heater atop their smokebox fronts, while all other L-3's had Worthington feedwater heaters.

The pinnacle of Mohawk development was Lima-built wartime class L-4, with larger 72" drivers. Tenders on the final L-4's were upgraded with an expansion cistern behind the coal bunker, so water could be scooped at up to 75 mph without blowing the tender apart. Famed author Alvin Stauffer noted that "The dual purpose concept had really taken hold on the Central and the wartime service they performed was almost beyond belief. It was nothing for them to come in on a heavy freight drag, be serviced, and leave a few hours later at the head of one of the Great Steel Fleet. Whenever possible, the heavy War Trains were assigned to the L-4 Mohawks." Soon after the war, L-4 and L-3 engines were retrofitted with smoke deflectors (a.k.a. "elephant ears") to deflect smoke from the engineer's line of vision. Whether they worked, and whether they improved or ruined the look of the Central's premier freighter, remains a subject of debate among railfans to this day.

Returning in 2017, this NYC racehorse is offered in accurate detail for each subclass of L-3 and L-4. The L-3c and L-4a models are equipped with removable elephant ears, so you can model them before or after smoke deflectors were applied. And like the prototype, these engines are dual purpose: using our optional Digital Command System (DCS), you can change your Mohawk's sound set from passenger to freight or vice versa with a free Internet download. Check out the details on this accurate, full-scale, smooth-running model; we think you'll agree it's a "must-have" for any New York Central fan.

#### Did you know?

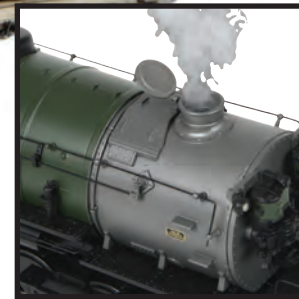
Two Mohawks are the only preserved NYC big steam power. L-3a #3001 was sold to the City of Dallas in 1957 and resides today at the National New York Central Railroad Museum in Elkhart, IN. L-2d #2933 was saved from scrapping by employees who hid her behind large boxes in the Selkirk, NY roundhouse for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

# Great Northern R-2 2-8-8-2



## Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails, 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
- LED-Illuminated Class Lights
- LED-Illuminated Cab Interior
- Operating Tender LED Back-up Light
- Powerful 5-Pole Precision Flywheel-Equipped Skew-Wound Motor
- Synchronized Puffing ProtoSmoke System
- Quillable Whistle
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCC/DCS Decoder
- 1:48 Scale Dimensions
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Freight Yard Proto-Effects
- Measures: 30" x 2 3/4" x 4 1/4"
- Operates On O-72 Curves







Great Northern - 2-8-8-2 R-2 Steam Engine  
20-3698-1 Proto-Sound 3.0 \$1499.95



Great Northern - 2-8-8-2 R-2 Steam Engine  
20-3699-1 Proto-Sound 3.0 \$1499.95

The paint scheme used on Cab No. 2057 above, represents the engine's World War II paint scheme.

Each of the models in this catalog represent the Great Northern from different points of the R-2's history. Note the differences in the herald on each of the three versions.



Great Northern - 2-8-8-2 R-2 Steam Engine  
20-3700-1 Proto-Sound 3.0 \$1499.95

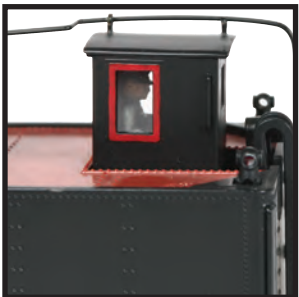
On James J. Hill's transcontinental railroad, the massive R-2 was king of the road. Although often lumped with the "robber barons" of the late nineteenth century, Hill built the Great Northern Railway without the government land grants and political shenanigans used by many of his contemporaries. One of his crowning achievements, according to author Burton Folsom, was his conquest of the Rocky Mountains "by finding the legendary Marias Pass. Lewis and Clark had described a low pass through the Rockies back in 1805; but later no one seemed to know whether it really existed or, if it did, where it was. Hill wanted the best gradient so much that he hired a man to spend months searching western Montana for this legendary pass. He did in fact find it, and the ecstatic Hill shortened his route by almost 100 miles."

Decades later, it was the Marias Pass that the R-2 was designed to roam, hustling freight over the easiest traverse of the Rockies enjoyed by any of the northern transcontinental railroads. Assembled in the Great Northern's own shops in 1929 and 1930, the R-2s benefited from the "superpower" steam technology developed in the late 1920s; they were the largest 2-8-8-2s ever built and exerted more tractive effort (pulling force) than a Union Pacific Big Boy or a DM&IR Yellowstone. In fast freight service between Whitefish and Havre, Montana, the R-2s could handle trains of almost any length, limited only by the strength of couplers and draft gear and the response time of the air brake system. (As train length increases, it takes longer for a brake application by the engineer to reach the final car on the train.)

Hard use during World War II led to cracks in many R-2 boilers, and all 16 engines in the class received new Alco boilers in 1947-48. Soon after, F-unit diesels replaced the articulateds on the Marias Pass route, and the R-2s moved east to haul iron ore from Minnesota's mines. By 1958, when the final R-2s were retired, the Great Northern and the Norfolk & Western were the last American railroads to roster articulated power.

The R-2 returns to the Premier lineup for 2017, upgraded with additional details, wireless drawbar, and cab-to-tender deck plate. Featuring authentic articulated engine sounds and pulling power to rival the prototype, our model captures all the signature Great Northern details — including pilot-mounted headlight, massive smokebox-mounted air pumps, all-weather cab, Vanderbilt-style oil tender, and Belpaire firebox.

# Pennsy Class M1b 4-8-2 Mountain



## Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- Remote-Controlled Proto-Coupler
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- LED-Illuminated Cab Interior
- Operating LED Firebox Glow
- LED-Illuminated Class and Marker Lights
- Operating Tender LED Back-up Light
- Powerful 5-Pole Precision Flywheel-Equipped Skew-Wound Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCC/DCS Decoder
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Dimensions
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Freight Yard Proto-Effects
- Measures: 28 1/4" x 2 7/16" x 4 7/8"
- Operates On O-72 Curves



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

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

### Pair The M-1b With 34' Composite Hopper Cars Featured On Page 116



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

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

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

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

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

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

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

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



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

# 4-6-6-4 Challenger



Union Pacific (Black) (Coal Tender) - 4-6-6-4 Challenger  
 Steam Engine w/Proto-Sound 3.0, Cab No. 3943  
 20-3680-1 Hi-Rail Wheels \$1599.95  
 22-3680-2 Scale Wheels \$1599.95

## Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Coal Tenders Feature Real Coal Load
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- Remote-Controlled Proto-Coupler\*
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- LED-Illuminated Firebox Glow
- LED-Illuminated Class Lights
- LED-Illuminated Number Boards
- LED-Illuminated Cab Interior
- Operating Tender LED Back-up Light
- Powerful 7-Pole Precision Flywheel-Equipped Skew-Wound Motor
- Synchronized Puffing ProtoSmoke System
- Steaming Quillable Whistle\*\*
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:48 Scale Dimensions
- Onboard DCC/DCS Decoder
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station Or Freight Yard Proto-Effects
- Unit Measures: 32" x 3 1/8" x 4 1/8"
- Hi-Rail Version Operates On O-72 Curves
- Scale Wheel Version Operates On 72" Radius Curves

\* Hi-rail Models Only

\*\* Requires DCS Digital Command System



Union Pacific (Oil Tender) - 4-6-6-4 Challenger Steam Engine w/Proto-Sound 3.0, Cab No. 3985  
 20-3687-1 Hi-Rail Wheels \$1599.95  
 22-3687-2 Scale Wheels \$1599.95



Union Pacific (Two-Tone Gray w/Silver Stripes) (Oil Tender) - 4-6-6-4 Challenger Steam Engine w/Proto-Sound 3.0, Cab No. 3978  
 20-3681-1 Hi-Rail Wheels \$1599.95  
 22-3681-2 Scale Wheels \$1599.95



Clinchfield - 4-6-6-4 Challenger Steam Engine w/Proto-Sound 3.0, Cab No. 670  
 20-3682-1 Hi-Rail Wheels \$1599.95  
 22-3682-2 Scale Wheels \$1599.95



Denver & Rio Grande Western - 4-6-6-4 Challenger Steam Engine w/Proto-Sound 3.0, Cab No. 3801  
 20-3683-1 Hi-Rail Wheels \$1599.95  
 22-3683-2 Scale Wheels \$1599.95

Union Pacific (Two-Tone Gray w/Yellow Stripes)  
 (Oil Tender) - 4-6-6-4 Challenger Steam Engine  
 w/Proto-Sound 3.0, Cab No. 3983  
 20-3684-1 Hi-Rail Wheels \$1599.95  
 22-3684-2 Scale Wheels \$1599.95



*\*Steaming whistle requires DCS for activation*

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

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

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

### Features Steaming Quillable Whistle with Variable Intensity Smoke\*



Union Pacific - Auxillary Water Tender I  
 20-3558 \$249.95



Union Pacific - Auxillary Water Tender I  
 20-3559 \$249.95



Union Pacific - Auxillary Water Tender I  
 20-3560 \$249.95

# AT&SF 2900 Class 4-8-4 Northern



## Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails, 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
- LED-Illuminated Class Lights
- LED-Illuminated 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 DCC/DCS Decoder
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station Proto-Effects
- Measures: 32 1/2" x 2 7/8" x 3 1/2"
- Operates On O-72 Curves



Santa Fe - 4-8-4 Northern Steam Engine with Proto-Sound 3.0, Cab No. 2926  
20-3667-1 Hi-Rail Wheels \$1199.95

### Pair Any Of These Northerns With 34' Composite Hopper Cars Featured On Page 116



Santa Fe - 4-8-4 Northern Steam Engine with Proto-Sound 3.0, Cab No. 2903  
20-3668-1 Hi-Rail Wheels \$1199.95



Santa Fe - 4-8-4 Northern Steam Engine with Proto-Sound 3.0, Cab No. 2925  
20-3669-1 Hi-Rail Wheels \$1199.95



Santa Fe - 4-8-4 Northern Steam Engine with Proto-Sound 3.0, Cab No. 2928  
20-3670-1 Hi-Rail Wheels \$1199.95

The 4-8-4 Northern was arguably the apex of the American steam passenger locomotive, the ultimate combination of power and speed. No wonder that an inordinate number of the engines most renowned among railfans and modelers are 4-8-4s: think Southern Pacific Daylight, Norfolk and Western J, Union Pacific FEF-3, New York Central Niagara, or C&O Greenbrier, for example.

The wheel arrangement had its origin in late 1926 on the Northern Pacific Railway, giving it naming rights. Just months later, Baldwin delivered the Santa Fe's initial 4-8-4s, answering the need for bigger power to keep up with heavier trains and more demanding schedules. Compared with the road's existing 4-8-2 Mountain types, the Northerns could pull 33% more tonnage while using 19% less coal. At the head of the *Chief*, the *Scout*, the *Grand Canyon Limited* and the *California Limited*, the Santa Fe's 4-8-4s ruled the rugged terrain from Kansas City to Los Angeles, leaving the plains east of Kansas City to lesser power like 4-6-2s and 4-6-4s. Between K.C. and L.A., the Santa Fe's Northerns held down the world's longest scheduled steam run without a change of locomotive: 1,760 miles over Raton Pass with its 3½% grade, or 1,790 miles via Amarillo. Along the way, a single engine experienced 12 crew changes, 16 water stops and almost as many fuel stops. Officially rated at 90 mph, the Northerns were known to frequently hit 100.

The 2900 Class was the final expression of the Santa Fe 4-8-4, delivered by Baldwin Locomotive Works in 1943-44. Like most of their older siblings, the 2900s burned oil and rode on 80" Boxpok drivers with Timken roller bearings. Due to wartime rationing of lightweight, high-strength alloys, heavier metals were used in some areas, making the 2900s the heaviest Northerns ever built. They could pull 26 passenger cars on level track and 15 up a 2% grade. In freight service during the war and later, after diesels took over as passenger power, they could hustle 100 or more cars over level track. An unusual feature of the engines was an extendable smokestack, which could be raised when traveling over wide-open spaces to direct smoke away from the cab.

More so than most other railroads, the Santa Fe was generous in donating retired steam engines to lineside communities. As a result, nine of its Northerns remain today, including six of the 2900 class. Number 3751, the very first Santa Fe 4-8-4, is in operating condition, and number 2926 is expected to steam for the first time in preservation this year. You can follow the progress of the volunteer group restoring it in Albuquerque, New Mexico at [www.nmslrhs.org](http://www.nmslrhs.org).

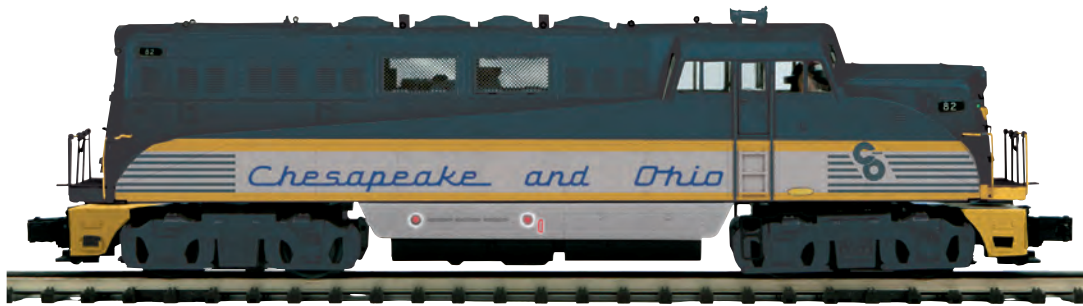
# EMD BL2



## Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Super-Detailed Blomberg Trucks With Separately Added Brake Cylinders, Air Pipes and Spring Hangers (not shown in photo)
- Metal Chassis
- Metal Handrails and Horn
- Moveable Roof Fans
- See-Through Metal Body Side Grilles
- (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 Headlight
- LED-Illuminated Cab Interior
- LED-Illuminated Front and Rear Number Boards
- LED-Illuminated Class and Marker Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 15 1/2" x 2 5/8" x 3 7/8"
- Operates On O-31 Curves

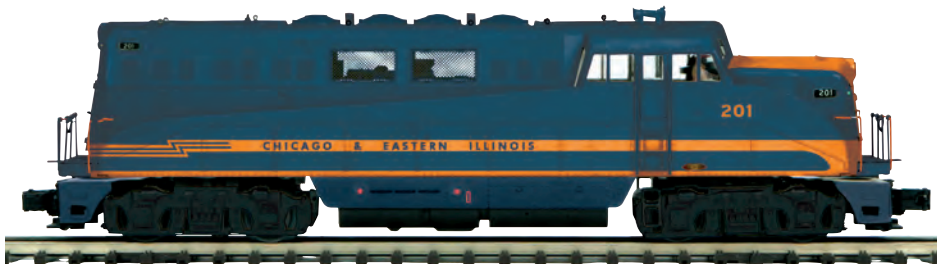




Chesapeake & Ohio - BL2 Diesel Engine with Proto-Sound 3.0  
 20-20695-1 Cab No. 82 \$499.95 20-20696-1 Cab No. 83 \$499.95



Florida East Coast - BL2 Diesel Engine with Proto-Sound 3.0  
 20-20697-1 Cab No. 602 \$499.95 20-20698-1 Cab No. 605 \$499.95



Chicago & Eastern Illinois - BL2 Diesel Engine with Proto-Sound 3.0  
 20-20699-1 Cab No. 201 \$499.95 20-20700-1 Cab No. 200 \$499.95



Boston & Maine - BL2 Diesel Engine with Proto-Sound 3.0  
 20-20701-1 Cab No. 1550 \$499.95 20-20702-1 Cab No. 1552 \$499.95



Rock Island - BL2 Diesel Engine with Proto-Sound 3.0  
 20-20703-1 Cab No. 425 \$499.95 20-20704-1 Cab No. 426 \$499.95



Western Maryland - BL2 Diesel Engine with Proto-Sound 3.0  
 20-20705-1 Cab No. 81 \$499.95 20-20706-1 Cab No. 82 \$499.95

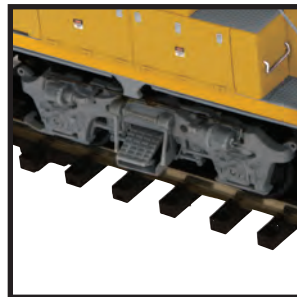
Ford had the Edsel and General Motors had the BL2. While EMD, the Electro-Motive Division of General Motors, dominated the road diesel market from 1939 onward, competitor Alco in 1941 introduced a new design that that would shape the look of American diesels for decades: the road switcher. Alco's groundbreaking RS-1 combined the versatility of a switcher with the speed and power of a road engine. Its side and end walkways allowed better visibility from the cab and gave switching crews a place to stand, while side hood doors offered better maintenance access.

Seeing Alco sales coming up fast in the rear-view mirror, EMD countered with the BL2 ("BL" for "branch line") in 1948. The new design was basically a 1500 hp F3 with end platforms for switching crews and side cutouts for better rear visibility. The BL2, however, proved a halfway solution, and sales were disappointing. Only 59 BL2s were sold to nine railroads; notable non-buyers included major EMD customers like the Pennsy, New York Central, Santa Fe and Union Pacific.

But EMD learned quickly. Less than two years after the BL2, it introduced the GP-series road switchers that would become runaway best sellers. In retrospect, the BL2 seemed to personify one of EMD project engineer Dick Dilworth's goals for the GP7: "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." Beloved by railfans, however, the BL2 had the last laugh. Of the 59 original units, seven survive today in preservation — a higher survival rate than virtually any other first-generation diesel.

After a 10-year absence, the BL2 returns to the Premier lineup for 2017, complete with diesel exhaust smoke, LED-illuminated class and marker lights, see-through side grilles, and super-detailed Blomberg trucks that can be configured for 3-rail or 2-rail operation.

# 3GS-21B Genset



## Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Metal Body Side Grilles
- Detachable Snow Plow
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers\*
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Cab Interior
- LED-Illuminated Numberboards
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 15 5/8" x 4 1/8" x 2 5/8"
- Hi-Rail Version Operates on 0-31 Curves
- Scale Wheel Version Operates on 36" Radius Curves

\*Hi-Rail Models Only



CSX - 3GS-21B Genset Diesel Engine  
With Proto-Sound 3.0, Cab No. 1310  
20-20710-1 Hi-Rail Wheels \$499.95  
22-20710-2 Scale Wheels \$499.95

CSX - 3GS-21B Genset Diesel Engine  
With Proto-Sound 3.0, Cab No. 1314  
20-20711-1 Hi-Rail Wheels \$499.95  
22-20711-2 Scale Wheels \$499.95



Union Pacific - 3GS-21B Genset Diesel Engine  
With Proto-Sound 3.0, Cab No. 2707  
20-20712-1 Hi-Rail Wheels \$499.95  
22-20712-2 Scale Wheels \$499.95

Union Pacific - 3GS-21B Genset Diesel Engine  
With Proto-Sound 3.0, Cab No. 2718  
20-20713-1 Hi-Rail Wheels \$499.95  
22-20713-2 Scale Wheels \$499.95



MBTA - 3GS-21B Genset Diesel Engine  
With Proto-Sound 3.0, Cab No. 3248  
20-20714-1 Hi-Rail Wheels \$499.95  
22-20714-2 Scale Wheels \$499.95

MBTA - 3GS-21B Genset Diesel Engine  
With Proto-Sound 3.0, Cab No. 3249  
20-20715-1 Hi-Rail Wheels \$499.95  
22-20715-2 Scale Wheels \$499.95

BNSF - 3GS-21B Genset Diesel Engine  
With Proto-Sound 3.0, Cab No. 1272  
20-20708-1 Hi-Rail Wheels \$499.95  
22-20708-2 Scale Wheels \$499.95  
BNSF - 3GS-21B Genset Diesel Engine  
With Proto-Sound 3.0, Cab No. 1288  
20-20709-1 Hi-Rail Wheels \$499.95  
22-20709-2 Scale Wheels \$499.95



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

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

Software also enables a GenSet engine to work longer and harder. Its computer tracks the running time on each engine-generator set and evens out the wear on the locomotive's three units — each of which is skid-mounted and can be changed out in less than six hours if necessary. The 3GS-21B has unusually high tractive effort for its horsepower because a microprocessor controls wheel slip by reducing power to individual traction motors — rather than a whole truck as on older wheel-slip prevention systems. This feature has enabled some customers to do the same work with fewer locomotives. And, like the M.T.H. DCS system, the 3GS-21B has software that can be upgraded over the Internet.

These Proto-Sound 3.0-equipped NRE "Engines of Change" feature the superb level of detail you expect in a Premier model, as well as Cummins diesel recordings from an actual 3GS-21B and, like the prototype, the sound of additional GenSets coming on line as you advance the throttle. If you're running the latest low-emissions EMD and GE diesels on your main line, you'll surely want a GenSet or two for your branch line or yard.

# EMD SD70M-2



## Features

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

\* Hi-Rail Wheel Models Only





Canadian National - SD70M-2 Diesel Engine w/Proto-Sound 3.0, Cab No. 8004  
 20-20742-1 Hi-Rail Wheels \$499.95  
 22-20742-2 Scale Wheels \$499.95  
 Canadian National - SD70M-2 Diesel Engine w/Proto-Sound 3.0, Cab No. 8021  
 20-20743-1 Hi-Rail Wheels \$499.95  
 22-20743-2 Scale Wheels \$499.95



Norfolk Southern - SD70M-2 Diesel Engine w/Proto-Sound 3.0, Cab No. 2665  
 20-20744-1 Hi-Rail Wheels \$499.95  
 22-20744-2 Scale Wheels \$499.95  
 Norfolk Southern - SD70M-2 Diesel Engine w/Proto-Sound 3.0, Cab No. 2697  
 20-20745-1 Hi-Rail Wheels \$499.95  
 22-20745-2 Scale Wheels \$499.95



Florida East Coast - SD70M-2 Diesel Engine w/Proto-Sound 3.0, Cab No. 100  
 20-20746-1 Hi-Rail Wheels \$499.95  
 22-20746-2 Scale Wheels \$499.95  
 Florida East Coast - SD70M-2 Diesel Engine w/Proto-Sound 3.0, Cab No. 103  
 20-20747-1 Hi-Rail Wheels \$499.95  
 22-20747-2 Scale Wheels \$499.95



Providence & Worcester - SD70M-2 Diesel Engine w/Proto-Sound 3.0, Cab No. 4301  
 20-20748-1 Hi-Rail Wheels \$499.95  
 22-20748-2 Scale Wheels \$499.95  
 Providence & Worcester - SD70M-2 Diesel Engine w/Proto-Sound 3.0, Cab No. 4302  
 20-20749-1 Hi-Rail Wheels \$499.95  
 22-20749-2 Scale Wheels \$499.95

The DC-motored SD70M-2 and AC-motored SD70ACe are EMD'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, they also have a higher purpose: to recapture the lead in North American locomotive sales that EMD lost to General Electric in 1987.

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

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

The key difference between the SD70M-2 and the SD70ACe is what's under the floor: traditional DC traction motors in the SD70M-2's trucks and AC traction motors in the SD70ACe. While AC traction motors put more tractive effort on the rails and enable an SD70ACe to start a heavier train with the same horsepower, that additional capability comes at a cost. AC-powered locomotives are both more expensive and more electrically complex than engines with DC traction motors, which most diesels have used since the 1940s. For that reason, the Norfolk Southern and Canadian National initially found the SD70M-2 more suitable to their needs, and both roads roster large DC fleets. Regional railroads Florida East Coast and Providence & Worcester have also been DC-power advocates. In the last several years, however, even those railroads have moved to AC power for new purchases, and the last order for a new SD70M-2 was in 2010.



EMD Demonstrator - SD70M-2 Diesel Engine w/Proto-Sound 3.0, Cab No. EMDX 74  
 20-20750-1 Hi-Rail Wheels \$499.95  
 22-20750-2 Scale Wheels \$499.95  
 EMD Demonstrator - SD70M-2 Diesel Engine w/Proto-Sound 3.0, Cab No. EMDX 75  
 20-20751-1 Hi-Rail Wheels \$499.95  
 22-20751-2 Scale Wheels \$499.95



Canadian National - SD70ACe Diesel Engine w/Proto-Sound 3.0  
 20-20752-1 Hi-Rail Wheels \$499.95  
 22-20752-2 Scale Wheels \$499.95

# GE 44-Tonner, Phase 1c and 3



## Features

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

## Die-Cast Metal Body



Boston & Maine - G.E. 44-Ton Phase 1c Diesel Engine  
w/Proto-Sound 3.0

20-20716-1	Cab No. 115	\$449.95
20-20717-1	Cab No. 117	\$449.95



New York Ontario & Western - G.E. 44-Ton Phase 1c Diesel Engine  
w/Proto-Sound 3.0

20-20720-1	Cab No. 101	\$449.95
20-20721-1	Cab No. 102	\$449.95



Baltimore & Ohio - G.E. 44-Ton Phase 3 Diesel Engine  
w/Proto-Sound 3.0

20-20724-1	Cab No. 8801	\$449.95
20-20725-1	Cab No. 8802	\$449.95



Milwaukee Road - G.E. 44-Ton Phase 1c Diesel Engine  
w/Proto-Sound 3.0

20-20718-1	Cab No. 991	\$449.95
20-20719-1	Cab No. 992	\$449.95



Great Northern - G.E. 44-Ton Phase 1c Diesel Engine  
w/Proto-Sound 3.0

20-20722-1	Cab No. 50	\$449.95
20-20723-1	Cab No. 51	\$449.95



Union Pacific - G.E. 44-Ton Phase 3 Diesel Engine  
w/Proto-Sound 3.0

20-20726-1	Cab No. D.S.1399	\$449.95
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The 44-tonner was a workaround. In 1937, seeing that new diesels were putting the fireman's role in jeopardy, the railroad unions negotiated the "90,000 Pound Rule" with the railroads — specifying that any engine with a weight on drivers of 90,000 pounds or more would require a two-man crew. General Electric's 44-tonner, introduced in 1940, skirted the 90,000 pound rule and was thus the largest locomotive that could legally be operated by one person on a common carrier railroad.

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

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

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

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



**Recording History:** Learn how the sounds for this engine were recorded, in this article from a recent MTHRRRC club newsletter. Access the article by searching on the item number of any G.E. 44-Tonner on [mthtrains.com](http://mthtrains.com)

# GE P42DC Genesis



## Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Moveable Roof Fans
- Metal Body Side Grilles
- Detachable Snow Plow
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlight
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- LED-Illuminated Class Lights
- Operating LED Ditch Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Unit Measures: 18 1/2" x 2 1/2" x 3 3/4"
- Operates On 0-31 Curves







Amtrak Salutes Our Veterans - Genesis Diesel Engine With Proto-Sound 3.0  
20-20756-1 Cab No. 42 \$499.95

*Salutes Our Veterans is a registered service mark of Amtrak*



Amtrak (Empire Service) - Genesis Diesel Engine With Proto-Sound 3.0  
20-20757-1 Cab No. 704 \$499.95

### Add A Matching Passenger Set See Page 130



Amtrak (Wave) - Genesis Diesel Engine With Proto-Sound 3.0  
20-20758-1 Cab No. 701 \$499.95



Amtrak (Wave) - Genesis Diesel Engine With Proto-Sound 3.0  
20-20759-1 Cab No. 714 \$499.95

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

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

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

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

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

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

# GE ES44AC



## Features

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

\* Hi-Rail Wheel Models Only





Santa Fe (BNSF) - ES44AC Diesel Engine w/Proto-Sound 3.0, Cab No. 765  
 20-20740-1 Hi-Rail Wheels \$499.95  
 22-20740-2 Scale Wheels \$499.95  
 Santa Fe (BNSF)- ES44AC Diesel Engine w/Proto-Sound 3.0, Cab No. 777  
 20-20741-1 Hi-Rail Wheels \$499.95  
 22-20741-2 Scale Wheels \$499.95

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

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



Union Pacific - ES44AC Diesel Engine w/Proto-Sound 3.0, Cab No. 7964  
 20-20735-1 Hi-Rail Wheels \$499.95  
 22-20735-2 Scale Wheels \$499.95  
**Special paint scheme celebrating the 5,000th Evolution Series Locomotive**

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, and a host of other separately applied metal details.

**Did You Know?**

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



Union Pacific - ES44AC Diesel Engine w/Proto-Sound 3.0, Cab No. 7983  
 20-20736-1 Hi-Rail Wheels \$499.95  
 22-20736-2 Scale Wheels \$499.95  
 Union Pacific - ES44AC Diesel Engine w/Proto-Sound 3.0, Cab No. 7997  
 20-20737-1 Hi-Rail Wheels \$499.95  
 22-20737-2 Scale Wheels \$499.95



Citirail - ES44AC Diesel Engine w/Proto-Sound 3.0, Cab No. 1328  
 20-20738-1 Hi-Rail Wheels \$499.95  
 22-20738-2 Scale Wheels \$499.95  
 Citirail - ES44AC Diesel Engine w/Proto-Sound 3.0, Cab No. 1322  
 20-20739-1 Hi-Rail Wheels \$499.95  
 22-20739-2 Scale Wheels \$499.95

*Citirail is a Citibank subsidiary that leases motive power, primarily to the BNSF Railway*

# GE Dash 8



## Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Moveable Roof Fans
- Metal Body Side Grilles
- Detachable Snow Plow
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- O Scale Kadee-Compatible Coupler Mounting Pads
- (2) Remote-Controlled Proto-Couplers\*
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- 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: 17 3/4" x 2 1/2" x 4"
- Hi-Rail Version Operates On O-42 Curves
- Scale Wheel Version Operates On 42" Radius Curves

\* Hi-Rail Wheel Models Only



Norfolk Southern - Dash 8 Diesel Engine w/Proto-Sound 3.0, Cab No. 8401  
 20-20727-1 Hi-Rail Wheels \$499.95  
 22-20727-2 Scale Wheels \$499.95  
 Norfolk Southern - Dash 8 Diesel Engine w/Proto-Sound 3.0, Cab No. 8407  
 20-20728-1 Hi-Rail Wheels \$499.95  
 22-20728-2 Scale Wheels \$499.95



Union Pacific - Dash 8 Diesel Engine w/Proto-Sound 3.0, Cab No. 9390  
 20-20730-1 Hi-Rail Wheels \$499.95  
 22-20730-2 Scale Wheels \$499.95



Santa Fe - Dash 8 Diesel Engine w/Proto-Sound 3.0, Cab No. 930	Santa Fe - Dash 8 Diesel Engine w/Proto-Sound 3.0, Cab No. 934
20-20731-1 Hi-Rail Wheels \$499.95	20-20732-1 Hi-Rail Wheels \$499.95
22-20731-2 Scale Wheels \$499.95	22-20732-2 Scale Wheels \$499.95



BNSF - Dash 8 Diesel Engine w/Proto-Sound 3.0, Cab No. 882	BNSF - Dash 8 Diesel Engine w/Proto-Sound 3.0, Cab No. 824
20-20733-1 Hi-Rail Wheels \$499.95	20-20734-1 Hi-Rail Wheels \$499.95
22-20733-2 Scale Wheels \$499.95	22-20734-2 Scale Wheels \$499.95

In the mid-1980s, as computers found their way into homes across America, they made their way into locomotives as well. In 1982, a year after IBM debuted its Personal Computer, General Electric fielded its first computerized diesel, test unit No. 606. With microprocessors controlling its engine and other systems, including a MicroSentry Adhesion System for wheelslip control, No. 606 and its counterparts at EMD ushered in the third generation of diesel power. By the end of the decade, the typical American road diesel would be profoundly different both inside and outside — evolving from a four-axle hood unit with a narrow short nose and electronic controls to a high-horsepower, six-axle computerized heavy hauler with a wide “North American” cab.

After extensive testing of several prototypes, GE delivered its first production units in 1984, models B32-8 and B39-8 — “B” for two-axle trucks, “32” or “39” for 3200 or 3900 horsepower, and -8 to indicate the new model, succeeding the second-generation -7 lineup. In part due to the recession of the early 1980s, orders didn't really heat up until late 1987, when GE uprated its prime mover to 4000 horsepower and changed the model's name to “Dash 8.” In the ensuing years, as GE took the lead from EMD in North American locomotive sales, the Dash 8 series became a best seller, with over 1500 units delivered by the end of production in 1994.

From the beginning, the Dash 8 was offered in both four-axle (Dash 8-40B) and six-axle (Dash 8-40C) versions. With six-axle units outselling four-axle units almost seven to one, the sales numbers told the story of what was happening out on the road: as engine power increased, twelve wheels were proving superior to eight in getting all that muscle onto the rails. A 1991 Santa Fe order for 83 Dash 8s would prove to be the last four-axle road freight diesels GE ever built.

Up in the cab, another dramatic change was occurring. Following the lead of the Canadian National Railroad, where the wide-nosed “comfort cab” or “safety cab” had been standard for over a decade, the Union Pacific Railroad worked with both GE and EMD to design a safer, more comfortable cab. GE No. 606, the original -8 prototype, became a test bed for the new “North American cab,” with much input from UP engine men and crews. Introduced in 1989, the wide-nosed Dash 8-40BW and Dash 8-40CW and their EMD counterparts established the look of the American road diesel as we know it today.

**Did You Know?**

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

# Electroliner



## Features

- Directionally Controlled LED Headlights
- Intricately Detailed ABS Bodies
- Metal Wheels and Axles
- Detailed, LED-Illuminated Car Interiors
- Handpainted Operator and Passenger Figures
- Locomotive Speed Control
- Die-Cast Truck Sides
- Authentic Paint Scheme
- Operates on 0-42 Curves
- All Metal Wheels and Gears
- (2) Precision Flywheel-Equipped Motors
- Metal Chassis
- Proto-Sound 3.0 With the Digital Command System Featuring Passenger Station Stop Proto-Effects™
- 4-Car Set Measures: 39" x 2 1/2" x 3"

**Learn More:** Read this two-part *Trains* magazine article on the Electroliners by searching on the Electroliner or Liberty Liner item number at [mthtrains.com](http://mthtrains.com)



If there was ever a prototype for the Little Engine That Could, it was the North Shore's Electroliners. In 1939 interurban systems like the Chicago North Shore & Milwaukee were a dying breed. Once the latest word in intercity transportation, these fast, comfortable electric railways were one by one falling victim to the automobile and the Depression. But on November 15, 1939, Col. Albert A. Sprague, receiver for the bankrupt North Shore, petitioned the Chicago District Court of the United States for permission to buy two new trains to help save the railroad. Just a year earlier, Col. Sprague had convinced the North Shore's striking workers to return to work and take a pay cut that essentially paid for the new trains. Although they were only a small part of Col. Sprague's modernization program, the Electroliners became a symbol of hope and determination for both the North Shore's employees and the lineside communities that depended on the railroad.

Patterned in part on the pioneering Burlington Zephyr, the Electroliners were described by the Chicago Daily Times as the work of "a group of American mechanics who made their professional pride and talent substitute for a wad of money." The two identical four-car trains were fast, smooth, luxurious, comfortable, and arguably the finest interurbans ever built. A tavern-lounge car offered food and beverage service. Quotes in the North Shore Line News reported employees' first impressions of the new trains: "You feel like you are hardly moving, they ride so easily...They decelerate from high speed as smooth as a feather floating down...The outside colors are a knockout but look at those interiors — there is nothing like them...Inside they are so roomy you wonder

where the space comes from...The artists who did those murals in the cars knew what is needed in these times — there's a smile in every figure; something that puts you in a good humor."

The Electroliners entered regular service on Sunday, February 9, 1941, running five round trips daily between Chicago and Milwaukee, in hot competition with the Milwaukee Road's Hiawatha and the Chicago & North Western's 400. Because they reached their Chicago terminal on the elevated tracks of Chicago's Loop, the Electroliners had curved sides, narrow at the bottom to fit the elevated's high platforms and wider at the waist to offer passengers more room — a design that the Chicago "L" would later adopt for its own cars. The Electroliners and the determination they symbolized bought the North Shore another 22 years of life after most other interurbans had vanished. When the North Shore closed down in 1963, the little trains — which together had run more than 6.7 million miles — moved on to the Philadelphia Suburban Transportation Company, also known as the Red Arrow Lines. Their trolley poles were removed, and they took power from the third-rail pickup shoes they had used on the Chicago "L". Repainted and renamed the Liberty Liners, the two trainsets served until 1979. Today you can visit them at the Illinois Railway Museum, which has restored its Electroliner to North Shore colors, or the Rockhill Trolley Museum.

Read a two-part Trains magazine article on the Electroliners by searching on the Electroliner's item number at [www.mthtrains.com](http://www.mthtrains.com).



Red Arrow Lines - 4-Car Liberty Liner Set with Proto-Sound 3.0, Train Name "Independence Hall"  
20-20753-1 \$699.95



North Shore Line - 4-Car Electroliner Set with Proto-Sound 3.0, Car Nos. 803, 804  
20-20754-1 \$699.95

# EMD F3



## Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Moveable Roof Fans
- Metal Body Side Grilles
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Super-Detailed Blomberg Trucks With Separately Added Brake Cylinders, Air Pipes and Spring Hangers
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers\*
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- LED-Illuminated Class Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Unit Measures: 13" x 2 5/8" x 3 3/4"
- Hi-Rail Version Operates On O-42 Curves
- Scale Wheel Version Operates On 42" Radius Curves

\* Hi-Rail Wheel Models Only







Santa Fe - F3 A-Unit Diesel Engine w/Proto-Sound 3.0, Cab No. 33  
 20-20764-1 Hi-Rail Wheels \$499.95  
 22-20764-2 Scale Wheels \$499.95



Santa Fe - F3 B-Unit Diesel (Non-Powered), Cab No. 30A  
 20-20764-3 Hi-Rail Wheels \$199.95  
 22-20764-3 Scale Wheels \$199.95

**Santa Fe Units  
 Feature Plated Bodies**

Santa Fe - F3 A-Unit Diesel Engine w/Proto-Sound 3.0, Cab No. 36C  
 20-20765-1 Hi-Rail Wheels \$499.95  
 22-20765-2 Scale Wheels \$499.95

Santa Fe -F3 B-Unit Diesel (Non-Powered), Cab No. 36B  
 20-20765-3 Hi-Rail Wheels \$199.95

Santa Fe - F3 A-Unit Diesel Engine (Non-Powered), Cab No. 36A  
 20-20765-4 Hi-Rail Wheels \$229.95

**Add A Matching Passenger Set — See Page 129**

Electro Motive Division - F3 A-Unit Diesel Engine w/Proto-Sound 3.0, Cab No. 754  
 20-20770-1 Hi-Rail Wheels \$449.95  
 22-20770-2 Scale Wheels \$449.95

Electro Motive Division - F3 B-Unit Diesel (Non-Powered), Cab No. 754B1  
 20-20770-3 Hi-Rail Wheels \$169.95  
 22-20770-3 Scale Wheels \$169.95

Electro Motive Division - F3 A-Unit Diesel Engine w/Proto-Sound 3.0, Cab No. 754A2  
 20-20771-1 Hi-Rail Wheels \$449.95  
 22-20771-2 Scale Wheels \$449.95

Electro Motive Division - F3 B-Unit Diesel (Non-Powered), Cab No. 754B2  
 20-20771-3 Hi-Rail Wheels \$169.95

Electro Motive Division - F3 A-Unit Non-Powered Diesel Engine, Cab No. 754A2  
 20-20771-4 Hi-Rail Wheels \$199.95



Southern - F3 A-Unit Diesel Engine w/Proto-Sound 3.0, Cab No. 4128  
 20-20768-1 Hi-Rail Wheels \$449.95  
 22-20768-2 Scale Wheels \$449.95

Southern - F3 B-Unit Diesel (Non-Powered), Cab No. 4328  
 20-20768-3 Hi-Rail Wheels \$169.95  
 22-20769-3 Scale Wheels \$169.95

Southern - F3 A-Unit Diesel Engine w/Proto-Sound 3.0, Cab No. 4135  
 20-20769-1 Hi-Rail Wheels \$449.95  
 22-20769-2 Scale Wheels \$449.95

Southern - F3 B-Unit Diesel (Non-Powered), Cab No. 4335  
 20-20769-3 Hi-Rail Wheels \$169.95

Southern - F3 A-Unit Non-Powered Diesel Engine, Cab No. 4335A  
 20-20769-4 Hi-Rail Wheels \$199.95

**Add A Matching Passenger Set — See Page 131**



Western Maryland - F3 A-Unit Diesel Engine w/Proto-Sound 3.0, Cab No. 51  
 20-20766-1 Hi-Rail Wheels \$449.95  
 22-20766-2 Scale Wheels \$449.95

Western Maryland - F3 A-Unit Diesel Engine w/Proto-Sound 3.0, Cab No. 52  
 20-20767-1 Hi-Rail Wheels \$449.95  
 22-20767-2 Scale Wheels \$449.95

Western Maryland - F3 A-Unit Non-Powered Diesel Engine, Cab No. 50  
 20-20767-4 Hi-Rail Wheels \$199.95



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

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

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

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

# GE U50C



## 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) Remotely Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Class and Marker Lights
- LED-Illuminated Number Boards
- LED-Illuminated Cab Interior
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- Locomotive Speed Control in Scale MPH Increments
- 1:48 Scale Proportions
- Proto-Sound 3.0 With the Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 19 3/4" x 2 5/8" x 4 3/16"
- Operates On 0-42 Curves



Union Pacific - U50C Diesel Engine, Cab No. 5025  
20-20760-1 Proto-Sound 3.0 \$529.95



Union Pacific - U50C Diesel Engine, Cab No. 5011  
20-20761-1 Proto-Sound 3.0 \$529.95



Union Pacific - U50C Diesel Engine, Cab No. 5032  
20-20762-1 Proto-Sound 3.0 \$529.95



Union Pacific - U50C Diesel Engine, Cab No. 5017  
20-20763-1 Proto-Sound 3.0 \$529.95

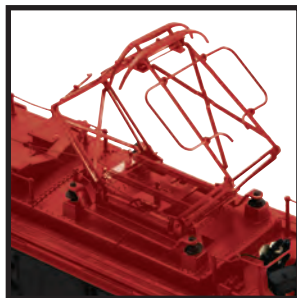
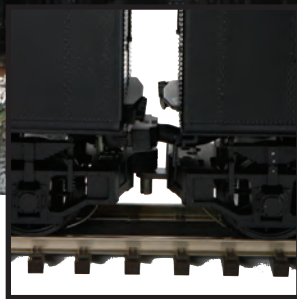
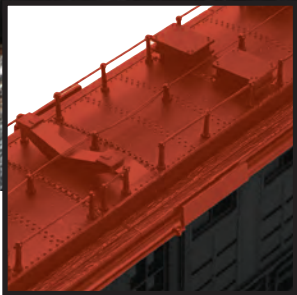
Even without yellow paint, the U50C would have been immediately recognizable as Union Pacific power. From its unique 4-12-2 to the Big Boy to its 8500 horsepower gas turbine, no other railroad had such a penchant for huge, larger-than-life locomotives. So it seemed only natural that in 1963, UP Superintendent of Motive Power David Neuhart approached EMD, Alco and GE about building a 5,000 horsepower diesel — twice the horsepower of a typical road diesel of the time. A key impetus was a UP study that had indicated diesel maintenance costs were about the same regardless of horsepower.

All three builders responded by mounting two of their standard power plants on one chassis. GE's initial effort was the U50, basically two of its ground-breaking U25B's in one unit, complete with four two-axle trucks. While UP liked the engine well enough to order 26 units, the U50 was extremely heavy and a bit ungainly, with the four-truck arrangement limiting it to lower-speed drag freight service.

GE addressed those issues with the U50C, designed more for power at speed. The new engine rode on a pair of six-wheel trucks recycled from retired 8,500 hp turbines. It had numerous features designed to reduce weight, including 12-cylinder rather than 16-cylinder prime movers that produced the same horsepower; a shorter frame; and aluminum instead of copper wiring. Forty U50Cs were delivered in 1969 – 71. The design changes, however, proved troublesome, especially the aluminum wiring that tended to overheat and catch fire, and a traffic downturn in 1976 led to the fleet's retirement.

Ironically, the U50C was pretty close to what railroads today consider the ideal locomotive: a 4300 – 4400 hp diesel with six-wheel trucks about 75' long. Maybe the UP just figured that out before anybody else.

# EF-3 A-B-A Sets



## Features

- Intricately Detailed, Die-Cast Metal Bodies
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Die-Cast Metal Chassis
- Metal Handrails and Horn
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- LED-Illuminated Marker Lights
- (2) Precision Flywheel-Equipped Skew-Wound Balanced Motors In Each A Unit
- Motorized Operating Pantographs
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 45 1/4" x 4 1/4" x 2 1/2"
- Operates On O-72 Curves



Milwaukee Road - EF-3 A-B-A Electric with Proto-Sound 3.0  
 20-5696-1 Cab Nos. E32A, E32C, E32B \$1,399.95



Milwaukee Road - EF-3 A-B-A Electric with Proto-Sound 3.0  
 20-5697-1 Cab Nos. E30A, E30C, E30B \$1,399.95



Milwaukee Road - EF-2 Bobtail Booster Unit (Non-Powered)  
 20-5697-3 Cab No. E30D \$299.95

## All Die-Cast Metal Bodies



Milwaukee Road - EF-3 A-B-A Electric with Proto-Sound 3.0  
 20-5698-1 Cab Nos. E25A, E25C, E25B \$1,399.95  
 Milwaukee Road - EF-2 Bobtail Booster Unit (Non-Powered)  
 20-5698-3 Cab No. E25D \$299.95



Milwaukee Road - EF-3 A-B-A Electric with Proto-Sound 3.0  
 20-5699-1 Cab Nos. E34A, E34C, E34B \$1,399.95  
 Milwaukee Road - EF-2 Bobtail Booster Unit (Non-Powered)  
 20-5699-3 Cab No. E34D \$299.95



Like all railroads, the Milwaukee Road faced the impending prospect of replacing its aging and inefficient fleet of steam locomotives with more modern motive power during the early 1900s. The less costly and more efficient value found in electrification of many of its routes would ultimately lead the Milwaukee to center its motive power upgrades around General Electric locomotives.

The GE Motors, or as they were often called, GEs, Freight Motors, Passenger Motors or Box Cabs, were part of a 42 two-unit locomotive fleet that stayed in service an amazing 58 years. Though slow, these reliable units, sometimes nicknamed pelicans, black cows or mules, began first appearing in 1914 as part of a package deal with General Electric. Over the years, the units were reconfigured into three and later four-unit trains that, until their very end, outperformed most diesel engines they competed against.

Until 1932, the units were only operated as two-unit AB sets as per Milwaukee's chief Electrical Engineer Rainier Beeuwkes' wishes. Stubbornly sticking to his belief that three-unit consists would only serve to compromise the excellence the Milwaukee had demonstrated in efficiency, it wasn't until Beeuwkes' assistant Laurence Wylie proved through exhaustive tests how much better the GEs could perform in three and four-unit sets. When so configured, the road assigned different classes to the consist. An EF-1 was an AB set, an EF-2 a three unit set made up of three control cars, an EF-3 substituted the middle control car of a three unit set with a car with no control cab or pilot trucks. EF-5s were the biggest of the GEs with four units made up of two control cars and two middle units (some of which had cabs and some which did not). No EF-4s were classified using GEs since that class had been assigned to Milwaukee's Little Joe.

The Milwaukee Road EF-3 sports crisp O Scale detail durably produced in all die-cast metal. Fully equipped with the legendary power and performance of Proto-Sound 3.0, the control units in your set will feature fully automatic pantographs that automatically raise and lower as the set's direction is changed. Adding an optional non-powered "Bobtail" Booster unit gives you the opportunity to create an EF-5 for an incredible sight on any O Scale layout.

# First Responders and Honoring Our Veterans Norfolk Southern Specialty Releases



Norfolk Southern - GP38-2 Diesel Engine With Proto-Sound 3.0  
 20-20648-1 Hi-Rail Wheels \$499.95  
 22-20648-2 Scale Wheels \$499.95



Norfolk Southern - SD60E Diesel Engine w/Proto-Sound 3.0  
 20-20593-1 Hi-Rail Wheels \$499.95  
 22-20593-2 Scale Wheels \$499.95



Norfolk Southern - SD60E Diesel Engine w/Proto-Sound 3.0  
 20-20594-1 Hi-Rail Wheels \$499.95



Norfolk Southern - Bay Window Caboose  
20-91593 \$69.95



Norfolk Southern - 50' Dbl. Door Plugged Box Car  
20-93698 \$74.95



Norfolk Southern - Bay Window Caboose  
20-91594 \$69.95



Norfolk Southern - 50' Dbl. Door Plugged Box Car  
20-93699 \$74.95



Norfolk Southern - 8000 Gallon Tank Car  
20-96737 \$64.95



Norfolk Southern - 33K Gallon Tank Car  
20-96273 \$79.95



Norfolk Southern - 20K Gallon 4-Compartment Tank Car  
20-96738 \$79.95



Norfolk Southern - Tank Car  
20-96272 \$69.95

# 40' AAR Box Car



New York Central - 40' AAR Box Car  
 20-93705 \$64.95  
 New York Central - 6-Car 40' AAR Box Car Set  
 20-92083 \$349.95  
 New York Central - 6-Car 40' AAR Box Car Set  
 20-92084 \$349.95

Perfect Complement For  
 The NYC Mohawk  
 Featured On Pages 76 - 77



Southern Pacific - 40' AAR Box Car  
 20-93706 \$64.95

Perfect Complement For  
 The Southern Pacific Cab Forward  
 Featured On Pages 72 - 73



Pennsylvania - 40' AAR Box Car  
 20-93707 \$64.95  
 Pennsylvania - 6-Car 40' AAR Box Car Set  
 20-92085 \$349.95  
 20-92086 \$349.95

Perfect Complement For The Pennsy  
 M-1b Featured On Pages 80 - 81



Santa Fe - 40' AAR Box Car  
 20-93708 \$64.95

Perfect Complement For  
 The Santa Fe Northern  
 Featured On Pages 84 - 85

## Features

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

## Easily Convert to 2-Rail!

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





# Double Door 50' Box Car



Union Pacific - Double Door 50' Box Car  
20-93709 \$69.95

In an era when 40' cars were the norm, this longer 50' car with end doors and specialized racks was popular for automobile transport, and furniture loads as well.



Milwaukee Road - Double Door 50' Box Car  
20-93710 \$69.95

Perfect Complement For The Milwaukee Road  
EF-3 Electric Featured On Pages 106 - 107



Pennsylvania - Double Door 50' Box Car  
20-93711 \$69.95



Great Northern - Double Door 50' Box Car  
20-93712 \$69.95

## 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
- (2) Operating Die-Cast Metal Couplers
- O Scale Kadee-Compatible Coupler Mounting Pads
- 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 O-31 Curves

## Easily Convert to 2-Rail!

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



# 40' Box Car



Milwaukee Road - 40' Box Car  
20-93713 \$64.95

Perfect Complement For  
The Milwaukee Road 44 Tonner  
Featured On Page 93



Westinghouse - 40' Box Car  
20-93714 \$64.95



Great Northern - 40' Box Car  
20-93715 \$64.95  
Great Northern - 6-Car 40' Box Car Set  
20-92087 \$349.95  
20-92088 \$349.95



Long Island - 40' Box Car  
20-93716 \$64.95

## Features

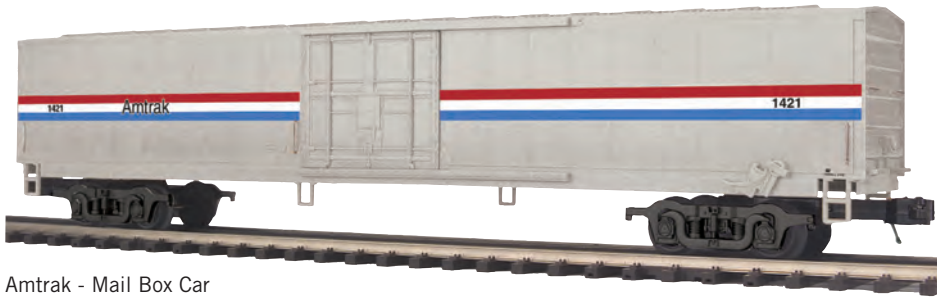
- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Detailed Brake Wheel
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Sliding Car Doors
- 1:48 Scale Dimensions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

## Easily Convert to 2-Rail!

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



# Mail Box Car



Amtrak - Mail Box Car  
20-93701 Phase III \$69.95



Amtrak - Mail Box Car  
20-93702 Express \$69.95



Amtrak - Mail Box Car  
20-93703 Express Phase IV \$69.95



Amtrak - Mail Box Car  
20-93704 Phase IV \$69.95

Each Of These Cars Make A  
Perfect Complement For The Amtrak Genesis  
Featured On Pages 94 - 95

## Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Detailed Brake Wheel
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Sliding Car Doors
- 1:48 Scale Dimensions
- Unit Measures: 16 1/2" x 2 1/2" x 3 1/2"
- Operates On O-42 Curves



# 36' Woodsided Reefer



Arnold Brother's Inc. - 36' Woodsided Reefer  
20-94400 \$64.95



Naive-Spillers Corporation - 36' Woodsided Reefer  
20-94401 \$64.95



Osceola County Coop - 36' Woodsided Reefer  
20-94402 \$64.95



Bradbury Produce - 36' Woodsided Reefer  
20-94403 \$64.95

## Features

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

## Easily Convert to 2-Rail!

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



# 2-Bay Offset Hopper



Cambria and Indiana - 2-Bay Offset Hopper Car  
 20-97858 \$64.95  
 Cambria and Indiana - 6-Car 2-Bay Offset Hopper Car Set  
 20-92089 \$349.95  
 20-92090 \$349.95



Pittsburgh/Champion - 2-Bay Offset Hopper Car  
 20-97859 \$64.95  
 Pittsburgh/Champion 6-Car 2-Bay Offset Hopper Car Set  
 20-92091 \$349.95  
 20-92092 \$349.95



Milwaukee Road - 2-Bay Offset Hopper Car  
 20-97860 \$64.95  
 Milwaukee Road - 6-Car 2-Bay Offset Hopper Car Set  
 20-92093 \$349.95  
 20-92094 \$349.95

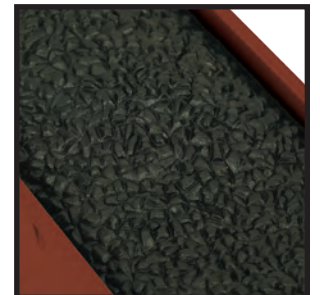


Union Pacific - 2-Bay Offset Hopper Car  
 20-97861 \$64.95  
 Union Pacific - 6-Car 2-Bay Offset Hopper Car Set  
 20-92095 \$349.95  
 20-92096 \$349.95

**Perfect Complement For The Union Pacific U50C  
 Featured On Pages 104 - 105**

**Perfect Complement For  
 The Milwaukee Road EF-3  
 Featured On Pages 106 - 107**

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

## Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- 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

# 34' Composite Hopper



Lehigh Valley - 34' Composite Hopper  
 20-97340 \$59.95  
 Lehigh Valley - 6-Car 34' Composite Hopper Car Set  
 20-92097 \$339.95  
 20-92098 \$339.95



Santa Fe - 34' Composite Hopper  
 20-97341 \$59.95  
 Santa Fe - 6-Car 34' Composite Hopper Car Set  
 20-92101 \$339.95  
 20-92102 \$339.95



Nickel Plate Road - 34' Composite Hopper  
 20-97342 \$59.95  
 Nickel Plate Road - 6-Car 34' Composite Hopper Car Set  
 20-92103 \$339.95  
 20-92104 \$339.95



Pennsylvania - 34' Composite Hopper  
 20-97343 \$59.95  
 Pennsylvania - 6-Car 34' Composite Hopper Car Set  
 20-92099 \$339.95  
 20-92100 \$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
- Unit Measures: 9 1/2" x 2 3/4" x 2 3/4"
- Operates On O-31 Curves

## Easily Convert to 2-Rail!

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



# PS-2 Hopper



Ralston - PS-2 Hopper Car  
20-97344 \$64.95



Southern Pacific - PS-2 Hopper Car  
20-97345 \$64.95



Pillsbury - PS-2 Hopper Car  
20-97346 \$64.95



Bakelite Plastics - PS-2 Hopper Car  
20-97347 \$64.95

## Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- O Scale Kadee-Compatible Coupler Mounting Pads
- Unit Measures: 10" x 2 9/16" x 3 3/8"
- Operates On O-31 Curves

### Easily Convert to 2-Rail!

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



# 33K Gallon Tank Car



Suburban Propane - 33K Gallon Tank Car  
20-96803 \$79.95



Gulf - 33K Gallon Tank Car  
20-96804 \$79.95

# 20K Gallon 4-Compartment Tank Car



NASA - 20K Gallon 4-Compartment Tank Car  
20-96740 \$79.95



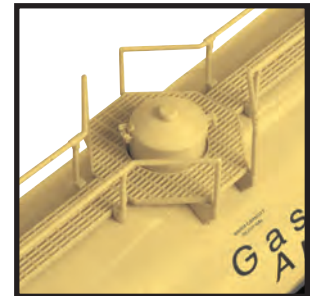
Tenneco - 20K Gallon 4-Compartment Tank Car  
20-96739 \$79.95

## Features

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





# Husky Stack Car



BNSF - Husky Stack Car  
20-95229 \$89.95



Michigan Air-Line Railway - Husky Stack Car  
20-95230 \$89.95



Florida East Coast - Husky Stack Car  
20-95231 \$89.95



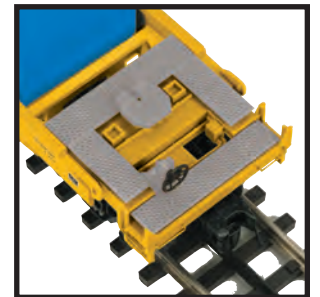
TTX - Husky Stack Car  
20-95232 \$89.95

## Features

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

### Easily Convert to 2-Rail!

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



# Flat Car with 40' Trailer



Amtrak - Flat Car with 40' Trailer  
20-95217 \$74.95



U.S. Freight - Flat Car with 40' Trailer  
20-95218 \$74.95



Trailer Train - Flat Car with 40' Trailer  
20-95219 \$74.95



Norfolk Southern - Flat Car with 40' Trailer  
20-95220 \$74.95

## Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- (1) 40' Trailer
- O Scale Kadee-Compatible Coupler
- Mounting Pads
- Unit Measures:  
14 1/2" x 2 1/2" x 4 1/2"
- Operates On O-31 Curves

## Easily Convert to 2-Rail!

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



# 75' Depressed Center Flat Car with Crane Cab



Norfolk Southern - 75' Depressed Center Flat Car with Crane Cab  
20-95237 \$99.95



Pennsylvania - 75' Depressed Center Flat Car with Crane Cab  
20-95238 \$99.95



NASA - 75' Depressed Center Flat Car with Crane Cab  
20-95239 \$99.95



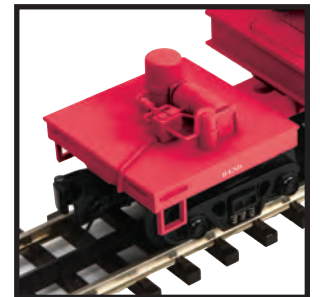
Santa Fe - 75' Depressed Center Flat Car with Crane Cab  
20-95240 \$99.95

## Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Colorful, Attractive Paint Scheme
- Operating Die-Cast Metal Couplers
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Removable American Crane Body
- 1:48 Scale Dimensions
- Unit Measures:  
19 1/2" x 2 1/2" x 4 7/8"
- Operates On O-54 Curves

### Easily Convert to 2-Rail!

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



# Flat Car with Tank Container and 20' Container



CSX - Flat Car with Tank Container & 20' Container  
20-95221 \$79.95



Safety Train - Flat Car with Tank Container & 20' Container  
20-95222 \$79.95



Norfolk Southern - Flat Car with Tank Container & 20' Container  
20-95224 \$79.95



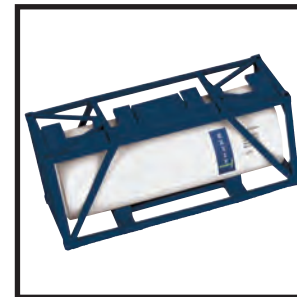
Union Pacific - Flat Car with Tank Container & 20' Container  
20-95223 \$79.95

## Features

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



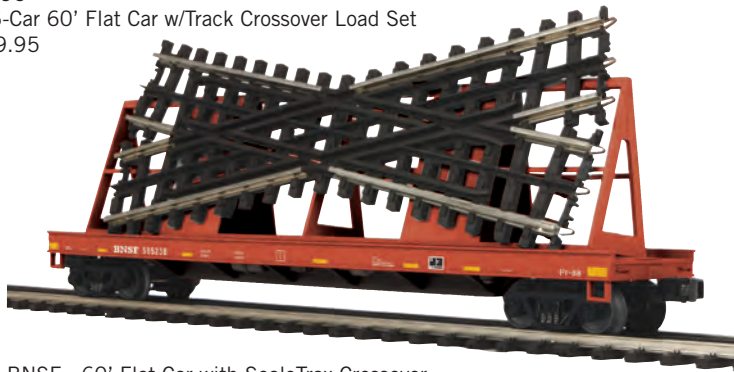
# 60' Flat Car with ScaleTrax Crossover



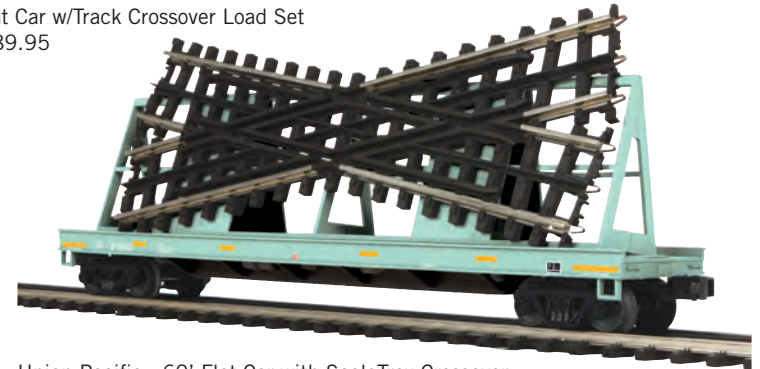
Norfolk Southern - 60' Flat Car with ScaleTrax Crossover  
 20-95233 \$79.95  
 Norfolk Southern - 6-Car 60' Flat Car w/Track Crossover Load Set  
 20-92105 \$389.95



TTX - 60' Flat Car with ScaleTrax Crossover  
 20-95234 \$79.95  
 TTX - 6-Car 60' Flat Car w/Track Crossover Load Set  
 20-92106 \$389.95



BNSF - 60' Flat Car with ScaleTrax Crossover  
 20-95235 \$79.95  
 BNSF - 6-Car 60' Flat Car w/Track Crossover Load Set  
 20-92107 \$389.95



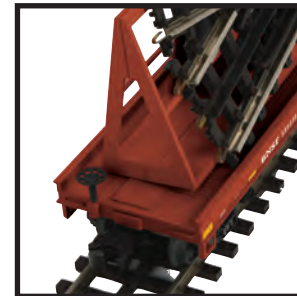
Union Pacific - 60' Flat Car with ScaleTrax Crossover  
 20-95236 \$79.95  
 Union Pacific - 6-Car 60' Flat Car w/Track Crossover Load Set  
 20-92108 \$389.95

## Features

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



# 60' Flat with Tank Containers



Union Pacific - 60' Flat Car with Tank Containers  
20-95241 \$89.95



TTX - 60' Flat Car with Tank Containers  
20-95242 \$89.95



Canadian National - 60' Flat Car with Tank Containers  
20-95243 \$89.95



Alaska - 60' Flat Car with Tank Containers  
20-95244 \$89.95

## Features

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

## Easily Convert to 2-Rail!

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



# Corrugated Auto Carrier



Amtrak - Corrugated Auto Carrier  
20-95245 \$84.95



Santa Fe - Corrugated Auto Carrier  
20-95246 \$84.95



CSX - Corrugated Auto Carrier  
20-95247 \$84.95



TTX - Corrugated Auto Carrier  
20-95248 \$84.95

## 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
- Kadee-Compatible Coupler Mounting Pads
- (2) Operating Die-Cast Metal Couplers
- 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



# Gondola with Junk Load



McKeesport Connecting Railroad - Gondola with Junk Load  
20-95228 \$64.95



Philadelphia Bethlehem & New England - Gondola with Junk Load  
20-95225 \$64.95



Pittsburgh & West Virginia - Gondola with Junk Load  
20-95226 \$64.95



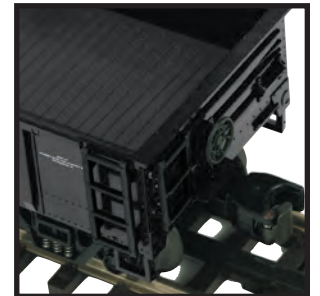
Lake Terminal Railroad Company - Gondola with Junk Load  
20-95227 \$64.95

## Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- O Scale Kadee® Compatible Coupler Mounting Pads
- Colorful, Attractive Paint Scheme
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Removeable Junk Load
- Unit Measures:  
14 5/8 x 2 5/8 x 3 15/16"
- Operates On 0-31 Curves

## Easily Convert to 2-Rail!

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





# 35' Woodsided Caboose



New York Central - 35' Woodsided Caboose  
20-91595 \$69.95



Pittsburgh & Lake Erie - 35' Woodsided Caboose  
20-91596 \$69.95



Erie - 35' Woodsided Caboose  
20-91597 \$69.95



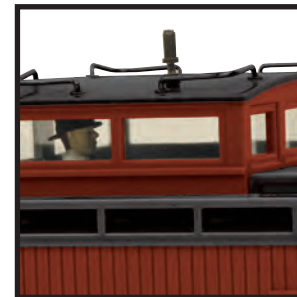
New York Central - 35' Woodsided Caboose  
20-91598 \$69.95

## Features

- Intricately Detailed, Durable ABS Body
- Detailed Interior
- Metal Wheels and Axles
- Die-Cast 2-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Near-Scale Proportions
- Operating Interior Lighting
- Brakeman Figure
- Unit Measures:  
10 1/16" x 2 13/16" x 2 1/16"
- Operates On 0-31 Curves

## Easily Convert to 2-Rail!

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



# Center Cupola Steel Caboose



Pere Marquette - Center Cupola Steel Caboose  
20-91599 \$69.95



Western Maryland - Center Cupola Steel Caboose  
20-91600 \$69.95



Chesapeake & Ohio - Center Cupola Steel Caboose  
20-91601 \$69.95



Erie (Buy War Bonds) - Center Cupola Steel Caboose  
20-91602 \$69.95

## Features

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

## Easily Convert to 2-Rail!

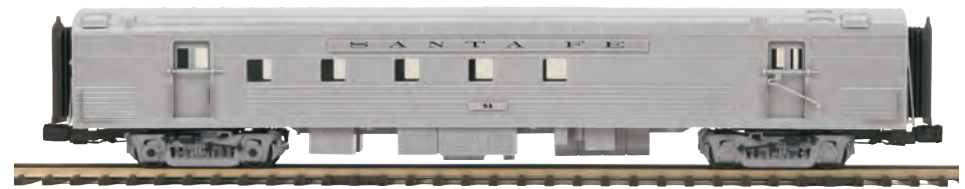
2-Rail Die-Cast Sprung Metal Bettendorf Freight Car Two Truck Pack  
20-89001 \$24.95



# Passenger Cars

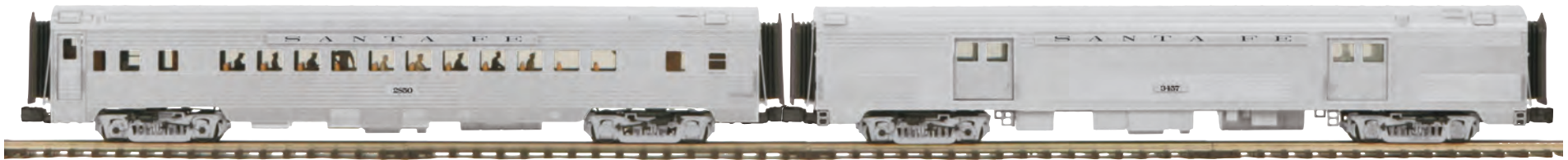


Santa Fe - 70' Streamlined Full Length Vista Dome Passenger Car (Ribbed Sided)  
20-67288 \$114.95

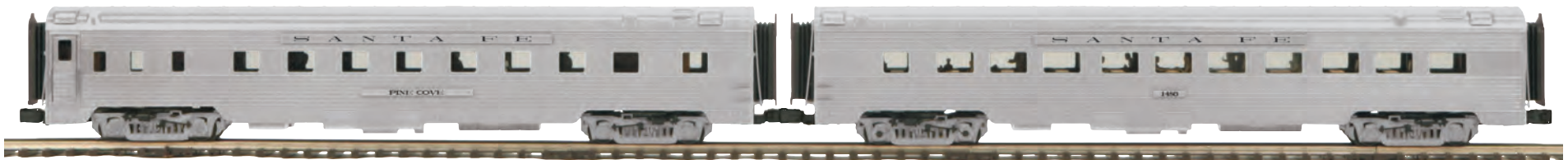


Santa Fe - 70' Streamlined RPO Passenger Car (Ribbed Sided)  
20-68288 \$114.95

## Santa Fe Cars Feature Plated Bodies



Santa Fe - 2-Car 70' Streamlined Baggage/Coach Passenger Set (Ribbed Sided)  
20-69288 \$229.95



Santa Fe - 2-Car 70' Streamlined Slpr/Diner Passenger Set (Ribbed Sided)  
20-66288 \$229.95



Santa Fe - 5-Car 70' Streamlined Passenger Set (Ribbed Sided)  
20-65288 \$549.95

## Features

- Intricately Detailed, Durable ABS Bodies
- Metal Wheels and Axles
- Detailed Car Interior
- Overhead Interior LED Lighting
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- End-of-Car Diaphragms
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 10 Passenger Figures In Each Coach
- Detailed Car Undercarriage
- Sliding Baggage Car Doors
- Die-Cast 4-Wheel or 6-Wheel Trucks
- 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

# Passenger Cars



Amtrak - 4-Car Amfleet Passenger Set  
20-65285 \$369.95



Amtrak - 2-Car Amfleet Passenger Set  
20-66285 \$199.95



Amtrak - 2-Car Amfleet Passenger Set  
20-66286 \$199.95



Amtrak - 4-Car Amfleet Passenger Set  
20-65286 \$369.95



Amtrak - 4-Car Amfleet Passenger Set  
20-65287 \$369.95



Amtrak - 2-Car Amfleet Passenger Set  
20-66287 \$199.95



New York Central - 70' Streamlined RPO Passenger Car (Smooth Sided)  
20-68283 \$99.95



New York Central - 5-Car 70' Streamlined Passenger Set (Smooth Sided)  
20-65283 \$469.95



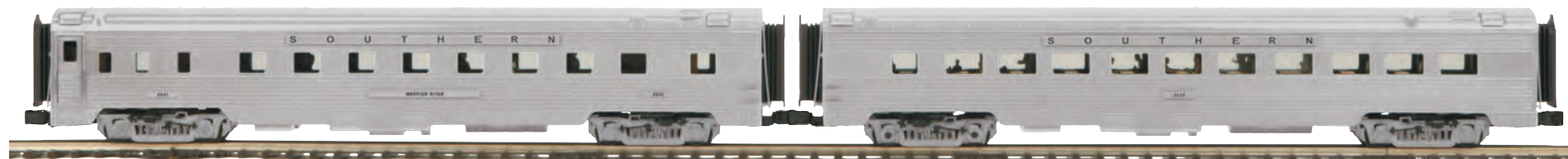
Southern - 5-Car 70' Streamlined Passenger Set (Ribbed Sided)  
20-65282 \$469.95



Southern - 70' Streamlined RPO Passenger Car (Ribbed Sided)  
20-68282 \$99.95



Southern - 70' Streamlined Full Length Vista Dome Passenger Car (Ribbed Sided)  
20-67282 \$99.95



Southern - 2-Car 70' Streamlined Slpr/Diner Passenger Set (Ribbed Sided)  
20-66282 \$199.95



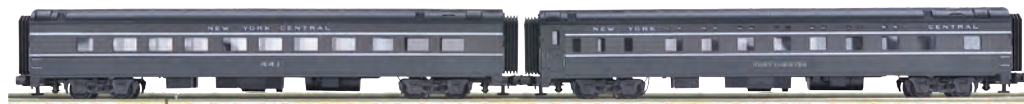
New York Central - 2-Car 70' Streamlined Baggage/Coach Passenger Set (Smooth Sided)  
20-69283 \$199.95



Southern - 2-Car 70' Streamlined Baggage/Coach Passenger Set (Ribbed Sided)  
20-69282 \$199.95



New York Central - 70' Streamlined Full Length Vista Dome Passenger Car (Smooth Sided)  
20-67283 \$99.95



New York Central - 2-Car 70' Streamlined Slpr/Diner Passenger Set (Smooth Sided)  
20-66283 \$199.95



# 2016 European Lineup





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

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

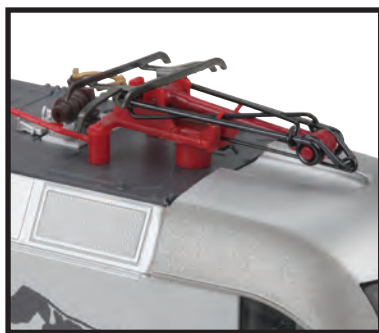
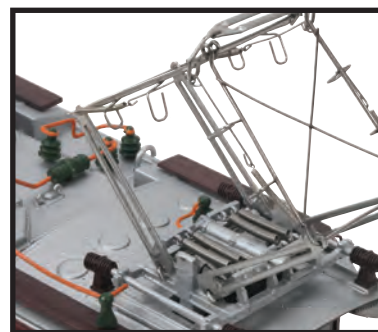
O scale model railroaders, whether they be 3-rail or 2-rail fans, who have or plan to have a premier model railroad will find choosing an M.T.H. Premier Line locomotive or rolling stock item a worthy choice. Our steam and electric locomotives are unmatched in value and performance and our passenger and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

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

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

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

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



# DR/DB 44 Class "Jumbo"



## Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails and Whistle
- Sprung Buffers
- NEM 310 Metal Wheels
- (2) Hook & Chain Coupler Assemblies
- NEM 365 Lenz Coupler & Pocket Assembly
- Constant Voltage LED Boiler Lighting
- LED Lighted Cab Interior
- Operating LED Tender Lights
- Operating LED Running Board Lights
- 5-Pole Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar with Close Coupling Option
- 1:45 Scale Proportions
- Onboard DCC Receiver
- CE Rated
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Freight Yard Proto-Effects
- Measures: 531mm x 98mm x 68mm
- Hi-Rail Version Operates On 0-54 Curves
- Scale Wheel Version Operates On 36" Radius Curves

Wooden Stationary  
Display Base Included





The long history of the Class 44 (*Baureihe 44* or *BR 44* in German) begins with the nationalization of the German railways in 1920. The newly formed *Deutsche Reichsbahn* (DR) had taken over more than 120 different locomotive types from the various former state railways. As in the United States during World War I and in Great Britain after World War II, nationalization of the railways brought about the desire for a standard series of locomotives that could be built in large quantities and efficiently operated and maintained, with as many common components as possible. The result was the Standard Engines (*Einheitslokomotiven*), which became the basis for development and construction of German locomotives for more than 20 years. Among the most successful of the Standard Engines was the ten-coupled BR 44, which would become Germany's standard heavy freight locomotive from the late 1930s to the end of steam.

To put the maximum amount of power on the rails, the BR 44's designers gave it ten relatively small 55" (1400 mm) drive wheels and three cylinders, with the two outside cylinders driving the third axle and the inside cylinder driving the second axle. Delivering 2000 horsepower, the heavy freighter had a top speed of 80 kph (48 mph). Like its less powerful two-cylinder sister, the BR 43, the BR 44 was designed for the DR's new, heavier standard axle loading of 20 tons. (In the U. S., by comparison, heavy freight engines were more likely to have eight rather than ten drivers and driver axle loads of around 35 tons.)

After more than three years of development, the first BR 43s and BR 44s were outshopped in 1926 — ten locomotives of each class. As the two-cylinder BR 43 was more economical to operate, the onset of the Great Depression halted further production of the BR 44. Eventually, however, the two-cylinder motion of the BR 43 proved more stressful to the engine frame and other components, and series production of the BR 44 resumed in 1937, with Wagner smoke deflectors and new welded 2'2" T34 tenders.

As the nation's premier heavy freight hauler, the BR 44 became one of only a handful of steam locomotives prioritized for wartime production. By the end of series production in 1944, nearly 2000 BR 44s had been produced by 14 factories in Germany and occupied territories. A so-called "austerity" version, with simplified wartime construction, was the BR 44 Ük; notable spotting features included the omission of both the smoke deflectors and the forward cab side windows. (As many routes in Germany and occupied territories had not yet been upgraded to accept 20-ton axle loads, wartime production also included large numbers of lighter ten-coupled steamers to serve areas where the BR 44 couldn't go.)

After World War II, 1,242 BR 44s found their way to the West German *Deutsche Bundesbahn* (DB) and 355 engines to East Germany's *Deutsche Reichsbahn* (DR). These included a final ten locomotives assembled in 1949 from existing parts. The BR 44s were urgently needed for the reconstruction of the country and soon got modernized. The DB attached Witte smoke deflectors, replaced the air pumps, and added new headlights. The DR just changed the smoke deflectors and experimented with coal-dust fired engines. Both German railways converted part of their engines to oil burners.

During this period, the big locomotives acquired the nickname "Jumbos" — as strong, untiring, and good-natured beasts of burden. During the German *Wirtschaftswunder* ("economic miracle"), the Jumbos were significant contributors to the recovery and the success of German industry. They hauled heavy ore and coal trains as well as mixed freights with manufactured goods over long routes and steep gradients. A legendary train was the *Langer Heinrich* ("Long Henry") of the 1960s and '70s, a 4000-ton ore train from the North Sea coast to the industrial Ruhr region. BR 44 engines were in regular service until the end of steam in Germany — 1977 in the West and 1981 in the East.

The Class 44 had also been built in occupied France from 1942 onward. Some of these engines were later transferred to the SNCF as war reparations. In 1946, French locomotive factories built 226 more engines with minor modifications. Rostered by the SNCF as series 150X, they were the most powerful and the heaviest steam freight engines in France. They were assigned to industrial transport in the EST region (in green livery) and in the NORD region (in black livery). Forty-eight engines were sold to Turkish Railways in 1955, and all the rest were withdrawn from service by 1965 as France converted to electric traction.

M.T.H. is proud to offer these superbly detailed BR 44 models, reproducing the power, dependability, and sheer drama that have endeared the Jumbos to generations of railfans. Heavy die-cast metal construction and a powerful electronically controlled drive system offer enormous tractive effort and superior running qualities. Each version accurately replicates how the BR 44 looked in a particular era.



SNCF - 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  
 20-3530-1 Hi-Rail Wheels \$1399.95  
 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

# SNCF 141P Mikado

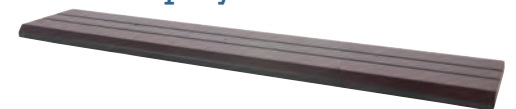


## Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails and Whistle
- Sprung Buffers
- NEM 340 Metal Wheels
- (2) Hook & Chain Coupler Assemblies
- Remotely Controlled Proto-Coupler\* on Tender
- Kadee-Compatible Coupler Mounting Pad
- Constant Voltage LED Headlight
- LED Operating Firebox Glow
- LED Lighted Cab Interior
- Operating LED Tender Back-Up Light
- 5-Pole Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar with Close Coupling Option
- 1:43.5 Scale Proportions
- Onboard DCC Receiver
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station Proto-Effects
- Unit Measures: 531mm X 98mm X 68mm
- Hi-Rail Version Operates On O-54 Curves
- Scale Wheel Version Operates On 45° Radius Curves

\* Hi-Rail Wheel Models Only

**Wooden Stationary Display Base Included**



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.



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

# E94 Crocodile Electric



## Features

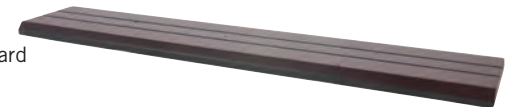
- Intricately Detailed, Die-Cast Body
- Die-Cast Truck Sides and Pilots
- Die-Cast Metal Chassis
- Metal Handrails and Horn
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Sprung Buffers
- Metal Wheels, Axles and Gears
- NEM 340 Metal Wheels
- (2) Remote-Controlled Proto-Couplers\*
- 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 Version Operates On 0-54 Curves
- Scale Wheel Version Operates On 36" Radius Curves

*\* Hi-Rail Wheel Models Only*

**Wooden Stationary Display Base Included**





See It In Action At  
[www.mthtrains.com](http://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



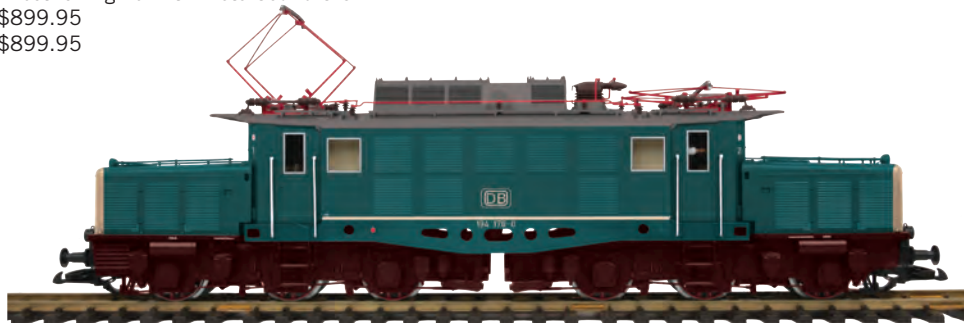
Austrian OBB (Orange) - E94 Crocodile Electric Engine With Proto-Sound 3.0

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.

# TRAXX P160 AC2



## Features

- Intricately Detailed ABS Body
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides and Pilots
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Horn
- Directionally Controlled Headlights
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- (2) Remotely Controlled Proto-Couplers\*\*
- Kadee-Compatible Coupler Mounting Pads
- Lighted Cab Interior
- (2) Engineer Cab Figures
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Metal Body Side Grilles
- NEM 310/311 Standard Fine Scale Wheels\*
- NEM 365 Coupler Pocket\*
- NEM 362 Lenz® Compatible Coupler Included\*
- European NEM Fine Scale Couplers Included
- Sprung Buffers
- LED Lighting Effects
- On Board DCC Receiver
- (2) Motorized Pantographs (2 inside units on locomotives with more than 2 pantographs)
- Catenary or Track Power Selector Switch
- 1:45 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring German Language Freight Yard Proto-Effects
- Measures: 16 3/16" x 2 1/2" x 4 5/16" 411mm x 64mm x 110mm
- Hi-Rail Version Operates On 0-72 Curves
- Scale Wheel Version Operates On 42" Radius Curves

\* Scale Wheel Models Only

\*\* Hi-Rail Wheel Models Only



CrossRail - TRAXX P140 AC2 Electric Engine  
 20-5648-1 Hi-Rail Wheels \$449.95



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



Cargo - TRAXX F140 AC-1 Electric Engine  
 20-5653-2 Scale Wheels \$499.95



Connecting Europe - TRAXX F140 AC-1 Electric Engine  
 20-5654-1 Hi-Rail Wheels \$449.95  
 20-5655-2 Scale Wheels \$499.95

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

With locomotive and car manufacturing facilities on four continents, Bombardier has emerged as a leader in the manufacture of equipment for these multinational carriers. Starting with electric locomotive technology developed by German firm Adtranz, which Bombardier acquired in 2001, Bombardier developed the TRAXX family of electric and diesel locomotives for service across Europe. TRAXX electric feature modular construction and can be configured to run on multiple voltages and both AC and DC. Leading purchasers have included Cargo, the freight division of the Swiss Federal Railways that runs through Germany, Switzerland, and Italy, and Railion (recently renamed DB Schenker Rail), which spans Denmark, the Netherlands, Germany, Switzerland, and Italy.

The TRAXX electric offers a near-perfect combination of speed, safety, and practicality. Its streamlined shape is designed for aerodynamics but also for economical construction, being composed almost entirely of flat surfaces. The ends are raked at an angle that slices through the air — but a steeper, more streamlined angle was avoided in order to minimize air turbulence between the engine and the following car. With up to 800 horsepower supplied to each of its eight wheels, wheelslip control on the TRAXX was mandatory. The controls, of course, are fully computerized with myriad safety systems. Our superbly detailed TRAXX model features twin motors to replicate the massive power of the prototype, and pantographs that can be configured to pick up power from overhead catenary.



MRCE dispolok - TRAXX F140 AC-1 Electric Engine (Non-Powered)  
 20-5655-3 \$219.95  
 20-5655-6 Scale Wheels \$229.95



Railion - TRAXX F140 AC-1 Electric Engine  
 20-5656-1 Hi-Rail Wheels \$449.95  
 20-5656-2 Scale Wheels \$499.95  
 20-5656-6 Non-Powered Scale Wheels \$229.95  
 Railion European - TRAXX F140 AC2 Electric Engine  
 20-5634-3 Non-Powered \$219.95

# Taurus ES-64-U2



## Features

- Intricately Detailed ABS Body
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides and Pilots
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Horn
- Directionally Controlled Headlights
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- (2) Remotely Controlled Proto-Couplers\*\*
- Kadee-Compatible Coupler Mounting Pads
- Lighted Cab Interior
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- (2) Engineer Cab Figures
- Metal Body Side Grilles
- NEM 310/311 Standard Fine Scale Wheels\*
- NEM 365 Coupler Pocket\*
- NEM 362 Lenz® Compatible Coupler Included\*
- European NEM Fine Scale Couplers Included
- Sprung Buffers
- LED Lighting Effects
- On Board DCC Receiver
- (2) Motorized Pantographs (2 inside units on locomotives with more than 2 pantographs)
- Catenary or Track Power Selector Switch
- 1:45 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 16 3/8" x 2 1/2" x 3 3/8"
- Hi-Rail Version Operates On O-72 Curves
- Scale Wheel Version Operates On 42" Radius Curves

\* Scale Wheel Models Only

\*\* Hi-Rail Wheel Models Only





Dispolok.com - Taurus ES-64-U2 Electric Engine  
 20-5649-1 Hi-Rail Wheels \$449.95  
 20-5649-2 Scale Wheels \$499.95

Introduced to the European market by Siemens in 2000, the Taurus ES64 (ES for EuroSprinter, 64 for 6,400 kW of power) was developed as a universal electric locomotive, topping out at a speed of 230km/h. This multipurpose engine has become one of the most influential representatives of Dispolok GmbH, a Siemens Transportation System subsidiary, making leasing options available to a host of different rail operators.

Thanks to liberalization, the freight market had created the ability for anyone to start their own rail company, thus increasing competition and dropping prices. Leasing thrived as the market for cheaper secondhand vehicles expanded. Due to this increase, Siemens came up with an appealing alternative for operators — allowing them to lease the newest, most state-of-the-art locomotives on a flexible basis.

HUPAC - Taurus ES-64-U2 Electric Engine  
 20-5650-2 Scale Wheels \$499.95



DB Railion - Taurus ES-64-U2 Electric Engine  
 20-5651-2 Scale Wheels \$499.95  
 20-5651-3 Non-Powered \$219.95

OBB - Taurus ES-64-U2 Electric Engine  
 20-5652-2 Scale Wheels \$499.95



# Modern Offener Güterwagen



Railion - European Modern Offener Güterwagen (Gondola)

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

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

20-90930 Fine Scale Wheels \$439.95



Niederlandischen Eisenbahnen - European Modern Offener Güterwagen (Gondola)

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

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

20-90929 Fine Scale Wheels \$439.95



DB Cargo - European Modern Offener Güterwagen (Gondola)

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

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

20-90928 Fine Scale Wheels \$439.95



SBB-CFF - European Modern Offener Güterwagen (Gondola)

20-99028 Hi-Rail Wheels \$79.95



OBB Rail Cargo Austria - 6-Car European Modern Offener Güterwagen (Gondola) Set

22-90939 Fine Scale Wheels \$439.95

## Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Operating Interior Lighting
- Die-Cast 4-Wheel Trucks
- Colorful, Attractive Paint Scheme
- Operating Die-Cast Metal Couplers
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- O Scale Kadee-Compatible Coupler
- Mounting Pads
- Unit Measures: 13 1/8" x 2 5/8" x 3 3/8"
- Operates On 0-31 Curves



# Gedeckter Güterwagen



SBB CFF - European Gedeckter Güterwagen (Box Car) Car No. 30417  
22-99045 Fine Scale Wheels \$69.95

SBB CFF - 6-Car European Gedeckter Güterwagen Set  
22-90944 Fine Scale Wheels \$389.95



SBB-CFF - European Gedeckter Güterwagen (Box Car) Car  
No. 20 85 114 4947-1

20-99012 Hi-Rail Wheels \$69.95

SBB-CFF - 6-Car European Gedeckter Güterwagen Set  
20-90915 Fine Scale Wheels \$389.95



SBB CFF - European Gedeckter Güterwagen (Box Car)  
Car No. 20 85 114 4 418-7

22-99046 Fine Scale Wheels \$69.95

SBB CFF - 6-Car European Gedeckter Güterwagen Set  
22-90945 Fine Scale Wheels \$69.95



SBB CFF - European Gedeckter Güterwagen (Box Car)  
Car No. 20 85 111 7650-4

20-99011 Hi-Rail Wheels \$69.95

20-99015 Fine Scale Wheels \$69.95

SBB CFF - 6-Car European Gedeckter Güterwagen Set  
20-90913 Fine Scale Wheels \$389.95



SBB CFF - 6-Car European Gedeckter Güterwagen Set  
22-90947 Fine Scale Wheels \$389.95

## 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
- Unit Measures:  
10 1/8" x 2 11/16" x 3 3/4"
- Operates On O-31 Curves

# Bierwagen



Biere Beauregard - European Bierwagen (Beer Reefer)

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

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

- 20-90904 Fine Scale Wheels \$389.95



Feldschloesschen - European Bierwagen (Reefer)

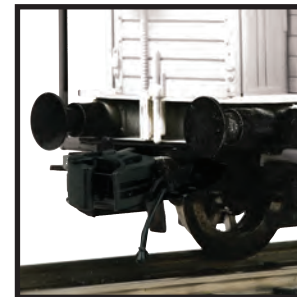
- 20-99004 Hi-Rail Wheels \$69.95
- 20-99008 Fine Scale Wheels \$69.95

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

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

## Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Realistic Paint Scheme
- Die-Cast Metal Underframe
- Highly Detailed Brake System
- Opening Doors
- Metal Grab Irons
- Needle-Point Axles
- Hi-Rail Wheeled Cars Include Scale European Couplers and Dummy American Knuckle Couplers
- 1:45 Scale Dimensions
- O Scale Kadee® Compatible Coupler Mounting Pads
- European NEM Fine Scale Couplers Included\*
- Sprung Buffers
- NEM 365 Coupler Pocket\*
- NEM 362 Lenz® Compatible Coupler Included\*
- Hi-Rail Version Operates On O-31 Curves
- NEM 310/311 Standard Fine Scale Wheel Version Operates On 31" Radius Curves





Brasserie du Cardinal - European Bierwagen (Reefer)

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

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

20-90905 Fine Scale Wheels \$389.95



Brauerei Loewengarten - European Bierwagen (Beer Reefer)

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

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

20-90906 Fine Scale Wheels \$389.95



Brauerei Wartech Basel - European Bierwagen (Beer Reefer)

22-99041 Fine Scale Wheels \$69.95

Brauerei Wartech Basel - 6-Car European Bierwagen (Beer Reefer) Set

22-90940 Fine Scale Wheels \$389.95



Bierbrauerei Falken - European Bierwagen (Beer Reefer)

22-99044 Fine Scale Wheels \$69.95

Bierbrauerei Falken - 6-Car European Bierwagen (Beer Reefer) Set

22-90943 Fine Scale Wheels \$389.95

# Modern Kesselwagen



BP - European Modern Kesselwagen (Tank Car)

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

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

20-90916 Hi-Rail Wheels \$439.95



GATX - European Modern Kesselwagen (Tank Car)

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



Wascosa OMV - European Modern Kesselwagen (Tank Car)

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

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

20-90919 Hi-Rail Wheels \$439.95



Wascosa - European Modern Kesselwagen (Tank Car)

20-99019 Hi-Rail Wheels \$79.95

## Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Operating Interior Lighting
- Die-Cast 4-Wheel Trucks
- Colorful, Attractive Paint Scheme
- Operating Die-Cast Metal Couplers
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- O Scale Kadee-Compatible Coupler Mounting Pads
- Unit Measures:  
 13 1/8" x 2 5/8" x 3 3/8"
- Operates On 0-31 Curves



Wascosa Petroplus - European Modern Kesselwagen (Tank Car)

20-99033 Hi-Rail Wheels \$79.95  
 22-99033 Fine Scale Wheels \$79.95



VTG - European Modern Kesselwagen (Tank Car)  
20-99034 Hi-Rail Wheels \$79.95



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



Shell - European Modern Kesselwagen (Tank Car)  
22-99036 Fine Scale Wheels \$79.95  
Shell - 6-Car European Modern Kesselwagen (Tank Car) Set  
20-90935 Hi-Rail Wheels \$439.95



Ermewa - European Modern Kesselwagen (Tank Car)  
22-99052 Fine Scale Wheels \$84.95  
Ermewa - 6-Car European Modern Kesselwagen (Tank Car) Set  
22-90950 Fine Scale Wheels \$449.95



On Rail - 6-Car European Modern Kesselwagen (Tank Car) Set  
22-90951 Fine Scale Wheels \$449.95

# European Passenger Cars



Orient Express (Blue) - 5-Car Orient Express Add-On Passenger Set

20-60022 Hi-Rail Wheels

20-60023 Fine Scale Wheels



Deutsche Reichsbahn - 5-Car Rheingold Standard Passenger Set

20-60017 Hi-Rail Wheels

20-60018 Fine Scale Wheels



SNCF - 5-Car OCEM Passenger Car Set

20-60019 Hi-Rail Wheels



SNCF (1969) - 5-Car OCEM Passenger Car Set

20-60026 Hi-Rail Wheels

22-60026 Fine Scale Wheels

## Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers (Hi-Rail Only)
- Colorful, Attractive Paint Scheme
- Fast-Angle Hi-Rail Wheel Sets
- Detailed Interiors With Overhead LED Lighting
- Sprung Buffers
- Separate Metal Handrails
- Needle-Point Axles
- 1:43.5 Scale Dimensions (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 Version Operates On O-72 Curves
- NEM 310/311 Standard Fine Scale Wheels Operate On 84" Radius Curves

\* Scale Wheel Models Only





# POWER UP

## with the Best Transformers in O Gauge



Z-1000™ AC Transformer  
40-1000 \$129.95  
With 14 Volt Accessory Port

Whether you operate with conventional AC power or the M.T.H. Digital Command System (DCS), our UL-approved transformers offer the best way to power your layout. Choose the 100-watt Z-1000™ for a small- to medium-sized layout, or step up to the 400-watt, feature-laden Z-4000®, the most powerful UL-approved transformer in the hobby. All M.T.H. transformers offer:

- Incredibly smooth, wide range throttle for precise speed control
- Bell and whistle/horn buttons that work with all makes of locomotives
- Fast-acting circuit breakers to protect your equipment
- Continuous useable wave power output compatible with all AC-powered engines

Z-500™ AC Transformer  
40-500 \$89.95

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



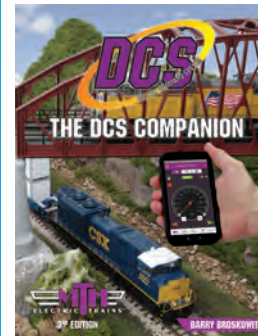
Proto-Sound Battery  
50-1008 \$11.95



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



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



DCS Companion  
60-1386  
Digital Version \$14.95  
Soft Cover \$34.95  
Available as a soft cover book or a pdf download — order from [www.mthtrains.com](http://www.mthtrains.com)



24-Port Terminal Block  
50-1020 \$37.95  
12-Port Terminal Block  
50-1014 \$27.95

# 400 Watts!

# The Most Powerful Listed Transformer!

Smooth-operating, wide-range **dual throttles**

**Overload indicator**

**Dual ammeters** show how much current each throttle is using and warn of potential overloads

**Bell and whistle/horn buttons** compatible with all AC engines

**Programming button** for original Proto-Sound and QSI® AC sound systems

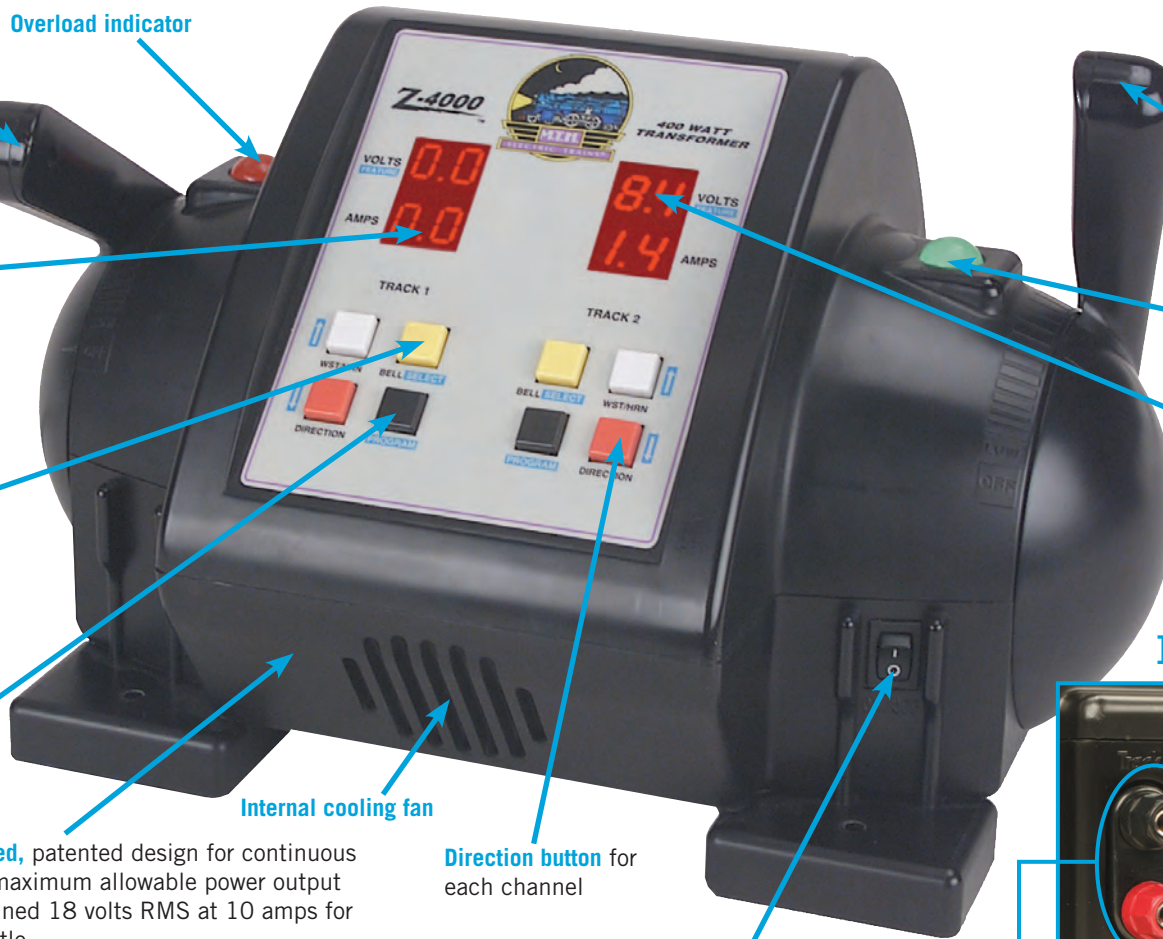
**UL Approved**, patented design for continuous and safe maximum allowable power output at a sustained 18 volts RMS at 10 amps for each throttle.

Z-4000® Transformer  
40-4000 \$ 459.95

Two AC throttles, each with its own complete set of controls, plus 10-volt and 14-volt AC accessory outputs

## WHY THE OR LISTING?

To protect our customers and their trains, M.T.H. Electric Trains is committed to manufacturing safe, UL or CSA approved transformers and power supplies. By subjecting our transformers to the strenuous tests and requirements of Underwriters Laboratories and/or CSA, M.T.H. helps ensure that our products meet the same requirements as other consumer electronics sold today. When choosing a new transformer, model railroaders should only look for those that have received a UL or CSA listing.



**Learn More About It**  
The instruction manual for every M.T.H. transformer is available at [www.mthtrains.com](http://www.mthtrains.com). Just look up the transformer in our Product Search feature.

Smooth-operating, wide-range **dual throttles**

**Power-on indicator**

**Dual digital voltmeters** show how much power you're putting on the track

## Rear Panel Outputs



0~22 Volts Track Power (10 AMP)

10-Volt Accessory Power (3 AMP)

14-Volt Accessory Power (3 AMP)

0~22 Volts Track Power (10 AMP)

**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.

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

# ScaleTrax™

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



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

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

### Track Features

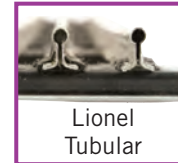
- Solid, rust-proof nickel silver rails
- Durable ties for years of use
- Easy, snap-together assembly
- Built-in electrical connections eliminate need for rail joiners or track pins
- Built-in Lockon receptacle in every track section
- Non-derailing switches
- Snap-in, reversible switch motors work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

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

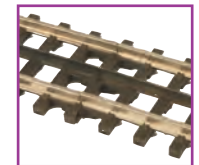
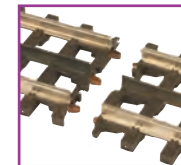
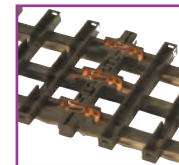
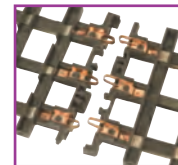
ScaleTrax track and switches are more affordable than comparable Atlas and Ross products.

### Smaller Third Rail

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

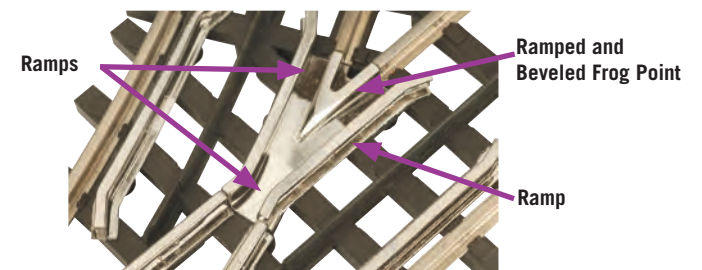
### Better Electrical Contact

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

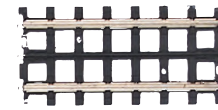
Low-profile rail and ties make ScaleTrax flex easier to bend than other brands.

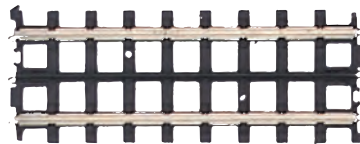


## STRAIGHT, FLEX & OPERATING TRACK SECTIONS

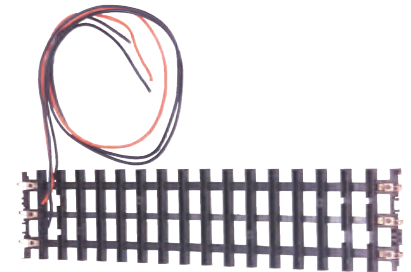

 ScaleTrax™ - 1.75" Track Section  
 45-1011 \$2.49  
 ScaleTrax™ - 1.75" Track Section 4-Pack  
 45-1011-4 \$10.25


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

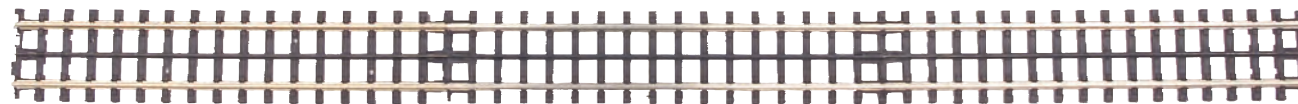

 ScaleTrax™ - 4.25" Track Section  
 45-1012 \$3.99  
 ScaleTrax™ - 4.25" Track Section 2-Pack  
 45-1012-2 \$8.99

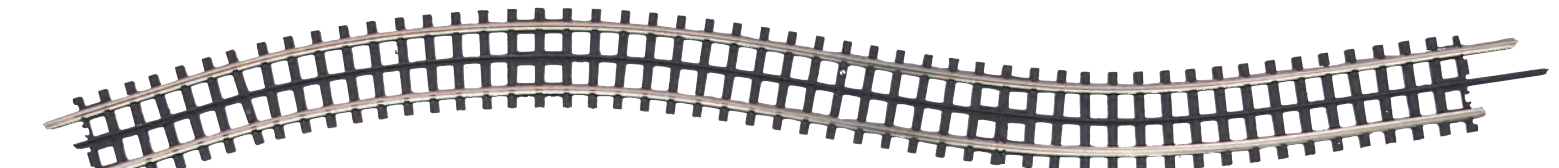

 ScaleTrax™ - 5.5" Track Section  
 45-1014 \$3.99  
 ScaleTrax™ - 5.5" Track Section 2-Pack  
 45-1014-2 \$8.99


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




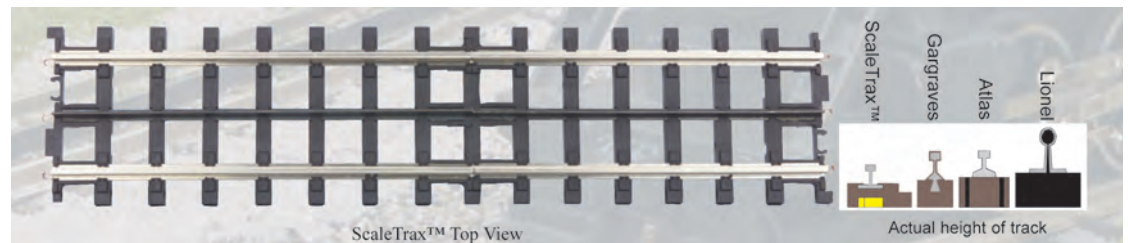
ScaleTrax™ - Lockon (Track Not Included)  
 45-1033 \$4.25  
 Each FlexTrack Section Requires 1 Lockon


 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!

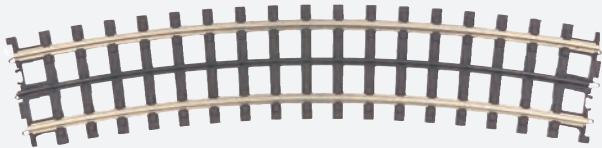

 ScaleTrax™ - 15" Operating Track Section  
 45-1035 \$24.95



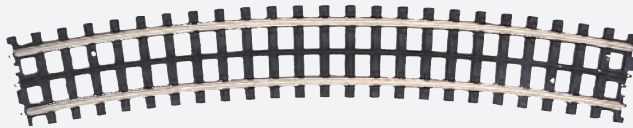
## Curved Track Sections



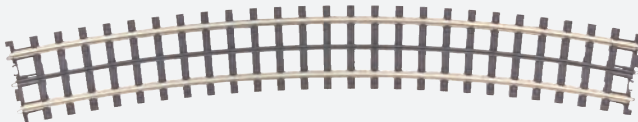
ScaleTrax™ - 0-31 Curved Track Section  
45-1002 \$4.99  
It takes **EIGHT 0-31 CURVES** to make a circle.



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.

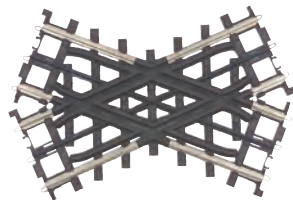


ScaleTrax™ - 0-80 Curved Track Section  
45-1034 \$6.99  
It takes **SIXTEEN 0-80 CURVES** to make a circle.

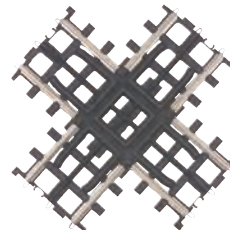
## Crossovers



ScaleTrax™ - 22.5 Degree Crossing  
45-1015 \$24.95

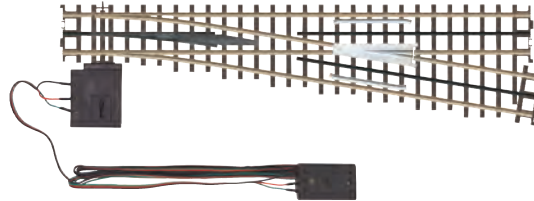


ScaleTrax™ - 45 Degree Crossing  
45-1006 \$19.95

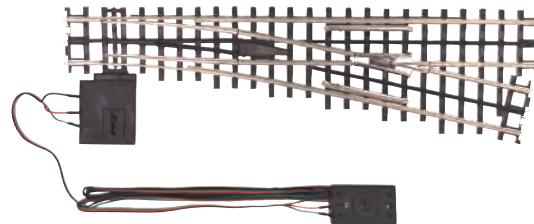


ScaleTrax™ - 90 Degree Crossing  
45-1005 \$19.95

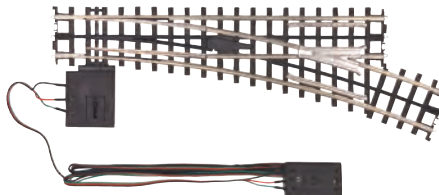
## Switches



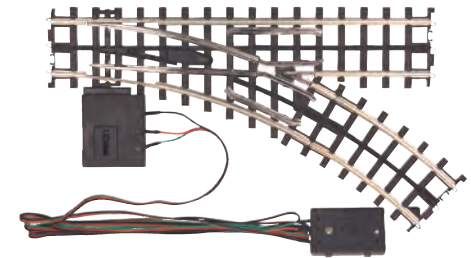
ScaleTrax™ - No. 6 Right Hand Switch  
45-1053 \$89.95  
ScaleTrax™ - No. 6 Left Hand Switch  
45-1052 \$89.95



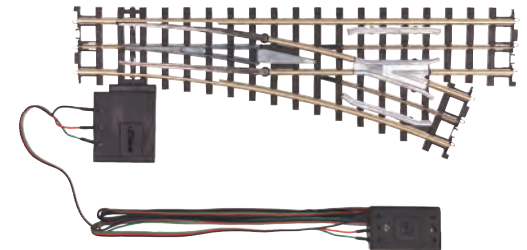
ScaleTrax™ - No. 4 Right Hand Switch  
45-1051 \$89.95  
ScaleTrax™ - No. 4 Left Hand Switch  
45-1050 \$89.95



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 by Dave Hikel, renowned West Coast custom layout builder. Each package includes all the track and switches needed to build a complete layout. For details and track plans, click the ScaleTrax logo at the bottom of the M.T.H. home page, [www.mthtrains.com](http://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.

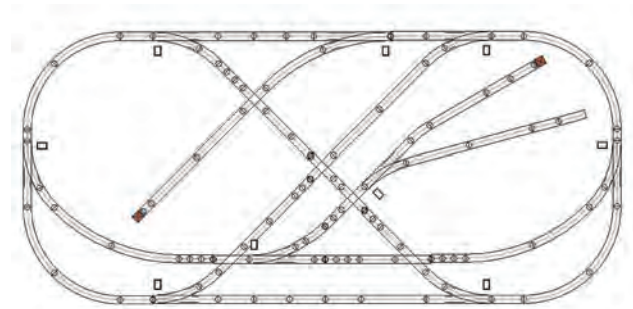
## 4x8 M.T.H. Tradeshow Layout

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

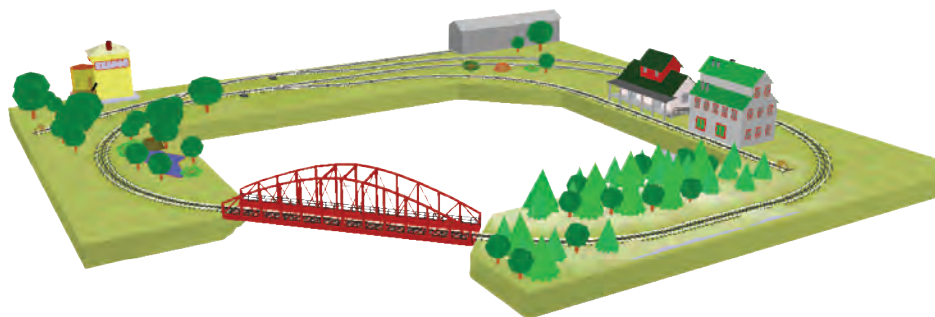
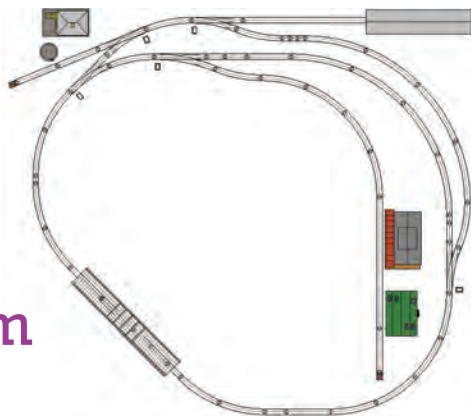
Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	8	\$39.92
45-1002	0-31 curve	\$4.99	8	\$39.92
45-1003	0-31 LH switch	\$49.95	4	\$199.80
45-1004	0-31 RH switch	\$49.95	4	\$199.80
45-1005	90 deg crossing	\$19.95	3	\$59.85
45-1006	45 deg crossing	\$19.95	2	\$39.90
45-1007	0-54 curve	\$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
<b>PACKAGE TOTAL: \$839.95</b>				



Recreate  
the M.T.H.  
Tradeshow  
Layout!



## 8x9 Spare Room & Pacific RR



### ScaleTrax™ Pieces

45-1105

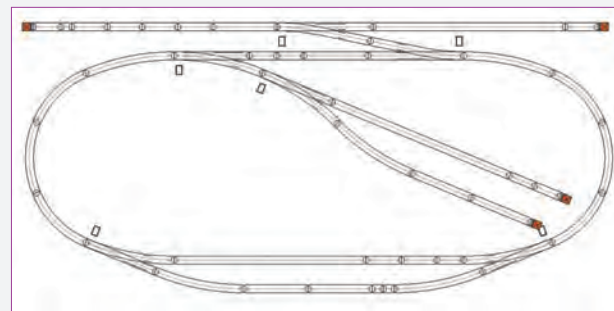
Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	9	\$44.91
45-1007	0-54 curve	\$5.29	19	\$100.51
45-1008	0-54 LH switch	\$79.95	1	\$79.95
45-1009	0-54 RH switch	\$79.95	3	\$239.85
45-1010	0-72 curve	\$5.99	7	\$41.93
45-1011	1.75 inch straight	\$2.49	5	\$12.45
45-1012	4.25 inch straight	\$3.99	3	\$11.97
45-1013	5 inch straight	\$3.99	2	\$7.98
45-1014	5.5 inch straight	\$3.99	2	\$7.98
45-1019	30 inch straight	\$13.99	2	\$27.98
45-1020	0-72 RH switch	\$79.95	1	\$79.95
45-1025	bumper	\$15.95	2	\$31.90
45-1033	lock-on	\$4.25	8	\$34.00
45-1034	0-80 curve	\$6.99	1	\$6.99
<b>45-1105</b>	<b>PACKAGE TOTAL: \$689.95</b>			

## 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.

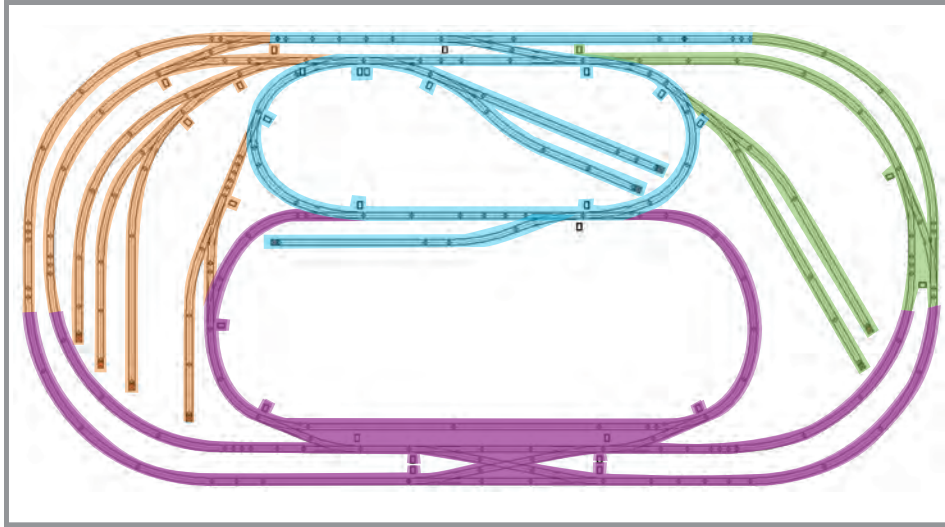
### ScaleTrax™ Pieces

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
<b>45-1101</b>	<b>PACKAGE TOTAL: \$739.95</b>			



# 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
<b>45-1102</b>	<b>PACKAGE TOTAL: \$969.95</b>			

## 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
<b>45-1103</b>	<b>PACKAGE TOTAL: \$519.95</b>			

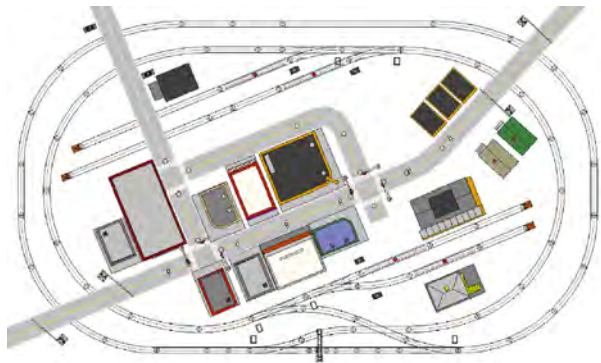
## Roosevelt Junction - Phase 4

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
<b>45-1104</b>	<b>PACKAGE TOTAL: \$869.95</b>			

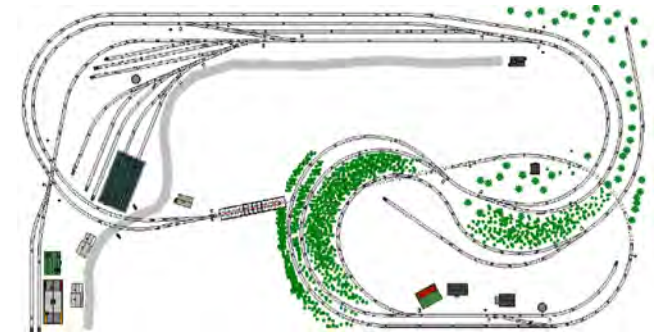
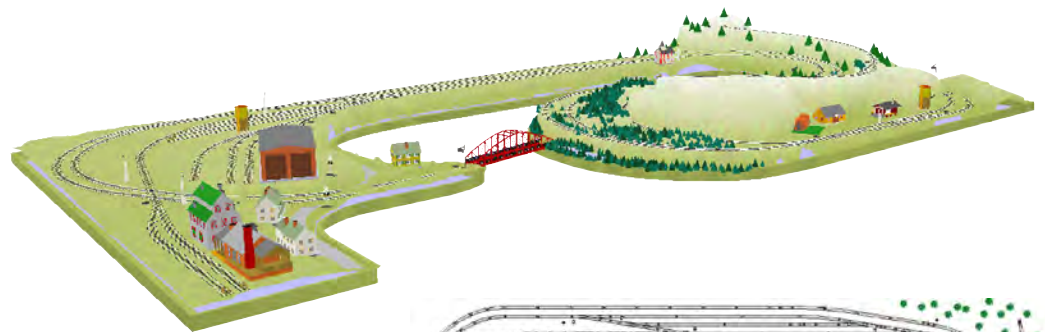
# 6x10 Main Street



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
<b>45-1107</b>	<b>PACKAGE TOTAL: \$939.95</b>			

# 12x24 Timber Mountain

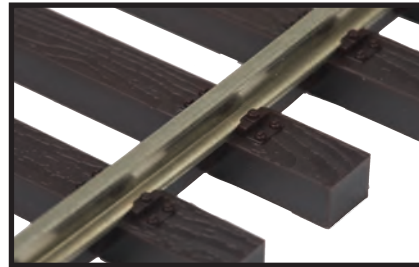


ScaleTrax™ Pieces 45-1106

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
<b>45-1106</b>	<b>PACKAGE TOTAL: \$3299.95</b>			

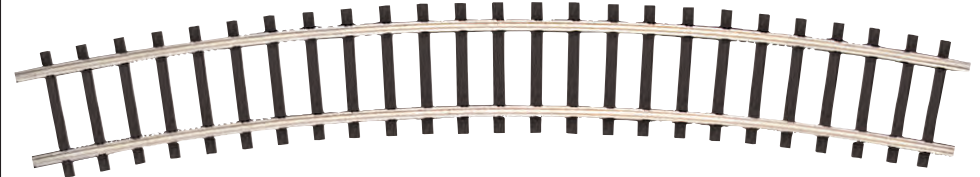
# ScaleTrax

## 2-Rail O-Scale Track

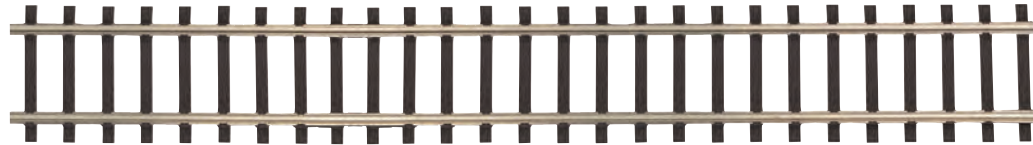


ScaleTrax™ by M.T.H. Electric Trains is the ultimate 2-rail track system that detail-oriented 2-rail modelers have been looking for. Code 128 rails, authentically detailed track ties and strong, nickel-silver rails mate up to other 2-rail code 128 track.

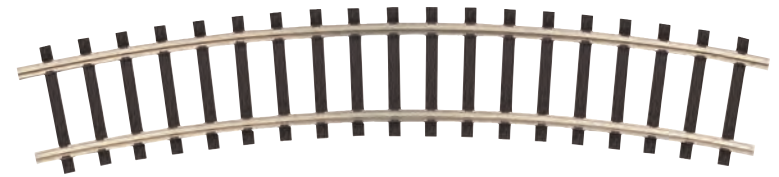
- Solid, Rust-Proof Nickel Silver Track Rails
- Code 128 Rail
- Durable Plastic Rail Ties
- Nickel Silver Rail Joiners



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

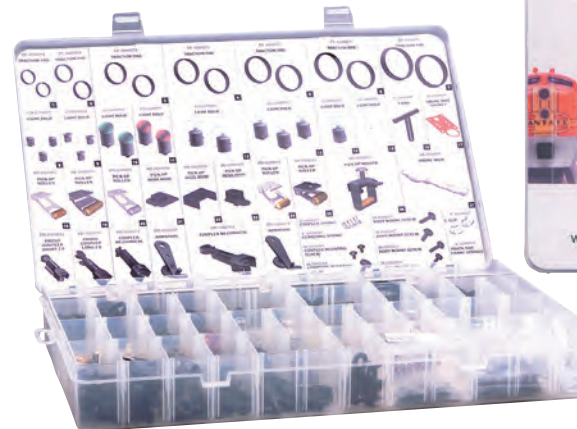
ProtoSmoke™ Fluid (7 oz.)		
60-1045	Unscented	\$15.95
60-1046	Christmas	\$15.95
60-1047	Coal	\$15.95
60-1048	Diesel	\$15.95
60-1049	Woodburning	\$15.95



ProtoSmoke™ Fluid (50 ml)  
60-1051 Assortment \$189.95  
(36) 50 ml ProtoSmoke™ Fluid Bottles, 3 each of 12 Different Scents

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



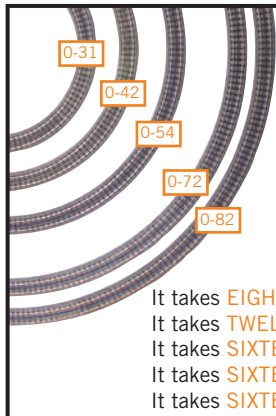
Parts Maintenance Kit  
60-1365 \$399.95



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

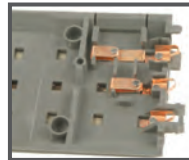
Because most toy train empires begin on a carpet or floor, RealTrax is designed to hold up to the rigors of childhood play. Strong snap-together connections make it easy to assemble or change a layout in minutes. And the built-in roadbed helps keep dirt on the floor away from the wheels and gears of your trains.

### Realistic

With its realistic cross-ties and ballasted roadbed, RealTrax looks like the mainline track used by heavy freights and high-speed passenger trains. Unlike older O gauge track with a round cross section, RealTrax uses flat-top "T"-rail like a real railroad.

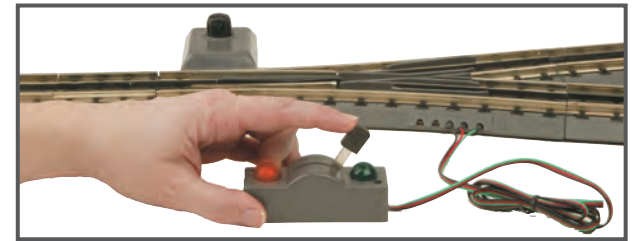
### Reliable

Nickel silver rail ensures that RealTrax will never rust. Spring-loaded phosphor bronze contacts provide superior electrical connections between track sections. The

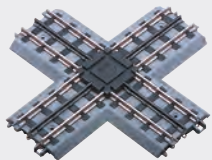


contacts are spring loaded to maintain a solid connection over time and are highly resistant to corrosion of any kind. Similar materials are used in many electrical connections around your home, such as lamps, battery-operated appliances, and electrical outlets.

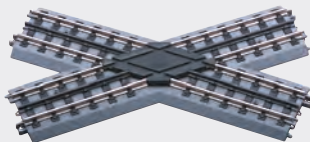
RealTrax switches feature the same durable construction as regular RealTrax sections and utilize long-lasting switch motors that provide precise throws every time. The reversible motor mechanism quickly snaps onto the other side of the switch if space is a problem. No disassembly of the switch is required! Lighted switch controllers allow you to throw a switch remotely from a distance, and lights on the controller indicate which direction the switch is thrown — green for straight and red for curved.



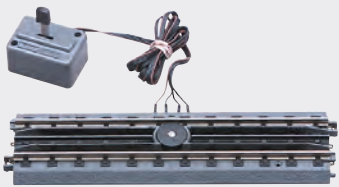
## Crossovers & Operating Sections



RealTrax - 90° Cross-over Track  
40-1006 \$24.99



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)*



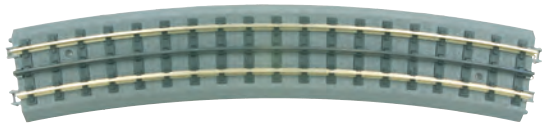
RealTrax - 10" Straight Track Section  
40-1001 \$4.49  
RealTrax - 10" Straight Track Section (4 Pcs)  
40-1001-4 \$17.99



RealTrax - 5.0" Track Section  
40-1016 \$3.99  
40-1016-2 (2 Pcs) \$8.49



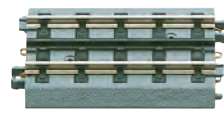
RealTrax - 5.5" Track Section  
40-1012 \$3.99  
40-1012-2 (2 Pcs) \$8.49



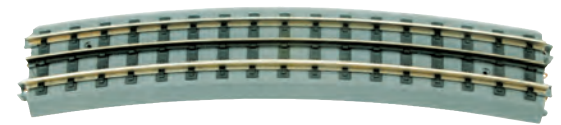
RealTrax- O-82 Curved Track Section  
40-1082 \$5.99



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



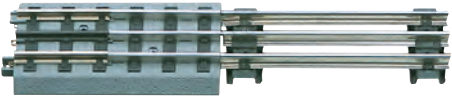
RealTrax - O-54 Half Curve Track  
40-1057 \$4.99  
40-1057-2 (2 Pcs) \$8.99



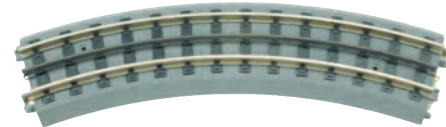
RealTrax - O-31 Half Curve Track  
40-1022 \$3.99  
40-1022-2 (2 Pcs) \$8.49



RealTrax - O-54 Curved Track Section  
40-1054 \$4.99



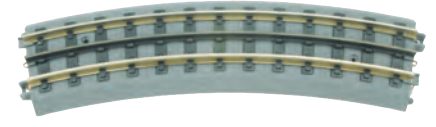
RealTrax - Adapter Track Section  
40-1011 \$8.99  
*Tubular track not included*



RealTrax - O-31 Curved Track Section  
40-1002 \$4.49  
40-1002-4 (4 Pcs) \$17.99

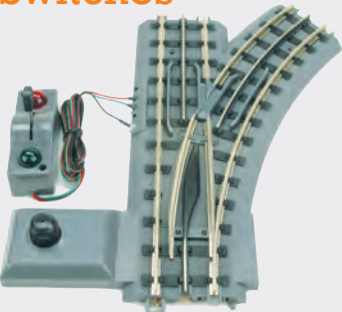


RealTrax - O-72 Half Curved Track Section  
40-1049 \$4.99

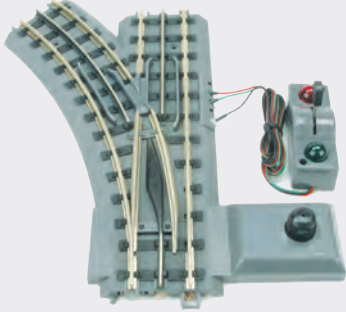


RealTrax - O-42 Curved Track Section  
40-1042 \$4.99  
40-1042-2 (2 Pcs) \$8.99

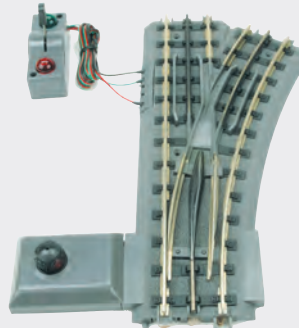
## Switches



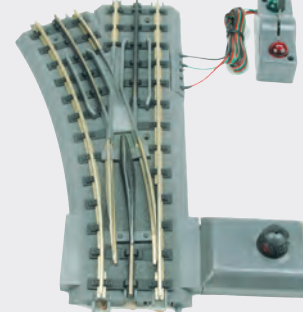
RealTrax - O-31 Switch (RH)  
40-1004 \$64.95



RealTrax - O-31 Switch (LH)  
40-1005 \$64.95



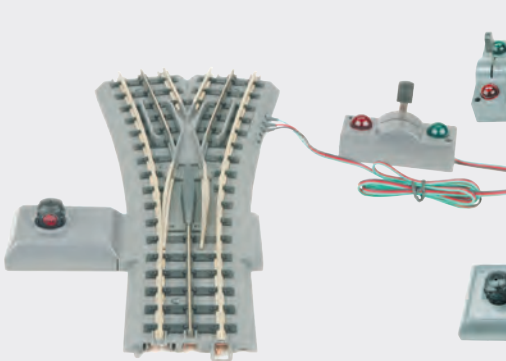
RealTrax - O-42 Switch (RH)  
40-1043 \$74.95



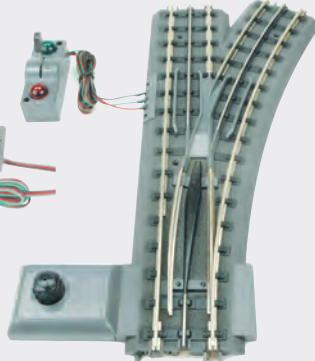
RealTrax - O-42 Switch (LH)  
40-1044 \$74.95



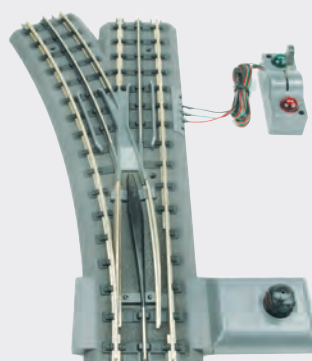
RealTrax - 10" Insulated Straight Track Section Set  
40-1029 \$8.99



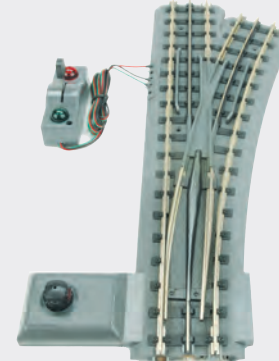
RealTrax- O-72 Wye Switch  
40-1068 \$89.95



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



Power & Track Pack  
40-1071 \$169.95

- O Bridge Girder - Rust  
40-1104 \$34.95
- O Bridge Girder - Silver  
40-1102 \$34.95
- O Bridge Girder - Black  
40-1106 \$34.95



- O Steel Arch Bridge - Rust  
40-1103 \$79.95
- O Steel Arch Bridge - Silver  
40-1101 \$79.95
- O Steel Arch Bridge - Black  
40-1105 \$79.95



- O 2-Track Bridge Girder - Rust  
40-1110 \$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

## Bridges Now Compatible with Lionel® Fastrack™



O Subway  
Trestle Bridge  
40-1148 \$34.95



Tunnel Portal - Single  
40-9014 \$14.95



Tunnel Portal - Double  
40-9015 \$19.95



RealTrax - 24-Piece Graduated Trestle System  
40-1033 \$54.95



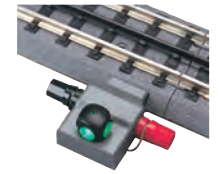
RealTrax - 24-Piece Graduated Trestle System For Lionel Fastrack  
40-1113 \$54.95



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



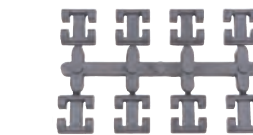
RealTrax - Track Activation Device (I.T.A.D.)  
40-1028 \$24.95  
*(Allows passing train to activate signals or trackside accessories)*



8 Piece Elevated Subway Trestle Set  
40-1047 \$34.95



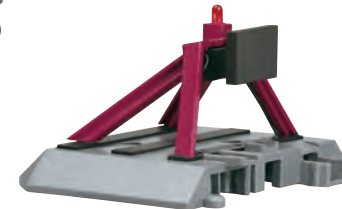
8 Piece Elevated Subway Trestle Set For Lionel Fastrack  
40-1157 \$39.95



RealTrax - Track Clips (24)  
40-1041 \$7.95

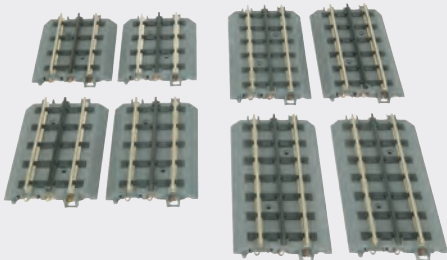


RealTrax - Non-Slip Track Pads (50/pack)  
40-1046 \$7.95



RealTrax - Lighted Bumper  
40-1024 \$14.95

## Layout Builders



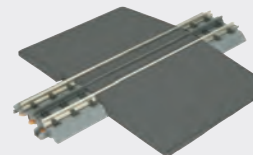
RealTrax - Layout Builder (8 Pcs)  
40-1023 \$29.95  
*(Contains: (2) 3.5" Half Tracks, (2) 4.25" Half Tracks, (2) 5.0" Half Tracks, (2) 5.5" Half)*



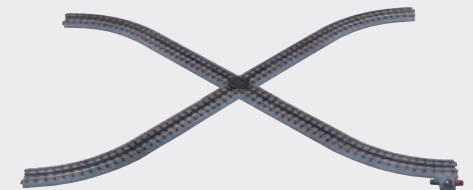
RealTrax - Right Hand Track Siding Layout Builder  
40-1027 \$89.95  
*(Contains (1) Right-Hand O-31 Switch, (4) 10" Straights, (1) O-31 Curve, (1) RealTrax™ Bumper)*



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

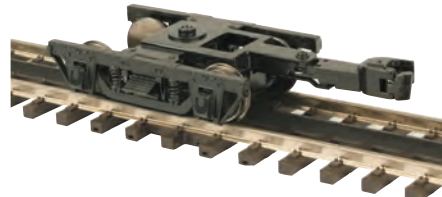


## Premier 2-Rail

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





# M.T.H. Online



We don't think we're exaggerating when we say M.T.H. has the most useful train manufacturer's site on the Internet. Here's just a sample of the answers you can find online.

## WHAT'S THE LATEST INFO ON ...?

Use Product Search to find the latest info on new products before they're delivered — sound sets, cab numbers, feature and paint scheme updates, and other information that arrived after the catalog was published.

## DID YOU EVER MAKE .....?

Use Product Search to search through nearly all of the 15,000 items we've made in the past 33 years, for your favorite road name, engine, or type of rolling stock.

## WHAT'S NEW?

New arrivals and other news are posted frequently on our home page.

## DOES ANY DEALER STILL HAVE ...?

Locate hard-to-find items with our Product Locator, which searches the inventories of M.T.H. dealers across the country.

## WHEN IS IT COMING?

Our online Shipping schedule is updated frequently to let you know what's coming soon to your hobby shop.

## ARE YOU GOING TO MAKE .....?

View the last several M.T.H. Catalogs online. Or click on Video to see M.T.H. products in action.

## HOW CAN I FIX...?

The Service area of our site allows you to email a question to our factory technicians or find which of our 150+ local service centers is closest to you.

## WHAT REPAIR PART DO I NEED?

Use Product Search to find exploded diagrams and parts lists for M.T.H. locomotives and accessories, and then order the parts online or by phone.

## HOW CAN I LEARN MORE ABOUT DCS?

Follow the link to the protosound2.com Web site for DCS and Proto-Sound information — and a list of Authorized DCS Demo Centers where you can try DCS hands-on.

## HOW CAN I UPDATE MY DCS SYSTEM OR CHANGE A SOUND SET?

Only M.T.H. allows you to update your control system or change an engine's sound set right over the Internet. Follow the link to the protosound2.com Web site for DCS and Proto-Sound 2.0 downloads.



## HOW DOES IT WORK?

Misplaced an instruction manual or just want to know how a product works? Use Product Search to look up the item and view its instruction manual.



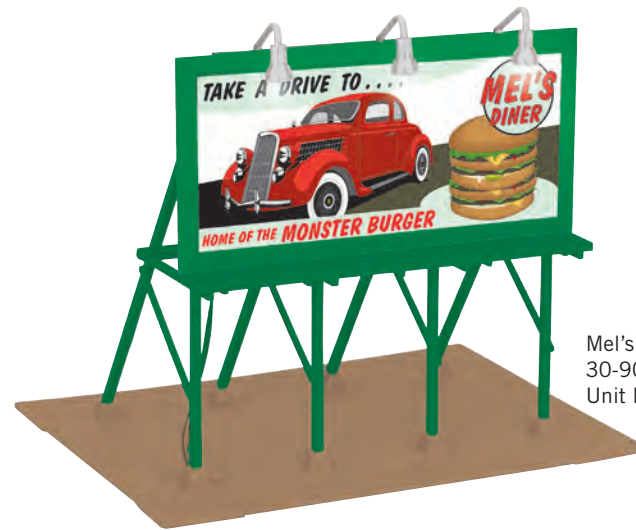
To get the news as it happens, sign up for our free weekly electronic newsletter, with information on new M.T.H. products, industry news, and sneak peeks at upcoming specials! Just go to [mthtrains.com](http://mthtrains.com) and click on Newsletter Signup.

[www.mthtrains.com](http://www.mthtrains.com)

# Accessories



Support Our Troops - Lighted Billboard  
 30-90527 \$34.95  
 Unit Measures: 7 1/2" x 5 3/4" x 6"



Mel's Diner - Lighted Billboard  
 30-90529 \$34.95  
 Unit Measures: 7 1/2" x 5 3/4" x 6"



Stainless Mobil Home - Salmon & White  
 30-90532 \$29.95  
 Unit Measures: 7 1/8" x 2 3/8" x 2 3/4"



Stainless Mobile Home - Turquoise & White  
 30-90531 \$29.95  
 Unit Measures: 7 1/8" x 2 3/8" x 2 3/4"



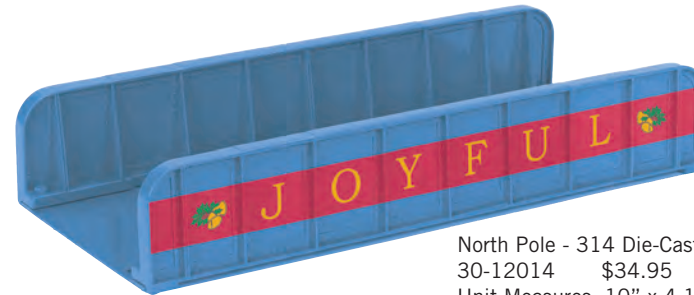
Stainless Mobil Home - Stainless  
 30-90530 \$29.95  
 Unit Measures: 7 1/8" x 2 3/8" x 2 3/4"



Pittsburgh & Lake Erie - 314 Die-Cast Girder Bridge  
 30-12011 \$34.95  
 Unit Measures: 10" x 4 1/2" x 1 3/4"



Pennsylvania - 314 Die-Cast Girder Bridge  
 30-12001 \$34.95  
 Unit Measures: 10" x 4 1/2" x 1 3/4"



North Pole - 314 Die-Cast Girder Bridge  
 30-12014 \$34.95  
 Unit Measures: 10" x 4 1/2" x 1 3/4"



Long Island - 314 Die-Cast Girder Bridge  
 30-12012 \$34.95  
 Unit Measures: 10" x 4 1/2" x 1 3/4"



Support Our Troops - Barn  
 30-90533 \$79.95  
 Unit Measures: 16 1/2" x 18 3/4" x 9 1/2"



Hood's Dairy - Barn  
 30-90534 \$79.95  
 Unit Measures: 16 1/2" x 18 3/4" x 9 1/2"

# Accessories



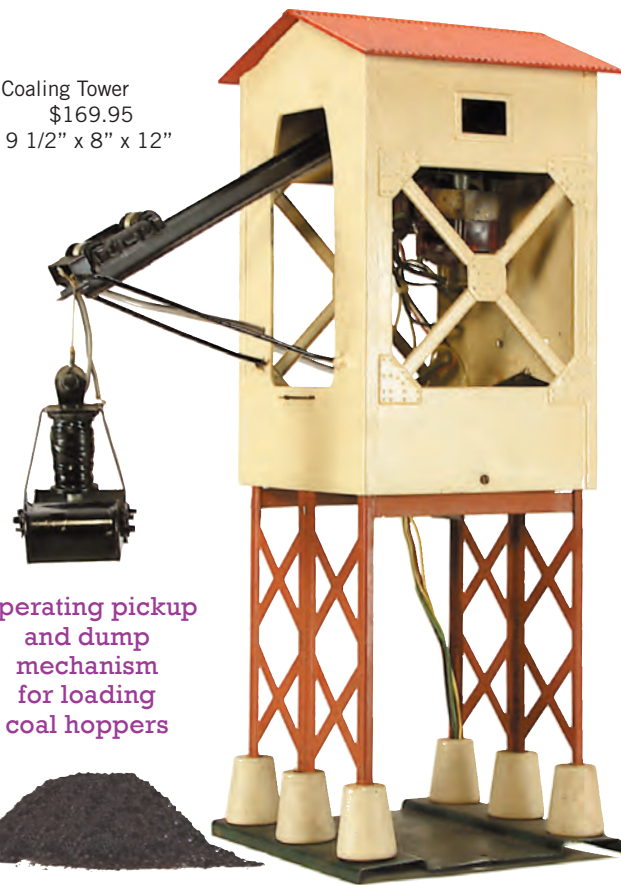
Rotary Beacon  
30-9033 \$59.95  
Measures: 5" x 5" x 11 1/4"



Fireman Slides Down Pole,  
Door Opens and Fire Truck  
Pulls Out With Siren Blaring

Engine Company 49 - Operating Firehouse  
30-9157 \$189.95  
Measures: 16 5/8" x 15 3/8" x 12 3/8"

Operating Coaling Tower  
30-9158 \$169.95  
Measures: 9 1/2" x 8" x 12"



Operating pickup  
and dump  
mechanism  
for loading  
coal hoppers



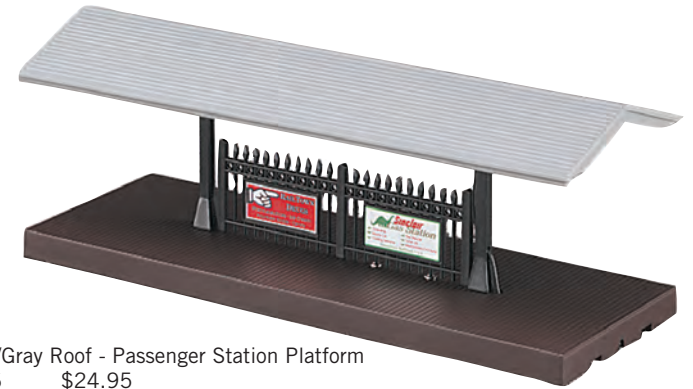
Gray w/Green Roof - Passenger Station Platform  
30-90315 \$24.95  
Measures: 10" x 3 1/2" x 4"



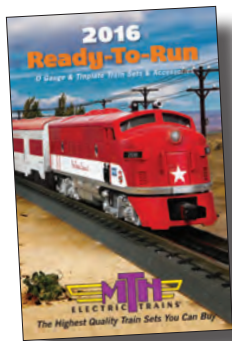
Dark Red Stone - Passenger Station w/dual Platforms  
30-90094 \$109.95  
Measures: 39" x 10 1/2" x 8 1/2"



Country Bingo Hall  
 30-90466 \$39.95  
 Measures: 9 1/4" x 6 1/8" x 5"



Brown w/Gray Roof - Passenger Station Platform  
 30-9006 \$24.95  
 Measures: 10" x 3 1/2" x 4"



For additional buildings and accessories, see our 2016 Ready-To-Run catalog, available online or from your local M.T.H. dealer



#5 Country Church  
 30-90518 \$39.95  
 Measures: 7 7/8" x 4 5/8" x 10 9/16"

Building Features  
 Interior Lighting!



Red & Green - #4 Country House  
 30-90513 \$49.95  
 Measures: 9 5/8" x 5" x 7"



Cars Drive Up and Park,  
 While Skaters Come Out  
 and Take Orders

Mel's - Operating Drive-In Diner  
 30-9188 \$199.95  
 Measures: 21 5/8" x 9" 13 1/8"





2016 *Holiday*  
**Accessories**



BY M.T.H. ELECTRIC TRAINS



With Operating  
Christmas Lights

Green with Black Shutters & White Roof  
#4 Country House with Operating Christmas Lights  
30-90520 \$79.95  
Unit Measures: 7 1/2" x 7 1/2" x 7"



Tan with Dark Brown Shutters  
#4 Country House with Operating Christmas Lights  
30-90519 \$79.95  
Unit Measures: 7 1/2" x 7 1/2" x 7"

# Holiday

With Operating  
Christmas Lights



Red with Green Shutters and White Roof  
#6 Farm House with Operating Christmas Lights  
30-90522 \$79.95  
Unit Measures: 9 5/8" x 5" x 7"



Gray with Blue Shutters #6 Farm House with  
Operating Christmas Lights  
30-90521 \$79.95  
Unit Measures: 9 5/8" x 5" x 7"





Main Street - Country Passenger Station  
with Operating Christmas Lights  
30-90524 \$89.95  
Unit Measures: 18 5/8" x 7 3/8" x 6 5/8"



Christmas Tree House Road Side Stand  
30-90504 \$49.95  
Unit Measures: 8 1/2" x 5 7/16" x 4 1/4"

With Operating  
Christmas Lights



North Pole - Country Passenger Station  
with Operating Christmas Lights  
30-90525 \$89.95  
Unit Measures: 18 5/8" x 7 3/8" x 6 5/8"

# M.T.H. 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



30-76674 MTHRC Flat Car w/(1) 'Ford Transit Van  
RailKing Membership is \$50.00

### Premier Membership



20-93717 Pullman Standard 40' Box Car  
Premier Membership is \$55.00

### Lionel Corp. StD. Gauge Membership



11-30248 Lionel Corporation  
No. 214R Std. Gauge Refrigerator Car  
Lionel Corp. 200 Series Membership is \$120.00

### Tinplate O Gauge Membership



10-8088 MTHRC No. 2814R O Gauge Refrigerator Car  
Tinplate 2800 Series Membership is \$90.00

### Tinplate StD. Gauge Membership



10-2248 MTHRC No. 214R Std. Gauge Refrigerator Car  
Tinplate 200 Series Membership is \$120.00

### Lionel Corp. O Gauge Membership



11-70163 Lionel Corporation  
No. 2814R O Gauge Refrigerator Car  
Lionel Corp. 2800 Series Membership is \$90.00

### S-Gauge Membership



35-74017 Chesapeake & Ohio Rebuilt Steel Box Car  
S-Gauge Membership is \$55.00

### One-Gauge Membership



70-73060 BNSF Unibody Tank Car  
One-Gauge Membership is \$100.00

### HO Membership



85-74137 Chesapeake & Ohio  
40' PS-1 Box 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](http://WWW.MTHTRAINS.COM)



# As a member of the M.T.H. RailRoaders Club you'll receive:

## Limited-Edition Club Car



Each year we produce beautifully decorated cars exclusively for our Club members. Members automatically receive the car that matches their Club membership and have the option to collect other Club cars as well.

## The CrossingGate™ Club Magazine



You will receive our full-color Club magazines, jam-packed with product news, ideas from other members, rail history, & step-by-step articles explaining how M.T.H. technology can bring your railroad to life.

## 1st Class Mailing of M.T.H. Catalogs



Club Members get all M.T.H. catalogs earlier than other mailing list members, via First-Class mailings, so they can order from their local train store before the best items are sold out.

## RailWare™ Software



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.

## Club Card & Lapel Pin



Show the world your membership in this elite group of model railroaders with your high-quality embossed membership card & beautiful enameled lapel pin.

## Unique Club Products & Discounts



You'll have the option to purchase uncataloged members-only engines and rolling stock, and take advantage of members-only discounts on select cataloged items.

## Proto-Sound 3.0 Upgrade Kits

Club members can save an additional 15% on these kits for upgrading older locomotives.

## Club Web Site

Visit [www.mthtrains.com](http://www.mthtrains.com) and type in your member number to gain access to the Club web site. Here you can exchange messages with other Club members, and even build your own homepage.

Not all products depicted in this catalog are production models. In some cases, the items pictured may be models in HO scale, O scale, or another scale that have been altered digitally. Each item's graphic features and content are subject to change after publication. All product features may be verified on their retail packages.

M.T.H. Electric Trains is in no way affiliated with any of the railroads featured in this catalog.

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ers indicated throughout this catalog.

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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# Carry on the M.T.H. Tradition with Memorabilia and Collectibles

## M.T.H. Promotional DVD

This interactive DVD is packed full of sights & sounds guaranteed to make you rethink how far the hobby of model railroading has come. You'll learn about some of the most innovative products ever produced & marvel at the sophistication of a product line unmatched by other model train manufacturers.



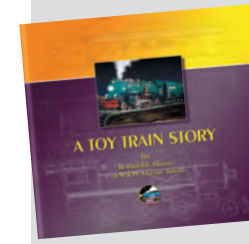
## Previous Year Club Cars

MTHRRRC members can still obtain earlier produced MTHRRRC cars by visiting the MTHRRRC pages on the website. Only MTHRRRC members can get these cars!



## A Toy Train Story

This comprehensive history of M.T.H. is a must for collectors & other lovers of toy trains. 350 pages & 1900 color photos, hard cover. Add this book to your membership for only \$25.00 (50% off the \$49.95 cover price)!



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