

EMT
ELECTRIC TRAINS



2006 VOLUME 1
RAILKING • PREMIER

WHAT'S NEW AND WHAT'S NOT

When you open this catalog, we know your first question is "What's new?" - what items in these pages will interest you so much that you'll want to own them? The answer, very simply, is that of the nearly 700 items featured in the next 174 pages, over 650 have never been included in a previous M.T.H. catalog.

We think your second question might well be "What's not new?" - how much can you depend on M.T.H. to provide stability and continuity to your hobby and your investment in our products? We think our answers to both questions will make you happy.

NEW TOOLING

As always, this catalog announces new models that have never before been offered in 3-rail O gauge. In the Premier line, new items announced for 2006 include the New York Central 4-4-0 Empire State Express steam engine, the General Electric AC4400 diesel, the narrow-cab GE Dash 8 diesel, two New York City subway cars, several new Premier Line scale freight cars, and scale 1890s-era passenger cars to match the "999" steam locomotive. RailKing items offered for the first time in these pages include a modern 40' hi-cube boxcar and a New York R62 subway set.



NEW ROADNAMES, PAINT SCHEMES AND VARIATIONS

As you might expect, the first time we or any other manufacturer produce a new model, we're likely to offer it in the most popular road names to generate larger sales and pay for the tooling. But at M.T.H., we already own modern tooling for more locomotives and rolling stock than any other O gauge manufacturer - and that gives us the ability to offer lesser-known regional road names and paint schemes that have not been done by other companies. In this catalog, for example, you'll find a Spokane, Portland, and Seattle FA-2, an Ohio Central SD40, a Maryland Midland GP38, and a New Haven PA diesel in the early "Brooks Brothers" pinstripe paint scheme. You'll also find new variations of models we've cataloged in the past - such as the New York Central Dreyfus Hudson offered for the first time with the massive PT centipede tender.



EMD Demonstrator - SD70ACe Diesel Engine
 20-2622-1 w/Proto-Sound® 2.0 Hi-Rail Wheels
 20-2622-2 w/Proto-Sound® 2.0 Scale Wheels
 20-2622-3 Non-Powered

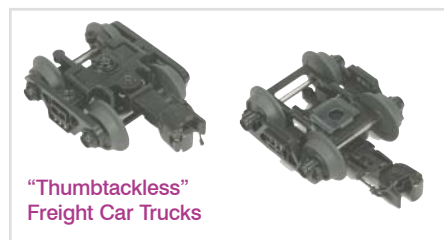
NEW PROTO-SCALE 3-2™ DIESELS

In this catalog, we've introduced the first diesels with Proto-Scale 3-2™ 3-rail/2-rail conversion capability. These Premier locomotives will be offered in both Hi-Rail and Scale-wheeled versions. Those equipped with scale wheels will have a pilot designed with built-in Kadee® coupler mounts and the ability to mount either on the truck or directly to the locomotive frame for greater realism.

Most of the other featured Premier Line diesels will be equipped with an all-new Proto-Scale 3-2™ power truck outfitted with Hi-Rail wheels. Like our Proto-Scale 3-2™ steam locomotives, these engines can be quickly configured in less than a minute for 2-rail or 3-rail use by removing the pickup rollers and flipping a switch. For those who prefer scale wheels on these models, a scale-wheel conversion kit will be available. These all-new diesel wheel sets are ready to "drop-in" to your Proto-Scale 3-2™ power truck thanks to our new "bottom-load" truck design.

NEW ROLLING STOCK DETAILS

We have continued to upgrade both freight and passenger cars with additional added-on details. Our new trucks are the smoothest-rolling in the hobby and feature a hidden uncoupling plate that replaces the older "thumbtack" mechanism.



believe represents the largest R&D effort ever undertaken by a model train firm. Three years after its introduction, DCS™ still offers a level of versatility and operating enjoyment unmatched by any other operating system.



COMMITMENT TO SERVICE

What's not new at M.T.H. is our commitment to service. While we try to build trains to last a lifetime, the reality is that all things mechanical and electrical are subject to occasional breakdowns. We think one of the true measures of a company's attitude toward its customers is how easy it is to get service and parts. Over the past four years, we've worked to build a network of service centers across the United States, with the goal of enabling virtually any customer to walk into a local hobby shop and have M.T.H. products serviced by a factory-trained technician. As of October 2005, the number of service centers stood at 150 and growing. This year, as in past years, we

continue to host regular training seminars at our Columbia, Maryland headquarters to train new technicians and to give existing technicians the opportunity to refresh and update their knowledge of our products. Of course, we also maintain a fully staffed repair department in Columbia, as well as an extensive parts inventory. We think nobody in the hobby can match our parts availability or our commitment to providing service at the hobby shop level.

DEDICATED FACTORIES

Another thing that's not new is our unmatched control of our manufacturing process. We are co-owners of two overseas facilities that make nothing but M.T.H. and RailKing trains, and we partner with three other factories that are dedicated solely to our product line. This gives us more control of our manufacturing process and quality than many other train companies, whose products are often made in the same factories used by their competitors. In addition, every M.T.H. locomotive is test-run at our Columbia, MD headquarters before it is shipped to a dealer.



MANAGEMENT CONTINUITY

Finally what has never changed at M.T.H. is the team running the company. We believe that one of our greatest resources is a management team distinguished for its unique blend of talent, continuity, and cohesiveness. As many of you know, Mike Wolf started this business as a teenager working out of a spare bedroom in his parents' home. As the company grew, Mike hired the most talented people he could find to head each department. Many of them are folks he grew up with, who proved their talents in other careers and then joined Mike in his adventure. A large number of us have known each other since high school. As a result, the management team at M.T.H. has a shared philosophy, a unity of purpose, and a history together that we think are unmatched in this hobby. We think that bodes well for the future of this company and for your investment in M.T.H. products - because you can rest assured that the direction of this company and its commitment to the hobby will never be in question.

HO LOCOMOTIVES

Like M.T.H.'s O-Gauge, Standard Gauge, and One-Gauge product lines, our new HO locomotives will feature the firm's highly acclaimed sound and command control onboard electronics. The new version of the Proto-Sound® system, Proto-Sound® 3.0, has been specifically designed for our HO models and can operate with virtually any DC power supply in command mode, using any DCC command control system or M.T.H.'s own state-of-the-art DCS™ Digital Command System.

Unlike other sound-equipped HO locomotives currently on the market, M.T.H.'s steam locomotives will include synchronized puffing smoke timed to drive wheel revolutions for an incredibly

realistic operating experience. This feature first appeared in M.T.H. O gauge locomotives in 2000; a similar smoke system will be utilized in the HO models and features a prototypically correct four chuffs/puffs per each drive wheel revolution.

Digital sound features include whistle, bell, chuff, squeaking brakes, authentic Doppler, passenger station announcements, air let-off, air pump, blow down, pop-off, injector, and dozens more - a variety unmatched in HO today. In addition, each engine features 120 speed steps, each in one-scale-mile-per-hour increments, for a truly prototypical operating experience.

The die-cast metal boiler and tender house the electronics and a precision five-pole flywheel-equipped motor. Intricately detailed, the boiler and tender shells feature additional added-on detail elements, ensuring an accurate reproduction of the Pennsy's most famous steam locomotive. Additional features include sprung drivers, (2) Kadee® compatible couplers, prototypical Rule 17 lighting, extra set of interchangeable RP-25 drivers with traction tires for added pulling strength, detailed cab interior, detailed tender undercarriage, and even a tender-to-cab deck plate.



PRE-WAR



Pennsylvania - 4-6-2 K-4s Steam Engine
 80-3101-1 w/Proto-Sound® 3.0 \$399.95
Unlettered - 4-6-2 K-4s Steam Engine
 80-3103-1 w/Proto-Sound® 3.0 \$399.95



Pennsylvania - 4-6-2 K-4s Steam Engine
 80-3102-1 w/Proto-Sound® 3.0 \$399.95

POST-WAR



Pennsylvania - 4-6-2 K-4s Modern Steam Engine - Cab # 1361
 80-3104-1 w/Proto-Sound® 3.0 \$399.95
Pennsylvania - 4-6-2 K-4s Modern Steam Engine - Cab # 518
 80-3105-1 w/Proto-Sound® 3.0 \$399.95
Unlettered - 4-6-2 K-4s Modern Steam Engine
 80-3106-1 w/Proto-Sound® 3.0 \$399.95



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CAMELBACK STEAM ENGINE



Jersey Central - 4-6-0 Camelback Steam Engine
30-1399-1 w/Proto-Sound® 2.0 \$429.95

NEW!



Reading - 4-6-0 Camelback Steam Engine
30-1400-1 w/Proto-Sound® 2.0 \$429.95



Virginia Anthracite Coal & Railway Company - 4-6-0 Camelback Steam Engine
30-1401-1 w/Proto-Sound® 2.0 \$429.95

NEW!



Lehigh & New England - 4-6-0 Camelback Steam Engine
30-1402-1 w/Proto-Sound® 2.0 \$429.95

Railroads that served the mines of eastern Pennsylvania had a cheap and abundant supply of anthracite coal. However, the traditional deep fireboxes of most steam locomotives were not suited to burning anthracite coal, which required a shallow box to reach high temperatures. The Camelback steamer was designed to allow eastern railroads efficient use of this fuel. It boasted a wider, shallower firebox that allowed coal to burn hot. However, this firebox displaced the cab, which had to be moved to the middle of the engine, straddling the boiler. While the engineer worked from this cramped cab, the fireman remained at the rear of a locomotive on an often unprotected deck.

Working conditions on a Camelback (so named because of the odd bulge of the center cab) were difficult at best. The engineer and fireman could communicate only with great difficulty, the small cab had little room for the controls, and the fireman had to do his difficult task of feeding an extra wide firebox with even less protection than traditional engines afforded.

M.T.H. is proud to bring back this unique engine in 2006, this time as an Imperial Series model featuring all-new details and a real coal load in its tender. In fact, we've added a new tender model for one of the four roadnames in an effort to simulate its real-life appearance.

FEATURES

- AUTHENTIC PAINT SCHEME
- METAL WHEELS AND AXLES
- CONSTANT VOLTAGE HEADLIGHT
- DIE-CAST TRUCK SIDES
- PRECISION FLYWHEEL EQUIPPED MOTOR
- REMOTE CONTROLLED PROTO-COUPLER™

- METAL HANDRAILS AND DECORATIVE BELL
- DECORATIVE METAL WHISTLE
- SYNCHRONIZED PUFFING PROTOSMOKE™ SYSTEM
- LOCOMOTIVE SPEED CONTROL
- DIE-CAST BOILER AND TENDER BODY

- 1:48 SCALE PROPORTIONS
- PROTO-SOUND® 2.0 WITH THE DIGITAL COMMAND SYSTEM FEATURING FREIGHT YARD PROTO-EFFECTS™
- UNIT MEASURES: 18" X 2 1/2" X 4"
- OPERATES ON O-31 CURVES

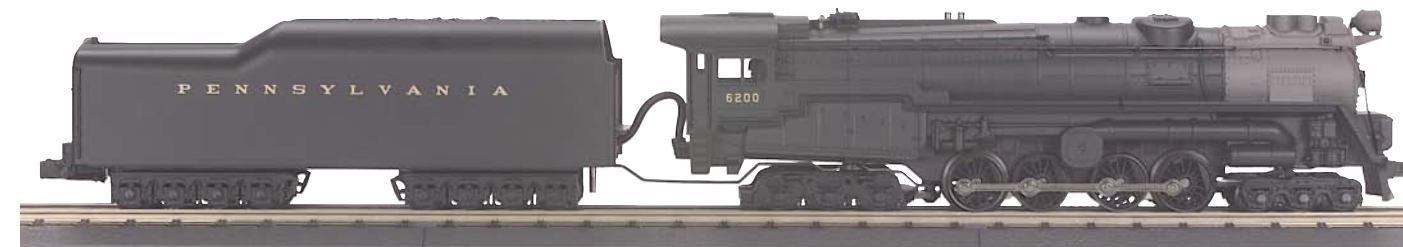
IMPERIAL
SERIES

DID YOU KNOW?

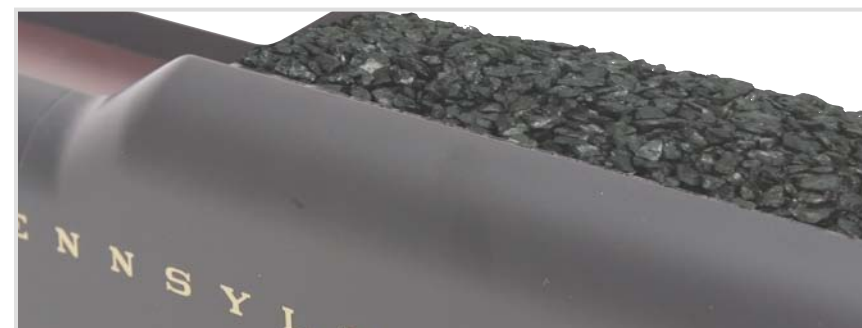
Camelbacks' fireboxes are wider and shallower to allow anthracite coal to burn hot.



6-8-6 TURBINE STEAM ENGINE



Pennsylvania - 6-8-6 S-2 Turbine Steam Engine
30-1395-1 w/Proto-Sound® 2.0 \$449.95



**REAL
COAL LOAD**

**DIE-CAST
ALL-METAL
CHASSIS**



FEATURES

- DIE-CAST BOILER AND TENDER BODY
- METAL WHEELS AND AXLES
- CONSTANT VOLTAGE HEADLIGHT
- DIE-CAST TRUCK SIDES
- PRECISION FLYWHEEL EQUIPPED MOTOR
- REMOTE CONTROLLED PROTO-COUPLER™

- METAL HANDRAILS AND DECORATIVE BELL
- DECORATIVE METAL WHISTLE
- OPERATING MARKER LIGHTS
- OPERATING PROTOSMOKE™ SYSTEM
- REAL COAL LOAD
- OPERATING TENDER BACK-UP LIGHT

- LOCOMOTIVE SPEED CONTROL
- PROTO-SOUND® 2.0 WITH THE DIGITAL COMMAND SYSTEM FEATURING FREIGHT YARD PROTO-EFFECTS™
- UNIT MEASURES 25 3/4" X 2 1/2" X 4"
- OPERATES ON O-31 CURVES

IMPERIAL
SERIES



By the mid 1940's, the diesel revolution was beginning to take a foothold in America's railroad power rosters. Realizing that diesel power was proving to be quite cost effective on other railroads, the Pennsylvania Railroad experimented with ways to make steam power more competitive with the diesel revolution. One bold new design deriving from the PRR's efforts was the S2 Steam Turbine. While the S2 still had a firebox and boiler and still generated steam, the pressure was run through a turbine instead of reciprocating cylinders to make power. The turbine design provided smooth and constant power to the drive wheels and at higher speeds, proved to be much more efficient than traditional steam locomotives. Despite its high-speed efficiency, the S2 still retained many of the high costs of operating a steam engine. And, as we all know, the diesel eventually won out.

MTH is proud to reintroduce the RailKing Pennsylvania S2 to O Gauge's largest roster of RailKing Pennsy steam locomotives this time as an Imperial Series model featuring all-new details and a real coal load in its tender. The die-cast boiler and tender provide substantial heft and durability to this historic locomotive. Underneath the die-cast skin lie the S2's metal chassis, metal drivers and rods, metal couplers, and a precision flywheel-equipped motor. Our billowing ProtoSmoke™ system will make any steam fan a little teary-eyed and the incredible performance of Proto-Sound® 2.0 ensures the value of this famous locomotive will be unmatched by any other O Gauge manufacturer.



0-6-0 USRA STEAM ENGINE



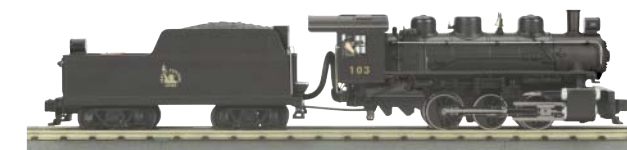
Santa Fe - 0-6-0 USRA Steam Switcher
30-1382-1 w/Proto-Sound® 2.0 \$399.95



Union Pacific - 0-6-0 USRA Steam Switcher
30-1385-1 w/Proto-Sound® 2.0 \$399.95



Alaska - 0-6-0 USRA Steam Switcher
30-1378-1 w/Proto-Sound® 2.0 \$399.95



Jersey Central - 0-6-0 USRA Steam Switcher
30-1379-1 w/Proto-Sound® 2.0 \$399.95



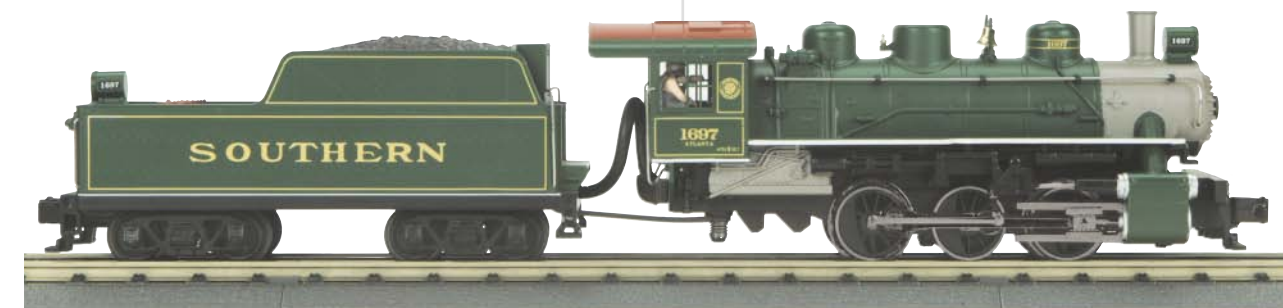
Maryland & Pennsylvania - 0-6-0 USRA Steam Switcher
30-1380-1 w/Proto-Sound® 2.0 \$399.95



South Buffalo Railway - 0-6-0 USRA Steam Switcher
30-1383-1 w/Proto-Sound® 2.0 \$399.95



Pennsylvania - 0-6-0 USRA Steam Switcher
30-1381-1 w/Proto-Sound® 2.0 \$399.95



Southern - 0-6-0 USRA Steam Switcher
30-1384-1 w/Proto-Sound® 2.0 \$399.95

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 means steam switchers needed smaller fireboxes, boilers, and tanks than road engines. The cut out or sloping tanks 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 0-6-0 switcher would typically have been assigned to move about six cars at a time.

The rugged 0-6-0 returns to the RailKing lineup in 2006 as an all-new Imperial Series locomotive outfitted with new details and sporting a real coal load in the all-metal die-cast tender. Available in a host of roadnames, this little switcher is perfect for working the yard of any early twentieth-century layout.

FEATURES

- DIE-CAST METAL CHASSIS
- AUTHENTIC PAINT SCHEME
- METAL WHEELS AND AXLES
- (2) REMOTE CONTROLLED PROTO-COUPLER™
- PRECISION FLYWHEEL EQUIPPED MOTOR
- METAL HANDRAILS AND DECORATIVE BELL
- DECORATIVE METAL WHISTLE

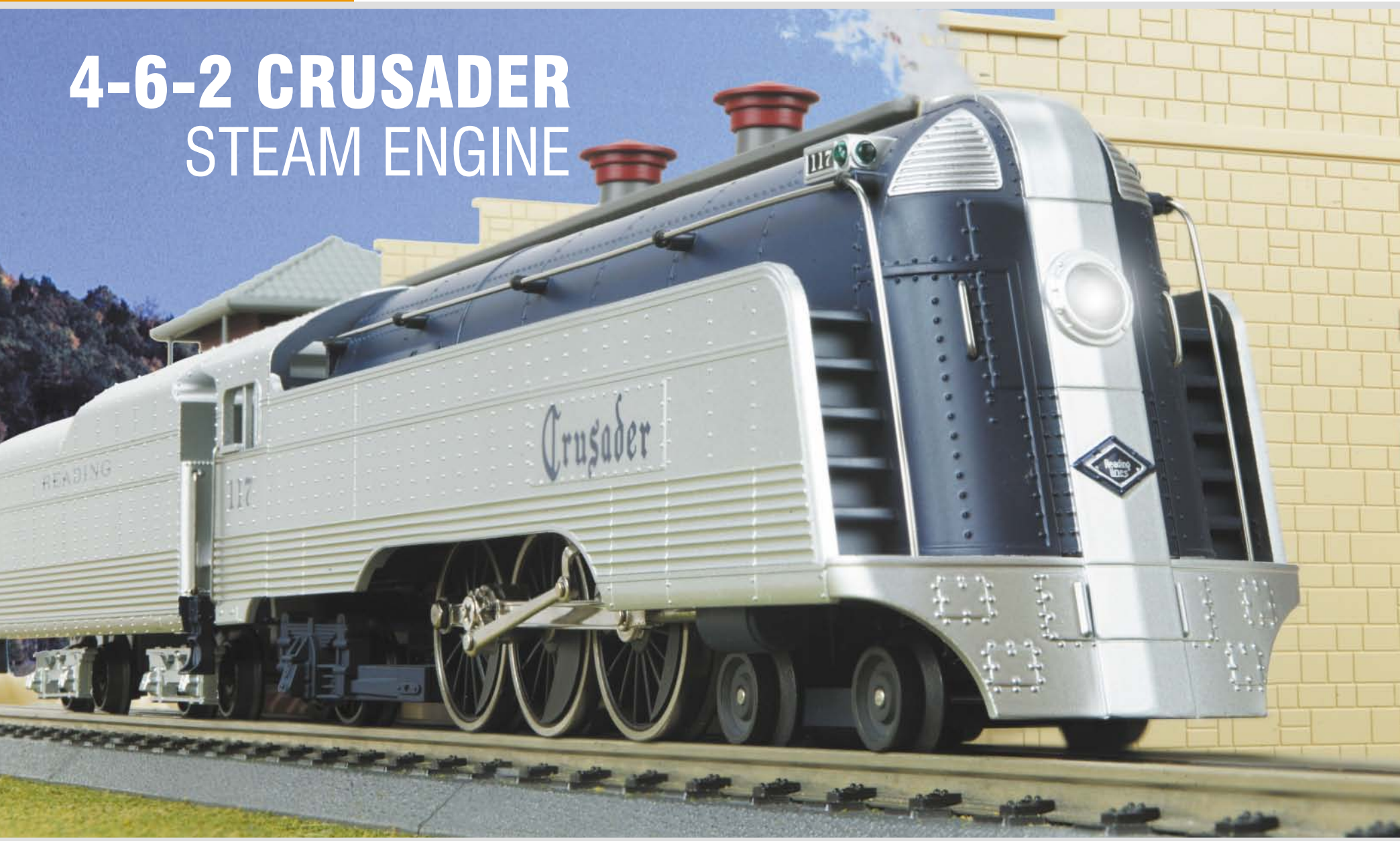
- DIE-CAST BOILER AND TENDER BODY
- CONSTANT VOLTAGE HEADLIGHT
- DIE-CAST TRUCK SIDES
- OPERATING TENDER BACK-UP LIGHT
- SYNCHRONIZED PUFFING PROTOSMOKE™ SYSTEM
- REAL COAL LOAD

- PROTO-SOUND® 2.0 WITH THE DIGITAL COMMAND SYSTEM FEATURING FREIGHT YARD PROTO-EFFECTS™
- UNIT MEASURES 17 1/2" X 2 7/8" X 3 1/2"
- OPERATES ON O-27 CURVES

IMPERIAL
SERIES



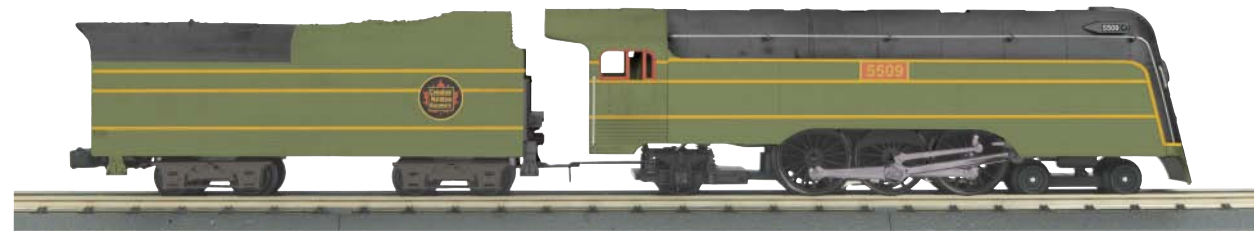
4-6-2 CRUSADER STEAM ENGINE



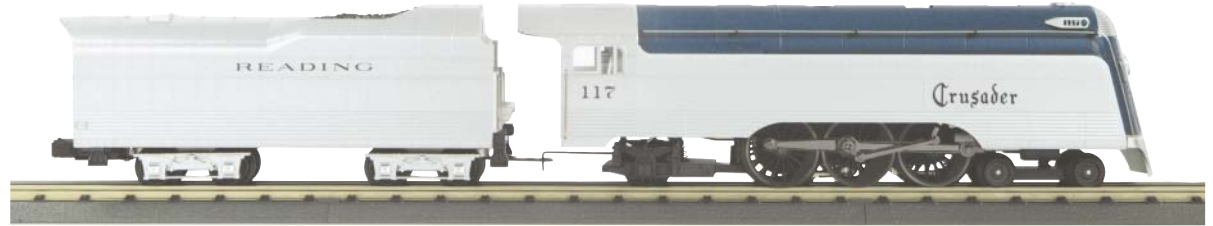
Chicago NorthWestern - 4-6-2 Crusader Steam Engine
30-1387-1 w/Proto-Sound® 2.0 \$399.95 [ADD A MATCHING SET OF PASSENGER CARS - SEE PAGE 69](#)



New Haven - 4-6-2 Crusader Steam Engine
30-1388-1 w/Proto-Sound® 2.0 \$399.95 [ADD A MATCHING SET OF PASSENGER CARS - SEE PAGE 69](#)



Canadian National - 4-6-2 Crusader Steam Engine
30-1386-1 w/Proto-Sound® 2.0 \$399.95 [ADD A MATCHING SET OF PASSENGER CARS - SEE PAGE 69](#)



Reading - 4-6-2 Crusader Steam Engine
30-1389-1 w/Proto-Sound® 2.0 \$399.95 [ADD A MATCHING SET OF PASSENGER CARS - SEE PAGE 69](#)

One of the greatest trains to ever grace the rails was first named by a Reading Railroad contestant winner in 1937. Early the next year the five-car, 255 ton stainless steel Crusader train burst onto the railroad scene.

Styled by Paul Crett and manufactured by the Budd Co., the actual Crusader featured an observation car at each end and a diner car in the center of its consist. The locomotive picked to pull the train was a 4-6-2 Pacific style locomotive restyled with a streamlined, stainless steel sheathing. Railfans never tired of seeing the exciting silver and blue streak that for the next 13 years, made the twice daily commute between Philadelphia and Jersey City.

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 construction, the Crusader 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-Couplers™, synchronized puffing ProtoSmoke™ and a precision flywheel-equipped motor with M.T.H.'s industry-leading speed control. Available in four stylish paint schemes, any of these engines will make a handsome consist when coupled to a matching set of passenger cars.

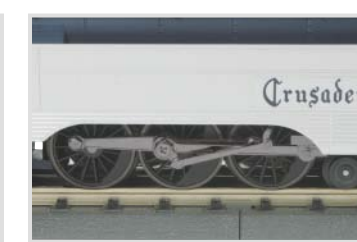
FEATURES

- DIE-CAST BOILER AND TENDER BODY
- DIE-CAST METAL CHASSIS
- COLORFUL PAINT SCHEME
- METAL WHEELS AND AXLES
- CONSTANT VOLTAGE HEADLIGHT

- DIE-CAST TRUCK SIDES
- PRECISION FLYWHEEL EQUIPPED MOTOR
- LOCOMOTIVE SPEED CONTROL
- REMOTE CONTROLLED PROTO-COUPLER™

- METAL HANDRAILS AND DECORATIVE WHISTLE
- DECORATIVE METAL WHISTLE
- SYNCHRONIZED PUFFING PROTOSMOKE™ SYSTEM

- PROTO-SOUND® 2.0 WITH THE DIGITAL COMMAND SYSTEM FEATURING PASSENGER STATION PROTO-EFFECTS™
- UNIT MEASURES 19 3/4" X 2 1/2" X 3 5/8"
- OPERATES ON O-31 CURVES



4-8-2 L-3 STEAM ENGINE



New York Central - 4-8-2 L-3 Mohawk Steam Engine
30-1392-1 w/Proto-Sound® 2.0 \$399.95

ADD A MATCHING SET
OF PASSENGER CARS
SEE PAGE 66



New York Ontario & Western - 4-8-2 L-3 Mohawk Steam Engine
30-1393-1 w/Proto-Sound® 2.0 \$399.95



Pittsburgh & Lake Erie - 4-8-2 L-3 Mohawk Steam Engine
30-1394-1 w/Proto-Sound® 2.0 \$399.95



Milwaukee Road - 4-8-2 L-3 Mohawk Steam Engine
30-1391-1 w/Proto-Sound® 2.0 \$399.95



Grand Trunk - 4-8-2 L-3 Mohawk Steam Engine
30-1398-1 w/Proto-Sound® 2.0 \$399.95

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

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

The Mohawk Steam Engine is a detailed recreation of this versatile engine presented in the livery of five railroads. Each locomotive is equipped with more conventionally operated standard features than offered by any other O Gauge manufacturer.

FEATURES

- CONSTANT VOLTAGE HEADLIGHT
- PRECISION FLYWHEEL EQUIPPED MOTOR
- REMOTE CONTROLLED PROTO-COUPLER™
- METAL HANDRAILS AND DECORATIVE BELL
- DECORATIVE METAL WHISTLE

- SYNCHRONIZED PUFFING PROTOSMOKE™ SYSTEM
- METAL WHEELS AND AXLES
- LOCOMOTIVE SPEED CONTROL
- DIE-CAST BOILER AND TENDER BODY

- PROTO-SOUND® 2.0 WITH THE DIGITAL COMMAND SYSTEM FEATURING FREIGHT YARD OR PASSENGER STATION PROTO-EFFECTS™
- UNIT MEASURES 22" X 2 1/2" X 3 1/2"
- OPERATES ON O-31 CURVES



4-6-2 TORPEDO STEAM ENGINE



Tuscan - 4-6-2 Torpedo Steam Engine
30-1404-1 w/Proto-Sound® 2.0 \$399.95

ADD A PENNSYLVANIA STREAMLINED PASSENGER SET
SEE PAGE 67



Black - 4-6-2 Torpedo Steam Engine
30-1405-1 w/Proto-Sound® 2.0 \$399.95



Brunswick Green - Pennsylvania - 4-6-2 Torpedo Steam Engine
30-1403-1 w/Proto-Sound® 2.0 \$399.95

In the 1920's the Pennsylvania Railroad experimented with a new streamlined look on the venerable K-4 4-6-2 Pacific to accompany their passenger cars. While many of the K-4's sported various versions of this new look, the "Torpedo" was the only K-4 steamer to have the complete make-over.

The new design was meant to cut down on wind resistance, however the outer covering proved to be difficult to maintain and was later removed from all K-4 locomotives. While the streamlining didn't last long, no one can deny the beautiful look the sleek designs gave the old iron horses, especially when pulling a matching passenger car consist.

Now for the first time in nine years, you have a chance to add an affordable Torpedo to your railroad. Outfitted with Proto-Sound® 2.0 and our incredible synchronized puffing ProtoSmoke™ system, this sleek beauty is sure to be a crowd favorite on your pike. Constructed from all die-cast metal components, this work of art captures the look and feel of the original Torpedo, complete with authentic markings, yet runs on your O-31 layout! Equipped with a smooth running, flywheel equipped motor and drive train, the RailKing Torpedo includes standard M.T.H. features like our industry-best Proto-Speed Control™, remotely operated Proto-Coupler™ and a durable design more than capable of performing any task on your pike - all at a cost perfect for today's railroading budgets.

FEATURES

- DIE-CAST METAL CHASSIS
- METAL WHEELS AND AXLES
- PRECISION FLYWHEEL EQUIPPED MOTOR
- METAL HANDRAILS AND DECORATIVE BELL
- DECORATIVE METAL WHISTLE
- DIE-CAST BOILER AND TENDER BODY

- CONSTANT VOLTAGE HEADLIGHT
- DIE-CAST TRUCK SIDES
- COLORFUL PAINT SCHEME
- REMOTE CONTROLLED PROTO-COUPLER™
- SYNCHRONIZED PUFFING PROTOSMOKE™ SYSTEM

- LOCOMOTIVE SPEED CONTROL
- PROTO-SOUND® 2.0 WITH THE DIGITAL COMMAND SYSTEM FEATURING PASSENGER STATION PROTO-EFFECTS™
- UNIT MEASURES 20 1/2" X 2 11/16" X 3 5/8"
- OPERATES ON O-31 CURVES





E-8 AA DIESEL ENGINE SET



Erie - E-8 AA Diesel Engine Set
 30-2676-1 w/Proto-Sound® 2.0 \$299.95
 30-2676-3 Non-Powered B-Unit \$99.95
ADD A MATCHING SET OF PASSENGER CARS
SEE PAGE 67



Southern Pacific - E-8 AA Diesel Engine Set
 30-2679-1 w/Proto-Sound® 2.0 \$299.95
 30-2679-3 Non-Powered B-Unit \$99.95
ADD A MATCHING SET OF PASSENGER CARS
SEE PAGE 67



Illinois Central - E-8 AA Diesel Engine Set
 30-2677-1 w/Proto-Sound® 2.0 \$299.95
 30-2677-3 Non-Powered B-Unit \$99.95
ADD A MATCHING SET OF PASSENGER CARS
SEE PAGE 68



New York Central - E-8 AA Diesel Engine Set
 30-2678-1 w/Proto-Sound® 2.0 \$299.95
 30-2678-3 Non-Powered B-Unit \$99.95
ADD A MATCHING SET OF PASSENGER CARS
SEE PAGE 66

The E-8 was one of the most popular of the E-series locomotives built by EMD in the early 1950s. The 6,750 h.p. E-8 A-B-A arrangement was known for pulling passenger trains on most major express routes at speeds up to 100 mph. This streamlined beauty was one of the last locomotives to sport the Bulldog nose look that EMD popularized a decade earlier.

Unfortunately, a drastic decline in demand for passenger service in the '60s led to the abandonment of these fine diesels. During that time, there was a shift to more utilitarian general purpose locomotives, which went on to dominate the railroad landscape for two decades.

Once again the E-8 returns to the RailKing line complete with all the big fun and excitement that this able handler of passenger trains provides. Each AA set is equipped with the awesome sounds and features of Proto-Sound® 2.0 for an operating experience unmatched by other O Gauge manufacturers. Experience realistic slow speed performance as you enter a passenger station thanks to the incredible realism of Proto-Speed Control™. Activate the passenger station Proto-Effects™ to simulate the announcing of your train as it arrives. Marvel at the sounds of passengers coming and going. It's model railroading at its most fun.

FEATURES

- COLORFUL PAINT SCHEME
- METAL CHASSIS
- METAL WHEELS, AXLES AND GEARS
- DIE-CAST TRUCK SIDES, PILOTS AND FUEL TANK
- (2) PRECISION FLYWHEEL EQUIPPED MOTORS

- INTRICATELY DETAILED ABS BODIES
- (2) REMOTELY CONTROLLED PROTO-COUPERS™
- DIRECTIONALLY CONTROLLED HEADLIGHT
- METAL HORN
- LOCOMOTIVE SPEED CONTROL

- PROTO-SOUND® 2.0 WITH THE DIGITAL COMMAND SYSTEM FEATURING PASSENGER STATION PROTO-EFFECTS™
- UNIT MEASURES 29 3/4" X 2 1/2" X 3 1/2"
- OPERATES ON O-31 CURVES

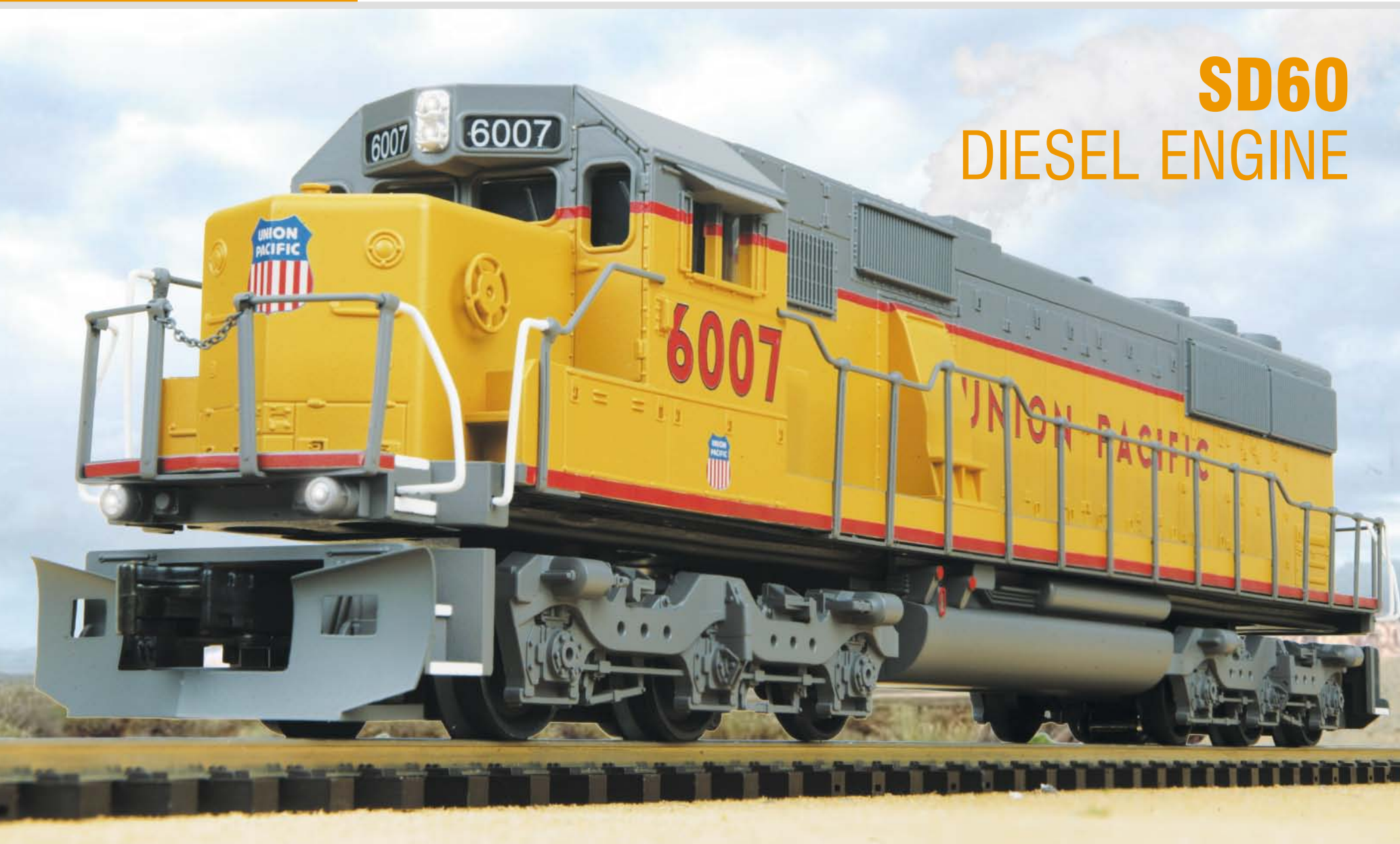
B-UNIT FEATURES

- INTRICATELY DETAILED ABS BODY
- METAL WHEELS AND AXLES
- COLORFUL PAINT SCHEME
- DIE-CAST TRUCK SIDES
- METAL CHASSIS
- METAL HORN
- UNIT MEASURES: 13 1/2" X 2 1/2" X 3 1/2"

DID YOU KNOW?

For an even more realistic consist, add a non-powered B unit to your AA set to achieve the traditional A-B-A diesel engine configuration.





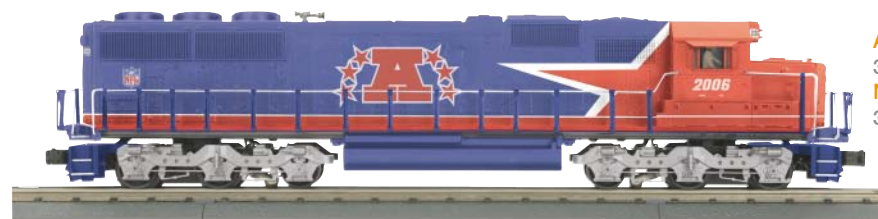
SD60 DIESEL ENGINE




Santa Fe - SD60 Diesel Engine
 30-2663-1 w/Proto-Sound® 2.0 \$299.95
 30-2663-3 Non-Powered \$129.95



Norfolk Southern - SD60 Diesel Engine
 30-2664-1 w/Proto-Sound® 2.0 \$299.95
 30-2664-3 Non-Powered \$129.95



American Football Conference - SD60 Diesel Engine
 30-2665-1 w/Proto-Sound® 2.0 \$319.95
National Football Conference - SD60 Diesel Engine
 30-2665-3 Non-Powered \$139.95

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Union Pacific - SD60 Diesel Engine
 30-2666-1 w/Proto-Sound® 2.0 \$299.95
 30-2666-3 Non-Powered \$129.95

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

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

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

NON-POWERED FEATURES

- METAL WHEELS, AXLES AND GEARS
- DIE-CAST TRUCK SIDES, PILOTS AND FUEL TANK
- COLORFUL PAINT SCHEME
- METAL CHASSIS
- METAL HANDRAILS AND DECORATIVE HORN
- INTRICATELY DETAILED ABS BODY

- (2) ENGINEER CAB FIGURES
- (2) OPERATING METAL COUPLERS
- UNIT MEASURES: 18 1/8" X 2 15/16" X 4 1/4"
- OPERATES ON O-31 CURVES

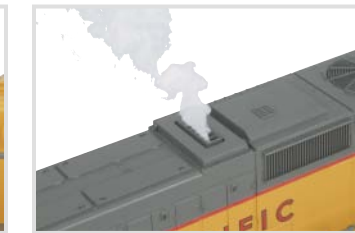
POWERED FEATURES

- METAL WHEELS, AXLES AND GEARS
- DIE-CAST TRUCK SIDES, PILOTS AND FUEL TANK
- COLORFUL PAINT SCHEME
- METAL CHASSIS
- METAL HANDRAILS AND DECORATIVE HORN
- INTRICATELY DETAILED ABS BODY
- (2) ENGINEER CAB FIGURES
- DIRECTIONALLY CONTROLLED HEADLIGHTS

- (2) REMOTELY CONTROLLED PROTO-COUPLEDERS™
- (2) PRECISION FLYWHEEL EQUIPPED MOTORS
- LOCOMOTIVE SPEED CONTROL
- PROTO-SOUND® 2.0 WITH THE DIGITAL COMMAND SYSTEM FEATURING FREIGHT YARD PROTO-EFFECTS™
- UNIT MEASURES 18 1/8" X 2 15/16" X 4 1/4"
- OPERATES ON O-31 CURVES

ADD A LIGHT KIT TO YOUR NON-POWERED LOCOMOTIVE

Order Item No. 50-1026. Light kits feature two pickup rollers and "always-on" light assembly.





GP-9 DIESEL ENGINE

NON-POWERED FEATURES

- INTRICATELY DETAILED ABS BODY
- DIE-CAST TRUCK SIDES, PILOTS AND FUEL TANK
- AUTHENTIC PAINT SCHEME
- METAL HANDRAILS AND DECORATIVE HORN
- SPINNING ROOF FANS
- METAL BODY SIDE GRILLES

- (2) CAB FIGURES
- METAL WHEELS AND AXLES
- (2) OPERATING METAL COUPLERS
- UNIT MEASURES 14 3/4" X 2 1/2" X 3 3/4"
- OPERATES ON O-27 CURVES

MORE POWERED FEATURES

- DIRECTIONALLY CONTROLLED HEADLIGHTS
- (2) REMOTELY CONTROLLED PROTO-COUPERS™
- (2) PRECISION FLYWHEEL EQUIPPED MOTORS
- LIGHTED CAB INTERIOR
- ILLUMINATED NUMBER BOARDS
- LIGHTED MARKER LIGHTS
- OPERATING SMOKE UNIT
- LOCOMOTIVE SPEED CONTROL
- PROTO-SOUND® 2.0 WITH THE DIGITAL COMMAND SYSTEM FEATURING FREIGHT YARD PROTO-EFFECTS™



Norfolk & Western - GP-9 Diesel Engine
 30-2689-1 w/Proto-Sound® 2.0 \$299.95
 30-2689-3 Non-Powered \$129.95



Canadian Pacific - GP-9 Diesel Engine
 30-2690-1 w/Proto-Sound® 2.0 \$299.95
 30-2690-3 Non-Powered \$129.95



Western Pacific - GP-9 Diesel Engine
 30-2691-1 w/Proto-Sound® 2.0 \$299.95
 30-2691-3 Non-Powered \$129.95



Erie - GP-9 Diesel Engine
 30-2698-1 w/Proto-Sound® 2.0 \$299.95
 30-2698-3 Non-Powered \$129.95



Jersey Central - GP-9 Diesel Engine
 30-2699-1 w/Proto-Sound® 2.0 \$299.95
 30-2699-3 Non-Powered \$129.95



Atlantic Coast Line - GP-9 Diesel Engine
 30-2688-1 w/Proto-Sound® 2.0 \$299.95
 30-2688-3 Non-Powered \$129.95

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

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

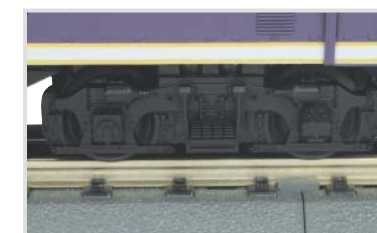
Of course, Dilworth's explanation conveniently ignored the fact that Alco's arguably uglier RS-1 had introduced the road switcher concept eight years before EMD. And in one sense, Dilworth's project was a failure. Railroads bought Geeps for mainline service and relegated older power to secondary lines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

Except for the placement of a few ventilator louvers, the exterior of the GP9 was virtually identical to that of its older brother. Contrary to model railroading urban legend, the presence or absence of the dynamic brake blister on the top center of the long hood does not distinguish between the two locomotives, as both were available with optional dynamic braking.

Adding a full-featured, scale-proportioned locomotive to your diesel roster has never been easier than with the RailKing Scale GP9. Fully equipped with Proto-Sound® 2.0, RailKing Scale engines may be the best value in all of model railroading. Watching these engines creep down the rails with the industry's best speed control system and hearing the incredible variety of sounds may just make the GP9 your favorite diesel. It's all possible thanks to the power and performance of Proto-Sound® 2.0.

ADD A LIGHT KIT TO YOUR NON-POWERED LOCOMOTIVE

Order Item No. 50-1025. Light kits feature two pickup rollers and "always-on" light assembly.





GP-20 DIESEL ENGINE



Twin Cities & Western - GP-20 Diesel Engine
 30-2686-1 w/Proto-Sound® 2.0 \$299.95
 30-2686-3 Non-Powered \$129.95

New York Central - GP-20 Diesel Engine
 30-2684-1 w/Proto-Sound® 2.0 \$299.95
 30-2684-3 Non-Powered \$129.95



Union Pacific - GP-20 Diesel Engine
 30-2687-1 w/Proto-Sound® 2.0 \$299.95
 30-2687-3 Non-Powered \$129.95



Santa Fe - GP-20 Diesel Engine
 30-2685-1 w/Proto-Sound® 2.0 \$299.95
 30-2685-3 Non-Powered \$129.95

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

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

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

NON-POWERED FEATURES

- DIE-CAST TRUCK SIDES, PILOTS AND FUEL TANK
- COLORFUL PAINT SCHEME
- METAL CHASSIS
- METAL HANDRAILS AND DECORATIVE HORN
- INTRICATELY DETAILED ABS BODY
- (2) OPERATING METAL COUPLERS

- (2) ENGINEER CAB FIGURES
- METAL WHEELS AND AXLES
- UNIT MEASURES 14 7/8" X 2 3/4" X 4"
- OPERATES ON O-31 CURVES

MORE POWERED FEATURES

- METAL WHEELS, AXLES AND GEARS
- INTRICATELY DETAILED ABS BODY
- LOCOMOTIVE SPEED CONTROL
- (2) PRECISION FLYWHEEL EQUIPPED MOTORS
- (2) REMOTELY CONTROLLED PROTO-COUPERS™

- OPERATING SMOKE UNIT
- DIRECTIONALLY CONTROLLED HEADLIGHTS
- PROTO-SOUND® 2.0 WITH THE DIGITAL COMMAND SYSTEM FEATURING FREIGHT YARD PROTO-EFFECTS™

ADD A LIGHT KIT TO YOUR NON-POWERED LOCOMOTIVE

Order Item No. 50-1025. Light kits feature two pickup rollers and "always-on" light assembly.



C628 DIESEL ENGINE



Santa Fe - C628 Diesel Engine
 30-2657-1 w/Proto-Sound® 2.0 \$299.95
 30-2657-3 Non-Powered \$129.95

Conrail - C628 Diesel Engine
 30-2655-1 w/Proto-Sound® 2.0 \$299.95
 30-2655-3 Non-Powered \$129.95



Union Pacific - C628 Diesel Engine
 30-2658-1 w/Proto-Sound® 2.0 \$299.95
 30-2658-3 Non-Powered \$129.95



Lehigh Valley - C628 Diesel Engine
 30-2656-1 w/Proto-Sound® 2.0 \$299.95
 30-2656-3 Non-Powered \$129.95

As the competition between Alco and EMD escalated in the early 1960s, the development of Alco's Century series raised the stakes in the horsepower race.

The introduction of the Alco Century C628 featured, for the first time, a single-engine locomotive capable of producing desirable adhesion and tractive effort in a six-axle design. In fact, the C628 changed the concept of the six motor unit from that of a low-speed heavy hauler to a fast freight locomotive.

The lengthened chassis and short nose resulted from the removal of components formally found in the nose section. The carbody itself was sealed and an area directly behind the cab was reserved for a steam generator. However, since all the C628 engines were produced for freight service, the generator was not needed the space went unused.

M.T.H., for the first time brings the Century series back to life as an all-new RailKing Scale model in a variety of roadnames that are sure to please.

NON-POWERED FEATURES

- INTRICATELY DETAILED ABS BODY
- COLORFUL PAINT SCHEME
- METAL CHASSIS
- DIE-CAST TRUCK SIDES, PILOTS AND FUEL TANK
- METAL HANDRAILS AND DECORATIVE HORN
- (2) OPERATING METAL COUPLERS

- METAL WHEELS AND AXLES
- (2) ENGINEER CAB FIGURES
- UNIT MEASURES 18" X 2 1/2" X 3 3/4"
- OPERATES ON O-42 CURVES

MORE POWERED FEATURES

- METAL WHEELS, AXLES AND GEARS
- (2) PRECISION FLYWHEEL EQUIPPED MOTORS
- (2) REMOTELY CONTROLLED PROTO-COUPLEDERS™
- DIRECTIONALLY CONTROLLED HEADLIGHTS
- LOCOMOTIVE SPEED CONTROL

- LIGHTED CAB INTERIOR
- OPERATING SMOKE UNIT
- PROTO-SOUND® 2.0 WITH THE DIGITAL COMMAND SYSTEM FEATURING PASSENGER STATION PROTO-EFFECTS™

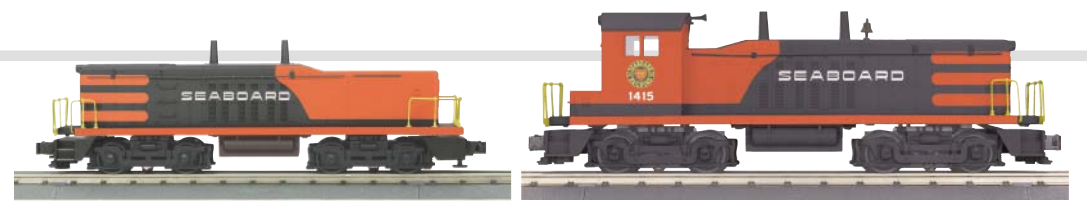
ADD A LIGHT KIT TO YOUR NON-POWERED LOCOMOTIVE

Order Item No. 50-1027. Light kits feature two pickup rollers and "always-on" light assembly.





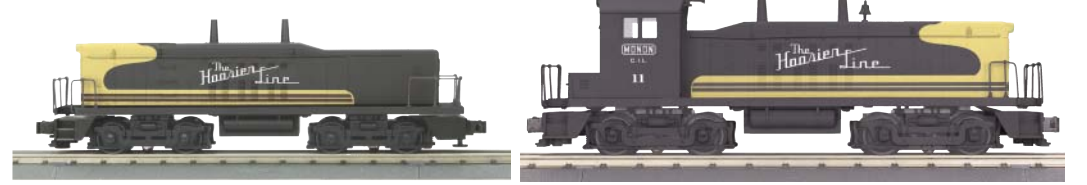
NW-2 SWITCHER DIESEL ENGINE



Seaboard - NW-2 Switcher Diesel Engine
 30-2669-1 w/Proto-Sound® 2.0 \$299.95
 30-2669-3 Diesel Calf - Non Powered \$129.95



Rio Grande - NW-2 Switcher Diesel Engine
 30-2667-1 w/Proto-Sound® 2.0 \$299.95
 30-2667-3 Diesel Calf - Non Powered \$129.95



Monon - NW-2 Switcher Diesel Engine
 30-2700-1 w/Proto-Sound® 2.0 \$299.95
 30-2700-3 Diesel Calf - Non Powered \$129.95



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 7020 Columbia Gateway Drive, Columbia, Maryland 21046

Harley-Davidson® - NW-2 Switcher Diesel Engine
 30-2670-1 w/Proto-Sound® 2.0 \$319.95
 30-2670-3 Diesel Calf - Non Powered \$139.95

Pennsylvania - NW-2 Switcher Diesel Engine
 30-2668-1 w/Proto-Sound® 2.0 \$299.95
 30-2668-3 Diesel Calf - Non Powered \$129.95



The NW-2 was such a popular switcher, that not even World War II could squelch the demand. EMD introduced the 1,000 h.p. locomotive in 1939 and production was halted between 1942 and 1945 by the War Production Board. The WPB placed restrictions on locomotive manufacturers during that time due to the war effort. By the time EMD stopped producing the NW-2 in 1949, they had sold over 1,100 units.

The 125-ton NW-2 ran on a 12-cylinder 567 engine worked hard on lines such as Western Maryland and Union Pacific. EMD was especially proud of the NW-2 because it had all EMD-built electrical equipment. Up to 1938, they had used General Electric and Westinghouse components.

This switcher represents what a little perseverance can amount to. This near scale replica of the NW-2 will be a great addition to your cherished collection. Get your NW-2 today!

DID YOU KNOW?

The NW-2 could be semipermanently coupled to cableless booster units. These transfer units were known as cow calf TR2 and herd TR3.



NON-POWERED FEATURES

- DIE-CAST TRUCK SIDES, PILOTS AND FUEL TANK
- COLORFUL PAINT SCHEME
- METAL CHASSIS
- METAL HANDRAILS AND DECORATIVE HORN
- INTRICATELY DETAILED ABS BODY
- METAL WHEELS AND AXLES

- (2) OPERATING METAL COUPLERS
- UNIT MEASURES: 12 3/8" X 2 1/2" X 3 7/8"
- OPERATES ON O-27 CURVES

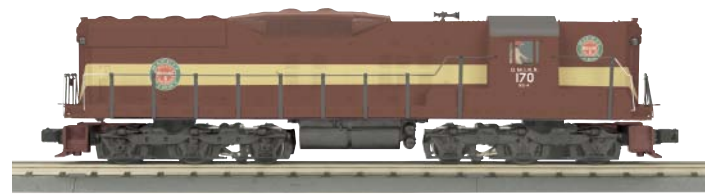
MORE POWERED FEATURES

- DIRECTIONALLY CONTROLLED HEADLIGHT
- COLORFUL PAINT SCHEME
- (2) PRECISION FLYWHEEL EQUIPPED MOTORS
- METAL GEARS
- (2) REMOTELY CONTROLLED PROTO-COUPERS™

- LOCOMOTIVE SPEED CONTROL
- PROTO-SOUND® 2.0 WITH THE DIGITAL COMMAND SYSTEM FEATURING FREIGHT YARD PROTO-EFFECTS™



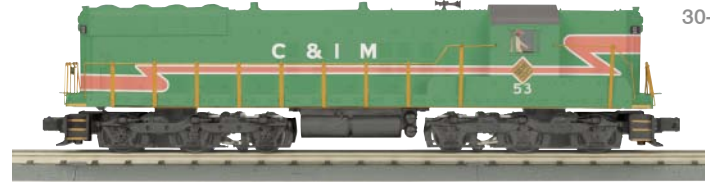
SD-9 DIESEL ENGINE



Duluth Missabe & Iron Range - SD-9 Diesel Engine
 30-2654-1 w/Proto-Sound® 2.0 \$299.95
 30-2654-3 Non-Powered \$129.95



Rio Grande - SD-9 Diesel Engine
 30-2704-1 w/Proto-Sound® 2.0 \$299.95
 30-2704-3 Non-Powered \$129.95



Chicago & Illinois Midland - SD-9 Diesel Engine
 30-2653-1 w/Proto-Sound® 2.0 \$299.95
 30-2653-3 Non-Powered \$129.95



Nickel Plate Road - SD-9 Diesel Engine
 30-2703-1 w/Proto-Sound® 2.0 \$299.95
 30-2703-3 Non-Powered \$129.95



John Deere - SD-9 Diesel Engine
 30-2651-1 w/Proto-Sound® 2.0 \$319.95
 30-2651-3 Non-Powered \$139.95

John Deere is a registered trademark of Deere & Company.

Chessie - SD-9 Diesel Engine
 30-2652-1 w/Proto-Sound® 2.0 \$299.95
 30-2652-3 Non-Powered \$129.95



In the General Motors' Electro-Motive Division time line, 1954 holds significance for two important events. In that year, the manufacturer produced its 15,000th locomotive and introduced the 1,750-h.p. SD9. The road switcher was produced until 1959. Basically an elongated — and, some might say, handsomer — version of EMD's very popular GP9, the SD9 spread the same horsepower over two additional axles, resulting in a lower loading on each axle. This made the engine more suitable for use on light rail and in situations requiring power at low speeds, such as hump yard service.

The RailKing Scale model of the SD9 is built to 1/48th scale proportions and is thus somewhat larger than typical RailKing diesels. O gauge operators looking for scale proportioned locomotives will find durable, yet well detailed, RailKing Scale models to be an excellent alternative to more expensive O scale diesels.

NON-POWERED FEATURES

- DIE-CAST TRUCK SIDES, PILOTS AND FUEL TANK
- COLORFUL PAINT SCHEME
- METAL CHASSIS
- METAL HANDRAILS AND DECORATIVE HORN
- INTRICATELY DETAILED ABS BODY
- METAL WHEELS AND AXLES

- ENGINEER CAB FIGURE
- UNIT MEASURES 16" X 2 3/4" X 4"
- OPERATES ON O-31 CURVES

MORE POWERED FEATURES

- DIRECTIONALLY CONTROLLED HEADLIGHTS
- METAL GEARS
- COLORFUL PAINT SCHEME
- (2) PRECISION FLYWHEEL EQUIPPED MOTORS
- LOCOMOTIVE SPEED CONTROL
- LIGHTED CAB INTERIOR

- (2) REMOTELY CONTROLLED PROTO-COUPERS™
- OPERATING SMOKE UNIT
- PROTO-SOUND® 2.0 WITH THE DIGITAL COMMAND SYSTEM FEATURING FREIGHT YARD PROTO-EFFECTS™

ADD A LIGHT KIT TO YOUR NON-POWERED LOCOMOTIVE

Order Item No. 50-1025. Light kits feature two pickup rollers and "always-on" light assembly.





SD-45 DIESEL ENGINE

Santa Fe - SD-45 Diesel Engine
 30-2662-1 w/Proto-Sound® 2.0 \$299.95
 30-2662-3 Non-Powered \$129.95



Reading - SD-45 Diesel Engine
 30-2702-1 w/Proto-Sound® 2.0 \$299.95
 30-2702-3 Non-Powered \$129.95

Frisco - SD-45 Diesel Engine
 30-2661-1 w/Proto-Sound® 2.0 \$299.95
 30-2661-3 Non-Powered \$129.95



Pennsylvania - SD-45 Diesel Engine
 30-2660-1 w/Proto-Sound® 2.0 \$299.95
 30-2660-3 Non-Powered \$129.95

Caterpillar® - SD-45 Diesel Engine
 30-2659-1 w/Proto-Sound® 2.0 \$319.95
 30-2659-3 Non-Powered \$139.95

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The first twenty-cylinder diesel ever produced, the EMD SD-45 set new standards in power and performance in the very competitive diesel market of the mid-sixties. This 195-ton workhorse achieved a record-setting 3,600 horsepower, 600 more than the popular SD-40. With powerful looking flared radiators, the SD-45 presented a unique appearance. With about one-quarter of the 1,200 units produced still active, the SD-45 is still a familiar sight on today's railroads more than 30 years after first hitting the rails.

Great Northern named No. 400, the first production SD-45, the "Hustle Muscle" in honor of the unique combination of power and speed produced by what was at the time the most powerful single-engine diesel-electric on the rails. That name captures the spirit and ability of this influential second-generation diesel.

M.T.H. makes the SD-45 available in five different schemes sure to add muscle to any layout. Each is available with the standard and optional features listed.

NON-POWERED FEATURES

- INTRICATELY DETAILED ABS BODY
- METAL WHEELS AND AXLES
- (2) OPERATING METAL COUPLERS
- DIE-CAST TRUCK SIDES, PILOTS AND FUEL TANK
- COLORFUL PAINT SCHEME
- METAL CHASSIS

- METAL HANDRAILS AND DECORATIVE HORN
- (2) ENGINEER CAB FIGURES
- UNIT MEASURES 17 1/4" X 3 3/4" X 2 3/4"
- OPERATES ON O-31 CURVES

MORE POWERED FEATURES

- PROTO-SOUND® 2.0 WITH THE DIGITAL COMMAND SYSTEM FEATURING FREIGHT YARD PROTO-EFFECTS™
- DIRECTIONALLY CONTROLLED HEADLIGHT
- METAL WHEELS, AXLES AND GEARS

- (2) REMOTELY CONTROLLED PROTO-COUPPLERS™
- (2) PRECISION FLYWHEEL EQUIPPED MOTORS
- LOCOMOTIVE SPEED CONTROL
- LIGHTED CAB INTERIOR
- OPERATING SMOKE UNIT

ADD A LIGHT KIT TO YOUR NON-POWERED LOCOMOTIVE

Order Item No. 50-1026. Light kits feature two pickup rollers and "always-on" light assembly.





RDC BUDD CAR SET



BC Rail - RDC Budd Car Set
 30-2692-1 w/Proto-Sound® 2.0 \$299.95
BC Rail - RDC Budd Car 2-Car Add-On Set
 30-2692-3 Non-Powered \$149.95



Budd Demonstrator - RDC Budd Car Set
 30-2693-1 w/Proto-Sound® 2.0 \$299.95
Budd Demonstrator - RDC Budd Car 2-Car Add-On Set
 30-2693-3 Non-Powered \$149.95



Chesapeake & Ohio - RDC Budd Car Set
 30-2694-1 w/Proto-Sound® 2.0 \$299.95
Chesapeake & Ohio - RDC Budd Car 2-Car Add-On Set
 30-2694-3 Non-Powered \$149.95



Jersey Central - RDC Budd Car Set
 30-2695-1 w/Proto-Sound® 2.0 \$299.95
Jersey Central - RDC Budd Car 2-Car Add-On Set
 30-2695-3 Non-Powered \$149.95

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

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

RDC's proved so successful at their intended service that they were purchased by 25 North American carriers and railroads in Brazil, Cuba, Australia, and Saudi Arabia. They served some owners for more than 30 years and ultimately helped pave the way for a revival of commuter rail service in many parts of the United States. For 2006, RailKing lets you serve branch lines with 2-car Budd sets in four roadnames, including the 1949 Budd demonstrators.

ADD-ON SET FEATURES

- INTRICATELY DETAILED, DURABLE ABS BODIES
- METAL WHEELS AND AXLES
- OVERHEAD INTERIOR LIGHTING
- DIE-CAST 4-WHEEL TRUCKS
- OPERATING DIE-CAST METAL COUPLERS
- FAST-ANGLE WHEEL SETS
- DETAILED CAR INTERIORS

- DETAILED CAR UNDERCARRIAGE
- EACH UNIT MEASURES 16" X 2 1/2" X 4"
- OPERATES ON O-31 CURVES

MORE POWERED FEATURES

- REMOTELY CONTROLLED PROTO-COUPERS™
- METAL CHASSIS
- DECORATIVE HORN
- INTRICATELY DETAILED ABS BODIES
- METAL GEARS
- DIE-CAST TRUCK SIDES AND PILOTS
- (2) PRECISION FLYWHEEL EQUIPPED MOTORS

- LOCOMOTIVE SPEED CONTROL
- DIRECTIONALLY CONTROLLED HEADLIGHT
- PROTO-SOUND® 2.0 WITH THE DIGITAL COMMAND SYSTEM FEATURING PASSENGER STATION PROTO-EFFECTS™

DID YOU KNOW?

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



AEROTRAIN PASSENGER SET



Pennsylvania - Aerotrain Diesel Passenger Set
30-2374-1 w/Proto-Sound® 2.0 \$399.95

DID YOU KNOW?

Upon their retirement in 1966, the two Aerotrains were donated to the National Railroad Museum in Green Bay Wisconsin and the Museum of Transportation in St. Louis, where you can see them today. Although the Aerotrains were not popular with passengers, their styling — which once appeared futuristic and today looks retro — has made them tremendously popular with model railroaders. An HO model introduced by Varney in the 1950s has sold thousands of copies and is still available today from Bowser Manufacturing.



Pennsylvania - Aerotrain Coach Car
30-6176 \$49.95



Rock Island - Aerotrain Coach Car
30-6177 \$49.95



Rock Island - Aerotrain Diesel Passenger Set
30-2375-1 w/Proto-Sound® 2.0 \$399.95

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

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

In early 1956, the two prototype Aerotrains entered service on the Pennsy between Philadelphia and Pittsburgh, and on the New York Central between Chicago and Detroit. It soon became apparent that the air bellows suspension was fine at bus speeds but utterly inadequate for a high-speed train. Above 60 mph, the lightweight cars shook horribly; one wag noted that if the trains had operated at or near their top speed, "any surviving passengers would have been approaching the condition of Jello." After less than a year of service, the test trains were returned to GM. In 1957 they were sold to the Rock Island, which used them in lower-speed commuter service in the Chicago suburbs until their 1966 retirement. For 2006, this highly detailed RailKing model allows you to relive the Pennsylvania's hopes for the Aerotrain in high-speed service — without the rough ride — or the reality of the Aerotrain on Rock Island commuter runs.

POWERED FEATURES

- COLORFUL PAINT SCHEME
- METAL CHASSIS
- DIE-CAST TRUCK SIDES
- METAL WHEELS, AXLES AND GEARS
- (2) PRECISION FLYWHEEL EQUIPPED MOTORS
- DIRECTIONALLY CONTROLLED HEADLIGHT

- INTRICATELY DETAILED ABS BODIES
- REMOTELY CONTROLLED PROTO-COUPERS™
- LOCOMOTIVE SPEED CONTROL
- PROTO-SOUND® 2.0 WITH THE DIGITAL COMMAND SYSTEM FEATURING PASSENGER STATION PROTO-EFFECTS™

- LIGHTED CAB INTERIOR
- 3-CAR CONSIST
- OPERATES ON O-31 TRACK
- SET MEASURES 45 3/4" X 2 1/2" X 3 3/4"

CAR FEATURES

- INTRICATELY DETAILED DURABLE ABS BODIES
- DIE-CAST METAL TRUCKS
- ATTRACTIVE DECO SCHEME
- LIGHTED CAR INTERIORS
- FAST-ANGLE WHEEL SETS
- METAL WHEELS AND AXLES



OPERATING FREIGHT CARS



Pittsburgh & Lake Erie - Operating Log Dump Car
30-79136 \$54.95

RailKing operating freight cars add a new dimension and excitement level to your O Gauge layout with realistic action and quiet smooth operation in a way other operating cars cannot.

Most cars come to life when parked on an operating track section. When the track section is activated, the operating log cars slowly raise up their base platform to a 45 degree angle while simultaneously dropping the lowered side rails so that the logs can roll right off the car. The car then "shakes" itself to make sure no logs remain.

You can see each of the operating log car in action the next time you visit the M.T.H. website (www.mthtrains.com). Just click on the Video Link located right on the home page..

RAILKING TANK CARS



Pennsylvania - Tank Car
30-73189 \$39.95



Southern - Tank Car
30-73188 \$39.95



Maine Central - Tank Car
30-73186 \$39.95



Western Maryland - Tank Car
30-73187 \$39.95



New York Central - Operating Log Dump Car
30-79135 \$54.95



IMPROVED, SMOOTHEST ROLLING
3-RAIL TRUCKS
"THUMB TACKLESS" COUPLER ARMATURE!
IMPROVED AXLE BEARINGS!

3-Rail Roller Bearing Freight Car Two Truck Pack
30-89002 \$12.99

3-Rail Bettendorf Freight Car Two Truck Pack
30-89001 \$12.99

FEATURES

- 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

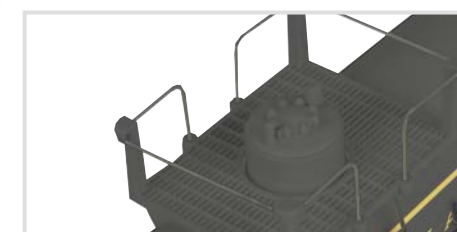
- DIE-CAST METAL BODY
- UNIT MEASURES 12" X 2 5/8" X 2 11/16"
- OPERATES ON O-27 CURVES



FEATURES

- INTRICATELY DETAILED DURABLE ABS BODY
- METAL WHEELS AND AXLES
- DIE-CAST 4-WHEEL TRUCKS
- OPERATING DIE-CAST METAL COUPLERS
- COLORFUL, ATTRACTIVE PAINT SCHEMES

- SEPARATE METAL HANDRAILS
- FAST-ANGLE WHEEL SETS
- NEEDLE-POINT AXLES
- UNIT MEASURES 10 7/8" X 2 3/8" X 3 7/8"
- OPERATES ON O-27 CURVES



MODERN TANK CARS



Burlington Northern - Modern Tank Car
30-73183 \$44.95



New York Central - Modern Tank Car
30-73182 \$44.95



Milwaukee Road - Modern Tank Car
30-73184 \$44.95



Denver Rio Grande - Modern Tank Car
30-73185 \$44.95



Chicago NorthWestern - 3-Dome Tank Car
30-73191 \$42.95

3-DOME TANK CARS



Grand Trunk Western - 3-Dome Tank Car
30-73193 \$42.95



Norfolk Southern - 3-Dome Tank Car
30-73192 \$42.95



Canadian National - 3-Dome Tank Car
30-73190 \$42.95



Canadian Pacific - 50' Modern Box Car
30-74296 \$44.95



Pennsylvania - 50' Modern Box Car
30-74348 \$44.95



Baltimore & Ohio - 50' Modern Box Car
30-74297 \$44.95



Denver Rio Grande Western - 50' Modern Box Car
30-74298 \$44.95

MODERN BOX CARS

MODERN TANK FEATURES

- INTRICATELY DETAILED DURABLE ABS BODY
- METAL WHEELS AND AXLES
- DIE-CAST 4-WHEEL TRUCKS
- OPERATING DIE-CAST METAL COUPLERS
- COLORFUL, ATTRACTIVE PAINT SCHEMES
- SEPARATE METAL HANDRAILS

- FAST-ANGLE WHEEL SETS
- NEEDLE-POINT AXLES
- UNIT MEASURES 10 7/8" X 2 3/8" X 3 7/8"
- OPERATES ON O-27 CURVES

3-DOME TANK 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
- UNIT MEASURES 10 1/4" X 2 3/8" X 3 9/16"
- OPERATES ON O-27 CURVES

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
- UNIT MEASURES 12 7/8" X 2 9/16" X 3 9/16"
- OPERATES ON O-31 CURVES



40' HIGH CUBE BOX CARS



NEW!
New York Central - 40' High Cube Box Car
30-74330 \$44.95



NEW!
Illinois Central Gulf - 40' High Cube Box Car
30-74334 \$44.95



NEW!
Santa Fe - 40' High Cube Box Car
30-74329 \$44.95



NEW!
Milwaukee Road - 40' High Cube Box Car
30-74331 \$44.95



NEW!
Burlington Northern - 40' High Cube Box Car
30-74333 \$44.95

ROUNDED ROOF BOX CARS WITH GENERATOR



Union Pacific - Rounded Roof Box Car w/Generator
30-74315 \$39.95



Western Maryland - Rounded Roof Box Car w/Generator
30-74316 \$39.95



Pittsburgh & Lake Erie - Rounded Roof Box Car w/Generator
30-74314 \$39.95



Chessie - Rounded Roof Box Car w/Generator
30-74313 \$39.95

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
- UNIT MEASURES: 11 1/2" X 2 3/8" X 2 5/16"
- OPERATES ON O-27 CURVES



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
- UNIT MEASURES 11 5/8" X 2 1/2" X 3 7/16"
- OPERATES ON O-27 CURVES



40' SINGLE DOOR BOX CARS



New York Central - Box Car
30-74343 \$39.95



Pennsylvania - Box Car
30-74342 \$39.95



Chicago & Illinois Midland - Box Car
30-74345 \$39.95



Southern Pacific - Box Car
30-74344 \$39.95



New York Central - Ps-2 Discharge Hopper Car
30-75207 \$39.95



Chicago NorthWestern - Ps-2 Discharge Hopper Car
30-75208 \$39.95

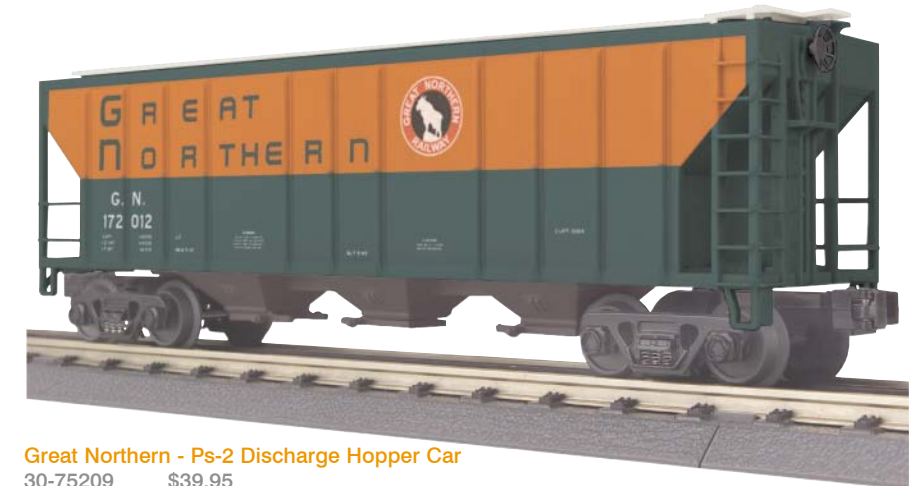


Pullman Transport - Ps-2 Discharge Hopper Car
30-75211 \$39.95



Pittsburgh & Lake Erie - Ps-2 Discharge Hopper Car
30-75210 \$39.95

PS-2 DISCHARGE HOPPER CARS



Great Northern - Ps-2 Discharge Hopper Car
30-75209 \$39.95



John Deere - Ps-2 Discharge Hopper Car
30-75196 \$44.95

John Deere is a registered trademark of Deere & Company.

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
- UNIT MEASURES 11 1/2" X 2 3/8" X 2 5/16"
- OPERATES ON O-27 CURVES



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
- UNIT MEASURES 11 1/4" X 2 1/2" X 3 3/8"
- OPERATES ON O-31 CURVES



4-BAY HOPPER CARS



SOO Line - 4-Bay Hopper Car
30-75213 \$39.95



Seaboard - 4-Bay Hopper Car
30-75212 \$39.95



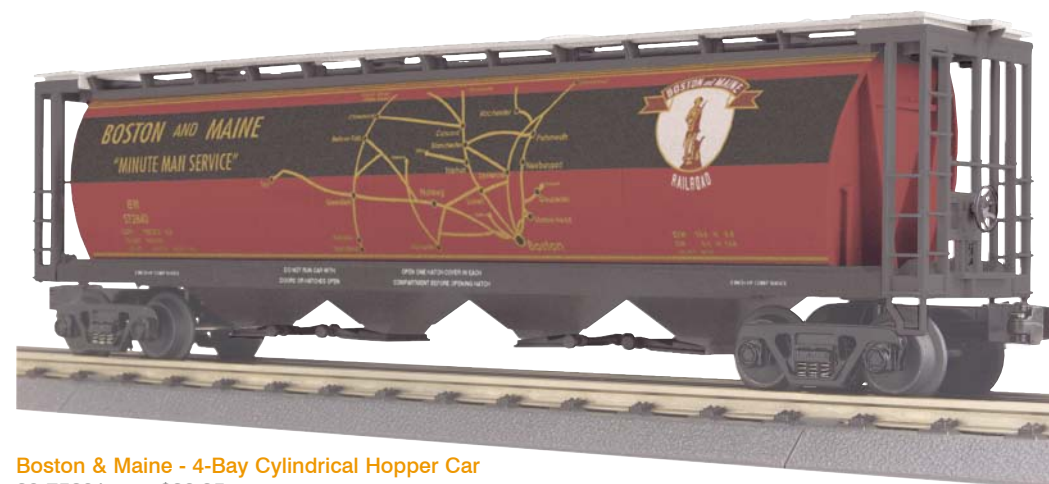
Bangor & Aroostook (State of Maine) - 4-Bay Hopper Car
30-75214 \$39.95



Missouri Pacific - 4-Bay Hopper Car
30-75215 \$39.95



Western Maryland - 4-Bay Cylindrical Hopper Car
30-75204 \$39.95

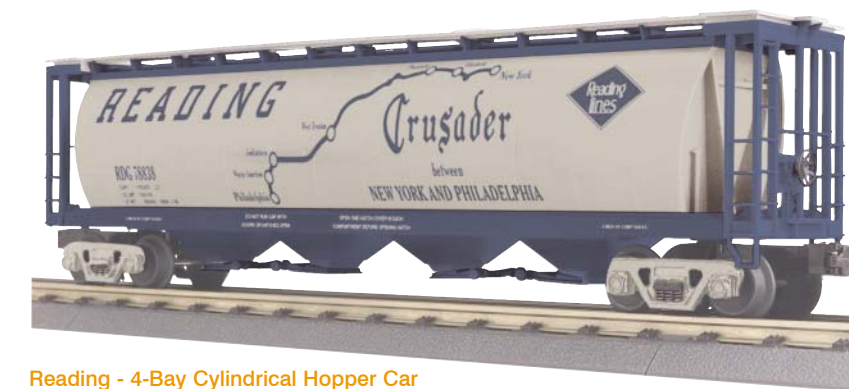


Boston & Maine - 4-Bay Cylindrical Hopper Car
30-75201 \$39.95

4-BAY CYLINDRICAL HOPPER CARS



Chicago NorthWestern - 4-Bay Cylindrical Hopper Car
30-75202 \$39.95

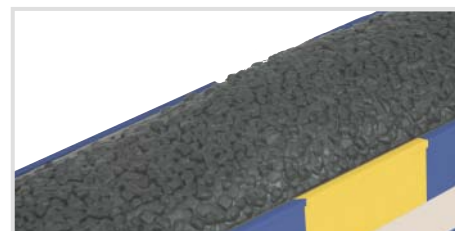


Reading - 4-Bay Cylindrical Hopper Car
30-75203 \$39.95

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
- UNIT MEASURES 11 3/4" X 2 1/2" X 3/4"
- OPERATES ON O-27 CURVES



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
- UNIT MEASURES 13 3/8" X 2 3/8" X 3 7/16"
- OPERATES ON O-31 CURVES



GONDOLA WITH LCL CONTAINERS



John Deere - Gondola Car w/LCL Containers
30-7279 \$47.95
John Deere is a registered trademark of Deere & Company.



Southern - Gondola Car w/LCL Containers
30-7282 \$42.95



Alaska - Gondola Car w/LCL Containers
30-7281 \$42.95



Pittsburgh & Lake Erie - Gondola Car w/LCL Containers
30-7287 \$42.95

GONDOLA WITH COVER



Mon Valley Works - Gondola Car w/Cover
30-7285 \$39.95



Pennsylvania - Gondola Car w/Cover
30-7284 \$39.95



Harley-Davidson® - Gondola Car w/Cover
30-7283 \$44.95

HARLEY-DAVIDSON OFFICIAL LICENSED PRODUCT
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7020 Columbia Gateway Drive, Columbia, Maryland 21046



Great Northern - Gondola Car w/Cover
30-7286 \$39.95

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
- UNIT MEASURES: 11 7/8" X 2 3/16" X 1 11/16"
- OPERATES ON O-27 CURVES



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
- UNIT MEASURES 11 15/16" X 2 3/16" X 1 11/16"
- OPERATES ON O-27 CURVES



FLAT CAR WITH TRAILER OR LOAD



Canadian National - Flat Car w/ Trailer
30-76192 \$39.95



Pennsylvania - Flat Car w/ Trailer
30-76191 \$39.95



U.S. Army - Dep. Center Flat Car w/Rocket Load
30-76201 \$39.95



Circus - Dep. Center Flat Car w/Rocket Load
30-76189 \$39.95



TTX - Dep. Center Flat Car w/Rocket Load
30-76202 \$39.95



U.S. Navy - Dep. Center Flat Car w/Rocket Load
30-76188 \$39.95



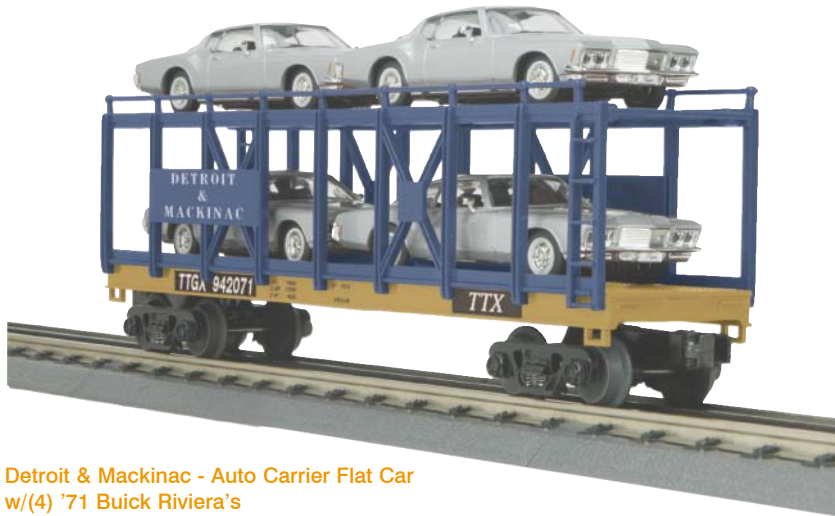
Caterpillar® - Dep. Center Flat Car w/Transformer Load
30-76187 \$44.95

© 2005 Caterpillar
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John Deere - Dep. Center Flat Car w/Transformer Load
30-76186 \$44.95

John Deere is a registered trademark of Deere & Company.



Detroit & Mackinac - Auto Carrier Flat Car w/(4) '71 Buick Riviera's
30-76196 \$59.95

FLAT CAR WITH LOAD



Chessie - Dep. Center Flat Car w/Transformer Load
30-76203 \$34.95



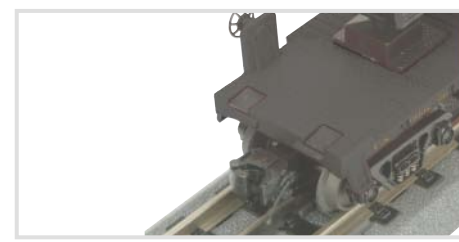
Alaska - Dep. Center Flat Car w/Transformer Load
30-76204 \$34.95



Santa Fe - Auto Carrier Flat Car w/(4) '58 Studebakers
30-76195 \$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
- DECORATIVE BRAKE WHEELS
- FAST-ANGLE WHEEL SETS
- NEEDLE-POINT AXLES
- ABS DETAILED TRAILER
- UNIT MEASURES 11 5/8" X 2 1/4" X 3 3/4"
- OPERATES ON O-27 CURVES



FEATURES

- 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
- DIE-CAST METAL BODY
- UNIT MEASURES 12 7/8" X 2 1/4" X 3 1/8"
- OPERATES ON O-27 CURVES



FLAT CAR WITH LOAD



John Deere - Flat Car w/(1) 650H Bulldozer
30-76185 \$44.95



John Deere - Flat Car w/(1) 310 Backhoe Loader
30-76184 \$44.95
John Deere is a registered trademark of Deere & Company.



Great Northern - Flat Car w/(2) '37 Ford V8 Convertibles
30-76197 \$39.95



Pennsylvania - Flat Car w/(4) Bettendorf Trucks
30-76199 \$39.95



Chicago NorthWestern - Flat Car w/(2) '48 Tucker Torpedos
30-76198 \$39.95



Milwaukee Road - Flat Car w/(4) Roller Bearing Trucks
30-76200 \$39.95



Alaska - Ore Car
30-75197 \$34.95

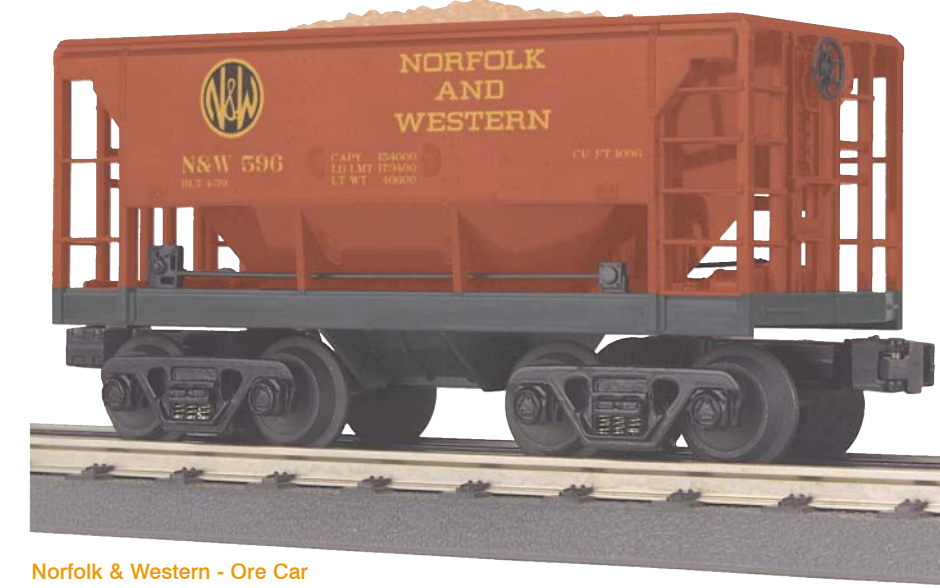


Lehigh Valley - Ore Car
30-75199 \$34.95



Caterpillar® - Ore Car
30-75198 \$44.95

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Norfolk & Western - Ore Car
30-75200 \$34.95

ORE CAR

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
- UNIT MEASURES 11 3/4" X 2 5/16" X 1 15/16"
- OPERATES ON O-27 CURVES



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
- UNIT MEASURES 7 1/8" X 2 9/16" X 3 5/16"
- OPERATES ON O-27 CURVES



MAJOR LEAGUE BASEBALL™ BOX CARS



San Diego Padres™ - Box Car
30-74303 \$44.95



Texas Rangers™ - Box Car
30-74305 \$44.95



Arizona Diamondbacks™ - Box Car
30-74299 \$44.95



Kansas City Royals™ - Box Car
30-74300 \$44.95



Tampa Bay Devil Rays™ - Box Car
30-74304 \$44.95



Milwaukee Brewers™ - Box Car
30-74301 \$44.95

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MODERN REEFER CARS



Mojave Red - Modern Reefer Car
30-78020 \$42.95



Oktober Fest - Modern Reefer Car
30-78021 \$42.95



Desert Pale Ale - Modern Reefer Car
30-78019 \$42.95



Congress Beer - Modern Reefer Car
30-78018 \$42.95

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
- UNIT MEASURES 11 1/2" X 2 3/8" X 2 5/16"
- OPERATES ON O-27 CURVES



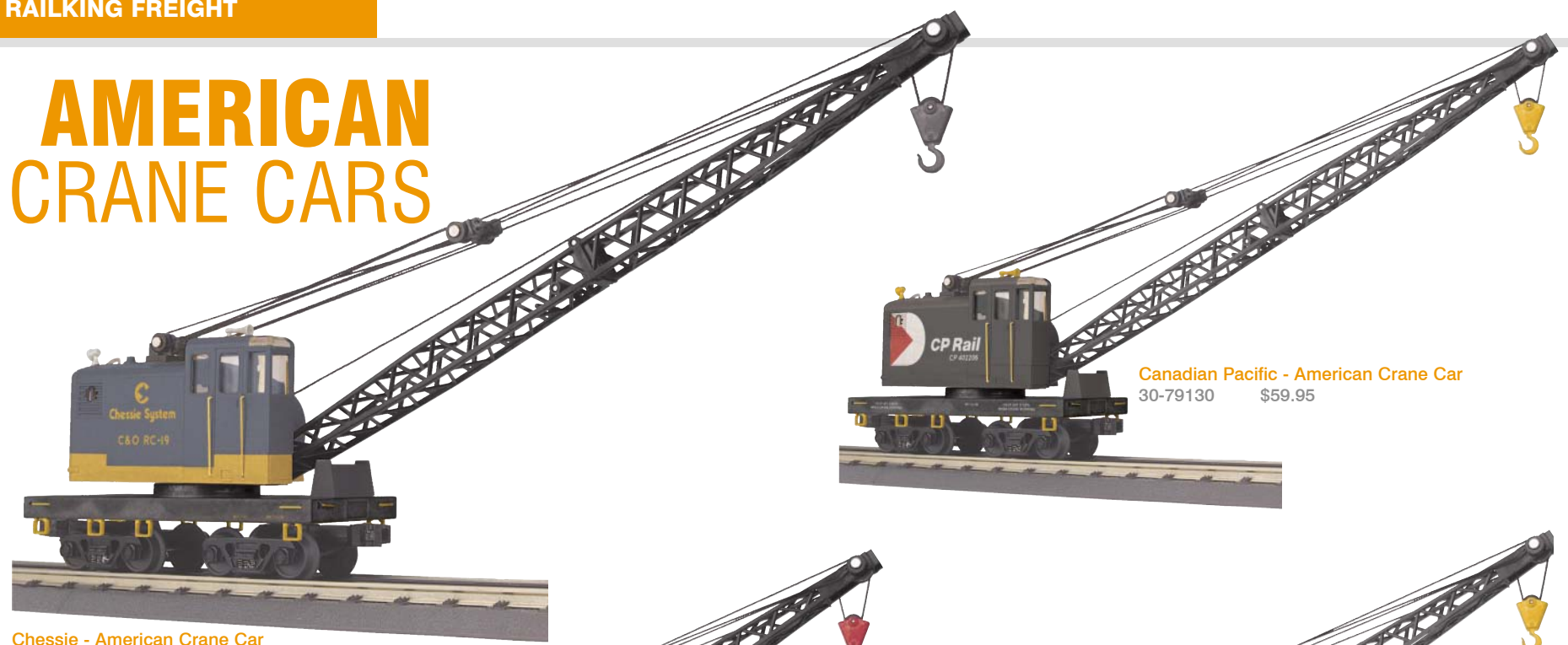
FEATURES

- 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
- UNIT MEASURES 11 1/2" X 2 3/8" X 2 5/16"
- OPERATES ON O-27 CURVES



AMERICAN CRANE CARS



Chessie - American Crane Car
30-79127 \$59.95

Canadian Pacific - American Crane Car
30-79130 \$59.95



U.S. Army - American Crane Car
30-79128 \$59.95



Erie Lackawanna - American Crane Car
30-79129 \$59.95

AMERICAN CRANE TENDER CARS



Erie Lackawanna - Crane Tender Car
30-79133 \$49.95



U.S. Army - Crane Tender Car
30-79132 \$49.95



Canadian Pacific - Crane Tender Car
30-79134 \$49.95



Chessie - Crane Tender Car
30-79131 \$49.95

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

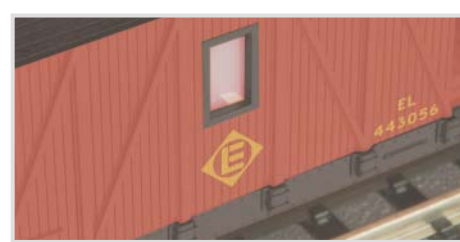
- FAST-ANGLE WHEEL SETS
- NEEDLE-POINT AXLES
- MANUALLY OPERATED CRANE HOOK & BOOM
- UNIT MEASURES 17 5/8" X 2 5/8" X 4"
- OPERATES ON O-31 CURVES



FEATURES

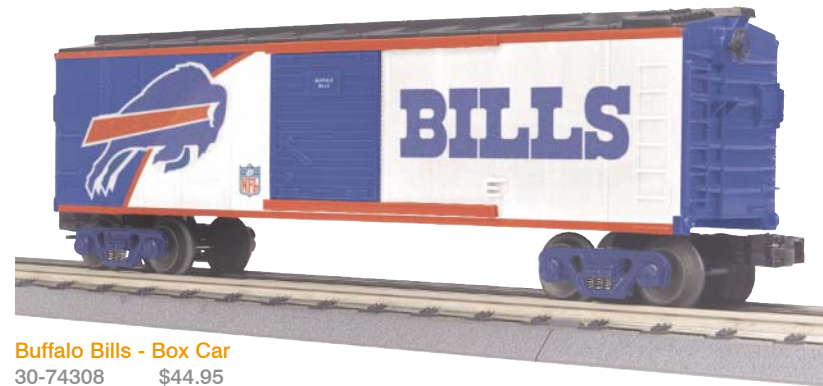
- INTRICATELY DETAILED DURABLE ABS BODY
- METAL WHEELS AND AXLES
- DIE-CAST 4-WHEEL TRUCKS
- OPERATING DIE-CAST METAL COUPLERS
- COLORFUL, ATTRACTIVE PAINT SCHEMES
- DECORATIVE BRAKE WHEELS

- FAST-ANGLE WHEEL SETS
- NEEDLE-POINT AXLES
- OPERATING INTERIOR LIGHTING
- UNIT MEASURES 11 1/2" X 2 5/16" X 4"
- OPERATES ON O-27 CURVES



NFL BOX CARS

High quality, traditionally sized RailKing Freight Cars provide detailed bodies and colorful paint schemes for the O Gauge railroader. MTH makes an enormous variety of RailKing Freight Cars, including many different car types and roadnames. No matter what era or part of the country you are modeling, RailKing is sure to have something for you.



Buffalo Bills - Box Car
30-74308 \$44.95



Denver Broncos - Box Car
30-74311 \$44.95



Detroit Lions - Box Car
30-74327 \$44.95



New York Giants - Box Car
30-74310 \$44.95



Cleveland Browns - Box Car
30-74326 \$44.95



Indianapolis Colts - Box Car
30-74328 \$44.95




Minnesota Vikings - Box Car
30-74309 \$44.95


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
- UNIT MEASURES: 11 1/2" X 2 3/8" X 2 5/16"
- OPERATES ON O-27 CURVES



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NFL 40' WINDOW BOX CAR WITH HELMETS



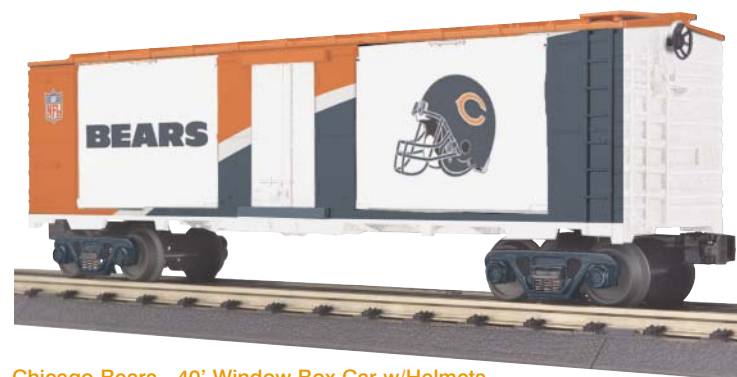
New York Giants - 40' Window Box Car w/Helmets
30-74318 \$64.95



Philadelphia Eagles - 40' Window Box Car w/Helmets
30-74317 \$64.95



New England Patriots - 40' Window Box Car w/Helmets
30-74320 \$64.95



Chicago Bears - 40' Window Box Car w/Helmets
30-74319 \$64.95



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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) RIDDELL MINI-HELMETS
- (4) OPENING WINDOW DOORS
- UNIT MEASURES 11 3/4" X 2 1/2" X 2 3/8"
- OPERATES ON O-27 CURVES

NFL 40' DOUBLE DOOR BOX CAR



Ravens - Super Bowl XXXV - 40' Double Door Box Car
30-74324 \$49.95



Bears - Super Bowl XX - 40' Double Door Box Car
30-74322 \$49.95



Jets - Super Bowl III - 40' Double Door Box Car
30-74323 \$49.95



Redskins - Super Bowl XVII - 40' Double Door Box Car
30-74321 \$49.95



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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
- UNIT MEASURES 11 1/2" X 2 1/2" X 3 7/16"
- OPERATES ON O-31 CURVES



HARLEY-DAVIDSON® WINDOW BOX CARS WITH MOTORCYCLES



Harley-Davidson® - 40' Window Box Car w(2) 2001 Road King
30-74293 \$69.95

Harley-Davidson® - 40' Window Box Car
w(2) 2001 Dyna Wide Glide
30-74292 \$69.95



Harley-Davidson® - 40' Window Box Car w(2) 2001 Springer Softail
30-74294 \$69.95



Harley-Davidson® - 40' Window Box Car w(2) 2000 Dyna Super Glide
30-74291 \$69.95



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Manufactured by M.T.H. Electric Trains under license from
Harley-Davidson Motor Company.
© 2005 M.T.H. Electric Trains
7020 Columbia Gateway Drive, Columbia, Maryland 21046

These unique RailKing box cars feature vertically opening doors that reveal a die-cast 1/43 scale Harley-Davidson® motorcycle inside. In fact, each car houses two bikes, identified by the exterior Harley-Davidson® graphics on the operating doors.

These cleverly designed cars allow the doors to hide inside the car when opened up so that your car can ride the rails with the doors open and the bikes visible to all who see 'em pass by.

STEEL CABOOSE



Erie - Steel Caboose
30-77107 \$52.95



Seaboard - Steel Caboose
30-77108 \$52.95



Lehigh Valley - Steel Caboose
30-77105 \$52.95



Jersey Central - Steel Caboose
30-77106 \$52.95

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

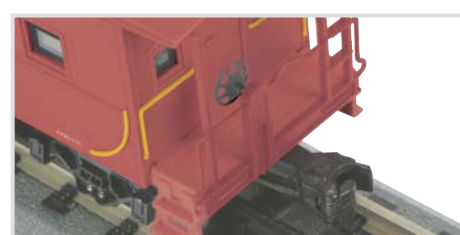
- FAST-ANGLE WHEEL SETS
- NEEDLE-POINT AXLES
- (2) 1/48TH SCALE MOTORCYCLES
- (4) OPENING WINDOW DOORS
- UNIT MEASURES 11 3/4" X 2 1/2" X 2 3/8"
- OPERATES ON O-27 CURVES



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
- UNIT MEASURES 11 1/2" X 2 1/2" X 3 7/16"
- OPERATES ON O-31 CURVES



OFFSET STEEL CABOOSE



Western Pacific - Offset Steel Caboose
30-77103 \$49.95



Denver Rio Grande Western - Offset Steel Caboose
30-77101 \$49.95



Caterpillar® - Offset Steel Caboose
30-77104 \$54.95

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New York Central - Offset Steel Caboose
30-77102 \$49.95

N5C CABOOSE



Norfolk Southern - N5c Caboose
30-77098 \$49.95



Pennsylvania - N5c Caboose
30-77100 \$49.95

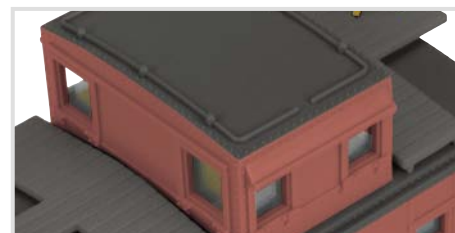


Conrail - N5c Caboose
30-77097 \$49.95

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
- NEAR-SCALE PROPORTIONS
- OPERATING INTERIOR LIGHTING
- UNIT MEASURES 10 1/4" X 2 1/2" X 4 1/4"
- OPERATES ON O-27 CURVES



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
- NEAR-SCALE PROPORTIONS
- OPERATING INTERIOR LIGHTING
- UNIT MEASURES 9 1/8" X 2 5/8" X 4 1/4"
- OPERATES ON O-27 CURVES



R62 SUBWAY SET



FEATURES

- DIRECTIONALLY CONTROLLED HEADLIGHTS
- INTRICATELY DETAILED ABS BODIES
- METAL WHEELS, AXLES AND GEARS
- DIE-CAST TRUCK SIDES & PILOTS
- (2) REMOTELY CONTROLLED PROTO-COUPERS™

- AUTHENTIC PAINT SCHEME
- (2) PRECISION FLYWHEEL EQUIPPED MOTORS
- LOCOMOTIVE SPEED CONTROL
- PROTO-SOUND® 2.0 FEATURING STATION STOP PROTO-EFFECTS™
- LIGHTED CAB INTERIORS

- ILLUMINATED NUMBER BOARDS
- EACH CAR MEASURES 13 1/2" X 2 1/2" X 3 3/8"
- OPERATES ON O-31 CURVES

NEW!



4-Car R62 Subway Set
30-2671-1 w/Proto-Sound® 2.0 \$399.95

NEW!



2-Car R62 Subway Set Add-On
30-2671-3 Non-Powered \$119.95



MODERN ERA

In 1973 the Metropolitan Transit Authority proposed the purchase of 700 new cars for the Interborough Rapid Transit, New York City's oldest subway line. A fiscal crisis and an international trade controversy, however, delayed the arrival of the new cars for a decade. New York City's budget crisis of 1974–1976 put a hold on spending for awhile. Finally, in 1982 Contract R62 for 325 cars was awarded to low bidder Nissho-Iwai American Corp., parent of Kawasaki Heavy Industries of Japan, the actual car builder. Quebec-based Bombardier Ltd. beat out Pennsylvania-based Budd Co. for Contract R62A, an order for 825 very similar cars. Budd, however, complained that Canadian government financing had given Bombardier an unfair advantage, and the order was delayed until the international dispute was resolved in Bombardier's favor.

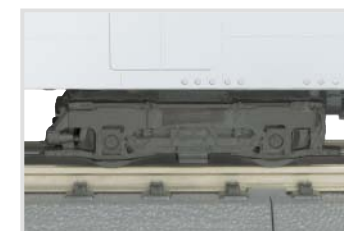
The R62/R62A cars — named for their contract numbers like all MTA subway cars — looked very much like the post-World War II cars they replaced. This was a result of two key elements of the MTA's design philosophy: standardization to permit interchangeability of parts, and an insistence on heavy components for maximum durability with minimum maintenance. What distinguished the R62 from the cars it replaced were its stainless steel skin, both inside and out; its fiberglass end caps; and air conditioning. Unlike earlier stainless cars delivered to other parts of the New York subway, the R62s dispensed with exterior striping, which had proven prone to both fading and graffiti.

The first R62 cars arrived by ship from Japan in August, 1983, but it was nearly two years later before the order was completed. The Bombardier R62As, shipped from Quebec by rail, entered service between 1984 and 1987. Today more than one thousand R62s and R62As remain a key element of the New York City subway system.

For 2006 we offer this unique transit car for the first time in 3-rail O gauge. The RailKing R62 subway set features transit stop simulation available only from M.T.H. Designed specifically for our municipal transit cars, the unique Proto-Sound® 2.0 transit program features Station Stop Proto-Effects™, allowing you to program the train to stop automatically at designated station stops, even in Conventional Mode. When configured to run on automatic, the R62 subway stops itself at locations you define and calls out station names that you select in advance; the subway essentially runs itself. And when you program the R62 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.

DID YOU KNOW?

Opened on October 27, 1904, the Interborough Rapid Transit was New York's first subway; its narrower tunnels require smaller cars than the newer BMT and IND divisions.



STREAMLINED PASSENGER CARS

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

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

NEW YORK CENTRAL



NYC - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67289 \$99.95



NYC - 60' Streamlined ABS Full-Length Vista Dome Car
30-67291 \$54.95



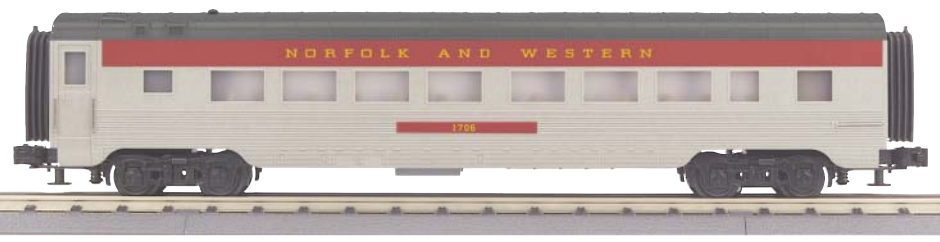
NYC - 60' Streamlined ABS Coach Car
30-67290 \$49.95



NYC - 4-Car 60' Streamlined ABS Passenger Set
30-67288 \$199.95



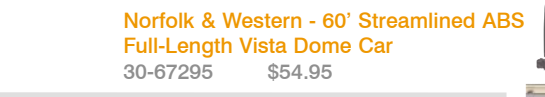
Norfolk & Western - 4-Car 60' Streamlined ABS Passenger Set
30-67292 \$199.95



Norfolk & Western - 60' Streamlined ABS Coach Car
30-67294 \$49.95



Norfolk & Western - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67293 \$99.95



Norfolk & Western - 60' Streamlined ABS Full-Length Vista Dome Car
30-67295 \$54.95



NORFOLK & WESTERN

FEATURES

- DURABLE ABS INTRICATELY DETAILED BODIES
- METAL WHEELS AND AXLES
- OVERHEAD INTERIOR LIGHTING
- DIE-CAST 4-WHEEL TRUCKS
- OPERATING DIE-CAST METAL COUPLERS
- COLORFUL, ATTRACTIVE PAINT SCHEMES
- END-OF-CAR DIAPHRAGMS

- FAST-ANGLE WHEEL SETS
- NEEDLE-POINT AXLES
- DETAILED CAR INTERIORS

4-CAR SETS FEATURE

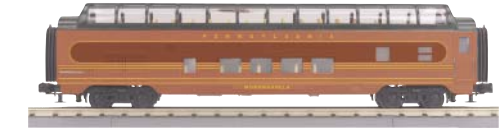
- (1) BAGGAGE, (1) COACH, (1) VISTA DOME, (1) OBSERVATION

2-CAR SETS FEATURE

- (1) SLEEPER, (1) DINER
- 2-CAR SET MEASURES 34 6/16" X 2 5/8" X 3 5/16"
- COACH MEASURES 16 11/16" X 2 1/2" X 3 5/16"
- VISTA MEASURES 16 11/16" X 2 1/2" X 3 13/16"
- ALL CARS OPERATE ON O-31 CURVES

PENNSYLVANIA

Pennsylvania - 4-Car 60' Streamlined ABS Passenger Set
30-67296 \$199.95



Pennsylvania - 60' Streamlined ABS Full-Length Vista Dome Car
30-67299 \$54.95



Pennsylvania - 60' Streamlined ABS Coach Car
30-67298 \$49.95



Pennsylvania - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67297 \$99.95

ERIE



Erie - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67285 \$99.95



Erie - 60' Streamlined ABS Coach Car
30-67286 \$49.95



Erie - 60' Streamlined ABS Full-Length Vista Dome Car
30-67287 \$54.95



Erie - 4-Car 60' Streamlined ABS Passenger Set
30-67284 \$199.95

SOUTHERN PACIFIC



Southern Pacific - 60' Streamlined ABS Coach Car
30-67274 \$49.95



Southern Pacific - 60' Streamlined ABS Full-Length Vista Dome Car
30-67275 \$54.95



Southern Pacific - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67273 \$99.95



Southern Pacific - 4-Car 60' Streamlined ABS Passenger Set
30-67272 \$199.95

STREAMLINED PASSENGER CARS

READING



Reading - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67281 \$99.95



Reading - 4-Car 60' Streamlined ABS Passenger Set
30-67280 \$199.95



Reading - 60' Streamlined ABS Coach Car
30-67282 \$49.95



Reading - 60' Streamlined ABS Full-Length Vista Dome Car
30-67283 \$54.95



Illinois Central - 60' Streamlined ABS Full-Length Vista Dome Car
30-67279 \$54.95



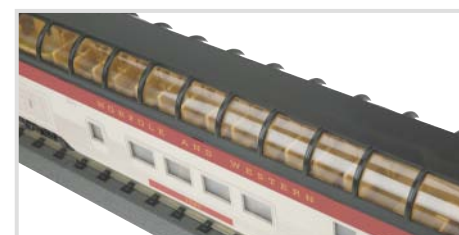
Illinois Central - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67277 \$99.95



Illinois Central - 60' Streamlined ABS Coach Car
30-67278 \$49.95



Illinois Central - 4-Car 60' Streamlined ABS Passenger Set
30-67276 \$199.95



ILLINOIS CENTRAL

NEW YORK ONTARIO & WESTERN



New York Ontario & Western - 2-Car 60' Madison Combo/Diner Set
30-69023 \$99.95



New York Ontario & Western - 60' Madison Coach Car
30-69024 \$49.95



New York Ontario & Western - 4-Car 60' Madison Passenger Set
30-69022 \$199.95



New Haven - 4-Car 60' Madison Passenger Set
30-69028 \$199.95



New Haven - 2-Car 60' Madison Combo/Diner Set
30-69029 \$99.95

CHICAGO NORTHWESTERN



Chicago NorthWestern - 60' Madison Coach Car
30-69033 \$49.95

Chicago NorthWestern - 4-Car 60' Madison Passenger Set
30-69031 \$199.95



Chicago NorthWestern - 2-Car 60' Madison Combo/Diner Set
30-69032 \$99.95

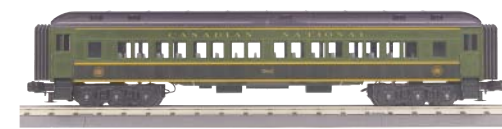


Canadian National - 4-Car 60' Madison Passenger Set
30-69025 \$199.95

Canadian National - 2-Car 60' Madison Combo/Diner Set
30-69026 \$99.95



Canadian National - 60' Madison Coach Car
30-69027 \$49.95



NEW HAVEN



New Haven - 60' Madison Coach Car
30-69030 \$49.95

CANADIAN NATIONAL

FEATURES

- METAL WHEELS AND AXLES
- OVERHEAD INTERIOR LIGHTING
- OPERATING DIE-CAST METAL COUPLERS
- END-OF-CAR DIAPHRAGMS
- FAST-ANGLE WHEEL SETS
- NEEDLE-POINT AXLES
- DETAILED CAR INTERIORS
- DIE-CAST 6-WHEEL TRUCKS

4-CAR SETS FEATURE

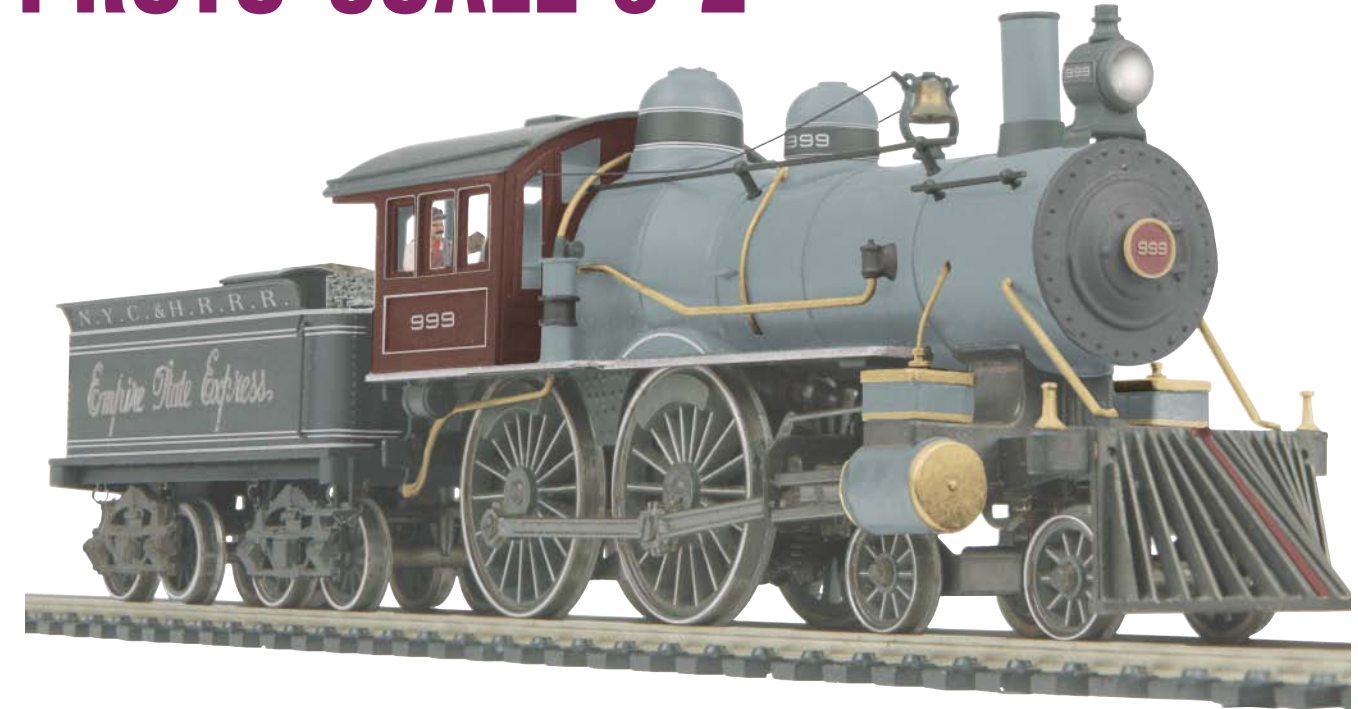
- (1) BAGGAGE, (2) COACHES, (1) OBSERVATION
- SET MEASURES 68 3/4" X 2 5/8" X 3 5/16"

2-CAR SETS FEATURE

- (1) COMBINE, (1) DINER
- SET MEASURES 34 6/16" X 2 5/8" X 3 5/16"
- COACH UNIT MEASURES 16 11/16" X 2 5/8" X 4 5/16"
- OPERATES ON O-31 CURVES



ADD SCALE 2-RAIL REALISM TO YOUR HI-RAIL LAYOUT WITH NEW **PROTO-SCALE 3-2™**



CONVERT FROM 3 TO 2 RAIL (OR VICE VERSA) IN MINUTES!
OPERATES ON AC OR DC POWER

Scale or Hi-Rail Wheels - Which are Right for You?

Hi-Rail Wheels

M.T.H. Premier Line 3-rail locomotives are equipped with hi-rail wheels that feature deeper flanges, blind center drivers, wider wheels, and traction tires. Three-rail engines with Proto-Scale 3-2™ are designed for operation on any type of 3-rail AC track system, and can quickly be converted for use on 2-rail DC layouts. The deeper flanges on locomotives with hi-rail wheels, however, may contact the track ties on low profile 2-rail track systems. Engines with hi-rail wheels are also equipped with truck-mounted Proto-Couplers™ that mate with any standard 3-rail equipment.

Scale Wheels

Two-rail Proto-Scale 3-2™ locomotives feature narrower scale-width wheels with more-prototypical low flanges. There are no blind (non-flanged) wheels or traction tires on locomotives with scale wheels. These engines can be converted for use on 3-rail track by installing the center rail pickup rollers that are included with each engine. Because flanges are present on all wheels and are low in height, operation on some 3-rail track systems and switches may be compromised. The use of flanges on all wheels will increase the minimum curve requirement of scale-wheeled locomotives, and some uneven operation may be noticeable when traversing 3-rail switches. Engines with scale wheels are also equipped with body-mounted scale couplers that will not mate with standard 3-rail couplers. See the M.T.H. website for specific minimum curve requirements for each Scale Wheeled-equipped locomotive.

Since 1992, M.T.H.'s Premier Line has infused the O Gauge marketplace with exciting and innovative products never before seen in 1/48th proportions. No other manufacturer can lay claim to many of the unique and exciting die-cast steam locomotives, heavy duty diesel engines, rolling stock or passenger consists that M.T.H. has produced during the past 14 years. Many of these O Scale proportioned models are

beautifully detailed replicas of the real-life prototype and are aimed at serious model railroaders. Collectors often consider their Premier models the pride of their display cases, but each is designed and produced to be run - ensuring years of action and enjoyment to all that own them. Over the next several pages you'll find a sampling of the 2006 Premier steam, diesel and electric locomotives each outfitted with the power and performance of

Proto-Sound 2.0. Many or most diesel engines feature multiple cab numbers and come with non-powered units for the creation of low-cost multi-headed consists. In addition, you'll find a huge selection of passenger car and rolling stock offerings to complement the locomotives and past-produced M.T.H. items. You'll find even more details, including the specific cab numbers used on each locomotive, freight and passenger car by visiting www.mthtrains.com.

At M.T.H. we appreciate the decisions you must make when selecting a manufacturer's products. Often the best products are those that feature the most value. M.T.H. products are competitively priced, built to exacting quality control standards and feature more standard features than similar products offered by our competitors. Take the time to visit any M.T.H. Authorized Retailer or Authorized Mega Station to see for yourself the innovation and excitement of M.T.H.'s Premier Line products.





2-8-0 H10s CONSOLIDATION STEAM ENGINE



Long Island - 2-8-0 H10s Consolidation Steam Engine
20-3230-1 Hi-Rail Wheels \$699.95
20-3230-2 Scale Wheels \$699.95



Pennsylvania Reading & Seashore - 2-8-0 H10s Consolidation Steam Engine
20-3231-1 Hi-Rail Wheels \$699.95
20-3231-2 Scale Wheels \$699.95



Pennsylvania - 2-8-0 H10s Consolidation Steam Engine
20-3209-1 Hi-Rail Wheels \$699.95
20-3209-2 Scale Wheels \$699.95

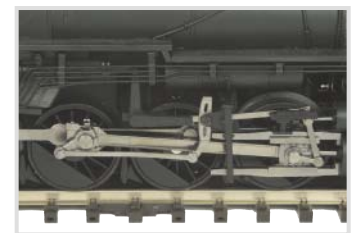
The H10s ("s" for superheated steam) was the last and largest in a line of Pennsy Consolidations that stretched back to 1875. The 273 new H10s constructed by Alco, Baldwin, and Lima, as well as the 147 H10s rebuilt from older H8s in the railroad's own shops, represented Pennsy's premier fast freight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

When the H10s engines were constructed, the Pennsy was still divided into Lines West — all of its affiliated railroads west of Pittsburgh — and Lines East. The H10s was strictly a Lines West phenomenon, built from a standard boiler common to the H8, H9, and H10 classes, but possessing the largest cylinders of any Pennsy "Consol." When a 1920 reorganization abolished the division between Lines East and West, the railroad owned over three thousand 2-8-0's, a majority of them having a common boiler design. It was a measure of the Pennsylvania Railroad's conservative management that in the early 1920s, its entire front line freight fleet consisted of a wheel arrangement deemed obsolete by other railroads. By the mid- and late-1920s, however, the H10s and their older siblings were pushed into secondary and branch line service by the arrival of larger, more modern power: Mikados, Decapods, and Mountains. Many Consolidations sat out the Depression years in storage, until recalled to service by the crush of World War II traffic. From the war years though the end of steam, H10s could be found all over the Pennsy, the Long Island Railroad, and the Pennsylvania Reading Seashore Line in switching, work train, branch line, and occasionally main line service.

The H10s returns to the MTH lineup in 2006, featuring the level of detail you've come to expect in a Premier steamer. Virtually all piping and boiler appliances are separate, added-on parts, as are the bell and whistle cords. Rods and valve gear have a prototypically darkened, grimy appearance, and the ProtoSound® 2.0 sound and control system features an accurate Pennsy whistle. If you model any period from the Woodrow Wilson era to the Eisenhower years, there's an appropriate chore on your railroad for this rugged, muscular-looking steamer.

DID YOU KNOW?

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



FEATURES

- DIE-CAST BOILER AND TENDER BODY
- DIE-CAST METAL CHASSIS
- 1:48 SCALE PROPORTIONS
- AUTHENTIC PAINT SCHEME
- METAL WHEELS AND AXLES
- CONSTANT VOLTAGE HEADLIGHT
- DIE-CAST TRUCK SIDES

- PRECISION FLYWHEEL EQUIPPED MOTOR
- LOCOMOTIVE SPEED CONTROL
- PROTO-SCALE 3-2™ 3-RAIL/2-RAIL CONVERSION CAPABLE
- REMOTE CONTROLLED PROTO-COUPLER™
- ENGINEER AND FIREMAN FIGURES
- OPERATING FIREBOX GLOW

- METAL HANDRAILS AND DECORATIVE BELL
- DECORATIVE METAL WHISTLE
- OPERATING MARKER LIGHTS
- LIGHTED CAB INTERIOR
- SYNCHRONIZED PUFFING PROTOSMOKE™ SYSTEM
- OPERATING TENDER BACK-UP LIGHT

- PROTO-SOUND® 2.0 WITH THE DIGITAL COMMAND SYSTEM FEATURING: FREIGHT YARD PROTO-EFFECTS™
- UNIT MEASURES: 19 1/4" X 3 3/4" X 3 3/4"
- HI-RAIL OPERATES ON O-42 CURVES
- SCALE OPERATES ON 36" RADIUS CURVES

CLIMAX LOGGING STEAM ENGINE



Climax - Climax Logging Locomotive w/Proto-Sound® 2.0
 20-3220-1 Hi-Rail Wheels \$1099.95
 20-3220-2 Scale Wheels \$1099.95



Pacific Lumber Company - Climax Logging Locomotive w/Proto-Sound® 2.0
 20-3221-1 Hi-Rail Wheels \$1099.95
 20-3221-2 Scale Wheels \$1099.95



Timberland Development Co. - Climax Logging Locomotive w/Proto-Sound® 2.0
 20-3222-1 Hi-Rail Wheels \$1099.95
 20-3222-2 Scale Wheels \$1099.95



Western Forest Industries - Climax Logging Locomotive w/Proto-Sound® 2.0
 20-3223-1 Hi-Rail Wheels \$1099.95
 20-3223-2 Scale Wheels \$1099.95

Geared locomotives like the Climax Steam Engine were created to ensure high tractive effort and adhesion when running at slow speeds on poor track. The Climax Manufacturing Company of Corry, Pennsylvania built about 1,100 of these engines between 1888 and 1928. These engines were popular where lumber was harvested and other specialized industrial work took place, especially in northern New England, the Appalachian Mountains, the upper Midwest, northern California, and the Pacific Northwest. Many of these locomotives were still operating well into the 1960s and are fondly remembered as one of the most exciting locomotives to watch. The Climax Steam Engine differed dramatically from the conventional rod-driven steam locomotive in that it was driven by a crankshaft that powered the trucks with a network of gears. With trucks instead of big drive wheels, a fast exhaust, and slow speed (15-20 mph was the engine's top speed), the Climax bore little resemblance to other steam power. Geared engines like the Climax negotiated grades of up to 10% rather easily, and could hold the rail on track that routinely derailed many conventional locomotives. Working far from the shops, as it generally did, the Climax was rugged and easy to maintain, enduring incredible strain as it negotiated tough routes.

FEATURES

- DIE-CAST BOILER AND TENDER BODY
- 1:48 SCALE PROPORTIONS
- DIE-CAST METAL CHASSIS
- METAL WHEELS AND AXLES
- CONSTANT VOLTAGE HEADLIGHT
- DIE-CAST TRUCK SIDES

- PRECISION FLYWHEEL EQUIPPED MOTOR
- LOCOMOTIVE SPEED CONTROL
- PROTO-SCALE 3-2" 3-RAIL/2-RAIL CONVERSION CAPABLE
- REMOTE CONTROLLED PROTO-COUPLER™
- ENGINEER AND FIREMAN FIGURES

- METAL HANDRAILS AND DECORATIVE BELL
- DECORATIVE METAL WHISTLE
- LIGHTED CAB INTERIOR
- SYNCHRONIZED PUFFING PROTOSMOKE™ SYSTEM
- OPERATING TENDER BACK-UP LIGHT
- PROTO-SOUND® 2.0 WITH THE DIGITAL

- COMMAND SYSTEM FEATURING: FREIGHT YARD PROTO-EFFECTS™
- UNIT MEASURES: 13" X 2 1/2" X 4 1/4"
 - HI-RAIL OPERATES ON O-42 CURVES
 - SCALE OPERATES ON 36" RADIUS CURVES



4-8-8-4 BIG BOY STEAM ENGINE SETS



Union Pacific - 4-8-8-4 Big Boy Speciality Freight Set w/Proto-Sound® 2.0
20-3228-1 (Cab #4004) Hi-Rail Wheels \$1499.95



Union Pacific - 4-8-8-4 Big Boy Speciality Passenger Set w/Proto-Sound® 2.0
20-3229-1 (Cab # 4009) Hi-Rail Wheels \$1499.95

SAVE \$300 WHEN YOU BUY THE SET



OPENING CAR DOORS



REAL COAL LOAD



Union Pacific - 4-8-8-4 Big Boy Steam Engine With Proto-Sound® 2.0 (Loco and Tender Only)
20-3218-2 (Cab #4004) Scale Wheels \$1499.95
20-3219-2 (Cab #4009) Scale Wheels \$1499.95



PUFFING PROTOSMOKE™

SET FEATURES

- DIE-CAST 4-8-8-4 BIG BOY STEAM LOCOMOTIVE
- 4-CAR PASSENGER CAR CONSIST OR 6-CAR FREIGHT CONSIST

LOCOMOTIVE FEATURES

- DIE-CAST BOILER AND TENDER BODY
- DIE-CAST METAL CHASSIS
- AUTHENTIC PAINT SCHEME
- METAL WHEELS AND AXLES
- CONSTANT VOLTAGE HEADLIGHT
- DIE-CAST TRUCK SIDES
- PRECISION PITTMAN® FLYWHEEL EQUIPPED MOTOR
- LOCOMOTIVE SPEED CONTROL
- PROTO-SCALE 3-2™ 3-RAIL/2-RAIL CONVERSION CAPABLE
- REMOTE CONTROLLED PROTO-COUPLER™
- ENGINEER AND FIREMAN FIGURES
- OPERATING FIREBOX GLOW
- METAL HANDRAILS AND DECORATIVE BELL

- DECORATIVE METAL WHISTLE
- OPERATING MARKER LIGHTS
- LIGHTED CAB INTERIOR
- SYNCHRONIZED PUFFING PROTOSMOKE™ SYSTEM
- OPERATING TENDER BACK-UP LIGHT
- 1:48 SCALE PROPORTIONS

- PROTO-SOUND® 2.0 WITH THE DIGITAL COMMAND SYSTEM FEATURING: FREIGHT YARD OR PASSENGER STATION PROTO-EFFECTS™
- UNIT MEASURES: 31 1/4" X 2 5/8" X 3 7/8"
- HI-RAIL OPERATES ON O-72 CURVES
- SCALE OPERATES ON 54" RADIUS CURVES

PASSENGER AND FREIGHT CAR FEATURES

- INTRICATELY DETAILED DURABLE ABS BODIES
- DIE-CAST 4-WHEEL TRUCKS
- OPERATING DIE-CAST METAL COUPLERS
- SEPARATE METAL HANDRAILS
- FAST-ANGLE WHEEL SETS
- NEEDLE-POINT AXLES
- OPENING CAR DOORS
- DETAILED PASSENGER CAR INTERIORS
- 10 PASSENGER FIGURES IN EACH PASSENGER CAR
- OVERHEAD PASSENGER CAR & CABOOSE INTERIOR LIGHTING

DID YOU KNOW?

Union Pacific's #4014 currently is on display at the Los Angeles County Fairplex in Pomona, California.



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

But in the battle for hearts and minds, the Big Boy won. Perhaps it was the name, simple and direct, scrawled on a locomotive under construction by an Alco shop worker. Maybe it was timing, as the Big Boys hit the road just when America needed symbols to rally around. Maybe the UP's publicity department just did a better job of telling the world what great equipment they had. Whatever the reason, the Big Boy captured the imagination of railfans and the American public over the ensuing years, perhaps more than any other steam engine. In many ways it is the symbolic locomotive of the American West, as big and powerful as the country it sped through.

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

This enduring symbol of American railroading returns to the Premier line for 2006, complete with industry-leading speed control, synchronized puffing smoke timed to driver revolutions, and a range of accurate sounds that characterize all M.T.H. locomotives. Our model features a Pittman motor and four traction tires for pulling power and speed that rival the original Big Boy — as well as authentic articulated chuffing sounds with the two engines drifting in and out of sync.

Outfitted in two configurations, the 2006 Big Boy Special Edition Sets includes your choice of a passenger consist or a freight train with either locomotive programmed with station or freight yard Proto-Effects™. Each set is limited in quantity and will save you \$300.00 when compared to the individual price of each item.

4-8-4 T-1 STEAM ENGINE SETS



Pennsylvania - T-1 Fleet of Modernism Passenger Set w/Proto-Sound® 2.0
20-3227-1 (Cab #6111) Hi-Rail Wheels \$1399.95



Pennsylvania - T-1 Express Mail Freight Set w/Proto-Sound® 2.0
20-3226-1 (Cab #6110) Hi-Rail Wheels \$1399.95

PUFFING PROTOSMOKE™



OPENING CAR DOORS

SAVE \$300 WHEN YOU BUY THE SET



Pennsylvania - 4-4-4-4 T-1 Duplex Steam Engine w/Proto-Sound® 2.0
20-3224-2 (Cab #6110) Scale Wheels \$1399.95
20-3225-2 (Cab #6111) Scale Wheels \$1399.95



Conceived in the late 1930s as a replacement for the Pennsylvania Railroad's aging fleet of K4 Pacifics, the T1, according to Al Stauffer in his book *Pennsy Power*, "was everything: beautiful, unusual, fast, slippery, success and failure." With the advantage of hindsight, we can see the T1 was a steam engine born when the steam era was virtually over, but that was not apparent to the Pennsy at the time. The T1 incorporated a number of very advanced design features. Although it looked like an articulated, it was actually a duplex: two engines on a single rigid frame. The idea was to eliminate all the moving parts (including flexible steam pipes) required to swivel the front engine of an articulated, yet retain the additional power offered by two pairs of cylinders. Instead of the piston valves used by most steam engines to control the flow of steam to the cylinders, the T1 used poppet valves, a design somewhat similar to the valves in an automobile engine. Based on tests with experimental K4 Pacifics, the Pennsy had determined that poppet valves performed better, especially at the higher speeds required in passenger service. Styled by famed industrial designer Raymond Loewy, the T1 represented the Pennsy's best hopes for a technologically advanced steamer that could compete with diesels.

Extensive testing of the first two T1s, delivered in 1942, indicated the new design was a winner — a single passenger engine capable of hauling a sixteen car train at a hundred miles an hour. Glowing reports from these tests convinced management to place an order for 50 additional engines. Pennsy's Altoona works and Baldwin Locomotive Works split the order, each producing 25 engines in 1945-46.

In actual service, however, the production T1s did not live up to the promise of the test engines. Although they were indeed speedy and powerful, the poppet valves turned out to be a maintenance nightmare. The fact that the mechanism was inside the frame made repairs particularly difficult. And the rigid duplex frame gave the engine an unfortunate tendency to rock back and put most of its weight on the rear drivers, allowing the front engine to slip uncontrollably. It took a very skillful engineer to keep a T1 pulling surely on all eight drivers. Given more time, these problems could perhaps have been solved, but in the late 1940s time was up for the steam locomotive. In the end, the T1 was a grand, handsome experiment that failed.

For 2006 the Pennsylvania T1 returns to the MTH lineup, more sure-footed than the prototype and featuring, for the first time, ProtoSound® 2.0 and Proto-Scale 3-2™ 3-rail/2-rail compatibility — as well as authentic Passenger Station Proto-Effects™ for the New York-Chicago Broadway Limited. The Premier T1 is the only die-cast O scale model of the original 1942 engines, which bore the full beauty of Raymond Loewy's styling: very angular prow, deep side skirting, front portholes, and fancy tender decoration. Engines 6110 and 6111 looked almost exactly like one of Loewy's original design sketches. In the 50 later production engines, Loewy's styling was compromised with a flatter prow and shorter side skirting; some engines also had a less stylized front end that exposed the cylinders.

SET FEATURES

- DIE-CAST T-1 STEAM LOCOMOTIVE
- 4-CAR EXPRESS MAIL CONSIST OR 4-CAR PASSENGER CAR CONSIST

LOCOMOTIVE FEATURES

- DIE-CAST BOILER AND TENDER BODY
- DIE-CAST METAL CHASSIS
- AUTHENTIC PAINT SCHEME
- METAL WHEELS AND AXLES
- CONSTANT VOLTAGE HEADLIGHT
- DIE-CAST TRUCK SIDES
- PRECISION PITTMAN® FLYWHEEL EQUIPPED MOTOR
- LOCOMOTIVE SPEED CONTROL
- PROTO-SCALE 3-2™ 3-RAIL/2-RAIL CONVERSION CAPABLE
- REMOTE CONTROLLED PROTO-COUPLER™

- ENGINEER AND FIREMAN FIGURES
- OPERATING FIREBOX GLOW
- METAL HANDRAILS AND DECORATIVE BELL
- DECORATIVE METAL WHISTLE
- OPERATING MARKER LIGHTS
- LIGHTED CAB INTERIOR

- SYNCHRONIZED PUFFING PROTOSMOKE™ SYSTEM
- OPERATING TENDER BACK-UP LIGHT
- PROTO-SOUND® 2.0 WITH THE DIGITAL COMMAND SYSTEM FEATURING: PASSENGER STATION PROTO-EFFECTS™

- 1:48 SCALE PROPORTIONS
- UNIT MEASURES: 31 1/4" X 2 5/8" X 3 7/8"
- HI-RAIL OPERATES ON O-72 CURVES
- SCALE OPERATES ON 54" RADIUS CURVES

PASSENGER AND FREIGHT CAR FEATURES

- INTRICATELY DETAILED DURABLE ABS BODIES
- DIE-CAST 4 OR 6-WHEEL TRUCKS
- OPERATING DIE-CAST METAL COUPLERS
- SEPARATE METAL HANDRAILS
- FAST-ANGLE WHEEL SETS
- NEEDLE-POINT AXLES
- OPENING CAR DOORS
- DETAILED PASSENGER CAR INTERIORS
- 10 PASSENGER FIGURES IN EACH PASSENGER CAR
- OVERHEAD PASSENGER CAR INTERIOR LIGHTING



4-8-4 T-1 STEAM ENGINE



Reading - 4-8-4 T-1 Steam Locomotive w/Proto-Sound® 2.0
20-3130-1 Hi-Rail Wheels \$1099.95
20-3130-2 Scale Wheels \$1099.95



ENGINEER FIGURE

OPENING CAB HATCHES



Handsome and powerful examples of steam's last hurrah, the Reading's thirty T-1 Northern's had a rather humble birth. In need of faster, more modern freight power, the Reading rebuilt thirty old 2-8-0 Consolidations into new 4-8-4's in its own shops between 1945 and 1947 - using a combination of reclaimed Consolidation parts and new parts from Baldwin Locomotive Works and other vendors. The new engines retained the Reading's characteristic wide Wooten firebox, designed for the hard, slow-burning anthracite coal common in the region served by the railroad. Most other roads burned softer bituminous coal that produced the same heat in a smaller grate area.

While the T-1's served the Reading well until the end of steam in 1956, their real fame came after the railroad had dieselized. In 1959 the Reading revived an old tradition of "Reading Rambles" and, to the delight of railfans and the general public, began running steam-powered rambles through the Pennsylvania countryside. With three restored T-1's and another T-1 as standby power, the Reading ran fifty rambles before the program ended in October, 1964.

While all four engines survive to this day, the most famous of the group is no. 2101. A plaque on the engine, which now resides in the Baltimore & Ohio Railroad Museum in Baltimore, MD, tells her story after the rambles: "... She was saved from the scrapper's torch by E.L. Striegel [a scrap dealer] of Baltimore, MD. She lay idle until 1975 when purchased by American Freedom Train founder Ross E. Rowland, Jr. Two hundred men and women, largely volunteers, rebuilt her in 32 days to pull the American Freedom Train... She is a living example of the finest in American mechanical genius."

After hauling the American Freedom Train through much of the eastern United States, engine 2101 went on to excursion service on the Chessie System until 1979, when she was badly damaged in a roundhouse fire. No longer road-worthy, she was cosmetically restored and retired to the B&O Museum.

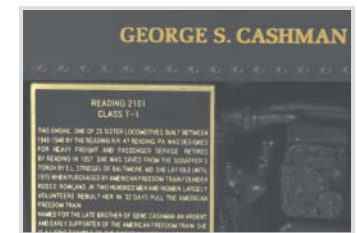
Intricately detailed and outfitted with the power and performance of Proto-Sound® 2.0, the M.T.H. Reading T-1 is the first Reading prototype to appear in the Premier Line. Designed from scale drawings supplied by the Reading Company Technical & Historical Society, our die-cast model features numerous added-on details, including opening sand dome hatches. Like all Premier steam engines, the T-1 is equipped with synchronized puffing smoke, Proto-Speed Control™ for incredible slow speed action, and the hobby's largest variety of prototypical steam engine sounds - including an accurate T-1 whistle. The MTH T-1 is available decorated as engine 2101 in her glory year on the American Freedom Train or engine 2124, which pulled the first "Iron Horse Ramble" in October 1959 and resides today at the Steamtown National Historic Site in Scranton, PA.

- FEATURES**
- DIE-CAST BOILER AND TENDER BODY
 - DIE-CAST METAL CHASSIS
 - AUTHENTIC PAINT SCHEME
 - METAL WHEELS AND AXLES
 - CONSTANT VOLTAGE HEADLIGHT
 - PRECISION PITTMAN® FLYWHEEL EQUIPPED MOTOR

- DIE-CAST TRUCK SIDES
- REMOTE CONTROLLED PROTO-COUPLER™
- ENGINEER AND FIREMAN FIGURES
- OPERATING FIREBOX GLOW
- METAL HANDRAILS AND DECORATIVE BELL
- DECORATIVE METAL WHISTLE
- OPERATING MARKER LIGHTS

- LIGHTED CAB INTERIOR
- SYNCHRONIZED PUFFING PROTOSMOKE™ SYSTEM
- OPERATING TENDER BACK-UP LIGHT
- LOCOMOTIVE SPEED CONTROL
- PROTO-SCALE 3-2™ 3-RAIL/2-RAIL CONVERSION CAPABLE

- 1:48 SCALE PROPORTIONS
- PROTO-SOUND® 2.0 WITH THE DIGITAL COMMAND SYSTEM FEATURING: FREIGHT YARD PROTO-EFFECTS™
- UNIT MEASURES: 28" X 3 7/8" X 2 3/4"
- HI-RAIL OPERATES ON O-42 CURVES
- SCALE OPERATES ON 42" RADIUS CURVES



USRA LIGHT MIKADO 2-8-2 STEAM ENGINE



Pittsburgh & West Virginia - 2-8-2 USRA Light Mikado Steam Engine w/Proto-Sound® 2.0
20-3181-1 Hi-Rail Wheels \$799.95
20-3181-2 Scale Wheels \$799.95



Chicago & Alton - 2-8-2 USRA Light Mikado Steam Engine w/Proto-Sound® 2.0
20-3182-1 Hi-Rail Wheels \$799.95
20-3182-2 Scale Wheels \$799.95



Nickel Plate Road - 2-8-2 USRA Light Mikado Steam Engine w/Proto-Sound® 2.0
20-3183-1 Hi-Rail Wheels \$799.95
20-3183-2 Scale Wheels \$799.95



Louisville & Nashville - 2-8-2 USRA Light Mikado Steam Engine w/Proto-Sound® 2.0
20-3184-1 Hi-Rail Wheels \$799.95
20-3184-2 Scale Wheels \$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. According to the American Society of Mechanical Engineers, USRA locomotives were "the first successful standardization of American motive power" - and the only standard designs until the diesel era.

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

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

Constructed with dozens of added-on detail parts, the USRA Mikado returns to the Premier line in new road names and numbers for 2005. While other manufacturers have offered fine models of this classic engine, we believe none matches the detail level, sound quality, slow speed performance, and synchronized puffing smoke of this MTH Premier model.

FEATURES

- DIE-CAST BOILER AND TENDER BODY
- 1:48 SCALE PROPORTIONS
- DIE-CAST METAL CHASSIS
- AUTHENTIC PAINT SCHEME
- METAL WHEELS AND AXLES
- CONSTANT VOLTAGE HEADLIGHT
- DIE-CAST TRUCK SIDES

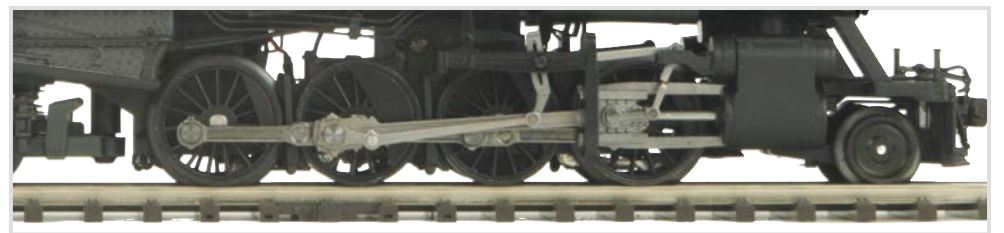
- PRECISION PITTMAN® FLYWHEEL EQUIPPED MOTOR
- REMOTE CONTROLLED PROTO-COUPLER™
- ENGINEER AND FIREMAN FIGURES
- OPERATING FIREBOX GLOW
- METAL HANDRAILS AND DECORATIVE BELL
- DECORATIVE METAL WHISTLE
- OPERATING MARKER LIGHTS

- LIGHTED CAB INTERIOR
- OPERATING TENDER BACK-UP LIGHT
- PROTO-SCALE 3-2™ 3-RAIL/2-RAIL CONVERSION CAPABLE
- SYNCHRONIZED PUFFING PROTOSMOKE™ SYSTEM
- LOCOMOTIVE SPEED CONTROL

- PROTO-SOUND® 2.0 WITH THE DIGITAL COMMAND SYSTEM FEATURING: FREIGHT YARD PROTO-EFFECTS™
- UNIT MEASURES: 21" X 2 5/8" X 3 11/16"
- HI-RAIL OPERATES ON O-42 CURVES
- SCALE OPERATES ON 36" RADIUS CURVES

DID YOU KNOW?

USRA Mikados came in a light version with a smaller axle loading for lighter rail and a heavy version for use on heavier rail. Under the USRA, 625 Light Mikados and 233 Heavy Mikes were turned out by the "Big Three" American locomotive builders: Alco, Baldwin, and Lima. Hundreds more Mikes were built to the same designs after the USRA returned operating control back to the railroads.





Union Pacific - 2-8-2 USRA Light Mikado Steam Engine w/Proto-Sound® 2.0
20-3213-1 Hi-Rail Wheels \$799.95
20-3213-2 Scale Wheels \$799.95



Southern - 2-8-2 USRA Light Mikado Steam Engine w/Proto-Sound® 2.0
20-3212-1 Hi-Rail Wheels \$799.95
20-3212-2 Scale Wheels \$799.95



New York Central - 2-8-2 USRA Light Mikado Steam Engine w/Proto-Sound® 2.0
20-3185-1 Hi-Rail Wheels \$799.95
20-3185-2 Scale Wheels \$799.95



Baltimore & Ohio - 2-8-2 USRA Light Mikado Steam Engine w/Proto-Sound® 2.0
20-3210-1 Hi-Rail Wheels \$799.95
20-3210-2 Scale Wheels \$799.95



Unlettered - 2-8-2 USRA Light Mikado Steam Engine w/Proto-Sound® 2.0
20-3204-2 Scale Wheels \$799.95



Grand Trunk Western - 2-8-2 USRA Light Mikado Steam Engine w/Proto-Sound® 2.0
20-3211-1 Hi-Rail Wheels \$799.95
20-3211-2 Scale Wheels \$799.95

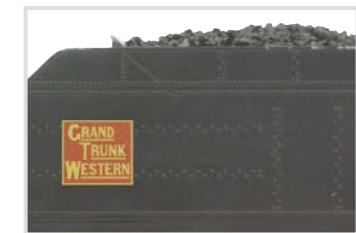
FEATURES

- DIE-CAST BOILER AND TENDER BODY
- 1:48 SCALE PROPORTIONS
- DIE-CAST METAL CHASSIS
- AUTHENTIC PAINT SCHEME
- METAL WHEELS AND AXLES
- CONSTANT VOLTAGE HEADLIGHT

- DIE-CAST TRUCK SIDES
- PRECISION PITTMAN® FLYWHEEL EQUIPPED MOTOR
- REMOTE CONTROLLED PROTO-COUPLER™
- ENGINEER AND FIREMAN FIGURES
- OPERATING FIREBOX GLOW
- METAL HANDRAILS AND DECORATIVE BELL

- DECORATIVE METAL WHISTLE
- OPERATING MARKER LIGHTS
- LIGHTED CAB INTERIOR
- OPERATING TENDER BACK-UP LIGHT
- LOCOMOTIVE SPEED CONTROL
- PROTO-SCALE 3-2™ 3-RAIL/2-RAIL CONVERSION CAPABLE

- SYNCHRONIZED PUFFING PROTOSMOKE™ SYSTEM
- PROTO-SOUND® 2.0 WITH THE DIGITAL COMMAND SYSTEM FEATURING: FREIGHT YARD PROTO-EFFECTS™
- UNIT MEASURES: 21" X 2 5/8" X 3 11/16"
- HI-RAIL OPERATES ON O-42 CURVES
- SCALE OPERATES ON 36" RADIUS CURVES





2-8-4 K-4 KANAWHA STEAM ENGINE

FEATURES

- DIE-CAST BOILER AND TENDER BODY
- 1:48 SCALE PROPORTIONS
- DIE-CAST METAL CHASSIS
- AUTHENTIC PAINT SCHEME
- METAL WHEELS AND AXLES
- CONSTANT VOLTAGE HEADLIGHT

- DIE-CAST TRUCK SIDES
- REMOTE CONTROLLED PROTO-COUPLER™
- ENGINEER AND FIREMAN FIGURES
- OPERATING FIREBOX GLOW
- METAL HANDRAILS AND DECORATIVE BELL
- DECORATIVE METAL WHISTLE

- OPERATING TENDER BACK-UP LIGHT
- LOCOMOTIVE SPEED CONTROL
- SYNCHRONIZED PUFFING PROTOSMOKE™ SYSTEM
- PRECISION FLYWHEEL EQUIPPED MOTOR
- PROTO-SCALE 3-2™ 3-RAIL/2-RAIL CONVERSION CAPABLE

- PROTO-SOUND® 2.0 WITH THE DIGITAL COMMAND SYSTEM FEATURING: PASSENGER STATION PROTO-EFFECTS™
- UNIT MEASURES: 27 1/4" X 3 7/8" X 2 5/8"
- HI-RAIL OPERATES ON O-42 CURVES
- SCALE OPERATES ON 36" RADIUS CURVES

HOW DO YOU SAY IT?

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



Chesapeake & Ohio - 2-8-4 K-4 Kanawha Steam Engine w/Proto-Sound® 2.0
 20-3186-1 Hi-Rail Wheels \$1199.95
 20-3186-2 Scale Wheels \$1199.95



Chesapeake & Ohio - 2-8-4 K-4 Kanawha Steam Engine w/Proto-Sound® 2.0
 20-3187-1 Hi-Rail Wheels \$1199.95
 20-3187-2 Scale Wheels \$1199.95



Southern - 2-8-4 K-4 Kanawha Steam Engine w/Proto-Sound® 2.0
 20-3188-1 Hi-Rail Wheels \$1199.95
 20-3188-2 Scale Wheels \$1199.95



Southern - 2-8-4 K-4 Kanawha Steam Engine w/Proto-Sound® 2.0
 20-3189-1 Hi-Rail Wheels \$1199.95
 20-3189-2 Scale Wheels \$1199.95



Unlettered - 2-8-4 K-4 Kanawha Steam Engine w/Proto-Sound® 2.0
 20-3205-2 Scale Wheels \$1199.95

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

At about the same time, the Van Sweringen brothers of Cleveland, Ohio assembled a group of railroads under their control, including the Chesapeake & Ohio, the Nickel Plate Road, the Pere Marquette, and the Erie Railroad. Under the leadership of talented designer John Black, an Advisory Mechanical Committee was formed to design engines for the Van Sweringen roads; the group turned out some of the finest locomotives of the super power era.

One of Black's initial designs was a high-powered Berkshire for the Erie that improved on Lima's original ideas. For the C&O, Black designed a superb 2-10-4 that was a direct descendant of the Erie Berk. But perhaps the crowning achievement of the Advisory Mechanical Committee was its "Nickel Plate Berk," a 2-8-4 introduced in 1934 and called by steam historian Eugene Huddleston "the greatest 2-8-4 ever to take to the rails." Interestingly, the AMC achieved this success - in those pre-computer days - by "slide ruling" down its earlier C&O 2-10-4.

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

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

MTH announces the handsome K-4 Kanawha in both her original working appearance and the fancy dress outfit she wore in Southern Railway excursion service. Researched extensively from prototype photos and drawings, our model reproduces everything but the smell of the Kanawha, an engine that typifies the best of modern C&O steam.



4-6-4 DREYFUSS STEAM ENGINE



New York Central - 4-6-4 Dreyfuss Steam Engine w/Proto-Sound® 2.0
 20-3217-1 Hi-Rail Wheels \$999.95
 20-3217-2 Scale Wheels \$999.95



New York Central - 4-6-4 Dreyfuss PT Steam Engine w/Proto-Sound® 2.0
 20-3215-1 Hi-Rail Wheels \$999.95
 20-3215-2 Scale Wheels \$999.95

NEW!



New York Central - 4-6-4 Dreyfuss PT Steam Engine w/Proto-Sound® 2.0
 20-3214-1 Hi-Rail Scullin Wheels \$999.95
 20-3214-2 Scale Scullin Wheels \$999.95

NEW!



New York Central - 4-6-4 Dreyfuss Steam Engine w/Proto-Sound® 2.0
 20-3216-1 Hi-Rail Scullin Wheels \$999.95
 20-3216-2 Scale Scullin Wheels \$999.95

NEW!

On June 6, 1938, new editions of the Pennsylvania Railroad's Broadway Limited and the New York Central's 20th Century Limited went into service between New York and Chicago. In the depths of the Great Depression, the two rival railroads had agreed to minimize risk and cost by streamlining their premier name trains at the same time, using Pullman-Standard to build similar rolling stock for both trains.

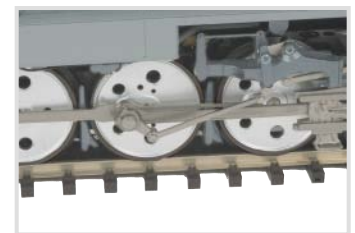
But while the Century and the Broadway were siblings under the skin, their look and feel was dramatically different. Raymond Loewy, the Pennsy's favored industrial designer, styled the Broadway to appeal to the conservative, old money clientele that frequented the train. For the movie stars and new money New York crowd that favored the Century, however, designer Henry Dreyfuss created what many historians have called the classiest train ever to grace American rails. The 1938 Century was arguably the high point of service and style in the history of American passenger service.

The dramatic styling of the new J3 Hudsons that led the Century quickly became an icon for both the New York Central and the Art Deco movement in general. The striking fin on the engine's rounded nose was reminiscent of a Roman gladiator's hat and gave the same impression of invincible power. Unlike earlier streamlined designs that attempted to disguise a steam locomotive, Dreyfuss' styling highlighted its machinery.

Under the shrouding, the Century's new J3 engines were the final, most powerful refinement of the NYC's signature Hudsons. Like most steam engines, they received upgrades over their service life — one of the most dramatic being the addition of PT centipede tenders, beginning in 1943. Just two feet shorter than the engine itself and 30 tons heavier with a full load, the PTs allowed a Hudson to run from New York to Chicago with just one coal stop, picking up water on the fly from track pans at 80 mph.

For 2006, only MTH offers the New York Central's signature locomotive in four prototypical versions — with or without Scullin disc drivers, and with or without the massive PT tender. All feature the superb level of detail, industry-leading speed control, variable smoke output, accurate NYC passenger station announcements, and digital quality sound you have come to expect in a Premier locomotive.

ADD A MATCHING PASSENGER SET - See Page 158



FEATURES

- DIE-CAST BOILER AND TENDER BODY
- 1:48 SCALE PROPORTIONS
- DIE-CAST METAL CHASSIS
- AUTHENTIC PAINT SCHEME
- METAL WHEELS AND AXLES
- METAL HANDRAILS AND DECORATIVE BELL
- CONSTANT VOLTAGE HEADLIGHT
- DIE-CAST TRUCK SIDES

- PRECISION PITTMAN® FLYWHEEL EQUIPPED MOTOR
- LOCOMOTIVE SPEED CONTROL
- PROTO-SCALE 3-2" 3-RAIL/2-RAIL CONVERSION CAPABLE
- REMOTE CONTROLLED PROTO-COUPLER™
- ENGINEER AND FIREMAN FIGURES
- OPERATING FIREBOX GLOW

- DECORATIVE METAL WHISTLE
- LIGHTED CAB INTERIOR
- SYNCHRONIZED PUFFING PROTOSMOKE™ SYSTEM
- OPERATING TENDER BACK-UP LIGHT
- PROTO-SOUND® 2.0 WITH THE DIGITAL COMMAND SYSTEM FEATURING: PASSENGER STATION PROTO-EFFECTS™
- UNIT MEASURES: 25 1/2" X 2 3/4" X 3 3/4"

- HI-RAIL OPERATES ON O-42 CURVES (PT VERSION O-72)
- SCALE OPERATES ON 36" RADIUS CURVES (PT VERSION 54" RADIUS)



4-6-4 J-1e HUDSON STEAM ENGINE



CONSTANT VOLTAGE HEADLIGHT



Boston & Albany - 4-6-4 J-1e Hudson Steam Engine w/Proto-Sound® 2.0
20-3157-1 Hi-Rail Wheels \$999.95



New York Central - 4-6-4 J-1e Hudson Steam Engine w/Proto-Sound® 2.0
20-3158-1 Hi-Rail Wheels \$999.95

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

Built mainly in Alco's Schenectady shops in the late 1920s and 1930s, the NYC Hudsons were part of the "super-power" era of steam technology that began with Lima's A1 Berkshire in 1924. Super power engines were the external combustion engine refined to its finest form, with technological advances such as bigger fireboxes supported by 4-wheel trailing trucks; higher pressure, more efficient boilers; superheaters to increase the heat of the steam so it could do more work; and larger drivers for speed and power (79" on the Hudsons).

Our accurate scale model of this famous engine exemplifies the best in today's O gauge locomotives. Relive the drama of the original Hudsons with synchronized puffing smoke, a full range of authentic steam sounds, and realistic passenger station announcements. A powerful flywheel-equipped motor and twin traction tires ensure the Premier Hudson duplicates the magnificent performance of the New York Central original.

FEATURES

- DIE-CAST BOILER AND TENDER BODY
- DIE-CAST METAL CHASSIS
- AUTHENTIC PAINT SCHEME
- METAL WHEELS AND AXLES
- CONSTANT VOLTAGE HEADLIGHT
- DIE-CAST TRUCK SIDES

- PRECISION PITTMAN® FLYWHEEL EQUIPPED MOTOR
- REMOTE CONTROLLED PROTO-COUPLER™
- ENGINEER AND FIREMAN FIGURES
- OPERATING FIREBOX GLOW
- METAL HANDRAILS AND DECORATIVE BELL
- DECORATIVE METAL WHISTLE

- OPERATING MARKER LIGHTS
- LIGHTED CAB INTERIOR
- OPERATING TENDER BACK-UP LIGHT
- LOCOMOTIVE SPEED CONTROL
- PROTO-SCALE 3-2™ 3-RAIL/2-RAIL CONVERSION CAPABLE

- SYNCHRONIZED PUFFING PROTOSMOKE™ SYSTEM
- PROTO-SOUND® 2.0 WITH THE DIGITAL COMMAND SYSTEM FEATURING: PASSENGER STATION PROTO-EFFECTS™
- UNIT MEASURES: 27" X 2 1/2" X 3 7/8"
- OPERATES ON O-42 CURVES





4-4-0 AMERICAN (999) STEAM ENGINE



New York Central - 4-4-0 Empire State Express Steam Engine w/Proto-Sound® 2.0
20-3207-1 86" Hi-Rail Wheels \$699.95
20-3207-2 86" Scale Wheels \$699.95

NEW!



New York Central - 4-4-0 Empire State Express Steam Engine w/Proto-Sound® 2.0
20-3208-1 79" Hi-Rail Wheels \$699.95
20-3208-2 79" Scale Wheels \$699.95

NEW!

In the late 19th century, railroading was the premier high-tech industry, and world's fairs were the place to compete for bragging rights. So as the 1893 World's Columbian Exposition approached, the New York Central & Hudson River Railroad prepared to grab the title of fastest vehicle on earth. In great secrecy at the railroad's West Albany shops, master mechanic William Buchanan directed the construction of a hot-rod 4-4-0 American-type with monstrous drivers more than seven feet in diameter. Named simply "999," the engine exuded class. Her hand-polished russian iron boiler was highlighted with shining brass trim and piping; her gleaming cab was fashioned of mahogany and maple; and the name of her train was emblazoned boldly on her tender in two-and-a-half-foot-high gold leaf lettering: "Empire State Express."

On May 9, 1893, Buchanan turned his creation over to engineer Charlie Hogan to see what she could do. Son of a railroad foreman, Hogan had begun his career with the New York Central at age 14, as a water boy, and would later rise to superintendent of motive power. On that fine May day, he took control of the 999 in Rochester, New York, and opened the throttle for the run to Buffalo. Calculating his time and distance, railroad officials estimated he had reached 102 miles per hour. They decided to try for an official record the next day.

So it was that on May 10, the 999 headed toward Buffalo again, this time with a cargo of railroad officials and newspaper reporters. With fireman Al Elliot madly shoveling coal into the firebox, engineer Hogan opened the throttle all the way. Using stopwatches and counting mileposts, observers on the train determined the 999 had blasted through the Village of Crittenden at 112.5 miles per hour.

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

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

The 999 herself was eventually rebuilt with smaller, less slippery drivers and alternated between regular service and appearances at later world's fairs. In 1962 she was donated to the Chicago Museum of Science and Industry, which stands on the site of the 1893 fair. The restored 999 is today exhibited in the company of another speed and distance record holder, the 1934 Pioneer Zephyr.

New for 2005, M.T.H. announces the first 1:48 die-cast model of the 999, researched extensively from prototype photos, drawings, and measurements of the actual preserved engine. Available with either the 86 inch drivers that set a land speed record or the smaller drivers she wore in regular service, our model of the 999 has all the industry-leading features you expect in an MTH Premier model: loads of separate, added-on detail parts, elaborate period paint scheme, speed control to reproduce the prototype engine's full speed range, synchronized puffing smoke, and Proto-Sound® 2.0 with passenger station announcements for the actual route of the Empire State Express.

FEATURES

- DIE-CAST BOILER AND TENDER BODY
- 1:48 SCALE PROPORTIONS
- DIE-CAST METAL CHASSIS
- AUTHENTIC PAINT SCHEME
- METAL WHEELS AND AXLES
- CONSTANT VOLTAGE HEADLIGHT

- DIE-CAST TRUCK SIDES
- ENGINEER AND FIREMAN FIGURES
- METAL HANDRAILS AND DECORATIVE BELL
- DECORATIVE METAL WHISTLE
- LOCOMOTIVE SPEED CONTROL
- LIGHTED CAB INTERIOR

- SYNCHRONIZED PUFFING PROTOSMOKE™ SYSTEM
- PRECISION FLYWHEEL EQUIPPED MOTOR
- PROTO-SCALE 3-2™ 3-RAIL/2-RAIL CONVERSION CAPABLE
- REMOTE CONTROLLED PROTO-COUPLER™

- PROTO-SOUND® 2.0 WITH THE DIGITAL COMMAND SYSTEM FEATURING: PASSENGER STATION PROTO-EFFECTS™
- UNIT MEASURES: 16 ¾" X 3 ¾" X 2 ½"
- HI-RAIL OPERATES ON O-42 CURVES
- SCALE OPERATES ON 36" RADIUS CURVES

ADD A MATCHING PASSENGER SET - See Page 158





DL-109 DIESEL ENGINE



New Haven - DL-109 Diesel Engine
20-2671-1 Proto-Sound® 2.0 \$399.95
20-2671-3 DL-110 Powered B Unit \$299.95

ADD A MATCHING PASSENGER SET - See Page 159



Milwaukee Road - DL-109 Diesel Engine
20-2672-1 Proto-Sound® 2.0 \$399.95
20-2672-3 DL-110 Powered B Unit \$299.95

ADD A MATCHING PASSENGER SET - See Page 158



Rock Island - DL-109 Diesel Engine
20-2673-1 Proto-Sound® 2.0 \$399.95
20-2673-3 DL-110 Powered B Unit \$299.95

ADD A MATCHING PASSENGER SET - See Page 159



Santa Fe - DL-109 Diesel Engine
20-2674-1 Proto-Sound® 2.0 \$399.95
20-2674-3 DL-110 Powered B Unit \$299.95

ADD A MATCHING PASSENGER SET - See Page 159

The Otto Kuhler-designed DL-109 engines were ALCO's initial response to EMD's success with the streamlined E-series of road passenger locomotives. With its long, turned-up nose and smooth sides, the DL-109 helped to popularize the colorful paint schemes of the mid-twentieth century. The DL-109s were, like the E-Series, twin-engine 2000 horsepower units designed to be run in combination, with railroads piling on as many engines as it took to do the task at hand. ALCO also built matching B-units, dubbed DL-110s, for railroads interested in adding a cabless unit to the lash-up. Introduced in 1941, the DL-109 was produced under the auspices of the War Production Board during World War II, when the production of other passenger diesels had been prohibited. At the end of the war, ALCO ceased to build the DL-109, shifting its efforts instead to the PA.

Now your railroad can benefit from this engine, which was sanctioned by the War Production Board and can bring additional legitimacy to any World War II-era layout.

- ### FEATURES
- (2) REMOTELY CONTROLLED PROTO-COUPLEDERS™
 - METAL CHASSIS
 - (2) PRECISION FLYWHEEL EQUIPPED MOTORS
 - ILLUMINATED NUMBER BOARDS

- INTRICATELY DETAILED ABS BODY
- DIRECTIONALLY CONTROLLED HEADLIGHTS
- DIE-CAST TRUCK SIDES, PILOTS AND FUEL TANK
- AUTHENTIC PAINT SCHEME
- LIGHTED CAB INTERIOR

- LIGHTED MARKER LIGHTS
- SPINNING ROOF FANS
- METAL BODY SIDE GRILLES
- OPERATING SMOKE UNIT
- METAL WHEELS, AXLES AND GEARS
- (2) CAB FIGURES

- LOCOMOTIVE SPEED CONTROL
- PROTO-SOUND® 2.0 WITH THE DIGITAL COMMAND SYSTEM FEATURING: PASSENGER STATION PROTO-EFFECTS™
- UNIT MEASURES: 19 3/8" X 2 1/2" X 3 3/4"
- OPERATES ON O-42 CURVES

DID YOU KNOW?

New Haven convinced the War Production Board to let them continue buying DL-109s throughout World War II because the engines were so productive. NH used them for both freight and passenger work, operating them almost 24 hours a day.



SD70ACe DIESEL ENGINE



BNSF - SD70ACe Diesel Engine

20-2620-1	Proto-Sound® 2.0 (Hi-Rail Wheels)	\$429.95
20-2620-2	Proto-Sound® 2.0 (Scale Wheels)	\$449.95
20-2620-3	Non-Powered (Hi-Rail Wheels)	\$169.95



CSX - SD70ACe Diesel Engine

20-2621-1	Proto-Sound® 2.0 (Hi-Rail Wheels)	\$429.95
20-2621-2	Proto-Sound® 2.0 (Scale Wheels)	\$449.95
20-2621-3	Non-Powered (Hi-Rail Wheels)	\$169.95

EMD Demonstrator - SD70ACe Diesel Engine

20-2622-1	Proto-Sound® 2.0 (Hi-Rail Wheels)	\$429.95
20-2622-2	Proto-Sound® 2.0 (Scale Wheels)	\$449.95
20-2622-3	Non-Powered (Hi-Rail Wheels)	\$169.95



Norfolk Southern - SD70M-2 Diesel Engine

20-2623-1	Proto-Sound® 2.0 (Hi-Rail Wheels)	\$429.95
20-2623-2	Proto-Sound® 2.0 (Scale Wheels)	\$449.95
20-2623-3	Non-Powered (Hi-Rail Wheels)	\$169.95

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

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

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

The SD70ACe also offers, in EMD's words, "outstanding improvements in maintainability." All electrical wires are on the right side of the locomotive and all piping is on the left, with most pipes and wires routed under the frame so they can be serviced by a man standing outside the engine - rather than crawling around at the bottom of the engine room. The number of electrical components has been drastically reduced while access to the remaining parts has been seriously improved. And the time between service intervals has been doubled, from every three months to every six months.

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

NON-POWERED FEATURES

- INTRICATELY DETAILED ABS BODY
- DIE-CAST TRUCK SIDES, PILOTS AND FUEL TANK
- COLORFUL PAINT SCHEME
- METAL CHASSIS
- METAL HANDRAILS AND DECORATIVE HORN
- (2) CAB FIGURES

MORE POWERED FEATURES

- SPINNING ROOF FANS
- METAL BODY SIDE GRILLES
- METAL WHEELS AND AXLES
- (2) OPERATING METAL COUPLERS
- UNIT MEASURES: 18 1/2" X 2 5/8" X 4"
- OPERATES ON O-42 CURVES

MORE POWERED FEATURES

- DIRECTIONALLY CONTROLLED HEADLIGHTS
- METAL GEARS
- (2) REMOTELY CONTROLLED PROTO-COUPERS™
- (2) PRECISION FLYWHEEL EQUIPPED MOTORS
- LOCOMOTIVE SPEED CONTROL
- LIGHTED CAB INTERIOR
- PROTO-SCALE 3-2™ 3-RAIL/2-RAIL CONVERSION CAPABLE

MORE POWERED FEATURES

- ILLUMINATED NUMBER BOARDS
- LIGHTED MARKER LIGHTS
- OPERATING DITCH LIGHTS
- OPERATING SMOKE UNIT
- PROTO-SOUND® 2.0 WITH THE DIGITAL COMMAND SYSTEM FEATURING: FREIGHT YARD PROTO-EFFECTS™
- HI-RAIL OPERATES ON O-42 CURVES
- SCALE OPERATES ON 36" RADIUS CURVES

DID YOU KNOW?

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



ADD A LIGHT KIT TO YOUR NON-POWERED LOCOMOTIVE

Order Item No. 50-1026. Light kits feature two pickup rollers and "always-on" light assembly.



C LINER ABA DIESEL ENGINE SET



Pennsylvania - C-Liner ABA Diesel Engine Set
20-2637-1 Proto-Sound® 2.0 \$699.95 **ADD A MATCHING PASSENGER SET - See Page 158**



Milwaukee Road - C-Liner ABA Diesel Engine Set
20-2638-1 Proto-Sound® 2.0 \$699.95 **ADD A MATCHING PASSENGER SET - See Page 158**



Canadian Pacific - C-Liner ABA Diesel Engine Set
20-2639-1 Proto-Sound® 2.0 \$699.95



Baltimore & Ohio - C-Liner ABA Diesel Engine Set
20-2640-1 Proto-Sound® 2.0 \$699.95

The Fairbanks-Morse Consolidation Line engines - fondly known as C-Liners - were an enormously versatile class of cab units. Railroads had a choice of three engines, 1600, 2000, or 2400 hp, and nine gear ratios. Dynamic braking and steam generators were options at the factory or could be added later. These adaptable engines could be configured to perform just about any job, and they performed well in both freight and passenger service.

M.T.H. is proud to introduce this all-purpose engine in our Premier line, in a variety of roadnames. This powerful and detailed engine can perform just about any task your railroad can present.

- FEATURES**
- (2) REMOTELY CONTROLLED PROTO-COUPPLERS™
 - METAL CHASSIS
 - ILLUMINATED NUMBER BOARDS
 - DIRECTIONALLY CONTROLLED HEADLIGHTS
 - DIE-CAST TRUCK SIDES, PILOTS AND FUEL TANK

- AUTHENTIC PAINT SCHEME
- METAL HANDRAILS AND DECORATIVE HORN
- LIGHTED MARKER LIGHTS
- SPINNING ROOF FANS
- METAL BODY SIDE GRILLES
- INTRICATELY DETAILED ABS BODIES

- METAL WHEELS, AXLES AND GEARS
- (2) PRECISION FLYWHEEL EQUIPPED MOTORS IN EACH A UNIT
- LIGHTED CAB INTERIORS
- (2) ENGINEER CAB FIGURES IN EACH A-UNIT
- (2) OPERATING SMOKE UNITS

- PROTO-SOUND® 2.0 WITH THE DIGITAL COMMAND SYSTEM FEATURING: FREIGHT YARD OR PASSENGER STATION PROTO-EFFECTS™
- UNIT MEASURES: 48 1/2" X 2 5/8" X 3 3/4"
- OPERATES ON O-42 CURVES

DID YOU KNOW?

Fairbanks-Morse offered the C-Liner in six different horsepower-wheel arrangement combinations, all but one of which were eventually made.





GP38-2 DIESEL ENGINE



Pittsburgh & Lake Erie - GP38-2 Diesel Engine
 20-2665-1 Proto-Sound® 2.0 \$399.95
 20-2665-3 Non-Powered \$159.95



Maryland Midland - GP38-2 Diesel Engine
 20-2663-1 Proto-Sound® 2.0 \$399.95
 20-2663-3 Non-Powered \$159.95



Kansas City Southern - GP38-2 Diesel Engine
 20-2662-1 Proto-Sound® 2.0 \$399.95
 20-2662-3 Non-Powered \$159.95



Santa Fe - GP38-2 Diesel Engine
 20-2664-1 Proto-Sound® 2.0 \$399.95
 20-2664-3 Non-Powered \$159.95

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

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

Add a non-powered version of this incredible locomotive to your powered Proto-Sound® 2.0 equipped GP38-2 for a fun-filled multi-unit lashup. Equipped with operating metal couplers and all the details found on the powered version but at half the cost make this unit an inexpensive addition to your roster.

NON-POWERED FEATURES

- METAL WHEELS AND AXLES
- METAL CHASSIS
- INTRICATELY DETAILED ABS BODY
- DIE-CAST TRUCK SIDES, PILOTS AND FUEL TANK
- AUTHENTIC PAINT SCHEME
- METAL HANDRAILS AND DECORATIVE HORN
- (2) ENGINEER CAB FIGURES

- SPINNING ROOF FANS
- METAL BODY SIDE GRILLES
- (2) OPERATING METAL COUPLERS
- UNIT MEASURES: 15 1/2" X 2 3/4" X 4"
- OPERATES ON O-31 CURVES

MORE POWERED FEATURES

- (2) REMOTELY CONTROLLED PROTO-COUPLEDERS™
- (2) PRECISION FLYWHEEL EQUIPPED MOTORS
- ILLUMINATED NUMBER BOARDS
- DIRECTIONALLY CONTROLLED HEADLIGHTS
- LIGHTED MARKER LIGHTS
- OPERATING SMOKE UNIT
- METAL WHEELS, AXLES AND GEARS

- LIGHTED CAB INTERIOR
- LOCOMOTIVE SPEED CONTROL
- PROTO-SCALE 3-2™ 3-RAIL/2-RAIL CONVERSION CAPABLE
- PROTO-SOUND® 2.0 WITH THE DIGITAL COMMAND SYSTEM FEATURING: FREIGHT YARD PROTO-EFFECTS™

CONVERT YOUR POWER TRUCK TO SCALE WHEELS

Order Item No. 20-89005.
 Proto-Scale 3-2™ 4-Wheel Truck Scale Wheel Set*

*Requires (2)



ADD A LIGHT KIT TO YOUR NON-POWERED LOCOMOTIVE

Order Item No. 50-1025. Light kits feature two pickup rollers and "always-on" light assembly.





SD40-2 DIESEL ENGINE

Illinois Central - SD40-2 Diesel Engine
 20-2666-1 Proto-Sound® 2.0 \$399.95
 20-2666-3 Non-Powered \$159.95



Ohio Central - SD40-2 Diesel Engine
 20-2667-1 Proto-Sound® 2.0 \$399.95
 20-2667-3 Non-Powered \$159.95



Milwaukee Road - SD40-2 Diesel Engine
 20-2668-1 Proto-Sound® 2.0 \$399.95
 20-2668-3 Non-Powered \$159.95



Union Pacific - SD40-2 Diesel Engine
 20-2669-1 Proto-Sound® 2.0 \$399.95
 20-2669-3 Non-Powered \$159.95

Offering better reliability and lower maintenance costs than the higher powered SD-45, EMD's SD40-2 enjoyed a long production run of 3,100 units. The 3,000 horsepower diesel was the primary motive power for many railroads throughout the 1970's and 80's.

One of the most striking features of the EMD workhorse was its long "back porch" or decking that extended in front and behind the locomotive's cab. These porches differentiated the SD40-2 from its earlier cousin, the SD35 and were the result of the SD40-2's requirement for a longer frame, which helped increase the locomotive's tractive effort.

As one of the most popular road engines for EMD, the SD40-2 has been well represented in the O Gauge marketplace in the past. M.T.H.'s Premier Line SD40-2 offers the user more features and value than any other model. Fully equipped with Proto-Sound® 2.0, operating smoke, Proto-Speed™ Control and incredible details ensure that this engine operates as well as it looks.

NON-POWERED FEATURES

- INTRICATELY DETAILED ABS BODY
- METAL CHASSIS
- DIE-CAST TRUCK SIDES, PILOTS AND FUEL TANK
- METAL HANDRAILS AND DECORATIVE HORN
- (2) OPERATING METAL COUPLERS
- AUTHENTIC PAINT SCHEME

- METAL WHEELS AND AXLES
- (2) ENGINEER CAB FIGURES
- SPINNING ROOF FANS
- METAL BODY SIDE GRILLES
- UNIT MEASURES: 17 1/2" X 2 5/8" X 3 7/8"
- OPERATES ON O-42 CURVES

MORE POWERED FEATURES

- METAL GEARS
- (2) REMOTELY CONTROLLED PROTO-COUPERS™
- (2) PRECISION FLYWHEEL EQUIPPED MOTORS
- LOCOMOTIVE SPEED CONTROL
- DIRECTIONALLY CONTROLLED HEADLIGHTS
- LIGHTED CAB INTERIOR
- ILLUMINATED NUMBER BOARDS

- LIGHTED MARKER LIGHTS
- PROTO-SCALE 3-2™ 3-RAIL/2-RAIL CONVERSION CAPABLE
- OPERATING SMOKE UNIT
- OPERATING DITCH LIGHTS
- PROTO-SOUND® 2.0 WITH THE DIGITAL COMMAND SYSTEM FEATURING: FREIGHT YARD PROTO-EFFECTS™

CONVERT YOUR POWER TRUCK TO SCALE WHEELS

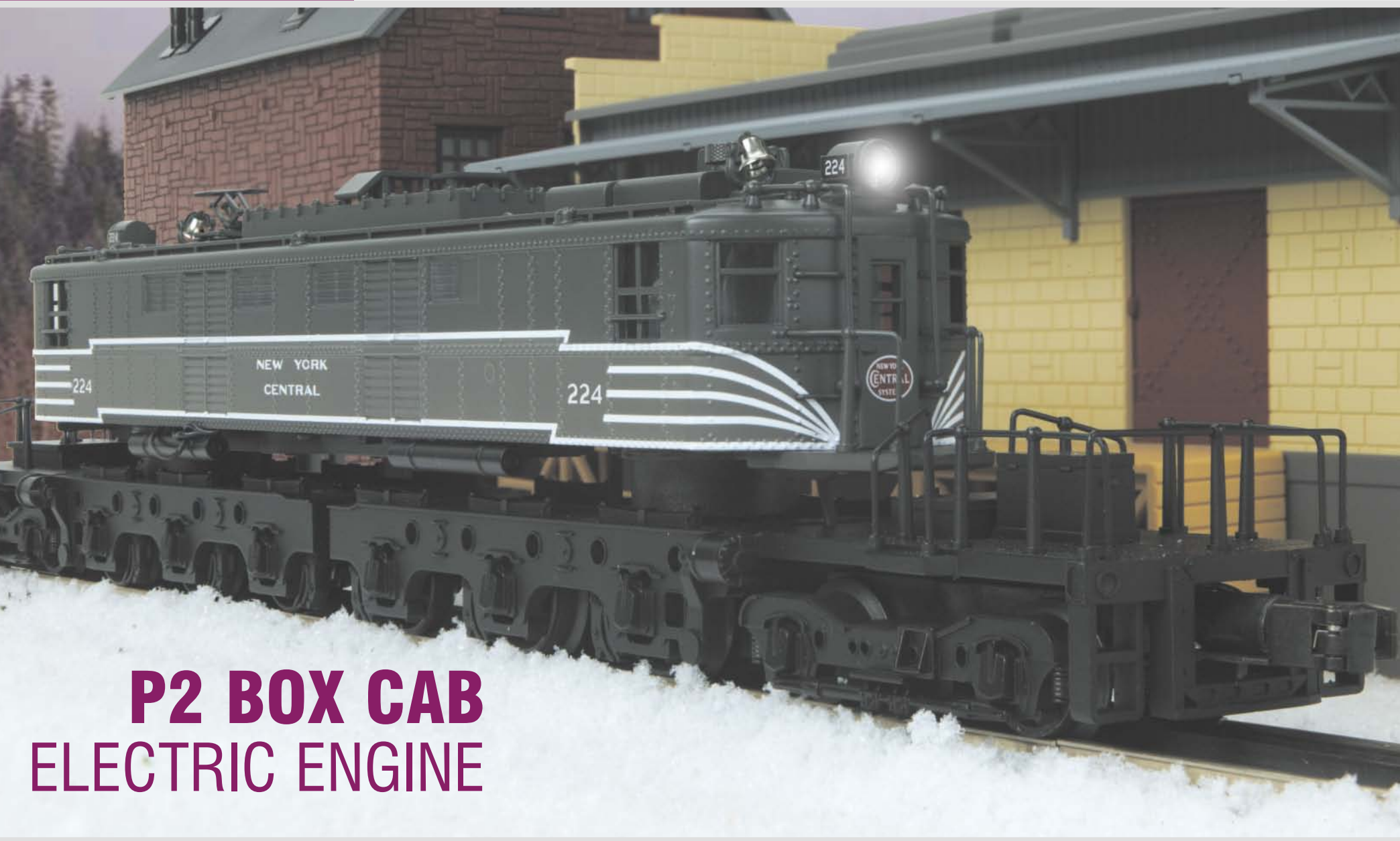
Order Item No. 20-89005.
 Proto-Scale 3-2™ 6-Wheel Truck Scale Wheel Set*
 *Requires (2)



ADD A LIGHT KIT TO YOUR NON-POWERED LOCOMOTIVE

Order Item No. 50-1026. Light kits feature two pickup rollers and "always-on" light assembly.





P2 BOX CAB ELECTRIC ENGINE



New York Central - P2 Box Cab - Electric Black
20-5576-1 Proto-Sound® 2.0 \$699.95



New York Central - P2 Box Cab Electric - Cigar Band
20-5577-1 Proto-Sound® 2.0 \$699.95



New York Central - P2 Box Cab Electric - Lightning Stripe
20-5578-1 Proto-Sound® 2.0 \$699.95



Penn Central - P2 Box Cab Electric
20-5579-1 Proto-Sound® 2.0 \$699.95

Against the wishes of most of the railroads serving the city, Cleveland Union Terminal (CUT) was built right in the heart of downtown Cleveland, under the city's Public Square. Its location in the commercial center of town was ideal for travelers. On the air rights over the underground terminal stood office buildings, the 1000-room Hotel Cleveland, the Higbee Company (one of the finest department stores in the Midwest), and the 52-story Terminal Tower, symbol of Cleveland and home to the offices of the Van Sweringen brothers. It was the vision and stubbornness of these railroad and real estate magnates — along with that of their buddy Alfred H. Smith, senior vice president of the New York Central — that drove the construction of a station that made little sense from an operating standpoint. Unlike the old Union Depot site on the lakefront side of town, the CUT site was 80 feet higher than the main lines of the city's six railroads, and building the approaches to it cost over \$100 million in late-1920s dollars.

One of the big expenses was a 17-mile stretch of electrified trackage that prevented steam-powered trains from smoking up downtown Cleveland. Trains were turned over to CUT electric "motors" between Collinwood yard east of the city and Linndale station on the west side. The CUT roster consisted of 22 P2 boxcabs built by Alco and GE in 1929–30, the first electrics in America with a 2-C+C-2 wheel arrangement and the grandfathers of the later New Haven EP-3 and Pennsylvania GG1. Delivered in NYC black but lettered for the Cleveland Union Terminal, the P2s took their power from 3000 volt overhead D.C. catenary. They were geared for 70 mph and designed for a larger NYC mainline electrification that never came.

By 1953 diesels had made the CUT electrification superfluous, and the 21 remaining boxcabs were converted to 600-volt third-rail operation and sent east to Grand Central Terminal. There they served another two decades in New York Central and Penn Central commuter service, rubbing shoulders with New Haven EP-3s and EP-5s. Last cataloged in 1999, the 2600 h.p. P2 returns to the Premier line in 2006, equipped for the first time with Proto Sound® 2.0.

- FEATURES**
- DIRECTIONALLY CONTROLLED HEADLIGHTS
 - CONSTANT VOLTAGE HEADLIGHT
 - INTRICATELY DETAILED DIE-CAST BODY
 - METAL WHEELS, AXLES AND GEARS
 - DIE-CAST TRUCK SIDES & PILOTS
 - METAL CHASSIS
 - METAL HANDRAILS AND DECORATIVE HORN

- (2) REMOTELY CONTROLLED PROTO-COUPPLERS™
- (2) PRECISION FLYWHEEL EQUIPPED MOTORS
- LOCOMOTIVE SPEED CONTROL
- LIGHTED CAB INTERIOR
- LIGHTED MARKER LIGHTS
- (2) CAB FIGURES
- METAL BODY SIDE GRILLES

- PROTO-SOUND® 2.0 WITH THE DIGITAL COMMAND SYSTEM FEATURING: PASSENGER STATION PROTO-EFFECTS™
- UNIT MEASURES: 21" X 2 1/2" X 3 7/8"
- OPERATES ON O-72 CURVES



DASH-8 NARROW NOSE DIESEL ENGINE



Norfolk Southern - Dash-8 Narrow Nose Diesel Engine

20-2644-1	Proto-Sound® 2.0 (Hi-Rail Wheels)	\$429.95	NEW!
20-2644-2	Proto-Sound® 2.0 (Scale Wheels)	\$449.95	
20-2644-3	Non-Powered (Hi-Rail Wheels)	\$169.95	



CSX - Dash-8 Narrow Nose Diesel Engine

20-2642-1	Proto-Sound® 2.0 (Hi-Rail Wheels)	\$429.95	NEW!
20-2642-2	Proto-Sound® 2.0 (Scale Wheels)	\$449.95	
20-2642-3	Non-Powered (Hi-Rail Wheels)	\$169.95	



Chicago NorthWestern - Dash-8 Narrow Nose Diesel Engine

20-2641-1	Proto-Sound® 2.0 (Hi-Rail Wheels)	\$429.95	NEW!
20-2641-2	Proto-Sound® 2.0 (Scale Wheels)	\$449.95	
20-2641-3	Non-Powered (Hi-Rail Wheels)	\$169.95	



Union Pacific - Dash-8 Narrow Nose Diesel Engine

20-2643-1	Proto-Sound® 2.0 (Hi-Rail Wheels)	\$429.95	NEW!
20-2643-2	Proto-Sound® 2.0 (Scale Wheels)	\$449.95	
20-2643-3	Non-Powered (Hi-Rail Wheels)	\$169.95	

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

New for 2006, M.T.H. is proud to introduce a superbly detailed replica of the Dash 8 model that found its niche in high-speed intermodal service, the Dash 8-40B — 4000 horsepower, 4-wheel trucks, standard cab. Like its prototype, this model is a perfect choice to power the hottest trains on your railroad.

NON-POWERED FEATURES

- DIE-CAST TRUCK SIDES, PILOTS AND FUEL TANK
- INTRICATELY DETAILED ABS BODY
- AUTHENTIC PAINT SCHEME
- (2) CAB FIGURES
- METAL BODY SIDE GRILLES
- SPINNING ROOF FANS
- METAL CHASSIS

- METAL HANDRAILS AND DECORATIVE HORN
- METAL WHEELS AND AXLES
- UNIT MEASURES: 17 3/4" X 2 1/2" X 4"
- OPERATES ON O-42 CURVES

MORE POWERED FEATURES

- DIRECTIONALLY CONTROLLED HEADLIGHTS
- METAL GEARS
- (2) REMOTELY CONTROLLED PROTO-COUPERS™
- (2) PRECISION FLYWHEEL EQUIPPED MOTORS
- LIGHTED CAB INTERIOR
- ILLUMINATED NUMBER BOARDS
- OPERATING SMOKE UNIT
- LOCOMOTIVE SPEED CONTROL

- PROTO-SCALE 3-2™ 3-RAIL/2-RAIL CONVERSION CAPABLE
- PROTO-SOUND® 2.0 WITH THE DIGITAL COMMAND SYSTEM FEATURING: FREIGHT YARD PROTO-EFFECTS™
- HI-RAIL OPERATES ON O-42 CURVES
- SCALE OPERATES ON 36" RADIUS CURVES

DID YOU KNOW?

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



ADD A LIGHT KIT TO YOUR NON-POWERED LOCOMOTIVE

Order Item No. 50-1025. Light kits feature two pickup rollers and "always-on" light assembly.





F-7 ABA DIESEL ENGINE SET



Alaska - F-7 ABA Diesel Set
 20-2645-1 Proto-Sound® 2.0 \$699.95
 20-2645-3 Non-Powered B-Unit \$159.95



Bessemer & Lake Erie - F-7 ABA Diesel Set
 20-2646-1 Proto-Sound® 2.0 \$699.95
 20-2646-3 Non-Powered B-Unit \$159.95



Norfolk & Western - F-7 ABA Diesel Set
 20-2647-1 Proto-Sound® 2.0 \$699.95
 20-2647-3 Non-Powered B-Unit \$159.95



Pennsylvania - F-7 ABA Diesel Set
 20-2648-1 Proto-Sound® 2.0 \$699.95
 20-2648-3 Non-Powered B-Unit \$159.95



Canadian National - F-7 ABA Diesel Set
 20-2649-1 Proto-Sound® 2.0 \$699.95
 20-2649-3 Non-Powered B-Unit \$159.95

World War II had called for locomotive manufacturers to adhere to production guidelines as set by the War Production Board. With the war's end in 1945, EMD, like other major competitors, worked hard to meet industry demand after four years of restricted supply. In the freight cab market, EMD released their F-series. The F-3 headlined the series, debuting in the summer of 1945, a few months before the official end of the war.

By 1949, despite the fact that the F-3 had become EMD's all-time selling carbody diesel (over 1,800 were produced) it was replaced with the F-7. The F-7's closely resembled the F-3 sharing their smooth faced pilots and coupler shrouds. In fact the last F-3s to be built differed in appearance from F-7s with a pair of rectangular roof openings to discharge air from the dynamic brakes. Despite their similar appearances, the F-7, initially rated at 1,500 horsepower, became the all-time selling carbody diesel with over 3,700 going to 49 different roads. They stayed in service until 1970 and assured itself in the railroad record books as a stalwart of diesel productivity.

EMD and Premier fans will no doubt want to add this stellar replica of the F-7 to their diesel rosters. Fully equipped with the power and performance of Proto-Sound® 2.0, the M.T.H. F-7 ABA diesel set will prove to be the finest running and most feature-infused carbody model yet produced.

FEATURES

- DIRECTIONALLY CONTROLLED HEADLIGHTS
- DIE-CAST TRUCK SIDES, PILOTS AND FUEL TANK
- (2) REMOTELY CONTROLLED PROTO-COUPPLERS™
- METAL CHASSIS
- METAL HANDRAILS AND DECORATIVE HORN
- (2) PRECISION FLYWHEEL EQUIPPED MOTORS IN EACH A-UNIT
- LIGHTED CAB INTERIOR
- ILLUMINATED NUMBER BOARDS
- LIGHTED MARKER LIGHTS
- (2) ENGINEER CAB FIGURES
- OVERHEAD BLINKING LIGHT
- (2) OPERATING SMOKE UNITS
- METAL BODY SIDE GRILLS
- INTRICATELY DETAILED ABS BODY
- METAL WHEELS, AXLES AND GEARS
- LOCOMOTIVE SPEED CONTROL
- PROTO-SOUND® 2.0 WITH THE DIGITAL COMMAND SYSTEM FEATURING: PASSENGER STATION PROTO-EFFECTS™
- UNIT MEASURES: 40 1/4" X 2 5/8" X 3 3/4"
- OPERATES ON O-31 CURVES

NON-POWERED B-UNIT

- DIE-CAST TRUCK SIDES AND FUEL TANK
- COLORFUL PAINT SCHEME
- METAL CHASSIS
- METAL BODY SIDE GRILLES
- INTRICATELY DETAILED ABS BODY
- SPINNING ROOF FANS
- METAL WHEELS AND AXLES
- (2) METAL COUPLERS
- UNIT MEASURES: 13" X 2 5/8" X 3 3/4"
- OPERATES ON O-31 CURVES



DID YOU KNOW?

Beginning in 1949, 3716 F-7 units were produced for 49 U.S. and Canadian railroads.

SD90MAC DIESEL ENGINE



MLB - American League - SD-90MAC Diesel Engine
 20-2625-1 Proto-Sound® 2.0 \$429.95
 20-2625-3 Non-Powered \$169.95



MLB - National League - SD-90MAC Diesel Engine
 20-2670-1 Proto-Sound® 2.0 \$429.95
 20-2670-3 Non-Powered \$169.95



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CIT Rail Resources - SD-90MAC Diesel Engine
 20-2626-1 Proto-Sound® 2.0 \$399.95
 20-2626-3 Non-Powered \$159.95



Norfolk Southern - SD-90MAC Diesel Engine
 20-2628-1 Proto-Sound® 2.0 \$399.95
 20-2628-3 Non-Powered \$159.95



CP Rail - SD-90MAC Diesel Engine
 20-2627-1 Proto-Sound® 2.0 \$399.95
 20-2627-3 Non-Powered \$159.95

Serious efforts to use AC (alternating current) diesel-electric engines began when General Motors introduced its 4,000-hp SD-60MAC in 1991-92. While the AC power increases an engine's adhesion, allowing it to start far heavier trains than a DC-powered locomotive of the same horsepower, the heavier load prevents AC-powered engines from reaching track speed. To solve that problem, locomotive builders have raced to design and deliver AC engines with ever-larger horsepower. In 1995 GM introduced the 5,000-hp SD-80MAC, which uses a 20-cylinder version of EMD's 710-series prime mover to generate extra power.

While they were impressed with GM's results, most railroads chose to wait for the 6,000-hp SD-90MAC, but the railroads that opted to wait for the SD-90MACs initially found themselves with less power when their -90s were delivered in 1996. GM opted to deliver the engines with 4,300-hp prime movers that were designed to be replaced with 6,000-hp engines when they became available. Now that they are operating at full power with a GM16V265H engine, the SD-90MACs offer 170,000 pounds of continuous and 200,000 pounds of starting tractive effort, as well as 115,000 pounds of dynamic braking effort.

Add a Non-Powered Unit for Realistic Double-Heading!

CONVERT YOUR POWER TRUCK TO SCALE WHEELS

Order Item No. 20-89006.

Proto-Scale 3-2™ 6-Wheel Truck Scale Wheel Set*

*Requires (2)

NON-POWERED FEATURES

- INTRICATELY DETAILED ABS BODY
- METAL WHEELS AND AXLES
- (2) OPERATING METAL COUPLERS
- DIE-CAST TRUCK SIDES, PILOTS AND FUEL TANK
- AUTHENTIC PAINT SCHEME
- METAL CHASSIS

- METAL HANDRAILS AND DECORATIVE HORN
- (2) CAB FIGURES
- SPINNING ROOF FANS
- METAL BODY SIDE GRILLES
- UNIT MEASURES: 20 1/2" X 2 3/4" X 3 7/8"
- OPERATES ON O-42 CURVES

MORE POWERED FEATURES

- DIRECTIONALLY CONTROLLED HEADLIGHTS
- METAL GEARS
- (2) REMOTELY CONTROLLED PROTO-COUPERS™
- (2) PRECISION FLYWHEEL EQUIPPED MOTORS
- LIGHTED CAB INTERIOR
- ILLUMINATED NUMBER BOARDS
- LIGHTED MARKER LIGHTS

- OPERATING DITCH LIGHTS
- OPERATING SMOKE UNIT
- PROTO-SCALE 3-2™ 3-RAIL/2-RAIL CONVERSION CAPABLE
- LOCOMOTIVE SPEED CONTROL
- PROTO-SOUND® 2.0 WITH THE DIGITAL COMMAND SYSTEM FEATURING: FREIGHT YARD PROTO-EFFECTS™

DID YOU KNOW?

GM claims that one SD-90MAC can replace two SD40-2's in both heavy haul and high speed freight operations.



ADD A LIGHT KIT TO YOUR NON-POWERED LOCOMOTIVE

Order Item No. 50-1026. Light kits feature two pickup rollers and "always-on" light assembly.



FA-2 ABA DIESEL ENGINE SET



Baltimore & Ohio - FA-2 ABA Diesel Engine Set
20-2650-1 Proto-Sound® 2.0 \$699.95
20-2650-3 Non-Powered B-Unit \$159.95



Erie Lackawanna - FA-2 ABA Diesel Engine Set
20-2651-1 Proto-Sound® 2.0 \$699.95
20-2651-3 Non-Powered B-Unit \$159.95



Louisville & Nashville - FA-2 ABA Diesel Engine Set
20-2652-1 Proto-Sound® 2.0 \$699.95
20-2652-3 Non-Powered B-Unit \$159.95



Spokane Portland & Seattle - FA-2 ABA Diesel Engine Set
20-2653-1 Proto-Sound® 2.0 \$699.95
20-2653-3 Non-Powered B-Unit \$159.95

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

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

While Alco FA's were sold primarily as freight haulers, they did have room for a passenger-service steam generator at the rear of the engine compartment. Compared with the FA-1, the FA-2 was slightly longer to accommodate a larger steam generator and just a bit more powerful, developing 1600 hp. Alco built FA-2s and cabless FB-2 boosters from 1950 through 1956.

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

- FEATURES**
- DIRECTIONALLY CONTROLLED HEADLIGHTS
 - INTRICATELY DETAILED ABS BODIES
 - DIE-CAST TRUCK SIDES, PILOTS AND FUEL TANK
 - (2) REMOTELY CONTROLLED PROTO-COUPLEDERS™

- AUTHENTIC PAINT SCHEME
- (2) PRECISION FLYWHEEL EQUIPPED MOTORS IN EACH A-UNIT
- LIGHTED CAB INTERIORS
- ILLUMINATED NUMBER BOARDS
- LIGHTED MARKER LIGHTS

- SPINNING ROOF FANS
- METAL BODY SIDE GRILLES
- METAL WHEELS, AXLES AND GEARS
- (2) CAB FIGURES IN EACH A UNIT
- LOCOMOTIVE SPEED CONTROL
- (2) OPERATING SMOKE UNITS

- PROTO-SOUND® 2.0 WITH THE DIGITAL COMMAND SYSTEM FEATURING: FREIGHT YARD PROTO-EFFECTS™
- UNIT MEASURES: 39 3/4" X 2 1/2" X 3 3/4"
- OPERATES ON O-31 CURVES

- NON-POWERED B-UNIT**
- INTRICATELY DETAILED ABS BODIES
 - DIE-CAST TRUCK SIDES, PILOTS AND FUEL TANK
 - AUTHENTIC PAINT SCHEME
 - SPINNING ROOF FANS
 - METAL BODY SIDE GRILLES

- (2) CAB FIGURES IN EACH A UNIT
- METAL WHEELS AND AXLES
- UNIT MEASURES: 13" X 2 1/2" X 3 3/4"
- OPERATES ON O-31 CURVES





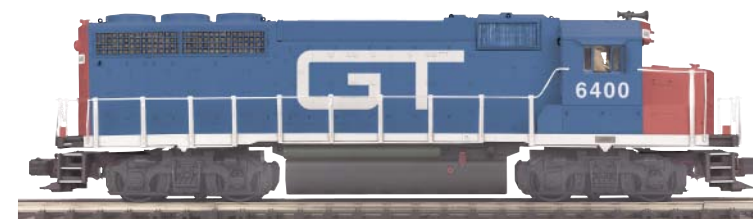
GP-40 DIESEL ENGINE



Alaska - GP-40 Diesel Engine
 20-2654-1 Proto-Sound® 2.0 \$399.95
 20-2654-3 Non-Powered \$159.95



Penn Central Railroad - GP-40 Diesel Engine
 20-2655-1 Proto-Sound® 2.0 \$399.95
 20-2655-3 Non-Powered \$159.95



Grand Trunk - GP-40 Diesel Engine
 20-2657-1 Proto-Sound® 2.0 \$399.95
 20-2657-3 Non-Powered \$159.95

CONVERT YOUR POWER TRUCK TO SCALE WHEELS

Order Item No. 20-89005.
 Proto-Scale 3-2™ 4-Wheel Truck Scale Wheel Set*



Chessie - GP-40 Diesel Engine
 20-2656-1 Proto-Sound® 2.0 \$399.95
 20-2656-3 Non-Powered \$159.95

*Requires (2)

By the mid-1960s, EMD's General Purpose locomotives, known as "Geeps," had gained a favorable reputation with railroads. They were hard working road switchers known for their versatility and dependability. The 1500-h.p. GP-7, introduced in 1949, had set the standard for the series of locomotives, and the GP-40, which came along 16 years later, was to be yet another improvement in the GP family tree.

The GP-40 doubled the horsepower rating of the GP-7 and introduced the 645-series engine to the Geep heritage. EMD had relied upon the 567-series prime mover for years. The 3,000-h.p. in the GP-40 was indeed impressive, but it presented a problem. With only four axles and the barely adequate wheel-slip control systems then available, GP-40s had adhesion problems. While the units were being fixed at the La Grange, IL, plant, EMD supplied GP-40 buyers with temporary units. An improved electrical system fixed the adhesion problem on the GP-40s and they were ready to roll on U.S., Canadian and Mexican railroads once again.

By choosing one of the finest diesel road engines available today, your M.T.H. GP-40 engine will arrive with features unmatched by others. The incredible sound and action found in a Proto-Sound® 2.0 equipped M.T.H. engine truly brings an interactive experience to your locomotive operations. Realistic, slow-speed operation is controlled through the industry-leading Proto-Speed Control™ system. Remotely controlled Proto-Couplers™ which can be fired open at any time in conventional or command modes gives the operator unprecedented switching functions for a truly fun operating experience.

NON-POWERED FEATURES

- DIE-CAST TRUCK SIDES, PILOTS AND FUEL TANK
- METAL CHASSIS
- METAL HANDRAILS AND DECORATIVE HORN
- INTRICATELY DETAILED ABS BODY
- (2) OPERATING METAL COUPLERS
- AUTHENTIC PAINT SCHEME
- (2) CAB FIGURES
- METAL WHEELS AND AXLES
- METAL CHASSIS
- METAL BODY SIDE GRILLES
- SPINNING ROOF FANS
- UNIT MEASURES: 15 1/2" X 2 3/4" X 4"
- OPERATES ON O-31 CURVES

MORE POWERED FEATURES

- DIRECTIONALLY CONTROLLED HEADLIGHTS
- METAL GEARS
- (2) REMOTELY CONTROLLED PROTO-COUPERS™
- COLORFUL PAINT SCHEME
- (2) PRECISION FLYWHEEL EQUIPPED MOTORS
- LIGHTED CAB INTERIOR
- ILLUMINATED NUMBER BOARDS
- LIGHTED MARKER LIGHTS
- OPERATING SMOKE UNIT
- PROTO-SCALE 3-2™ 3-RAIL/2-RAIL CONVERSION CAPABLE
- LOCOMOTIVE SPEED CONTROL
- PROTO-SOUND® 2.0 WITH THE DIGITAL COMMAND SYSTEM FEATURING: FREIGHT YARD PROTO-EFFECTS™

ADD A LIGHT KIT TO YOUR NON-POWERED LOCOMOTIVE

Order Item No. 50-1025. Light kits feature two pick-up rollers and "always-on" light assembly.





AC4400CW DIESEL ENGINE

NEW!

BNSF - AC4400cw Diesel Engine

20-2629-1	Proto-Sound® 2.0 (Hi-Rail Wheels)	\$429.95
20-2629-2	Proto-Sound® 2.0 (Scale Wheels)	\$449.95
20-2629-3	Non-Powered (Hi-Rail Wheels)	\$169.95



NEW!

CSX - AC4400cw Diesel Engine

20-2630-1	Proto-Sound® 2.0 (Hi-Rail Wheels)	\$429.95
20-2630-2	Proto-Sound® 2.0 (Scale Wheels)	\$449.95
20-2630-3	Non-Powered (Hi-Rail Wheels)	\$169.95



NEW!

Southern Pacific - AC4400cw Diesel Engine

20-2631-1	Proto-Sound® 2.0 (Hi-Rail Wheels)	\$429.95
20-2631-2	Proto-Sound® 2.0 (Scale Wheels)	\$449.95
20-2631-3	Non-Powered (Hi-Rail Wheels)	\$169.95



NEW!



Union Pacific - AC4400cw Diesel Engine

20-2632-1	Proto-Sound® 2.0 (Hi-Rail Wheels)	\$429.95
20-2632-2	Proto-Sound® 2.0 (Scale Wheels)	\$449.95
20-2632-3	Non-Powered (Hi-Rail Wheels)	\$169.95

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

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

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

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

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

NON-POWERED FEATURES

- METAL WHEELS AND AXLES
- METAL CHASSIS
- INTRICATELY DETAILED ABS BODY
- DIE-CAST TRUCK SIDES, PILOTS AND FUEL TANK
- AUTHENTIC PAINT SCHEME
- METAL HANDRAILS AND DECORATIVE HORN

- (2) ENGINEER CAB FIGURES
- SPINNING ROOF FANS
- METAL BODY SIDE GRILLES
- (2) OPERATING METAL COUPLERS
- UNIT MEASURES: 19 1/2" X 2 1/2" X 4"
- OPERATES ON O-42 CURVES

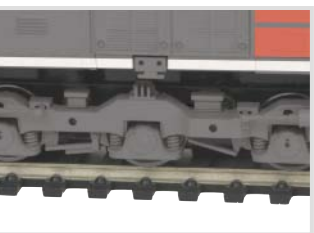
MORE POWERED FEATURES

- (2) REMOTELY CONTROLLED PROTO-COUPERS™
- (2) PRECISION FLYWHEEL EQUIPPED MOTORS
- ILLUMINATED NUMBER BOARDS
- DIRECTIONALLY CONTROLLED HEADLIGHTS
- ALL METAL WHEELS AND GEARS
- LIGHTED CAB INTERIOR
- PROTO-SCALE 3-2™ 3-RAIL/2-RAIL CONVERSION CAPABLE

- OPERATING DITCH LIGHTS
- OPERATING SMOKE UNIT
- METAL GEARS
- LOCOMOTIVE SPEED CONTROL
- PROTO-SOUND® 2.0 WITH THE DIGITAL COMMAND SYSTEM FEATURING: FREIGHT YARD PROTO-EFFECTS™
- HI-RAIL VERSION OPERATES ON O-42 CURVES
- SCALE VERSION OPERATES ON 36" RADIUS CURVES

ADD A LIGHT KIT TO YOUR NON-POWERED LOCOMOTIVE

Order Item No. 50-1026. Light kits feature two pickup rollers and "always-on" light assembly.



ALCO PA ABA DIESEL ENGINE SET



Delaware & Hudson - Alco PA ABA Diesel Set
 20-2633-1 Proto-Sound® 2.0 \$699.95
 20-2633-3 Non-Powered B-Unit \$159.95

ADD A MATCHING PASSENGER SET - See Page 161



Pennsylvania - Alco PA ABA Diesel Set
 20-2634-1 Proto-Sound® 2.0 \$699.95
 20-2634-3 Non-Powered B-Unit \$159.95

ADD A MATCHING PASSENGER SET - See Page 160



New Haven - Alco PA ABA Diesel Set
 20-2635-1 Proto-Sound® 2.0 \$699.95
 20-2635-3 Non-Powered B-Unit \$159.95

ADD A MATCHING PASSENGER SET - See Page 161



Rio Grande - Alco PA ABA Diesel Set
 20-2636-1 Proto-Sound® 2.0 \$699.95
 20-2636-3 Non-Powered B-Unit \$159.95

ADD A MATCHING PASSENGER SET - See Page 160

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

The muscular PA profile and its elegant nose with the characteristic grille around the headlight were designed by Ray Patten of General Electric. At the time, GE and Alco were partners in the locomotive business, with GE making the electrical equipment for all Alco diesels. While Alco would later fall by the wayside, GE went on to become America's largest locomotive builder by the early 1990's.

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

Long after all other PA's had gone to scrap, four restored ex-Santa Fe units remained in service on the Delaware & Hudson into the late 1970's. Sold to the Ferrocarriles Nacionales de Mexico (FNM) in 1978, most of the units eventually deteriorated to junk status, although one remained operational. But in April of 2000, Doyle McCormack - who also happens to be the engineer of 4449, the restored Southern Pacific Daylight - and the Smithsonian Institution repatriated two of the junked units for rebuilding. One of the units will be restored to Santa Fe livery for static display, while Doyle is bringing the other PA back to life in the Nickel Plate Road "Bluebird" scheme. You can follow the progress of Doyle's labor on the Web site www.nkp190.com.

Recreate the excitement of first-class passenger travel with Premier Alco PA locomotives and matching Premier passenger sets. Our Proto-Sound® 2.0 sound and control system brings you the authentic sounds of an Alco prime mover and station announcements for name trains of the 1940s and '50s - along with the ability to start your train so gently you won't spill the water in the diner and then accelerate up to scale speeds of over 100 mph, just like the prototype.



FEATURES

- (2) REMOTELY CONTROLLED PROTO-COUPPLERS™
- METAL CHASSIS
- ILLUMINATED NUMBER BOARDS
- DIRECTIONALLY CONTROLLED HEADLIGHTS
- DIE-CAST TRUCK SIDES, PILOTS AND FUEL TANK
- AUTHENTIC PAINT SCHEME

- METAL HANDRAILS AND DECORATIVE HORN
- LIGHTED MARKER LIGHTS
- SPINNING ROOF FANS
- METAL BODY SIDE GRILLES
- INTRICATELY DETAILED ABS BODIES
- METAL WHEELS, AXLES AND GEARS

- (2) PRECISION FLYWHEEL EQUIPPED MOTORS IN EACH A-UNIT
- LIGHTED CAB INTERIORS
- (2) ENGINEER CAB FIGURES IN EACH A-UNIT
- (2) OPERATING SMOKE UNITS
- LOCOMOTIVE SPEED CONTROL

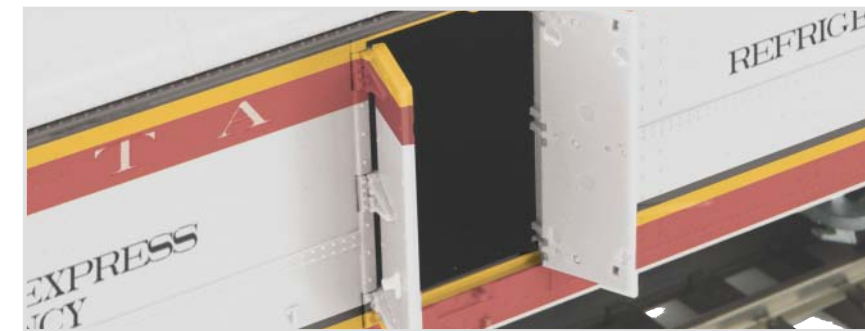
- PROTO-SOUND® 2.0 WITH THE DIGITAL COMMAND SYSTEM FEATURING: PASSENGER STATION PROTO-EFFECTS™
- UNIT MEASURES: 50 1/2" X 2 5/8" X 3 3/4"
- OPERATES ON O-42 CURVES

NON-POWERED B-UNIT

- METAL CHASSIS
- SPINNING ROOF FANS
- METAL BODY SIDE GRILLES
- INTRICATELY DETAILED ABS BODY
- METAL WHEELS AND AXLES
- (2) METAL COUPLERS

- DIE-CAST TRUCK SIDES AND FUEL TANK
- UNIT MEASURES: 50 1/2" X 2 5/8" X 3 3/4"
- OPERATES ON O-31 CURVES

F-3 PASSENGER SET



OPENING CAR DOORS

AWESOME PROTOSMOKE™



SAVE \$300 WHEN YOU BUY THE SET



Santa Fe - F-3 Passenger Set
20-2676-1 Proto-Sound® 2.0 \$799.95

World War II had called for locomotive manufacturers to adhere to production guidelines as set by the War Production Board. With the war's end in 1945, EMD, like other major competitors, worked hard to meet industry demand after four years of restricted supply. In the freight cab market, EMD released their F-series. The F-3 headlined the series, debuting in the summer of 1945, a few months before the official end of the war.

The F-3 emerged with a new generator that supplied both direct and alternating current, an important upgrade for EMD's initial F-unit design. Because of the addition of the dual generator, AC-powered fans and blowers could be operated electrically, boosting the locomotives' ability to stay in top form. The 1,500-h.p. rated F-3, with its bulldog nose and dual capabilities set a standard in railroading. In test runs, No. 291, a demonstrator unit, logged over 125,000 miles in sixteen months pulling freight and passenger loads. Railroads were impressed with the tests and hundreds of advanced orders for the F-3s poured in.

For 2006 the Santa Fe F-3 returns to the M.T.H. lineup as a Special Edition train set complete with an R50B reefer car and three streamlined passenger cars. Each set will be limited in quantity and will save you \$300.00 when compared to the price of each component sold separately.

SET FEATURES

- F-3 ABA DIESEL LOCOMOTIVE SET
- 4-CAR PASSENGER CAR CONSIST
- 72" X 92" 20-PIECE SCALETRAX OVAL
- SCALETRAX TRACK LOCKON

LOCOMOTIVE FEATURES

- DIRECTIONALLY CONTROLLED HEADLIGHTS
- METAL WHEELS, AXLES AND GEARS
- DIE-CAST TRUCK SIDES, PILOTS AND FUEL TANK
- (2) REMOTELY CONTROLLED PROTO-COUPERS™
- COLORFUL PAINT SCHEME
- METAL CHASSIS
- METAL HANDRAILS AND DECORATIVE HORN
- ILLUMINATED NUMBER BOARDS

- LIGHTED MARKER LIGHTS
- METAL BODY SIDE GRILLES
- SPINNING ROOF FANS
- (2) PRECISION FLYWHEEL EQUIPPED MOTORS IN EACH A-UNIT
- (2) CAB FIGURES IN EACH A UNIT
- LIGHTED CAB INTERIORS
- (2) OPERATING SMOKE UNITS

- LOCOMOTIVE SPEED CONTROL
- INTRICATELY DETAILED ABS BODIES
- OPERATING MARS LIGHT
- PROTO-SOUND® 2.0 WITH THE DIGITAL COMMAND SYSTEM FEATURING: PASSENGER STATION PROTO-EFFECTS™
- UNIT MEASURES: 40 1/4" X 2 5/8" X 3 3/4"
- OPERATES ON 0-42 CURVES

PASSENGER CAR FEATURES

- INTRICATELY DETAILED DURABLE ABS BODIES
- DIE-CAST 4-WHEEL TRUCKS
- OPERATING DIE-CAST METAL COUPLERS
- SEPARATE METAL HANDRAILS
- FAST-ANGLE WHEEL SETS

- NEEDLE-POINT AXLES
- OPENING CAR DOORS
- DETAILED INTERIORS
- 10 PASSENGER FIGURES IN EACH PASSENGER CAR
- OVERHEAD INTERIOR LIGHTING



GG-1 TRAIN SET



Pennsylvania - GG-1 Express Beer Train Set
20-5580-1 Proto-Sound® 2.0 \$799.95

SAVE \$300
WHEN YOU BUY THE SET



**ENGINEER
FIGURES**

**OPENING
ROOF HATCH**



The GG-1 could be called the Gold Standard for electric locomotives, with its unparalleled longevity and road performance. Its incredible performance record is probably due to the fact that it had to compete for its spot on the Pennsy roster. When the PRR was in the market for a new high-speed passenger locomotive, it was given two prototypes to consider. The GG-1, based on the New Haven EP3, defeated the R1 in the contest to determine which engine Pennsy would order, and so began the engine's unparalleled dominance.

The 139-unit GG-1 fleet was built between 1934-44, primarily for passenger work, though during WWII and in the 1950s when passenger train miles were reduced the engines did dual duty, pulling freight trains when needed. The GG-1 survived longer than any other locomotive design, lasting well into the 1980s, and survived both the railroad that created it and that road's successor, Penn Central.

This all die-cast locomotive returns to the M.T.H. lineup completely outfitted with the power and performance of Proto-Sound® 2.0. The only scale GG-1 that includes conventional remote controlled Proto-Couplers and Proto-Speed Control™ that really works, GG-1 fans won't find a better operating model anywhere. During operation, the pantographs will automatically raise and lower themselves depending on locomotive direction. Movement is accompanied by sound and smoke for an incredibly realistic operating experience.

For 2006 the GG-1 returns to the M.T.H. lineup as a Special Edition train set complete with a five reefer cars and an N-8 caboose. Each of these "Beer" sets will be limited in quantity and will save you \$300.00 when compared to the price of each component sold separately.

SET FEATURES

- DIE-CAST GG-1 ELECTRIC LOCOMOTIVE
- 5-CAR BEER REEFER SET
- N-8 CABOOSE
- 72" X 92" 20-PIECE SCALETRAX OVAL
- SCALETRAX TRACK LOCKON

LOCOMOTIVE FEATURES

- DIRECTIONALLY CONTROLLED HEADLIGHTS
- INTRICATELY DETAILED DIE-CAST BODY
- METAL WHEELS, AXLES AND GEARS
- REMOTELY CONTROLLED OPERATING PANTOGRAPHS
- ENHANCED DETAIL DIE-CAST TRUCK SIDES & PILOTS
- (2) REMOTELY CONTROLLED PROTO-COUPERS™
- AUTHENTIC PAINT SCHEME
- METAL CHASSIS

- (2) PRECISION FLYWHEEL EQUIPPED MOTORS
- LIGHTED CAB INTERIOR
- SEE-THROUGH METAL BODY SIDE GRILLS
- OPENING DOORS
- OPENING HATCHES
- ILLUMINATED NUMBER BOARDS
- LIGHTED MARKER LIGHTS
- LOCOMOTIVE SPEED CONTROL

- (2) ENGINEER CAB FIGURES
- OPERATING SMOKE UNIT
- PROTO-SOUND® 2.0 WITH FREIGHT YARD PROTO-EFFECTS™
- UNIT MEASURES: 20" X 2 5/8" X 4"
- OPERATES ON O-54 CURVES

FREIGHT FEATURES

- INTRICATELY DETAILED DURABLE ABS BODIES
- DIE-CAST 4 AND 6-WHEEL TRUCKS
- OPERATING DIE-CAST METAL COUPLERS
- SEPARATE METAL HANDRAILS
- FAST-ANGLE WHEEL SETS
- NEEDLE-POINT AXLES
- OPENING CAR DOORS



BMT 2500 SERIES SUBWAY CAR SET



BMT 2500 Series 3-Car Subway Set
20-2675-1 Proto-Sound® 2.0 \$449.95

NEW!

MODERN ERA



BMT 2500 Series 3-Car Subway Set Add-On
20-2675-3 Non-Powered \$299.95

NEW!

New for 2006, M.T.H. introduces full-scale models of the subway cars that served Brooklyn for 50 years. Built in the World War I era by American Car & Foundry, the 2500-series cars were part of a family of over 900 similar cars that became known as BMT Standards. The BMT, as Jim Poulos puts it on his bmt-lines.com Web site, “was arguably New York’s best subway. Incorporated in 1923 as a re-organization of the then-bankrupt Brooklyn Rapid Transit Company, the Brooklyn-Manhattan Transit Corporation emerged to operate the most colorful, innovative, progressive, and profitable subway line in New York City. Unfortunately political and economic considerations prompted a municipal takeover in 1940.” The system later became known as the BMT division of the New York City Transit Authority.

Through all the changes in names and management, the 2500-series cars and their brethren soldiered on until the mid-1960s. At the time of their construction, they had represented the state of the art in transit cars, with features such as a coupler that incorporated all the electrical connections between cars, and headlights and tail-lights that automatically reversed direction according to the position of the motorman’s control handle. The spacious interiors of the BMT Standards were 16’ longer and a foot wider than those of competitive Interborough Rapid Transit (IRT) cars, whose size was limited by tight tunnel clearances. But fifty years later, as the BMT Standards rode out their final years in service, passengers must have felt they were stepping into a time warp when they rode these non-air conditioned cars with wooden window sashes lit by bare incandescent light bulbs. Originally built as single 67’ cars with a control cab at each end, many of the 2500-series cars were later modified into permanently coupled 3-unit sets with a control cab at each end.

The Premier BMT subway set features transit stop simulation available only from M.T.H. Designed specifically for our municipal transit cars, the unique Proto-Sound® 2.0 transit program features Station Stop Proto-Effects™, allowing you to program the train to stop automatically at designated station stops, even in Conventional Mode. When configured to run on automatic, the subway stops itself at locations you define and calls out accurate BMT station names that you select in advance; the subway essentially runs itself. And when you program the set 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.

FEATURES

- DIRECTIONALLY CONTROLLED HEADLIGHTS
- INTRICATELY DETAILED ABS BODIES
- METAL WHEELS AND AXLES
- DETAILED CAR INTERIORS
- LOCOMOTIVE SPEED CONTROL

- DIE-CAST TRUCK SIDES
- (2) REMOTELY CONTROLLED PROTO-COUPERS™
- AUTHENTIC PAINT SCHEME
- OPERATES ON 0-42 CURVES
- ALL METAL WHEELS AND GEARS
- ILLUMINATED DESTINATION BOARDS

- METAL CHASSIS
- 10 PASSENGER FIGURES IN EACH NON-POWERED CAR
- (2) PRECISION FLYWHEEL EQUIPPED MOTORS IN POWERED UNIT
- LIGHTED INTERIOR

- PROTO-SOUND® 2.0 WITH THE DIGITAL COMMAND SYSTEM FEATURING PASSENGER STATION STOP PROTO-EFFECTS™
- 3-CAR SET MEASURES: 52" X 2 1/2" X 3"





HARLEY-DAVIDSON® DIESEL COLLECTOR SET

HARLEY-DAVIDSON
OFFICIAL LICENSED PRODUCT

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Manufactured by M.T.H. Electric Trains under license from
Harley-Davidson Motor Company.
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7020 Columbia Gateway Drive, Columbia, Maryland 21046



Harley-Davidson® - FT ABA Diesel Set
20-2563-1 Proto-Sound® 2.0 \$699.95
20-2563-3 Non-Powered FT B-Unit \$159.95



Harley-Davidson® - Bay Window Caboose
20-91156 \$59.95



2003

Harley-Davidson® - Box Car

20-93213	1903	\$49.95
20-93214	1910	\$49.95
20-93215	1920	\$49.95
20-93216	1930	\$49.95
20-93217	1942	\$49.95
20-93218	1954	\$49.95
20-93219	1960	\$49.95
20-93220	1979	\$49.95
20-93221	1981	\$49.95
20-93222	1990	\$49.95
20-93223	2003	\$49.95



1903



1920



1942



1960



1981



1910



1930



1954



1979



1990

With over a century of history, Harley-Davidson® is one of today's most recognized brand names. Now, for the first time, O Gauge modeler's have a chance to capture that history with M.T.H.'s 11-Car "Decade" Series of Premier Line O Gauge Box Cars. Each car features a recreation of an authentic, Harley-Davidson® advertisement on the car's side and a deco scheme that complements the look and feel of Harley's advertising theme at that time. Collect your favorite decade or two or even all 11 for a truly unique collection of one of America's most recognized icons. Extremely limited production quantities ensure that this offer won't last long.

Of course, you'll want to pull these magnificent cars on your O Gauge pike, so head them up with an FT ABA Diesel Set that sports the classic looks and colors of Harley-Davidson®. A matching caboose rounds out the set for a total consist of 15 items!

Like all Premier Line O Gauge models, the locomotive, caboose and box cars featured in this set are all built to exacting 1/48th scale proportions based on real-life prototypes. Fully equipped with digital sound, each locomotive plays not only authentic locomotive engine, horn and bell sounds, but also the classic sounds of a Harley-Davidson® bike being loaded into box cars for transport. The real-life FT engine was originally created for the railroads in late 1939 by General Motors' Electro Motive Division, in the La Grange, IL, General Motors plant. The locomotive was bold and sure of itself sporting an efficient design that spelled the end of the steam locomotive's reign. The FT initially was made up of two units, each equipped with a 16-cylinder engine that hammered out 1350 units of horsepower. The units were either designated as "A," which were 48'3" long or "B," a 48'1" booster. The set was capable of delivering a combined horsepower rating of 5400. Initially, EMD issued FTs in semi-permanent coupled pairs, but the A-B-A arrangement was an alternative.

Each Premier Line box car is a 1/48th replica of a 40' long box car, the most common box car used on real-life railroads for most of the 20th century. The O Gauge model features a durable ABS plastic body, metal handrails, die-cast sprung metal trucks and opening doors. The caboose, a bay window model commonly found in the 1950s and later, features a detailed interior, complete with brakeman figure. Like the box car, the caboose sits atop die-cast metal trucks and includes operating interior lighting.

Each car, locomotive set and caboose will be extremely limited in production. This is the second in a series of Premier Line Harley-Davidson® limited production sets from M.T.H. The first set sold through in late 2004 and delivered during the summer of 2005.

DID YOU KNOW?

At first, EMD referred to FT A and B units with couplers and draft gears at both ends as model FS, but the name didn't catch on.

LOCOMOTIVE FEATURES

- COLORFUL PAINT SCHEME
- METAL CHASSIS
- INTRICATELY DETAILED ABS BODY
- METAL WHEELS AND AXLES
- DIE-CAST TRUCK SIDES & FUEL TANK
- (2) REMOTELY CONTROLLED PROTO-COUPERS™
- (2) MOTORS IN EACH A-UNIT

- OPERATING METAL COUPLERS
- PROTO-SOUND® 2.0 WITH THE DIGITAL COMMAND SYSTEM FEATURING: FREIGHT YARD PROTO-EFFECTS™
- UNIT MEASURES: 38 1/4" X 2 5/8" X 3 3/4"
- OPERATES ON O-31 CURVES

NON-POWERED B-UNIT

- COLORFUL PAINT SCHEME
- METAL CHASSIS
- INTRICATELY DETAILED ABS BODY
- METAL WHEELS AND AXLES
- DIE-CAST TRUCK SIDES & FUEL TANK
- (2) OPERATING METAL COUPLERS
- UNIT MEASURES: 12 5/8" X 2 5/8" X 3 3/4"
- OPERATES ON O-31 CURVES

FREIGHT CAR 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
- SEPARATE METAL HANDRAILS
- DECORATIVE BRAKE WHEELS
- CABOOSE BRAKEMAN FIGURE
- CABOOSE INTERIORS WITH OVERHEAD LIGHTING
- SLIDING BOX CAR DOORS

- 1:48 SCALE DIMENSIONS
- CABOOSE MEASURES: 10 7/8" X 2 15/16" X 3 13/16"
- BOX CAR MEASURES: 11 5/8" X 2 5/8" X 3 3/4"
- OPERATES ON O-31 CURVES

JOHN DEERE FLAT CARS

John Deere is a registered trademark of Deere & Company



John Deere - Flat Car w/(1) Wheel Loader
20-98506 \$69.95



John Deere - 47' Heavy Duty Flat Car w/(1) 400D Dump Truck
20-98509 \$69.95



John Deere - Flat Car w/(3) 650H Bull Dozers
20-98508 \$69.95



John Deere - Flat Car w/ 48' Trailer
20-98510 \$69.95



John Deere - Flat Car w/(3) 630LP Tractors
20-98505 \$69.95

M.T.H. Premier O Scale freight cars are the perfect complement to any manufacturer's scale proportioned O Gauge locomotives. Whether you prefer to purchase cars separately or assemble a unit train, M.T.H. Premier Rolling Stock has the cars for you in a variety of car types and paint schemes.

Virtually every sturdy car is offered in two car numbers which makes it even easier than ever to combine them into a multi-car consist. Many of M.T.H.'s Premier Rolling Stock offerings can also operate on the tightest O Gauge curves giving them even more added versatility to your layout.

For those interested in a more scale appearance, many cars feature built-in mounting platforms for Kadee® scale couplers. Full conversion to 2-rail operation is a snap when optional 2-rail trucks are purchased.



John Deere - Flat Car w/(2) 310SG Backhoe Loader
20-98507 \$69.95

HEAVY DUTY FLAT CARS



Santa Fe - 47' Heavy Duty Flat Car
20-98513 \$59.95



CSX - 47' Heavy Duty Flat Car
20-98512 \$59.95



TTX - 47' Heavy Duty Flat Car
20-98511 \$59.95



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



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



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

FEATURES

- INTRICATELY DETAILED DURABLE ABS BODY
- JOHN DEERE SPECIFIC LOAD
- DIE-CAST 4-WHEEL TRUCKS
- OPERATING DIE-CAST METAL COUPLERS
- COLORFUL, ATTRACTIVE PAINT SCHEMES
- FAST-ANGLE WHEEL SETS

- NEEDLE-POINT AXLES
- 1:48 SCALE DIMENSIONS
- (1) 48' TRAILER
- UNIT MEASURES: 14 1/2" X 2 1/2" X 4 1/2"
- OPERATES ON O-31 CURVES COUPLER™



FEATURES

- INTRICATELY DETAILED DURABLE ABS BODY
- METAL WHEELS AND AXLES
- DIE-CAST 4-WHEEL TRUCKS
- OPERATING DIE-CAST METAL COUPLERS
- COLORFUL, ATTRACTIVE PAINT SCHEMES
- FAST-ANGLE WHEEL SETS
- NEEDLE-POINT AXLES
- 1:48 SCALE DIMENSIONS

(HEAVY DUTY FLAT CARS)

- UNIT MEASURES: 16 1/2" X 2 11/16" X 2 1/8"
- OPERATES ON O-42 CURVES

(FLAT CARS W/2 FORD POLICE CARS)

- DECORATIVE BRAKE WHEELS
- (2) DIE-CAST FORD POLICE CARS
- UNIT MEASURES: 14 5/8" X 2 3/4" X 1 11/16"
- OPERATES ON O-31 CURVES



8000 GALLON TANK CARS



Empire Oil - 8000 Gallon Tank Car
20-96131 \$44.95



Hudson Motor Oil - 8000 Gallon Tank Car
20-96132 \$44.95



Chicago NorthWestern - 8000 Gallon Tank Car
20-96133 \$44.95



Lehigh Valley - 8000 Gallon Tank Car
20-96134 \$44.95

FUNNEL FLOW TANK CARS



H.C. Spinks - Funnel Flow Tank Car
20-96137 \$49.95



Corn Products - Funnel Flow Tank Car
20-96135 \$49.95



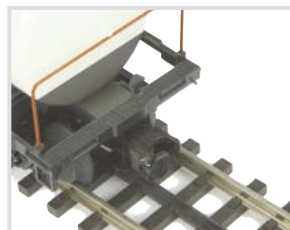
Dana Railcare - Funnel Flow Tank Car
20-96136 \$49.95



Cargil - Funnel Flow Tank Car
20-96138 \$49.95

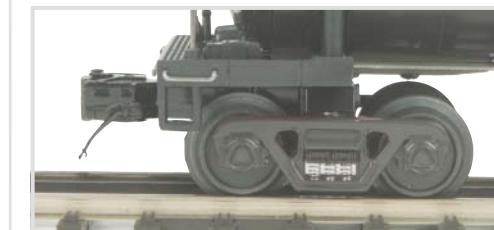
FEATURES

- INTRICATELY DETAILED DURABLE ABS BODY
- METAL WHEELS AND AXLES
- DIE-CAST 4-WHEEL TRUCKS
- OPERATING DIE-CAST METAL COUPLERS
- COLORFUL, ATTRACTIVE PAINT SCHEMES
- FAST-ANGLE WHEEL SETS
- NEEDLE-POINT AXLES
- 1:48 SCALE DIMENSIONS
- SEPARATE METAL HANDRAILS
- UNIT MEASURES: 9 1/16" X 2 3/4" X 3 7/8"
- OPERATES ON O-27 CURVES



FEATURES

- INTRICATELY DETAILED DURABLE ABS BODY
- METAL WHEELS AND AXLES
- DIE-CAST 4-WHEEL TRUCKS
- OPERATING DIE-CAST METAL COUPLERS
- COLORFUL, ATTRACTIVE PAINT SCHEMES
- FAST-ANGLE WHEEL SETS
- NEEDLE-POINT AXLES
- 1:48 SCALE DIMENSIONS
- SEPARATE METAL HANDRAILS
- DECORATIVE BRAKE WHEELS
- UNIT MEASURES: 11" X 2 5/8" X 4"
- OPERATES ON O-31 CURVES



3-BAY CENTERFLOW HOPPERS



Canadian National - 3-Bay Centerflow Hopper
20-97594 \$44.95



Great Northern - 3-Bay Centerflow Hopper
20-97595 \$44.95



Denver Rio Grande Western - 3-Bay Centerflow Hopper
20-97593 \$44.95



Louisville & Nashville - 3-Bay Centerflow Hopper
20-97596 \$44.95

PS-2 HOPPER CARS



Southern - Ps-2 Hopper Car
20-97168 \$42.95



Jersey Central - Ps-2 Hopper Car
20-97167 \$42.95



Lehigh New England - Ps-2 Hopper Car
20-97170 \$42.95



SOO Line - Ps-2 Hopper Car
20-97169 \$42.95

FEATURES

- INTRICATELY DETAILED DURABLE ABS BODY
- METAL WHEELS AND AXLES
- DIE-CAST 4-WHEEL TRUCKS
- OPERATING DIE-CAST METAL COUPLERS
- COLORFUL, ATTRACTIVE PAINT SCHEMES
- FAST-ANGLE WHEEL SETS

- NEEDLE-POINT AXLES
- 1:48 SCALE DIMENSIONS
- UNIT MEASURES: 13 7/8" X 2 11/16" X 3 7/8"
- OPERATES ON O-31 CURVES



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
- 1:48 SCALE DIMENSIONS
- UNIT MEASURES: 10" X 2 9/16" X 3 3/8"
- OPERATES ON O-31 CURVES



PS-2 CD HIGH-SIDED HOPPER CARS



Erie Lackawanna - Ps-2 CD High-Sided Hopper Car
20-97172 \$44.95



Burlington Northern - Ps-2 CD High-Sided Hopper Car
20-97171 \$44.95



CSX - Ps-2 CD High-Sided Hopper Car
20-97174 \$44.95



Chessie - Ps-2 CD High-Sided Hopper Car
20-97173 \$44.95

4-BAY HOPPER CARS



Baltimore & Ohio - 4-Bay Hopper Car
20-97586 \$44.95



Kansas City Southern - 4-Bay Hopper Car
20-97591 \$44.95



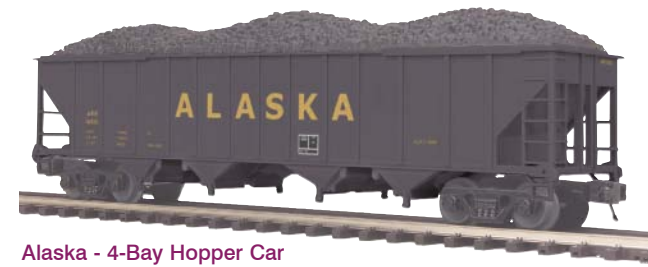
Burlington Northern - 4-Bay Hopper Car
20-97588 \$44.95



Canadian Pacific - 4-Bay Hopper Car
20-97587 \$44.95



Maryland Midland - 4-Bay Hopper Car
20-97589 \$44.95



Alaska - 4-Bay Hopper Car
20-97592 \$44.95



Penn Central - 4-Bay Hopper Car
20-97590 \$44.95

FEATURES

- INTRICATELY DETAILED DURABLE ABS BODY
- METAL WHEELS AND AXLES
- DIE-CAST 4-WHEEL TRUCKS
- OPERATING DIE-CAST METAL COUPLERS
- COLORFUL, ATTRACTIVE PAINT SCHEMES
- FAST-ANGLE WHEEL SETS

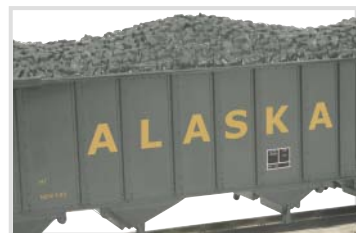
- NEEDLE-POINT AXLES
- 1:48 SCALE DIMENSIONS
- UNIT MEASURES: 14" X 2 11/16" X 3 13/16"
- OPERATES ON O-31 CURVES



FEATURES

- INTRICATELY DETAILED DURABLE ABS BODY
- METAL WHEELS AND AXLES
- DIE-CAST 4-WHEEL TRUCKS
- OPERATING DIE-CAST METAL COUPLERS
- COLORFUL, ATTRACTIVE PAINT SCHEMES
- FAST-ANGLE WHEEL SETS

- NEEDLE-POINT AXLES
- 1:48 SCALE DIMENSIONS
- UNIT MEASURES: 13 1/4" X 2 5/8" X 3"
- OPERATES ON O-31 CURVES



34' COMPOSITE HOPPER CARS



Unlettered - 34' Composite Hopper Car
20-97175 \$44.95



Central of Georgia - 34' Composite Hopper Car
20-97166 \$44.95



Burlington 34' - Composite Hopper Car
20-97164 \$44.95



Pennsylvania - 34' Composite Hopper Car
20-97163 \$44.95



Wabash - 34' Composite Hopper Car
20-97165 \$44.95

R50B EXPRESS REEFER CARS



Union Pacific - 34' R50B Express Reefer Car
20-94115 \$59.95



Great Northern - 34' R50B Express Reefer Car
20-94114 \$59.95



Long Island - 34' R50B Express Reefer Car
20-94113 \$59.95



Baltimore & Ohio - 34' R50B Express Reefer Car
20-94116 \$59.95

FEATURES

- INTRICATELY DETAILED DURABLE ABS BODY
- METAL WHEELS AND AXLES
- OPERATING INTERIOR LIGHTING
- DIE-CAST 4-WHEEL TRUCKS
- COLORFUL, ATTRACTIVE PAINT SCHEMES
- OPERATING DIE-CAST METAL COUPLERS
- FAST-ANGLE WHEEL SETS
- NEEDLE-POINT AXLES
- 1:48 SCALE DIMENSIONS
- UNIT MEASURES: 9 1/2" X 2 3/4" X 2 3/4"
- OPERATES ON O-27 CURVES



FEATURES

- INTRICATELY DETAILED DURABLE ABS BODY
- METAL WHEELS AND AXLES
- DIE-CAST 4-WHEEL TRUCKS
- OPERATING DIE-CAST METAL COUPLERS
- COLORFUL, ATTRACTIVE PAINT SCHEMES
- FAST-ANGLE WHEEL SETS
- NEEDLE-POINT AXLES
- 1:48 SCALE DIMENSIONS
- UNIT MEASURES: 14 1/2" X 2 1/2" X 3 1/2"
- OPERATES ON O-31 CURVES

THESE MAKE A GREAT HEAD-END CAR FOR PREVIOUS PREMIER LINE PASSENGER CAR SET RELEASES.



36' WOODSIDED REEFER CARS



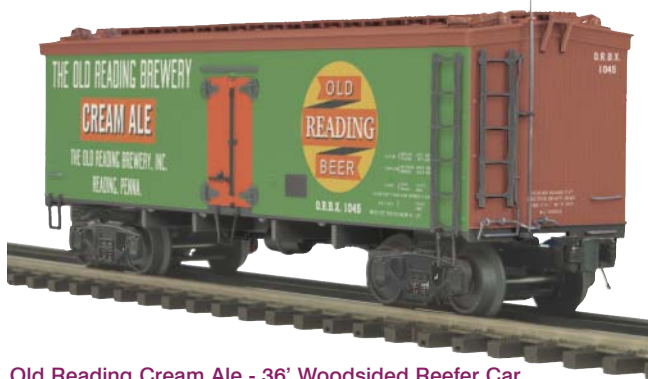
Land O Lakes - 36' Woodsided Reefer Car
20-94316 \$49.95



Narragansett Ale - 36' Woodsided Reefer Car
20-94317 \$49.95



Esslinger's Lager Beer - 36' Woodsided Reefer Car
20-94319 \$49.95



Old Reading Cream Ale - 36' Woodsided Reefer Car
20-94318 \$49.95



Unlettered - 36' Woodsided Reefer Car
20-94320 \$49.95

40' STEEL SIDED REEFER CARS



Canadian National - 40' Steel Sided Reefer Car
20-94107 \$49.95



Canadian Pacific - 40' Steel Sided Reefer Car
20-94106 \$49.95



New York Central - 40' Steel Sided Reefer Car
20-94105 \$49.95



Northern Pacific - 40' Steel Sided Reefer Car
20-94108 \$49.95

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
- 1:48 SCALE DIMENSIONS
- UNIT MEASURES: 10 3/4" X 2 3/8" X 3 1/4"
- OPERATES ON O-27 CURVES



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
- 1:48 SCALE DIMENSIONS
- UNIT MEASURES: 11 3/4" X 2 9/16" X 3 1/2"
- OPERATES ON O-31 CURVES



REEFER CARS

40' USRA DOUBLE-SHEATHED BOX CARS



Globe Brewery - Reefer Car
20-94109 \$49.95



Kair's Beer - Reefer Car
20-94110 \$49.95



Chessie - Reefer Car
20-94111 \$49.95



Jersey Central - Reefer Car
20-94112 \$49.95



Union Pacific - 40' USRA Double Sheathed Box Car
20-93294 \$49.95



Chicago NorthWestern - 40' USRA Double Sheathed Box Car
20-93295 \$49.95



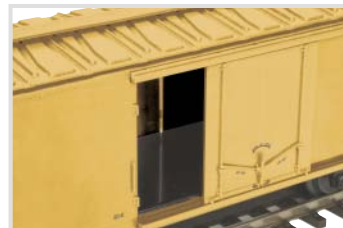
Santa Fe - 40' USRA Double Sheathed Box Car
20-93296 \$49.95



Lehigh Valley - 40' USRA Double Sheathed Box Car
20-93297 \$49.95

FEATURES

- INTRICATELY DETAILED DURABLE ABS BODY
- METAL WHEELS AND AXLES
- DIE-CAST 4-WHEEL TRUCKS
- OPERATING DIE-CAST METAL COUPLERS
- COLORFUL, ATTRACTIVE PAINT SCHEMES
- FAST-ANGLE WHEEL SETS
- NEEDLE-POINT AXLES
- 1:48 SCALE DIMENSIONS
- UNIT MEASURES: 11 5/8" X 2 3/4" X 3 9/16"
- OPERATES ON O-31 CURVES



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
- 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



40' USRA SINGLE-SHEATHED BOX CARS



NEW!
Southern Pacific - 40' USRA Single Sheathed Box Car
20-93299 \$49.95



NEW!
Pennsylvania - 40' USRA Single Sheathed Box Car
20-93298 \$49.95



NEW!
Michigan Central - 40' USRA Single Sheathed Box Car
20-93301 \$49.95



NEW!
Western Maryland - 40' USRA Single Sheathed Box Car
20-93300 \$49.95

50' HIGH CUBE BOX CARS



Pennsylvania - 50' High Cube Box Car
20-93307 \$49.95



Kansas City Southern - 50' High Cube Box Car
20-93306 \$49.95



International Bridge and Terminal - 50' High Cube Box Car
20-93309 \$49.95



Unlettered - 50' High Cube Box Car
20-93319 \$49.95



Illinois Central - 50' High Cube Box Car
20-93308 \$49.95



CONVERT TO 2-RAIL WITH 2-RAIL TRUCKS
2-Rail Roller Bearing Two-Truck Pack
Item. No. 20-89002 \$12.99

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
- 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



CONVERT TO 2-RAIL WITH 2-RAIL TRUCKS
2-Rail Roller Bearing Two-Truck Pack
Item. No. 20-89002 \$12.99



FEATURES

- INTRICATELY DETAILED DURABLE ABS BODY
- 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
- UNIT MEASURES: 14 1/2" X 2 5/8" X 4 3/16"
- 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
- 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

40' SINGLE DOOR BOX CARS



Norfolk & Western Milwaukee Road - 40' Single Door Box Car
20-93316 \$44.95



Western Pacific - 40' Single Door Box Car
20-93314 \$44.95



Denver Rio Grande - 40' Single Door Box Car
20-93317 \$44.95



Milwaukee Road - 40' Single Door Box Car
20-93315 \$44.95

50' DOUBLE DOOR PLUGGED BOX CARS



Wisconsin & Southern - 50' Dbl. Door Plugged Boxcar
20-93302 \$49.95



Western Maryland - 50' Dbl. Door Plugged Boxcar
20-93305 \$49.95



Burlington Northern - 50' Dbl. Door Plugged Boxcar
20-93304 \$49.95



Illinois Central 50' - Dbl. Door Plugged Boxcar
20-93303 \$49.95

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
- 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



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
- SLIDING CAR DOORS
- 1:48 SCALE DIMENSIONS
- UNIT MEASURES: 14 1/8" X 2 11/16" X 3 15/16"
- OPERATES ON O-31 CURVES



40' AAR BOX CARS



Reading - 40' AAR Box Car
20-93292 \$44.95



New York Central - 40' AAR Box Car
20-93291 \$44.95



Chesapeake & Ohio - 40' AAR Box Car
20-93290 \$44.95



Southern Pacific - 40' AAR Box Car
20-93293 \$44.95



Unlettered - 40' AAR Box Car
20-93320 \$44.95

- 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
- SLIDING CAR DOORS
- 1:48 SCALE DIMENSIONS
- UNIT MEASURES: 11 1/2" X 2 5/8" X 3 3/4"
- OPERATES ON O-31 CURVES



50-TON 41' WOOD FLAT CARS



Norfolk & Western - 50-Ton 41' Wood Flat Car
20-98517 \$39.95



Chesapeake & Ohio - 50-Ton 41' Wood Flat Car
20-98516 \$39.95



Pennsylvania - 50-Ton 41' Wood Flat Car
20-98515 \$39.95



Seattle Portland & Spokane - 50-Ton 41' Wood Flat Car
20-98514 \$39.95

- FEATURES**
- INTRICATELY DETAILED DURABLE ABS BODY
 - INTRICATELY DETAILED DURABLE ABS BODY
 - METAL WHEELS AND AXLES
 - DIE-CAST 4-WHEEL TRUCKS
 - OPERATING DIE-CAST METAL COUPLERS
 - COLORFUL, ATTRACTIVE PAINT SCHEMES

- FAST-ANGLE WHEEL SETS
- NEEDLE-POINT AXLES
- 1:48 SCALE DIMENSIONS
- (1) 48" TRAILER
- UNIT MEASURES: 11 3/4" X 2 1/2" X 1 1/16"
- OPERATES ON O-31 CURVES



TANK CARS



Alaska - Tank Car
20-96139 \$49.95



Reading - Tank Car
20-96141 \$49.95



Cen-Pe-Co - Tank Car
20-96140 \$49.95



Marine Gasoline - Tank Car
20-96142 \$49.95

BAY WINDOW CABOOSES



Pittsburgh & Lake Erie - Bay Window Caboose
20-91198 \$59.95



Union Pacific - Bay Window Caboose
20-91199 \$59.95



Maryland Midland - Bay Window Caboose
20-91196 \$59.95



Santa Fe Bay - Window Caboose
20-91197 \$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
- 1:48 SCALE DIMENSIONS
- SEPARATE METAL HANDRAILS
- UNIT MEASURES: 12" X 2 3/4" X 4 3/16"
- OPERATES ON O-27 CURVES



FEATURES

- INTRICATELY DETAILED DURABLE ABS BODY
- METAL WHEELS AND AXLES
- DIE-CAST 4-WHEEL TRUCKS
- OPERATING DIE-CAST METAL COUPLERS
- COLORFUL, ATTRACTIVE PAINT SCHEMES
- FAST-ANGLE WHEEL SETS
- NEEDLE-POINT AXLES
- 1:48 SCALE DIMENSIONS
- CABOOSE INTERIORS WITH OVERHEAD LIGHTING
- BRAKEMAN FIGURE
- SEPARATE METAL HANDRAILS
- DECORATIVE BRAKE WHEELS
- 1:48 SCALE DIMENSIONS
- UNIT MEASURES: 10 7/8" X 2 15/16" X 3 13/16"
- OPERATES ON O-31 CURVES



EXTENDED VISION CABOOSES



Santa Fe - Extended Vision Caboose
20-91202 \$59.95



Duluth Missabe & Iron Range - Extended Vision Caboose
20-91203 \$59.95



New York Central - Extended Vision Caboose
20-91200 \$59.95



Chessie - Extended Vision Caboose
20-91201 \$59.95

CENTER CUPOLA STEEL CABOOSES



Penn Central - Steel Caboose - Center Cupola
20-91205 \$59.95



Erie Lackawanna Steel Caboose - Center Cupola
20-91204 \$59.95



Baltimore & Ohio - Steel Caboose - Center Cupola
20-91206 \$59.95



Grand Trunk Western - Steel Caboose - Center Cupola
20-91207 \$59.95

FEATURES

- DETAILED CAR INTERIOR
- BRAKEMAN FIGURE
- METAL WHEELS AND AXLES
- DIE-CAST 4-WHEEL TRUCKS
- OPERATING DIE-CAST METAL COUPLERS
- COLORFUL, ATTRACTIVE PAINT SCHEMES

- FAST-ANGLE WHEEL SETS
- NEEDLE-POINT AXLES
- 1:48 SCALE DIMENSIONS
- CABOOSE INTERIORS WITH OVERHEAD LIGHTING
- SEPARATE METAL HANDRAILS

- DECORATIVE BRAKE WHEELS
- 1:48 SCALE DIMENSIONS
- UNIT MEASURES: 10 3/4" X 2 3/4" X 4"
- OPERATES ON O-31 CURVES



FEATURES

- INTRICATELY DETAILED DURABLE ABS BODY
- METAL WHEELS AND AXLES
- DIE-CAST 4-WHEEL TRUCKS
- OPERATING DIE-CAST METAL COUPLERS
- COLORFUL, ATTRACTIVE PAINT SCHEMES
- FAST-ANGLE WHEEL SETS

- NEEDLE-POINT AXLES
- 1:48 SCALE DIMENSIONS
- CABOOSE INTERIORS WITH OVERHEAD LIGHTING
- OPERATING INTERIOR LIGHTING
- SEPARATE METAL HANDRAILS

- DECORATIVE BRAKE WHEELS
- UNIT MEASURES: 9 1/8" X 2 7/16" X 3 3/4"
- OPERATES ON O-27 CURVES



HIGH CUBE BOX CAR SETS



TTX - 6-car 50' High Cube Box Car Set

20-90270 Car Numers - 504112, 504115, 504119, 504120, 504126, 504122 \$249.95
 20-90271 Car Numers - 504066, 504061, 504072, 504069, 504060, 504064 \$249.95



Pennsylvania - 6-car 50' High Cube Box Car Set

20-90272 Car Numbers - 12212, 12218, 12220, 12224, 12226, 12214 \$249.95
 20-90273 Car Numbers - 12232, 12222, 12234, 12236, 12240, 12244 \$249.95



Grand Trunk Western - 6-car 50' High Cube Box Car Set

20-90274 Car Numbers - 598090, 598092, 598084, 598085, 598096, 598093 \$249.95
 20-90275 Car Numbers - 598064, 598069, 598063, 598067, 598072, 598075 \$249.95



Burlington Northern - 6-car 50' High Cube Box Car Set

20-90276 Car Numbers - 376889, 376890, 376892, 376895, 376896, 376894 \$249.95
 20-90277 Car Numbers - 376893, 376891, 376899, 376898, 376901, 376904 \$249.95

WOODSIDED REEFER SETS



Narragansett Ale - 6-Car 36' Woodsided Reefer Set

20-90278 Car Numbers - 110, 112, 106, 108, 124, 132 \$249.95
 20-90279 Car Numbers - 128, 118, 116, 114, 126, 120 \$249.95



Esslinger's Lager Beer - 6-Car 36' Woodsided Reefer Set

20-90280 Car Numbers - 17608, 17603, 17609, 17604, 17600, 17601 \$249.95
 20-90281 Car Numbers - 17612, 17619, 17613, 17617, 17610, 17618 \$249.95



Old Reading Cream Ale - 6-Car 36' Woodsided Reefer Set

20-90282 Car Numbers - 1042, 1044, 1045, 1052, 1055, 1059 \$249.95
 20-90283 Car Numbers - 1051, 1058, 1056, 1054, 1048, 1046 \$249.95



Land O'Lakes - 6-Car 36' Woodsided Reefer Set

20-90284 Car Numbers - 10144, 10146, 10148, 10152, 10158, 10162 \$249.95
 20-90285 Car Numbers - 10164, 10168, 10172, 10176, 10178, 10182 \$249.95



MTH Premier O Scale freight cars are the perfect complement to any manufacturer's scale proportioned O Gauge locomotives. Whether you prefer to purchase cars separately or assemble a unit train, MTH Premier Rolling Stock has the cars for you in a variety of car types and paint schemes.

Virtually every sturdy car is offered in two car numbers which makes it even easier than ever to combine them into a multi-car consist. Many of MTH's Premier Rolling Stock offerings can also operate on the tightest O Gauge curves giving them even more added versatility to your layout.



Chesapeake & Ohio - 6-Car 40' AAR Box Car Set

20-90262 Car Numbers 4450, 4446, 4462, 4466, 4459, 4451 \$239.95
 20-90263 Car Numbers 4452, 4449, 4464, 4460, 4458, 4469 \$239.95

40' AAR BOX CAR SETS



New York Central - 6-Car 40' AAR Box Car Set

20-90264 Car Numbers 174484, 174470, 174498, 174475, 174473, 174485 \$239.95
 20-90265 Car Numbers 174483, 174472, 174495, 174476, 174477, 174489 \$239.95



Southern Pacific - 6-Car 40' AAR Box Car Set

20-90268 Car Numbers 96942, 96932, 96937, 96940, 96944, 96931 \$239.95
 20-90269 Car Numbers 96945, 96933, 96934, 96941, 96949, 96930 \$239.95



Reading - 6-Car 40' AAR Box Car Set

20-90266 Car Numbers 113028, 113024, 113020, 113036, 113022, 113037 \$239.95
 20-90267 Car Numbers 113026, 113034, 113038, 113035, 113033, 113030 \$239.95

FEATURES

- 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
- SEPARATE METAL HANDRAILS
- DECORATIVE BRAKE WHEELS
- INTRICATELY DETAILED DURABLE ABS BODIES
- SLIDING CAR DOORS
- 1:48 SCALE DIMENSIONS

HARLEY-DAVIDSON® 3-CAR BOX CAR SET



3- CAR BOX CAR SET - HARLEY-DAVIDSON®

20-90228

\$199.95

SECOND IN SERIES!

FEATURES

- INTRICATELY DETAILED DURABLE ABS BODY
- METAL WHEELS AND AXLES
- DIE-CAST 4-WHEEL TRUCKS
- OPERATING DIE-CAST METAL COUPLERS
- COLORFUL, ATTRACTIVE PAINT SCHEMES
- FAST-ANGLE WHEEL SETS
- NEEDLE-POINT AXLES
- 1:48 SCALE DIMENSIONS
- EACH CAR MEASURES: 11 5/8" X 2 5/8" X 3 3/4"
- OPERATES ON O-31 CURVES

HARLEY-DAVIDSON OFFICIAL LICENSED PRODUCT
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FEATURES

- 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
- SEPARATE METAL HANDRAILS
- DECORATIVE BRAKE WHEELS
- INTRICATELY DETAILED DURABLE ABS BODIES
- SLIDING CAR DOORS
- 1:48 SCALE DIMENSIONS

40' USRA SINGLE AND DOUBLE SHEATHED BOX CAR SETS



Union Pacific - 6-Car 40' USRA Double Sheathed Box Car Set
 20-90294 Car Numbers - 100228, 100106, 100104, 100102, 100116, 100110 \$229.95
 20-90295 Car Numbers - 100111, 100114, 100126, 100122, 100108, 100124 \$229.95



Santa Fe - 6-Car 40' USRA Double Sheathed Box Car Set
 20-90298 Car Numbers - 122398, 122372, 122384, 122375, 122377, 122392 \$229.95
 20-90299 Car Numbers - 122395, 122374, 122382, 122383, 122376, 122397 \$229.95



Southern Pacific - 6-Car 40' USRA Single Sheathed Box Car Set
 20-90303 Car Numbers - 26360, 26364, 26368, 26372, 26375, 26378 \$229.95
 20-90304 Car Numbers - 26365, 26370, 26367, 26379, 26374, 26362 \$229.95



Western Maryland - 6-Car 40' USRA Single Sheathed Box Car Set
 20-90305 Car Numbers - 26311, 26312, 26320, 26305, 26309, 26316 \$229.95
 20-90306 Car Numbers - 26313, 26318, 26314, 26304, 26322, 26317 \$229.95



Chicago and North Western - 6-Car 40' USRA Double Sheathed Box Car Set
 20-90296 Car Numbers - 142204, 142232, 142228, 142206, 142210, 142214 \$229.95
 20-90297 Car Numbers - 142202, 142238, 142220, 142224, 142216, 142236 \$229.95



Pennsylvania - 6-Car 40' USRA Single Sheathed Box Car Set
 20-90302 Car Numbers - 264281, 264276, 264273, 264292, 264295, 264272 \$229.95
 20-90301 Car Numbers - 264275, 264278, 264282, 264280, 264279, 264285 \$229.95



Michigan Central (NYC) - 6-Car 40' USRA Single Sheathed Box Car Set
 20-90307 Car Numbers - 80022, 80028, 80029, 80034, 80056, 80021 \$229.95
 20-90308 Car Numbers - 80020, 80016, 80054, 80042, 80052, 80044 \$229.95

SKELETON FLAT CAR SET WITH LOG LOAD



Timberland Development Co. - 6-Car Skeleton Flat Car Set w/Log Load
 20-90288 Car Numbers - 201, 202, 205, 209, 207, 200 \$199.95
 20-90289 Car Numbers - 206, 204, 220, 213, 217, 212 \$199.95



The Pacific Lumber Company - 6-Car Skeleton Flat Car Set w/Log Load
 20-90292 Car Numbers - 180, 181, 185, 182, 186, 187 \$199.95
 20-90293 Car Numbers - 184, 190, 189, 188, 193, 192 \$199.95



Western Forest Industries - 6-Car Skeleton Flat Car Set w/Log Load
 20-90290 Car Numbers - 4206, 4201, 4208, 4207, 4210, 4219 \$199.95
 20-90291 Car Numbers - 4200, 4216, 4203, 4209, 4205, 4218 \$199.95



Climax - 6-Car Skeleton Flat Car Set w/Log Load
 20-90286 Car Numbers - 1108, 1102, 1105, 1103, 1120, 1107 \$199.95
 20-90287 Car Numbers - 1106, 1112, 1110, 1119, 1117, 1115 \$199.95



FEATURES

- DURABLE ABS INTRICATELY DETAILED BODIES
- METAL WHEELS AND AXLES
- DIE-CAST 4-WHEEL TRUCKS
- OPERATING DIE-CAST METAL COUPLERS
- OPERATES ON O-31 CURVES
- 1:48 SCALE DIMENSIONS
- EACH CAR MEASURES 14 1/2" X 2 5/8" 4 3/16"

FEATURES

- DURABLE ABS INTRICATELY DETAILED BODIES
- METAL WHEELS AND AXLES
- DIE-CAST 4-WHEEL TRUCKS
- OPERATING DIE-CAST METAL COUPLERS
- COLORFUL, ATTRACTIVE PAINT SCHEMES
- FAST-ANGLE WHEEL SETS
- NEEDLE-POINT AXLES
- 1:48 SCALE DIMENSIONS
- OPERATES ON O-31 CURVES

MADISON CARS

Mate up your Premier Line 4-4-0 or 2-8-0 19th century steam locomotives with these era-correct woodsided passenger cars for an eye-catching consist guaranteed to stand out on your layout.

Durably constructed from ABS bodies mounted atop die-cast metal 6-wheel trucks, these handsome cars feature detailed car interiors and overhead lighting. Inside each car are ten period-specific passenger figures marveling at the comfort of modern travel!

NEW YORK CENTRAL **NEW!**



3-Car 64' Woodsided Passenger Set- Madison
20-62001 \$249.95



64' Woodsided Coach Car
20-62002 \$89.95

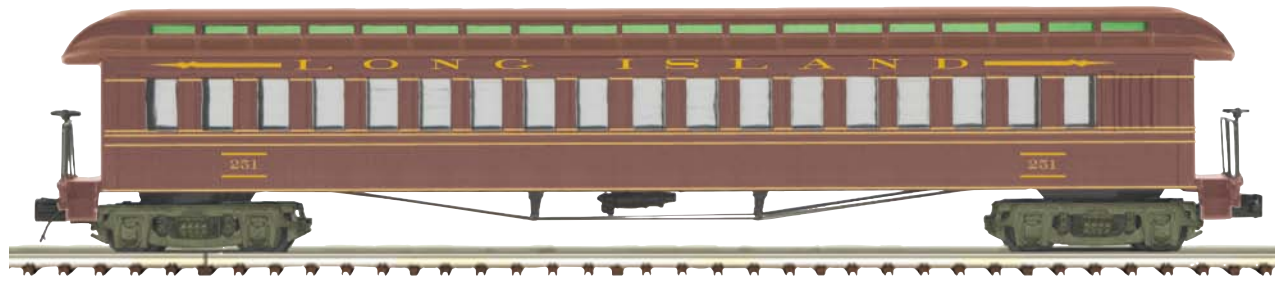


3-Car 64' Woodsided Passenger Set- Madison
20-62003 \$249.95

NEW! PENNSYLVANIA

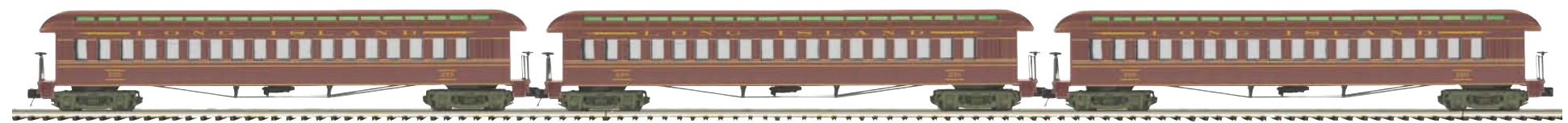


64' Woodsided Coach Car
20-62004 \$89.95



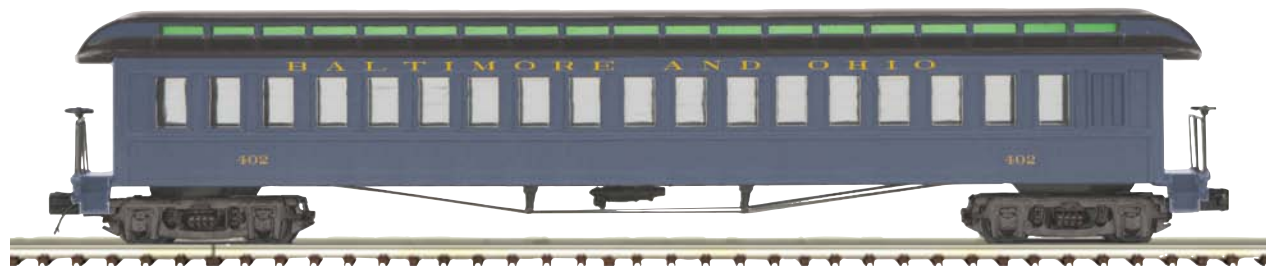
64' Woodsided Coach Car
20-62006 \$89.95

LONG ISLAND **NEW!**

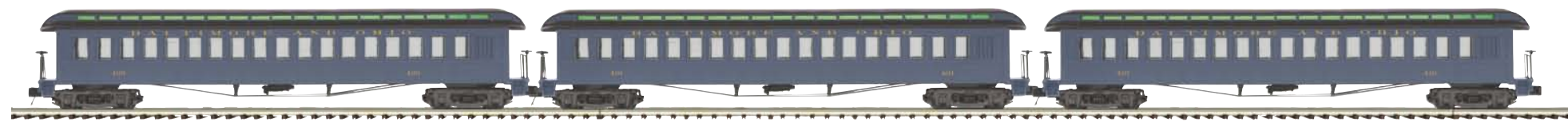


3-Car 64' Woodsided Passenger Set- Madison
20-62005 \$249.95

NEW! BALTIMORE & OHIO



64' Woodsided Coach Car
20-62008 \$89.95



3-Car 64' Woodsided Passenger Set- Madison
20-62007 \$249.95

FEATURES

- DURABLE ABS INTRICATELY DETAILED BODIES
- METAL WHEELS AND AXLES
- OVERHEAD INTERIOR LIGHTING
- DIE-CAST 6-WHEEL TRUCKS
- OPERATING DIE-CAST METAL COUPLERS
- COLORFUL, ATTRACTIVE PAINT SCHEMES
- SEPARATE METAL HANDRAILS
- FAST-ANGLE WHEEL SETS
- NEEDLE-POINT AXLES
- DETAILED CAR INTERIORS
- 10 PASSENGER FIGURES IN EACH COACH CAR
- 1:48 SCALE DIMENSIONS
- DETAILED CAR UNDERCARRIAGE
- 3-CAR SETS FEATURES (3) COACHES
- UNIT MEASURES: 51 5/8" X 2 1/2" X 3 5/8"
- OPERATES ON O-42 CURVES

STREAMLINED PASSENGER CARS

It is hard to match the excitement and beauty of a long, sleek passenger train speeding down the rails. M.T.H.'s Premier Line scale streamlined passenger cars and sets will bring exactly the right, realistic look to your passenger consists.

No other manufacturer matches the quality and value found inside an M.T.H. Premier Line passenger car. Using an intricately detailed, yet durable ABS body atop smooth rolling die-cast metal trucks results in a lightweight car that won't bog down a locomotive struggling to pull heavy aluminum passenger cars. What's more, each Premier Line passenger car features detailed car interiors and overhead lighting for a realistic and authentic appearance. Separately sold passenger car figures can be added for those desiring an added touch of realism.



PENNSYLVANIA

70' ABS Full Length Vista Dome Passenger Car - Smooth
20-67092 \$79.95



2-Car 70' ABS Slpr/Diner Passenger Set - Smooth
20-66092 \$159.95



5-Car 70' ABS Passenger Set - Smooth
20-65092 \$399.95



RIO GRANDE

70' ABS Full Length Vista Dome Passenger Car - Smooth
20-67093 \$79.95



2-Car 70' ABS Slpr/Diner Passenger Set - Smooth
20-66093 \$159.95



5-Car 70' ABS Passenger Set - Smooth
20-65093 \$399.95

NEW YORK CENTRAL



70' ABS Full Length Vista Dome Passenger Car - Ribbed
20-67094 \$79.95



2-Car 70' ABS Slpr/Diner Passenger Set - Ribbed
20-66094 \$159.95



New York Central 5-Car 70' ABS Passenger Set - Ribbed
20-65094 \$399.95

MILWAUKEE ROAD



70' ABS Full Length Vista Dome Passenger Car - Ribbed
20-67071 \$79.95



2-Car 70' ABS Slpr/Diner Passenger Set - Ribbed
20-66071 \$159.95



Milwaukee Road 5-Car 70' ABS Passenger Set - Ribbed
20-65071 \$399.95



NEW HAVEN

70' ABS Full Length Vista Dome Passenger Car - Ribbed
20-67085 \$79.95



2-Car 70' ABS Slpr/Diner Passenger Set - Ribbed
20-66085 \$159.95



5-Car 70' ABS Passenger Set - Ribbed
20-65085 \$399.95



SANTA FE

70' ABS Full Length Vista Dome Passenger Car - Ribbed
20-67087 \$79.95



2-Car 70' ABS Slpr/Diner Passenger Set - Ribbed
20-66087 \$159.95



5-Car 70' ABS Passenger Set - Ribbed
20-65087 \$399.95

DELAWARE & HUDSON



70' ABS Full Length Vista Dome Passenger Car - Ribbed
20-67084 \$79.95



2-Car 70' ABS Slpr/Diner Passenger Set - Ribbed
20-66084 \$159.95



5-Car 70' ABS Passenger Set - Ribbed
20-65084 \$399.95

ROCK ISLAND



70' ABS Full Length Vista Dome Passenger Car - Ribbed
20-67086 \$79.95



2-Car 70' ABS Slpr/Diner Passenger Set - Ribbed
20-66086 \$159.95



5-Car 70' ABS Passenger Set - Ribbed
20-65086 \$399.95

FEATURES

- DURABLE ABS INTRICATELY DETAILED BODIES
- METAL WHEELS AND AXLES
- OVERHEAD INTERIOR LIGHTING
- DIE-CAST 4-WHEEL TRUCKS
- OPERATING DIE-CAST METAL COUPLERS
- COLORFUL, ATTRACTIVE PAINT SCHEMES
- END-OF-CAR DIAPHRAGMS
- SEPARATE METAL HANDRAILS
- FAST-ANGLE WHEEL SETS
- NEEDLE-POINT AXLES
- DETAILED CAR INTERIORS
- 1:48 SCALE DIMENSIONS
- DETAILED CAR UNDERCARRIAGE
- SLIDING BAGGAGE CAR DOORS
- 5-CAR SETS FEATURE: (1) BAGGAGE, (2) COACHES, (1) VISTA DOME, (1) OBSERVATION
- UNIT MEASURES: 95" X 2 7/16" X 3 1/2"
- OPERATES ON O-42 CURVES

DCS™

TAKE TOTAL CONTROL OF YOUR LAYOUT

THERE IS A NEW WAY OF CONTROLLING MODEL RAILROADS TODAY...

that you've got to see to believe. It's called DCS (for Digital Command System) & it's the most revolutionary product to hit model railroading since locomotives first became equipped with sound!

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

As you'd expect, M.T.H. locomotives are compatible with virtually any AC transformer. Locomotives equipped with our Proto-Scale 3-2™ can even operate with most DC transformers! Each locomotive automatically detects what type of current is running through the rails and adjusts the output to its motors accordingly. But upgrading to DCS unlocks more features than you'll find in any other command control operating system — features that are factory-installed in every locomotive. And with a DCS Upgrade Kit, you can add the same features and full sound to almost any other locomotive you own.

HERE'S JUST A PARTIAL LIST OF WHAT DCS OFFERS:

COMMAND CONTROL

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

WIRELESS HANDHELD THROTTLE

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

PROTO-SOUND® 2.0 ENGINE SOUNDS

DCS offers individual control of dozens of sounds built into every M.T.H. locomotive. Rev the diesel motor up manually before moving your train. Activate auxiliary sounds such as steam letoff and crew conversations. Whistle, bell, and steam chuff or diesel prime mover sounds even have independently adjustable volume control.

STATION SOUNDS

M.T.H. passenger engines offer Passenger Station Proto-Effects™, a complete arrival and departure sequence that you can activate on demand. Freight engines include Freight Yard Proto-Effects™, a symphony of freight terminal sounds.



TRAIN SOUNDS

Add ambience to your railroad with the variety of train sounds built into Proto-Sound® 2.0. The DCS handheld gives you access to effects such as wheel clickety-clack, coupler opening sounds, and the Doppler effect of a train passing by.

SMOKE CONTROL

Adjust the smoke intensity for a steam or diesel engine at any time from the DCS remote. The chuff rate and synchronized smoke puffs for a steam engine, which come factory-set at a prototypical four chuffs per driver revolution, can also be varied to suit your taste.

CONSTANT LIGHTING

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

PROGRAMMABLE OPERATION

Record up to 90 minutes of DCS speed, direction, and sound commands as a program that your engines can repeat on demand. Use this feature to run trains automatically on one part of your railroad while you manually control another area. With the optional Accessory Interface Unit (AIU), you can also program multiple track switches to throw with a single command to create a specific route.

UPGRADABLE SOFTWARE

Unlike any DCC or any other command system, DCS is designed to be upgradable over the Internet. The latest software can be downloaded to any DCS system ever made, so new features can be added and your investment will not become obsolete. As of summer 2005, four major upgrades have been issued since DCS was introduced in 2002.

HOW DOES IT WORK?

In conventional operation, an AC or DC transformer varies track current to adjust engine speed and direction. Command systems such

as DCS, however, put a constant voltage on the track (around 18 volts for DCS) and vary speed by telling each engine how much of that voltage to use.

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 or apprise them of important information, like how many miles the locomotive has travelled, the track voltage at a specific point on the layout, or the quality of the DCS signal.



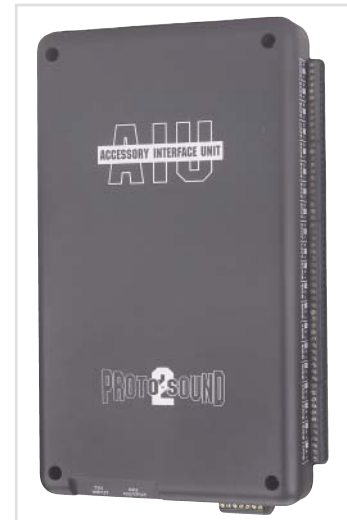
DCS Remote Control Set Includes DCS Remote and DCS TIU 50-1001 \$299.95



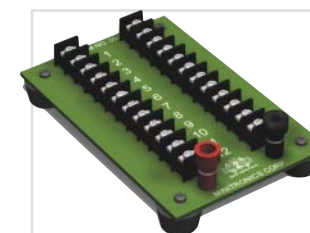
Proto-Sound 2.0 Battery Charger 50-1019 \$14.95



Proto-Cast/Programming 6' Mini-to-Mini Cable 50-1009 \$9.95



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



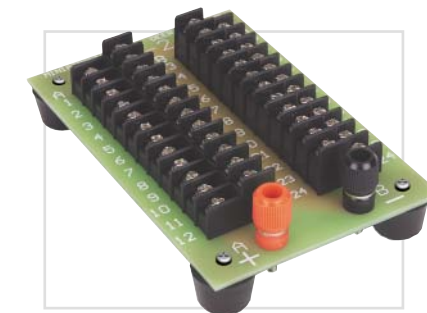
12-Port Terminal Block 50-1014 \$16.95



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



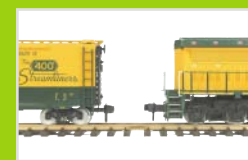
DCS Remote Control 50-1002 \$149.95



24-Port Terminal Block 50-1020 \$29.95

REMOTE UNCOUPLING ANYWHERE, ANYTIME

Your Proto-Sound® 2.0-equipped locomotive comes equipped with a remotely operated operating coil wound coupler that takes model railroading to a whole new level of realism. The Proto-Coupler™ is a remotely activated coupler that can open anywhere on the layout when your Proto-Sound® equipped locomotive is operated with an AC transformer equipped with a whistle and bell button or with the M.T.H. DCS Digital Command System. You'll find the coupler at the head and tail ends of your diesel or on the back of your steam engine tender. A quick press of the front or rear



coupler button on the DCS remote opens the knuckle. Built-in sound effects programmed into the Proto-Sound® 2.0 sound library play the clunking sound of the knuckle and whooshing of the air brake lines as they come apart - just like the real thing.

INSTALLATION

DCS features two components, the DCS Remote Control & the Track Interface Unit (TIU). An additional component, the Accessory Interface Unit (AIU), can be added to give you control over accessories & switches. In addition, you will need an AC transformer.

DCS works by transmitting an electric “digital” signal along with the power from the transformer into your railroad’s track. In order to get that signal to the track, you must plug your transformer into the TIU & then attach the TIU to the track. Special banana jacks make the wiring a snap.

The DCS remote control “talks” to the TIU via a radio signal so there’s nothing to hook up here except the installation of four AAA batteries.

USE EITHER COMMAND OR CONVENTIONAL MODE!

- 1 Go to Engine Set Up menu
- 2 Make your Engine Choice*
- 3 DCS will “look” for Proto-Sound® 2.0 command equipped engines on your layout. When it finds one, it adds it to your remote and tells you when it is finished.

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

EASY TO USE INTERFACE MAKES OPERATION A SNAP

Press the ENG button and then Set Up

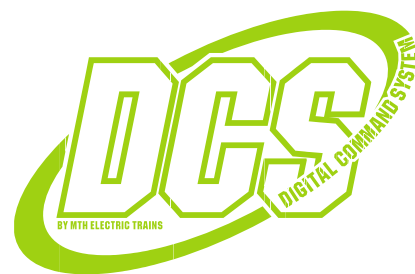
```
▶ ADD ENGINE
  EDIT ENGINE
  DELETE ENGINE
  MENU:ENGINE SETUP
```

DCS™ will go out and “look” for Proto-Sound® 2.0 command equipped engines on your layout.

```
▶ ADD MTH ENGINE
  ADD TMCC ENGINE
  MENU:ADD ENGINE
```

```
SMPH: 10
  1: PRR S1
  MTC SCS S01 LIN →
```

When it finds one, it adds it into the remote and tells you when it’s done.



```
CONGRATULATIONS
  YOU SUCCESSFULLY
  ADDED AN MTH ENGINE
```

Now you are ready to run!



POWER IS EVERYTHING AND M.T.H. HAS YOU COVERED with four different transformer options all priced at about \$1.00 per watt.

If you want to power up gradually, you can purchase the RailKing 50-watt Z-500®, 75-watt Z-750® or 100 watt Z-1000™ transformers as your power needs change. Featuring a U.L. approved design, each model utilizes a separate controller which contains bell, horn & direction buttons that can control any manufacturer’s locomotives & sound systems including Proto-Sound® equipped steam, diesel & electric locomotives.

If you want to max out your power potential, the 400-watt Z-4000® is the most powerful transformer to ever receive the UL-listing for the model railroad-hobby. The Z-4000 has two separate throttles to let you power two different tracks and it features two fixed power outputs you can use for operating accessories. The built-in amp and volt meters allow you to monitor your layout with total confidence.

REMOTE CONTROL

Today’s model railroaders can immerse themselves in their model railroading experience with walk-

around remote control options that put you right where the action is. As you compile more trains, more track, & begin more advanced operations, you might find yourself looking for a way to move around the room while you run your train. The sophisticated, but easy to use remote control systems from M.T.H. are some of your best solutions.

THE Z-4000 REMOTE CONTROL SYSTEM - designed to work with the 400-watt Z-4000 transformer, this remote can control up to 3 Z-4000s at a time, for a total of 6 loops of track, all from one handheld. The LED screen makes it easy to keep an eye on your track voltage.

THE DCS REMOTE CONTROL SYSTEM - the ultimate in control, the DCS system gives you individual control of each Proto-Sound® 2.0 engine on your layout & gives you access to literally hundreds of new & exciting features & engine settings. Add the optional AIU & you can control each accessory & switch from the same remote control.

Whatever option you choose, M.T.H. puts you in charge of your empire.



Z-1000 Transformer 40-1000 **\$99.95**

Why the U.L. Listing?

M.T.H Electric Trains is committed to manufacturing safe, U.L. approved transformers and power supplies. By subjecting out transformers to the strenuous tests and requirements of the U.L. and laboratories, M.T.H helps ensure that these 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 U.L. listing.



Z-500 Transformer 40-500 **\$49.95**



Z-750 Transformer 40-750 **\$79.95**



Z-4000 TRANSFORMER 40-4000 **\$399.95**

Z-4000 FEATURES

- U.L. LISTED TO U.S. & CANADIAN STANDARDS
- PURE SINE WAVE POWER SIGNAL
- (2) 21 VOLT VARIABLE TRACK OUTPUTS
- (1) 14 VOLT FIXED OUTPUT
- (1) 10 VOLT FIXED OUTPUT
- INTERNAL COOLING FAN
- ON/OFF POWER SWITCH
- POWER AND OVERLOAD INDICATOR LIGHTS
- COMPATIBLE AS A POWER SOURCE FOR ALL O GAUGE AC-POWERED LOCOMOTIVES & ACCESSORIES
- CIRCUIT BREAKER PROTECTION FOR EACH OUTPUT
- VOLTAGE LED DISPLAYS
- AMPERAGE LED DISPLAYS
- UNIT MEASURES: 8 3/4" X 14 3/4" X 11 1/8"

Z-500 & Z-750 FEATURES

- U.L. APPROVED
- 50 OR 75 WATTS MAX POWER OUTPUT
- CONTROLLER LED ON LIGHT
- SMOOTH OPERATING THROTTLE KNOB
- BUILT-IN CIRCUIT BREAKER PROTECTION
- INDIVIDUAL BELL, HORN AND DIRECTION BUTTONS

Z-1000 FEATURES

- 100 WATTS MAX POWER OUTPUT
- 14V ACCESSORY PORT

GRANARY



Gray Stone w/Red Oxide Roof - Granary
30-90188 \$59.95

FEATURES

- INTRICATELY DETAILED ABS CONSTRUCTION
- FULLY ASSEMBLED
- FULLY PAINTED
- LIGHTED INTERIOR
- OPENING DOORS
- UNIT MEASURES: 10 1/4" X 7" X 11 1/8"



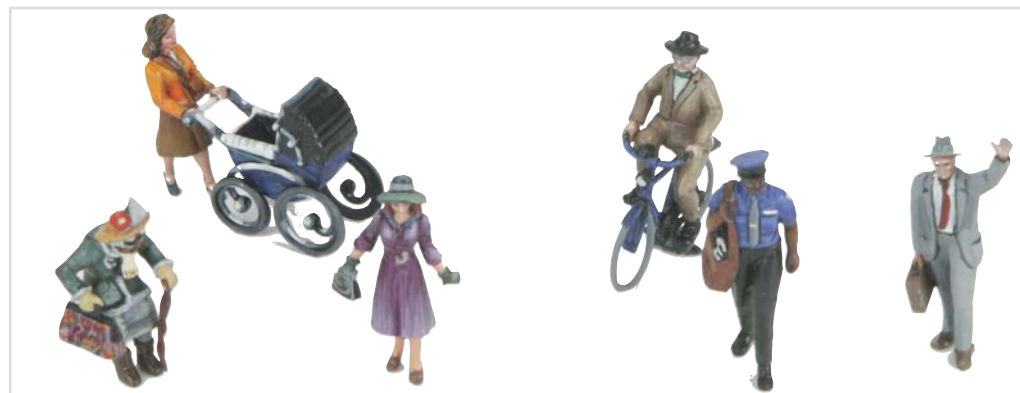
SEE OUR FULL LINE OF ACCESSORIES IN THE 2005 READY TO RUN SETS & ACCESSORIES CATALOG

ACCESSORIES

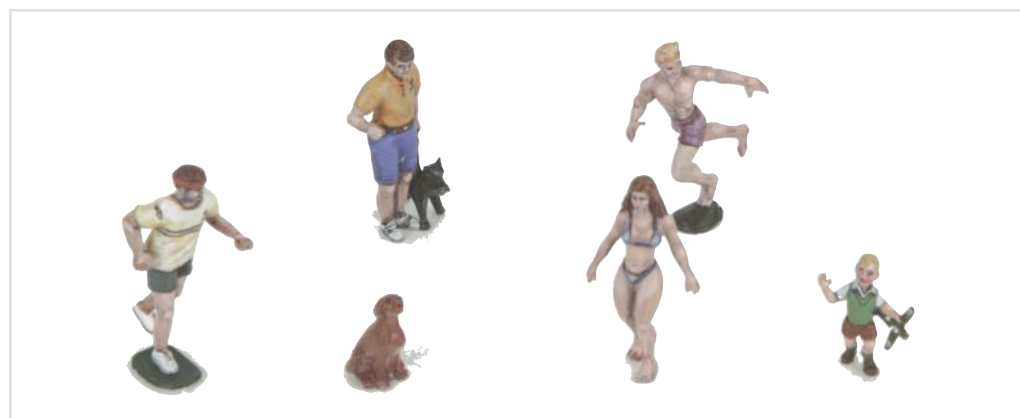
M.T.H. OFFERS A VARIETY OF TRACK SYSTEMS, ACCESSORIES AND BUILDINGS that will help you create whatever kind of atmosphere you desire: rural or urban, nostalgic or modern. Our track systems and transformer options are the best the hobby has to offer and our operating buildings transfer your layout's action from trains to structures while adding fun and excitement to the entire pike. You'll find the entire lineup of accessories a perfect addition on any O Gauge layout, as each is sized for use with all O Gauge locomotives and rolling stock.

Over the next few pages discover the newest additions to the Railking accessory lineup. Each fully assembled and ready to use item ensures that your layout's transformation into a world of action is just a few minutes away. While these latest additions are exciting, you'll find hundreds more accessories currently available when you review the 2006 Ready-to-Run Set and Accessory Catalog.

FIGURE SETS



Assortment 2 - 6-Piece Figure Set #12
30-11075 \$19.95



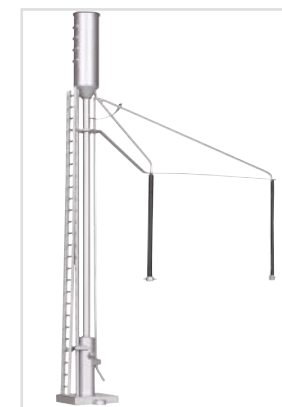
Assortment 1 - 6-Piece Figure Set #12
30-11074 \$19.95

MOTORCYCLE RIDERS



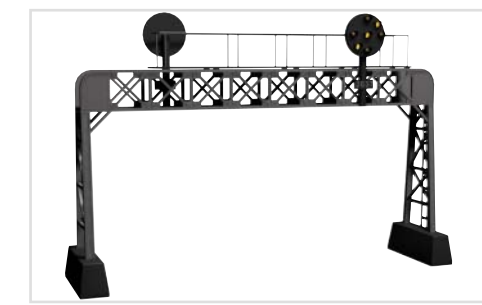
(bikes not included)

Harley-Davidson® - 5-Piece Motorcycle Figure Set #1
30-11076 \$19.95



Sanding Tower
30-11040 \$29.95

TRACK SIDE



O Scale Pennsylvania Signal Bridge
30-11030 \$49.95



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Cadwalladers Welsh Tavern - 3 Story City Building w/ Fire Escape & Blinking Sign
 30-90194 **\$59.95**
 30-90204 **\$24.95 (single story addition)**



Rizzotto Brothers Exterminators - 3 Story City Building w/ Fire Escape & Blinking Sign
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Lost Sock Laundromat - 3 Story City Building w/ Fire Escape & Blinking Sign
 30-90196 **\$59.95**
 30-90206 **\$24.95 (single story addition)**

SINGLE STORY ADDITIONS

ADD AS MANY ADDITIONS AS YOU LIKE TO MAKE YOUR BUILDINGS AS TALL AS YOU LIKE.



+



=



O'Mara's Irish Pub
 30-90197 **\$24.95**



Use for item number 30-90049, M.T.H. Train Store

M.T.H. Train Store
 30-90198 **\$24.95**



Use for item number 30-90018, Jahn's Ice-Cream

Jahn's Ice Cream
 30-90199 **\$24.95**

RURAL HOUSES



Dark Cream - #6 Farm House
 30-90178 **\$34.95**

FEATURES

- INTRICATELY DETAILED ABS CONSTRUCTION
- FULLY ASSEMBLED
- FULLY PAINTED
- LIGHTED INTERIOR
- UNIT MEASURES: 7 1/2" X 7 1/2" X 7"



Yellow - #4 Country House
 30-90186 **\$34.95**



Cream & Blue - #6 Farm House
 30-90179 **\$34.95**

OPERATING FIREHOUSE



Fire Company 219 -
Operating Firehouse
30-9159 \$149.95



Green & Brown - Row House #1
30-90180 \$29.95



Tan & Mojave - Row House #2
30-90182 \$29.95



Blue & Tan - Row House #1
30-90181 \$29.95



Cream & Red - Row House #2
30-90183 \$29.95



Green - #4 Country House
30-90185 \$34.95

WATCHMAN'S SHANTY



Santa Fe - Operating Watchman's Shanty
30-90203 \$59.95

FIRE HOUSE FEATURES

- INTRICATELY DETAILED ABS CONSTRUCTION
- SEPARATE CONTROL BOX
- OPERATES WITH ANY AC TRANSFORMER
- FULLY ASSEMBLED
- FULLY PAINTED
- LIGHTED INTERIOR
- BLINKING EXTERIOR LIGHTS
- MOTORIZED FIRE TRUCK PULLS OUT OF STATION
- AUTOMATIC DOOR OPERATION
- SLIDING FIREMAN ON POLE
- DIGITAL SOUND EFFECTS
- UNIT MEASURES: 16 5/8" X 15 3/8" X 12 3/8"

4-STORY BUILDINGS



Melissa's House of Costumes
30-90172 \$49.95



Bavarian Garden Works
30-90192 \$49.95



Old Line Flag Company
30-90193 \$49.95

CONCESSION STAND



Horseshoe Curve Eats
30-90201 \$39.95



Curley's Pretzels
30-90202 \$39.95

OPERATING FREIGHT PLATFORMS



Pittsburgh Brewing Company
30-90189 \$49.95



The Old Reading Brewing Company
30-90190 \$49.95



Altoona Brewing Co.
30-90191 \$49.95

BREWERY W/OPERATING SMOKE

Altoona Brewing
30-90184 \$99.95

FEATURES

- INTRICATELY DETAILED ABS CONSTRUCTION
- FULLY ASSEMBLED
- FULLY PAINTED
- LIGHTED INTERIOR
- OPENING DOORS
- OPERATING SMOKE UNIT
- OPERATES WITH ANY TRANSFORMER
- UNIT MEASURES: 19 3/8" X 8 5/16" X 6 5/8"



Muddy Creek Forks - Dry Goods Transfer Warehouse
30-90176 \$59.95

COUNTRY CHURCH



Tan - #5 Country Church
30-90187 \$29.95

FEATURES

- INTRICATELY DETAILED ABS CONSTRUCTION
- FULLY ASSEMBLED
- FULLY PAINTED
- LIGHTED INTERIOR
- UNIT MEASURES: 7 1/2" X 7 1/2" X 7"

SWITCH TOWER



Mainline - Switch Tower
30-90177 \$49.95

MAIN STREET EXCITEMENT



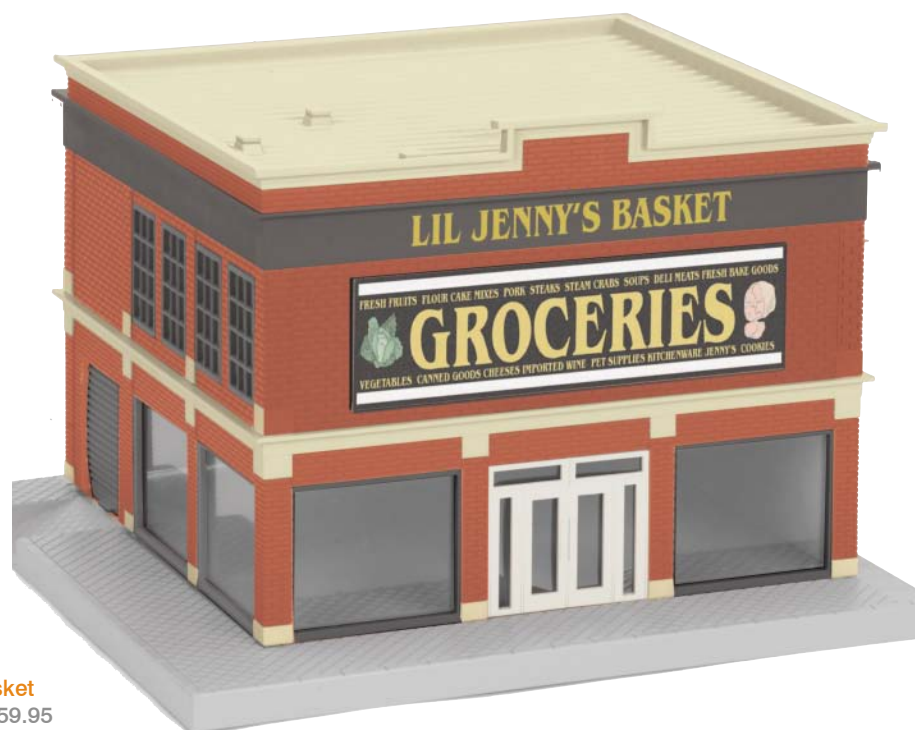
Sal's Philly Cheese Steaks - Corner Building w/Blinking Sign
30-90174 \$49.95



Bowhunter's Corner - Corner Building w/Blinking Sign
30-90173 \$49.95

FEATURES

- INTRICATELY DETAILED ABS CONSTRUCTION
- FULLY ASSEMBLED
- FULLY PAINTED
- LIGHTED INTERIOR
- UNIT MEASURES: 7 1/2" X 7 1/2" X 7"



Lil' Jenny's Basket
30-90200 \$59.95



Oak Grove - Country Passenger Station
30-90175 \$49.95

M.T.H LIGHT KITS

Diesel Locomotive Light Electrification Kit
50-1025 \$49.95

Diesel Locomotive Light Electrification Kit
50-1026 \$49.95

Diesel Locomotive Light Electrification Kit
50-1027 \$49.95

These easy to install kits will provide electric power to your non-powered locomotive unit so that headlights can be lit. Each kit contains (2) pickup rollers and necessary hardware to install them. In addition, two different types of lamp housings and bulbs are included.

PERFORMANCE SERVICE PLAN

All M.T.H. Electric Trains locomotives featured in the 2005 product line can now be purchased with an optional three-year M.T.H. Performance Service Plan (PSP) available either directly from M.T.H. or through your local M.T.H. Authorized Retailer. Each PSP ensures that you will receive added warranty protection beyond the normal M.T.H. One-Year Limited Warranty. The PSPs are renewable and transferrable so the protection goes with your train, even if you sell it.

PSP BENEFITS:

- Parts & Labor on Proto-Sound 2.0 Electronics* is Fully Covered
- No Deductible or Out-of-Pocket Expenses**
- Free Return Shipping
- Renewable
- Transferrable

* Batteries, Lights, Pickup Rollers are not included.
** Reimbursement of return shipping to factory for repair is not included.

PSPs can be ordered online at www.mthtrains.com within 30 days of the date of purchase of any 2005 M.T.H. locomotive. PSPs can also be ordered from any M.T.H. Authorized Retailer within 30 days of purchase. Locomotives must be purchased from an Authorized M.T.H. Retailer and a copy of the sales receipt must be provided before the PSP will be issued.

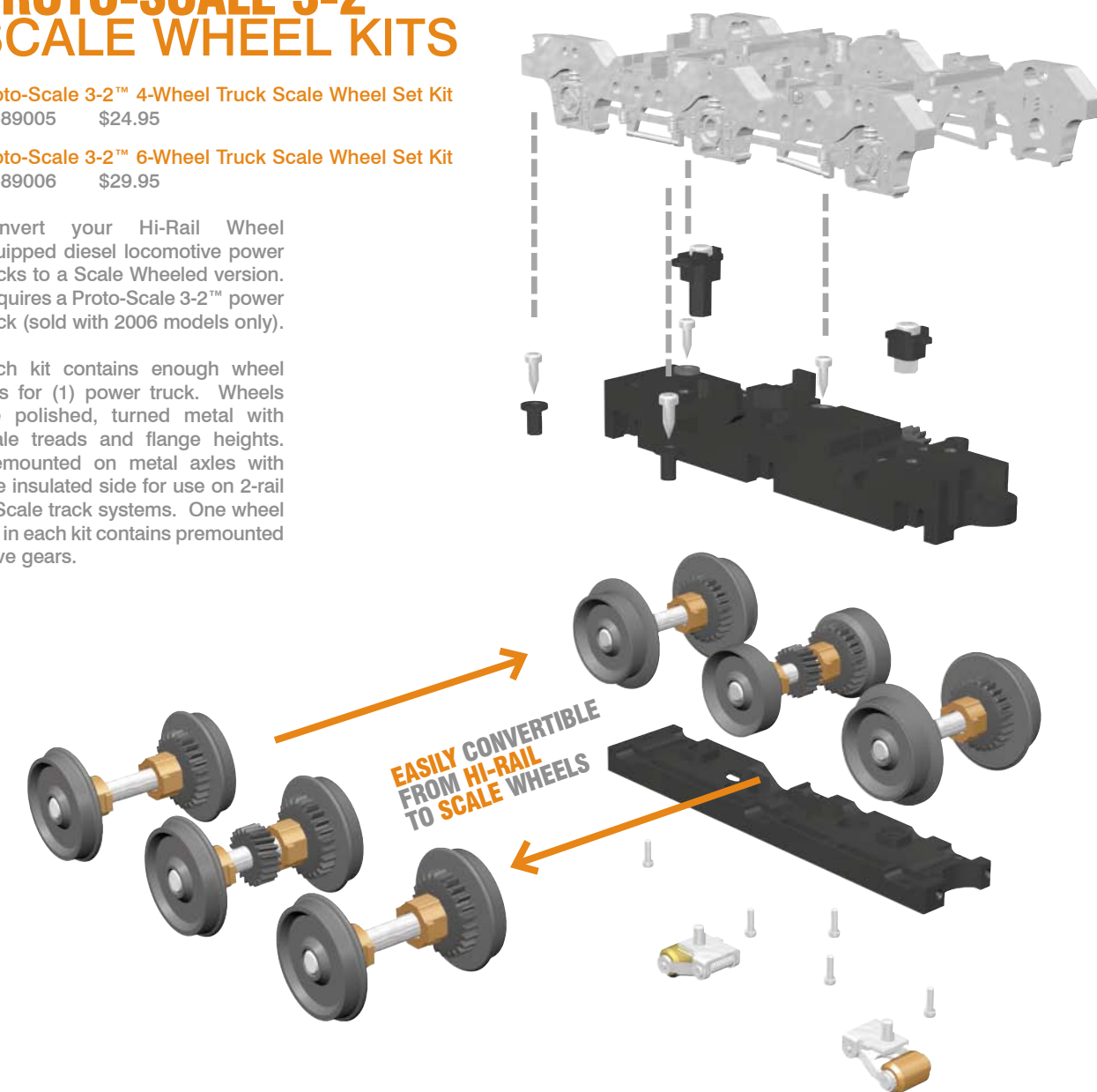
PROTO-SCALE 3-2™ SCALE WHEEL KITS

Proto-Scale 3-2™ 4-Wheel Truck Scale Wheel Set Kit
20-89005 \$24.95

Proto-Scale 3-2™ 6-Wheel Truck Scale Wheel Set Kit
20-89006 \$29.95

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

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



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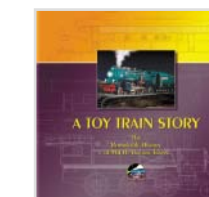
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Only MTHRRRC members can get these cars!



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M.T.H.'s DCS Digital Command System has received U.S. Patent No. 6,457,681. M.T.H.'s Proto-Sound 2.0 system has received U.S. Patent No's 6,457,681 B1 (sound system), 6,457,681 B1 (Proto-Speed Control), 6,604,641 (Proto-Coupler), 6,280,278 (Proto-Smoke). M.T.H.'s RealTrax has received U.S. Patent No. 6,019,289. M.T.H.'s ScaleTrax switches have received U.S. Patent No. 6,491,263. M.T.H.'s Z-4000 Transformer has received U.S. Patent No's. 6,281,606 & 6,624,537. M.T.H.'s Proto-Scale 3-2 has received U.S. Patent No. 6,662,917. Some images used in this publication © 2004 www.clipart.com

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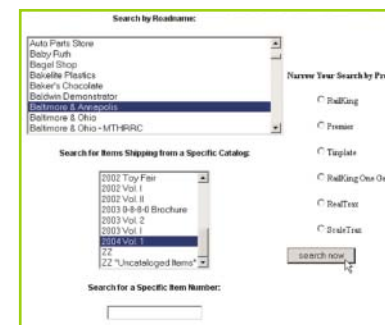
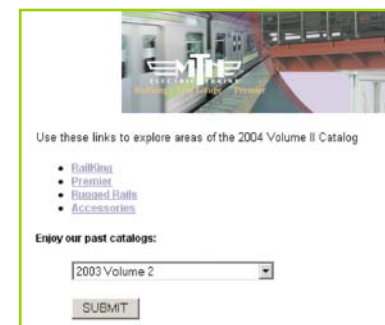
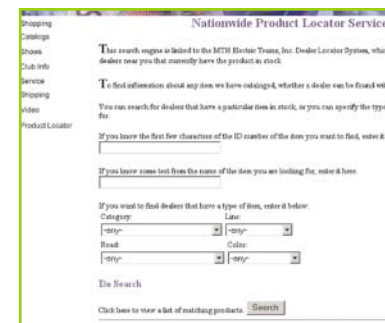
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Our Service Page is your direct link to the M.T.H. Tech Support Team. Register your warranty, find a local service center or submit a product specific question here. You can even place a parts order through our secured server. It's easy and quick like it should be when you're looking for answers.

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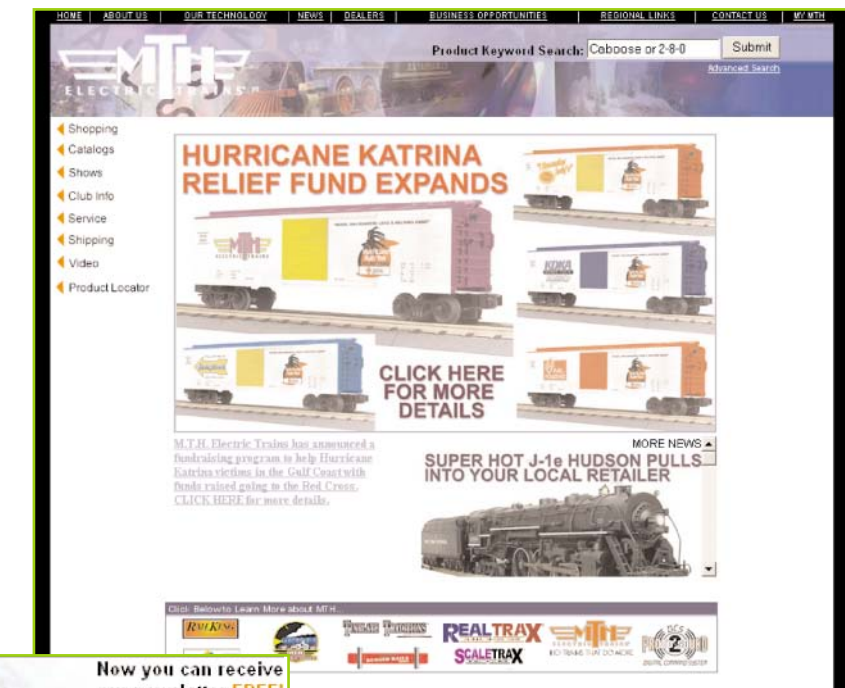
Keeping track of all those M.T.H. items would be an impossible task without our online shipping schedule. We update the schedule every week with the latest monthly releases. You can access this information directly or from the Product Locator section.

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