



MTHE
ELECTRIC TRAINS®

2008 volume **1**

RailKing, Premier, Tinplate & HO Model Trains

LEARN MORE ABOUT IT!

Of course we love it when you buy more stuff. That's what keeps us in business. But there are other ways to enjoy this hobby, beyond adding more items to your collection. One of them is by taking the time to Learn More About It.

Every train has a story

Virtually every item in this catalog has a story. The Burlington Zephyr, for example, was a shiny ray of hope in the midst of the Great Depression — and one of the most effective publicity vehicles in railroading history. The Chesapeake and Ohio M-1 steam turbine was an unsuccessful Hail Mary pass to stave off dieselization. The Southern Pacific's Cab Forward steam engines were inspired by an engineer who couldn't breathe when his train went into a tunnel. We think that knowing the story behind a model makes it more interesting and more fun to own and run, and we try to present the high points of those stories in every catalog. But there's more to each of these tales, and we think that learning more about those stories can add a lot to your enjoyment of this hobby.

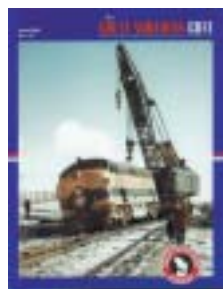


Search the Web

Google your favorite engine, train, or railroad and you'll likely find a wealth of information — and it's free. The beauty of the Web is that so much information that was formerly tucked away in an archive or gathering dust in some enthusiast's basement is now out on the Internet for all to enjoy. Search on the names of many famous postwar streamliners, for example, and you'll find railroad advertising brochures from the forties and fifties.



The Web also affords instant communication with fellow model railroaders. One of the liveliest online communities is the OGR Forum, hosted by O Gauge Railroading magazine at www.ogaugerr.com. If you've got a prototype or modeling question, someone on the Forum probably has the answer, or at least an interesting opinion.



Join a historical society

You probably have a favorite railroad or railroads, and equipment from those railroads dominates your layout. Most roads, past and present, have a historical society that you can locate with a Web search. An annual membership will set you back about the price of a Premier freight car; in exchange, you'll usually get a periodic publication on the railroad nearest and dearest to your heart, as well as access to additional information, publications, and folks who share your passion. Not a bad deal — and your membership helps keep that information available for future model railroaders.

Buy a book

Good railroad books are not cheap. Many go for about the price of a Premier passenger car, for good reason: the audience is relatively small, and most of these books have dozens of color pictures that are expensive to print. But what you usually get for your money is hours of reading pleasure, a greater enjoyment of the models you own, and the insights and research of an author with a tremendous passion for the subject. We think that's a pretty good use of your hobby dollars. If you're a member of the M.T.H. Railroaders' Club™, you'll soon be seeing book reviews in the CrossingGate™ quarterly newsletter to help you find good reading.



Summing up, we're happy to see you buy more stuff, and that's what keeps us striving to come up with new items that you'll like. But it's also important to get the most enjoyment out of what you own — because that will keep you interested in this hobby, enjoying it for years to come, and hopefully spreading your excitement to other folks and attracting them to O gauge model railroading.

What's new in this catalog

As always, this catalog announces new models we've never offered before, upgrades of previous models, and paint schemes appearing for the first time in O scale. In the RailKing® line, you'll find several steam locomotives upgraded to Imperial models with additional detailing, including the New York Central Empire State Express Hudson, the Milwaukee Road Hiawatha and our Union Pacific FEF-3 Northern, now offered with a larger tender.

Two pioneering diesels, the Electro-Motive SW1 and the Alco RS-1, return to the RailKing lineup in new paint schemes. Check out the level of detail on these engines, and you'll find it hard to believe they're not Premier models. Our SW8 diesel in Coors livery is the first-ever M.T.H. O



scale model of the Colorado brewer's plant switchers. Brand new RailKing models include Electro-Motive Division's MP15 — the last in the line of EMD end-cab switchers that began with the SW1 — and the Alco RS-11, the road switcher that was Alco's response to the immensely popular EMD GP9. Also new in RailKing is an operating tail car for the Coors Silver Bullet.

In the Premier line, we're introducing three new steam engines, each with a European connection. Canadian Pacific's Royal Hudson is offered in several versions, including the blue-trimmed engine that pulled the King of England on his Canadian visit and the maroon-trimmed version that pulled a companion train for reporters. The Russian Decapods were originally intended for export to Imperial Russia, until the Bolshevik revolution stranded them in America. Adopted by a number of U.S. railroads, many lasted to the end of steam. And the Orient Express Pacific pulled that fabled train on the French leg of a journey that crossed seven countries on the way from Paris

to Istanbul. Our first-ever scale model of a European prototype, this engine will be joined by companion passenger cars in a future catalog. The P5a box-cab, freight workhorse of the Pennsylvania's electrified division, and the EMD SD35, one of the last diesels built with the famed 567 diesel motor, also join the Premier lineup for the first time.

We also think it's important to remember what's not new. M.T.H. continues to have the largest network of hobby-shop-based repair centers in model railroading. Our DCS system remains the only train control system that can operate DCS™, Lionel TMCC®, and Lionel LEGACY™ locomotives in command mode on the same track at the same time. And DCS remains the only command control system that can be upgraded for free whenever new features are available — as they will be later this fall.

We invite you now to turn the page and see for yourself what we have to offer. As always, we hope you'll find items in this catalog that will surprise and delight you, and help you continue to enjoy this most wonderful of hobbies.

www.mthtrains.com

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PROTO-SOUND® 2.0...

THE RICHEST SET OF FEATURES IN MODEL RAILROADING!

Whether you operate with a conventional transformer or in command mode with DCS (M.T.H.'s Digital Command System), the Proto-Sound® 2.0 system found in every locomotive in this catalog offers more realism, more fun, and more variety than any other locomotive control system in any scale.

VIVID ENGINE SOUNDS

Proto-Sound features digital recordings with CD-quality playback. We strive to make our sounds as authentic as possible, using the characteristic whistle for a particular steam engine, for example, and the correct prime mover sound for each manufacturer's diesels. With the optional DCS system, you can tune each engine to your preference by individually adjusting bell, horn or whistle, and chuff or diesel motor volume.

STATION SOUNDS

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

ATMOSPHERIC SOUNDS

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

EXTRAORDINARY SLOW SPEED CAPABILITY

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

SPEED CONTROL

The Proto-Speed Control™ built into Proto-Sound 2.0 acts like the cruise control on a car, keeping your train moving at the speed you select, regardless of hills and curves. You can even switch off the speed control if you prefer.



MULTIPLE UNIT CAPABILITY

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

LIGHTING EFFECTS

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

GREAT SMOKE

Proto-Sound steam engines and diesels feature fan-driven ProtoSmoke™, the most powerful smoke system in the hobby. You can vary the intensity with the smoke "volume" control on the locomotive or remotely with a DCS handheld.

SYNCHRONIZED CHUFF AND PUFF

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

BRAKE SOUNDS

Engine brakes squeal whenever you throttle back sharply or pull

into a station. In DCS mode, you can trigger the brake sound with the Brake button on the DCS handheld.

REMOTE UNCOUPLING

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

OPERATE 'EM ALL

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

UPDATED ENGINE FEATURES

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

BI-DIRECTIONAL COMMUNICATION

Proto-Sound 2.0 engines not only receive commands from the DCS system, they can report back vital information, trigger other devices to operate and diagnose your model railroad layout's wiring and signal quality. Imagine quering a Proto-Sound 2.0 locomotive to find out how many scale miles its run or how many hours it's been powered up. How about checking out the strength of the DCS signal on the track or measuring the track voltage at a trouble spot? What about learning how long your track is in scale miles? All of this is possible today, but only in a Proto-Sound 2.0 equipped locomotive when operated using the DCS Digital Command System.

About Our Product Lines

In this catalog you'll find three M.T.H. product lines: our O Gauge Premier and RailKing lines, our Standard and O Gauge Tinplate Traditions line and a new offering from our HO line. While they differ in detail level and price, under the shell they're very much the same. Every engine in this catalog shares the same Proto-Sound 2.0 or later electronics and the same quality M.T.H. construction. Premier, RailKing and Tinplate Traditions O Gauge engines can be run together on your railroad in conventional or DCS command mode.

Premier engines are full O scale models, 1/48 the size of their prototypes. Because of this, they often require larger radius curves than comparable RailKing models. Premier engines are as detailed as we can reasonably make them, and feature a large number of added-on parts. On Premier steamers, for example, most piping is separately applied, whereas piping on RailKing steam engines is cast onto the boiler. While smoke is standard on virtually all M.T.H. steamers, only Premier and some RailKing Scale diesels feature smoke. Premier engines also have more elaborate lighting effects.

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

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

The **M.T.H. HO** product line is our newest venture, with locomotives sporting the absolute latest in cutting-edge digital electronics for the HO market. Our Triplex and K-4 steam locomotives are just the beginning of several all-new releases slated for 2008.



DCSTM
BY MTH ELECTRIC TRAINS
DIGITAL COMMAND SYSTEM

SIMPLY **THE BEST WAY** TO

There is a new way of controlling model railroads today that you've got to see to believe.

It's called DCS (for Digital Command

System) and it's the most revolutionary product to hit model railroading since locomotives first became equipped with sound!

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

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

WIRELESS HANDHELD THROTTLE

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

COMMAND CONTROL

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

PROTO-SOUND 2.0 ENGINE SOUNDS

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

chuff or diesel prime mover sounds even have independently adjustable volume control.

TRAIN SOUNDS

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

SMOKE CONTROL

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

CONSTANT LIGHTING

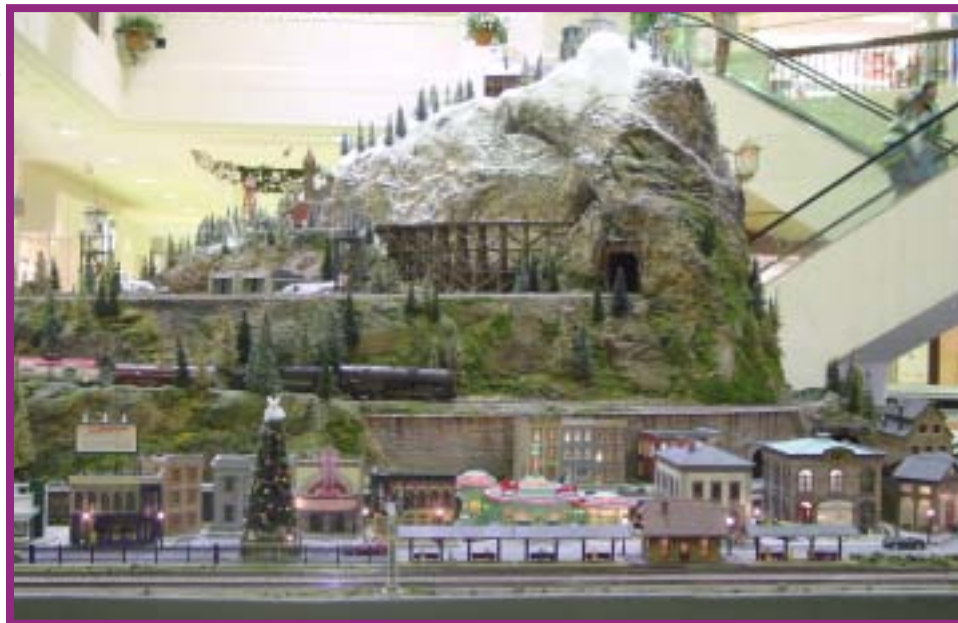
Because DCS operates with a constant voltage on the rails (most operators use 18 volts), engine, caboose, and passenger car lights are always on at a constant intensity. No more "lights-out" when a passenger train arrives at a station!

PROGRAMMABLE OPERATION

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



TMCC® COMPATIBILITY

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

LISTEN TO YOUR FAVORITE TUNES WITH PROTO-CAST™

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

BE YOUR OWN DISPATCHER

With DCS's built-in remote microphone, real-time radio dispatch calls are just a button push away. It's great fun for kids!

Every Proto-Sound 2.0 Locomotive is Already Equipped to Run DCS!

RUN A RAILROAD™

COMMAND CONTROL EXPLAINED

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

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

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

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

DCS WIRELESS REMOTE HANDHELD



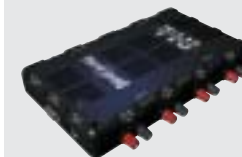
INTUITIVE MENUS ALLOW YOU TO PROGRAM, SELECT, AND CONTROL ENGINES, SWITCHES, AND ACCESSORIES.

- Go to the engine set up menu
- Choose your engine type
- DCS will "look" for Proto-Sound® or TMCC command-equipped engines on your layout. When it finds one, it adds it onto your remote and tells you when it's done.

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

DCS Remote Control System
50-1001 \$299.95

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



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



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



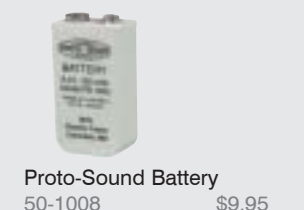
TIU/Barrel Jack Adapter Cable
50-1017 \$9.95



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



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



Proto-Sound Battery
50-1008 \$9.95



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



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



24-Port Terminal Block
50-1020 \$29.95

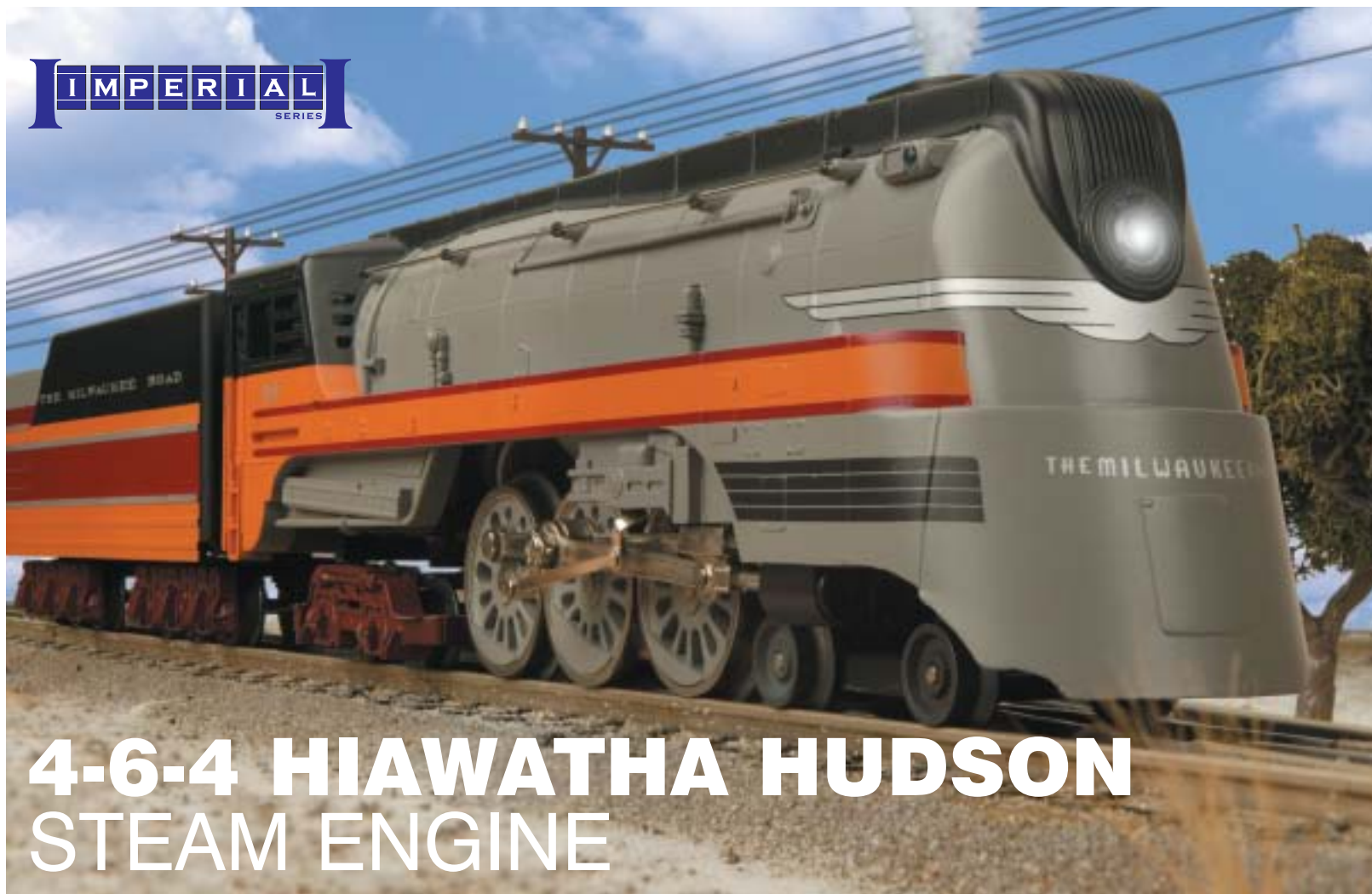
12-Port Terminal Block
50-1014 \$19.95

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

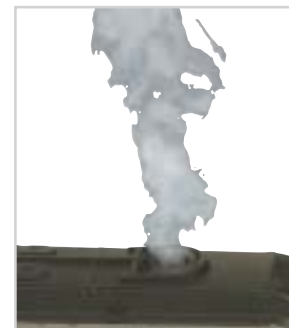


Video Guide To DCS - VHS
60-1190 \$19.95
Video Guide To DCS - DVD
60-1191 \$19.95

IMPERIAL
SERIES



4-6-4 HIAWATHA HUDSON STEAM ENGINE



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™
- Operating Marker Lights
- Operating Tender Back-up Light
- Locomotive Speed Control in Scale MPH Increments
- Real Coal Load
- Synchronized Puffing ProtoSmoke™ System
- Engineer and Fireman Figures
- Proto-Sound® 2.0 With The Digital Command System Featuring Passenger Station Proto-Effects™
- Unit Measures: 22 5/16" x 2 1/2" x 3 3/4"
- Operates On O-31 Curves



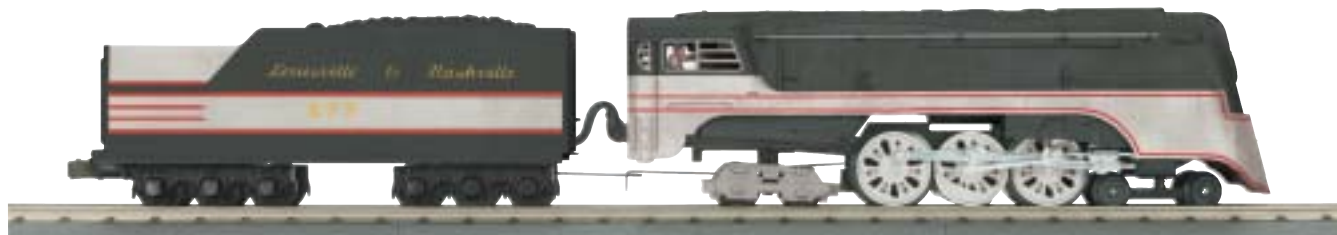
With the bold slogan "Nothing Faster on Rails," the Milwaukee Road inaugurated its Chicago-Twin Cities Hiawatha passenger service on May 29, 1935. Pressured by intense competition on the route between Chicago and Minneapolis/St. Paul — including the Burlington's pioneering diesel Twin Zephyrs — the Milwaukee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

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

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



Lehigh Valley - 4-6-4 Streamlined Hudson Steamer
30-1486-1 w/Proto-Sound 2.0 \$399.95



Louisville & Nashville - 4-6-4 Streamlined Hudson Steamer
30-1487-1 w/Proto-Sound 2.0 \$399.95



Santa Fe - 4-6-4 Streamlined Hudson Steamer
30-1488-1 w/Proto-Sound 2.0 \$399.95



Milwaukee Road - 4-6-4 Hiawatha Passenger Set
30-1489-1 w/Proto-Sound 2.0 \$499.95

4-8-4 "J" NORTHERN STEAM ENGINE



While most railroads had switched to diesel power by the 1950s, the Norfolk and Western was profitably using steam power until the 1960s. No other railroad fought dieselization for so long. The locomotives that led the fight were the N&W's "Holy Trinity of Steam", built in the road's own shops: the Class A and Class Y6b freight articulateds and the passenger-hauling J, the most modern, most powerful 4-8-4 Northern ever built.

The J was so successful because in its design, N&W addressed one of the main problems that railroads had with steam locomotives: maintenance. The J's axleboxes had roller bearings. Its mechanical lubricators oiled other bearings, the steam cylinders and the oil pumps. With these and other advancements, J's only had to visit the repair shops once every 1 1/2 years.

Even though N&W built their J's in their own Roanoke, Virginia shops, outside sources supplied many necessary parts. Many of these outside suppliers were rapidly going out of business. The parts supply shortages, a changing coal market, changing horsepower needs and other factors finally caused the end of America's last mainline steam program in 1960.

Today, the Norfolk and Western J is alive and well and returns to the RailKing line of steam engines with the incredible Proto-Sound 2.0 digital command system.

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
- Remote Controlled Proto-Coupler™
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Synchronized Puffing ProtoSmoke™ System
- Locomotive Speed Control in Scale MPH Increments
- Engineer and Fireman Figures
- Operating Tender Back-up Light
- Lighted Number Boards
- Real Coal Load
- Proto-Sound® 2.0 With The Digital Command System Featuring Passenger Station Proto-Effects™
- Unit Measures: 22 1/8" x 2 1/2" x 3 7/8"
- Operates On O-31 Curves



Norfolk & Western - 4-8-4 "J" Northern Steam Engine
30-1480-1 w/Proto-Sound 2.0 \$449.95



Norfolk & Western - 4-8-4 "J" Northern Steam Engine
30-1479-1 w/Proto-Sound 2.0 \$449.95

ADD A MATCHING PASSENGER SET!

See Page 69



4-6-2 PACIFIC STEAM ENGINE

Features

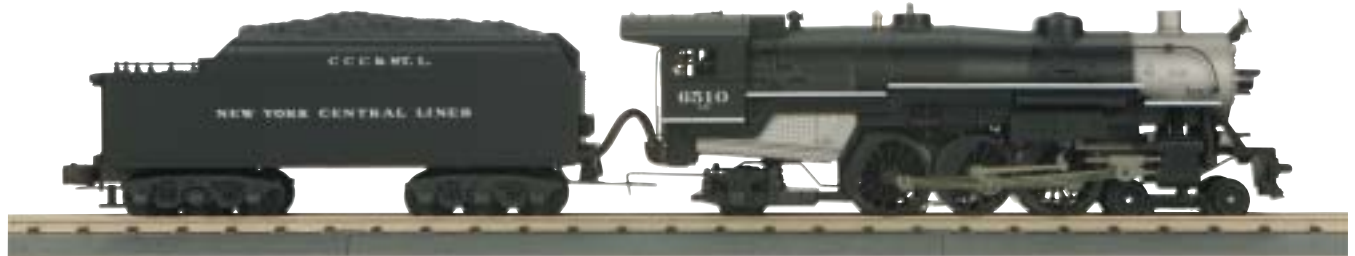
- Die-Cast Metal Chassis
- Metal Wheels and Axles
- Precision Flywheel Equipped Motor
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Operating Marker Lights
- Die-Cast Boiler and Tender Body
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Colorful Paint Scheme
- Remote Controlled Proto-Coupler™
- Synchronized Puffing ProtoSmoke™ System
- Engineer Cab Figure
- Proto-Sound® 2.0 With The Digital Command System Featuring Passenger Station Proto-Effects™
- Locomotive Speed Control in Scale MPH Increments
- Unit Measures: 21" x 2 7/16" x 3 11/16"
- Operates On O-31 Curves



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

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

Our RailKing model replicates the USRA Pacific, developed during World War I by the United States Railroad Administration and considered by many to be one of the best-designed Pacifics ever built. (For more on the USRA, see the Premier USRA 0-6-0 writeup on page 81.) Perhaps the handsomest Pacific ever constructed, the Southern Railway's green and silver Ps-4, was based on the USRA design and is today a centerpiece exhibit in the Smithsonian Institution's National Museum of American History in Washington, D.C.



New York Central - 4-6-2 Pacific Steam Engine
30-1474-1 w/Proto-Sound 2.0 \$399.95

BUILD THE "CARDINAL"!

See Passenger Sets on Page 72 & 73



Baltimore & Ohio - 4-6-2 Pacific Steam Engine
30-1472-1 w/Proto-Sound 2.0 \$399.95

ADD A MATCHING PASSENGER SET!

See Pages 72



John Deere - 4-6-2 Pacific Steam Engine
30-1473-1 w/Proto-Sound 2.0 \$399.95

John Deere is a registered trademark of Deere & Company.

ADD A MATCHING PASSENGER SET!

See Pages 72



Southern - 4-6-2 Pacific Steam Engine
30-1475-1 w/Proto-Sound 2.0 \$399.95

ADD A MATCHING PASSENGER SET!

See Pages 73

4-6-2 K-4s PACIFIC STEAM ENGINE



IMPERIAL
SERIES



Features

- Constant Voltage Headlight
- Precision Flywheel Equipped Motor
- Remote Controlled Proto-Coupler™
- Authentic, legible builder's plates
- Illuminated marker lights
- Synchronized Puffing ProtoSmoke™ System
- Metal Wheels and Axles
- Locomotive Speed Control in Scale MPH Increments
- Die-Cast Boiler and Tender Body
- Engineer and Fireman Figures
- Illuminated Cab and Operating Firebox Glow
- Real Coal Load
- Proto-Sound® 2.0 With The Digital Command System Featuring: Passenger Station Proto-Effects™
- Unit Measures: 20" x 2 1/2" x 3 1/2"
- Operates On O-31 Curves

Did You Know?

No. 1737 was the first K-4 produced for the Pennsylvania Railroad. No. 1361, formerly displayed at Horseshoe Curve currently resides in Scranton, Pennsylvania and is being rebuilt at Steamtown.

* Catalog photo does not show all Imperial features.

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

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

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

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



Pennsylvania (Tuscan) - 4-6-2 K-4s Pacific Steam Engine
30-1476-1 w/Proto-Sound 2.0 \$399.95



Pennsylvania (Post War) - 4-6-2 K-4s Pacific Steam Engine
30-1477-1 w/Proto-Sound 2.0 \$399.95



Pennsylvania (Pre-War) - 4-6-2 K-4s Pacific Steam Engine
30-1478-1 w/Proto-Sound 2.0 \$399.95

ADD A MATCHING PASSENGER SET!

See Page 73



4-6-4 EMPIRE STATE EXPRESS STEAM ENGINE

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
- Remote Controlled Proto-Coupler™
- Metal Handrails
- Decorative Metal Whistle
- Synchronized Puffing ProtoSmoke™ System
- Locomotive Speed Control in Scale MPH Increments
- Engineer and Fireman Figures
- Operating Tender Back-up Light
- Real Coal Load
- Proto-Sound® 2.0 With The Digital Command System Featuring Passenger Station Proto-Effects™
- Unit Measures: 21 3/4" x 2 1/2" x 3 1/2"
- Operates On O-31 Curves

Did You Know?

In addition to the New York Central's streamlined Hudsons, industrial designer Henry Dreyfus' creations include the Honeywell circular wall thermostat and the black desktop telephone that was AT&T's standard for 40 years.

* Features listed apply to both streamlined Hudsons shown here.

Easily one of the most attractive and recognizable steam engines of all time, the New York Central Empire State Hudson has long been a favorite of railfans and modelers alike. Beautifully outfitted with stainless steel shrouding, two J-3a Hudsons took over New York Central's daylight New York to Cleveland route in 1941. The Empire State Hudsons' famous black and silver livery and matching Budd-built streamlined coaches made the Empire State Express synonymous with luxury rail travel, and an awe inspiring sight to all who had the privilege to see it pass by.



New York Central - 4-6-4 Dreyfuss Steam Engine
30-1443-1 w/Proto-Sound 2.0 \$429.95

ADD MATCHING PASSENGER CARS!

See Page 69

MTH is proud to reintroduce the awesome appearance of the Empire State Hudson to our RailKing lineup, along with another Dreyfus-styled Hudson built for the 1938 Twentieth Century Limited. The Empire's die-cast boiler and tender are decorated with the black and silver livery that made the locomotive famous. Underneath the die-cast skin of each engine lies a die-cast metal chassis, metal drivers and rods, metal coupler, and a precision flywheel equipped motor. Our puffing ProtoSmoke system and the incredible sounds and features of Proto-Sound 2.0 are sure to bring back memories of the real thing. No other model railroad manufacturer recreates the excitement, sounds and look of real railroading as well as MTH.



New York Central - 4-6-4 Empire State Express Steam Engine
30-1490-1 w/Proto-Sound 2.0 \$429.95

ADD A MATCHING PASSENGER SET!

See Page 71

0-8-0 STEAM ENGINE



Features

- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- (2) Remote Controlled Proto-Couplers™
- 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
- Engineer and Fireman Figures
- Proto-Sound® 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Locomotive Speed Control in Scale MPH Increments
- Unit Measures: 18 1/2" x 2 1/2" x 3 3/4"
- Operates On O-31 Curves

* Imperial Upgrades Include Legible Builder's Plates, Painted Backhead Gauges, Cab Interior Light, and Tender Truck Safety Chains (Not Shown in Photo)

Did You Know?

The last new rod-driven steam engine built for a U.S. Class 1 railroad was not a super-power articulated or Northern, but a lowly USRA-style 0-8-0: Norfolk and Western no. 244, Roanoke Shops, 1953.

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, so steam switchers needed smaller fireboxes, boilers, and tanks than road steamers. Thanks to the two extra drivers, the 0-8-0 switcher was able to do much heavier work than its smaller 0-6-0 counterpart, so it generally took over switching duties in large yards.

The RailKing 0-8-0 is perfect for working the yard of any twentieth century steam-era layout. This sturdy all die-cast model comes in the markings of six exciting roadnames.



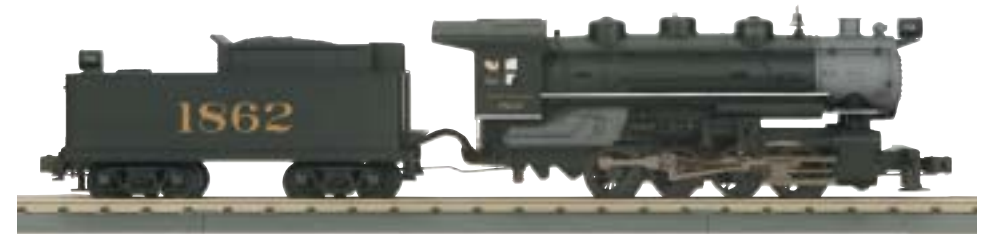
Nickel Plate Road - 0-8-0 Steam Engine
30-1469-1 w/Proto-Sound 2.0 \$399.95



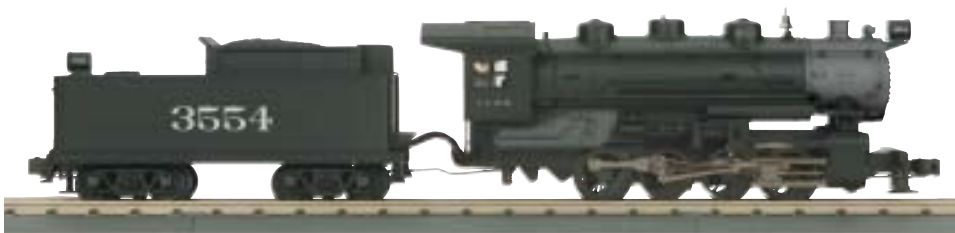
New York Central - 0-8-0 Steam Engine
30-1468-1 w/Proto-Sound 2.0 \$399.95



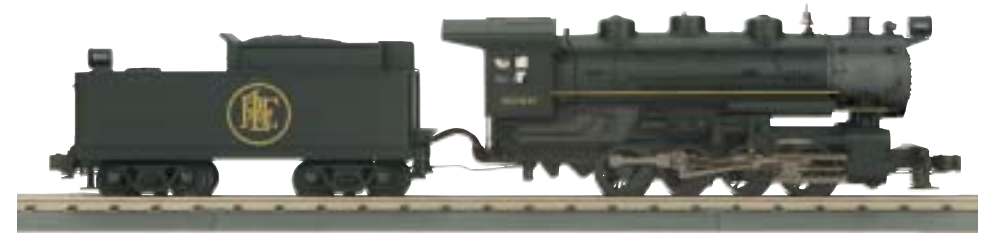
Northern Pacific - 0-8-0 Steam Engine
30-1470-1 w/Proto-Sound 2.0 \$399.95



Southern - 0-8-0 Steam Engine
30-1467-1 w/Proto-Sound 2.0 \$399.95



Illinois Central - 0-8-0 Steam Engine
30-1466-1 w/Proto-Sound 2.0 \$399.95



Pittsburgh & Lake Erie - 0-8-0 Steam Engine
30-1471-1 w/Proto-Sound 2.0 \$399.95

4-8-4 FEF NORTHERN STEAM ENGINE



Features

- Die-Cast Metal Chassis
- Metal Wheels and Axles
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Operating Marker Lights
- Die-Cast Boiler and Tender Body
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Authentic Paint Scheme
- Remote Controlled Proto-Coupler™
- Synchronized Puffing ProtoSmoke™ System
- Real Coal Load
- Locomotive Speed Control in Scale MPH Increments
- Engineer Cab Figure
- Precision Flywheel Equipped Motor
- Proto-Sound® 2.0 With The Digital Command System Featuring Passenger Station or Freight Yard Proto-Effects™
- Unit Measures: 23 1/8" x 2 9/10" x 4 1/6"
- Operates On O-31 Curves

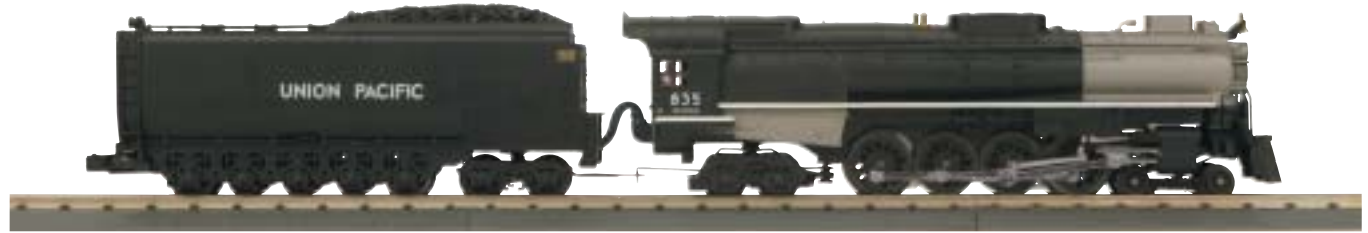
* Catalog photo does not show all Imperial features.

Delivered in 1944, the Union Pacific's ten FEF-3 ("FEF" for "Four Eight Four") Northern's were the apex of super-power steam: modern, handsome, and designed to cruise at over 100 mph. In their early years, dressed in two-tone grey, they pulled the Overland Limited, Portland Rose, Challenger and other crack UP passenger trains. Diesels later bumped them to freight service in plain black livery. The last FEF-3 built, No. 844, has the distinction of being the only steam locomotive never retired by a U.S. railroad. You can ride behind it today in UP excursion service.

The FEF-3 returns to the RailKing line in four authentic passenger and freight paint schemes. The three oil-burning versions have the distinctive "elephant ears" - smoke deflectors designed to prevent smoke from obscuring the engineer's vision - and the coal-fired version has a real coal load. For 2008 we've upgraded this model with a larger tender and additional Imperial features that include legible builder's plates, marker lights with individual LED illumination, painted backhead gauges, cab interior light, and tender truck safety chains.

Did You Know?

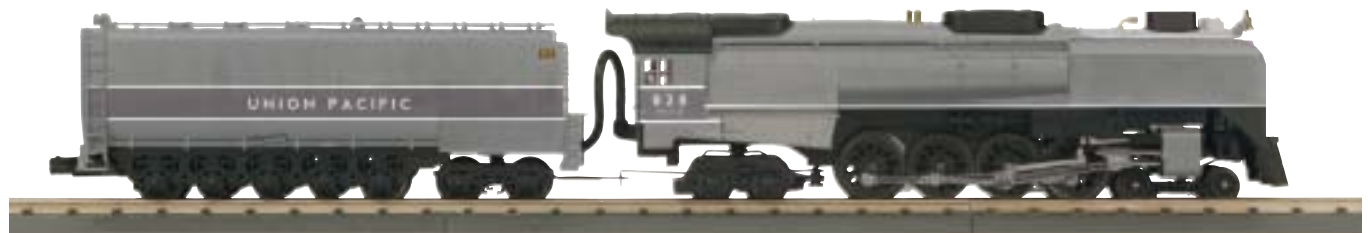
In 1946 it cost \$1.19 per mile to operate an FEF-3, of which 40 cents went for coal or oil, 3 cents for water, and 19 cents for crew wages. Brand new, an FEF-3 went for \$150,000, nearly 100 times the price of a new car.



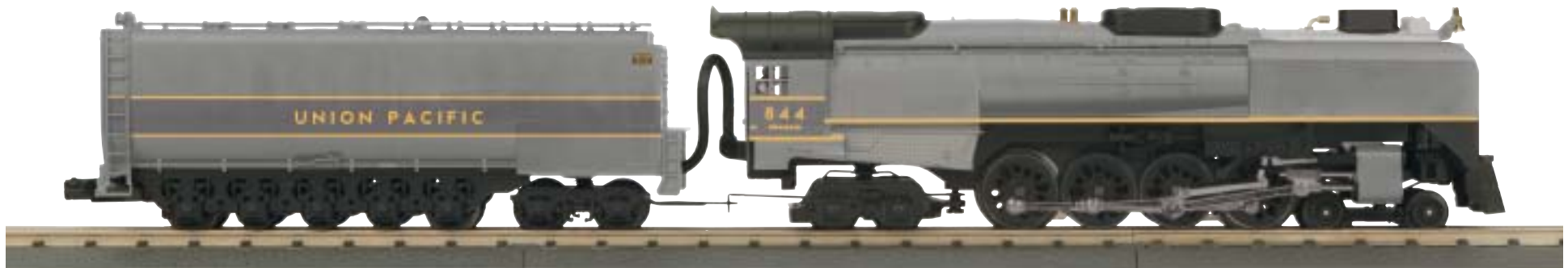
Union Pacific - 4-8-4 FEF Northern Steam Engine with Coal Tender
30-1482-1 w/Proto-Sound 2.0 \$429.95



Union Pacific - 4-8-4 FEF Northern Steam Engine with Oil Tender
30-1483-1 w/Proto-Sound 2.0 \$429.95



Union Pacific (with Silver Stripes) - 4-8-4 FEF Northern Steam Engine with Oil Tender
30-1485-1 w/Proto-Sound 2.0 \$429.95



Union Pacific (with Yellow Stripes) - 4-8-4 FEF Northern Steam Engine with Oil Tender
30-1484-1 w/Proto-Sound 2.0 \$429.95

ELECTRO-MOTIVE SW1 DIESEL SWITCHER



Features

- Intricately Detailed ABS Body
- Colorful Paint Scheme
- Die-Cast Metal Chassis
- Directionally Controlled Headlight
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Remotely Controlled Proto-Couplers™
- Metal Handrails and Decorative Horn
- (2) Precision Flywheel Equipped Motors
- Locomotive Speed Control in Scale MPH Increments
- Proto-Sound® 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 12" x 2 3/4" x 4"
- Operates On O-31 Curves

Did You Know?

By 1939, the year of the SW1's birth, railroads were sold on diesel power for switching and passenger runs, but still didn't view diesels as serious freight engines. Another 1939 EMD creation, the FT road diesel, changed that thinking and sealed the fate of steam power.

The birth of the SW1 in January 1939 was a historic moment for the Electro-Motive Corporation. The tiny switcher ("S" for six hundred horsepower, "W" for welded frame) was EMC's first truly mass-produced loco, the first with Electro-Motive's own electrical gear, and the first mass-produced engine powered by the 567 diesel motor — which would become the backbone of first-generation American diesel power. Popular with railroads large and small, the SW1 stayed in production for 15 years, and many remained in service for three or more decades. Our RailKing Scale SW1 has everything you'd want in a switcher: front and rear remote Proto-Couplers, smooth performance at any speed down to 3 scale miles per hour, dual-motor power, and authentic EMD sounds.



Southern Pacific - SW1 Switcher Diesel Engine
30-2823-1 w/Proto-Sound 2.0 \$299.95



Reading - SW1 Switcher Diesel Engine
30-2821-1 w/Proto-Sound 2.0 \$299.95



Amtrak - SW1 Switcher Diesel Engine
30-2820-1 w/Proto-Sound 2.0 \$299.95



Southern - SW1 Switcher Diesel Engine
30-2822-1 w/Proto-Sound 2.0 \$299.95

ELECTRO-MOTIVE DIVISION E8 A-A DIESEL ENGINE SET



Features

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

Did You Know?

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

The E8 was one of the most popular of the E-series locomotives built by EMD in the early 1950s. The 6,750 h.p. E8 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 E8 returns to the RailKing line complete with all the big fun and excitement that this able handler of passenger trains provides. Each A-A 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 railroad-ing at its most fun.



Santa Fe - E8 A-A Diesel Engine Set
 30-2838-1 w/Proto-Sound 2.0 \$349.95
 30-2838-3 Non-Powered B-Unit \$119.95

ADD A MATCHING PASSENGER SET!

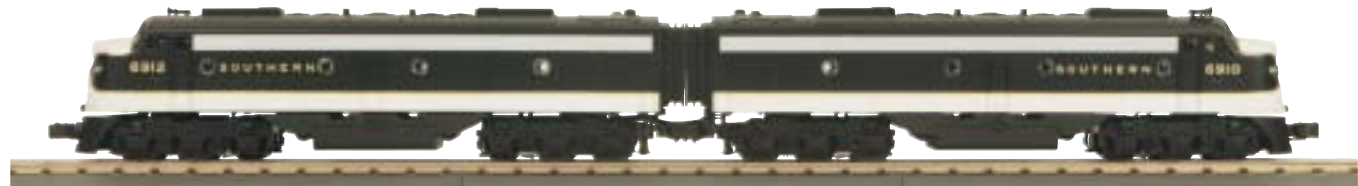
See Page 70



Ontario Northland - E8 A-A Diesel Engine Set
 30-2836-1 w/Proto-Sound 2.0 \$349.95
 30-2836-3 Non-Powered B-Unit \$119.95

ADD A MATCHING PASSENGER SET!

See Page 68



Southern - E8 A-A Diesel Engine Set
 30-2839-1 w/Proto-Sound 2.0 \$349.95
 30-2839-3 Non-Powered B-Unit \$119.95

ADD A MATCHING PASSENGER SET!

See Page 69



Pennsylvania - E8 A-A Diesel Engine Set
 30-2837-1 w/Proto-Sound 2.0 \$349.95
 30-2837-3 Non-Powered B-Unit \$119.95

ADD A MATCHING PASSENGER SET!

See Page 71



SW-8 SWITCHER DIESEL ENGINE



Features

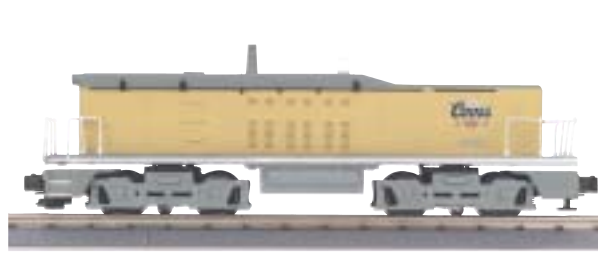
- Intricately Detailed ABS Body
- (2) Remotely Controlled Proto-Couplers™
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Colorful Paint Scheme
- Die-Cast Metal Chassis
- Metal Handrails and Decorative Horn
- (2) Precision Flywheel Equipped Motors
- Directionally Controlled Headlights
- Metal Wheels, Axles and Gears
- Locomotive Speed Control in Scale MPH Increments
- Proto-Sound® 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 12" x 2 1/2" x 3 1/2"
- Operates On O-31 Curves

Did You Know?

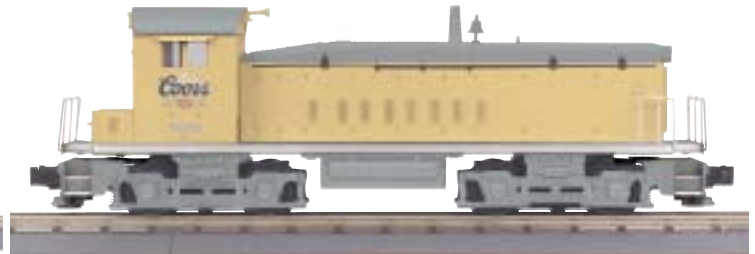
While the SW-8s and -9s were produced as replacements for the aging NW-2 diesel switcher, they proved themselves impervious to age themselves, becoming railyard mainstays for decades.

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

These boxy little workhorses return to the M.T.H. RailKing lineup in 2008 in a new variety of road-names. As with all RailKing diesel engines, each is available with the exciting Proto-Sound 2.0 system for unprecedented value and fun. As switch locomotives, the SWs are perfect for yard duty thanks to their incredible slow-speed performance — performance governed by M.T.H.'s industry-leading Proto-Speed Control system. No other switchers can creep so slow or uncouple cars from front or rear without additional equipment. If you've got a transformer with a whistle and bell button, you've got the best switcher you can buy today.



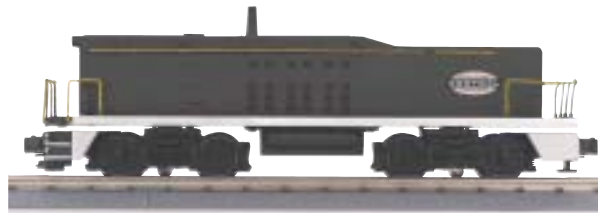
Coors - SW-8 Switcher Diesel Engine
 30-2825-1 w/Proto-Sound 2.0 \$299.95
 30-2825-3 Non-Powered Calf \$119.95



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 "Limited Edition Adult Collectible-This licensed product is intended for purchase and enjoyment by individuals of legal purchase age for alcohol beverages."



Canadian National - SW-8 Switcher Diesel Engine
 30-2824-1 w/Proto-Sound 2.0 \$299.95
 30-2824-3 Non-Powered Calf \$119.95



New York Central - SW-8 Switcher Diesel Engine
 30-2827-1 w/Proto-Sound 2.0 \$299.95
 30-2827-3 Non-Powered Calf \$119.95



Great Northern - SW-8 Switcher Diesel Engine
 30-2826-1 w/Proto-Sound 2.0 \$299.95
 30-2826-3 Non-Powered Calf \$119.95





EMD E6 A-A DIESEL SET



Features

- Intricately Detailed ABS Bodies
- Directionally Controlled Headlights
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Remotely Controlled Proto-Couplers™
- Colorful Paint Scheme
- Metal Chassis
- (2) Precision Flywheel Equipped Motors
- Locomotive Speed Control in Scale MPH Increments
- Proto-Sound® 2.0 With The Digital Command System Featuring: Passenger Station Proto-Effects™
- Unit Measures: 29 1/4" x 2 1/2" x 3 5/8"
- Operates On O-31 Curves

Did You Know?

For Florida-bound Chicagoans in the winter of 1940, the City of Miami was the first taste of the tropical vacation that lay ahead, with cars named after tropical plants like Bougainvillea, Camellia, and Japonica - names that you'll find duplicated on the City's RailKing passenger cars.

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

The earliest E-units were each virtually custom-made, with less than 20 units produced of models EA through E5. With the E6, EMD settled on a standardized passenger unit and began to produce it in large quantities. Starting in 1939, 92 A-units and 26 matching B-units were built, before the war effort arrested production of all passenger diesels in 1942. The E6 was the last passenger diesel to sport the beautiful, rakish, streamlined EMD nose so characteristic of the 1930s. When the war ended, EMD resumed production of the E-Series with the E7, which featured the "bulldog" nose introduced earlier on the model FT freight diesel.

Now you can enjoy the beauty and glamour of the seminal E6 streamliners in the colorful schemes of some of America's great railroads. Imagine the excitement of hearing station announcements and squealing brakes as your train glides to a stop, followed by the hustle and bustle of passengers disembarking and boarding. Moments later, the conductor's departure call pierces the din, the locomotive's bell begins to ring, and your train is off again for faraway places. It's all possible thanks to Proto-Sound 2.0. Only M.T.H. offers such a complete array of sounds and other features to bring the drama of prototype railroading onto your home layout.



Atlantic Coast Line - E6 A-A Diesel Engine Set
 30-2832-1 w/Proto-Sound 2.0 \$349.95
 30-2832-3 Non-Powered B-Unit \$119.95

ADD A MATCHING PASSENGER SET!

See Page 70



Illinois Central - E6 A-A Diesel Engine Set
 30-2833-1 w/Proto-Sound 2.0 \$349.95
 30-2833-3 Non-Powered B-Unit \$119.95

ADD A MATCHING PASSENGER SET!

See Page 70



Union Pacific - E6 A-A Diesel Engine Set
 30-2835-1 w/Proto-Sound 2.0 \$349.95
 30-2835-3 Non-Powered B-Unit \$119.95

ADD A MATCHING PASSENGER SET!

See Page 69



New York Central - E6 A-A Diesel Engine Set
 30-2834-1 w/Proto-Sound 2.0 \$349.95
 30-2834-3 Non-Powered B-Unit \$119.95

ADD A MATCHING PASSENGER SET!

See Page 71

MP15AC DIESEL ENGINE



Features

- Intricately Detailed ABS Body
- Colorful Paint Scheme
- Die-Cast Metal Chassis
- Metal Handrails and Decorative Horn
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Cab Figures
- Directionally Controlled Headlights
- Metal Wheels, Axles and Gears
- (2) Remotely Controlled Proto-Couplers™
- (2) Precision Flywheel Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Proto-Sound® 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 13" x 2 1/4" x 4 1/4"
- Operates On O-31 Curves

Did You Know?

The final model of the MP15, the MP15T, used a turbocharger to deliver the same 1500 horsepower as the MP15AC and DC with four fewer cylinders (8 rather than 12). The Seaboard System was the only railroad to roster the MP15T.

The MP15 was the last in a line of EMD end-cab switchers that stretched back to the prewar SW1. By the time the MP15 debuted in 1974, the multipurpose road switcher, descended from the Alco RS-series and the EMD GP7, had become the universal locomotive. The cab unit was already a dinosaur and the single-purpose yard engine was rapidly headed for extinction. To create a more versatile switcher, EMD gave the MP15 a longer frame than its predecessor, the SW1500, in order to fit it with the same Blomberg trucks as a road engine. Those better-riding trucks, along with more weight, a larger fuel capacity, and bigger sandboxes, made the MP15 suitable for road duty as well as switching, and allowed EMD to sell more than 500 units before the last MP15 was delivered in 1987.

The MP15 came in two versions, traditional and modern. The MP15DC used traditional electrical gear and shared the front-mounted radiator and air intakes that had characterized all previous EMD end-cab switchers. It was basically a beefed-up SW1500. The MP15AC, however, incorporated EMD's Dash 2 technology, with solid-state transistors and circuit boards replacing the wiring, switches, and relays found in earlier diesels. Its cooling system was borrowed from the "Tunnel Motors" EMD had created for the Southern Pacific (featured on page 114 in the Premier section of this catalog). The front of the hood was plain, like the rear of a Tunnel Motor, and the radiator air intakes were moved to the sides of the hood, low and at the front of the engine. Not surprisingly, the Southern Pacific was the first customer to order an MP15AC. Because the Dash 2 technology was relatively new and some railroads found it unnecessarily expensive for a lowly switcher, EMD continued to make both the DC and AC versions of the MP15 for most of its production run, and sales for the two models were about equal.

New for 2008, M.T.H. introduces this full-scale RailKing version of the last and largest of the end-cab switchers. Our model replicates the more-modern MP15AC with its characteristic Tunnel Motor-style air intakes. Like its prototype, this RailKing Scale engine is equally at home doing slow-speed yard duty or hauling commuters or freight along your main line.



NEW! Canadian Pacific - MP15AC Diesel Engine
30-2812-1 w/Proto-Sound 2.0 \$299.95



NEW! CSX - MP15AC Diesel Engine
30-2813-1 w/Proto-Sound 2.0 \$299.95



NEW! Milwaukee Road - MP15AC Diesel Engine
30-2814-1 w/Proto-Sound 2.0 \$299.95



NEW! Union Pacific - MP15AC Diesel Engine
30-2815-1 w/Proto-Sound 2.0 \$299.95

BALDWIN VO-1000 DIESEL SWITCHER



Features

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

Did You Know?

The earliest models of the VO-1000 had a slightly pointed nose with a circular grille opening, reminiscent of a 1930s automobile.

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

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

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

Relive the excitement and variety of the early diesel years with the RailKing Scale VO-1000. Thanks to Proto-Sound 2.0, our model features authentic Baldwin prime mover sounds and the ability to duplicate the low-speed lugging power of its prototype — as well as the ability to hustle along virtually as fast as you care to run it.



St. Louis Southwestern - VO 1000 Diesel Engine
30-2829-1 w/ Proto-Sound 2.0 \$299.95



Lehigh Valley - VO 1000 Diesel Engine
30-2830-1 w/ Proto-Sound 2.0 \$299.95



Louisville & Nashville - VO 1000 Diesel Engine
30-2831-1 w/ Proto-Sound 2.0 \$299.95



Baltimore & Ohio - VO 1000 Diesel Engine
30-2828-1 w/ Proto-Sound 2.0 \$299.95

ALCO RS-11 HIGH HOOD ROAD SWITCHER



Features

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

Did You Know?

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

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

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

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

Alco soldiered on for another decade, introducing its Century series of locomotives, but the RS-11 turned out to be the last Alco diesel that sold in significant numbers. In 1969 Alco shuttered its Schenectady locomotive plant and sold its designs to its Canadian cousin, the Montreal Locomotive Works. After many changes in corporate ownership, Alco designs are still alive today in India, where a large number of diesels are powered by descendants of the Alco 251 diesel motor.

New for 2008, the RailKing Scale RS-11 can offer stiff competition for the Geeps and F-units on your railroad — or, like the prototype, you can mix them together in lashups, thanks to Proto-Sound 2.0 technology. Our RS-11 features the distinctive notched-nose look of its prototype, remote Proto-Couplers™ front and rear, the authentic chant of an Alco prime mover, and Proto-Speed Control for tremendous pulling power at any speed from a crawl to full throttle.



NEW! Pennsylvania - RS-11 High Hood Diesel Engine

30-2819-1	w/Proto-Sound 2.0	\$299.95
30-2819-3	Non-Powered	\$149.95



NEW! Duluth Winnipeg & Pacific - RS-11 High Hood Diesel Engine

30-2816-1	w/Proto-Sound 2.0	\$299.95
30-2816-3	Non-Powered	\$149.95



NEW! Northern Pacific - RS-11 High Hood Diesel Engine

30-2818-1	w/Proto-Sound 2.0	\$299.95
30-2818-3	Non-Powered	\$149.95



NEW! New York Central - RS-11 High Hood Diesel Engine

30-2817-1	w/Proto-Sound 2.0	\$299.95
30-2817-3	Non-Powered	\$149.95

ALCO RS-1 ROAD SWITCHER



Features

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

Did You Know?

Several war-production RS-1s wound up on the Alaska Railroad.

The American Locomotive Company pioneered the multi-purpose "road switcher" design in 1941 with its 1000 hp RS-1. Alco's designers added a second, shorter hood to a basic switcher to make room for a steam boiler for passenger train heat. The short hood also afforded the crew additional accident protection. Smoother-riding trucks made the RS-1 suitable for the higher road speeds that would be daunting in a typical switcher. Although EMD's later GP7 and GP9 sold better and really established the road switcher as a universal locomotive, the RS-1 had the longest production run of any American-made diesel. The last new RS-1 left Alco's shops in 1960.

Interestingly, the first two years of RS-1 production went to the military. The 13 units that had been delivered to American railroads were requisitioned from their owners, and, along with 144 additional engines, were sent to Iran, Russia, and U.S. Army posts. These RS-1s were fitted with three-axle trucks to make them suitable for lighter rail on overseas roads. A group that plied the Trans-Iranian Railroad became known as "the diesels that saved Russia" because they brought in food and other supplies after the Luftwaffe had crippled Russian shipping. These engines later became the prototype for Russia's own early diesels.

Built to 1/48 scale proportions, the RailKing RS-1 beautifully portrays the first road switcher in American railroading. At home with either freight or passenger consists, the RS-1 is appropriate for a model railroad set in any period from the 1940s through the 1980s.



Santa Fe - Alco RS-1 Diesel Engine
 30-2802-1 w/Proto-Sound 2.0 \$299.95
 30-2802-3 Non-Powered \$149.95



Soo Line - Alco RS-1 Diesel Engine
 30-2803-1 w/Proto-Sound 2.0 \$299.95
 30-2803-3 Non-Powered \$149.95



Grand Trunk Western - Alco RS-1 Diesel Engine
 30-2800-1 w/Proto-Sound 2.0 \$299.95
 30-2800-3 Non-Powered \$149.95



New Haven - Alco RS-1 Diesel Engine
 30-2801-1 w/Proto-Sound 2.0 \$299.95
 30-2801-3 Non-Powered \$149.95

FM TRAINMASTER DIESEL ENGINE



Features

- Directionally Controlled Headlights
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Remotely Controlled Proto-Couplers™
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Decorative Horn
- (2) Precision Flywheel Equipped Motors
- Intricately Detailed ABS Body
- (2) Cab Figures
- Locomotive Speed Control In Scale MPH Increments
- Operating Smoke Unit
- Illuminated Number Boards
- Proto-Sound® 2.0 With The Digital Command System Featuring: Freight Yard Proto-Effects™
- Unit Measures: 17" x 2 5/8" x 3 7/8"
- Operates On O-31 Curves

Did You Know?

The Trainmaster is officially designated the H-24-66 (Hood, 2,400 hp, 6 motors, 6 axles).

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

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

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

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

In the world of O gauge railroading, however, the Trainmaster was a hit from the moment it hit the market in the mid-1950's. The engine's massive size and tremendous pulling power have made it one of the most-loved engines among 3-rail operators for nearly half a century. The Trainmaster returns to the RailKing Scale lineup in 2008 complete with the digital sound, amazing slow speed capability, and variable smoke output that make Proto-Sound 2.0 the best sound and control system in O gauge.



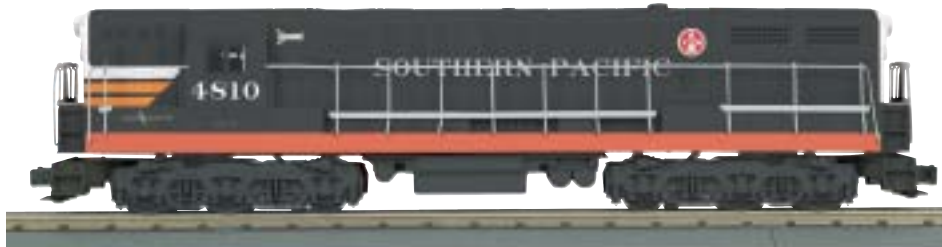
Virginian - FM Trainmaster Diesel Engine
 30-2807-1 w/Proto-Sound 2.0 \$299.95
 30-2807-3 Non-Powered \$149.95



Jersey Central - FM Trainmaster Diesel Engine
 30-2804-1 w/Proto-Sound 2.0 \$299.95
 30-2804-3 Non-Powered \$149.95



Southern - FM Trainmaster Diesel Engine
 30-2805-1 w/Proto-Sound 2.0 \$299.95
 30-2805-3 Non-Powered \$149.95



Southern Pacific - FM Trainmaster Diesel Engine
 30-2806-1 w/Proto-Sound 2.0 \$299.95
 30-2806-3 Non-Powered \$149.95



GP-9 DIESEL ENGINE

Features

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

Did You Know?

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



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.



Pennsylvania - GP-9 Diesel Engine

30-2810-1	w/Proto-Sound 2.0	\$299.95
30-2810-3	Non-Powered	\$149.95



Southern Pacific - GP-9 Diesel Engine

30-2811-1	w/Proto-Sound 2.0	\$299.95
30-2811-3	Non-Powered	\$149.95



Central Vermont/U.S. Coast Guard - GP-9 Diesel Engine

30-2808-1	w/Proto-Sound 2.0	\$299.95
30-2808-3	Non-Powered	\$149.95



Florida East Coast - GP-9 Diesel Engine

30-2809-1	w/Proto-Sound 2.0	\$299.95
30-2809-3	Non-Powered	\$149.95

MU PASSENGER SET



Features

Set Contains

- (1) Powered Car, (3) Non-Powered Cars

Powered Car Features

- Directionally Controlled Headlights
- Intricately Detailed ABS Bodies
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides & Pilots

- Separate Handrails and Door Chains
- (2) Remotely Controlled Proto-Couplers™ On Powered Unit
- Authentic Paint Scheme
- (2) Precision Flywheel Equipped Motors In Powered Unit
- Lighted Cab Interiors

- Proto-Sound® 2.0 Featuring Station Stop Proto-Effects™
- Locomotive Speed Control In Scale MPH Increments
- Illuminated Number Boards
- Each Car Measures 17" x 2 1/2" x 4 1/4"
- Operates On O-31 Curves

Faced with an ever-worsening rail bottleneck at Philadelphia's Broad Street Station in the early 1900s, the Pennsylvania Railroad was desperate to simplify its suburban train service in order to lessen demand on the 160 trains per day station which had become bogged down under the stress of servicing 500 trains per day.

The railroad turned to electrification of its entire suburban fleet to resolve their traffic woes and began plans to implement an 11,000 volt ac system by building P54 steel coaches, baggage and combine cars that could be converted to power cars in the future as needed. By 1914, those needs had become a reality and the P54s were sent to the Pennsy's Altoona shops where they received one pantograph and powered truck. Controllers were added to both ends of the cars and each car featured round end windows which gave the cars an owl-like appearance.

By 1915, a 20 mile electrified route had been completed from Broad St. Station to Paoli. Over the next decade and a half, the line was expanded all the way to Trenton, New Jersey setting the stage for the next phase of electrified commuter cars - the 65' MP54. Capable of reaching speeds of 80 miles per hour, the 750 horsepower MP54E3 power cars were often coupled to non-powered MP54 cars manned by engineers instructed to run no more than 65 m.p.h. Over 360 MP54 cars were produced from 1915 to 1937 before giving way to stainless steel MP85 cars.

The MP54 returns to O Gauge railroading in our 2008 RailKing Scale 4-car set. Fully outfitted with Proto-Sound 2.0, two powerful motors, detailed car interiors with overhead lighting and moveable pantographs, the RailKing MP54 will bring a welcome addition to your commuter roster. Watching these sets creep into a station or swoosh down the track is sure to be an exciting sight on any model railroad.



Reading - 4-Car MU Passenger Set
 30-2844-1 w/Proto-Sound 2.0 \$499.95
 30-2844-3 Non-Powered 2-Car Set \$159.95



South Shore - 4-Car MU Passenger Set
 30-2845-1 w/Proto-Sound 2.0 \$499.95
 30-2845-3 Non-Powered 2-Car Set \$159.95



New York Central - 4-Car MU Passenger Set
 30-2846-1 w/Proto-Sound 2.0 \$499.95
 30-2846-3 Non-Powered 2-Car Set \$159.95



New York, New Haven & Hartford - 4-Car MU Passenger Set
 30-2847-1 w/Proto-Sound 2.0 \$499.95
 30-2847-3 Non-Powered 2-Car Set \$159.95



RDC BUDD SET



Features

- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Decorative Horn
- Intricately Detailed ABS Bodies
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Lighted Car Interiors
- Metal Wheels and Axles
- Detailed Car Interiors
- Locomotive Speed Control In Scale MPH Increments
- Proto-Sound® 2.0 With The Digital Command System Featuring: Passenger Station Proto-Effects™
- Set Measures: 32" x 2 1/2" x 4"
- Operates On O-31 Curves

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.

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 2008, RailKing lets you serve branch lines with 2-car Budd sets in four roadnames.



MARC - RDC Budd Car Set
 30-2840-1 w/Proto-Sound 2.0 \$399.95
 30-2840-3 Non-Powered \$179.95



Reading - RDC Budd Car Set
 30-2842-1 w/Proto-Sound 2.0 \$399.95
 30-2842-3 Non-Powered \$179.95



Santa Fe - RDC Budd Car Set
 30-2841-1 w/Proto-Sound 2.0 \$399.95
 30-2841-3 Non-Powered \$179.95



Long Island - RDC Budd Car Set
 30-2843-1 w/Proto-Sound 2.0 \$399.95
 30-2843-3 Non-Powered \$179.95

RailKing Operating Freight

This all-new operating aquarium car makes its latest appearance in the 2008 line. As O Gauge's largest aquarium car, the RailKing model really makes the car's operation come to life with big windows and smooth quiet action.



Large Mouth Bass
Operating Aquarium Car
30-79209 \$69.95

Add this unique tail car to your RailKing Coors Light Silver Bullet Train Set for an appropriate end to this incredible train. Activate its unique features* with virtually any conventional transformer with bell and whistle buttons, or use the M.T.H. DCS system for an even more exciting operating experience.

*Features can only be activated when the Silver Bullet locomotive (30-1433-1) is on the track.

Reefer Tail Car Details

- Chrome Plated
- Unit Measures: 11 1/2" x 2 3/8" x 2 5/16"
- Operates on O-31 Curves



Coors Light Silver Bullet - Operating Reefer Tail Car
30-78061 \$79.95



Sea Turtles
Operating Aquarium Car
30-79208 \$69.95

Aquarium Car Details

- Motorized, Lighted Action
- Unit Measures: 11 1/2" x 2 3/8" x 2 5/16"
- Operates on O-27 Curves

NEW!

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.

Freight Features

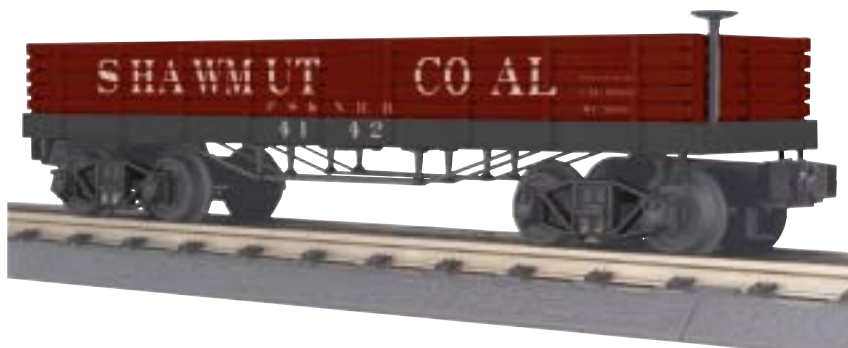
- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Caboose Interiors With Overhead Lighting
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Decorative Brake Wheels
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles

Die-Cast Freight Trucks

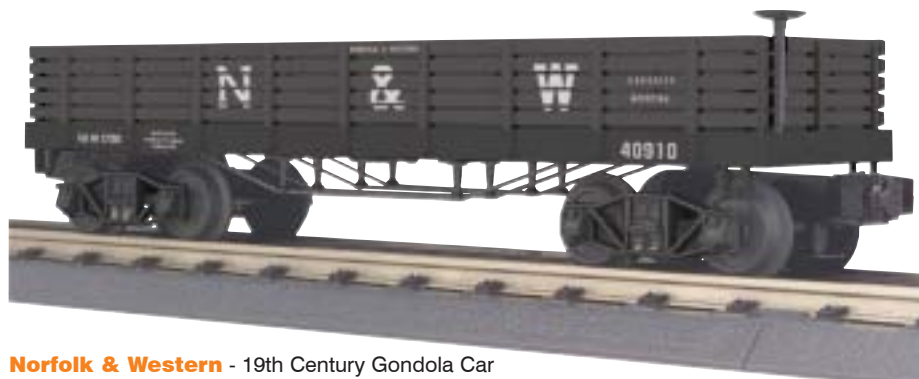
- 3-Rail Bettendorf Freight Car Two Truck Pack**
30-89001 \$12.99
- 3-Rail Roller Bearing Freight Car Two Truck Pack**
30-89002 \$12.99



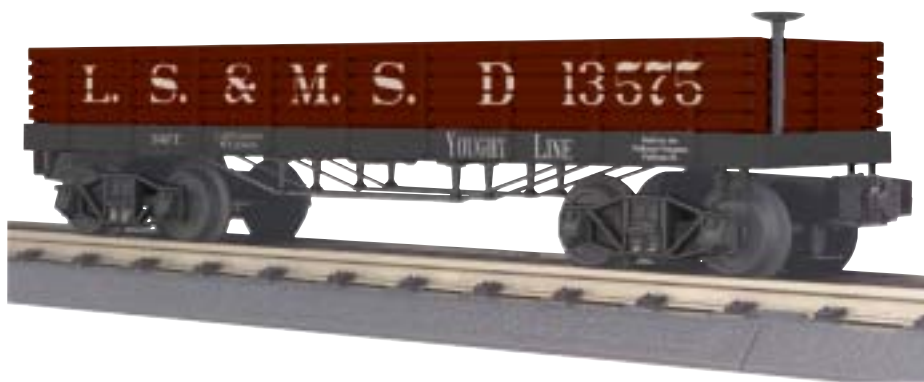
19th Century Gondola Cars



Pittsburg Shawmut & Northern - 19th Century Gondola Car
30-72017 \$39.95



Norfolk & Western - 19th Century Gondola Car
30-72018 \$39.95



Lake Shore & Michigan Southern - 19th Century Gondola Car
30-72019 \$39.95



Buffalo Rochester & Pittsburgh - 19th Century Gondola Car
30-72020 \$39.95



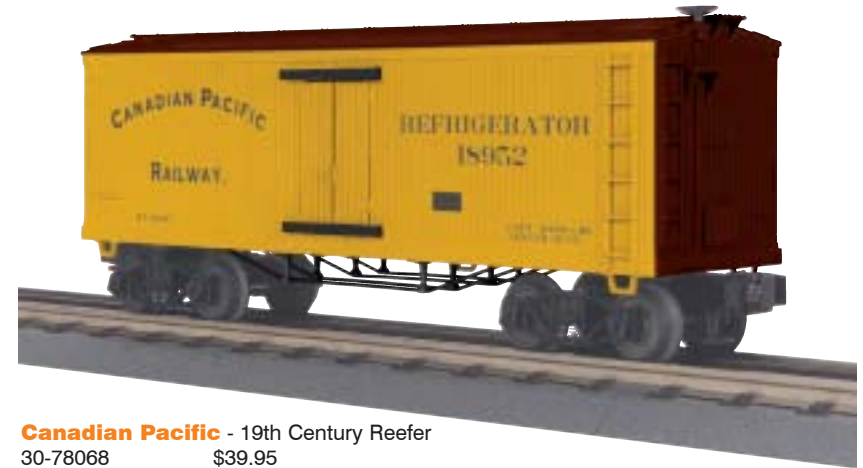
Details

- Unit Measures: 9 5/8" x 2 7/16" x 2 1/16"
- Operates on O-27 Curves

19th Century Reefer



Michigan Central - 19th Century Reefer
30-78067 \$39.95



Canadian Pacific - 19th Century Reefer
30-78068 \$39.95



Santa Fe - 19th Century Reefer
30-78066 \$39.95



Swift - 19th Century Reefer
30-78069 \$39.95

Details

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



19th Century 34' Box Car



Union Pacific - 19th Century 34' Box Car
30-74471 \$39.95



Saint Paul and Duluth - 19th Century 34' Box Car
30-74468 \$39.95



Chesapeake & Ohio - 19th Century 34' Box Car
30-74469 \$39.95



Pittsburg Shawmut & Northern - 19th Century 34' Box Car
30-74470 \$39.95



Details

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

Box Cars



Atlantic Coast Line - Box Car
30-74485 \$39.95



Baltimore & Ohio - Box Car
30-74486 \$39.95



Conrail - Box Car
30-74487 \$39.95

Details

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



Box Cars



Boston Red Sox™ Fenway Park - Box Car
30-74480 \$44.95



Brooklyn Dodgers™ 1955 - Box Car
30-74481 \$44.95



Detroit Tigers™ 1945 - Box Car
30-74482 \$44.95



Philadelphia Phillies™ 1980 - Box Car
30-74484 \$44.95



New York Yankees™ 1952 - Box Car
30-74483 \$44.95

Details

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



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40' High Cube Box Cars



Chessie - 40' High Cube Box Car
30-74477 \$44.95



Harley-Davidson® - 40' High Cube Box Car
30-74476 \$49.95



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Chicago Northwestern - 40' High Cube Box Car
30-74478 \$44.95



Southern - 40' High Cube Box Car
30-74479 \$44.95

Details

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



40' Double Door Box Cars



John Deere - 40' Double Door Box Car
30-74473 \$44.95

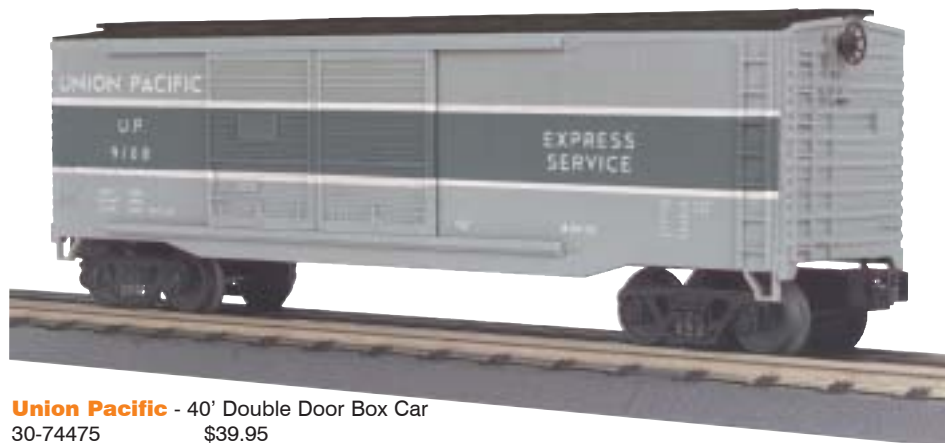
John Deere is a registered trademark of Deere & Company.



Harley-Davidson® - 40' Double Door Box Car
30-74472 \$44.95



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Union Pacific - 40' Double Door Box Car
30-74475 \$39.95



NASA - 40' Double Door Box Car
30-74474 \$39.95



Details

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

Modern Reefer



Bully Porter - Modern Reefer
30-78059 \$44.95



Budweiser - Modern Reefer
30-78057 \$47.95
"© 2007 Anheuser-Busch, Inc. All Rights Reserved."

Details

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



Coors - Modern Reefer
30-78056 \$47.95

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Fort Pitt Special - Modern Reefer
30-78058 \$44.95



Reading Bock - Modern Reefer
30-78060 \$44.95

Reefer Car



Pennsylvania Pilsner - Reefer Car
30-78065 \$39.95



Mountain Brew - Reefer Car
30-78064 \$39.95



Blue Hen Beer - Reefer Car
30-78063 \$39.95



Alaskan Pale Ale - Reefer Car
30-78062 \$39.95



Details

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

3-Dome Tank Car



Harley-Davidson® - 3-Dome Tank Car
30-73254 \$47.95



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Erie - 3-Dome Tank Car
30-73255 \$44.95

Details

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



Western Maryland - 3-Dome Tank Car
30-73256 \$44.95



Milwaukee Road - 3-Dome Tank Car
30-73257 \$44.95



Modern Tank Car



Boston & Maine - Modern Tank Car
30-73262 \$44.95



Illinois Central - Modern Tank Car
30-73263 \$44.95



Canadian National - Modern Tank Car
30-73265 \$44.95



Richmond, Fredericksburg & Potomac - Modern Tank Car
30-73264 \$44.95

Details

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



Tank Car



New York Central - Tank Car
30-73259 \$44.95



Gulf - Tank Car
30-73258 \$44.95



Canadian Pacific - Tank Car
30-73261 \$44.95



Union Pacific - Tank Car
30-73260 \$44.95

Details

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



4-Bay Cylindrical Hopper Car



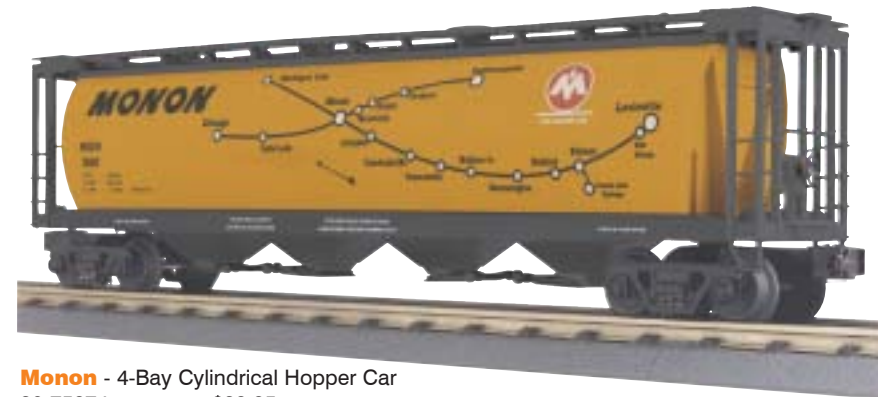
Southern Pacific - 4-Bay Cylindrical Hopper Car
30-75273 \$39.95



New York Ontario & Western - 4-Bay Cylindrical Hopper Car
30-75275 \$39.95



Caterpillar® - 4-Bay Cylindrical Hopper Car
30-75272 \$44.95



Monon - 4-Bay Cylindrical Hopper Car
30-75274 \$39.95



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Details

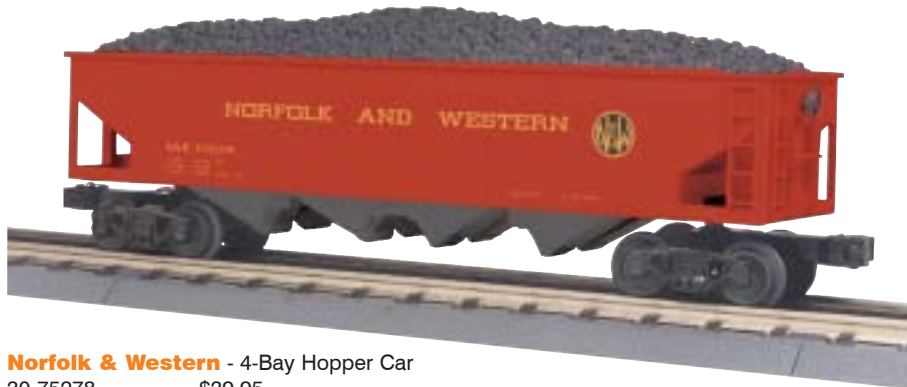
- Unit Measures: 13 3/8" x 2 3/8" x 3 7/16"
- Operates on O-31 Curves



4-Bay Hopper Car



Baltimore & Ohio - 4-Bay Hopper Car
30-75276 \$39.95



Norfolk & Western - 4-Bay Hopper Car
30-75278 \$39.95



Southern Pacific - 4-Bay Hopper Car
30-75277 \$39.95



New Haven - 4-Bay Hopper Car
30-75279 \$39.95

Details

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



American Crane Car



Caterpillar® - American Crane Car
30-79205 \$64.95

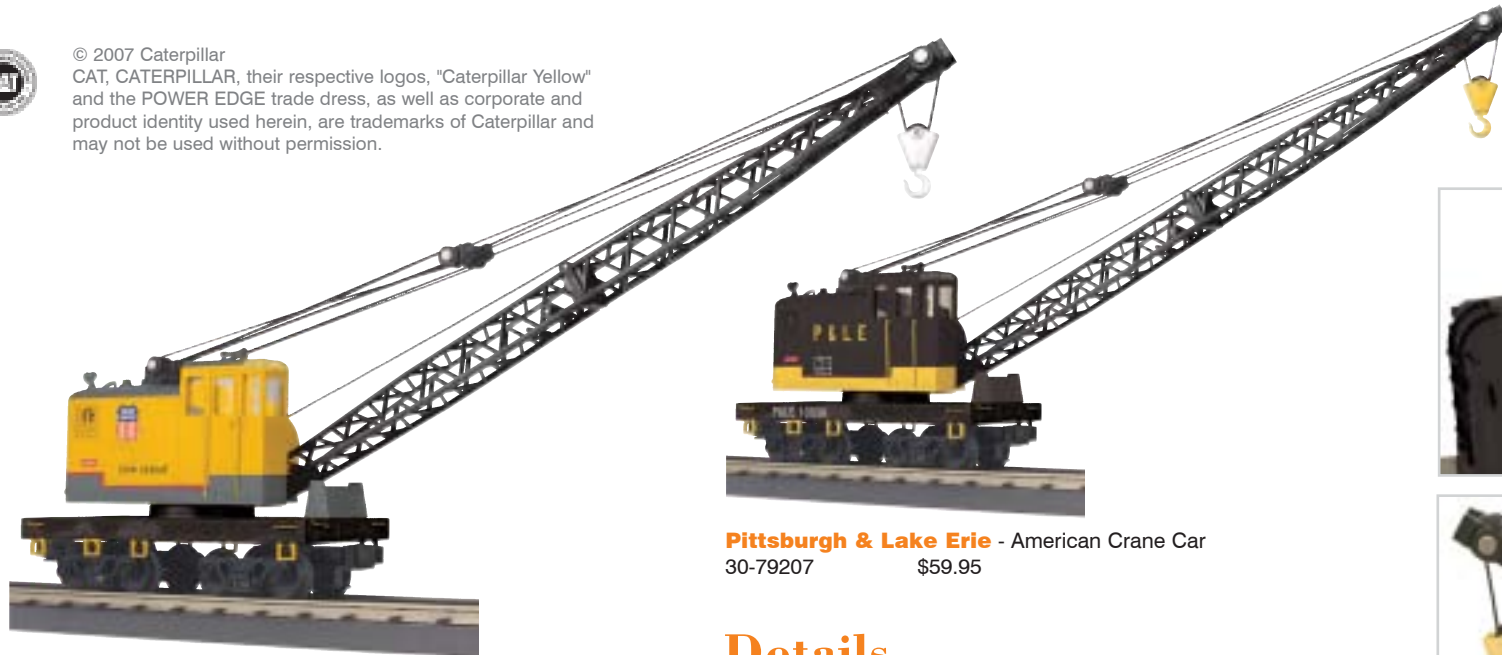


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John Deere - American Crane Car
30-79206 \$64.95

John Deere is a registered trademark of Deere & Company.



Pittsburgh & Lake Erie - American Crane Car
30-79207 \$59.95

Union Pacific - American Crane Car
30-79204 \$59.95



Details

- Mechanically Operated Boom and Hook
- Unit Measures: 17 5/8" x 2 5/8" x 4"
- Operates on O-27 Curves

Gondola Car with Crates



U.S. Army - Gondola Car w/ Crates
30-72014 \$39.95



Louisville & Nashville - Gondola Car w/ Crates
30-72015 \$39.95



Pittsburgh Steelers - Gondola Car w/ Crates
30-72013 \$44.95



Alaska - Gondola Car w/ Crates
30-72016 \$39.95



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Details

- Unit Measures: 11 15/16" x 2 3/16" x 1 11/16"
- Operates on O-27 Curves



Husky Stack Car



Chesapeake & Ohio - Husky Stack Car
30-76283 \$49.95



Lehigh Valley - Husky Stack Car
30-76284 \$49.95

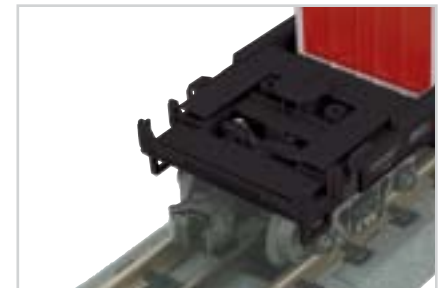


M&M's® - Husky Stack Car
30-76286 \$54.95

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Canadian National - Husky Stack Car
30-76285 \$49.95



Details

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

Ore Car



Cleveland Browns - Ore Car
30-75269 \$42.95



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Duluth Missabe & Iron Range - Ore Car
30-75270 \$39.95

Details

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



Jersey Central - Ore Car
30-75271 \$39.95



John Deere - Ore Car
30-75268 \$42.95

John Deere is a registered trademark of Deere & Company.



Flat Car with Trailer



Rolling Rock - Flat Car w/ Trailer
30-76277 \$49.95

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M&M's® - Flat Car w/ Trailer
30-76278 \$49.95

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Coors Light - Flat Car w/ Trailer
30-76275 \$49.95



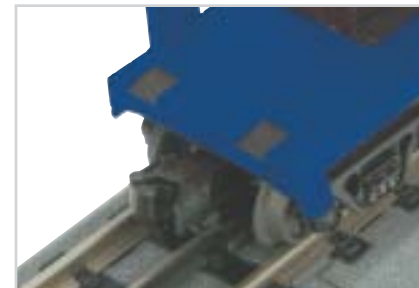
Killian's Red - Flat Car w/ Trailer
30-76276 \$49.95

Details

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

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The Killian's trademark is owned by Brasseries Pelforth, S.A.



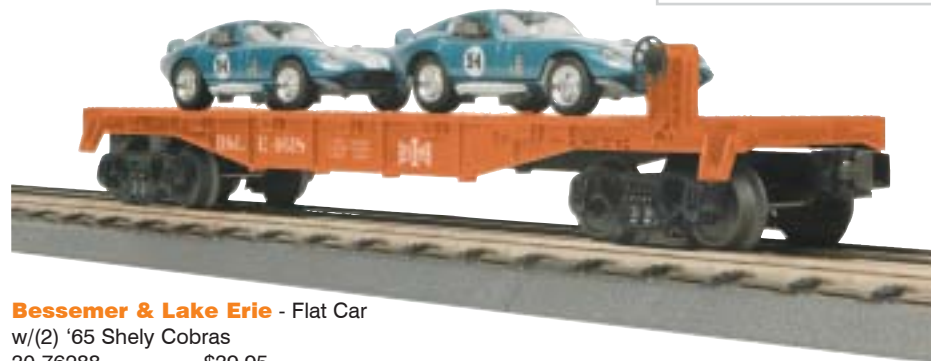
Flat Car with Die-Cast Auto Loads



Grand Trunk - Flat Car w/(2) '50 GMC Pickups
30-76287 \$39.95

Details

- Die-Cast 1/43 Cars
- Unit Measures: 11 3/4" x 2 5/16" x 1 15/16"
- Operates on O-27 Curves



Bessemer & Lake Erie - Flat Car
w/(2) '65 Shely Cobras
30-76288 \$39.95

Auto Carrier Flat Car



Pittsburgh & Lake Erie - Auto Carrier Flat Car
w/(4) Mercedes 560SL
30-76289 \$59.95



Details

- Die-Cast 1/43 Cars
- Unit Measures: 11 11/16" x 2 5/16" x 3 1/2"
- Operates on O-27 Curves



Reading - Auto Carrier Flat Car
w/(4) Porsche 356B Cabriolets
30-76290 \$59.95

Flat Car with Billboard



Coors Light - Flat Car w/ Billboard
30-76281 \$44.95

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Jersey Central - Flat Car w/ Billboard
30-76282 \$39.95



Western Maryland - Flat Car w/ Billboard
30-76280 \$39.95



Budweiser - Flat Car w/ Billboard
30-76279 \$44.95

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Details

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



Bay Window Caboose



U.S. Coast Guard - Bay Window Caboose
30-77143 \$52.95



Duluth Winnipeg & Pacific - Bay Window Caboose
30-77145 \$52.95



Coors - Bay Window Caboose
30-77144 \$54.95

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Details

- Lighted Interior
- Unit Measures: 4 1/2" x 2 1/2" x 3 1/2"
- Operates on O-31 Curves



Offset Steel Caboose



Southern - Offset Steel Caboose
30-77148 \$52.95



Pittsburgh & Lake Erie - Offset Steel Caboose
30-77147 \$52.95



Florida East Coast - Offset Steel Caboose
30-77150 \$52.95



New Haven - Offset Steel Caboose
30-77149 \$52.95



Details

- Lighted Interior
- Unit Measures: 10 1/4" x 2 1/2" x 4 1/4"
- Operates on O-27 Curves

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.

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
- Coach Car Measures: 16 11/16" x 2 1/2" x 3 5/16"
- Vista Dome Car Measures: 16 11/16" x 2 1/2" x 3 13/16"
- 2-Car Sets Feature (1) Sleeper, (1) Diner
- 2-Car Sets Measure: 34 6/16" x 2 5/8" x 3 5/16"
- 4-Car Sets Feature: (1) Baggage, (1) Coach, (1) Vista Dome, (1) Observation
- 4-Car Set Measures: 68 3/4" x 2 5/8" x 3 5/16"
- Operates on O-31 Curves



Milwaukee Road - 60' Streamlined ABS Coach Car
30-67404 \$49.95



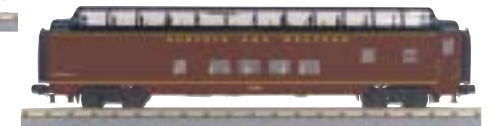
Milwaukee Road - 60' Streamlined ABS Full-Length Vista Dome Car
30-67405 \$54.95



Milwaukee Road - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67403 \$99.95



Norfolk & Western
60' Streamlined ABS Coach Car
30-67420 \$49.95



Norfolk & Western - 60' Streamlined ABS Full-Length Vista Dome Car
30-67421 \$54.95



Norfolk & Western - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67419 \$99.95



Norfolk & Western - 4-Car 60' Streamlined ABS Passenger Set
30-67418 \$199.95



Ontario Northland - 60' Streamlined ABS Coach Car
30-67408 \$49.95



Ontario Northland - 60' Streamlined ABS Full-Length Vista Dome Car
30-67409 \$54.95



Ontario Northland - 4-Car 60' Streamlined ABS Passenger Set
30-67406 \$199.95



Southern - 4-Car 60' Streamlined ABS Passenger Set
30-67410 \$199.95



Southern - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67411 \$99.95



Southern - 60' Streamlined ABS Coach Car
30-67412 \$49.95



Southern - 60' Streamlined ABS Full-Length Vista Dome Car
30-67413 \$54.95



Union Pacific - 4-Car 60' Streamlined ABS Passenger Set
30-67438 \$199.95



Union Pacific - 60' Streamlined ABS Full-Length Vista Dome Car
30-67441 \$54.95



Union Pacific - 60' Streamlined ABS Coach Car
30-67440 \$49.95



Union Pacific - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67439 \$99.95



New York Central - 4-Car 60' Streamlined ABS Passenger Set
30-67344 \$199.95



New York Central - 60' Streamlined ABS Sleeper Car
30-67346 \$49.95



New York Central - 60' Streamlined ABS Full-Length Vista Dome Car
30-67347 \$54.95



New York Central - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67345 \$99.95

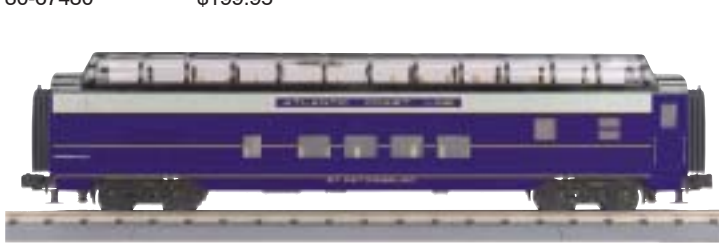


Ontario Northland - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67407 \$99.95





Atlantic Coast Line - 4-Car 60' Streamlined ABS Passenger Set
30-67430 \$199.95



Atlantic Coast Line - 60' Streamlined ABS Full-Length Vista Dome Car
30-67433 \$54.95



Atlantic Coast Line - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67431 \$99.95



Atlantic Coast Line - 60' Streamlined ABS Coach Car
30-67432 \$49.95



Santa Fe - 60' Streamlined ABS Full-Length Vista Dome Car
30-67429 \$54.95



Santa Fe - 4-Car 60' Streamlined ABS Passenger Set
30-67426 \$199.95



Santa Fe - 60' Streamlined ABS Coach Car
30-67428 \$49.95



Illinois Central - 60' Streamlined ABS Full-Length Vista Dome Car
30-67437 \$54.95



Santa Fe - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67427 \$99.95





Pennsylvania - 4-Car 60' Streamlined ABS Passenger Set
30-67414 \$199.95



Pennsylvania - 60' Streamlined ABS Full-Length Vista Dome Car
30-67417 \$54.95



Pennsylvania - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67415 \$99.95



Pennsylvania - 60' Streamlined ABS Coach Car
30-67416 \$49.95



New York Central - 4-Car 60' Streamlined ABS Passenger Set
30-67422 \$199.95



New York Central - 60' Streamlined ABS Full-Length Vista Dome Car
30-67425 \$54.95



New York Central - 60' Streamlined ABS Coach Car
30-67424 \$49.95



New York Central - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67423 \$99.95



Illinois Central - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67435 \$99.95



Illinois Central - 60' Streamlined ABS Coach Car
30-67436 \$49.95



Illinois Central - 4-Car 60' Streamlined ABS Passenger Set
30-67434 \$199.95

Madison Passenger Cars



Baltimore & Ohio - 2-Car 60' Madison Combo/Diner Set
30-69059 \$99.95



Baltimore & Ohio - 60' Madison Coach Car
30-69060 \$49.95

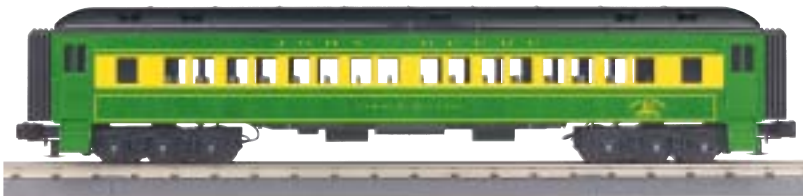


Baltimore & Ohio - 4-Car 60' Madison Passenger Set
30-69058 \$199.95



John Deere - 4-Car 60' Madison Passenger Set
30-69052 \$199.95

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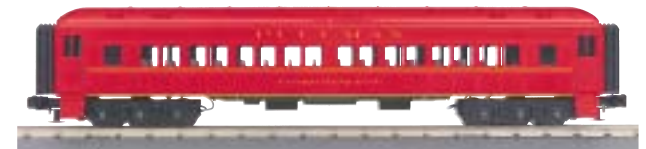
John Deere - 60' Madison Coach Car
30-69054 \$49.95



John Deere - 2-Car 60' Madison Combo/Diner Set
30-69053 \$99.95



New York Central - 2-Car 60' Madison Combo/Diner Set
30-69056 \$99.95



New York Central - 60' Madison Coach Car
30-69057 \$49.95



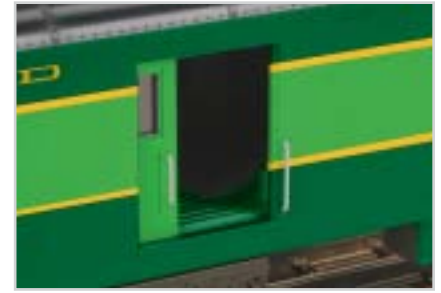
New York Central - 4-Car 60' Madison Passenger Set
30-69055 \$199.95

PERFECT COMPLIMENT FOR THE NYC PACIFIC

See Page 11



Pennsylvania - 60' Madison Coach Car
30-69066 \$49.95



Pennsylvania - 4-Car 60' Madison Passenger Set
30-69064 \$199.95

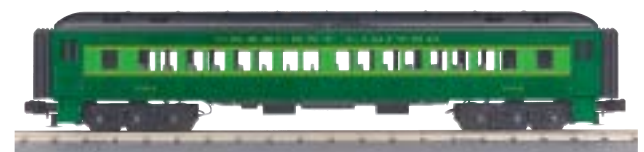
Pennsylvania - 2-Car 60' Madison Combo/Diner Set
30-69065 \$99.95



Southern - 4-Car 60' Madison Passenger Set
30-69061 \$199.95



Southern - 2-Car 60' Madison Combo/Diner Set
30-69062 \$99.95



Southern - 60' Madison Coach Car
30-69063 \$49.95



Details

- 4-Car Sets Feature (1) Baggage, (2) Coaches, (1) Observation
- 4-Car Set Measures: 68 3/4" x 2 5/8" x 3 5/16"
- 2-Car Sets Feature (1) Combine, (1) Diner
- 2-Car Set Measures: 34 6/16" x 2 5/8" x 3 5/16"
- Coach Car Measures: 16 11/16" x 2 5/8" x 4 5/16"
- Operates On O-31 Curves

Anatomy of a Premier Locomotive

M.T.H. Premier Line diesel locomotives offer today's O Gauge enthusiast unmatched value. Not only are most of our diesels equipped with Proto-Scale 3-2, which allows operation on both 3-rail and 2-rail track, they come outfitted with an array of add-on detail parts that approach or even surpass that of brass O Scale models costing a thousand dollars or more.

Capable of operating on AC or DC power, each Premier Line diesel engine is equipped with Proto-Sound 2.0, locomotive speed control, remotely operated Proto-Couplers that function in command or conventional operation, and operating smoke. Simply put, you won't find another diesel that includes the wide selection of features, detail and functionality as that of an M.T.H. Premier Line diesel.

Body Shell Designed to be Easily Removed for Maintenance or Repair

Two Powerful Flywheel-Equipped Motors

3-Chime Horn

Movable Fan Blades

Lift Rings

Metal Handrails

All Wheels Powered

Die-Cast Truck Sides

Die-Cast Air Tanks

Die-Cast Fuel Tank

Engineer Figure

Coupler Lift Bar

Separate Grab Irons

Metal Safety Tread

Safety Chain



Movable Sunshades



MU Cables

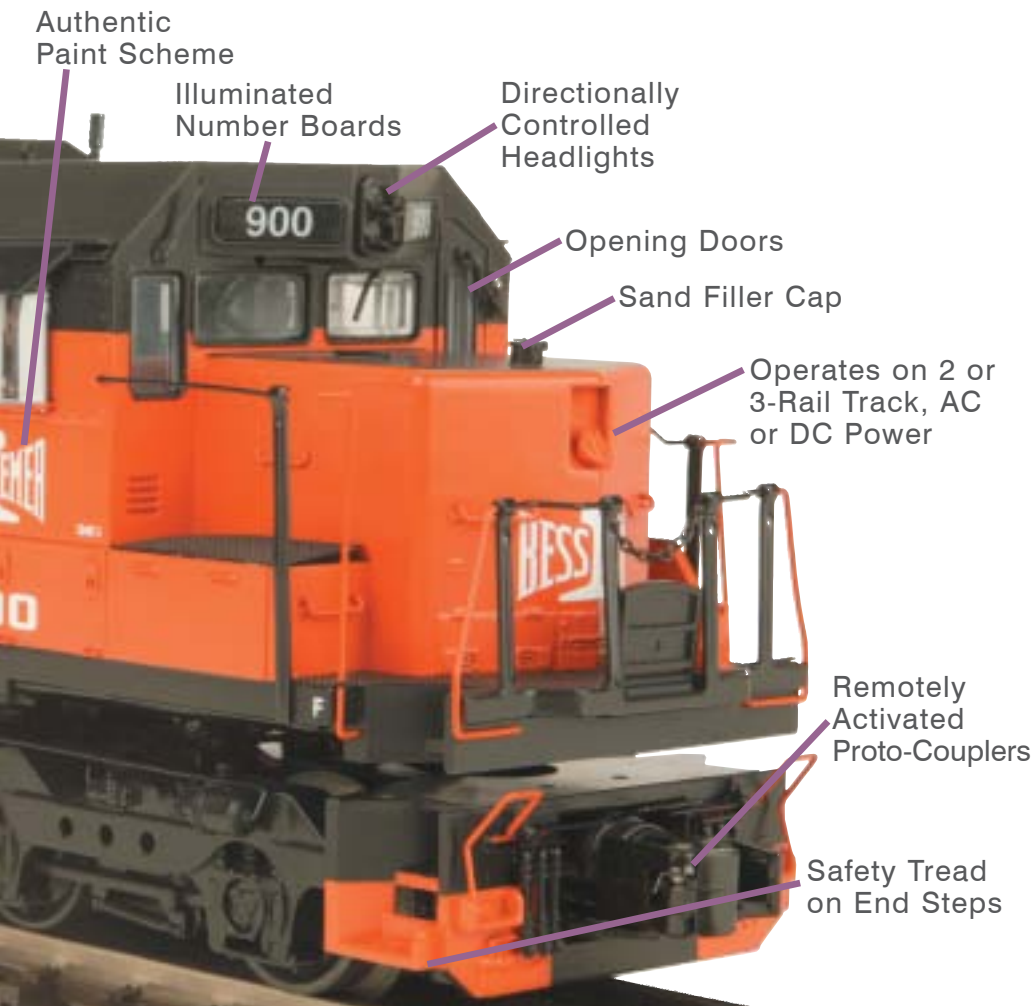


Safety Placards



Movable MU Platform

PREMIER LINE: O SCALE'S FINEST COMBINATION OF DETAIL,



Detailed Fuel Tank



See-Through Grilles

Proto-Scale 3-2™

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

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

The conversion kits listed below offer additional versatility. Each kit contains enough wheel sets for (2) power trucks. Wheels are polished, turned metal with scale treads and flange heights. Premounted on metal axles with one insulated side for use on 2-rail O Scale track systems. Two wheel sets in each kit contains premounted drive gears.

Scale Wheel Sets Proto-Scale 3-2™ 4-Wheel Truck Scale Wheel Set Kit

20-89005 \$39.95

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

20-89006 \$59.95

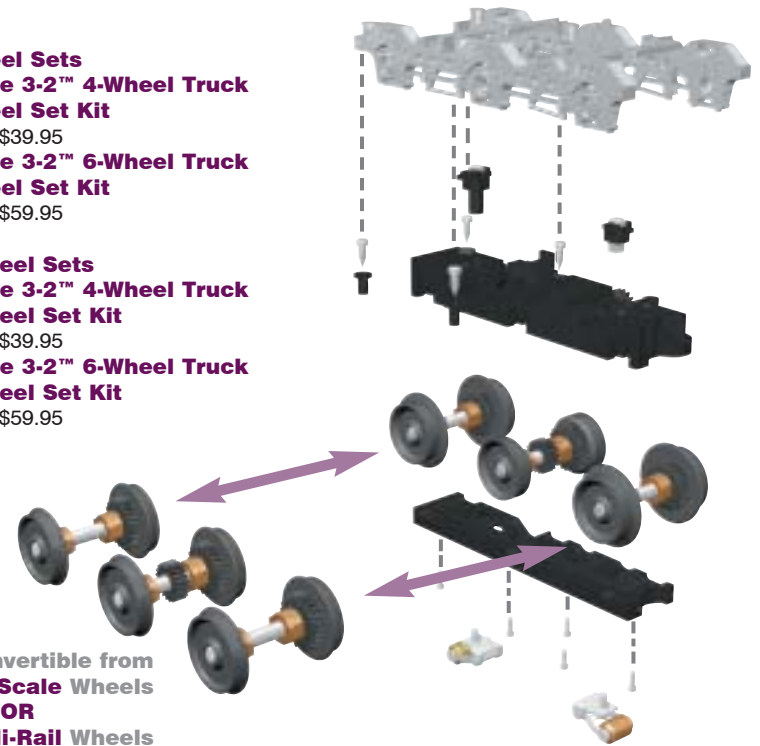
Hi-Rail Wheel Sets Proto-Scale 3-2™ 4-Wheel Truck Hi-Rail Wheel Set Kit

20-89008 \$39.95

Proto-Scale 3-2™ 6-Wheel Truck Hi-Rail Wheel Set Kit

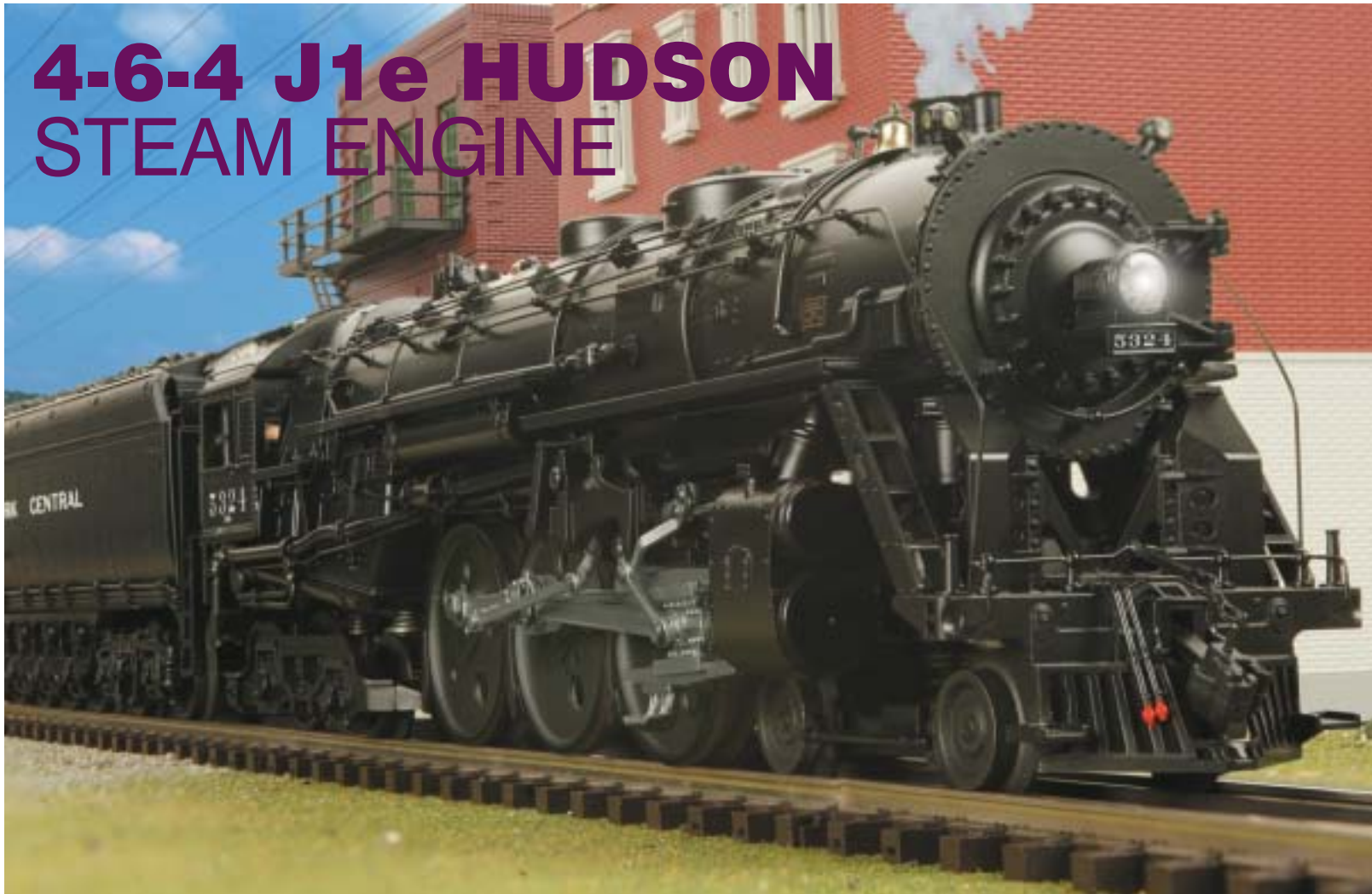
20-89009 \$59.95

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



REALISM, AND PERFORMANCE

4-6-4 J1e HUDSON STEAM ENGINE



Features

- 1:48 Scale Proportions
- Die-Cast Boiler and Tender Body
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Precision Flywheel Equipped Motor
- Remote Controlled Proto-Coupler™
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Operating Marker Lights
- Lighted Cab Interior
- Operating Tender Back-up Light
- Locomotive Speed Control in Scale MPH Increments
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- Synchronized Puffing ProtoSmoke® System
- Real Coal Load
- Wireless Drawbar
- 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"
- Hi-Rail Wheels Operate On O-42 Curves
- Scale Wheels Operate On 42" Radius Curves



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

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

Like Lionel in 1937, we believe our model of this engine exemplifies the best in today's O gauge locomotives. The M.T.H. J1e reappears in the Premier Line in 2008 sporting the power and performance of Proto-Sound 2.0 and offered for the first time with Scullin disc drivers and the 14-wheel PT tender.



New York Central - 4-6-4 J1e Hudson Steam Engine
 20-3321-1 w/Proto-Sound 2.0 (Hi-Rail Wheels) \$999.95
 20-3321-2 w/Proto-Sound 2.0 (Scale Wheels) \$999.95



New York Central - 4-6-4 J1e PT Hudson Steam Engine
 20-3323-1 w/Proto-Sound 2.0 (Hi-Rail Scullin Wheels) \$999.95
 20-3323-2 w/Proto-Sound 2.0 (Scale Scullin Wheels) \$999.95

NEW!



Boston & Albany - 4-6-4 J1e Hudson Steam Engine
 20-3322-1 w/Proto-Sound 2.0 (Hi-Rail Wheels) \$999.95
 20-3322-2 w/Proto-Sound 2.0 (Scale Wheels) \$999.95



New York Central - 70' Madison RPO Passenger Car
 20-4296 \$79.95



New York Central - 2-Car 70' Madison Baggage/Coach Passenger Set
 20-4496 \$159.95



New York Central - 2-Car 70' Madison Comb/Din Passenger Set
 20-4196 \$159.95



New York Central - 4-6-4 J1e Passenger Set
 20-3324-1 w/Proto-Sound 2.0 \$1099.95



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 Flywheel Equipped Motor
- Remote Controlled Proto-Coupler™
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Decorative Bell
- Metal Whistle
- Operating Marker Lights
- Lighted Cab Interior
- Operating Tender Back-up Light
- Locomotive Speed Control in Scale MPH Increments
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- Real Coal Load
- Synchronized Puffing ProtoSmoke™ System
- Proto-Sound® 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Wireless Drawbar
- Unit Measures: 20" x 2 3/4" x 4 5/8"
- Hi-Rail Wheels Operate On O-72 Curves
- Scale Wheels Operate On 54" Radius Curves

There are two reasons to put a lot of drivers under a locomotive. One, obviously, is to increase pulling power. The other is to spread out the engine's weight, allowing it to operate on lighter-duty track and rail. The "Russian" decapods were an example of the latter.

During World War I, the Imperial Russian State Railways ordered 1230 locomotives of the 2-10-0 wheel arrangement from Alco and Baldwin. With light axle loading and tiny 52" drivers — about the same size as a typical switcher — these decapods were designed for moderate speeds on light and often poorly maintained track. When the Bolshevik Revolution overthrew the czar, the final 200 engines in the order were stranded in the U.S. Desperately in need of wartime motive power, the United States Railroad Administration (USRA) had the decapods regauged from five feet to standard gauge and allocated them to railroads throughout the east in early 1918. (See the 0-6-0 writeup on the next page for more on the USRA.)

While the 2-10-0 wheel arrangement was not especially popular in North America, the light-footed, nimble, yet strong Russian decapods proved ideal for service on branch lines and smaller railroads. Although originally allocated mainly to larger class 1 railroads including the Pennsy, Erie, Western Maryland, Southern, New Haven, and Atlantic Coast Line, many were later sold to smaller railroads where they became the largest motive power on the road. A number of Russian decapods served to the end of steam, and six are preserved today.

For a lot of action in a small steamer, add this vest-pocket decapod to your railroad. New for 2008, our model features the extraordinary detail you've come to expect in a Premier locomotive, plus all the features that make Proto-Sound 2.0 locomotives more fun to operate than any other engines in model railroading — including synchronized, puffing smoke with variable intensity; CD-quality sound; and Proto-Speed control for smooth pulling power at any speed from 3 scale mph to full throttle.



NEW! **Pittsburgh Shawmut & Northern** - 2-10-0 Russian Decapod Steam Engine
 20-3310-1 w/Proto-Sound 2.0 (Hi-Rail Wheels) \$999.95
 20-3310-2 w/Proto-Sound 2.0 (Scale Wheels) \$999.95



NEW! **Western Maryland** - 2-10-0 Russian Decapod Steam Engine
 20-3311-1 w/Proto-Sound 2.0 (Hi-Rail Wheels) \$999.95
 20-3311-2 w/Proto-Sound 2.0 (Scale Wheels) \$999.95



NEW! **Erie** - 2-10-0 Russian Decapod Steam Engine
 20-3309-1 w/Proto-Sound 2.0 (Hi-Rail Wheels) \$999.95
 20-3309-2 w/Proto-Sound 2.0 (Scale Wheels) \$999.95



NEW! **Atlantic Coast Line** - 2-10-0 Russian Decapod Steam Engine
 20-3308-1 w/Proto-Sound 2.0 (Hi-Rail Wheels) \$999.95
 20-3308-2 w/Proto-Sound 2.0 (Scale Wheels) \$999.95

0-6-0 USRA 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
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Real Coal Load
- Lighted Cab Interior
- Operating Tender Back-up Light
- Locomotive Speed Control in Scale MPH Increments
- Precision Flywheel Equipped Motor
- Synchronized Puffing ProtoSmoke™ System
- (2) Remote Controlled Proto-Couplers™
- Proto-Scale™ 3-2 3-Rail/2-Rail Conversion Capable
- Wireless Drawbar
- Proto-Sound® 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 17 1/8" x 2 3/8" x 3 5/8"
- Hi-Rail Wheels Operate On O-31 Curves
- Scale Wheels Operate On 18" Curves

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

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

Constructed with numerous added-on detail parts, the USRA 0-6-0 rejoins the Premier line for 2008. Only M.T.H. offers you this combination of prototype realism and all the operating features you’d want in a steam switcher: smooth, steady operation down to 3 scale miles per hour; remote Proto-Couplers front and rear; chuffing sounds and puffing smoke synchronized with the drivers at a correct four chuffs per revolution; adjustable smoke intensity; great pulling power; directional lighting; and authentic sounds.



Atlantic Coast Line - 0-6-0 USRA Steam Engine
 20-3304-1 w/Proto-Sound 2.0 (Hi-Rail Wheels) \$599.95
 20-3304-2 w/Proto-Sound 2.0 (Scale Wheels) \$599.95



Nickel Plate Road - 0-6-0 USRA Steam Engine
 20-3306-1 w/Proto-Sound 2.0 (Hi-Rail Wheels) \$599.95
 20-3306-2 w/Proto-Sound 2.0 (Scale Wheels) \$599.95



Union Pacific - 0-6-0 USRA Steam Engine
 20-3307-1 w/Proto-Sound 2.0 (Hi-Rail Wheels) \$599.95
 20-3307-2 w/Proto-Sound 2.0 (Scale Wheels) \$599.95

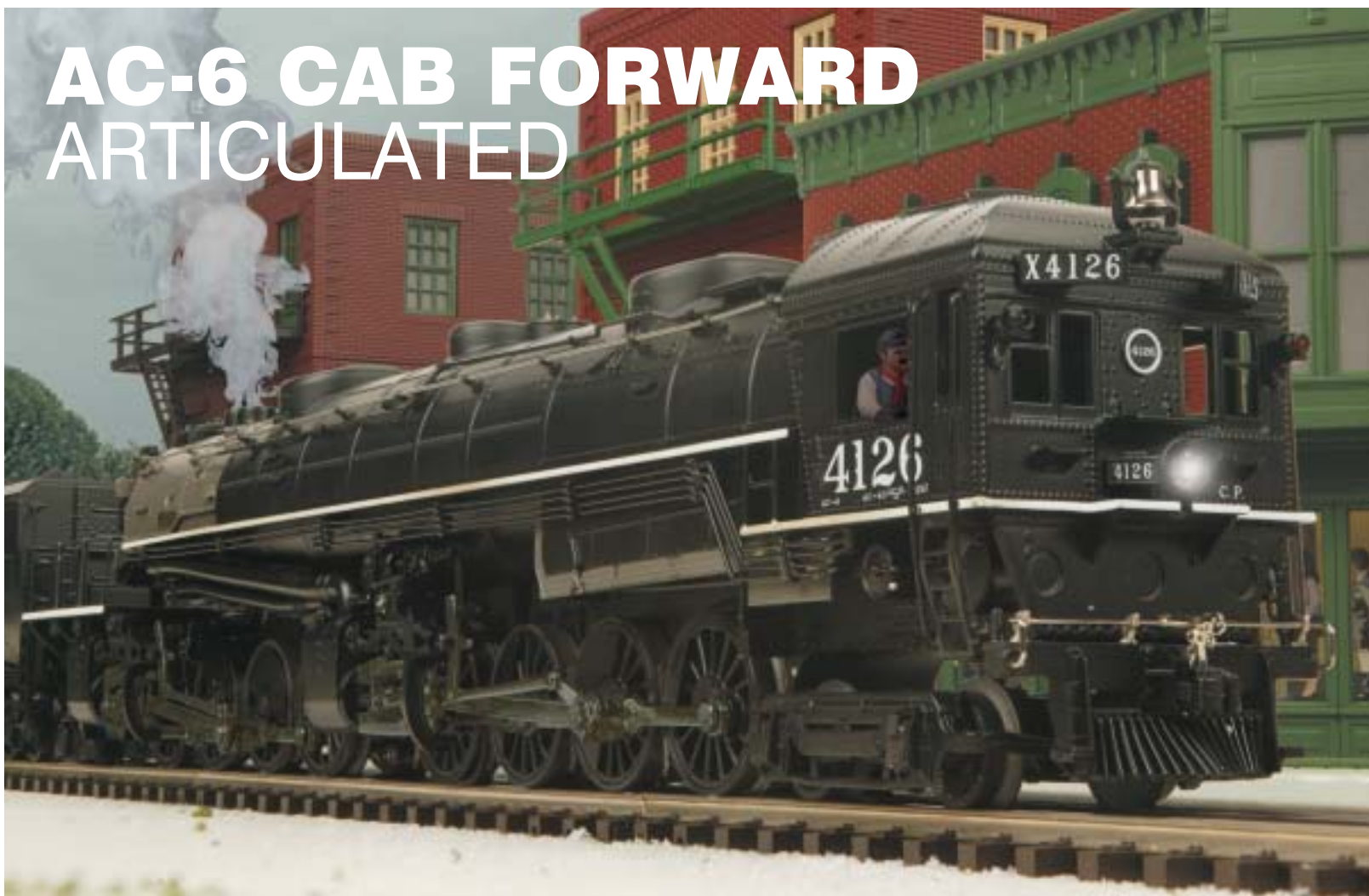


Pennsylvania - 0-6-0 USRA Steam Engine
 20-3280-1 w/Proto-Sound 2.0 (Hi-Rail Wheels) \$599.95
 20-3280-2 w/Proto-Sound 2.0 (Scale Wheels) \$599.95



Missouri Pacific - 0-6-0 USRA Steam Engine
 20-3305-1 w/Proto-Sound 2.0 (Hi-Rail Wheels) \$599.95
 20-3305-2 w/Proto-Sound 2.0 (Scale Wheels) \$599.95

AC-6 CAB FORWARD ARTICULATED



*(Catalog photo does not depict all upgraded details.)





Southern Pacific - 4-8-8-2 AC-6 Cab Forward Steam Engine (Original Cab)
 20-3347-1 w/Proto-Sound 2.0 (Hi-Rail Wheels) \$1399.95
 20-3347-2 w/Proto-Sound 2.0 (Scale Wheels) \$1399.95

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

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

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

The AC-6 Cab Forward returns to the Premier lineup in 2008, offered for the first time with Proto-Sound 2.0 and upgraded

with additional details, including legible builder's plates, painted backhead gauges, cab interior light, tender truck safety chains, and additional boiler details.* While many railfans are familiar with the AC-12 Cab Forward preserved at the California State Railroad Museum — the last new steam engine delivered to the Southern Pacific in 1944 — our model depicts the earlier AC-6 with its distinctive flat cab front and rounded Vanderbilt tender. Delivered in 1930-31, the AC-6 class set the pattern for all future Cab Forwards, with higher boiler pressure, more tractive effort, and the air compressors moved to the boiler front for better weight distribution. Several AC-6s were later modernized with a tapered cab front, and that version is also offered here for the first time.

Features

- 1:48 Scale Proportions
- Die-Cast Boiler and Tender Body
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Precision Flywheel Equipped Motor
- Remote Controlled Proto-Coupler™
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Bell
- Metal Whistle
- Operating Marker Lights
- Lighted Cab Interior
- Operating Tender Back-up Light
- Locomotive Speed Control in Scale MPH Increments
- Synchronized Puffing ProtoSmoke® System
- Proto-Scale™ 3-2 3-Rail/2-Rail Conversion Capable
- Wireless Drawbar
- Proto-Sound® 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 31" x 2 5/8" x 4 3/8"
- Operates On O-72 Curves



REBUILT CAB

Southern Pacific
 4-8-8-2 AC-6 Cab Forward Steam Engine (Rebuilt Cab, Number 4131)
 20-3349-1 w/Proto-Sound 2.0 (Hi-Rail Wheels) \$1399.95
 20-3349-2 w/Proto-Sound 2.0 (Scale Wheels) \$1399.95

Southern Pacific
 4-8-8-2 AC-6 Cab Forward Steam Engine (Rebuilt Cab, Number 4138)
 20-3348-1 w/Proto-Sound 2.0 (Hi-Rail Wheels) \$1399.95
 20-3348-2 w/Proto-Sound 2.0 (Scale Wheels) \$1399.95



Southern Pacific - Cab Forward Train Set (Original Cab)
 20-3346-1 w/Proto-Sound 2.0 \$1499.95

4-6-2 K4s STREAMLINED STEAM ENGINE



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

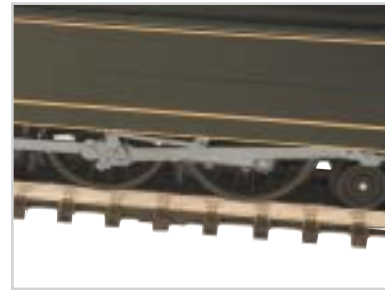
The 4-6-2 K4s became the Pennsylvania's principal passenger hauler, possessing a consummate blend of speed and power. Often double-headed on east coast limiteds in front of a Pullman consist, the K4s was a common and beautiful sight on the Pennsylvania's rails, and became synonymous with that railroad's steam power.

In 1936, K4s No. 3768 became the Pennsy's first streamlined steam engine. She headed name trains like the Broadway Limited and the Spirit of St. Louis. Later, after World War II concluded, the Pennsy's needs changed and the K4s' appearance underwent a series of changes to better serve those needs. The most apparent changes showed up on the 1947 Postwar or Modern version of the K4 and included a solid drop-coupler pilot, repositioned boiler front headlight and the addition of a steam generator below the headlight.

Featuring all of the craftsmanship and detail that make an M.T.H. steam locomotive the industry's best value, your K4s will quickly find a home on your layout or in your collection for years to come.



Pennsylvania - 4-6-2 K4s Streamlined Steam Engine
 20-3297-1 w/Proto-Sound 2.0 (Hi-Rail Wheels) \$899.95
 20-3297-2 w/Proto-Sound 2.0 (Scale Wheels) \$899.95



Features

- 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
- Metal Whistle
- Operating Marker Lights
- Lighted Cab Interior
- Synchronized Puffing ProtoSmoke™ System
- Operating Tender Back-up Light
- Locomotive Speed Control in Scale MPH Increments
- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Proto-Scale™ 3-2 3-Rail/2-Rail Conversion Capable
- Precision Flywheel Equipped Motor
- Real Coal Load
- Wireless Drawbar
- Proto-Sound® 2.0 With The Digital Command System Featuring Passenger Station Proto-Effects™
- Unit Measures: 22" x 2 3/4" x 3 7/8"
- Hi-Rail Wheels Operate On O-72 Curves
- Scale Wheels operate on 34" Radius Curves



Pennsylvania - K4s Streamlined Passenger Set
 20-3299-1 w/Proto-Sound 2.0 \$999.95

4-12-2 9000 STEAM ENGINE



For much of the twentieth century, the Union Pacific had a love affair with massive, bigger-than-life locomotives. Some examples, like the Challenger and Big Boy, were great successes, while others like the gas turbines and DD40AX "Centennial" diesel were noble failures. One of the UP's earliest and most successful big engines was the 9000-class 4-12-2, which boasted the longest rigid wheelbase of any American steam locomotive. Designed for fast freight service, the eighty-eight 9000-class engines were built by Alco in 1926-30, during a period when low-speed "drag" freight service — the norm on American railroads for decades — was being largely supplanted by freight trains running at passenger speeds. The 9000s could haul a mile-long train at 50 mph, twice the speed of the Mallet articulateds they replaced.

Known as a "Union Pacific" type for their wheel arrangement unique to the U.P., the 9000s were also the most successful three-cylinder rod locomotives ever built. The third cylinder was placed between the two outside cylinders and drove a rod connected to the second axle, which was shaped like a crankshaft rather than a straight axle. A pair of hinged rods driven off the outer cylinders, and clearly visible on the pilot in front of the cylinders, operated the third cylinder's valve gear. The rest of the middle cylinder's machinery, however, was not so visible or accessible, and tended to receive less than the optimal amount of attention from shop crews. Despite the maintenance headaches of the third cylinder, however, the 4-12-2s proved versatile and dependable. When faster and more powerful Challengers and Big Boys replaced them as the UP's premier freight engine, the 9000s became the principal freight power on the Nebraska division, where they served until early 1956. Engine No. 9000 was saved from the scrapper and resides today at the Los Angeles County Fairplex in Pomona, CA.

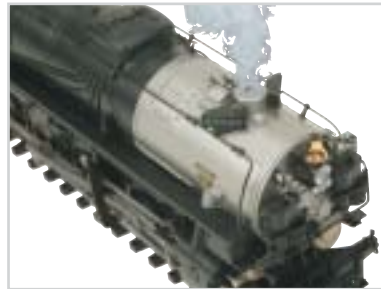
The 9000-class joins the other unique and massive UP power that has graced the Premier lineup. With smoother operation than any other model of this unique engine, our 4-12-2 will feature the wealth of added-on details you expect in a Premier locomotive — including operating third-cylinder valve gear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



Union Pacific - 4-12-2 9000 Steam Engine
 20-3293-1 w/Proto-Sound 2.0 (Hi-Rail Wheels) \$1195.95
 20-3293-2 w/Proto-Sound 2.0 (Scale Wheels) \$1195.95



Union Pacific - 4-12-2 9000 Steam Engine
 20-3294-1 w/Proto-Sound 2.0 (Hi-Rail Wheels) \$1195.95
 20-3294-2 w/Proto-Sound 2.0 (Scale Wheels) \$1195.95



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 Flywheel Equipped Motor
- Remote Controlled Proto-Coupler™
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Decorative Bell
- 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 in Scale MPH Increments
- Real Coal Load
- Wireless Drawbar
- Proto-Sound® 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 26 1/2" x 2 3/4" x 4 1/8"
- Hi-Rail Wheels Operate On O-72 Curves
- Scale Wheels Operate On 34" Radius Curves

4-8-4 NORTHERN STEAM ENGINE



Features

- Die-Cast Boiler and Tender Body
- 1:48 Scale Proportions
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Precision Flywheel Equipped Motor
- Remote Controlled Proto-Coupler™
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Decorative Bell
- Real Coal Load
- Metal Whistle
- Operating Marker Lights
- Lighted Cab Interior
- Operating Tender Back-up Light
- Wireless Drawbar
- Locomotive Speed Control in Scale MPH Increments
- Synchronized Puffing ProtoSmoke® System
- Proto-Sound® 2.0 With The Digital Command System Featuring Passenger Station or Freight Yard Proto-Effects™
- Unit Measures: 32 1/2" x 2 7/8" x 3 1/2"
- Operates On O-72 Curves

After it was pioneered by the Northern Pacific in 1927, the 4-8-4 quickly became a standard on American mainlines. In just over twenty years, from 1926 until the last J was built by the N&W in 1950, more than 900 Northern types of about 70 types were built. The Northern excelled at pulling passenger, freight, or dual service loads over long distances at speed without changing engines. Its four-wheel trailing truck supported a larger firebox that meant a good steam supply and higher sustained speeds. This led to a revolution of sorts in railroading philosophy, as the Northern shouldered aside 2-10-2s and other locomotives with higher tractive force. The 4-8-4's ability to maintain speed proved more valuable and efficient than brute force. The days of drag freight were coming to an end.

Modeled after the Santa Fe 2900-class Northern, these beautiful and powerful Premier models are available in the markings of the Santa Fe, Atlantic Coast Line, and Frisco Will Rogers and Meteor.

Did You Know?

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



Frisco/Will Rogers - 4-8-4 Northern Steam Engine
20-3320-1 w/Proto-Sound 2.0 \$1095.95

ADD A MATCHING PASSENGER SET!

See Page 162



Frisco/Meteor - 4-8-4 Northern Steam Engine
20-3319-1 w/Proto-Sound 2.0 \$1095.95

ADD A MATCHING PASSENGER SET!

See Page 162



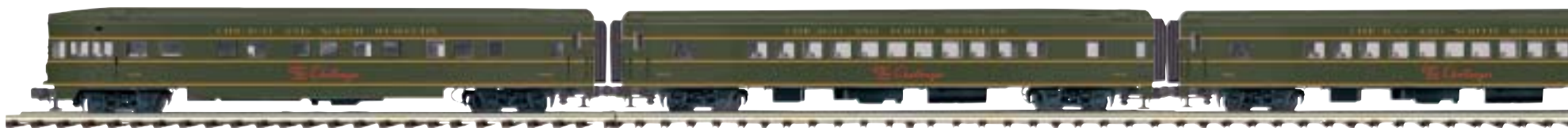
Atlantic Coast Line - 4-8-4 Northern Steam Engine
20-3316-1 w/Proto-Sound 2.0 \$1095.95

ADD A MATCHING PASSENGER SET!

See Page 162



Santa Fe - 4-8-4 Northern Steam Engine with long tender
20-3317-1 w/Proto-Sound 2.0 \$1095.95



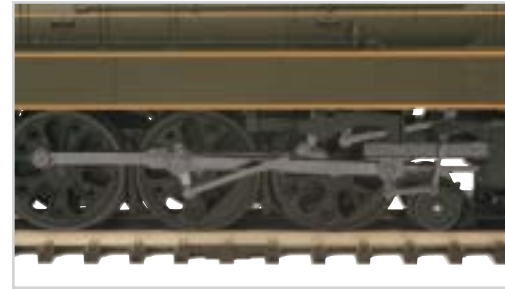
For a brief period in the mid-1930s, American railroads had a grand fling with streamlined steam. Some designs — most notably the SP Daylights and the NYC Dreyfus Hudsons — were so successful they became symbols of modernity for their railroads. But most streamlined steamers were quickly relegated to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

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

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



Chicago NorthWestern - 4-6-4 E-4 Streamlined Steam Engine
20-3298-1 w/Proto-Sound 2.0 (Hi-Rail Wheels) \$999.95



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 Flywheel Equipped Motor
- Remote Controlled Proto-Coupler™
- Engineer and Fireman Figures
- Operating Firebox Glow
- Operating MARS Light
- Metal Handrails
- Real Coal Load
- Metal Whistle
- Operating Marker Lights
- Lighted Cab Interior
- Operating Tender Back-up Light
- Locomotive Speed Control in Scale MPH Increments
- Synchronized Puffing ProtoSmoke™ System
- Wireless Drawbar
- Proto-Sound® 2.0 With The Digital Command System Featuring Passenger Station Proto-Effects™
- Unit Measures: 25 1/2" x 2 9/16" x 4 1/4"
- Hi-Rail Wheels Operate On O-42 Curves



Chicago NorthWestern - E-4 Streamlined Passenger Set
20-3325-1 w/Proto-Sound 2.0 \$1099.95

4-6-4 ROYAL HUDSON STEAM ENGINE



Features

- Die-Cast Boiler and Tender Body
- 1:48 Scale Proportions
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Precision Flywheel Equipped Motor
- Remote Controlled Proto-Coupler™
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Bell
- Decorative Metal Whistle
- Operating Marker Lights
- Lighted Cab Interior
- Operating Tender Back-up Light
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- Synchronized Puffing ProtoSmoke™ System
- Wireless Drawbar
- Proto-Sound® 2.0 With The Digital Command System Featuring: Passenger Station Proto-Effects™
- Unit Measures: 24" x 2 1/2" x 4
- Hi-Rail Wheels Operate On O-42 Curves
- Scale Wheels Operate on 42" Radius Curves

In 1939 King George VI, accompanied by his wife Queen Elizabeth, became the first reigning British monarch to visit Canada. For 31 days Their Majesties toured their Canadian Dominion from coast to coast in a 12-car train described by the Canadian Pacific as "regal in appearance, luxurious in interior decorations and appointments," and "in every way a home and a castle." The King, being something of a railroad buff, occasionally rode in the cab, and after one such cab ride the Queen was heard to remark, "That was a thrilling experience." The Canadian National used four different locomotives to handle the eastbound leg of the trip. The Canadian Pacific, however, handled its 3,224-mile westbound leg with a single locomotive, streamlined Hudson No. 2850, except for some assistance over mountain passes. In recognition of 2850's flawless performance, the Canadian Pacific was granted permission to designate its entire class of streamlined Hudsons as "Royal Hudsons," with the engines wearing the royal family crown on their running boards. If ever a locomotive was granted knighthood, this was it.

New for 2008, the Canadian Pacific Royal Hudson joins the Premier lineup in four authentic paint schemes. Engine 2850 wears the blue livery and royal coats of arms applied for Their Majesties visit. Authentic, matching cars with royal crowns and coats of arms are listed in the Premier passenger car section, including the multiple observation cars used on the actual train. Hudson 2851 led the pilot train that preceded the royal train on its journey, bearing members of the press and other personnel. Correct cars for the pilot train are also offered. Engine 2839 was retired by the CP in 1960 and restored for service in the Southern Railway's steam program, where it hauled excursions in the late 1970s and early 1980s and performed in the movie *Coal Miner's Daughter*. Restored once again, it resides today in the Nethercutt Collection Museum in San Sylmar, California. Royal Hudson 2860 became a tourist icon of British Columbia, leading steam excursions for 25 years until a forced retirement in 1999. Restored in 2006, it steams today at West Coast Railway Heritage Park in Squamish, BC.



Canadian Pacific (Royal Tour 1939) - 4-6-4 Royal Hudson Steam Engine
 20-3315-1 Hi-Rail Wheels \$999.95
 20-3315-2 Scale Wheels \$999.95

NEW!

Add a Matching Passenger Set
 See Page 163



Canadian Pacific (Pilot Train 1939) - 4-6-4 Royal Hudson Steam Engine
 20-3313-1 Hi-Rail Wheels \$999.95
 20-3313-2 Scale Wheels \$999.95

NEW!

Add a Matching Passenger Set
 See Page 163



Southern - 4-6-4 Royal Hudson Steam Engine
 20-3314-1 Hi-Rail Wheels \$999.95
 20-3314-2 Scale Wheels \$999.95

NEW!

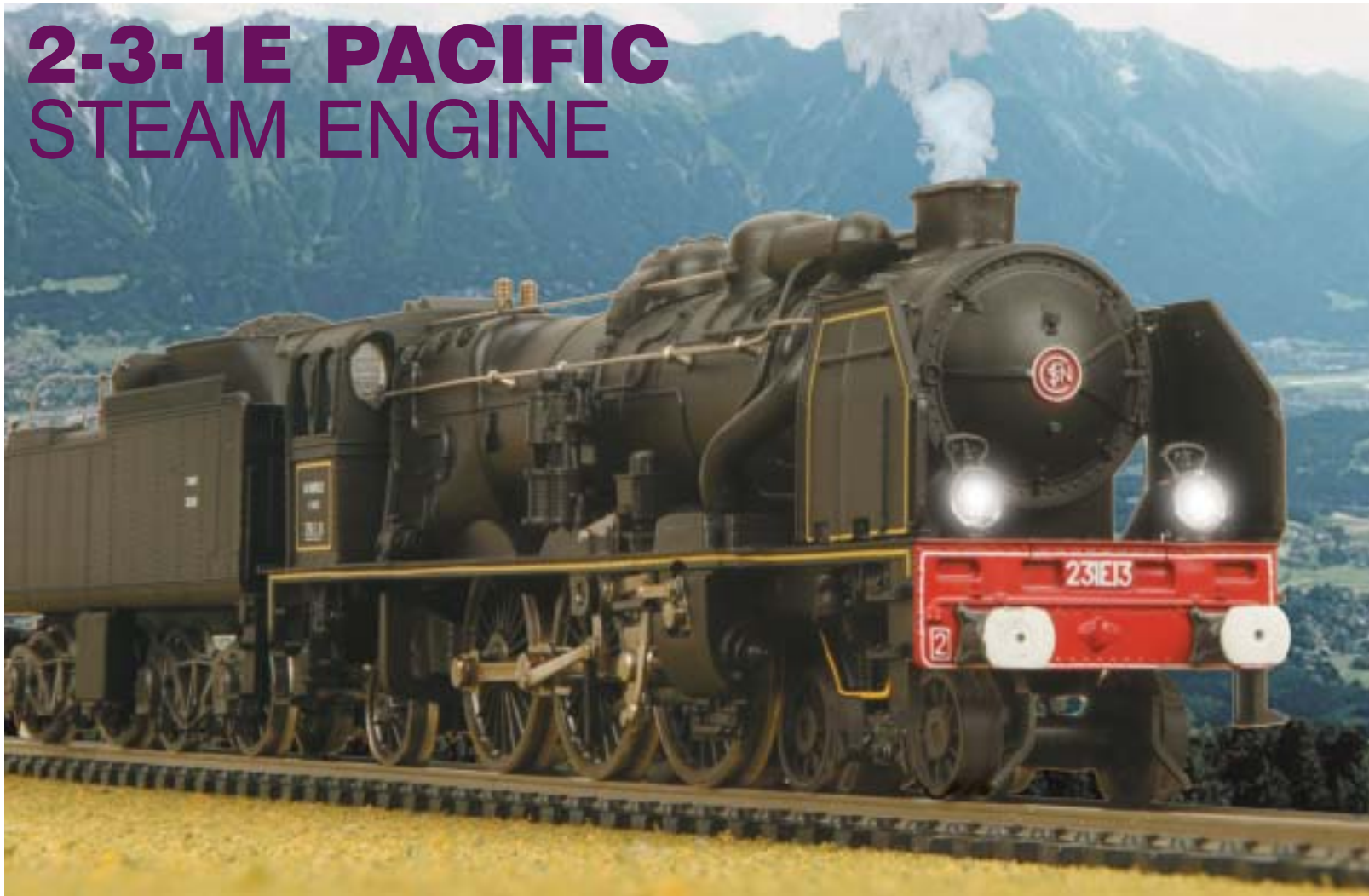
British Columbia - 4-6-4 Royal Hudson Steam Engine
 20-3312-1 Hi-Rail Wheels \$999.95
 20-3312-2 Scale Wheels \$999.95

NEW!

Learn More About It

On the MTH Web site, do a Product Search on any Royal Hudson item number, and you'll find a link to additional information on this engine.

2-3-1E PACIFIC STEAM ENGINE



Features

- Die-Cast Boiler and Tender Body
- 1:48 Scale Proportions
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Precision Flywheel Equipped Motor
- Remote Controlled Proto-Coupler™
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Bell
- Metal Whistle
- Lighted Cab Interior
- Real Coal Load
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- Synchronized Puffing ProtoSmoke™ System
- Wireless Drawbar
- Proto-Sound® 2.0 With The Digital Command System Featuring: Passenger Station Proto-Effects™
- Unit Measures: 23 1/4" x 20 5/8" x 4"
- Hi- Rail Wheels Operate On O-42 Curves
- Scale Wheels Operate on 42" Radius Curves

In the late 1800s, train travel across Europe was a messy affair. At each national border, passengers got off one train, walked across the border, and climbed aboard another. Like George Pullman in the United States, Belgian George Nagelmackers dreamed of something better: a rolling hotel in which travelers could sleep, eat, and relax from one end of their journey to the other. In 1883, the Orient Express made the dream a reality: a single train from Paris to Romania (and within a few years, from Paris to Istanbul), with rolling stock supplied by Nagelmackers' Compagnie Internationale des Wagons-Lits et Grandes Express Europeens ("wagon-lit" being French for sleeping car). Only the locomotives were changed as the Orient Express rolled across no less than seven national borders on its three-day journey.

From 1889 to 1977, with interruptions for two world wars, the Orient Express ran from Gare de l'Est station in Paris to Sirkeci Terminal on the Golden Horn, the gateway to Asia. After the 12-mile-long Simplon Tunnel was opened under the Alps, a second, more southerly route was added in 1919: the Simplon Orient Express via Milan, Venice, and Trieste. The train, of course, got caught up in the politics of the regions through which it ran and became a setting for international intrigue, mystery, and romance—more so in fiction than in fact. The Orient Express' screen credits include the James Bond film *From Russia With Love* and, most famously, movie and print versions of Agatha Christie's 1934 novel *Murder on the Orient Express*. The long, dark passage through the Simplon Tunnel, of course, has been a favorite setting for nefarious events.

Add a touch of color, mystery, and intrigue (but hopefully not murder) to your own railroad with our first-ever M.T.H. model of a European prototype. This engine replicates the French Pacific (2-3-1E wheel arrangement in French parlance, which counts axles rather than wheels) that hauled the Orient Express from Paris to the French border in the period between the world wars. The sound set in this fully-featured Premier model includes a European whistle and station announcements in English and French. In an upcoming catalog, this engine will be joined by authentic Wagons-Lit international passenger cars.



Orient Express - 2-3-1E Pacific Steam Engine **NEW!**
 20-3343-1 Hi-Rail Wheels \$999.95
 20-3343-1 Scale Wheels \$999.95



Orient Express - 2-3-1E Pacific Steam Engine **NEW!**
 20-3345-1 Hi-Rail Wheels \$999.95
 20-3345-2 Scale Wheels \$999.95



Orient Express - 2-3-1E Pacific Steam Engine **NEW!**
 20-3344-1 Hi-Rail Wheels \$999.95
 20-3344-2 Scale Wheels \$999.95

**Passenger Cars
 Coming Soon!**



M-1 STEAM-TURBO-ELECTRIC SET



Features

Set Includes:

- M-1 Steam Turbine
- 4-Car Streamlined Passenger Set

Locomotive Features:

- 1:48 Scale Proportions
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Locomotive Speed Control In Scale MPH Increments
- Engineer and Fireman Figures
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Operating Marker Lights
- Real Coal Load
- Opening Tender Coal Bunker Doors
- Lighted Cab Interior
- Operating ProtoSmoke™ System
- Operating Tender Back-up Light
- Intricately detailed ABS Locomotive Body and Die-Cast Tender Body
- (2) Precision Flywheel Equipped Motors
- Remote Controlled Proto-Coupler™
- Proto-Sound® 2.0 With The Digital Command System Featuring: Passenger Station Proto-Effects™
- Unit Measures: 39" x 2 1/2" x 4"
- Operates On O-72 Curves

Robert R. Young, the C&O's energetic and idealistic Chairman of the Board, wanted the postwar C&O to establish passenger service that would be "second to none." Part of his plan was The Chessie, a new premier streamliner on a fast 12-hour daylight schedule between Washington and Cincinnati.

Amenities aboard the planned train included dome cars, a diner that converted to a movie theatre, and a "family coach" with a children's playroom. As the C&O was the world's number one coal hauling railroad, and thus very tied to the good will of the coal industry, Young wanted The Chessie to have revolutionary coal-powered locomotives. Thus the M-1 was an attempt to combine the power source of a steam locomotive - the boiler - with the running gear of a diesel - a series of relatively small wheels with an electric motor on each axle. The link between the two was a steam-powered turbine that drove a pair of electric generators.

The M-1, however, posed no threat to dieseldom. Although designed as a 6000 horsepower, 100 mph beast, it was slippery, tended to run low on steam, proved too hungry and thirsty for its own good, and broke down often.

But even if it didn't work very well, the M-1 was a spectacular piece of machinery, the longest passenger locomotive ever built. Appearance-wise, it was perhaps best described as bizarre: a brightly colored streamlined shell concealing the body of a steam locomotive, sitting on the running gear of a diesel. Up front was the coal bunker, and behind it sat the

engineer and fireman, who got to bathe in the fine coal dust that blew back at them — dust that also tended to short out the forward traction motors. Behind the crew was the boiler, facing backward. This meant the engineer and fireman had the electrical and turbine controls in front of them, but the firebox and the boiler controls behind them. An M-1 crew had to be superb at multitasking, with controls and gauges in front and behind, and an engine that tended to slip or run out of steam.

Poor performance and the onslaught of diesels combined to give the M-1 a short life. Adding insult to injury, The Chessie, the flagship C&O streamliner the M-1 was supposed to power, never entered service. When delivered, its gleaming Budd-built cars with their orange letterboards posed for publicity pictures with the M-1s, but were soon repainted for other service or sold to other railroads. The three steam-turbo-electrics, which arrived on C&O rails in 1947 and '48, worked a bit in passenger service and had disappeared by 1949. But while The Chessie never ran on the real C&O, it can run on your layout. The M-1 returns to the Premier line in 2008, available for the first time with Proto-Sound 2.0. The M-1 is offered in its as-delivered orange paint scheme with matching Chessie cars. Additional cars are offered on pages 160-161.

Learn More About It

On the M.T.H. Web site, search on the item number for the M-1, for a more complete writeup and a link to additional information.

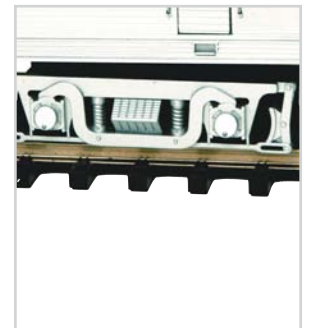
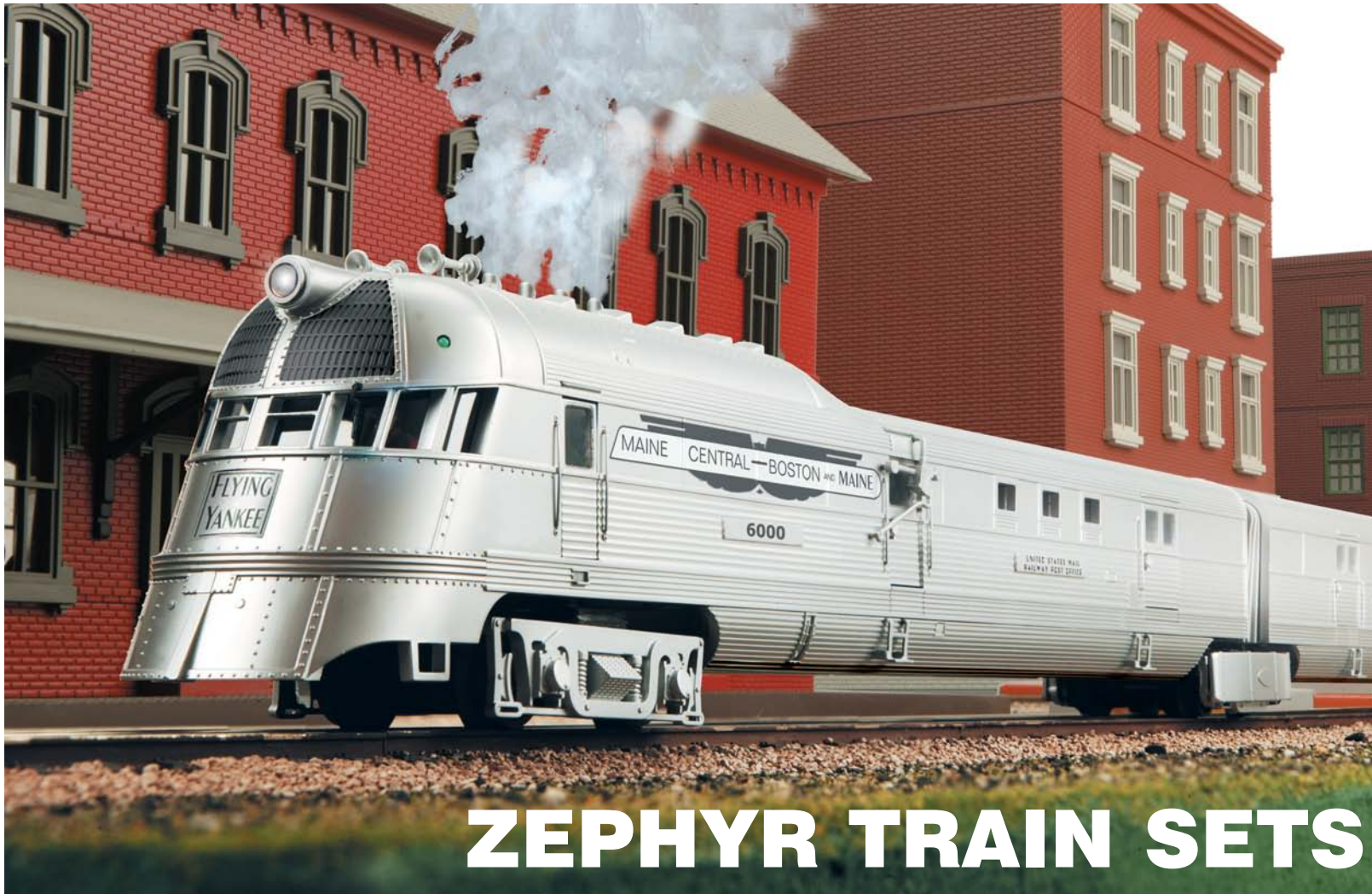
Passenger Car Features:

- Durable ABS Intricately Detailed Bodies
- Metal Wheels and Axles
- Overhead Interior Lighting
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Authentic Paint Scheme
- End-of-Car Diaphragms
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Detailed Car Interiors
- Stamped Metal Floors
- Detailed Car Undercarriage
- Sliding Baggage Car Doors
- Sets Features:
 - (1) Baggage
 - (1) Coach
 - (1) Dome Car
 - (1) Observation

Additional Chessie cars on pages 160-161



Chesapeake & Ohio- M-1 Steam Turbo-Electric Engine Passenger Set
20-3350-1 w/Proto-Sound 2.0 \$999.95



Features

- Chrome Plated Bodies
- 4-Unit Passenger Car Consist
- Directionally Controlled Headlight
- Intricately Detailed ABS Bodies
- Metal Wheels and Axles
- Die-Cast Truck Sides
- Authentic Deco Scheme
- Operates On O-72 Track
- Metal Chassis
- Metal Handrails and Decorative Horn
- (2) Precision Flywheel Equipped Motors
- All Metal Wheels and Gears
- Lighted Marker Lights
- (2) Engineer Cab Figures
- 12 Passenger Figures In Each Car
- Operating Smoke Unit
- Locomotive Speed Control In Scale MPH Increments
- Proto-Sound ® 2.0 w/Passenger Station Proto-Effects™
- Complete Set Measures: 62 3/8" x 2 3/8" x 3 5/8"

CHROME PLATED

to match the gleaming stainless steel finish of the original Zephyrs (photo does not accurately depict chrome finish of actual model)

On April 4, 1934, America's first lightweight, streamlined, diesel-powered passenger train rolled out of the Edward G. Budd plant in Philadelphia. Revolutionary in almost every way, the little 3-car Burlington Zephyr was a collaboration between three partners who each had something to prove. It would turn out to be a perfect publicity vehicle for each of them.

Ralph Budd, president of the Chicago Burlington & Quincy Railroad (and no relation to the Budd Company), needed to prove to Depression-weary passengers that train travel could be modern and exciting. The Budd company, armed with a patented process for welding stainless steel, had been successful in the automotive and aircraft industries and was looking for a foothold in the railroad business. General Motors, having recently purchased the Electro-Motive Company and the Winton Engine Company, was looking to prove the viability of its new diesel engines.

Headlines and the Silver Screen

Budd was determined to get the maximum publicity value

out of his gleaming experiment. Between April and November, the train visited 222 cities and hosted over two million visitors. On May 26, 1934, the Burlington staged a non-stop "Dawn to Dusk" run from Denver to Chicago that made national headlines as the longest and fastest run in railroad history. Then it was off to Hollywood to star in the movie *Silver Streak*. While the movie bombed, the Zephyr did not. On its Lincoln - Omaha - Kansas City route, traffic increased 150%. Within a year, a fourth car was added; still the Zephyr was frequently sold out.

Romance Lives Again Along the Mississippi

The Zephyr's success spurred the Burlington to order a fleet of similar trains. Designed for the 221-mile route from St. Louis to Burlington, Iowa, the fourth Zephyr ran through Samuel L. Clemens' boyhood home of Hannibal, Missouri, and was appropriately named the Mark Twain Zephyr. For its inauguration in 1935, Ralph Budd's publicity machine went into overdrive once more. "Romance Lives Again Along the Mississippi" trumpeted a Burlington poster. On October 23 the MTZ set a new speed record of

122 mph. In Hannibal the next day, Clemens' granddaughter christened the new train in front of 10,000 people, while CBS Radio broadcast the ceremony nationwide.

New England's Zephyr

While the Zephyrs' diesel power and lightweight, streamlined construction set the standard for the next generation of passenger trains, only one other railroad ordered a direct copy of the Zephyrs. On February 10, 1935, the Boston and Maine (which also managed the Maine Central) took delivery of the 3-car Flying Yankee. The train's initial assignment was a grueling 6-day-a-week, 750-miles-per-day route from Portland, Maine to Boston to Portland to Bangor to Portland to Boston and back to Portland for the night. Like the Zephyrs, the Yankee proved both profitable and dependable, racking up 2.7 million miles in 22 years of service.

Learn More About It

On the M.T.H. Web site, search on the item number for each of these Zephyrs for a more complete writeup and Web links to additional information.



Flying Yankee - Pioneer Zephyr Diesel Passenger Set
20-2887-1 w/Proto-Sound 2.0 \$699.95

The Yankee can be operated as either a prototypical 3-car Flying Yankee or a longer consist with a non-prototypical fourth (combine) car.



Burlington - Mark Twain Zephyr Diesel Passenger Set
20-2886-1 w/Proto-Sound 2.0 \$699.95

The MTZ depicts the prototypical four-car consist named after Mark Twain characters: power car Injun Joe (Injun being a homonym for "engine"), baggage car Becky Thatcher, passenger car Huckleberry Finn, and observation Tom Sawyer.



Burlington - Pioneer Zephyr Diesel Passenger Set
20-2888-1 w/Proto-Sound 2.0 \$699.95

The Zephyr can be operated in its as-delivered three-unit configuration or with the additional chair car added in June, 1935. The sound set in this model will include sounds of the record-breaking Denver to Chicago, Dawn to Dusk run.

EMD SD80MAC / SD9043MAC DIESEL ENGINE



Features

- Directionally Controlled Headlights
- Intricately Detailed ABS Body
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Remotely Controlled Proto-Couplers™
- Authentic Paint Scheme
- Metal Handrails and Decorative Horn
- (2) Precision Flywheel Equipped Motors
- Lighted Cab Interior
- Illuminated Number Boards
- Lighted Marker Lights
- (2) Cab Figures
- Moveable Roof Fan Blades
- Operating Ditch Lights
- Operating Smoke Unit
- Metal Body Side Grilles
- Metal Chassis
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- Proto-Sound@2.0 With The Digital Command System Featuring: Freight Yard Proto-Effects™
- Unit Measures: 20 1/2" x 2 3/4" x 3 7/8"
- Operates On O-42 Curves

In the horsepower race of the 1990s— which turned out to be a passing fad — the Holy Grail became a 6000 hp diesel. But neither EMD nor GE had a prime mover capable of being upgraded to that size. As a stopgap measure, EMD added four cylinders to its proven model 710 engine to create the 5000 hp, 20 cylinder, 80 foot long SD80MAC in 1995. Conrail was the only taker, rostering all 30 units produced.

Other railroads waited for EMD to deliver its all-new power plant, the 6000 hp "H" engine, EMD's first four-stroke diesel. When the H engine was delayed, EMD offered what was intended to be a temporary solution: its new SD90MAC locomotive, designed for the H engine but temporarily powered with a 4300 hp, 16-cylinder model 710 engine. The hybrid "SD9043MAC" was externally the same as the SD80MAC and sold rather well— much better than the 6000 hp version when it finally arrived. As it turned out, American railroads decided a 4300-4400 hp diesel was a more versatile building block for multiple-unit consists, and the craze for 6000 hp engines faded. The SD9043MACs were never upgraded to the H engine. Today most 6000 hp SD90MACs are gradually being withdrawn from service while the "temporary" 710-powered SD9043s soldier on. And while the H engine was not a great success in the United States, it has started to gain a foothold in China and other overseas markets.

Did You Know?

The hybrid "SD9043MAC" was externally the same as the SD80MAC

CONVERT YOUR POWER TRUCKS TO SCALE WHEELS

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

NON-POWERED UNITS NOW EQUIPPED WITH LIGHTS



CSX - SD80MAC Diesel Engine

20-2873-1	w/Proto-Sound 2.0	\$429.95
20-2873-3	Non-Powered	\$199.95



Norfolk Southern - SD80MAC Diesel Engine

20-2874-1	w/Proto-Sound 2.0	\$429.95
20-2874-3	Non-Powered	\$199.95



Canadian Pacific - SD9043MAC Diesel Engine

20-2875-1	w/Proto-Sound 2.0	\$429.95
20-2875-3	Non-Powered	\$199.95



Union Pacific - SD9043MAC Diesel Engine

20-2876-1	w/Proto-Sound 2.0	\$429.95
20-2876-3	Non-Powered	\$199.95

F7 A-B-A DIESEL ENGINE SET



Features

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

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

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

Relive the sights, sounds, and drama of postwar railroad-ing with this four-motored, full-scale model. Throttle down to speeds as low as 3 scale miles per hour with any load,

or roll along at the prototype’s maximum speed of 102 mph with passenger gearing. Proto-Sound 2.0 offers authentic EMD 567 prime mover sounds, a first-generation diesel horn and bell, crew and station sounds, and adjustable smoke volume. The F7 features the same level of superb detailing that characterizes all Premier F-units, with added-on details that include legible builder’s plates, grab irons, multiple-unit hoses, rooftop lift rings, see-through rooftop fans, steam generator exhaust stack (for passenger versions), windshield wipers, and trucks with separately-applied spring hangers, brake cylinders, and air pipes.



Milwaukee Road - F7 A-B-A Diesel Set
20-2843-1 w/Proto-Sound 2.0 \$699.95

Milwaukee Road - F7 B-Unit Diesel
20-2842-3 Non-Powered \$159.95



Clinchfield - F7 A-B-A Diesel Set
20-2842-1 w/Proto-Sound 2.0 \$699.95

Clinchfield - F7 B-Unit Diesel
20-2842-3 Non-Powered \$159.95



Canadian Pacific - F7 A-B-A Diesel Set
20-2841-1 w/Proto-Sound 2.0 \$699.95

Canadian Pacific - F7 B-Unit Diesel
20-2841-3 Non-Powered \$159.95



Southern Pacific - F7 A-B-A Diesel Set
20-2844-1 w/Proto-Sound 2.0 \$699.95

Southern Pacific - F7 B-Unit Diesel
20-2844-3 Non-Powered \$159.95

AC6000 DIESEL ENGINE



Features

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

CONVERT YOUR POWER TRUCKS TO SCALE WHEELS

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

The AC6000 sprung from the horsepower wars of the late twentieth century. As manufacturers fought to best each other with single-unit engines boasting more and more horsepower, General Electric introduced the AC4400 convertible. These initial AC-class engines provided 4,400 horsepower, but they were especially designed to be converted to the 6,000 horsepower Deutz 7HDL16 engines as soon as the engines were ready. The first true AC6000 came about one year later, in December 1995, with some changes to the body as well as the more powerful engine. The most noticeable change is that the air reservoirs were raised to allow for more fuel capacity. This rearrangement left a large step/platform on the side of the engine. About 150 AC6000s were sold by the end of 1999, and they are still in production today.

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



BNSF - AC6000 Diesel Engine
 20-2832-1 w/Proto-Sound 2.0 \$429.95
 20-2832-3 Non-Powered \$199.95

POWERED UNITS AVAILABLE IN THREE ROAD NUMBERS



Norfolk Southern - AC6000 Diesel Engine
 20-2834-1 w/Proto-Sound 2.0 \$429.95
 20-2834-3 Non-Powered \$199.95



Union Pacific - AC6000 Diesel Engine
 20-2835-1 w/Proto-Sound 2.0 \$429.95
 20-2835-3 Non-Powered \$199.95

CSX - AC6000 Diesel Engine
 20-2833-1 w/Proto-Sound 2.0 \$429.95
 20-2833-3 Non-Powered \$199.95



**NON-POWERED
 UNITS NOW
 EQUIPPED WITH
 LIGHTS**

SD40-2 DIESEL ENGINE



Features

- Intricately Detailed ABS Body
- Colorful Paint Scheme
- Metal Chassis
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Wheels, Axles and Gears
- (2) Remotely Controlled Proto-Couplers™
- Metal Handrails and Decorative Horn
- (2) Precision Flywheel Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Directionally Controlled Headlights
- Lighted Cab Interior
- Illuminated Number Boards
- Lighted Marker Lights
- (2) Engineer Cab Figures
- Moveable Roof Fan Blades
- Metal Body Side Grilles
- Operating Smoke Unit
- Operating Ditch Lights
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- Proto-Sound® 2.0 With The Digital Command System Featuring: Freight Yard Proto-Effects™
- Unit Measures: 17 1/2" x 2 5/8" x 3 7/8"
- Operates On O-42 Curves

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 work-horse 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, adjustable smoke intensity, Proto-Speed Control™ and incredible details, this engine operates as well as it looks.

CONVERT YOUR POWER TRUCKS TO SCALE WHEELS

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

NON-POWERED UNITS NOW EQUIPPED WITH LIGHTS

Canadian National - SD40-2 Diesel Engine
20-2861-1 w/Proto-Sound 2.0 \$399.95
20-2861-3 Non-Powered \$199.95



Conrail - SD40-2 Diesel Engine
20-2862-1 w/Proto-Sound 2.0 \$399.95
20-2862-3 Non-Powered \$199.95

POWERED UNITS AVAILABLE IN THREE ROAD NUMBERS



Union Pacific - SD40-2 Diesel Engine
20-2864-1 w/Proto-Sound 2.0 \$399.95
20-2864-3 Non-Powered \$199.95



Missouri Pacific - SD40-2 Diesel Engine
20-2863-1 w/Proto-Sound 2.0 \$399.95
20-2863-3 Non-Powered \$199.95

ALCO S-2 SWITCHER DIESEL ENGINE



Features

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

CONVERT YOUR POWER TRUCKS TO SCALE WHEELS

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

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

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

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



Central Vermont - Alco S-2 Switcher Diesel Engine
20-2837-1 w/Proto-Sound 2.0 \$399.95



Jersey Central - Alco S-2 Switcher Diesel Engine
20-2838-1 w/Proto-Sound 2.0 \$399.95

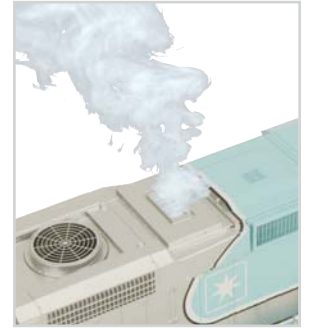


Santa Fe - Alco S-2 Switcher Diesel Engine
20-2840-1 w/Proto-Sound 2.0 \$399.95



Northern Pacific - Alco S-2 Switcher Diesel Engine
20-2839-1 w/Proto-Sound 2.0 \$399.95

EMD GP60M DIESEL ENGINE



Features

- 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
- Moveable Roof Fan Blades
- Metal Body Side Grilles
- Directionally Controlled Headlights
- (2) Remotely Controlled Proto-Couplers™
- (2) Precision Flywheel Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- Metal Wheels, Axles and Gears
- Lighted Cab Interior
- Illuminated Number Boards
- Operating Ditch Lights
- Operating Smoke Unit
- Proto-Sound® 2.0 With The Digital Command System Featuring: Freight Yard Proto-Effects™
- Unit Measures: 15" x 2 1/2" x 3 5/8"
- Operates On O-31 Curves



Santa Fe added a little twist on the typical EMD General Purpose locomotive styling when they placed an order to General Motor's Electro Motive Division for the GP60M. Instead of asking for the latest, most powerful GP locomotive with a standard narrow nose, Santa Fe requested the more practical "wide cab" design. These wide North American cabs provided a much better place for crews to operate through additional space and less noise from the 16-cylinder, 3800hp prime mover.

The stylish look of this most modern of "Geeps" returns to the Premier lineup in 2008. Like our other Premier GP diesel engines, this 1:48 scale reproduction of the GP60M prototype features a slew of state-of-the-art features. Don't miss this opportunity to outfit your own mainline, branch line or yard with this exciting locomotive, available in several authentic Santa Fe and BNSF paint schemes, including the Maersk scheme applied by Santa Fe's Topeka shops for a publicity shoot on Cajon Pass. Headquartered in Copenhagen, Denmark, Maersk is one of the world's largest operators of container ships.

CONVERT YOUR POWER TRUCKS TO SCALE WHEELS

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

NON-POWERED UNITS NOW EQUIPPED WITH LIGHTS



BNSF - GP60M Diesel Engine
20-2869-1 w/Proto-Sound 2.0 \$399.95
20-2869-3 Non-Powered \$199.95

POWERED UNITS AVAILABLE IN THREE ROAD NUMBERS



BNSF - GP60M Diesel Engine
20-2870-1 w/Proto-Sound 2.0 \$399.95
20-2870-3 Non-Powered \$199.95



Santa Fe - GP60M Diesel Engine
20-2872-1 w/Proto-Sound 2.0 \$399.95
20-2872-3 Non-Powered \$199.95



Maersk - GP60M Diesel Twin-Stack Freight Set
20-2889-1 w/Proto-Sound 2.0 \$699.95

Maersk - GP60M Diesel Engine
20-2871-1 w/Proto-Sound 2.0 \$399.95
20-2871-3 Non-Powered \$199.95

EMD SD35 DIESEL ENGINE



Features

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

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

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

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

**NON-POWERED UNITS NOW
EQUIPPED WITH LIGHTS**

**POWERED UNITS AVAILABLE IN
THREE ROAD NUMBERS**



NEW!

Chessie - SD35 Diesel Engine		
20-2881-1	Hi-Rail Wheels	\$429.95
20-2881-2	Scale Wheels	\$449.95
20-2881-3	Non-Powered	\$199.95



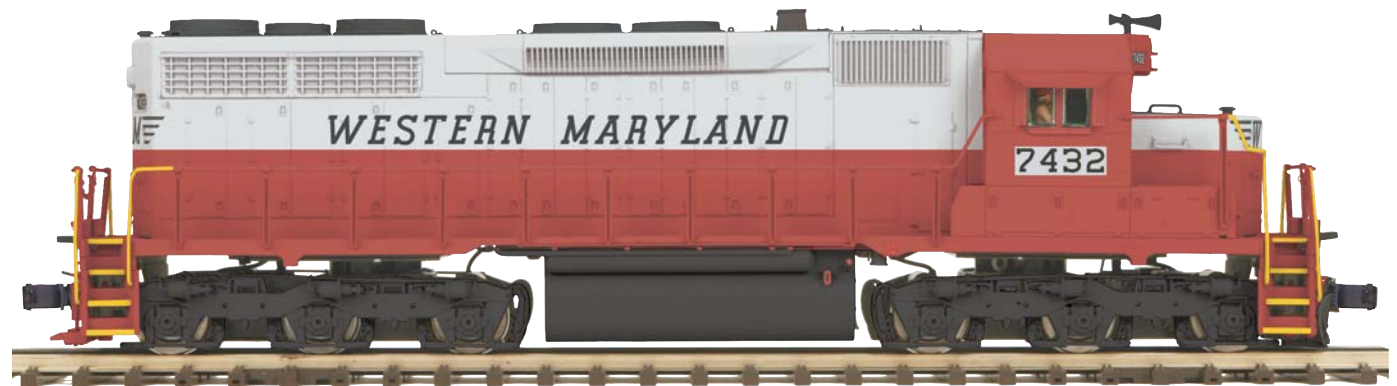
NEW!

Pennsylvania - SD35 Diesel Engine		
20-2882-1	Hi-Rail Wheels	\$429.95
20-2882-2	Scale Wheels	\$449.95
20-2882-3	Non-Powered	\$199.95



NEW!

Southern - SD35 Diesel Engine		
20-2883-1	Hi-Rail Wheels	\$429.95
20-2883-2	Scale Wheels	\$449.95
20-2883-3	Non-Powered	\$199.95



NEW!

Western Maryland - SD35 Diesel Engine		
20-2884-1	Hi-Rail Wheels	\$429.95
20-2884-2	Scale Wheels	\$449.95
20-2884-3	Non-Powered	\$199.95



SD45T-2 TUNNEL MOTOR DIESEL ENGINE

Features

- Directionally Controlled Headlights
- Intricately Detailed ABS Body
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Remotely Controlled Proto-Couplers™
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Decorative Horn
- (2) Precision Flywheel Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- Lighted Cab Interior
- Illuminated Number Boards
- Lighted Marker Lights
- (2) Engineer Cab Figures
- Moveable Roof Fan Blades
- Metal Body Side Grilles
- Operating Smoke Unit
- Proto-Sound @ 2.0 With The Digital Command System Featuring: Freight Yard Proto-Effects™
- Unit Measures: 18 5/8" 2 9/16" x 4"
- Operates On O-31 Curves



If railroads had diseases, the Southern Pacific would have been diagnosed with asthma. The combination of high altitudes and numerous tunnels and snow sheds (tunnel-like sheds that protect track from snowfalls and avalanches) on its mountain divisions caused perennial breathing problems for SP locomotives and crews. In the steam era, this led to the development of cab-forward articulateds that allowed crew members to breathe tunnel air before the locomotive had polluted it. In the diesel era, the solution was the Tunnel Motor.

In a normal diesel locomotive, cooling air for the radiators is taken in near the top of the car body. In a long tunnel, however, hot engine exhaust and heated air from the radiators collects at the top of the tunnel. This hot air is taken into the radiators and cannot cool the engine sufficiently. In a multi-

ple-unit diesel lashup, the result is that trailing units may overheat and automatically shut down. In a worst-case situation, the extra load will cause the overworked lead units to fail and leave the crew stranded in the tunnel. Electro-Motive's answer for the Southern Pacific was a modification of its SD45, with the air intakes moved lower on the engine so they could take in cooler air. Extra-large radiators were placed on the roof of the engine, with the fans located below them to blow cooler air up from below.

The first SD45T-2 Tunnel Motors were delivered in February 1972, and were among the first "Dash-2" versions of EMD's muscular 20-cylinder, 3600 hp freighter. Responding to complaints of crankshaft and bearing failures on earlier SD45s, EMD had beefed up its model 645 diesel motor. Perhaps more important, the Dash-2 series' introduction of

solid-state electronics ushered in the third generation of diesel technology. Transistors and circuit boards replaced the massive switches, contacts, interlocks, and relays of earlier diesels, making possible a range of innovations that would make life easier for diesel engineers in coming years.

In 2008, M.T.H., returns this distinctive freight hauler, complete with its signature low mounted, see-through air intake grilles and rooftop radiators. Twin motors and the extraordinary low-speed capability of Proto-Speed Control give our SD45T-2 power and performance to rival the prototype, and Proto-Sound 2.0 adds the authentic chant of its EMD 645 prime mover. Place this superbly detailed engine on your roster to help move tonnage over your own mountainous terrain.

NON-POWERED UNITS NOW EQUIPPED WITH LIGHTS

POWERED UNITS AVAILABLE IN THREE ROAD NUMBERS



Canadian National - SD45T-2 Tunnel Motor Diesel Engine

20-2877-1	Hi-Rail Wheels	\$429.95
20-2877-2	Scale Wheels	\$449.95
20-2877-3	Non-Powered	\$199.95



Kansas City Southern - SD45T-2 Tunnel Motor Diesel Engine

20-2879-1	Hi-Rail Wheels	\$429.95
20-2879-2	Scale Wheels	\$449.95
20-2879-3	Non-Powered	\$199.95



St. Louis Southwestern - SD45T-2 Tunnel Motor Diesel Engine

20-2890-1	Hi-Rail Wheels	\$429.95
20-2890-2	Scale Wheels	\$449.95
20-2890-3	Non-Powered	\$199.95



St. Louis Southwestern - SD45T-2 Tunnel Motor Diesel Engine

20-2878-1	Hi-Rail Wheels	\$429.95
20-2878-2	Scale Wheels	\$449.95



Southern Pacific - SD45T-2 Tunnel Motor Diesel Engine

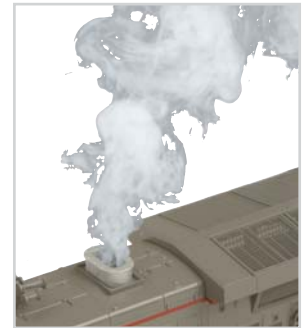
20-2880-1	Hi-Rail Wheels	\$429.95
20-2880-2	Scale Wheels	\$449.95
20-2880-3	Non-Powered	\$199.95



AC4400CW DIESEL ENGINE

Features

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



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. 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.



Chicago NorthWestern - AC4400cw Diesel Engine
 20-2849-1 Hi-Rail Wheels \$429.95
 20-2849-2 Scale Wheels \$449.95
 20-2849-3 Non-Powered \$199.95

POWERED UNITS AVAILABLE IN THREE ROAD NUMBERS



Kansas City Southern - AC4400cw Diesel Engine
 20-2850-1 Hi-Rail Wheels \$429.95
 20-2850-2 Scale Wheels \$449.95
 20-2850-3 Non-Powered \$199.95



Union Pacific - AC4400cw Diesel Engine
 20-2852-1 Hi-Rail Wheels \$429.95
 20-2852-2 Scale Wheels \$449.95
 20-2852-3 Non-Powered \$199.95



Quebec Cartier Mining - AC4400cw Diesel Engine
 20-2851-1 Hi-Rail Wheels \$429.95
 20-2851-2 Scale Wheels \$449.95
 20-2851-3 Non-Powered \$199.95

NON-POWERED UNITS NOW EQUIPPED WITH LIGHTS

GP-40 DIESEL ENGINE



Features

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

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.

CONVERT YOUR POWER TRUCKS TO SCALE WHEELS

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

NON-POWERED UNITS NOW EQUIPPED WITH LIGHTS



Baltimore & Ohio - GP-40 Diesel Engine

20-2853-1	w/Proto-Sound 2.0	\$399.95
20-2853-3	Non-Powered	\$199.95



Chicago NorthWestern - GP-40 Diesel Engine

20-2854-1	w/Proto-Sound 2.0	\$399.95
20-2854-3	Non-Powered	\$199.95



Reading - GP-40 Diesel Engine

20-2855-1	w/Proto-Sound 2.0	\$399.95
20-2855-3	Non-Powered	\$199.95



Wisconsin Central - GP-40 Diesel Engine

20-2856-1	w/Proto-Sound 2.0	\$399.95
20-2856-3	Non-Powered	\$199.95



GP38-2 DIESEL ENGINE



Features

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

CONVERT YOUR POWER TRUCKS TO SCALE WHEELS

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

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

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

Did You Know?

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



BNSF - GP38-2 Diesel Engine
20-2857-1 w/Proto-Sound 2.0 \$399.95
20-2857-3 Non-Powered \$199.95



Buffalo & Pittsburgh - GP38-2 Diesel Engine
20-2858-1 w/Proto-Sound 2.0 \$399.95
20-2858-3 Non-Powered \$199.95



Maine Central - GP38-2 Diesel Engine
20-2859-1 w/Proto-Sound 2.0 \$399.95
20-2859-3 Non-Powered \$199.95



NON-POWERED UNITS NOW EQUIPPED WITH LIGHTS

Wisconsin & Southern - GP38-2 Diesel Engine
20-2860-1 w/Proto-Sound 2.0 \$399.95
20-2860-3 Non-Powered \$199.95

ES44AC DIESEL ENGINE



Features

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

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

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

Like all Premier locomotives, the new ES44AC offers O scale's finest combination of detail, realism, and performance. Listen to the chant of an authentic GEVO-12 motor, and throttle down as low as three scale miles per hour so you can admire the details as the Evolution Series glides by: see-through fans and grilles, walkways with safety tread, opening doors with working door handles, and a host of other separately applied metal details.

Did You Know?

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



Canadian Pacific - ES44AC Diesel Engine
 20-2823-1 Hi-Rail Wheels \$429.95
 20-2823-2 Scale Wheels \$449.95
 20-2823-3 Non-Powered \$169.95

POWERED UNITS AVAILABLE IN THREE ROAD NUMBERS



BNSF - ES44DC Diesel Engine
 20-2822-1 Hi-Rail Wheels \$429.95
 20-2822-2 Scale Wheels \$449.95
 20-2822-3 Non-Powered \$169.95



Union Pacific - ES44AC Diesel Engine
 20-2826-1 Hi-Rail Wheels \$429.95
 20-2826-2 Scale Wheels \$449.95
 20-2826-3 Non-Powered \$169.95



GE Demonstrator - ES44AC Diesel Engine
 20-2824-1 Hi-Rail Wheels \$429.95
 20-2824-2 Scale Wheels \$449.95
 20-2824-3 Non-Powered \$169.95

SD50 DIESEL ENGINE



Features

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

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

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

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

Chessie - SD50 Diesel Engine

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



Missouri Pacific - SD50 Diesel Engine

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



Kansas City Southern - SD50 Diesel Engine

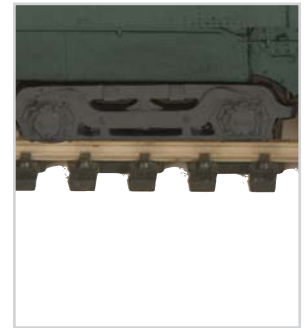
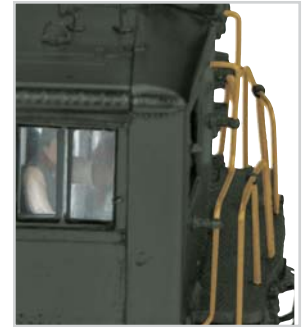
20-2816-1	Hi-Rail Wheels	\$429.95
20-2816-2	Scale Wheels	\$449.95
20-2816-3	Non-Powered	\$169.95



CSX - SD50 Diesel Engine

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

PENNSYLVANIA P5a BOX CAB ELECTRIC ENGINE



Features

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

Conceived in 1931, the Pennsy's P5a was intended to be the last step in the search for a mainline "juice jack" that had begun with the FF1 in 1917. A collaboration between General Electric, Westinghouse, and the Pennsy's electrical staff, the design proved to be a winner. Engine crews liked the P5a's because they were smooth, powerful, and cleaner than the K4s Pacifics they displaced on many runs. Six 625 hp electric motors geared to three axles with 72-inch drivers gave the new engine 3,750 continuous horsepower and a top speed of 90 mph on passenger runs.

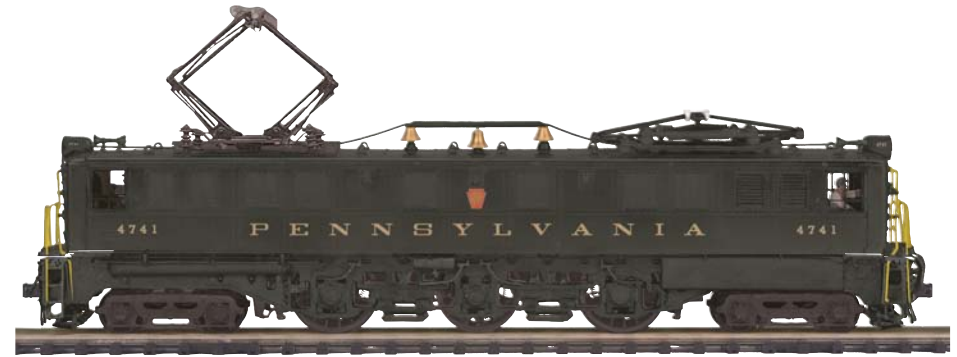
But the success of the Pennsy's passenger service proved too much for the P5a, whose limit was about 8–10 cars on high-speed runs. The introduction of the GG1 in 1934 allowed the Pennsy to operate longer passenger trains with a single locomotive, and pushed the P5a into freight service — where it found its true calling. Regearred to a top speed of 70 mph, the P5a fleet became the backbone of electric freight service on the Pennsy for the next several decades.

The P5a's were originally built with box cabs and, like all box cab locomotives, made engine crews a bit nervous about their exposure in an accident. After a grade crossing collision with a truckload of apples proved fatal for the crew, the final 28 P5a's built in 1934 and 1935 were redesigned with a center cab in the image of the GG1 and labeled P5a Modifieds. In freight service, P5a's were frequently double- and triple-headed; when available, a P5a Modified was used as the lead unit for crew safety.

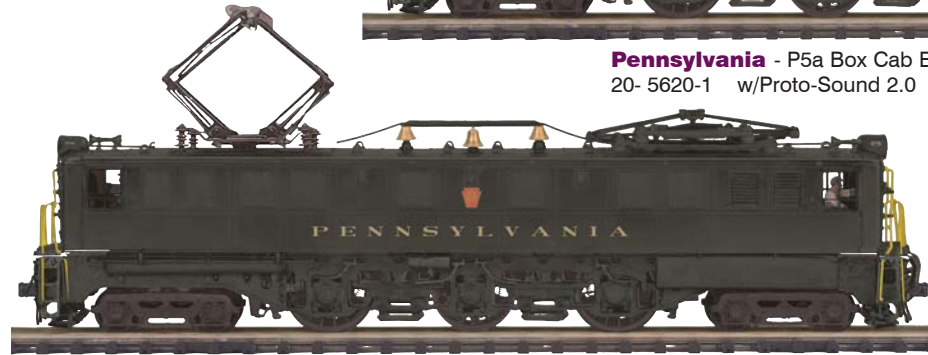
The P5a Boxcab joins the Premier Line in 2008, a perfect companion for our previously-released P5a Modified. This model is equally at home hustling passenger varnish or dragging a long freight — and thanks to Proto-Sound 2.0, you can easily double- or triple-head boxcab and modified versions just like the prototype.

Did You Know?

The prototype P5a, like our model, featured a blind (unflanged) center axle to allow it to negotiate tighter curves.



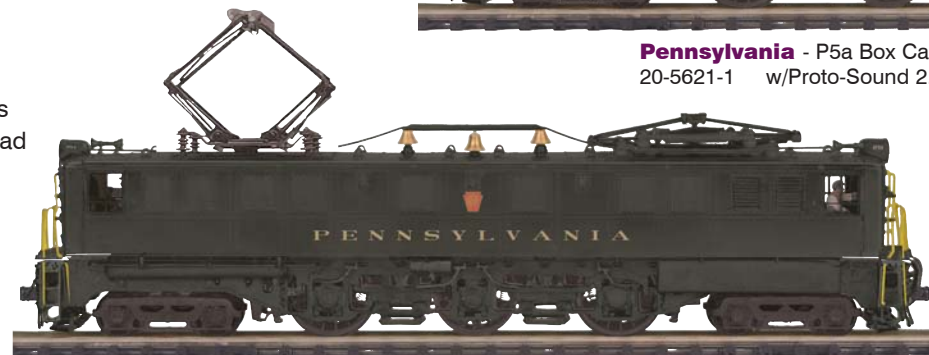
Pennsylvania - P5a Box Cab Electric Engine Cab No. 4741 (Freight)
20-5620-1 w/Proto-Sound 2.0 \$799.95 **NEW!**



Pennsylvania - P5a Box Cab Electric Engine Cab No. 4719 (Passenger) **NEW!**
20-5619-1 w/Proto-Sound 2.0 \$799.95



Pennsylvania - P5a Box Cab Electric Engine Cab No. 4726- (Freight)
20-5621-1 w/Proto-Sound 2.0 \$799.95 **NEW!**



Pennsylvania - P5a Box Cab Electric Engine Cab No. 4704 (Passenger) **NEW!**
20-5618-1 w/Proto-Sound 2.0 \$799.95

E33 & E44 ELECTRIC ENGINE



Features

- Directionally Controlled Headlights
- Intricately Detailed ABS Body
- Metal Wheels, Axles and Gears
- Mechanically Operating Pantographs
- Enhanced Detail Die-Cast Truck Sides & Pilots
- (2) Remotely Controlled Proto-Couplers™
- Authentic Paint Scheme
- Metal Chassis
- (2) Precision Flywheel Equipped Motors
- Lighted Cab Interior
- See-Through Metal Body Side Grills
- Illuminated Number Boards
- Lighted Marker Lights
- Locomotive Speed Control In Scale MPH Increments
- (2) Engineer Cab Figures
- Proto-Sound® 2.0 With The Digital Command System Featuring: Freight Yard Proto-Effects™
- Unit Measures: 16 7/16" x 2 1/2" x 3 1/2"
- Operates On O-42 Curves



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

Penn Central - Juice Train
20-5603-1 w/Proto-Sound 2.0
\$529.95



Tropicana - 6-Car Double Door Plugged 50' Box Car Set

20-90403 - White-	(#s 13080, 13088, 13084, 13092, 13095, 13091)	\$259.95
20-90404 - White-	(#s 13096, 13093, 13099, 13110, 13108, 13102)	\$259.95
20-90405 - Orange-	(#s 13150, 13158, 13153, 13164, 13156, 13152)	\$259.95
20-90406 - Orange-	(#s 13159, 13156, 13162, 13167, 13166, 13160)	\$259.95



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

By that time, however, the diesel had virtually wiped out the market for new electric locomotives. General Electric was the only remaining manufacturer of electric power. For what would become its last new electric engines, the Pennsy opted for an upgrade of the 3300 horsepower E33 electrics that GE had built just a few years earlier for the Virginian Railway. The Pennsy's brick-like, six-axle E44 freighters were the same size as the earlier design but developed 4400 hp, a power rating that no single-unit diesel would rival for decades. While previous Pennsy juice jacks had been straight AC—AC power from the overhead wire was stepped down in voltage and fed to AC traction motors—the E44s were rectifier engines. Like the Virginian E33s and the New Haven EP-5 "Jets," the E44s used Ignitron Rectifiers, a new technology for converting AC to DC, enabling the new electrics to use the same DC traction motors used in diesels. While the first 60 E44s were delivered with water-cooled, somewhat delicate ignitron tubes, the final six units were equipped with more rugged and reliable air-cooled, solid-state rectifiers. Most of the earlier engines were later updated.

Delivered between 1960 and 1963, the E44s were often double- or even triple-headed in heavy freight service, and even teamed up occasionally with GG1s—motive power combinations that can easily be duplicated on any model railroad with M.T.H.'s unique Digital Command System (DCS). In the winter of 1966, E44s could also be seen assisting on the head of GG1-powered passenger trains, when fine snow caused the GG1s some electrical problems. The E44 fleet went on to serve a succession of owners, as former Pennsy rails came under the control of the Penn Central and later Conrail. After Conrail electric service ended in 1981, a number of units worked for Amtrak until they were retired; one Amtrak unit resides today at the Railroad Museum of Pennsylvania, restored to its original Pennsy colors.



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



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



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



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



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

Operating Reefer Cars



Coors - Operating Reefer Car
20-94204 \$99.95

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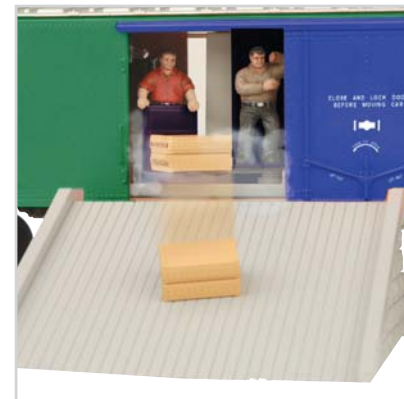
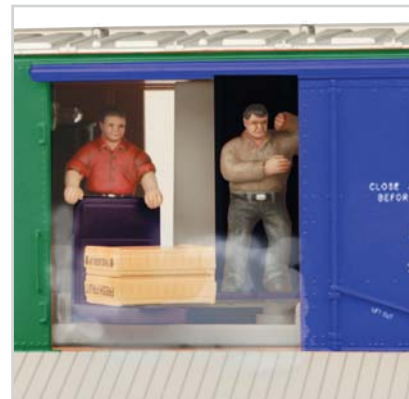


Rolling Rock - Operating Reefer Car
20-94205 \$99.95

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Door Opens and Frost Escapes



First Load is pushed out



Features

- 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
- Intricately Detailed Durable ABS Body
- Auto Opening Door
- Operating Workman Pushes Out Load
- Simulated Dry-Ice "Smoke"
- Unit Measures: 11 5/8" x 2 3/4" x 3 9/16"
- Operates On O-31 Curves

MTH Premier O Scale operating freight cars bring life and excitement to your O Scale layout. Sized to scale, each car is a perfect complement to any manufacturer's scale proportioned O Gauge locomotives.

The car comes to life when parked on an operating track section. When the track section is activated, the car door will slowly slide open evidenced by a rush of foggy cold air. A worker inside carefully slides out the first pallet of refrigerated goods, tirelessly repeating the process until all the pallets are unloaded. The door then closes and the train can move up for the next car.

Operating N-6b Caboose w/ Operating Signal Man



New York Central - N-6b Caboose
w/Operating Signal Man
20-91252 \$89.95



Union Pacific - N-6b Caboose
w/Operating Signal Man
20-91253 \$89.95

Features

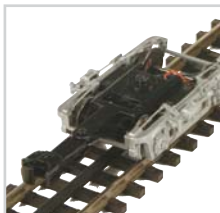
- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Caboose Interiors With Overhead Lighting
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Decorative Brake Wheels
- Brakeman Figure
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Moving Signal Man w/Operating Lantern
- Unit Measures: 9" x 2 7/8" x 4 1/16"
- Operates On O-31 Curves

Signal Man Leans out with Lighted Lantern

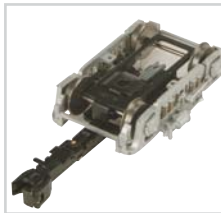


O-Gauge Or Scale Couplers

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



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



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



3-RAIL

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

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



2-RAIL

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



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

40' Box Cars



Canadian National - 40' Box Car
20-93396 \$44.95



Southern Pacific - 40' Box Car
20-93398 \$44.95



Ann Arbor - 40' Box Car
20-93397 \$44.95



Pennsylvania - 40' Box Car
20-93399 \$44.95

Details

- O Scale Kadee® Compatible Mounting Pad
- 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

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 on your layout.



40' AAR Box Tank Cars



NEW!

Air Reduction Company - 40' AAR Box Tank Car
20-93409 \$59.95



NEW!

Linde Industrial Gases - 40' AAR Box Tank Car
20-93410 \$59.95



NEW!

Linde Liquefied Gases - 40' AAR Box Tank Car
20-93411 \$59.95



NEW!

Sherwin-Williams - 40' AAR Box Tank Car
20-93412 \$59.95

Details

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



40' AAR Box Cars



Canadian National - 40' AAR Box Car
20-93405 \$49.95



Canadian Pacific - 40' AAR Box Car
20-93406 \$49.95



New Haven - 40' AAR Box Car
20-93407 \$49.95



Northern Pacific - 40' AAR Box Car
20-93408 \$49.95

Details

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



50' High Cube Box Cars



BNSF - 50' High Cube Box Car
20-93413 \$49.95



BNSF - 6-Car 50' High Cube Box Car Set
20-90411 (#'s 726310, 726323, 726322, 726326, 726362, 726344) \$269.95
20-90412 (#'s 726305, 726292, 726415, 726364, 726399, 726467) \$269.95



Canadian National - 50' High Cube Box Car
20-93414 \$49.95



Canadian National - 6-Car 50' High Cube Box Car Set
20-90413 (#'s 405622, 405631, 405636, 405644, 405696, 405682) \$269.95
20-90414 (#'s 405624, 405629, 405640, 405636, 405685, 405673) \$269.95



Golden West Services - 50' High Cube Box Car
20-93416 \$49.95



Golden West Services - 6-Car 50' High Cube Box Car Set
20-90417 (#'s 142530, 142542, 142535, 142544, 142537, 142548) \$269.95
20-90418 (#'s 142553, 142534, 142539, 142541, 142550, 142545) \$269.95



CSX - 50' High Cube Box Car
20-93415 \$49.95



CSX - 6-Car 50' High Cube Box Car Set
20-90415 (#'s 151245, 151249, 151247, 151252, 151255, 151260) \$269.95
20-90416 (#'s 151262, 151266, 151272, 151258, 151273, 151280) \$269.95

Details

- O Scale Kadee® Compatible Mounting Pad
- Opening Doors
- Unit Measures: 14 1/2" x 2 5/8" x 4 3/16"
- Operates on O-31 Curves
- 6-Car Sets includes One Car Equipped with Operating End-of-Train Device (E.T.D.)

**6-CAR SETS
EQUIPPED WITH
OPERATING E.T.D.**



40' USRA Single Sheathed Box Cars



SOO Line - 40' USRA Single Sheathed Box Car
20-93388 \$49.95



Santa Fe - 40' USRA Single Sheathed Box Car
20-93390 \$49.95



New York Central - 40' USRA Single Sheathed Box Car
20-93389 \$49.95



Monon - 40' USRA Single Sheathed Box Car
20-93391 \$49.95

Details

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



50' Box Cars



Santa Fe - 50' Box Car
20-93393 \$49.95



Santa Fe - 6-Car 50' Box Car Set
20-90409 (#'s 15860, 15868, 15862, 15872, 15877, 15880) \$259.95
20-90410 (#'s 15876, 15873, 15879, 15882, 15880, 15886) \$259.95



Montreal Maine & Atlantic - 50' Box Car
20-93395 \$49.95



Railbox - 50' Box Car
20-93392 \$49.95



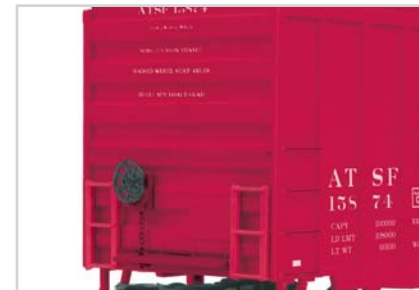
Railbox - 6-Car 50' Box Car Set
20-90407 (#'s 20166, 20182, 20169, 20158, 20175, 20180) \$259.95
20-90408 (#'s 20348, 20336, 20325, 20333, 20349, 20320) \$259.95



Rock Island - 50' Box Car
20-93394 \$49.95

Details

- O Scale Kadee® Compatible Mounting Pad
- Opening Doors
- Unit Measures: 14 1/8" x 2 3/4" x 3 7/8"
- Operates on O-31 Curves



40' USRA Double Sheathed Box Cars



Northwestern Pacific - 40' USRA Double Sheathed Box Car
20-93386 \$49.95



Missouri Pacific - 40' USRA Double Sheathed Box Car
20-93384 \$49.95



St. Louis Southwestern - 40' USRA Double Sheathed Box Car
20-93387 \$49.95



Chicago Burlington & Quincy - 40' USRA Double Sheathed Box Car
20-93385 \$49.95

Details

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



50' Waffle Box Cars



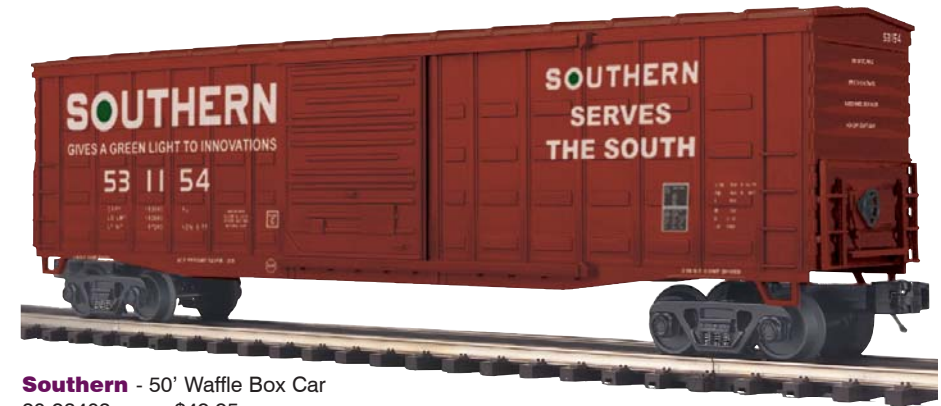
Chicago NorthWestern - 50' Waffle Box Car
20-93400 \$49.95



Chessie - 50' Waffle Box Car
20-93401 \$49.95



Delaware & Hudson - 50' Waffle Box Car
20-93402 \$49.95



Southern - 50' Waffle Box Car
20-93403 \$49.95

Details

- O Scale Kadee® Compatible Mounting Pad
- Opening Doors
- Unit Measures: 14 1/8" x 2 3/4" x 3 7/8"
- Operates on O-31 Curves



36' Woodsided Reefer Cars



Heinz - 36' Woodsided Reefer Car
20-94331 \$54.95



Italian Swiss Colony - 36' Woodsided Reefer Car
20-94334 \$49.95



Heinz - 36' Woodsided Reefer Car
20-94330 \$54.95

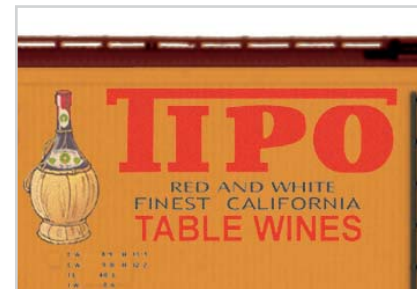


Pacific Fruit Express - 36' Woodsided Reefer Car
20-94337 \$49.95

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Details

- O Scale Kadee® Compatible Mounting Pad
- Opening Doors
- Unit Measures: 10 3/4" x 2 3/8" x 3 1/4"
- Operates on O-31 Curves



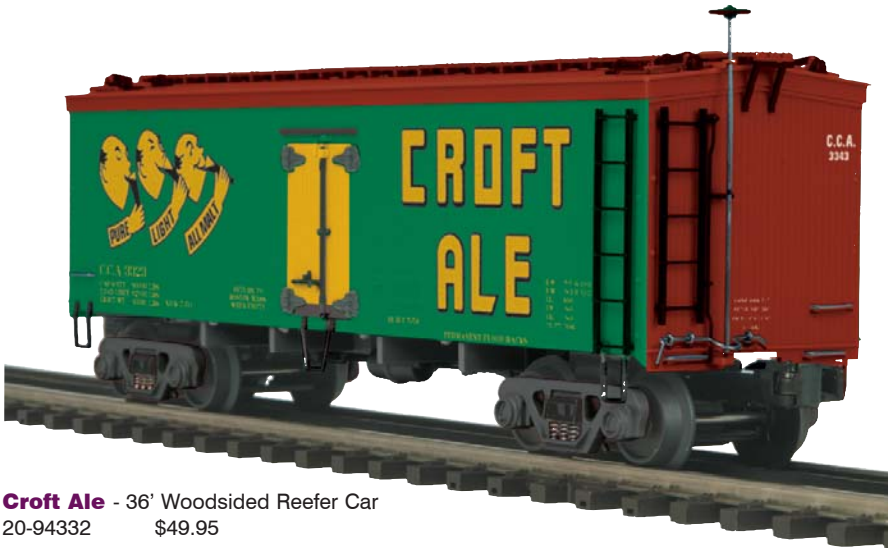
36' Woodsided Reefer Cars



Eilert's Lager Beer - 36' Woodsided Reefer Car
20-94333 \$49.95



Lebanon Special - 36' Woodsided Reefer Car
20-94336 \$49.95



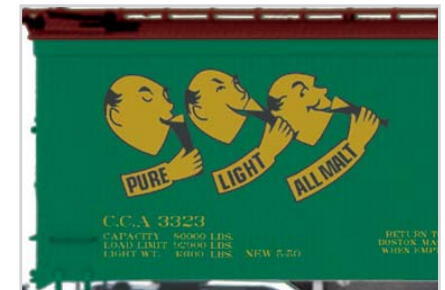
Croft Ale - 36' Woodsided Reefer Car
20-94332 \$49.95



Horlacher's Beer - 36' Woodsided Reefer Car
20-94335 \$49.95

Details

- O Scale Kadee® Compatible Mounting Pad
- Opening Doors
- Unit Measures: 10 3/4" x 2 3/8" x 3 1/4"
- Operates on O-31 Curves



R50B Express Reefer Cars



Southern Pacific - R50B Express Reefer Car
20-94152 \$59.95



Canadian Pacific - R50B Express Reefer Car
20-94150 \$59.95



Pennsylvania - R50B Express Reefer Car
20-94151 \$59.95



Union Pacific - R50B Express Reefer Car
20-94153 \$59.95

Details

- O Scale Kadee® Compatible Mounting Pad
- Opening Doors
- Unit Measures: 14 1/2" x 2 1/2" x 3 1/2"
- Operates on O-31 Curves



40' Steel Sided Reefer Cars



Shamrock Pale Ale - 40' Steel Sided Reefer Car
20-94203 \$49.95



American Pilsener - 40' Steel Sided Reefer Car
20-94200 \$49.95



Best Select Beer - 40' Steel Sided Reefer Car
20-94201 \$49.95



Columbia Pale Ale - 40' Steel Sided Reefer Car
20-94202 \$49.95

Details

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



2-Bay Centerflow Hopper Cars



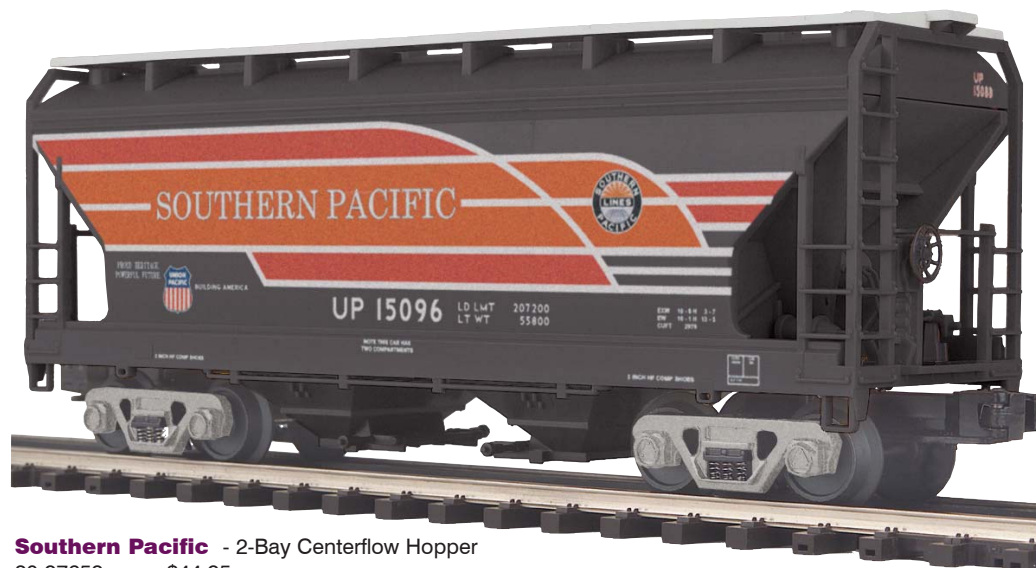
Chicago NorthWestern - 2-Bay Centerflow Hopper
20-97648 \$44.95



Union Pacific - 2-Bay Centerflow Hopper
20-97647 \$44.95



Denver Rio Grande - 2-Bay Centerflow Hopper
20-97649 \$44.95



Southern Pacific - 2-Bay Centerflow Hopper
20-97652 \$44.95

Details

- O Scale Kadee® Compatible Mounting Pad
- Unit Measures: 10 1/8" x 2 11/16" x 3 3/4"
- Operates on O-31 Curves

2-Bay Centerflow Hopper Cars



MKT - 2-Bay Centerflow Hopper
20-97651 \$44.95



Missouri Pacific - 2-Bay Centerflow Hopper
20-97650 \$44.95



Western Pacific - 2-Bay Centerflow Hopper
20-97653 \$44.95

Details

- O Scale Kadee® Compatible Mounting Pad
- Unit Measures: 10 1/8" x 2 11/16" x 3 3/4"
- Operates on O-31 Curves



Ps-2 Hopper Cars



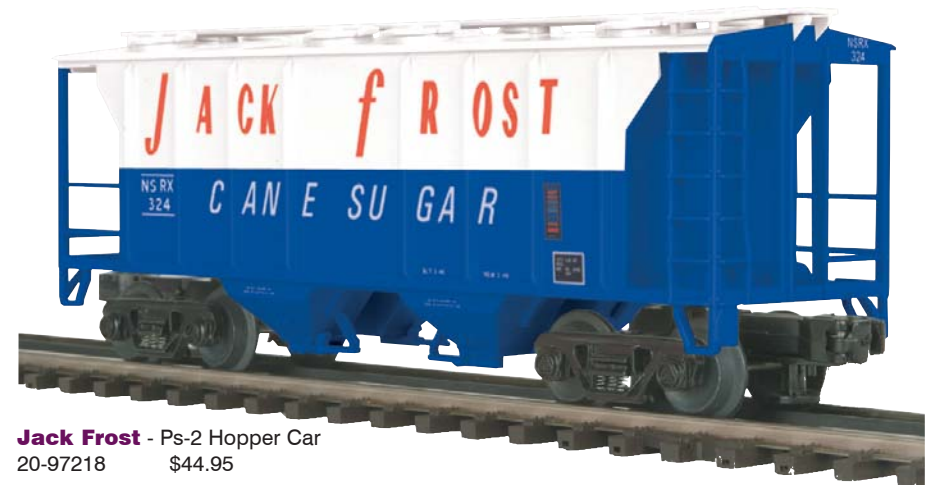
Bessemer & Lake Erie - Ps-2 Hopper Car
20-97217 \$44.95



Pittsburgh & West Virginia - Ps-2 Hopper Car
20-97220 \$44.95



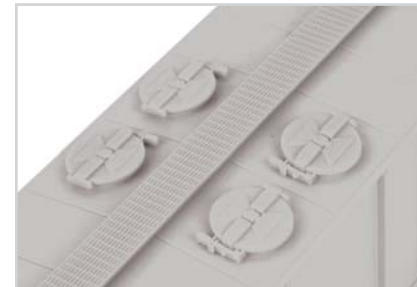
Milwaukee Road - Ps-2 Hopper Car
20-97219 \$44.95



Jack Frost - Ps-2 Hopper Car
20-97218 \$44.95

Details

- O Scale Kadee® Compatible Mounting Pad
- Unit Measures: 9 1/2" x 2 3/4" x 2 3/4"
- Operates on O-31 Curves



Coalporter Hopper Cars



Pennsylvania Power & Light - Coalporter Hopper Car
20-97215 \$44.95



Pennsylvania Power & Light - 6-Car Coalporter Hopper Car Set
20-90423 (#'s 2082, 2084, 2089, 2075, 2073, 2071) \$249.95
20-90424 (#'s 2080, 2088, 2081, 2074, 2079, 2076) \$249.95



BNSF - Coalporter Hopper Car
20-97213 \$44.95



BNSF - 6-Car Coalporter Hopper Car Set
20-90420 (#'s 699146, 699142, 670826, 670629, 670827, 672590) \$249.95
20-90419 (#'s 699140, 699143, 670822, 670638, 670834, 672592) \$249.95



Canadian National - Coalporter Hopper Car
20-97214 \$44.95



Canadian National - 6-Car Coalporter Hopper Car Set
20-90421 (#'s 193182, 193185, 193092, 193150, 193179, 193153) \$249.95
20-90422 (#'s 193176, 193170, 193043, 193168, 193180, 193152) \$249.95



Union Pacific - Coalporter Hopper Car
20-97216 \$44.95



Union Pacific - 6-Car Coalporter Hopper Car Set
20-90425 (#'s 29076, 29439, 29444, 28731, 28736, 29073) \$249.95
20-90426 (#'s 29439, 28893, 28890, 28652, 28643, 29448) \$249.95

Details

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



Ps-2CD High Sided Hopper Cars



Norfolk Southern - Ps-2CD High-Sided Hopper Car
20-97222 \$49.95



Soo Line - Ps-2CD High-Sided Hopper Car
20-97223 \$49.95



Wisconsin Central - Ps-2CD High-Sided Hopper Car
20-97224 \$49.95



Illinois Central Gulf CN - Ps-2CD High-Sided Hopper Car
20-97221 \$49.95

Details

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



2-Bay Fish Belly Hopper Cars



Lehigh Valley - 2-Bay Fish Belly Hopper Car
20-97210 \$44.95



Atlantic Coast Line - 2-Bay Fish Belly Hopper Car
20-97209 \$44.95



Western Maryland- 2-Bay Fish Belly Hopper Car
20-97212 \$44.95



Norfolk Southern - 2-Bay Fish Belly Hopper Car
20-97211 \$44.95

Details

- O Scale Kadee® Compatible Mounting Pad
- Unit Measures: 10 1/8" x 2 11/16" x 3 3/4"
- Operates on O-31 Curves



3-Bay Centerflow Hopper Cars



BNSF - 3-Bay Centerflow Hopper
20-97654 \$49.95



Western Maryland - 3-Bay Centerflow Hopper
20-97656 \$49.95



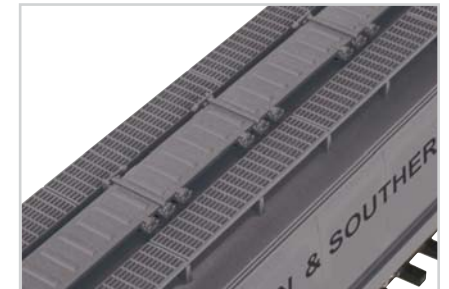
Wisconsin & Southern - 3-Bay Centerflow Hopper
20-97657 \$49.95



Pennsylvania - 3-Bay Centerflow Hopper
20-97655 \$49.95

Details

- O Scale Kadee® Compatible Mounting Pad
- Unit Measures: 13 7/8" x 2 11/16" x 3 7/8"
- Operates on O-31 Curves



100 Ton Hopper Cars



Alberta - 100 Ton Hopper Car
20-97646 \$49.95



Canadian National - 100 Ton Hopper Car
20-97644 \$49.95



Burlington Northern - 100 Ton Hopper Car
20-97643 \$49.95



Great Northern - 100 Ton Hopper Car
20-97645 \$49.95

Details

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



Flat Car w/48' Trailer



Chicago NorthWestern - Flat Car w/ 48' Trailer
20-98632 \$54.95

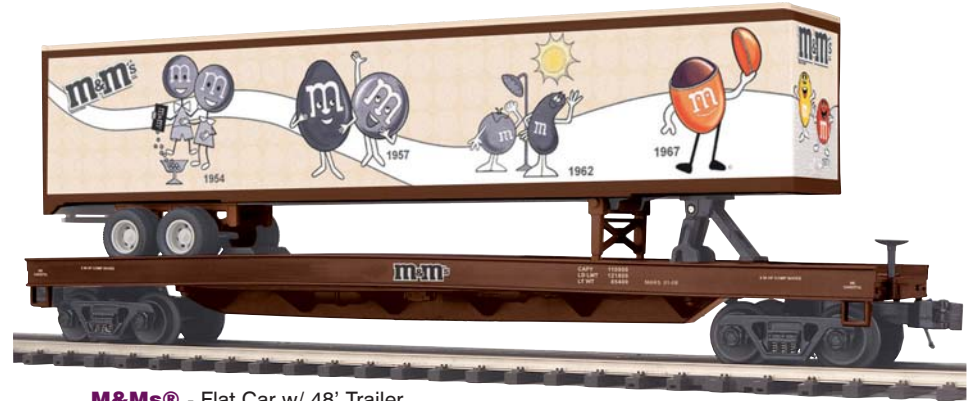


Rolling Rock - Flat Car w/ 48' Trailer
20-98630 \$59.95

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Details

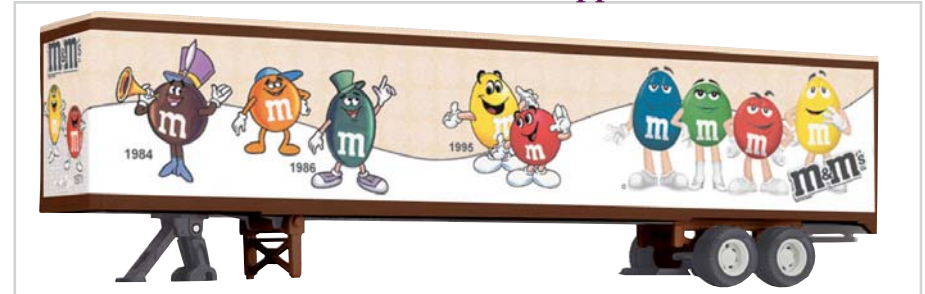
- O Scale Kadee® Compatible Mounting Pad
- Unit Measures: 14 1/2" x 2 1/2" x 4 1/2"
- Operates on O-31 Curves



M&M's® - Flat Car w/ 48' Trailer
20-98629 \$59.95

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©MARS, Incorporated 2007

M&M's® Timeline continues on the opposite side of the car



Heartland Express - Flat Car w/ 48' Trailer
20-98631 \$54.95

Corrugated Auto Carrier Cars



Kansas City Southern de Mexico - Corrugated Auto Carrier
20-98628 \$54.95



Conrail - Corrugated Auto Carrier
20-98627 \$54.95



Chicago NorthWestern - Corrugated Auto Carrier
20-98626 \$54.95



BNSF - Corrugated Auto Carrier
20-98625 \$54.95

Details

- O Scale Kadee® Compatible Mounting Pad
- Unit Measures: 20 1/8" x 2 5/8" x 5 1/16"
- Operates on O-31 Curves



60' Flat Car



Grand Trunk Western - 60' Flat Car w/(3) Zambonis
20-98642 \$59.95



Western Maryland - 60' Flat Car w/(3) 650H Bull Dozers
20-98640 \$59.95



Pennsylvania - 60' Flat Car w/(3) M Class Benz
20-98641 \$59.95



Milwaukee Road - 60' Flat Car w/(3) 4230 Tractors
20-98643 \$59.95

Details

- O Scale Kadee® Compatible Mounting Pad
- Unit Measures: 16 1/2" x 2 11/16" x 2 1/8"
- Operates on O-31 Curves



Flat Car w/(2) Sherman Tanks



New York Central - Flat Car w/(2) Sherman Tanks
20-98636 \$89.95



New York Central - 6-Car Flat Car Set w/Sherman Tank Loads

20-90427 (#'s 481120, 481124, 481133, 480038, 481122, 481127) \$479.95
20-90428 (#'s 481132, 481121, 481130, 480035, 481126, 481139) \$479.95



Pennsylvania - Flat Car w/(2) Sherman Tanks
20-98637 \$89.95



Pennsylvania - 6-Car Flat Car Set w/Sherman Tank Loads

20-90429 (#'s 471076, 471064, 471055, 471050, 471072, 471049) \$479.95
20-90430 (#'s 471053, 471068, 471073, 471079, 471067, 471052) \$479.95



Santa Fe - Flat Car w/(2) Sherman Tanks
20-98639 \$89.95



Santa Fe - 6-Car Flat Car Set w/Sherman Tank Loads

20-90433 (#'s 7846, 7844, 7848, 7847, 7843, 7850) \$479.95
20-90434 (#'s 7852, 7856, 7841, 7855, 7853, 7858) \$479.95



Norfolk & Western - Flat Car w/(2) Sherman Tanks
20-98638 \$89.95

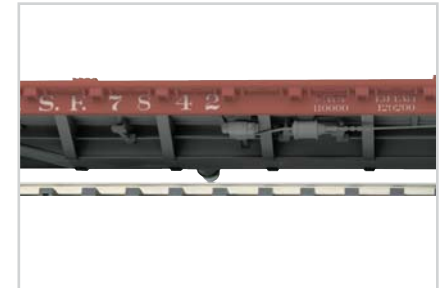


Norfolk & Western - 6-Car Flat Car Set w/Sherman Tank Loads

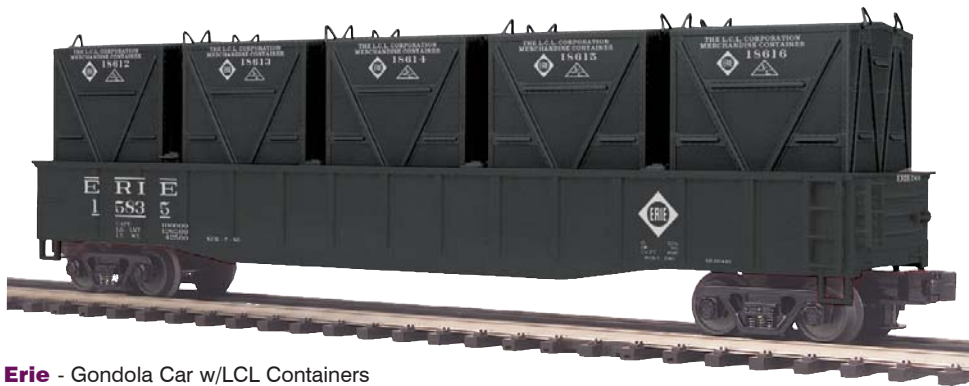
20-90431 (#'s 2618, 2620, 2625, 2613, 2611, 2632) \$479.95
20-90432 (#'s 2634, 2639, 2631, 2628, 2626, 2630) \$479.95

Details

- Die-Cast 1/48 Sherman Tank Load
- O Scale Kadee® Compatible Mounting Pad
- Unit Measures: 14 1/2" x 2 1/2" x 4 1/2"
- Operates on O-31 Curves



Gondola Car w/LCL Containers



Erie - Gondola Car w/LCL Containers
20-98068 \$49.95



Western Maryland - Gondola Car w/LCL Containers
20-98071 \$49.95



Union Pacific - Gondola Car w/LCL Containers
20-98070 \$49.95



Jersey Central - Gondola Car w/LCL Containers
20-98069 \$49.95

Details

- O Scale Kadee® Compatible Mounting Pad
- Unit Measures: 14 5/8" x 2 5/8" x 3 7/8"
- Operates on O-31 Curves



Bay Window Caboose



Louisville & Nashville - Bay Window Caboose
20-91262 \$59.95



Chessie - Bay Window Caboose
20-91259 \$59.95



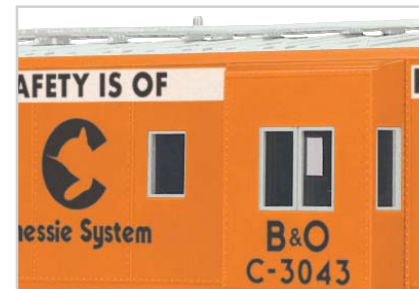
Norfolk Southern - Bay Window Caboose
20-91261 \$59.95



St. Louis Southwestern - Bay Window Caboose
20-91260 \$59.95

Details

- Lighted Detailed Interior
- Unit Measures: 10 7/8" x 2 15/16" x 3 13/16"
- Operates on O-31 Curves



CA-1 Woodsided Caboose



Seaboard - CA-1 Woodsided Caboose
20-91258 \$59.95



Spokane Portland & Seattle - CA-1 Woodsided Caboose
20-91257 \$59.95



Union Pacific - CA-1 Woodsided Caboose
20-91255 \$59.95



Union Pacific - CA-1 Woodsided Caboose
20-91256 \$59.95

Details

- Lighted Detailed Interior
- Unit Measures: 10 3/8" x 2 1/2" x 3 5/8"
- Operates on O-31 Curves



Extended Vision Caboose



Montana Rail Link - Extended Vision Caboose
20-91249 \$59.95



Northern Pacific - Extended Vision Caboose
20-91250 \$59.95



Rio Grande - Extended Vision Caboose
20-91251 \$59.95



CSX - Extended Vision Caboose
20-91248 \$59.95

Details

- Lighted Detailed Interior
- Unit Measures: 10 3/4" x 2 3/4" x 4"
- Operates on O-31 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.



Chesapeake & Ohio - 2-Car 70' ABS Vista Dome/Diner Passenger Set (Ribbed)
20-66125 \$159.95



Chesapeake & Ohio - 2-Car 70' ABS Tavern (Diner)/Coach Passenger Set (Ribbed)
20-69125 \$159.95



Chicago Northwestern - 70' ABS RPO Passenger Car (Smooth)
20-68129 \$79.95



Chicago Northwestern - 2-Car 70' ABS Slpr/Diner Passenger Set (Smooth)
20-66129 \$159.95



Chicago Northwestern - 70' ABS Full Length Vista Dome Passenger Car
20-67129 \$79.95



Santa Fe - 2-Car 70' ABS Slpr/Diner Passenger Set (Ribbed)
20-66128 \$159.95



Santa Fe - 5-Car 70' ABS Passenger Set (Ribbed)
20-65128 \$399.95



Santa Fe - 2-Car 70' ABS Baggage/Coach Passenger Set (Ribbed)
20-69128 \$159.95



Santa Fe - 70' ABS Full Length Vista Dome Passenger Car (Ribbed)
20-67128 \$79.95

Features

- Durable ABS Intricately Detailed Bodies
- Metal Wheels and Axles
- Overhead Interior Lighting
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- End-of-Car Diaphragms
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Detailed Car Interiors
- 10 Passenger Figures In Each Coach Car
- 1:48 Scale Dimensions
- Detailed Car Undercarriage
- Sliding Baggage Car Doors
- 5-Car Sets Feature: (1) Baggage, (2) Coaches, (1) Vista Dome, (1) Observation
- 5-Car Set Measures: 95" x 2 7/16" x 3 1/2"
- 2-Car Set Measures: 38" x 2 7/16" x 3 1/2"
- Vista Dome Car Measures: 19" x 2 7/16" x 3 1/2"
- Operates On O-42 Curves



Santa Fe - 70' ABS RPO Passenger Car (Ribbed)
20-68128 \$79.95



Chesapeake & Ohio - 70' ABS RPO Passenger Car (Ribbed)
20-68125 \$79.95



Chesapeake & Ohio - 70' ABS Full Length Vista Dome Passenger Car (Ribbed)
20-67125 \$79.95



New York Central - 70' ABS RPO Passenger Car (Ribbed)
20-68127 \$79.95



New York Central - 2-Car 70' ABS Slpr/Diner Passenger Set (Ribbed)
20-66127 \$159.95



New York Central - 2-Car 70' ABS Baggage/Coach Passenger Set (Ribbed)
20-69127 \$159.95



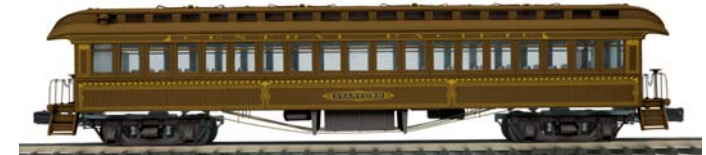
New York Central - 70' ABS Full Length Vista Dome Passenger Car (Ribbed)
20-67127 \$79.95



New York Central - 5-Car 70' ABS Passenger Set (Ribbed)
20-65127 \$399.95



Central Pacific - 3-Car 64' Woodsided Passenger Set
20-62011 \$249.95



Central Pacific - 64' Woodsided Coach Car
20-62012 \$89.95



Union Pacific - 3-Car 64' Woodsided Passenger Set
20-62013 \$249.95



Union Pacific - 64' Woodsided Coach Car
20-62014 \$89.95



Woodsided Details

- 3-Car Sets Features (3) Coaches
- 3-Car Set Measures: 51 5/8" x 2 1/2" x 3 5/8"
- Coach Measures: 16" x 2 1/2" x 3 5/8"
- Operates On O-42 Curves

Madison Passenger Cars



New York Central - 2-Car 70' Madison Comb/Din Passenger Set
20-4195 \$159.95



New York Central - 70' Madison RPO Passenger Car
20-4295 \$79.95



New York Central - 5-Car 70' Madison Passenger Set
20-4095 \$399.95



Atlantic Coast Line - 70' Madison RPO Passenger Car
20-4290 \$79.95



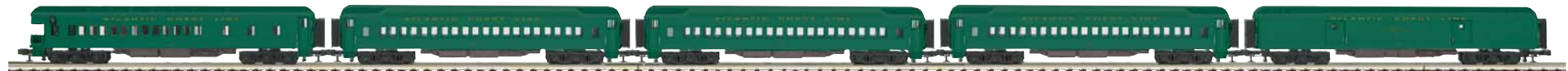
New York Central - 2-Car 70' Madison Baggage/Coach Passenger Set
20-4495 \$159.95



Atlantic Coast Line - 2-Car 70' Madison Baggage/Coach Passenger Set
20-4490 \$159.95



Atlantic Coast Line - 2-Car 70' Madison Comb/Din Passenger Set
20-4190 \$159.95



Atlantic Coast Line - 5-Car 70' Madison Passenger Set
20-4090 \$399.95



Frisco - 70' Madison RPO Passenger Car
20-4294 \$79.95



Frisco - 2-Car 70' Madison Baggage/Coach Passenger Set
20-4494 \$159.95



Frisco - 2-Car 70' Madison Comb/Din Passenger Set
20-4194 \$159.95



Frisco - 5-Car 70' Madison Passenger Set
20-4094 \$399.95



Canadian Pacific - 5-Car 70' Madison Passenger Set
20-4092 \$399.95



Canadian Pacific - 2-Car 70' Madison Comb/Din Passenger Set
20-4192 \$159.95



Canadian Pacific - 2-Car 70' Madison Baggage/Coach Passenger Set
20-4492 \$159.95



Canadian Pacific - 2-Car 70' Madison Observation Car Set
20-4493 \$159.95



Canadian Pacific - 70' Madison RPO Passenger Car
20-4292 \$79.95



Canadian Pacific - 70' Madison Observation Car
20-4293 \$79.95



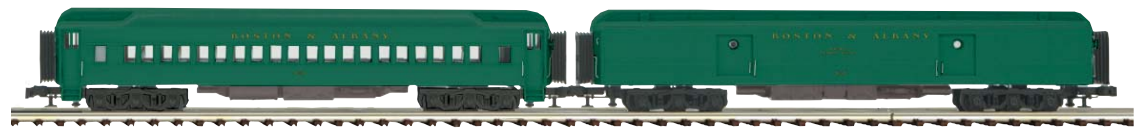
Canadian Pacific - 2-Car 70' Madison Comb/Din Passenger Set
20-4193 \$159.95



Canadian Pacific - 5-Car 70' Madison Passenger Set
20-4093 \$399.95



Boston & Albany - 70' Madison RPO Passenger Car
20-4291 \$79.95



Boston & Albany - 2-Car 70' Madison Baggage/Coach Passenger Set
20-4491 \$159.95



Boston & Albany - 5-Car 70' Madison Passenger Set
20-4091 \$399.95



Boston & Albany - 2-Car 70' Madison Comb/Din Passenger Set
20-4191 \$159.95

Details

- 5-Car Sets Feature (1) Baggage, (3) Coaches, (1) Observation
- 4-Car Set Measures: 95" x 2 7/16" x 3 1/2"
- 2-Car Set Measures: 38" x 2 7/16" x 3 1/2"
- Coach Car Measures: 19" x 2 7/16" x 3 1/2"
- Operates On O-42 Curves

Take Another Look at ScaleTrax™

ScaleTrax™ by M.T.H. Electric Trains is the ultimate track system that detail-oriented 3-rail modelers have been looking for. No longer will an O Gauge modeler have to accept excessively tall or heavy-looking track, because ScaleTrax offers maximum accuracy and the exceptional quality of M.T.H. products. It's perfect for creating an authentic looking 3-rail layout.

COMPARE ScaleTrax with other 3-rail track systems and see what we have to offer:

More Realism

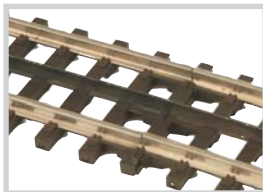
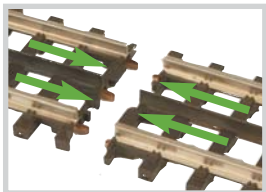
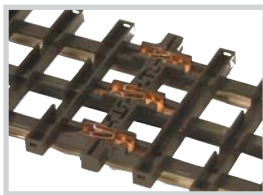
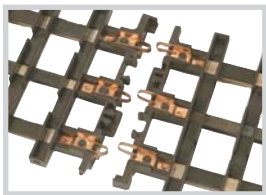
Prototypically scaled, lower-profile rail and ties make your locomotives and rolling stock look more massive on ScaleTrax.

Smaller Third Rail

The thinnest, lowest-profile center rail of any major track brand gives ScaleTrax a more prototypical look.

Better Electrical Contact

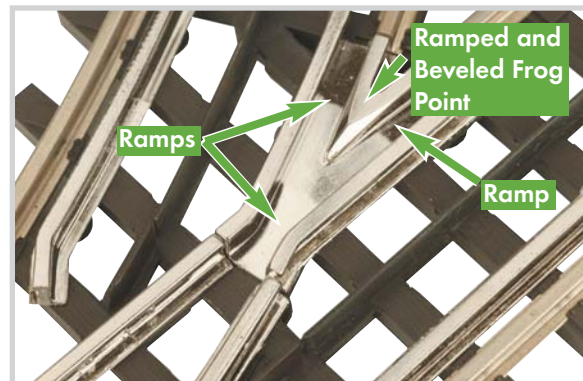
Concealed, large, spring-loaded contacts deliver more secure electrical connections between track sections.



Easy Snap-Together Assembly

Smoother Switches

Thanks to our ramped and beveled frog, ScaleTrax offers the smoothest-rolling switches in O gauge.



Easier-to-use Flex Track

Low-profile rail and ties make ScaleTrax flex easier to bend without kinking.





SCALETRAX[™]
BY M.T.H. ELECTRIC TRAINS

Learn More About It

View our comprehensive ScaleTrax FAQ at:

WWW.MTHTRAINS.COM

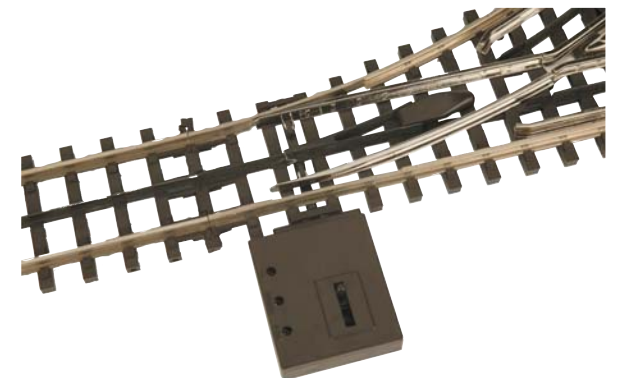
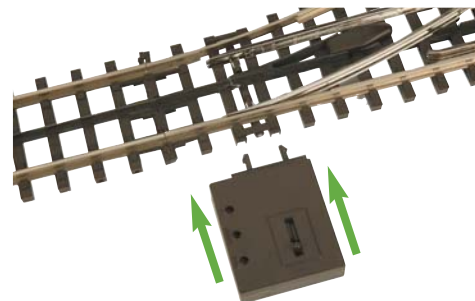
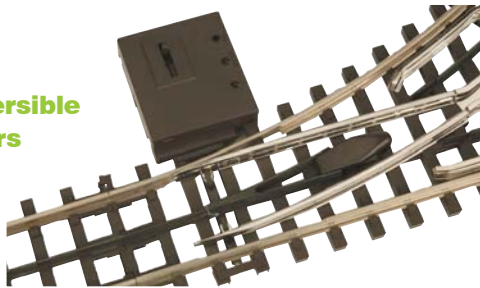
Track Features

- Solid, Rust-Proof Nickel Silver Track Rails
- Low-Profile Rail Height For A Realistic Appearance
- Durable, ABS Ties For Years of Use
- Snap-Together Assembly
- Built-In Electrical Connections Eliminate Need For Rail Joiners or Track Pins
- Assembles In Minutes Without Any Special Tools
- Built-In Lockon Connector Receptacle In Every Track Section
- Available In Wide Selection of Curves and Straight Sections
- Compatible With Most Manufacturers' Locomotives and Cars

Special thanks to Rich Battista of the Black Diamond Railway for sharing his layout photos. Learn more about Rich's layout and his Black Diamond Railway video and see more examples of ScaleTrax in action by visiting:

WWW.TOYTRAINSONTRACKS.COM

Snap-In Reversible Switch Motors



ScaleTrax

STRAIGHT, FLEX & OPERATING TRACK SECTIONS

It takes **EIGHT O-31 CURVES** to make a circle.
 It takes **TWELVE O-42 CURVES** to make a circle.
 It takes **TWELVE O-54 CURVES** to make a circle.
 It takes **SIXTEEN O-72 CURVES** to make a circle.
 It takes **SIXTEEN O-82 CURVES** to make a circle.




ScaleTrax™ - 1.75" Track Section
 45-1011 \$2.49
 ScaleTrax™ - 1.75" Track Section -
 Hanging Clamshell (4 Pcs)
 45-1011-4 \$9.99



ScaleTrax™ - 5.0" Track Section
 45-1013 \$3.50
 ScaleTrax™ - 5.0" Track Section -
 Hanging Clamshell (2 Pcs)
 45-1013-2 \$7.99



ScaleTrax™ - 4.25" Track Section
 45-1012 \$3.50
 ScaleTrax™ - 4.25" Track Section -
 Hanging Clamshell (2 Pcs)
 45-1012-2 \$7.99



ScaleTrax™ - 5.5" Track Section
 45-1014 \$3.50
 ScaleTrax™ - 5.5" Track Section -
 Hanging Clamshell (2 Pcs)
 45-1014-2 \$7.99



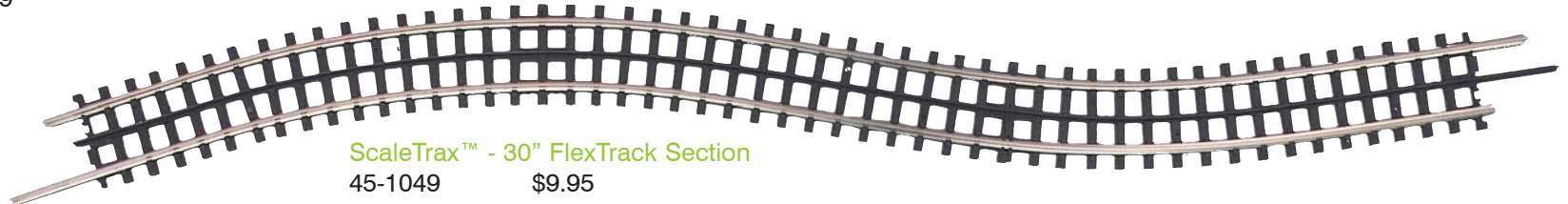
ScaleTrax™ - 10" Straight Track Section
 45-1001 \$3.99



ScaleTrax™ - Lockon (Track Not Included)
 45-1033 \$3.99
 Each FlexTrack Section Requires 1 Lockon



ScaleTrax™ - 30" Track Section
 45-1019 \$10.99

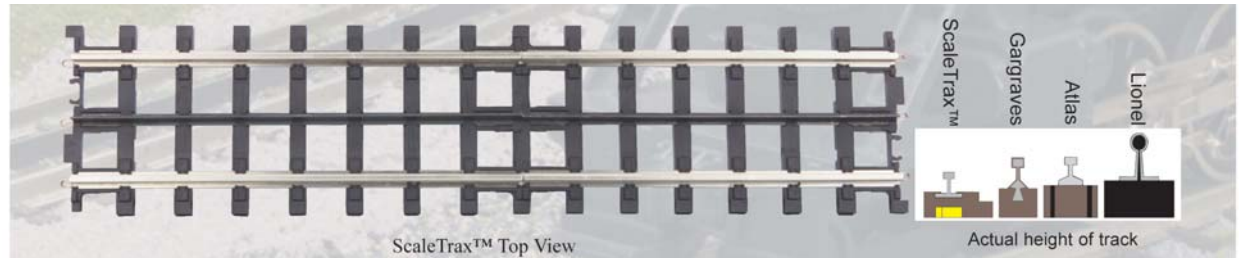


ScaleTrax™ - 30" FlexTrack Section
 45-1049 \$9.95

Lowest Profile, Most Realistic 3-Rail Track in O Gauge!



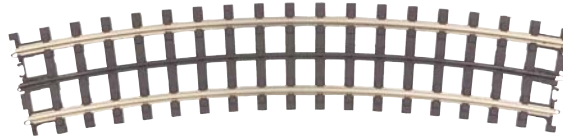
ScaleTrax™ - 15" Operating Track Section
 45-1035 \$19.95



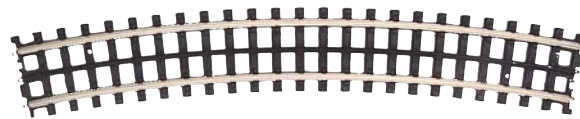
CURVED TRACK SECTIONS



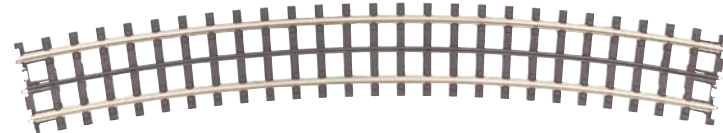
ScaleTrax™ - O-31 Curved Track Section
45-1002 \$3.99



ScaleTrax™ - O-54 Curved Track Section
45-1007 \$3.99



ScaleTrax™ - O-72 Curved Track Section
45-1010 \$4.99

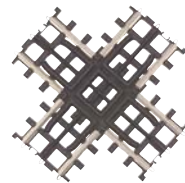


ScaleTrax™ - O-80 Curved Track Section
45-1034 \$5.99

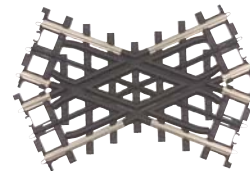
crossovers



ScaleTrax™ - 22.5 Degree Crossing
45-1015 \$19.95

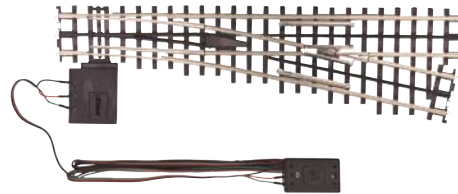


ScaleTrax™ - 90 Degree Crossing
45-1005 \$19.95

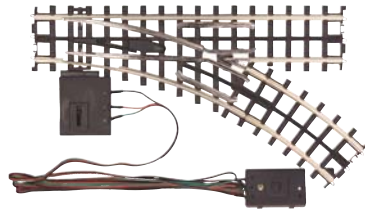


ScaleTrax™ - 45 Degree Crossing
45-1006 \$19.95

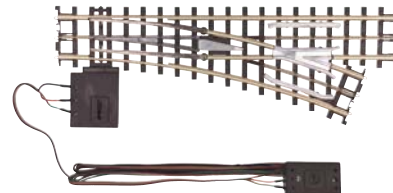
DIRECTIONAL SWITCHES



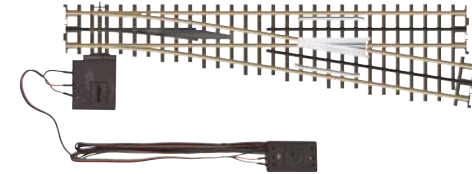
ScaleTrax™ - No. 4 Right Hand Switch
45-1051 \$59.95
ScaleTrax™ - No. 4 Left Hand Switch
45-1050 \$59.95



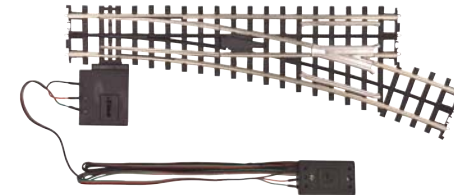
ScaleTrax™ - O-31 Right Hand Switch
45-1004 \$49.95
ScaleTrax™ - O-31 Left Hand Switch
45-1003 \$49.95



ScaleTrax™ - O-54 Right Hand Switch
45-1009 \$49.95
ScaleTrax™ - O-54 Left Hand Switch
45-1008 \$49.95



ScaleTrax™ - No. 6 Right Hand Switch
45-1053 \$69.95
ScaleTrax™ - No. 6 Left Hand Switch
45-1052 \$69.95



ScaleTrax™ - O-72 Right Hand Switch
45-1020 \$49.95
ScaleTrax™ - O-72 Left Hand Switch
45-1021 \$49.95

ACCESSORIES

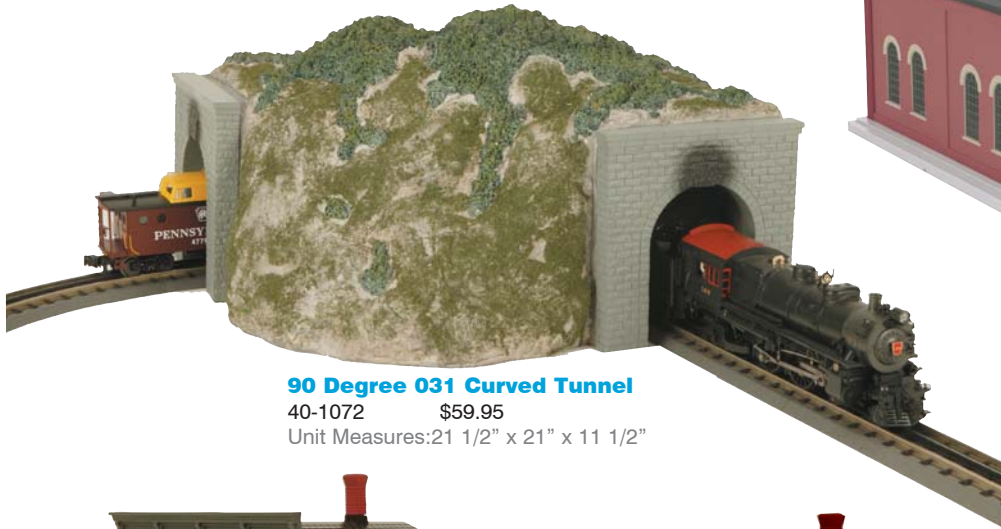


ScaleTrax™ - Bumper
45-1025 \$15.95

ScaleTrax™ - ITAD
45-1028 \$29.95



Accessories



90 Degree 031 Curved Tunnel
40-1072 \$59.95
Unit Measures: 21 1/2" x 21" x 11 1/2"



Pennsylvania - Single Stall Engine Shed
30-90267 \$79.95



Single Stall Engine Shed
30-90268 \$79.95

**Each 2-Story Building
Includes Detailed 2nd
Floor Stairway**



D&RG Railway Express - 2-Story Livery Building
30-90163 \$39.95



S&D Dry Goods and Provisions - 2-Story Store Front Building
30-90164 \$39.95



Zang's Hotel - 2-Story Hotel Building
30-90162 \$39.95



Wireless Drawbar Set
20-89011 \$29.95

Owners of M.T.H. steam locomotives equipped with the wireless drawbar will find this set the perfect addition to their locomotive. Choose from three different lengths (30, 35, 40mm) of wireless drawbars to close-couple your locomotive for layouts equipped with wide-radius curves.

**End-of-Train-Device
Roller Bearing Freight Truck**
20-89010 \$15.95



Harley-Davidson® - Single Story Opposite Corner Store w/Blinking Sign
30-90266 \$54.95



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Transformers



While the power pack that comes with every RailKing Ready-To-Run set provides plenty of power to operate your set & several additional cars, you'll find as you add more track, cars, & accessories to your layout that you need more power to keep everything running. Fortunately, RailKing has you covered.

If you want to power up gradually, you can purchase additional 75-watt Z-750 or 100 watt Z-1000 transformers as the need arises. 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 receive the UL-listing for the model railroading hobby. The Z-4000 has two separate throttles to let you power two different tracks, & it has two fixed power outputs you can use for operating accessories. A single Z-4000 will power a lot of layout.

**400 Watts!
The Most Powerful
U.L. Listed
Transformer!**



Z-1000™ Transformer
40-1000 \$99.95
With 14 Volt Accessory Port

100 Watt



Z-4000® Transformer
40-4000 \$429.95

Z-750™ Transformer
40-750 \$79.95

100 Watt



RealTrax® Wire Harness
40-1015 \$4.99

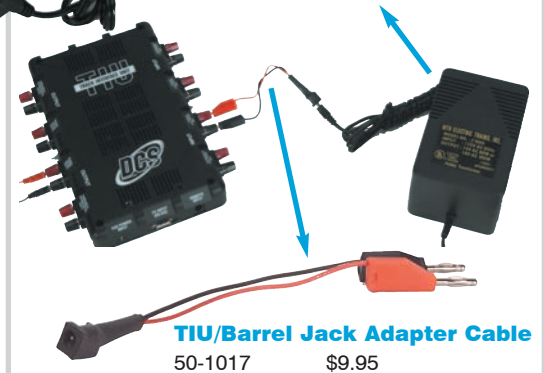


DCS users who don't need a conventional transformer and controller can use this 100 watt power supply for small and moderate sized layouts.

Featuring a U.L. approved design & separate 14v AC Accessory Port, its robust design will provide years of service. Use the optional TIU/Barrel Jack adapter to make connecting it to the DCS Track Interface Unit quick and easy.



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



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

WHY THE U.L. LISTING?

M.T.H. Electric Trains is committed to manufacturing safe, U.L. approved transformers and power supplies. By subjecting our transformers to the strenuous tests and requirements of the U.L. 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.

TINPLATE TRADITIONS™

By MTH Electric Trains®

You're reading one of the most unique catalogs in model railroading. In any scale or gauge, our hobby can be a time machine, taking us back to the trains of another era and the world they inhabited. But only in tinsplate do the models themselves hark back to the toys of another period, the pre-World War II decades of the twentieth century. Tinsplate trains are the toys of a time when silent movies and then radio were among the chief forms of entertainment - a period when playthings and entertainment were not intended to be realistic, but to serve as springboards for a child's imagination.

In this world it was entirely plausible for a toy train company to advertise a shiny, cartoon-like locomotive as an amazingly realistic model of the latest technology on rails. This was the world of tinsplate, inhabited by brightly-colored toys that were masterpieces of the toy-makers art, only loosely related to the real world, and a favorite toy of almost every boy in America. This was the world in which one manufacturer's slogan was "Ives toys make happy boys," and a huge amount of advertising appealed directly and specifically to Boys. Being a Boy in the early part of the twentieth century was truly something special, because Boys had the best toys.

This is the world that inhabits this and every Tinsplate Traditions catalog. You can experience the same excitement that a child felt when receiving these toys as a holiday or birthday present seven or eight decades ago. The first M.T.H. catalog in 1983, printed in black and white, offered reproductions of the No. 9, No. 381E, and No.408 Standard Gauge locomotives. Today we are the only company in the world offering a full line of Standard Gauge and O Gauge tinsplate trains, track, and accessories that faithfully duplicate the magic of the pre-war tinsplate era.

We think you'll find much in this latest catalog to delight your eyes and ears and the child in every one of us. If you're looking for accurate replicas of the original tinsplate toys, we offer models that duplicate their original colors and mechanisms. Or if you're looking for the spirit of tinsplate updated for the twenty-first century, we also offer tinsplate models with new paint schemes and the smoke, sounds, speed control and other features of our Proto-Sounds 2.0 sound and control system. We invite you to turn the page, step into our time machine, and enjoy the magic that was - and still is - tinsplate toy trains.

www.mthtrains.com





Only M.T.H. offers you the choice of enjoying tinplate trains that perform just like new toys of eighty years ago, or updated with modern technology. Many Tinplate Traditions locomotives are offered in both Traditional and Proto-Sound 2.0 configurations.

Traditional versions don't just look like the pre-war originals; they operate like them, too. Traditional locomotives feature open-frame AC motors and mechanical E-units (reverse units) for operators who want to recreate the full tinplate experience - complete with buzzing E-units, growling motors, and the smell of ozone in the air!

Proto-Sound 2.0 versions feature the same accurate, nostalgic appearance on the outside but the latest M.T.H. technology inside. The complement of Proto-Sound features offers today's tinplate operator more fun than a child of the 1920's or '30's ever dreamed of:

Great smoke: Our steam engines feature fan-driven Proto-Smoke, the most powerful smoke system in the hobby.

Speed control and slow speed capability: Original Tinplate locomotives often had two speeds: fast and faster. M.T.H. locomotives feature Proto-Sound 2.0, our unique sound and control system that allows our engines to throttle down to a slow crawl, highball down the main line, or maintain any speed in between. The Locomotive Speed Control built into Proto-Sound 2.0 acts like the cruise control on a car, keeping your train moving at the speed you select, regardless of hills and curves.

Synchronized chuff and puff: Like a real steam engine, M.T.H. steamers feature puffs of smoke and steam chuff sounds synchronized with the drive wheels. Better than any other toy train, an M.T.H. locomotive portrays the drama of a steam engine s-l-o-w-l-y chuffing and puffing as it pulls out of a station and gets up to speed.

Station sounds: Proto-Sound passenger engines offer Passenger Station Proto-Effects, a complete arrival and departure sequence that you can activate from your transformer. Freight engines include Freight Yard Proto-Effects, a symphony of freight terminal sounds.

Vivid engine sounds: Proto-Sound features digital recordings with CD-quality playback. Press the transformer whistle/horn button to hear the wail of an electric locomotive horn or the melody of an authentic steam whistle. Press the bell button to alert passengers to your train's arrival or departure. And steam chuff sounds vary automatically depending on how hard your engine is working.

Remote uncoupling: Our O-Gauge 260E Proto-Sound steam locomotives offer remote uncoupling anywhere on your layout, controlled from your transformer. The opening of the coupler is accompanied by the hiss of air hoses parting and the clank of the coupler knuckle opening.

No. 384 Standard Gauge Ready-To-Run Set



Features

Set Includes:

- (8) STD 42" Curve Sections
- Lighted Track Lock-On
- Wire Harness
- No. 384 Steam Locomotive
- (2) 300 Series Passenger Cars
- Z-1000™ Transformer With Controller

Locomotive Features:

- Stamped Metal Chassis
- Baked Enamel Finish
- Operating Metal Latch Couplers
- Metal Wheels, Gears and Axles
- Locomotive Speed Control
- Synchronized Puffing ProtoSmoke™ Unit
- Locomotive Measures: 22 3/4" x 7 5/8" x 5"
- Locomotive Equipped w/Proto-Sound® 2.0 Featuring Passenger Station Proto-Effects™

Passenger Car Features:

- Baked Enamel Finish
- Operating Metal Latch Couplers
- Metal Wheels and Axles
- Stamped Steel Body
- Cars Measure: 14 1/2" x 3 1/8" x 4 3/4"



Christmas - No. 384 Steam Passenger Set w/Proto-Sound 2.0
10-1295-1 \$599.95



Christmas - 330 Series Passenger Car
10-5090 \$149.95



Christmas - 330 Series Baggage Car
10-5077 \$149.95



Christmas - AF Std. Gauge Switch Tower
10-4061 \$299.95

In many respects, the No. 384 is the quintessential standard gauge steamer owned by thousands of boys in the early twentieth century: wildly oversized drivers, bright brass or nickel trim, colorful, gleaming paint, and a cast iron frame topped by a sheet metal boiler and cab. Our Tinplate Traditions 384 Christmas set replicates the starter sets that gladdened the heart of many a child on a holiday or birthday in the early 1930s - with one exception.

Thanks to Proto-Sound 2.0 electronics, our 384 steamer delivers smoother operation than any original standard gauge locomotive, as well as huge plumes of puffing smoke - timed to the driver's revolutions - and a clanging bell and wailing whistle that are sure to add cheer to your holidays. Our replica of the 384 is trailed by two passenger cars decorated for Christmas with bright metal trim and colorful baked enamel paint.



No. 85 Race Car Set
10-4058 \$699.95



No. 85 Race Car Set
10-4027 \$699.95

Race Car Set Features

- Original Style Motors
- (2) Stamped Metal Race Cars
- (2) Race Car Figures
- Start/Finish Line
- 4 Straight Track Sections
- 7 Inside Curve Sections
- 7 Outside Curve Sections
- 1 Power Inside Curve Section
- 1 Power Outside Curve Section
- Track Oval Measures 43 1/2" x 57 3/4"
- Operates With Any AC Output Transformer



Baltimore & Ohio - No. 384 Steam Passenger Set w/Proto-Sound 2.0
10-1294-1 \$599.95



Baltimore & Ohio - 330 Series Passenger Car
10-5092 \$149.95



Baltimore & Ohio - 330 Series Baggage Car
10-5091 \$149.95

Standard Gauge Locomotives

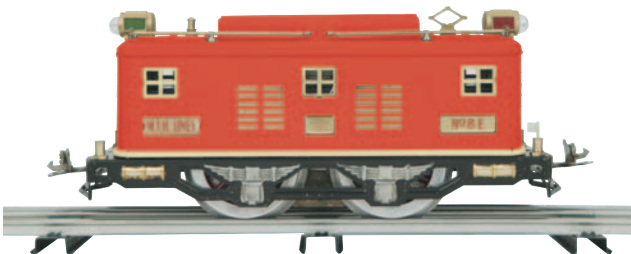


The 318 was a classic of the tinplate era, a medium-priced engine produced in a variety of colors that remained in the Lionel catalog for twelve years, 1924-35 - a longer production run than perhaps any other tinplate loco. The 1925 catalog described the 318 as "Introduced in response to a great demand for a single-super-motor locomotive built on the lines of our 402, but smaller and contains many of the constructional features of the larger engine." Like most Lionel Standard Gauge equipment, the 318 was sized according to price: it was about two-thirds the size of the more expensive twin-motored 402, although both engines ran on the same gauge track. Also in common with the 402 and a number of other Lionel engines, the 318 was based loosely on the prototype New York Central S-type boxcab - although the Lionel versions were less sharp-edged and arguably handsomer than the real thing.



Two-Tone Blue w/Brass - 400E Tinplate Steam Engine

10-1248-1	w/Proto-Sound 2.0	\$899.95
10-1248-0	Traditional	\$899.95



Red & Cream - #8E Locomotive

10-1277-1	w/Proto-Sound 2.0	\$499.95
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State Brown - 318E Locomotive

10-1273-1	w/Proto-Sound 2.0	\$499.95
10-1273-0	Traditional	\$499.95



Dark Gray - 318E Locomotive

10-1270-1	w/Proto-Sound 2.0	\$499.95
10-1270-0	Traditional	\$499.95



Mojave - 318E Locomotive

10-1271-1	w/Proto-Sound 2.0	\$499.95
10-1271-0	Traditional	\$499.95



Pea Green - 318E Locomotive

10-1272-1	w/Proto-Sound 2.0	\$499.95
10-1272-0	Traditional	\$499.95

390E Steam Engine



Black w/Brass - No. 390 Steam Engine

10-1278-1	w/Proto-Sound 2.0	\$599.95
10-1278-0	Traditional	\$599.95



Two-Tone State Green - No. 390 Steam Engine

10-1296-1	w/Proto-Sound 2.0	\$599.95
10-1296-0	Traditional	\$599.95



Green w/Orange Stripe - No. 390 Steam Engine

10-1297-1	w/Proto-Sound 2.0	\$599.95
10-1297-0	Traditional	\$599.95

In 1929, steam engines reappeared in the Lionel standard gauge lineup after a six-year absence. The new 390 steamer and its smaller sibling, the 384, were available with manual reverse or as higher-priced "E" models with electronic reverse. Among the many paint schemes offered for the 390 was the original Blue Comet two-tone blue with cream stripe, based on the Central of New Jersey luxury train inaugurated earlier the same year. The 390 was offered with matching 300-series passenger cars as well as the larger 420-series Blue Comet cars. Within a few years, however, the 390 would cede its position at the top of the lineup to the massive 400E that, pulling the same 420-series Blue Comet cars, would become a toy train legend.

Features

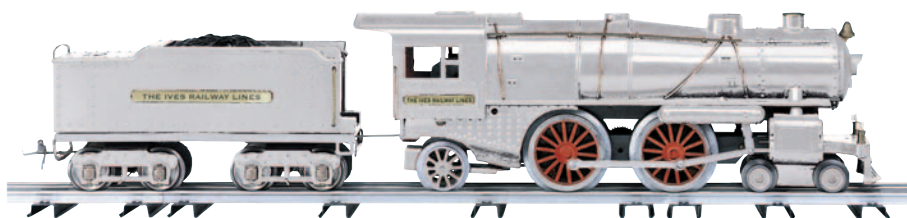
Traditional Features

- Stamped Steel Boiler
- Die-Cast Metal Chassis
- Baked Enamel Finish
- Colorful Paint Scheme
- Brass Trim
- Metal Wheels and Axles
- Operating Metal Latch Couplers
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Die-Cast Tender Body
- Track Voltage Operating Headlight
- Bild-a-LoCo Motor
- Unit Measures: 27" x 3 9/16" x 5 1/6"
- Operates On STD-42 Curves

Additional Proto-Sound® 2.0 Features

- Constant Voltage Headlight
- Precision Flywheel Equipped Motor
- Locomotive Speed Control
- Synchronized Puffing ProtoSmoke™ System
- Proto-Sound® 2.0 With The Digital Command System Featuring: Freight Yard or Passenger Station Proto-Effects™

Tinplate Standard Gauge Locomotives



Chrome - #1134 Ives Steamer
10-1259-1 w/Proto-Sound 2.0 \$899.95
10-1259-0 Traditional \$899.95



Black - #1134 Ives Steamer
10-1258-0 Traditional \$899.95



Black/Chrome - 4-Car Std. Gauge 418 Set
10-5067 \$699.95



Black/Brass - 392E Steam Engine
10-1252-1 w/Proto-Sound 2.0 \$799.95
10-1252-0 Traditional \$799.95



Gray/Nickel - 392E Steam Engine
10-1254-1 w/Proto-Sound® 2.0 \$799.95
10-1254-0 Traditional \$799.95



Two-Tone Green w/Brass - 4-Car Stephen Girard Set
10-5061 \$699.95



Texas & Pacific - 4-Car Stephen Girard Set
10-5063 \$699.95



Two-Tone Green w/Nickel - 4-Car Stephen Girard Set
10-5062 \$699.95



Black - 4696 Steam Engine
 10-1289-1 w/Proto-Sound 2.0 \$999.95
 10-1289-0 Traditional \$999.95

**ALL DIE-CAST METAL
 LOCO & TENDER**



Light Green - Ives 3-Car Std. Gauge 180 Series Passenger Set
 10-5081 \$399.95



Yellow & Black - Ives 3-Car Std. Gauge 180 Series Passenger Set
 10-5085 \$399.95



Orange - Ives 3-Car Std. Gauge 180 Series Passenger Set
 10-5082 \$399.95



Red Crackle - Ives 3-Car Std. Gauge 180 Series Passenger Set
 10-5084 \$399.95



Red & Black - Ives 3-Car Std. Gauge 180 Series Passenger Set
 10-5083 \$399.95



Orange & Black - Ives #3236 Locomotive
 10-1286-1 w/Proto-Sound 2.0 \$499.95
 10-1286-0 Traditional \$499.95



Light Green & Black - Ives #3236 Locomotive
 10-1285-1 w/Proto-Sound 2.0 \$499.95
 10-1285-0 Traditional \$499.95



Red & Black - Ives #3236 Locomotive
 10-1287-1 w/Proto-Sound 2.0 \$499.95
 10-1287-0 Traditional \$499.95



Black & Yellow - Ives #3236 Locomotive
 10-1284-1 w/Proto-Sound 2.0 \$499.95
 10-1284-0 Traditional \$499.95



Red Crackle - Ives #3236 Locomotive
 10-1288-1 w/Proto-Sound 2.0 \$499.95
 10-1288-0 Traditional \$499.95

200 Series Standard Gauge Rolling Stock

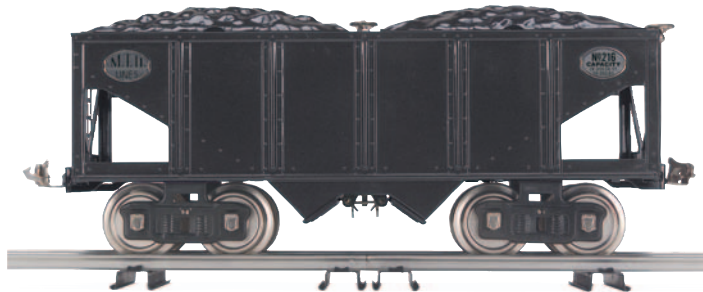


Green with Brass Trim - 200 Series Std. Gauge Hopper Car
10-1053 \$129.95



Ivory/Peacock w/Brass Trim
- 200 Series Std. Gauge Reefer Car
10-205 \$129.95

ORIGINAL COLORS



Crackle Black - 200 Series Std. Gauge Hopper Car
10-2193 \$129.95



Red - 200 Series Std. Gauge Hopper Car
10-2226 \$129.95



Red / Red - 200 Series Std. Gauge Caboose
10-1054 \$129.95

ORIGINAL COLORS



Orange & Maroon w/Brass - 200 Series Std. Gauge Caboose
10-2043 \$129.95

ORIGINAL COLORS



White w/Brass Trim - 200 Series Std. Gauge Tank Car
10-2227 \$129.95

ORIGINAL COLORS



Shell w/Brass Trim - 200 Series Std. Gauge Tank Car
10-2104 \$129.95

ORIGINAL COLORS



Sunoco w/Nickel Trim - 200 Series Std. Gauge Tank Car
10-2072 \$129.95

ORIGINAL COLORS



Caterpillar® - 200 Series Std. Gauge Hopper Car
10-2184 \$139.95



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Coors Light - 200 Series Std. Gauge Reefer Car
10-2182 \$139.95

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Harley-Davidson® - 200 Series Std. Gauge Tank Car
10-2161 \$139.95



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White & Blue - 200 Series Std. Gauge Reefer Car **ORIGINAL COLORS**
10-206 \$129.95



John Deere - 200 Series Std. Gauge Tank Car
10-2179 \$139.95

John Deere is a registered trademark of Deere & Company.



Budweiser - 200 Series Std. Gauge Tank Car
10-2162 \$139.95

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200 Series Standard Gauge Rolling Stock



Harley-Davidson® - 200 Series Std. Gauge Gondola Car
10-2189 \$139.95



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Maroon w/Brass Trim - 200 Series Std. Gauge Gondola Car
10-1073 \$129.95

ORIGINAL COLORS



Baltimore & Ohio - 200 Series Std. Gauge Box Car
10-2165 \$129.95



Pea Green w/Nickel Trim - 200 Series Std. Gauge Gondola Car
10-1074 \$129.95

ORIGINAL COLORS



Cream & Orange w/Brass Trim - 200 Series Std. Gauge Box Car
10-202 \$129.95 **ORIGINAL COLORS**



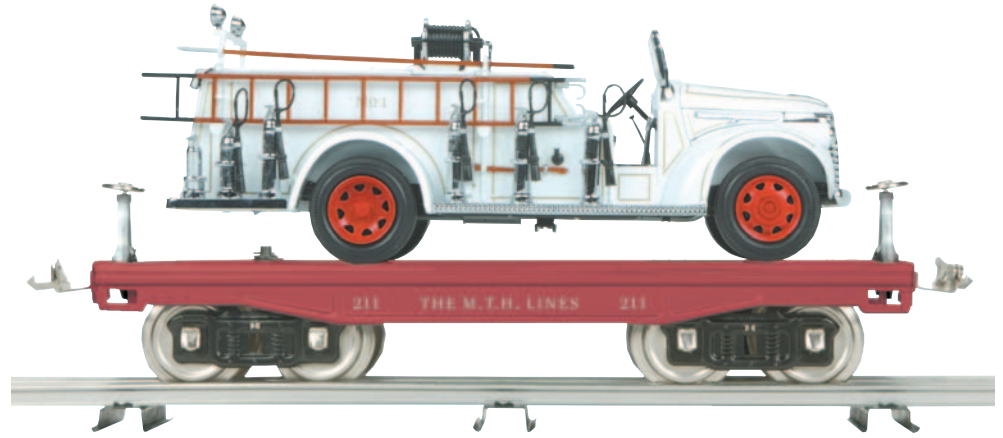
New Haven - 200 Series Std. Gauge Box Car
10-2166 \$129.95



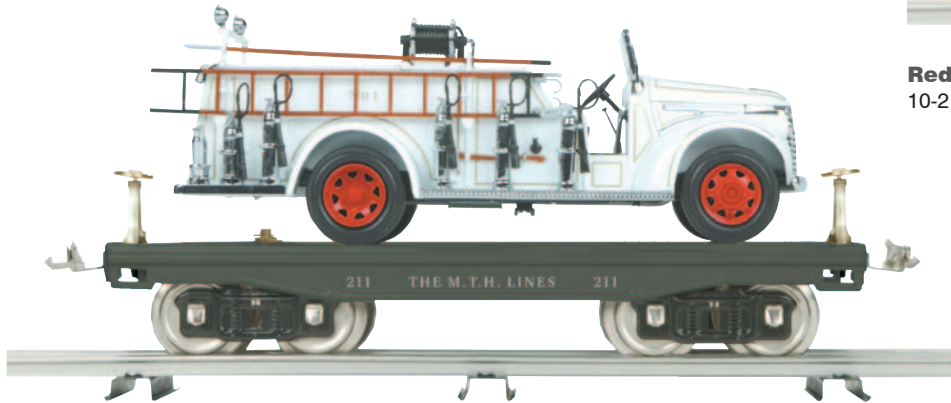
Yellow & Brown w/Nickel - 200 Series Std. Gauge Box Car
10-201 \$129.95 **ORIGINAL COLORS**



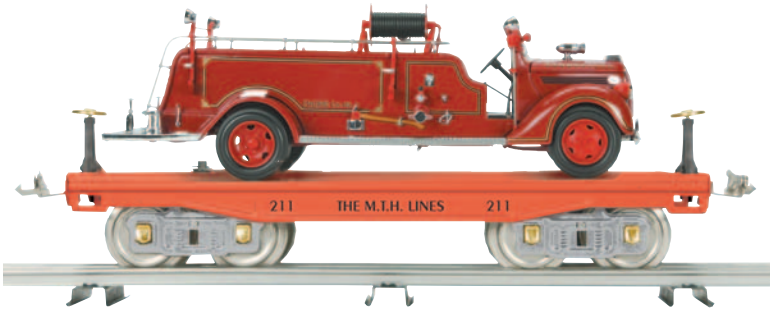
Green w/Nickel - 200 Series Std. Gauge Flat Car w/Fire Truck
10-2107 \$149.95



Red w/Nickel - 200 Series Std. Gauge Flat Car w/Fire Truck
10-2168 \$149.95



Black w/Brass - 200 Series Std. Gauge Flat Car w/Fire Truck
10-2167 \$149.95



Orange w/Brass - 200 Series Std. Gauge Flat Car w/Fire Truck
10-2106 \$149.95



Terra Cotta/Pea Green w/Brass Trim - 200 Series Std. Gauge Cattle Car
10-203 \$129.95

ORIGINAL COLORS



Pennsylvania - 200 Series Std. Gauge Cattle Car
10-2183 \$129.95



Cream & Maroon w/Nickel Trim
- 200 Series Std. Gauge Cattle Car
10-204 \$129.95

ORIGINAL COLORS

500 Series Standard Gauge Rolling Stock



Green/Orange with Brass Trim - 500 Series Std. Gauge Cattle Car
10-1087 \$99.95



White/Blue with Nickel Trim - 500 Series Std. Gauge Reefer Car
10-1089 \$99.95

ORIGINAL COLORS



Cream/Maroon with Nickel Trim - 500 Series Std. Gauge Cattle Car
10-1088 \$99.95

ORIGINAL COLORS



Ivory/Peacock with Brass Trim - 500 Series Std. Gauge Reefer Car
10-1090 \$99.95

ORIGINAL COLORS



Cream with Brass Trim - 500 Series Std. Gauge Box Car
10-1086 \$99.95

ORIGINAL COLORS



Santa Fe - 500 Series Std. Gauge Box Car
10-2174 \$99.95



Yellow with Nickel Trim - 500 Series Std. Gauge Box Car
10-1085 \$99.95

ORIGINAL COLORS



Pea Green/Red - 500 Series Std. Gauge Caboose
10-2134 \$119.95 **ORIGINAL COLORS**



Red w/Brass - 500 Series Std. Gauge Hopper Car
10-1101 \$119.95 **ORIGINAL COLORS**



Red w/Nickel - 500 Series Std. Gauge Caboose
10-1098 \$119.95 **ORIGINAL COLORS**



Red w/Nickel - 500 Series Std. Gauge Hopper Car
10-2139 \$119.95 **ORIGINAL COLORS**



Terra Cotta with Brass Trim - 500 Series Std. Gauge Tank Car
10-2229 \$99.95 **ORIGINAL COLORS**



Light Green w/Nickel Trim - 500 Series Std. Gauge Flood Light Car
10-2136 \$129.95 **ORIGINAL COLORS**



Sunoco w/Nickel Trim - 500 Series Std. Gauge Tank Car
10-2126 \$99.95 **ORIGINAL COLORS**



Terra Cotta w/Brass Trim - 500 Series Std. Gauge Flood Light Car
10-2137 \$129.95 **ORIGINAL COLORS**

O Gauge Sets and Rolling Stock



Like its larger standard gauge cousins on the previous pages, this Pennsylvania Railroad steam set embodies the gleaming sheet metal beauty of the tinplate era. Lionel® spared no hyperbole in introducing the original 260E locomotive in 1930: "Boys - here is the most remarkable "O" Gauge Steam Type Locomotive that has ever been produced. Dozens of blue prints and photographs of famous new locomotives from railroads all over the country were examined, and the best features of each were utilized by Lionel's Engineering Department in designing this locomotive. It is built for speed and power. It is low, long, graceful and sturdy. Complete with its Pacific type oil-burning tender, it represents a miracle of model railroad engineering. It will be the pride of every boy who owns one."

Unlike the original, our replica of the 260E produces huge plumes of puffing smoke as well as clanging bell, wailing whistle, and deep chuffing sounds appropriate for what Lionel called its "Mogul of the Rails." Our 260E is also outfitted with a "Latch-Type" Proto-Coupler that can be remotely activated by the transformer to uncouple from its trailing three freight cars, each decorated with bright metal trim and colorful baked enamel paint.



Pennsylvania - 260E Steam R-T-R Freight Train Set w/Proto-Sound 2.0
10-3035-1 \$599.95



Tidewater Oil - 2800 Series O Gauge Tank Car
10-8035 \$79.95



Hooker Chemicals - 2800 Series O Gauge Tank Car
10-8034 \$79.95



Chicago NorthWestern - 2800 Series O Gauge Flat Car w/Log Load
10-8057 \$79.95



Santa Fe - 2800 Series O Gauge Cattle Car
10-8062 \$79.95



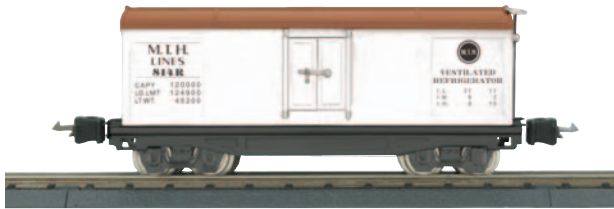
Brown - 2800 Series O Gauge Cattle Car
10-8049 \$79.95



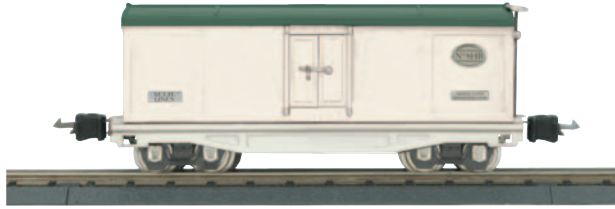
New York Central - 2800 Series O Gauge Cattle Car
10-8061 \$79.95



Pennsylvania - 2800 Series O Gauge Caboose
10-8068 \$89.95



White & Brown - 2800 Series O Gauge Reefer Car
10-8025 \$79.95



Ivory/Peacock - 2800 Series O Gauge Reefer Car
10-8024 \$79.95



Fort Pitt Brewing - 2800 Series O Gauge Reefer Car
10-8054 \$79.95



Baltimore & Ohio - 2800 Series O Gauge Box Car
10-8026 \$79.95



Pennsylvania - 2800 Series O Gauge Box Car
10-8056 \$79.95



Union Pacific - 2800 Series O Gauge Box Car
10-8055 \$79.95



Reading - 2800 Series O Gauge Cattle Car
10-8064 \$79.95



Baltimore & Ohio - 2800 Series O Gauge Cattle Car
10-8063 \$79.95

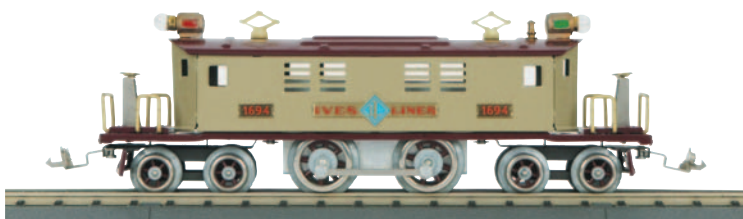


Blue - #256 Electric w/Proto-Sound 2.0
10-3028-1 \$449.95

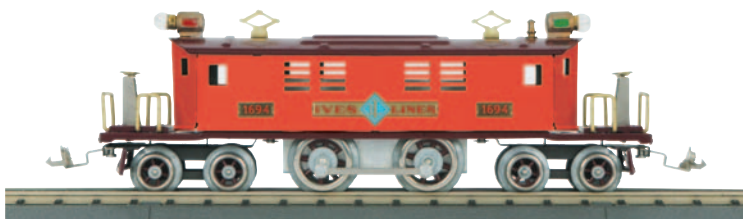
Blue - 3-Car O Gauge 710 Series Passenger Set
10-8045 \$399.95



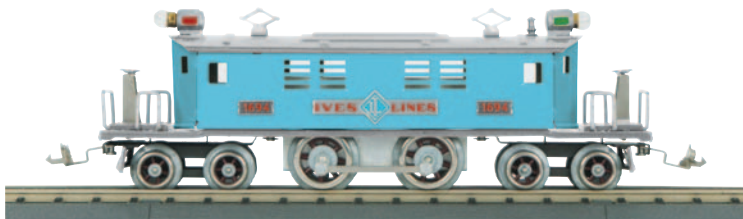
#1694 Ives O Gauge Electric



Beige/Maroon - #1694 Ives Electric w/Proto-Sound 2.0
10-3022-1 \$399.95



Red/Maroon - #1694 Ives Electric w/Proto-Sound 2.0
10-3024-1 \$399.95



Blue/Silver - #1694 Ives Electric w/Proto-Sound 2.0
10-3023-1 \$399.95



Beige/Maroon - #1616 3-Car O Gauge Passenger Set
10-8046 \$399.95



Red/Maroon - #1616 3-Car O Gauge Passenger Set
10-8048 \$399.95



Blue/Silver - #1616 3-Car O Gauge Passenger Set
10-8047 \$399.95

249 O Gauge Locomotive & Tender



The Lionel catalog for 1936 introduced the new 249 as a "high speed powerful conventional locomotive with chrome plated trimmings and a wealth of embossed details." While smaller and less expensive than the 260E and its successor the 263, the 249 shared the same motor as its larger brethren. Cataloged until 1939, the 249 was part of the last hurrah of tinplate. When the 249 disappeared from the line, the production of high-quality, sheet-metal trains had passed into history.



Gunmetal Gray - 249 O Gauge Loco & Tender w/Proto-Sound 2.0
10-3033-1 \$399.95



Two-Tone Blue - 249 O Gauge Loco & Tender w/Proto-Sound 2.0
10-3034-1 \$399.95



Black w/Brass Trim - 249 O Gauge Loco & Tender w/Proto-Sound 2.0
10-3031-1 \$399.95



Crackle Black - 249 O Gauge Loco & Tender w/Proto-Sound 2.0
10-3032-1 \$399.95



Two-Tone Blue - 3-Car O Gauge 600 Series Passenger Set
10-8503 \$299.95



Red - 3-Car O Gauge 600 Series Passenger Set
10-8501 \$299.95



Two-Tone Green - 3-Car O Gauge 600 Series Passenger Set
10-8504 \$299.95



Silver & Red - 3-Car O Gauge 600 Series Passenger Set
10-8502 \$299.95

2-8-8-8-2 Triplex HO Steam Engine



P. T. Barnum would have loved the Triplex. It was an engine of superlatives: more drivers than anything before or since, too big for the shops of its owner, the Erie Railroad, powerful enough to pull a train nearly five miles long. Ninety years ago, in the days before multiple-unit control allowed one throttle to control several locomotives, the Triplex was the ultimate attempt to put as much power as possible in the hands of a single engineer. In the end, it proved a noble, flamboyant, but less-than-successful experiment.

Baldwin Locomotive Works built three triplexes between 1914 and 1916 for pusher service on the Erie Railroad's daunting Susquehanna Hill (also known as Gulf Summit) near Deposit,

N.Y. The cylinders of the Triplex's middle engine were powered by high pressure steam direct from the boiler, while the front and rear engines used low pressure steam exhausted from the middle cylinders.

Each triplex replaced three ordinary helper engines, and the new locomotives worked well enough to stay on the Erie roster for more than a decade. But the design proved a bit over the top and only one more Triplex was ever built, for the Virginian Railway. Even with their huge boilers, the locomotives could only make enough steam to go 10 mph. One reason was poor draft in the firebox, because only the front cylinders exhausted through the smokebox and created draft; the rear cylin-

ders exhausted through a separate smokestack on the tender. Another inherent problem with the design was that traction from the rear engine decreased as the boiler used coal and water and the tender got lighter.

New for 2008, the M.T.H. HO Triplex recreates the sound, the smoke, and the flamboyance of the original design - but runs much better than the prototype ever did. Only M.T.H. engineering could make such a complex model run smoothly and steadily at speeds from a barely perceptible crawl to wide-open throttle. Add the Triplex to your roster and experience the sheer visual drama of one of the grand experiments in early twentieth century heavy machinery.

Did You Know?

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

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Features

- Die-Cast Boiler and Tender Body
- Die-Cast Metal Chassis
- Authentic Paint Scheme & Cab Numbers
- RP-25 Metal Wheels Mounted On Metal Axles
- Constant Voltage Headlight
- Prototypical Rule 17 Lighting
- Detailed Truck Sides
- Detailed Cab Interior
- Powerful 5-Pole Precision Flywheel Equipped Motor
- (2) Scale Kadee® Compatible Couplers
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Sprung Drive Wheels
- Synchronized Puffing ProtoSmoke™ System
- Operating, Directionally Controlled Tender Back-up Light
- Locomotive Speed Control
- Locomotive Cab To Tender Deck Plate
- Detailed Tender Undercarriage
- Interchangeable Traction Tire-Equipped Drive Wheels
- Proto-Sound® 3.0 With The Digital Command System Featuring: Freight Yard Proto-Effects™
- On-Board DCC Receiver
- Operates On Code 83, & 100 Rail Curves
- Unit Measures: 15 1/4" x 1 9/16" x 2 1/4"
- Operates On 22" Radius Curves

What is Russian Iron?

In order to prevent iron from prematurely "rusting" away, iron foundries resorted to a very complex and sensitive process to "hammer" powders (graphites) into the metal's surface. This process appears to have been developed and perfected in Russia. The resulting finish is referred to by various names, the most common being Russian Iron. The final finish took on many shades varying from grey to blue. This was the material early locomotive manufacturers used to cover their boiler jackets with brass fittings we see in today's museums.



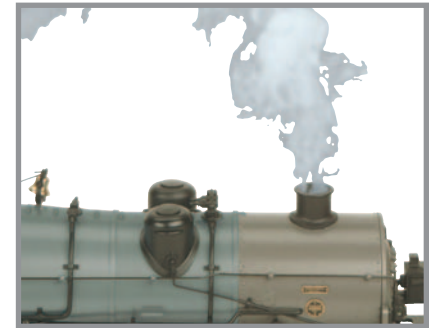
Erie 2-8-8-2 Triplex Steam Engine w/Proto-Sound 3.0
 80-3107-1 Cab # 5015 Russian Iron \$499.95
 80-3108-1 Cab # 5016 Russian Iron \$499.95
 80-3109-1 Cab # 5014 Russian Iron \$499.95



Erie 2-8-8-2 Triplex Steam Engine w/Proto-Sound 3.0
 80-3111-1 Cab # 5015 Black \$499.95
 80-3112-1 Cab # 5016 Black \$499.95
 80-3113-1 Cab # 5014 Black \$499.95



Virginian 2-8-8-2 Triplex Steam Engine w/Proto-Sound 3.0
 80-3110-1 Cab # 700 \$499.95



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20-91263 Chessie Steel Caboose
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70-77028 Santa Fe Offset Steel Caboose
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Tinplate 500 Series Membership is \$120.00



TINPLATE O GAUGE MEMBERSHIP



10-8075 MTHRRRC 2800 Series O Gauge Caboose
Tinplate 2800 Series Membership is \$80.00



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Basic Membership is \$25.00



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The CrossingGate™ Club Magazine



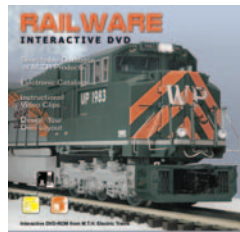
You will receive our full color Club magazines, jam-packed with product news, ideas from other members, rail history, & step-by-step articles explaining how M.T.H. technology can bring your railroad to life.

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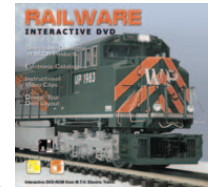
Club members can save an additional 15% on these kits by visiting the MTHRRRC web page.

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CARRY ON THE M.T.H. TRADITION WITH MEMORABILIA AND COLLECTIBLES

MTH Promotional DVD



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MTHRRRC members can still obtain earlier produced MTHRRRC cars by visiting the MTHRRRC pages on the website. Only MTHRRRC members can get these cars!

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This comprehensive book is a must for collectors & other lovers of toy trains. 350 pages & 1900 color photos, hard cover. Add this book to your membership for only \$25.00 (50% off the \$49.95 cover price)!

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There are over 1,100 M.T.H. Authorized Retailers in North America ready to serve your model railroading needs. Of these, a select few qualify for inclusion in M.T.H.'s Mega Station program. So just what is a Mega Station?

Simply put, M.T.H. Authorized Mega Stations are your best bet for finding the widest selection of M.T.H. products in stock, when you want them. Mega Station retailers also meet our DCS Demo Center qualifications so you'll find expert assistance in seeing M.T.H. products in action whenever you visit a Mega Station retailer.

Each of our Mega Station dealers has the option of qualifying for one or more categories covering our RailKing O Gauge, Premier Line O Scale, Tinplate Traditions and RailKing One Gauge product lines.

The list to the right includes our current RailKing and Premier O Gauge Mega Station accounts. Of course, if your favorite M.T.H. Authorized Retailer isn't listed, they can still order any of our current offerings. To find a local M.T.H. Authorized Retailer, visit our Web site and click on the Dealer Locator link.

Not all products depicted in this catalog are production models. In some cases, the items pictured may be models in HO scale, O scale, or another scale that have been altered digitally.

Each item's graphic features and content are subject to change after publication. All product features may be verified on their retail packages.

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DCS™ Simply The Best Way To Run A Railroad™
M.T.H.'s DCS Digital Command System has received U.S. Patent No. 6,457,681. M.T.H.'s Proto-Sound® 2.0 system has received U.S. Patent No's 6,457,681 B1 (sound system), 6,457,681 B1 (Proto-Speed Control™), 6,604,641 (Proto-Coupler™), 7,210,656 (Sound), 6,662,917 (2/3Rail), 7,210,656 (Internet Downloads, Music & Doppler).

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M.T.H.'s RealTrax® has received U.S. Patent No. 6,019,289.
M.T.H.'s Z-4000® Transformer has received U.S. Patent No's. 6,281,606 & 6,624,537.
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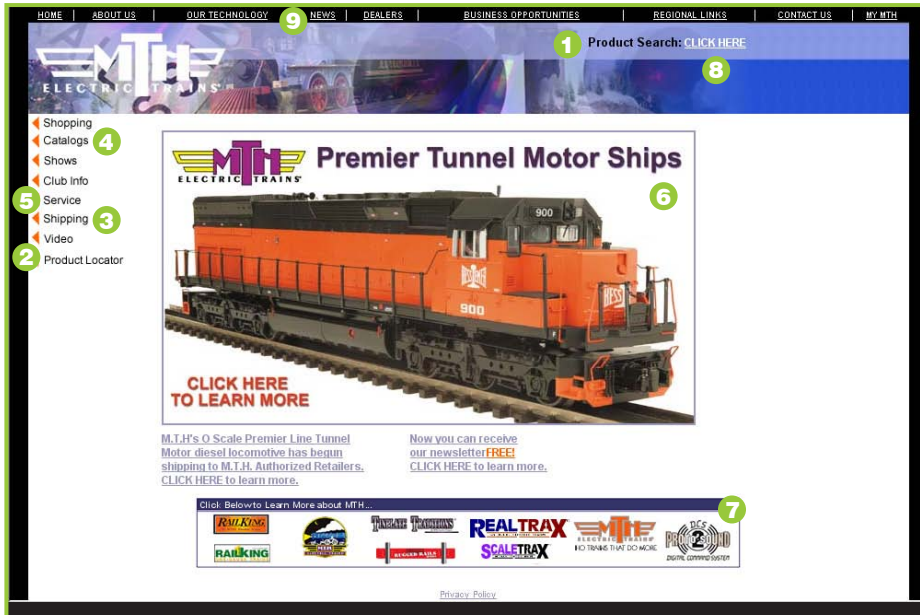
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Use Advanced Search to find the latest info on new products before they're delivered - sound sets, cab numbers, feature and paint scheme updates, and other information that arrived after the catalog was published.

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2 DOES ANY DEALER STILL HAVE ...?

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3 WHEN IS IT COMING?

Our online Shipping schedule is updated frequently to let you know what's coming soon to your hobby shop.

4 ARE YOU GOING TO MAKE?

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WHAT REPAIR PART DO I NEED?

Use Advanced Search to find exploded diagrams and parts lists for M.T.H. locomotives and accessories, and then order the parts online or by phone.

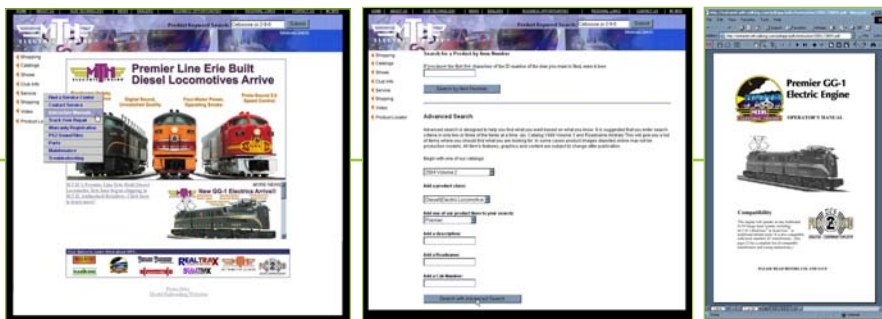
6 WHAT'S NEW?

New arrivals and other news are posted frequently on our home page. To get the news as it happens, sign up for our free weekly electronic newsletter, with information on new M.T.H. products, industry news, and sneak peeks at upcoming specials!



8 HOW DOES IT WORK?

Misplaced an instruction manual or just want to know how a product works? Use Advanced Search to look up the item and view its instruction manual.



9 NEWS

Sign up for our FREE electronic newsletter to stay abreast of the latest M.T.H. News!



7 HOW CAN I LEARN MORE ABOUT DCS?

Follow the link to the protosound2.com Web site for DCS and Proto-Sound 2.0 information - and a list of Authorized DCS Demo Centers where you can try DCS hands-on.

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