



2011 volume 2

RailKing & Premier O-Gauge Trains

Evolution = Progress

The First O Scale PS3

Today, most of us understand that technology doesn't ever stand still. A quick review of our products will reveal significant changes over the past decade in our evolving onboard locomotive technology. Despite these improvements, we've always been fully committed to making sure that our products are backward compatible and that each can be operated on conventional layouts while still providing access to many of our most popular operating features.

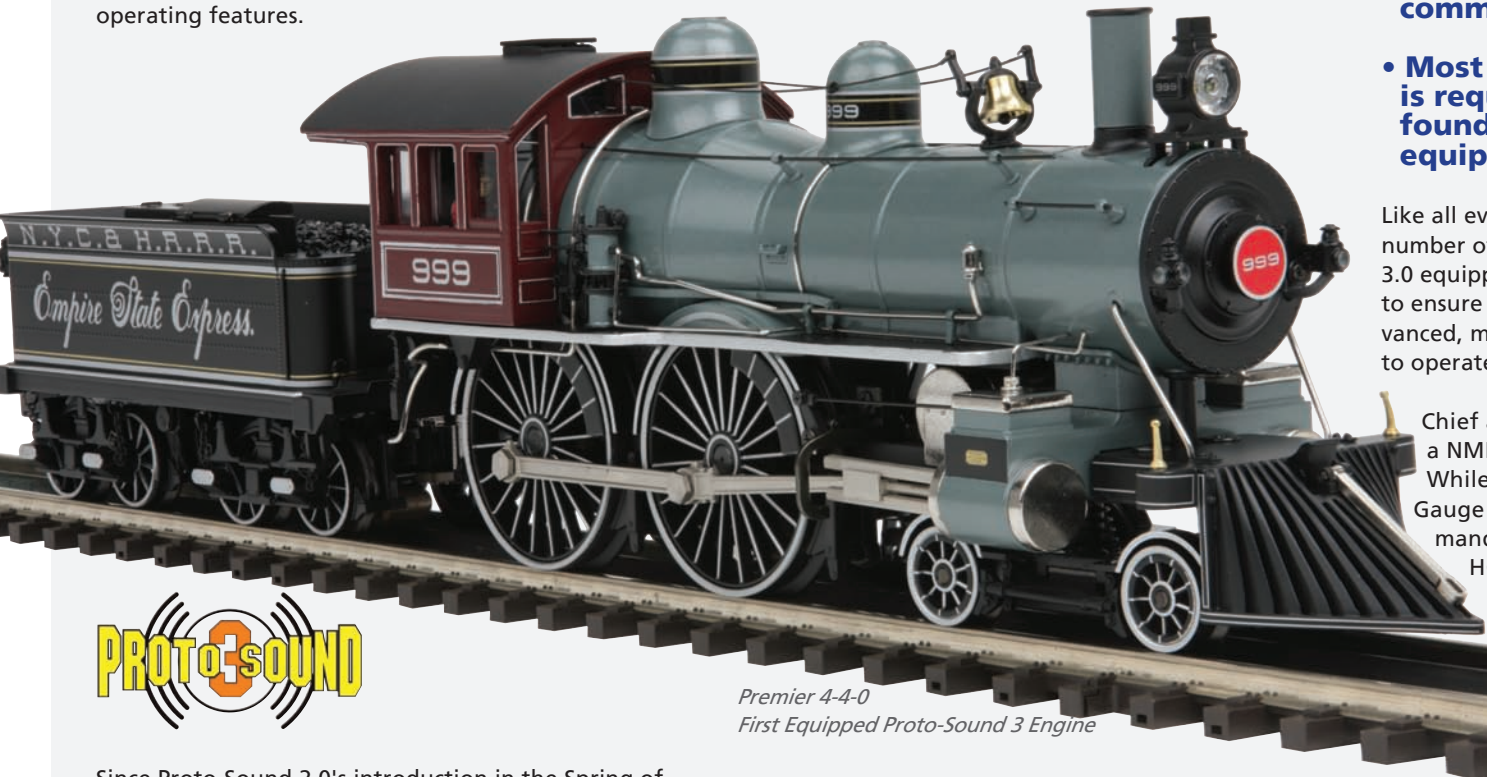
Regardless of these changes, a year 2000 Proto-Sound 2.0 equipped locomotive runs exactly the same way under the DCS Digital Command Control system as a Proto-Sound 3.0 board built in 2011. You simply put 'em on the track and run 'em.

- They will operate the same with any compatible conventional AC transformer as 2.0 engines.
- They can operate on AC or DC power.
- They feature the same conventional control features and include the same command control features.
- Most importantly, no new equipment is required to enjoy any feature found inside a Proto-Sound 3.0 equipped locomotive.

Like all evolving technological products, there are a number of new features found inside each Proto-Sound 3.0 equipped locomotive that we believe will continue to ensure that M.T.H. locomotives are the most advanced, most universally compatible and most exciting to operate in all of model railroading.

Chief among these new features is the inclusion of a NMRA Digital Command Control (DCC) receiver. While not a popular command control choice of O Gauge model railroaders, DCC is the dominant command control protocol in other scales, including HO, N, G and 2-Rail O Scale.

By incorporating a DCC receiver into our products, your new Proto-Sound 3.0 equipped locomotive can be operated in command control mode using any DCC controller available today. There are dozens of DCC controllers available from a large number of DCC controller manufacturers. Many of these devices can control all 28 different DCC functions found in every M.T.H. Proto-Sound 3.0 equipped locomotive.



*Premier 4-4-0
First Equipped Proto-Sound 3 Engine*




Since Proto-Sound 2.0's introduction in the Spring of 2000, a few subtle changes have been incorporated into the basic board design including; a different power supply, the ability to operate on AC or DC power, the inclusion of wireless tethers, flash onboard memory, improved microprocessors and improved sound amplifiers.

And so it is with Proto-Sound 3.0. Like the different iterations of the Proto-Sound 2.0 boards built over the past decade, new O Gauge Proto-Sound 3.0 equipped locomotives operate exactly the same way as their 2.0 counterparts. This means they will operate together with 2.0 engines on the same track at the same time when controlled by DCS.

M.T.H. first cataloged Proto-Sound 3.0 Premier Line steam locomotives in our 2011 Volume 1 catalog. The first O scale locomotive to actually deliver with Proto-Sound 3.0 was the Premier Line 4-4-0 steam locomotive which shipped in early January 2011. In our 2011 Volume 2 catalog, we're expanding our Proto-Sound 3.0 offerings to all of our Premier Line products, including diesel locomotives. We'll also be offering Proto-Sound 3.0 in all of our RailKing steam engines and select RailKing diesels.

See Them in Action

While perusing this catalog, in our interactive version, click on the video icon  to see the featured item in action. If you are reading a print copy, visit the website and click on the video icon for that item to see a video.

Second Annual Blue Comet Award

As our initial 3in3 promotion, M.T.H. is establishing the annual Blue Comet Award competition, with the award given annually to the person or organization who does the most to promote the O gauge hobby to the general public. We're kicking off the Blue Comet with an honorary presentation of the second Blue Comet Award to the Ocean County Society of Model Railroaders of Lakewood, NJ (<http://www.ocsmr.org/>).



Offering a junior membership program (\$7.50 a month) to encourage young people to join, OCSMR not only allows younger generations to show off their trains, but also urges them to run them on the layouts. In addition OCSMR travels to local libraries and puts on static both

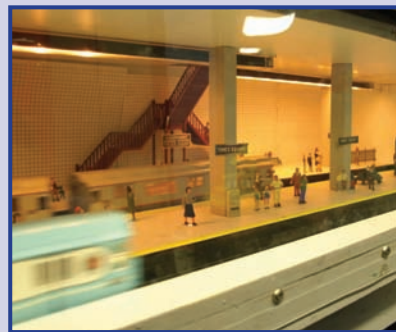
a Rules for entering the first competitive Blue Comet competition, with the award presented in the first quarter of 2011, are available on www.mthtrains.com and search Blue Comet Award or 3in3 for official rules and details.

We want to stress that, while large layouts like the ones used by OCSMR can inspire future hobbyists, a small layout with lots of action and perhaps operating accessories — displayed and staffed in a high-traffic area like a museum or shopping mall — can be equally effective at attracting new model railroaders, by helping them think, "Yes, I could do that!" The point of the Blue Comet Award and other, upcoming 3in3 promotions

3in3 Program a Solution

Think back to how you got into the hobby. If you're like most of us, your passion for trains was ignited in one of two ways. You played with trains at a friend's house or saw them at a holiday display layout and said, "That's for me!" Or an adult in your life (often with some help from Santa) shared their interest in trains and awakened that interest for you. To keep this hobby going, all we need to do is pay that forward. So here's what we're proposing: a program called "3in3" in which each O gauge hobbyist takes responsibility for getting three new people into the hobby over the next three years: one child, one young adult in their 20s or 30s, and one older hobbyist (age 40 and up). To help you do that, our Web site and our publications will become a forum for sharing ideas and ways to promote the hobby, and we'll be running periodic 3in3 promotions.

that we'll be sharing with you, is that it's not the manufacturers who will keep O gauge alive it's hobbyists like you, finding ways to share your passion and draw in new members to the O gauge fraternity. Our hope is that other manufacturers, hobby magazines, and the community of hobby retailers will join us in promoting 3in3 and helping you find ways to share your enthusiasm and that, together, we'll be able to keep this golden age of O gauge alive and growing and operating displays to promote the hobby.



OCSMRs Unique Subway Layout Feature

Blue Comet Award Rules for 2011-2012 Competition Season

- The Blue Comet Award will be presented annually to the group or person who, in the opinion of the judging committee, has done the best job of promoting O gauge model railroading to the general public. The goal of the Blue Comet Award is to encourage O gauge model railroaders — two-rail, three-rail, and tinplate — to make the hobby more visible to the public and to bring new members of all ages into the hobby.

For complete rules, visit www.mthtrains.com/news/008 - or visit www.mthtrains.com and search for Blue Comet Award.

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



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

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

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

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



About Our Product Lines

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

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

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

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

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

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



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

Celebrate Lionel Corporation Tinplate!

Modelers in other scales can celebrate Lionel Corporation Tinplate, the newest M.T.H. product line, with these HO and One Gauge freight cars. The new HO Operating Action Car was inspired by Lionel's 1950s aquarium car and features moving, backlit images of classic tinplate trains.



LIONEL ELECTRIC TRAINS
MODEL RAILROAD ACCESSORIES
LIONEL CORPORATION TINPLATE

Proto-Sound

The Richest Set of Features in Model Railroading

Whether you operate with a conventional transformer or in command mode with DCC or DCS™ (M.T.H.'s Digital Command System), the Proto-Sound 2.0 or 3.0 system found in every locomotive in this catalog offers more realism, more fun, and more variety than any other locomotive control system in any scale.

VIVID ENGINE SOUNDS

Proto-Sound features 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. With the optional DCS system, you can tune each engine to your preference by individually adjusting bell, horn or whistle, and chuff volume.

STATION SOUNDS

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

ATMOSPHERIC SOUNDS

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

EXTRAORDINARY SLOW SPEED CAPABILITY

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

UNMATCHED SPEED CONTROL

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

LIGHTING EFFECTS

Proto-Sound locomotives feature prototypical Rule 17 lighting, including a variety of realistic lighting effects. Depending on

GREAT SMOKE

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



the locomotive, these may include constant-brightness headlights, illuminated number boards, lighted marker lamps, and alternating ditch lights. In DCS operation, many of these lighting effects can be individually controlled.

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 and 3.0 locomotives.

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.

BRAKE SOUNDS

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

BI-DIRECTIONAL COMMUNICATION

Proto-Sound 2.0 and 3.0 engines not only receive commands from the DCS system, they can report back vital information, trigger other devices to operate, and diagnose your layout's wiring and signal quality. Query a Proto-Sound 2.0 and 3.0 locomotive to find out how many scale miles it's run or how many hours it's been powered up. Check out the strength of the DCS signal on the track or measure the track voltage at a trouble spot. Measure the length of your track in scale miles. All of this is possible today, but only with a Proto-Sound 2.0 and 3.0-equipped locomotive when operated using the DCS Digital Command System.

OPERATE 'EM ALL

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



FULL COMPATIBILITY WITH ALL OPERATING SYSTEMS

Right out of the box, every Proto-Sound 3.0 M.T.H. engine is compatible with all operating systems: conventional AC or DC, DCC, and our own Digital Command System (DCS). No switches to flip or adjustments to make. Your Proto-Sound engine senses what kind of power is on the rails; just set it on the track and run it.

PROTO-SOUND 3.0 DCC FUNCTIONALITY

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

Proto-Sound 3.0 DCC Features

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

Steam Features

- Headlight on/off
- Bell on/off
- Whistle/Horn on/off
- Start-up/Shut-down
- PFA initiate and advance
- Cab Light on/off
- Engine Sounds on/off
- Volume low, med, high, off
- Smoke on/off
- Forward Signal Sound
- Reverse Signal Sound
- Coupler Slack Sound
- Grade Crossing
- One-Shot Doppler on/off
- Extended Start Up
- Extended Shut Down
- Labor Chuff
- Drift Chuff
- Smoke Volume
- Single short whistle toot
- Coupler Close
- Feature Reset
- Idle Sequence 1
- Idle Sequence 2
- Idle Sequence 3
- Idle Sequence 4
- Brakes auto/off
- Cab Chatter auto/off
- Clickety-Clack auto/off

Diesel Features

- Headlight
- Bell
- Whistle/Horn
- Start Up/Shut Down
- Rear Coupler
- Front Coupler
- Engine Sounds On/Off
- Sound Volume
- Ditch Lights Auto/On/Off
- Forward Signal
- Reverse Signal
- Grade Crossing Signal
- Cab Light On/Off
- Extended Start Up
- Extended Shut Down
- Rev Up
- Rev Down
- Coupler Slack Sound
- Coupler Close
- One-Shot Doppler
- Feature Reset
- Idle Sequence 1
- Idle Sequence 2
- Idle Sequence 3
- Ditch Lights Auto/On/Off
- Brakes Auto/Off
- Cab Chatter Auto/Off
- Clickety-Clack Auto/Off
- Coupler Slack Sound

* Check your DCC Controller's manual to see how many features it can access.



Simply to Run

This remote is **SIMPLE**.

It speaks **ENGLISH,
NOT ICONS.**

It can be **OPERATED
EASILY WITH ONE HAND.**

It can be
UPGRADED FOR FREE
over the Internet.

It can run over 1300* Proto-Sound® 2.0 & 3.0 engines and every Lionel®, Atlas, Weaver, and Third Rail TMCC®, EOB, or Legacy™ engine ever made — and run 99 of them at the same time, on the same track, independently, in command mode.

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

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

WHAT CAN YOUR REMOTE DO?

* Number of different Proto-Sound® 2.0 and 3.0 engines cataloged through the 2011 Volume 1 Catalog.

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

Remote Shown
Actual Size



the Best Way a Railroad

Command Control Explained

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

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

Learn More About It



TRY IT at your local DCS Demo Center

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

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

DCS COMMANDER: Get into DCS on a budget

Ideal for small layouts running two or three Proto-Sound 2.0 locomotives**. Learn more about it in the 2011 RailKing Train Set catalog — or use our online Product Search feature to see more information and read the instruction manual.



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

DCS Commander Controller (with out power supply)
50-1028 \$149.95



DCS Remote Commander Set
50-1033 \$39.95

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



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



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



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



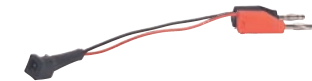
Proto-Sound Battery
50-1008 \$11.95



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



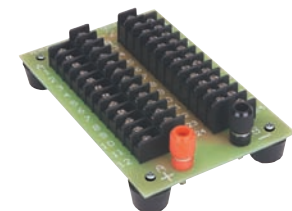
AA NiCad Proto-Sound Battery
50-1024 \$9.95



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



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



24-Port Terminal Block
50-1020 \$29.95

12-Port Terminal Block
50-1014 \$19.95

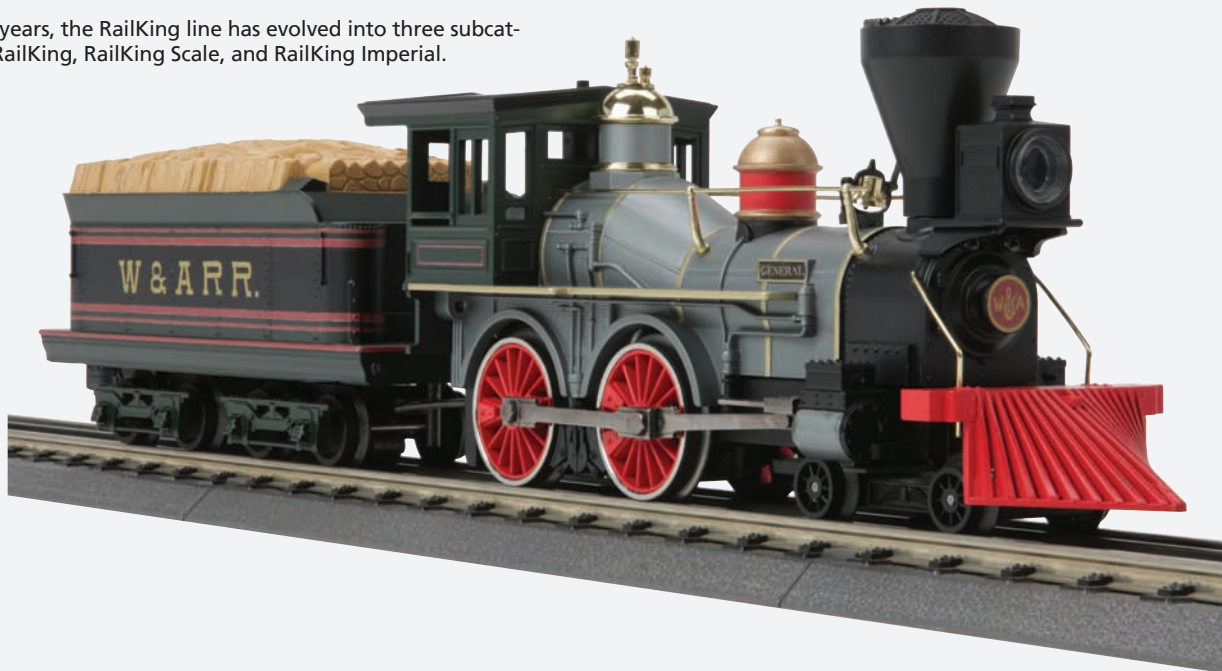
RailKing

The Best Value in O-Gauge



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

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



Features typically found on RailKing models include:

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



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

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



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

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



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

- Separate marker light housings with individual LED illumination
- Additional grab iron detail
- Authentic, legible builder's plates
- Cab interior lights
- Painted steam locomotive backhead gauges
- Safety chains for tender trucks
- Real tender coal loads

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



0-6-0 Imperial B-6 Switcher

steam engine



Features

- Die-Cast Metal Chassis
- Metal Wheels and Axles
- Real Coal Load
- (2) Remote Controlled Proto-Coupler™
- Precision Flywheel Equipped Motor
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Die-Cast Boiler and Tender Body
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Locomotive Speed Control in Scale MPH Increments
- Synchronized Puffing ProtoSmoke™ System
- Operating Tender Back-up Light
- Engineer Cab Figure
- Proto-Sound® 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 17" x 2 1/2" x 3 5/8"
- Operates On O-27 Curves



IMPERIAL
SERIES



Baltimore & Ohio - 0-6-0 Imperial B-6 Switcher Steam Engine

30-1570-1 Proto-Sound 3.0 \$399.95



Jersey Central - 0-6-0 Imperial B-6 Switcher Steam Engine

30-1571-1 Proto-Sound 3.0 \$399.95

**Long Island
0-6-0 Imperial B-6 Switcher Steam Engine**

30-1572-1 Proto-Sound 3.0 \$399.95



**Pennsylvania
0-6-0 Imperial B-6 Switcher Steam Engine**

30-1573-1 Proto-Sound 3.0 \$399.95

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

The rugged RailKing 0-6-0 is perfect for working the yard of any early twentieth-century layout. This sturdy model comes in the markings of the Pennsylvania, Long Island, Baltimore & Ohio, and Jersey Central railroads.

Did You Know?

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

4-8-8-4 Imperial Big Boy steam engine



Features

- Die-Cast Boiler and Tender Body
- Die-Cast Metal Chassis
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- (2) Precision Flywheel Equipped Motors
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Remote Controlled Proto-Coupler®
- Synchronized Puffing ProtoSmoke™ System
- Locomotive Speed Control In Scale MPH Increments
- Authentic Paint Scheme
- Real Coal Load
- Engineer and Fireman Figures
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 29 1/8" x 25/8" x 4"
- Operates On O-31 Curves



IMPERIAL
SERIES



Union Pacific - 4-8-8-4 Imperial Big Boy Steam Engine

30-1582-1 Proto-Sound 3.0 \$699.95

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

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

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

This enduring symbol of American railroading returns to the RailKing line for 2011, complete with the industry-leading speed control, smoke output, and range of accurate sounds that characterize all MTH Proto-Sound 3.0 locomotives. Both engine and tender are constructed of die-cast metal and adorned with detail. Our model features two motors and four traction tires for pulling power and speed that rival the original Big Boy.

Did You Know?

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



Union Pacific - 4-8-8-4 Imperial Big Boy Speciality Freight Set

30-1583-1 Proto-Sound 3.0 \$799.95



Union Pacific- 4-8-8-4 Imperial Big Boy Speciality Passenger Set

30-1584-1 Proto-Sound 3.0 \$799.95

4-8-2 M-1a Mountain steam engine



Features

- Die-Cast Boiler and Tender Bodies
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Real Coal Load
- Die-Cast Truck Sides
- Precision Flywheel Equipped Motor
- Remote Controlled Proto-Coupler™
- Metal Handrails and Decorative Bell
- Die-Cast Boiler and Tender Body
- Locomotive Speed Control in Scale MPH Increments
- Engineer and Fireman Figures
- Synchronized Puffing ProtoSmoke™ System
- Constant Voltage Headlight
- Proto-Sound® 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 25" x 2 1/2" x 4"
- Operates On O-31 Curves



IMPERIAL
SERIES



Pennsylvania - 4-8-2 M-1a Mountain Steam Engine
30-1578-1 Proto-Sound 3.0 \$449.95



Pennsylvania - 4-8-2 M-1a Mountain Steam Engine
30-1579-1 Proto-Sound 3.0 \$449.95



Pennsylvania - 4-8-2 M-1a Mountain Steam Engine
30-1580-1 Proto-Sound 3.0 \$449.95



Pennsylvania - 4-8-2 M-1a Mountain Steam Engine
30-1581-1 Proto-Sound 3.0 \$449.95

The Mountain represents the apex of Pennsy steam power in the golden age of railroading. It was the last in a line of highly successful, home-designed, Belpaire-boilered Pennsy steamers that included the E6 Atlantic, the H series Consolidations, the K4 Pacific, and the I1 Decapod. (A Belpaire boiler is identified by the squared-off hump at the rear, above the firebox.) While the Pennsy's late experiments with modern streamlined steamers were visually exciting, they failed at their intended purpose - stopping the diesel onslaught. The M1's in fact outlasted all the experimental engines, soldiering on for three decades to the very end of steam.

The first M1 was built in 1923 in the PRR's Juniata shops and, in typical conservative Pennsy fashion, underwent years of testing and refinement before the railroad committed to the design. But once the die was cast, the Pennsy - the self-proclaimed Standard Railroad of the World - did things in a big way, as usual. Two hundred M1's were built in 1926 and a hundred M1a's, with slight upgrades from the original engines, were turned out in 1930 by Baldwin, Lima, and the Pennsy's own shops.

While the first Mountains were delivered pulling normal-sized tenders, with the 1930 delivery the huge "coast-to-coast" tenders became the norm. Although their large coal and water capacity lessened the need for fuel stops, they were also equipped with scoops for taking on water on the fly, from pans between the rails. With their big 72-inch drivers, the Mountains were designed to be dual-service passenger and fast freight engines. Despite their name, they ruled the relatively level divisions of the Pennsy - except the electrified lines - where they could hustle 17- or 18-car passenger trains or hundred-car freights. Within a few years of their introduction, the Mountains found their niche as the Pennsy's preferred freight engine in most non-electrified territory.

A true representative of the golden age of steam power, the Mountain returns to the RailKing line in 2011 lettered for the Pennsylvania and several other roads that rostered similar 4-8-2 locomotives. Both engine and tender are constructed of die-cast metal and adorned with detail. Complete with the industry-leading speed control, smoke output, and range of accurate sounds that characterize all MTH Proto-Sound 3.0 locomotives, our Mountain is designed to rival the pulling power, dependability, and longevity of the Pennsy original.

Did you know?

Mountain number 6755, built in the Pennsy's Altoona shops in 1930, was preserved by the railroad and resides today at the Railroad Museum of Pennsylvania in Strasburg, PA.

4-4-0 General

steam engine



Features

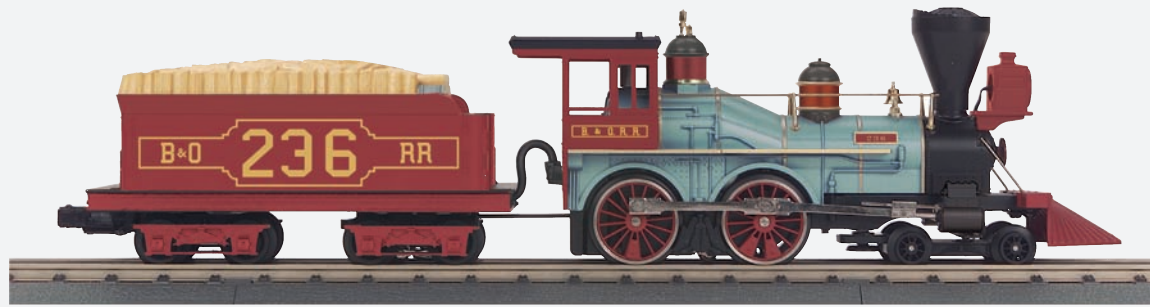
- Die-Cast Boiler and Tender Body
- Near Scale Sizing
- Die-Cast Metal Chassis
- Colorful Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Precision Flywheel Equipped Motor
- Locomotive Speed Control in Scale MPH Increments
- Remote Controlled Proto-Coupler™
- Metal Handrails and Decorative Whistle
- Synchronized Puffing ProtoSmoke™ System
- Proto-Sound® 3.0 With The Digital Command System Featuring FreightYardProto-Effects™
- Unit Measures: 1 7/8" x 2 5/8" x 4 1/4"
- Operates On O-31 Curves



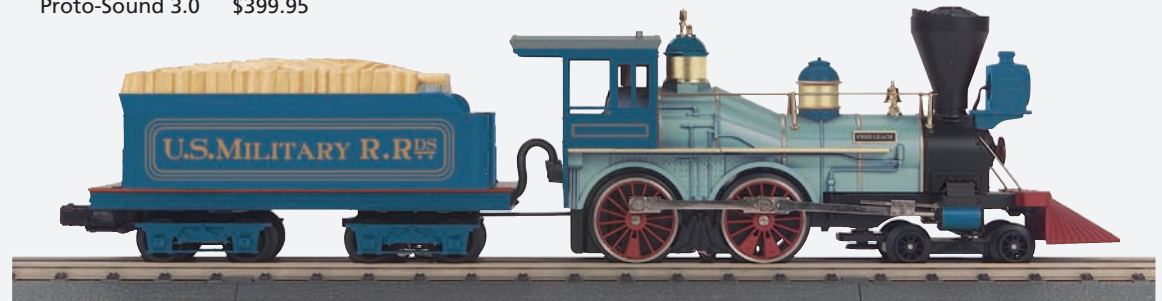
On the morning of April 12th 1862 a military raid took place on the 4-4-0-steam locomotive, The General, as it waited for its crew to finish breakfast, outside the Lacey Hotel in Big Shanty, Georgia. Providing freight and passenger service between Atlanta GA and Chattanooga TN, The General's seize by northern troops that day, led to the 87 mile race that made railroad history. Dubbed 'The Great Locomotive Chase', Andrews raid took the train northwards towards Chattanooga, in an attempt to meet up with Michel's advancing army. In an attempt to throw off any followers, and generally create havoc, Andrews destroyed telegraph wires, tore up track, sabotaged switches, and burned covered bridges along the way.

The General's conductor, William Allen Fuller, along with two other men, chased the hijacked train, first on foot, then eventually by hand car. When Fuller spotted the stolen train at Etowah he abandoned the handcar and chased the thieves north all the way to Kingston. He then boarded the locomotive William R. Smith and headed even further North towards Adairsville. Finally, north of Ringgold GA, The General ran out of fuel and Andrew's men abandoned the locomotive ran. All of the men were eventually caught, put on trail, and sentenced for their crimes.

Commemorating the 150th anniversary of the American Civil War, MTH is proud to introduce one of the most legendary locomotives in US history, The General. Complete with the industry-leading speed control, smoke output, and range of accurate sounds that characterize all MTH Proto-Sound 3.0 locomotives, The General is designed to recreate the authentic feel of the original.



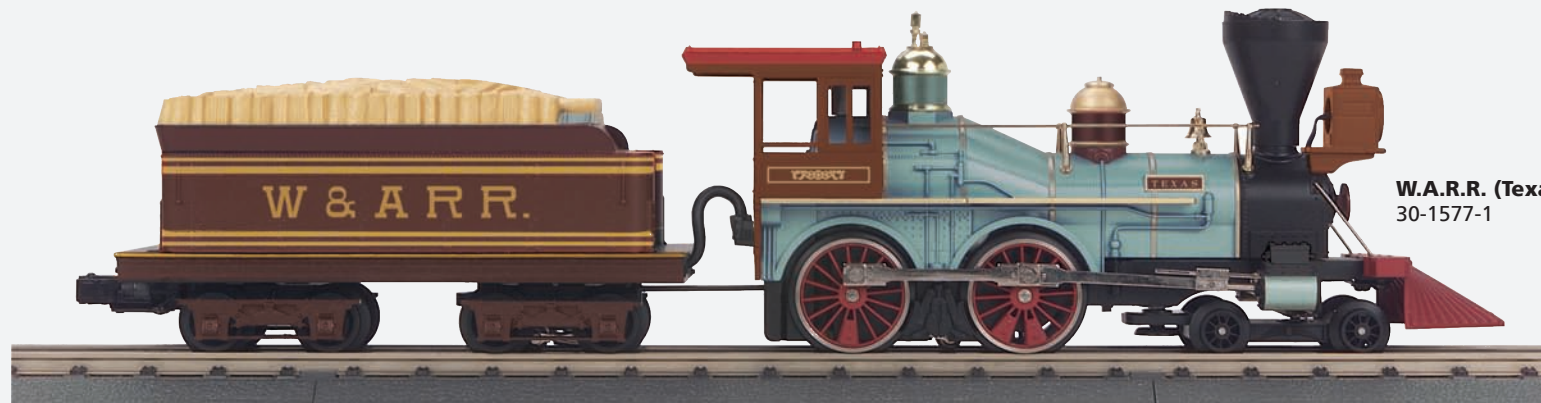
Baltimore & Ohio - 4-4-0 Steam Engine
30-1574-1 Proto-Sound 3.0 \$399.95



U.S. Military Railroad - 4-4-0 Steam Engine
30-1575-1 Proto-Sound 3.0 \$399.95



W.A.R.R. (General) - 4-4-0 General Steam Engine
30-1576-1 Proto-Sound 3.0 \$399.95



W.A.R.R. (Texas) - 4-4-0 Steam Engine
30-1577-1 Proto-Sound 3.0 \$399.95

E-8 AA

diesel engine set

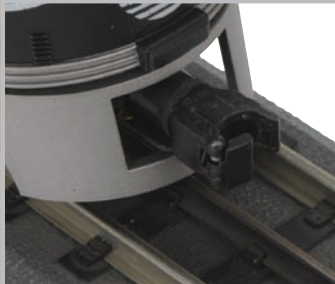


Features

- 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: 293/4" x 21/2" x 31/2"
- Operates On O-31 Curves

Add a Matching Passenger Set

See Page 49-51





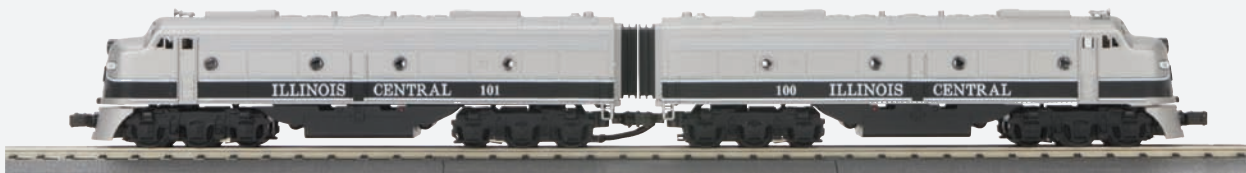
Boston & Maine - E-8 AA Diesel Engine Set

- 30-20072-1 Proto-Sound 2.0 \$349.95
- 30-20072-3 Non-Powered B- Unit \$ 119.95



Erie Lackawanna - E-8 AA Diesel Engine Set

- 30-20073-1 Proto-Sound 2.0 \$349.95
- 30-20073-3 Non-Powered B- Unit \$ 119.95



Illinois Central - E-8 AA Diesel Engine Set

- 30-20075-1 Proto-Sound 2.0 \$349.95
- 30-20075-3 Non-Powered B- Unit \$ 119.95



CP Rail - E-8 AA Diesel Engine Set

- 30-20074-1 Proto-Sound 2.0 \$349.95
- 30-20074-3 Non-Powered B- Unit \$ 119.95



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

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

Returning to the RailKing line for 2011, our E8 brings you the authentic sounds of EMD prime movers, plus the ability to announce your departure and start your train so gently you won't spill the water in the diner — and then accelerate up to scale speeds of over 100 mph, just like the prototype.

GP-9

diesel engine



Features

- Die-Cast Truck Sides, Pilots and Fuel Tank
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Decorative Horn
- Intricately Detailed ABS Body
- Locomotive Speed Control In Scale MPH Increments
- (2) Precision Flywheel Equipped Motors
- (2) Remotely Controlled Proto-Couplers™
- Metal Wheels, Axles and Gears
- Directionally Controlled Headlights
- Operating Smoke Unit
- Proto-Sound 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 143/4" x 21/2" x 33/4"
- Operates On O-27 Curves





Baltimore & Ohio - GP-9 Diesel Engine

30-20058-1 Proto-Sound 2.0 \$299.95



Texas & Pacific - GP-9 Diesel Engine

30-20060-1 Proto-Sound 2.0 \$299.95



Santa Fe - GP-9 Diesel Engine

30-20061-1 Proto-Sound 2.0 \$299.95



Soo Line - GP-9 Diesel Engine

30-20059-1 Proto-Sound 2.0 \$299.95

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

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

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

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

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

Did You Know?

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

SW 1500 Switcher

diesel engine



Features

- Intricately Detailed ABS Body
- Colorful Paint Scheme
- Die-Cast Metal Chassis
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Wheels, Axles and Gears
- Metal Handrails and Decorative Horn
- (2) Precision Flywheel Equipped Motors
- Directionally Controlled Headlights
- (2) Remotely Controlled Proto-Couplers™
- Locomotive Speed Control
- Proto-Sound 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 1 13/4" x 2 1/2" x 4"
- Operates On O-27 Curves





Norfolk Southern - SW1500 Switcher Diesel Engine

30-20068-1 Proto-Sound 2.0 \$299.95

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. Returning in 2011, our RailKing Scale SW1500 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.



Bessemer & Lake Erie - SW1500 Switcher Diesel Engine

30-20069-1 Proto-Sound 2.0 \$299.95



NASA - SW1500 Switcher Diesel Engine

30-20071-1 Proto-Sound 2.0 \$299.95



Canton - SW1500 Switcher Diesel Engine

30-20070-1 Proto-Sound 2.0 \$299.95

SW-9 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-27 Curves



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 cabless "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 2011 in a new variety of roadnames. 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 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.

Did You Know?

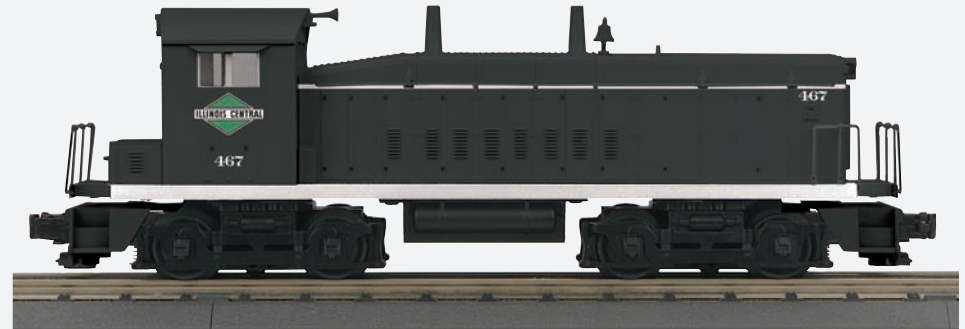
While the SW-8s and -9s were produced as replacements for the aging NW-2 diesel switcher, they proved themselves impervious to age themselves, becoming railyard mainstays for decades.



Chesapeake & Ohio - SW-9 Switcher Diesel Engine
30-20066-1 Proto-Sound 2.0 \$299.95



Atlantic Coast Line - SW-9 Switcher Diesel Engine
30-20025-1 Proto-Sound 2.0 \$299.95



Illinois Central - SW-9 Switcher Diesel Engine
30-20027-1 Proto-Sound 2.0 \$299.95



Milwaukee Road - SW-9 Switcher Diesel Engine
30-20028-1 Proto-Sound 2.0 \$299.95



Pittsburgh & Lake Erie - SW-9 Switcher Diesel Engine
30-20067-1 Proto-Sound 2.0 \$299.95

F-3 ABA

diesel set



Features

- Colorful Paint Scheme
- Die-Cast Metal Chassis
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Wheels, Axles and Gears
- (2) Precision Flywheel Equipped Motors In Powered A Unit
- (2) Remotely Controlled Proto-Couplers™ (one per A Unit)
- Directionally Controlled Headlights
- Intricately Detailed ABS Bodies
- Locomotive Speed Control In Scale MPH Increments
- Engineer Cab Figure In Each A Unit
- Operating Smoke Unit In Powered A Unit
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects™
- Unit Measures: 40 1/4" x 25/8" x 33/4"
- Operates On O-31 Curves





Pennsylvania - F-3 ABA Diesel Engine Set

30-20076-1 Proto-Sound 3.0 \$499.95



Texas Special - F-3 ABA Diesel Engine Set

30-20077-1 Proto-Sound 3.0 \$499.95



Santa Fe - F-3 ABA Diesel Engine Set

30-20078-1 Proto-Sound 3.0 \$499.95



Union Pacific - F-3 ABA Diesel Engine Set

30-20079-1 Proto-Sound 3.0 \$499.95

When the prototype railroads began to dieselize in the 1940s, model train manufacturers soon followed, recognizing that boys wanted models of the newest trains they were seeing on real railroads. One of the initial toy train forays into dieselism was a Lionel replica of the best-selling diesel of the day, the F3 "covered wagon" made by the Electro-Motive Division of General Motors.

Recognizing that EMD and the railroads were anxious to publicize their modern motive power, General Motors, the Santa Fe Railroad, and the New York Central Railroad helped share the cost of dies for the original models in exchange for having their names on engines that appeared on virtually

every boy's holiday wish list for years. In the end, it seems the Santa Fe got the best deal, as its red, yellow, and silver "war-bonnet" F3s remained a popular fixture on model railroad locomotives longer than any other railroad livery.

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

Postwar and RailKing Scale fans will no doubt want to order this stellar M.T.H. replica of model railroading's most famous diesel. The look and feel of the classic original is faithfully

reproduced, right down to the diecast metal chassis. Under the hood, however, lies the power and performance of Proto-Sound 3.0, twin flywheel-equipped motors, and Proto-Smoke, offering today's model railroaders an operating experience that boys of the 1950s could only dream about.

Did You Know?

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

SD70 ACe

diesel engine



Features

- Constant Voltage Headlight
- Intricately Detailed ABS Body
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Remotely Controlled Proto-Couplers™
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Decorative Horn
- (2) Precision Flywheel Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Operating Ditch Lights
- Operating Smoke Unit
- Proto-Sound 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 17" x 21 1/2" x 33/4"
- Operates On O-31 Curves



IMPERIAL
SERIES



Pennsylvania - SD70ACE Imperial Diesel Engine
30-20047-1 Proto-Sound 2.0 \$299.95



Alaska - SD70ACE Imperial Diesel Engine
30-20050-1 Proto-Sound 2.0 \$299.95



Western Maryland - SD70ACE Imperial Diesel Engine
30-20048-1 Proto-Sound 2.0 \$299.95



Great Northern - SD70ACE Imperial Diesel Engine
30-20049-1 Proto-Sound 2.0 \$299.95



Harley-Davidson® - SD70ACE Freight Set
30-20045-1 Proto-Sound 2.0 \$429.95



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Caterpillar® - SD70ACE Freight Set
30-20046-1 Proto-Sound 2.0 \$429.95



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

The SD70ACE is Electro-Motive Division's hope for the future. While designed to meet the Environmental Protection Agency's Tier-2 emissions requirements that took effect on January 1, 2005, this replacement for the SD70MAC also seems to have a higher purpose: to recapture the lead in North American locomotive sales that EMD lost to General Electric in 1987.

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

Other than the prime mover, however, virtually every element of the SD70ACE has been rethought to create a 21st-century locomotive. Ergonomics were a prime consideration. The engine's angular nose offers the crew far better visibility than most other locomotives, and the cab is comfortable for engineers of almost any size. Digital screens provide a range of information on what is happening both inside the locomotive and out on the road. The cab easily accommodates a crew of three - an important factor in a modern world without cabooses. And there is, of course, a cup holder for the engineer.

The M.T.H. SD70ACE is our first RailKing Imperial diesel, accurately decorated in modern motive power paint schemes. Our near-scale model is a full 17" in length, yet operates comfortably on O-31 curves. Under the hood of the Proto-Sound 2.0 version is same sound and control system found in our more expensive Premier model of this locomotive - complete with sounds recorded from an actual Union Pacific SD70ACE. Additional Imperial features on the Proto-Sound version include operating diesel exhaust smoke and flashing ditch lights. If you're looking for realism and a lot of fun at a RailKing price, it doesn't get any better than this!

Did You Know?

IntelliTrain, an option on the SD70ACE, uses cellular and GPS technology to allow a railroad's maintenance department to monitor operating conditions and problems as they occur out on the road - making diagnosis and repair considerably easier.

Dash-8

diesel engine



Features

- 1:48 Scale Proportions
- Directionally Controlled Headlights
- Intricately Detailed ABS Body
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Remotely Controlled Proto-Couplers™
- Authentic Paint Scheme
- Metal Chassis
- Metal Handrails and Decorative Horn
- (2) Precision Flywheel Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- (2) Engineer Cab Figures
- Lighted Cab Interior
- Operating Smoke Unit
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 18 1/2" x 25 5/8" x 37/8"
- Operates On O-31 Curves





Amtrak - Dash-8 Diesel Engine

30-20053-1	Proto-Sound 3.0	\$319.95
30-20053-3	Non-Powered	\$159.95



Santa Fe - Dash-8 Diesel Engine

30-20057-1	Proto-Sound 3.0	\$319.95
30-20057-3	Non-Powered	\$159.95



BNSF - Dash-8 Diesel Engine

30-20056-1	Proto-Sound 3.0	\$319.95
30-20056-3	Non-Powered	\$159.95



Canadian National - Dash-8 Diesel Engine

30-20055-1	Proto-Sound 3.0	\$319.95
30-20055-3	Non-Powered	\$159.95



CSX - Dash-8 Diesel Engine

30-20054-1	Proto-Sound 3.0	\$319.95
30-20054-3	Non-Powered	\$159.95

In the late 1980s, as General Electric and General Motors' Electro-Motive Division engaged in heated competition (that continues today) for market share in the high horsepower category, GE announced its Dash 8 line of diesel locomotives. Although the first demonstrator version had only 3,200 hp, most of the Dash 8s had 4,000 hp when delivered and were therefore designated Dash 8-40. Because GE builds its diesel locomotives in five modules, it was able to customize its Dash 8s for each buyer to an unusual degree.

Some railroads ordered their Dash 8s with conventional cabs, while others opted for the wider North American or comfort cabs, identified by a "W" in the engine name. Some Dash 8s have 4-wheel trucks — denoted with a "B" — while a Dash 8-40C has 6-wheel trucks. This variety meant that these diesels, which were designed for fast freight duty, also found a home in Amtrak passenger service. Despite their many differences, all Dash 8s share microprocessor control. The microprocessor, a small computer, regulates rpm, fuel injection volume, generator excitation, and many other operational features to make the Dash 8s run more efficiently than any diesels before them.

Returning to the M.T.H. lineup for 2011, our superbly detailed RailKing Scale model replicates the Dash 8 version that found its niche in high-speed intermodal service. Like their prototypes built between 1989 and 1994, these models are a perfect choice to power the hottest trains on your railroad.

E-33 Rectifier

electric engine



Features

- Colorful Paint Scheme
- Metal Chassis
- Metal Wheels, Axles and Gears
- (2) Precision Flywheel Equipped Motors
- Die-Cast Truck Sides & Pilots
- Directionally Controlled Headlights
- (2) Remotely Controlled Proto-Couplers™
- Metal Handrails and Decorative Horn
- Locomotive Speed Control In Scale MPH Increments
- Intricately Detailed ABS Body
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 145/8" x 25/8" x 41/8"
- Operates On O-31 Curves





Conrail - E-33 Rectifier Electric
30-5123-1 Proto-Sound 3.0 \$319.95



New haven - E-33 Rectifier Electric
30-5124-1 Proto-Sound 3.0 \$319.95



Norfolk & Western - E-33 Rectifier Electric
30-5125-1 Proto-Sound 3.0 \$319.95

The history of the Rectifier Electric locomotive dates to the 1890s, when Peter Cooper-Hewitt and General Electric's Charles Steinmetz experimented with mercury rectifiers and sought practical industrial applications for the technology. In 1906 the new technology, which converted AC power from overhead lines to DC power for traction motors, was first applied to railroading, and years of rail car experimentation followed. Following World War II, a device known as the ignitron that made it practical to convert large amounts of current efficiently and safely came to the forefront of rectifier technology.

The Virginian Railroad ordered 12 3300 horsepower ignitron rectifier electric locomotives.

The use of the ignitron on locomotives helped to open the door for the modernization of electrified railroads, and when the N&W found that the Virginian's electrified routes did not fit their post-merger traffic patterns, New Haven eagerly bought the engines. From there they found their place on the rosters of other electrified roads, many ending up on the Penn Central after mergers.

Did You Know?

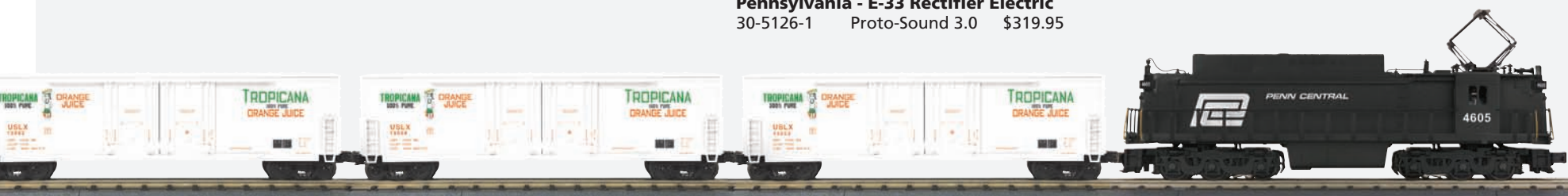
The E-33s, which were called the EL-C by their original owner, the Virginian, were built with extra heavy frames and end plates to resist damage from rock slides on the Virginian's mountainous territory.



Virginian - E-33 Rectifier Electric
30-5127-1 Proto-Sound 3.0 \$319.95



Pennsylvania - E-33 Rectifier Electric
30-5126-1 Proto-Sound 3.0 \$319.95



Penn Central - E-33 Fruit Train
30-5128-1 Proto-Sound 3.0 \$419.95

Operating Hand Car



M&M'S® Brand - Operating Hand Car
30-2597 \$69.95



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Christmas - Operating Hand Car
30-2573 \$59.95



Pennsylvania - Operating Hand Car
30-2574 \$59.95



Track inspections often require a close-up view that only a worker can do. Getting out on the rails via a hand pump driven car was the only way to do so back in the earliest days of the railroad. Eventually track inspection cars came along to replace the human motors.

The RailKing handcar features two track workers pumping the handle up and down to get the car rolling. The faster they pump, the faster the car goes. The unit operates on any O Gauge track system and features an Automatic Bumper Reversing Mechanism (ABRM) that changes the car's direction when it hits a track bumper.

Features

- Intricately Detailed ABS Body
- Precision Motor
- (2) Moving Car Figures
- Automatic Bumper Reversing Mechanism (ABRM)
- Unit Measures: 4 3/8" x 1 15/16" x 2 15/16"
- Operates On O-27 Curves

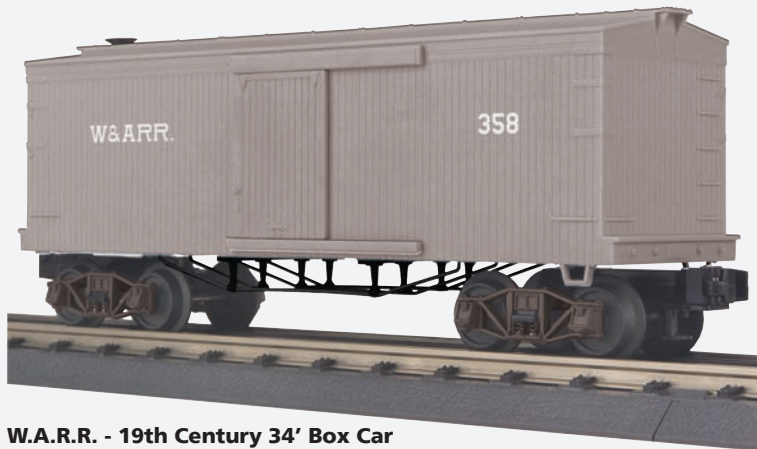
34' 19th Century Box Car



U.S. Military Railroad - 19th Century 34' Box Car
30-74667 \$44.95



Civil War 150th Anniversary - 19th Century 34' Box Car
30-74665 \$44.95



W.A.R.R. - 19th Century 34' Box Car
30-74666 \$44.95



Baltimore & Ohio - 19th Century 34' Box Car
30-74664 \$44.95



Features

- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Separate Metal Handrails
- Fast-Angle Wheel Set s
- Measures: 9 11/16" x 27/16" x 3 7/16"
- Operates On O-27 Curves

19th Century Gondola



Baltimore & Ohio - 19th Century Gondola Car
30-72082 \$44.95



Wheeling & Lake Erie - 19th Century Gondola Car
30-72083 \$44.95



U.S. Military Railroad - 19th Century Gondola Car
30-72085 \$44.95



W.A.R.R. - 19th Century Gondola Car
30-72084 \$44.95

Features

- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Unit Measures: 9 5/8" x 2 7/16" x 2 1/16"
- Operates On O-27 Curves



19th Century Flat Car with Cannon



W.A.R.R. - 19th Century Flat Car with Cannon
30-76439 \$44.95



Confederate Army - 19th Century Flat Car with Cannon
30-76441 \$44.95



U.S. Military Railroad - 19th Century Flat Car with Cannon
30-76440 \$44.95



Baltimore & Ohio - 19th Century Flat Car with Cannon
30-76438 \$44.95



Features

- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Durable ABS Cannon
- Unit Measures: 6 3/4" x 2 5/16" x 3 9/16"
- Operates On O-27 Curves

Operating Action Car



Chesapeake Blue Crab - Operating Action Car
30-79317 \$69.95



East River Dredging - Operating Action Car
30-79319 \$69.95



American Railroads - Operating Action Car
30-79318 \$69.95

Moving Backlit Scenes!



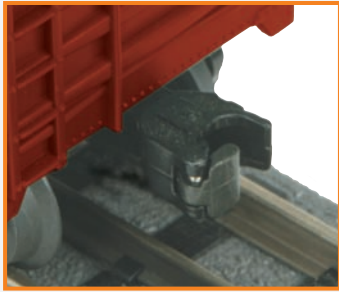
Christmas - Operating Action Car
30-79316 \$69.95



Features

- Operating Die-Cast Metal Couplers
- Moving Backlit Scenes
- U nitM easures: 11 1/2" x23/8" x25/16"
- Operates On O-27 Curves

Modern Reefer



Santa Fe - Modern Reefer
30-78136 \$49.95



Canadian National - Modern Reefer
30-78134 \$49.95



Northern Pacific - Modern Reefer
30-78137 \$49.95



Pacific Fruit Express - Modern Reefer
30-78135 \$49.95

Features

- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Opening Car Doors
- Unit Measures: 11 1/2" x 23 8/8" x 25 1/16"
- Operates On O-27 Curves

4-Bay Hopper



Indianapolis Power & Light - 4-Bay Hopper Car
30-75387 \$44.95



Christmas - 4-Bay Hopper Car
30-75385 \$44.95



Republic Steel - 4-Bay Hopper Car
30-75388 \$44.95



Pennsylvania Power & Light - 4-Bay Hopper Car
30-75386 \$44.95

Features

- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- U nitM easures: 113/4x2 1/2x23/4
- Operates On O-27 Curves



50' Double Door Plugged Boxcar



Tropicana - 50' Double Door Plugged Boxcar
30-74663 \$49.95



Chicago NorthWestern - 50' Double Door Plugged Boxcar
30-74662 \$49.95



Canadian Pacific - 50' Double Door Plugged Boxcar
30-74661 \$49.95



Norfolk Southern - 50' Double Door Plugged Boxcar
30-74660 \$49.95



Features

- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Opening Car Doors
- Unit Measures: 13" x 2 1/2" x 3"
- Operates On O-31 Curves

Tank Car



Western Maryland - Tank Car
30-73359 \$44.95



Rock Island - Tank Car
30-73361 \$44.95



Duluth Missabe & Iron Range - Tank Car
30-73362 \$44.95



Pittsburgh & Lake Erie - Tank Car
30-73360 \$44.95

Features

- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Unit Measures: 103/8" x 23/8" 313/16"
- Operates On O-27 Curves

Modern Tank Car



Southern Pacific - Modern Tank Car
30-73358 \$49.95



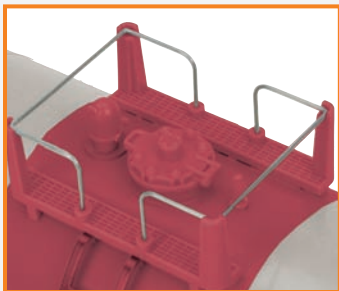
Burlington - Modern Tank Car
30-73357 \$49.95



Atlantic Coast Line - Modern Tank Car
30-73356 \$49.95



ADM - Modern Tank Car
30-73355 \$49.95



Features

- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Unit Measures: 107/8" x 23/8" x 37/8"
- Operates On O-27 Curves

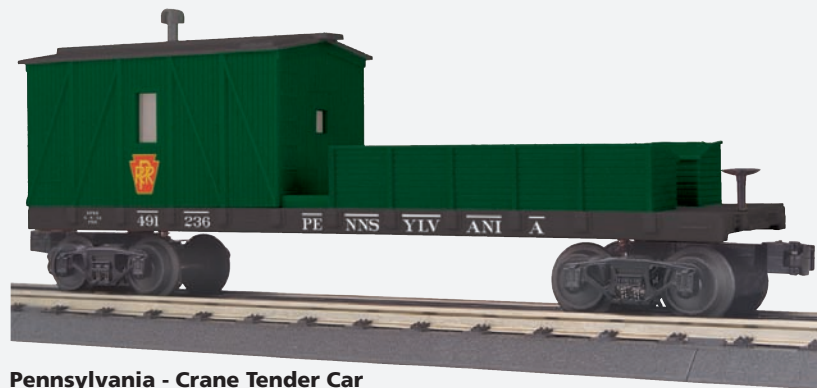
Crane and Crane Tender



Pennsylvania - Crane Car
30-79323 \$69.95



Chesapeake & Ohio - Crane Car
30-79320 \$69.95



Pennsylvania - Crane Tender Car
30-79327 \$49.95



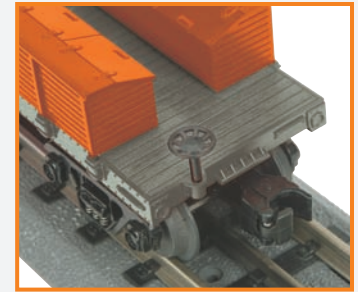
Chesapeake & Ohio - Crane Tender Car
30-79324 \$49.95

Features

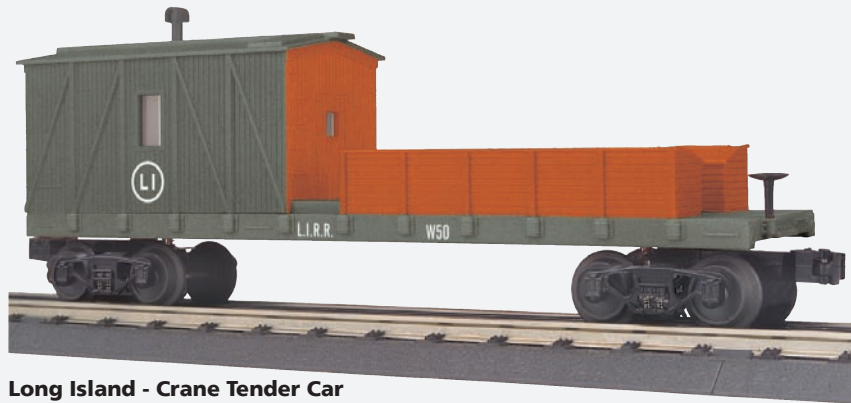
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Manually Operated Crane Hook & Boom
- Tender Features Operating Interior Lighting
- Crane Measures: 12 1/4" x 2 1/2" x 4 1/2"
- Tender Measures: 11 1/2" x 25/16" x 4"
- Operates On O-31 Curves



Long Island - Crane Car
30-79321 \$69.95



New York Central - Crane Car
30-79322 \$69.95



Long Island - Crane Tender Car
30-79325 \$49.95



New York Central - Crane Tender Car
30-79326 \$49.95

Husky Stack with ETD



TTX - Husky Stack Car w/ETD
30-76436 \$74.95



Western Maryland - Husky Stack Car w/ETD
30-76435 \$74.95



Pennsylvania - Husky Stack Car w/ETD
30-76434 \$74.95



Alaska - Husky Stack Car w/ETD
30-76437 \$74.95

Features

- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Flashing End Of Train Device (ETD)
- Measures: 14 3/4" x 2 5/16" x 5"
- Operates On O-31 Curves

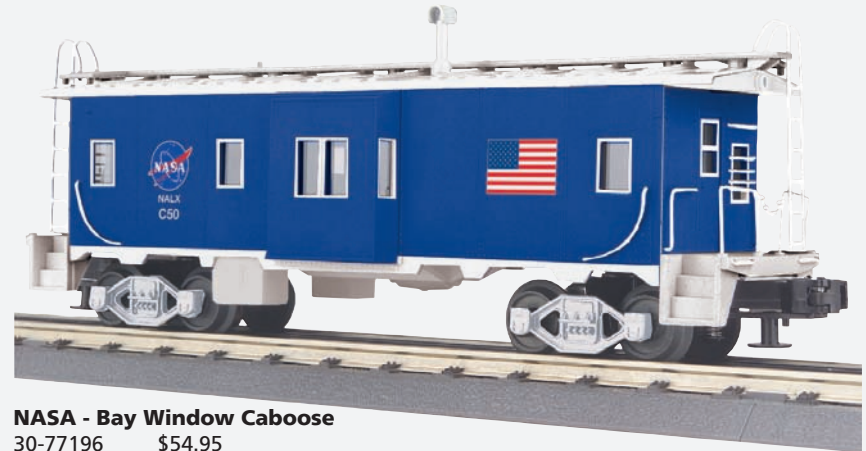


Bay Window Caboose



Canton - Bay Window Caboose

30-77194 \$54.95



NASA - Bay Window Caboose

30-77196 \$54.95



Milwaukee Road - Bay Window Caboose

30-77195 \$54.95



Canadian National - Bay Window Caboose

30-77193 \$54.95



Features

- Caboose Interiors With Overhead Lighting
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Needle-Point Axles
- Unit Measures: 10 1/2" x 2 1/4" x 3 1/2"
- Operates On O-31 Curves

3-Car Husky Stack Set



Norfolk Southern - 3-Car Husky Stack Set
30-7052 \$169.95



CSX - 3-Car Husky Stack Set
30-7051 \$169.95



Union Pacific - 3-Car Husky Stack Set
30-7053 \$169.95



BNSF - 3-Car Husky Stack Set
30-7054 \$169.95

Features

- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Operates on O-31 Curves



Passenger Cars

Overton Passenger Set



U.S. Military Railroad - 3-Car Overton Passenger Coach Set
30-6430 \$169.95

Overton Set Features

- Durable ABS Intricately Detailed Bodies
- Metal Wheels and Axles
- Overhead Interior Lighting
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Detailed Car Interiors
- Near-Scale Proportions
- Unit Measures: 103/4" x 23/8" x 3 1/8"
- Operates On O-27 Curves



W.A.R.R. - 3-Car Overton Passenger Coach Set
30-6429 \$169.95



Baltimore & Ohio - 3-Car Overton Passenger Coach Set
30-6428 \$169.95

Streamlined Passenger Cars



Illinois Central - 4-Car 60' Streamlined ABS Passenger Set
30-67642 \$229.95



Illinois Central - 60' Streamlined ABS Coach Car
30-67644 \$59.95



Illinois Central - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67643 \$119.95



Illinois Central - 60' Streamlined ABS Full-Length Vista Dome Car
30-67645 \$62.95



Erie Lackawanna - 2-Car 60' Streamlined ABS Sleeper/Diner
30-67639 \$119.95



Erie Lackawanna - 60' Streamlined ABS Coach Car
30-67640 \$59.95



Erie Lackawanna - 60' Streamlined ABS Full-Length Vista Dome Car
30-67641 \$62.95



Erie Lackawanna - 4-Car 60' Streamlined ABS Passenger Set
30-67638 \$229.95

Streamlined Passenger Cars



Boston & Maine - 4-Car 60' Streamlined ABS Passenger Set

30-67630 \$229.95



Boston & Maine - 2-Car 60' Streamlined ABS Sleeper/Diner

30-67631 \$119.95

Boston & Maine - 60' Streamlined ABS Coach Car

30-67632 \$59.95

Boston & Maine - 60' Streamlined ABS Full-Length Vista Dome Car

30-67633 \$62.95



Pennsylvania - 60' Streamlined ABS Coach Car

30-67648 \$59.95

Pennsylvania - 60' Streamlined ABS Full-Length Vista Dome Car

30-67649 \$62.95

Pennsylvania - 2-Car 60' Streamlined ABS Sleeper/Diner

30-67647 \$119.95



Pennsylvania - 4-Car 60' Streamlined ABS Passenger Set

30-67646 \$229.95

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
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Detailed Car Interiors
- 4-Car Sets Feature (1) Baggage, (1) Coach, (1) Vista Dome, (1) Observation
- 2-Car Sets Feature (1) Sleeper, (1) Diner
- 4-Car Set Measures: 68 3/4" x 2 5/8" x 3 5/16"
- 2-Car Set Measures: 34 6/16" x 2 5/8" x 3 5/16"
- Coach Measures: 16 11/16" x 2 1/2" x 3 5/16"
- Full-Length Vista Dome Measures: 16 11/16" x 2 1/2" x 3 13/16"
- Operates On O-31 Curves



Santa Fe - 2-Car 60' Streamlined ABS Sleeper/Diner

30-67651 \$119.95



Santa Fe - 60' Streamlined ABS Full-Length Vista Dome Car

30-67653 \$62.95

Santa Fe - 60' Streamlined ABS Coach Car

30-67652 \$59.95



Santa Fe - 4-Car 60' Streamlined ABS Passenger Set

30-67650 \$229.95



Union Pacific - 4-Car 60' Streamlined ABS Passenger Set

30-67658 \$229.95



Union Pacific - 2-Car 60' Streamlined ABS Sleeper/Diner

30-67659 \$119.95



Union Pacific - 60' Streamlined ABS Coach Car

30-67660 \$59.95



Union Pacific - 60' Streamlined ABS Full-Length Vista Dome Car

30-67661 \$62.95



Texas Special - 60' Streamlined ABS Coach Car

30-67656 \$59.95



Texas Special - 60' Streamlined ABS Full-Length Vista Dome Car

30-67657 \$62.95



Texas Special - 2-Car 60' Streamlined ABS Sleeper/Diner

30-67655 \$119.95



Texas Special - 4-Car 60' Streamlined ABS Passenger Set

30-67654 \$229.95



CP Rail - 2-Car 60' Streamlined ABS Sleeper/Diner

30-67635 \$119.95



CP Rail - 60' Streamlined ABS Coach Car

30-67636 \$59.95



CP Rail - 60' Streamlined ABS Full-Length Vista Dome Car

30-67637 \$62.95



CP Rail - 4-Car 60' Streamlined ABS Passenger Set

30-67634 \$229.95

Premier

This section of our catalog will introduce you to our Premier line of steam and diesel locomotives. Premier steam engines are the gold standard in O Gauge railroading. These beautifully detailed 1:48 scale locomotives display the highest quality of craftsmanship, realistic detail, and solid construction that provide smooth, powerful performance. Each Premier steamer offers die cast boiler and tender construction, flywheel-equipped motor, billowing smoke from the ProtoSmoke system, and many other top of the line qualities that make for the most realistic and reliable engines on the O gauge market.

Many Premier diesels feature metal grill details, and additional operating features such as moveable roof fans, operating marker lights, and illuminated number boards. Every one of our engines features a precisely designed body and a crisp, detailed paint scheme modeled closely to the original. This careful attention to detail does not stop with the appearance of the models. Each Premier locomotive is of the highest-quality construction to ensure consistent performance.

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

Dubbed Proto-Scale 3-2, locomotives so equipped can be quickly configured for 2-rail or 3-rail operation by removing or adding the 3-rail pickups and flipping a power pickup switch to allow power to flow through one side of the locomotive's drive wheels or through the track's center rail. Because the onboard Proto-Sound 3.0 electronics can operate on AC or DC power and are equipped with both a DCC and a DCS receiver, operators preferring the more realistic look of a 2-rail pike can now choose M.T.H. Premier Line locomotives as their preferred source for motive power.

Models equipped with Proto-Scale 3-2 are offered in two flavors, Hi-Rail Wheels or Scale Wheels. Operators planning on operating exclusively on a 2-rail empire, should select the latter while 3-rail operators will find the Hi-Rail Wheel versions to be their best option.



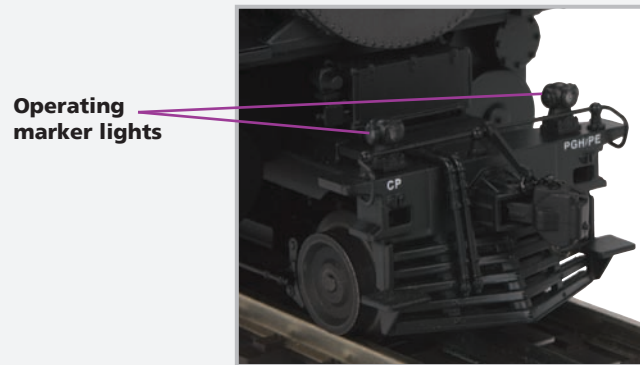
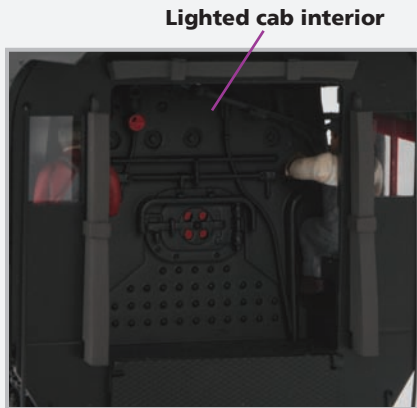
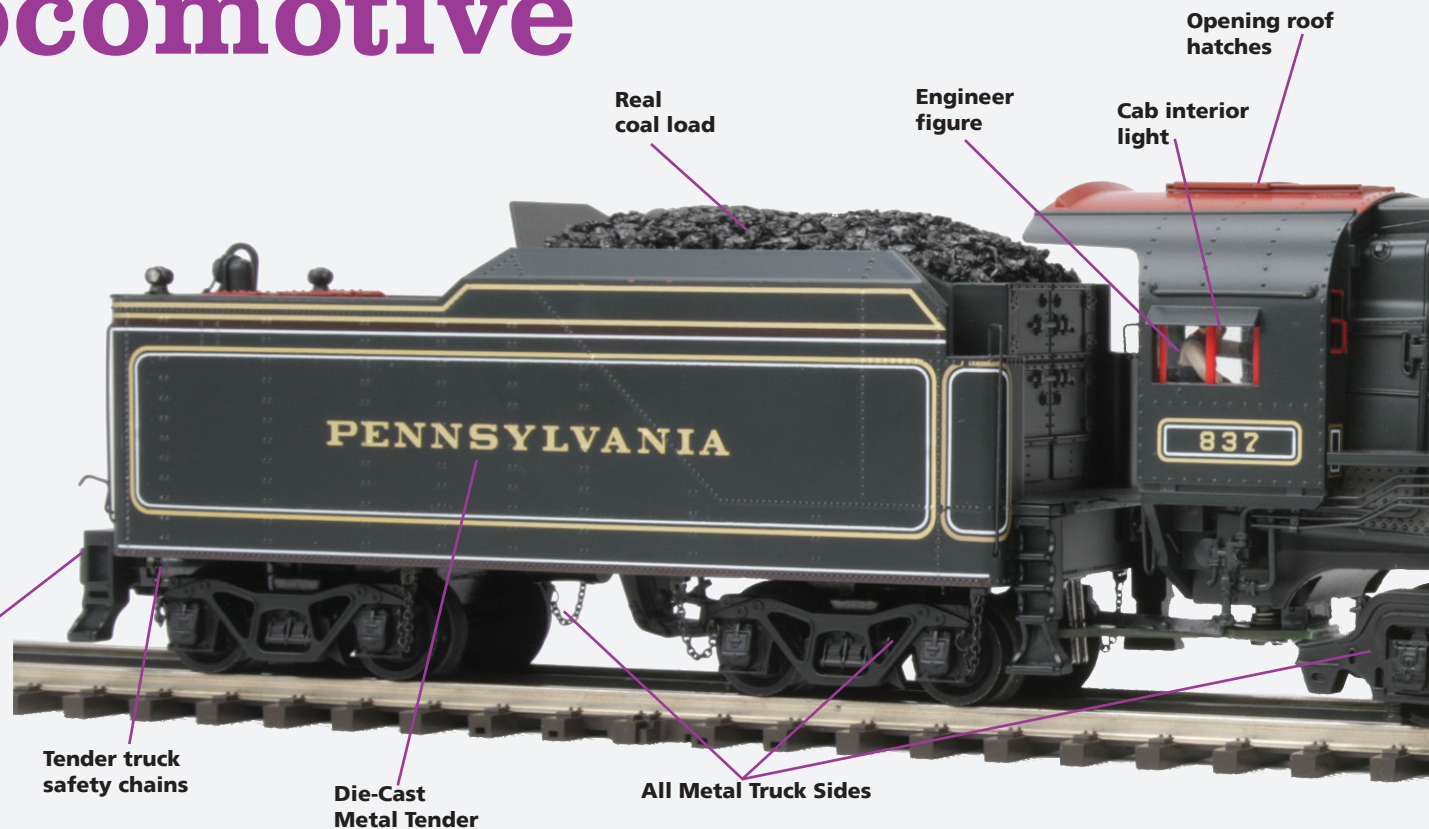


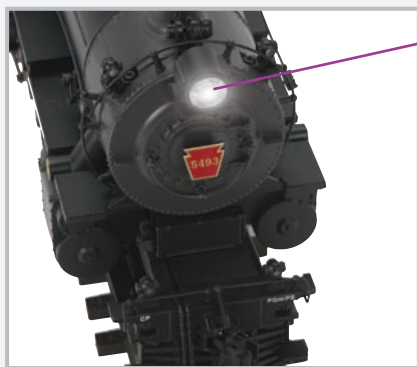
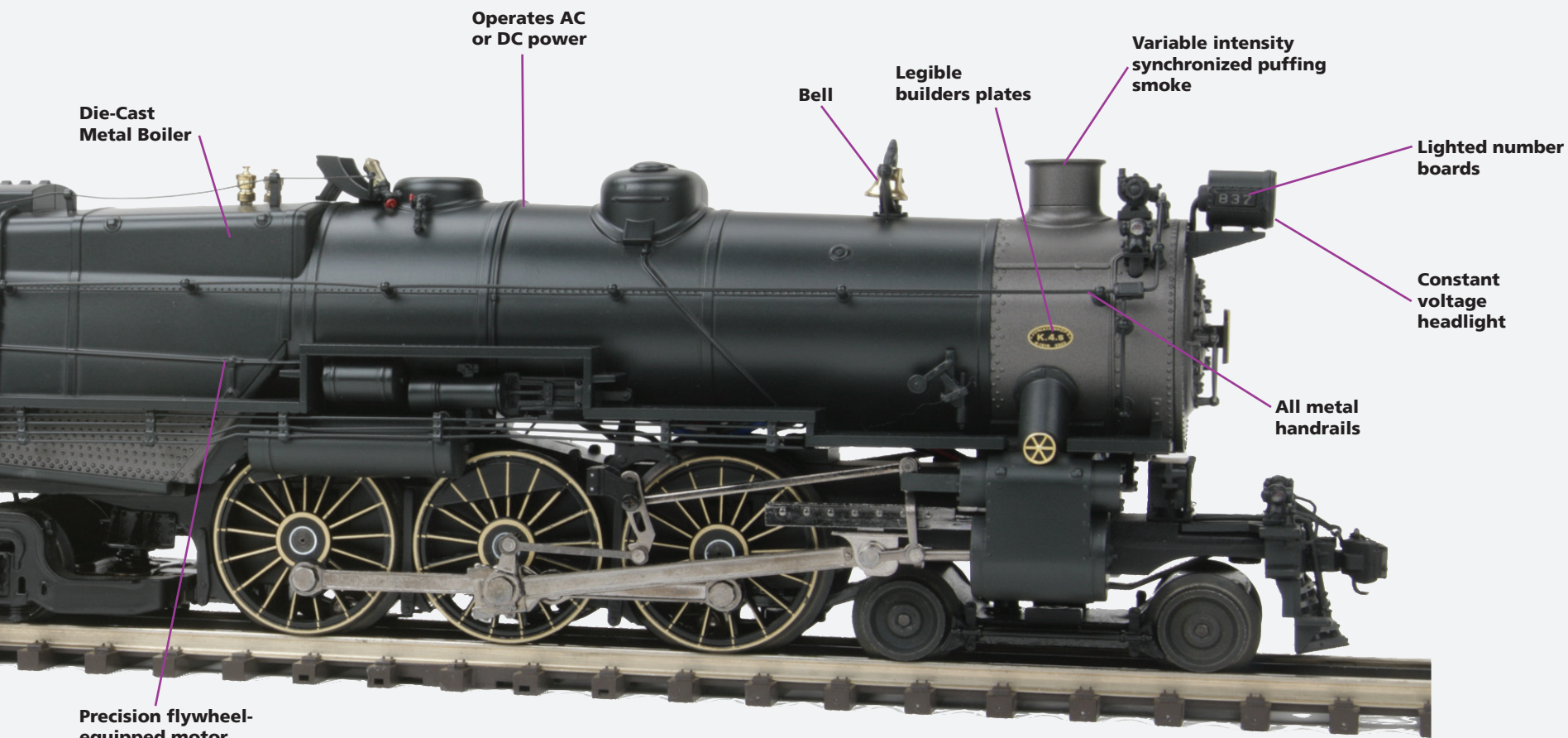
Anatomy of a Premier Steam Locomotive

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

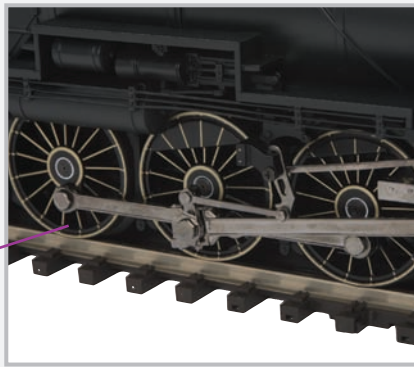
Look closely at any Premier Line model and you'll find a combination of superb detailing, prototype accuracy, rugged construction, and smooth, dependable operation that is unmatched by any other manufacturer.

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

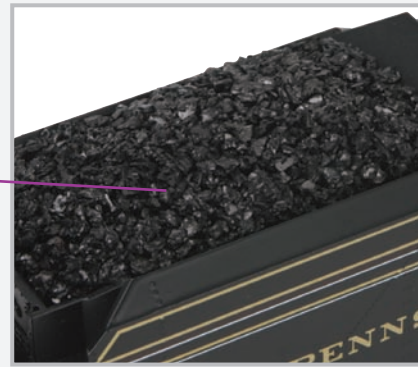




Constant voltage headlight



All metal Wheels, axles and gears



Real coal load

4-6-2 P47 Baldwin Pacific steam engine



Features

- Die-Cast Boiler and Tender Body
- 1:48 Scale Proportions
- Die-Cast Metal Chassis
- Real Coal Load
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Remote Controlled Proto-Coupler™
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Operating 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
- Precision Flywheel Equipped Motor
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station Proto-Effects™
- Unit Measures: 23" x 2 5/8" x 3 11/16"
- Hi-Rail Wheels Operate On O-36 Curves
- Scale Wheels Operate On 42" Radius Curves





Jersey Central (Blue Comet) - 4-6-2 P47 Baldwin Pacific Steam Engine

- 20-3461-1 Hi-Rail Wheels \$899.95
- 20-3461-2 Scale Wheels \$899.95



Jersey Central (Black) - 4-6-2 P47 Baldwin Pacific Steam Engine

- 20-3462-1 Hi-Rail Wheels \$899.95
- 20-3462-2 Scale Wheels \$899.95

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

Five P47 Pacifics headed up the Jersey's famed passenger trains. Three locomotives - painted in a beautiful blue livery with nickel trim and numbered 831, 832 and 833 - covered The Blue Comet's fast schedule along the Jersey shoreline. A fourth G-3, No. 834, was painted green and sped The Bullet between New York City and Wilkes Barre, Pennsylvania. The fifth locomotive, No. 835, wore gleaming black paint and hauled The Queen of the Valley, a deluxe train from New York City to Harrisburg.

The P47 returns to the Premier lineup for 2011, upgraded for the first time with Imperial details that include lighted classification lights, tender truck safety chains, and a real coal load. Keep the hottest varnish on your railroad running smoothly and on time with tone of these handsome dependable Pacifics.



Jersey Central - 4-6-2 P47 Blue Comet Steam Passenger Set

- 20-3460-1 Proto-Sound 3.0 \$999.95

4-6-2 Ps-4 steam engine



Features

- Die-Cast Boiler and Tender Body
- 1:48 Scale Proportions
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Real Coal Load
- Metal Wheels and Axles
- Constant Voltage Headlight
- Precision Flywheel Equipped Motor
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Remote Controlled Proto-Coupler™
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Operating Marker Lights
- Lighted Cab Interior
- Synchronized Puffing ProtoSmoke™ System
- Operating Tender Back-up Light
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station Proto-Effects™
- Unit Measures: 23 7/8" x 2 7/16" x 3 7/8"
- Operates On O-36 Curves





Southern (Queen & Crescent Limited) - 4-6-2 Ps-4 Steam Engine
20-3465-1 Proto-Sound 3.0 \$899.95



Southern (Black) - 4-6-2 Ps-4 Steam Engine
20-3464-1 Proto-Sound 3.0 \$899.95



Southern (Green) - 4-6-2 Ps-4 Steam Engine
20-3466-1 Proto-Sound 3.0 \$899.95



Southern - 4-6-2 Ps-4 Steam Passenger Set
20-3463-1 Proto-Sound 3.0 \$999.95

One of America's most famous Pacific's to ever ride the rails returns to the O Gauge market from MTH Electric trains for 2011. Equipped with operating features found only on MTH steamers, our series of Pacific locomotives will make choosing your next die-cast engine an easy decision. Simply put, feature for feature, detail for detail, these die-cast engines are the best steam locomotives ever offered.

Available in the deluxe Crescent Limited paint scheme as well as solid green, and black, the Ps-4 is highly distinguishable by its famous Elesco Feedwater Heater. In fact, the Ps-4 is considered a National Treasure, with a beautifully restored engine displayed at the Smithsonian Institute in Washington, D.C.

Our highly detailed Pacific's are not only the most attractive steam engines you can buy, but they are also the most fun to operate. Since we believe operating characteristics are the most important feature of our engines, this locomotive comes equipped with ProtoSound 2.0, Synchronized Puffing ProtoSmoke®, and operating firebox glow.

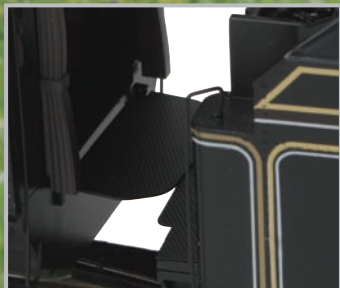
4-6-2 K-4s Modern steam engine



Features

- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Real Coal Load
- Remote Controlled Proto-Coupler™
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Operating Marker Lights
- Lighted Cab Interior
- Synchronized Puffing ProtoSmoke™ System
- Operating Tender Back-up Light
- Locomotive Speed Control
- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Precision Flywheel Equipped Motor
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Wireless DCC Rawbar
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects™
- Unit Measures: 22" x 23 1/4" x 37/8"
- Hi-Rail Wheels Operate On O-36 Curves*
- Scale Wheels Operate On 42" Radius Curves

*Streamlined K-4s Requires O-72 Curves



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 Juanita 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 return the Prewar 1928 version and 1947 Postwar rendition of this magnificent steam locomotive to life in all die-cast construction. 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.

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.



Pennsylvania (1928 Design) - 4-6-2 K-4s Steam Engine w/Proto-Sound 3.0

- 20-3471-1 Hi-Rail Wheels \$899.95
- 20-3471-2 Scale Wheels \$899.95



Pennsylvania (Modern) - 4-6-2 K-4s Steam Engine w/Proto-Sound 3.0

- 20-3472-1 Hi-Rail Wheels \$899.95
- 20-3472-2 Scale Wheels \$899.95



Pennsylvania - 4-6-2 K-4s Streamlined Steam Engine w/Proto-Sound 3.0

- 20-3473-1 Hi-Rail Wheels \$899.95
- 20-3473-2 Scale Wheels \$899.95



Pennsylvania - 4-6-2 K-4s Steam Engine w/Proto-Sound 3.0

- 20-3469-1 Hi-Rail Wheels \$899.95
- 20-3469-2 Scale Wheels \$899.95



Pennsylvania - 4-6-2 K-4s Steam Engine w/Proto-Sound 3.0

- 20-3470-1 Hi-Rail Wheels \$899.95
- 20-3470-2 Scale Wheels \$899.95



Pennsylvania - 4-6-2 K4s Metropolitan Deluxe Steam Passenger Set

- 20-3467-1 Proto-Sound 3.0 \$999.95



Pennsylvania - 4-6-2 K4s Red Arrow Deluxe Steam Passenger Set

- 20-3468-1 Proto-Sound 3.0 \$999.95

Class 3460 4-6-4 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
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Remote Controlled Proto-Coupler™
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Operating Marker Lights
- Lighted Cab Interior
- Synchronized Puffing ProtoSmoke™ System
- Operating Tender Back-up Light
- Proto-Scale 3-2 3-Rail/2Rail Conversion Capable
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects™
- Unit Measurements: 27" x 25/8" x 4 1/8"
- Hi-Rail Wheels Operate On O-42 Curves
- Scale Wheels Operate On 42" Radius Curves





Santa Fe - 4-6-4 Steam Locomotive w/Proto-Sound 3.0

- 20-3475-1 Hi-Rail Wheels \$999.95
- 20-3475-2 Scale Weels \$999.95



Santa Fe - 4-6-4 Steam Locomotive w/Proto-Sound 3.0

- 20-3476-1 Hi-Rail Wheels \$999.95
- 20-3476-2 Scale Weels \$999.95

Passenger volume for the Atchison, Topeka & Santa Fe's 922 miles of main line service between La Junta, Colorado and Chicago resulted in the production of a new class of 4-6-4 Hudson locomotives from the Baldwin Locomotive Works. Six of these Class 3460 oil burning locomotives were delivered in 1938 to the Santa Fe. At the time, the locomotives were the largest 4-6-4 types yet produced and utilized a fuel oil tank built into the water tank inside the tender. Such an arrangement allowed for easy conversion of the locomotive to a coal-burning type.

The Santa Fe, like many railroads in the 1940s flirted with streamlining. Engine No. 3460 was actually delivered to the A.T.S.F. with light steel shrouding and a gloss blue paint scheme that earned the nickname "Blue Goose". M.T.H. cataloged the streamlined version in 2011 and is proud to now offer the unshrouded version of one of the Santa Fe's most important locomotives.

Fully outfitted with the power and performance of Proto-Sound 3.0, the Class 3460 Hudson, like all Premier steam engines, is equipped with synchronized puffing smoke, Proto-Speed control for incredible slow speed action and the hobby's only Passenger Station Proto-Effects which recreate the sound of an engine arriving at a station, complete with arrival and departure announcements, conductor direction and boarding and disembarking sounds.



Santa Fe - 4-6-4 Troop Train Steam Passenger Set

- 20-3474-1 Proto-Sound 3.0 \$1099.95

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
- Real Coal Load
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Lighted Cab Interior
- Operating Tender Back-up Light
- Precision Flywheel Equipped Motor
- Locomotive Speed Control In Scale MPH Increments
- Synchronized Puffing ProtoSmoke™ System
- (2) Remote Controlled Proto-Couplers™
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Wireless D rawbar
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 17 1/8" x 23 7/8" x 35/8"
- Hi-Rail Wheels Operate On O-31 Curves
- Scale Wheels Operate On 31" Radius Curves





Pennsylvania - 0-6-0 USRA Steam Engine w/Proto-Sound 3.0

- 20-3453-1 Hi-Rail Wheels \$649.95
- 20-3453-2 Scale Wheels \$649.95



New York Central - 0-6-0 USRA Steam Engine w/Proto-Sound 3.0

- 20-3452-1 Hi-Rail Wheels \$649.95
- 20-3452-2 Scale Wheels \$649.95



Union Pacific - 0-6-0 USRA Steam Engine w/Proto-Sound 3.0

- 20-3455-1 Hi-Rail Wheels \$649.95
- 20-3455-2 Scale Wheels \$649.95



Pittsburgh & West Virginia - 0-6-0 USRA Steam Engine w/Proto-Sound 3.0

- 20-3454-1 Hi-Rail Wheels \$649.95
- 20-3454-2 Scale Wheels \$649.95

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

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 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.

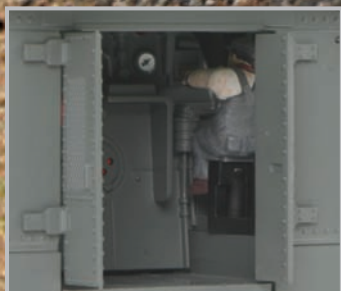
4-6-6-4 Challenger

steam engine



Features

- Die-Cast Boiler and Tender Body
- 1:48 Scale Proportions
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Real Coal Load (Where Prototypical)
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Precision Flywheel Equipped Motor
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Remote Controlled Proto-Coupler™
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Operating Marker Lights
- Lighted Cab Interior
- Synchronized Puffing ProtoSmoke™ System
- Operating Tender Back-up Light
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 32" x 31 1/8" x 4 1/8"
- Hi-Rail Wheels Operate On O-72 Curves
- Scale Wheels Operate On 42" Radius Curves





Union Pacific (Black) - 4-6-6-4 Challenger Steam Engine w/Proto-Sound 3.0

20-3477-1	Hi-Rail Wheels	\$1399.95
20-3477-2	Scale Wheels	\$1399.95



Union Pacific (Two-Tone Gray w/Silver Stripes) - 4-6-6-4 Challenger Steam Engine w/Proto-Sound 3.0

20-3478-1	Hi-Rail Wheels	\$1399.95
20-3478-2	Scale Wheels	\$1399.95



Clinchfield - 4-6-6-4 Challenger Steam Engine w/Proto-Sound 3.0

20-3479-1	Hi-Rail Wheels	\$1399.95
20-3479-2	Scale Wheels	\$1399.95



Denver Rio Grande - 4-6-6-4 Challenger Steam Engine w/Proto-Sound 3.0

20-3480-1	Hi-Rail Wheels	\$1399.95
20-3480-2	Scale Wheels	\$1399.95



Union Pacific (Two-Tone Gray w/Yellow Stripes) - 4-6-6-4 Challenger Steam Engine w/Proto-Sound 3.0

20-3481-1	Hi-Rail Wheels	\$1399.95
20-3481-2	Scale Wheels	\$1399.95

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

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

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

Did You Know?

The UP apparently expected to get the remaining six Challengers they had ordered after the war - but the U.S. government, who owned them, stored them in Salt Lake City until striking the deal that sent them to the Clinchfield.

J-1 2-10-4

steam engine



Features

- Die-Cast Boiler and Tender Body
- 1:48 Scale Proportions
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Real Coal Load
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Precision Flywheel Equipped Motor
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Remote Controlled Proto-Coupler™
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Operating Marker Lights
- Lighted Cab Interior
- Synchronized Puffing ProtoSmoke™ System
- Operating Tender Back-up Light
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 30 1/2" x 4 1/4" x 2 3/4"
- Hi-Rail Wheels Operate On O-72 Curves
- Scale Wheels Operate On 72" Radius Curves





Pennsylvania (Tuscan Roof & Tender Deck) - J-1 2-10-4 Steam Engine w/Proto-Sound 3.0

- 20-3458-1 Hi-Rail Wheels \$1199.95
- 20-3458-2 Scale Wheels \$1199.95



Pennsylvania - J-1 2-10-4 Steam Engine w/Proto-Sound 3.0

- 20-3457-2 Scale Wheels \$1199.95

The J1 was the Pennsy's War Baby, conceived and born to move freight for World War II. Like most American railroads, the Pennsylvania found itself short of motive power when traffic ramped up for the war. The Pennsy would have preferred to design its own modern steam loco, but the War Production Board declared otherwise. Only existing, proven designs would be authorized for wartime construction. In retrospect, that was probably a good thing, because none of the Pennsy's postwar steam designs came close to the success of the J1.

For its war baby, the Pennsylvania chose a design created twelve years earlier by Lima for the Chesapeake & Ohio. The C&O T1 2-10-4 possessed the key attribute of a modern "super-power" locomotive: power at speed. Home-built in the Juniata shops from 1942 to 1944, the Pennsy's 125

copies, designated classes J1 and J1a, were quickly recognized by Pennsy faithful as among of the best steamers produced in the modern era. They were at home anywhere west of Altoona, pounding up heavy grades or flying along level stretches. Being based on another road's design, they possessed two distinctively un-Pennsy features - a booster engine and a radial-stay rather than Belpaire firebox. However, their builders managed to give the J's a look all their own, with a substantial Pennsy cast pilot, streamlined cab windows, and a single massive dome that served as both sandbox and steam dome. Viewed from trackside at speed, the J's were the epitome of high, wide, and handsome.

For 2011, the legendary 2-10-4 Texas locomotives return to the M.T.H. Premier lineup. Outfitted with Proto-Sound® 3.0, the 2-10-4s are available in both 2- and 3-rail versions,

each equipped with Proto-Scale 3-2™, which allows the user to quickly convert either version for operation on 2- or 3-rail track.

Did You Know?

In the summer of 1956, a motive power shortage led the Pennsy to lease a dozen of the Santa Fe's 5000-series 2-10-4s. The huge oil burners were put to work hauling coal from Columbus to Sandusky, Ohio. Pennsy crews liked them for their easy steaming and good riding qualities.



Pennsylvania - Steam Freight Set w/Proto-Sound 3.0

- 20-3456-1 Hi-Rail Wheels \$1299.95

2011 European Lineup

Due to the overwhelming popularity of our European line, MTH has decided to make it a staple in our catalogs. The enthusiastic response from our European customers and dealers has led us to expand the European lineup to include a bevy of electric and steam engines as well as passenger, box, gondola, and tank cars.

Does this mean we're paying less attention to American prototypes? Absolutely not. What it means for U.S. customers is some exciting new models to choose from, and the opportunity to spread our development costs over a wider customer base — which means more resources to come up with new features for all of our product lines. As an example, our expansion into the HO market has led us to develop smaller electronics packages that will eventually find their way into smaller, more realistic tenders for some O gauge steamers.

On the other side of the Pond, O gauge models are built to slightly different and slightly larger scales: 1:43.5 in England and France and 1:45 in the rest of Europe, compared to the 1:48 scale of American O Gauge. To ensure compatibility with existing European models, our European models will be built to the correct scales for their respective countries and delivered with both American and European couplers. Many European railroads, particularly in Britain, have a smaller maximum height than American railroads, so 1:43.5, 1:45 and 1:48 models will look and run fine with each other.

The European market is an expanding one, and due to the fact that there are not many O-scale locomotives currently being produced in Europe, MTH decided to seize the opportunity to create some of these unique products. Not only are we offering the European market some of the most highly detailed and technologically advanced locomotives on the market, but we are also bringing the U.S. market items that previously, could only be found in Europe.

Visit our European website at
www.mthtrains.com/europe





2-3-1E Chapelon Pacific

steam engine



Features

- 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
- Operating Marker Lights
- Lighted Cab Interior
- Synchronized Puffing ProtoSmoke™ System
- Operating Tender Back-up Light
- Operating Proto-Coupler (Hi-Rail Only)
- Locomotive Speed Control In Scale MPH Increments
- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Precision Flywheel Equipped Motor
- Wireless Drawbar
- European NEM Fine Scale Couplers Included
- CE Rated
- Sprung Bumpers
- 1:43.5 Scale Proportions
- On-Board DCC Receiver
- Proto-Sound® 3.0 With The Digital Command System Featuring Quillable Whistle With German Speaking Passenger Station Proto-Effects™
- Unit Measures: 23 1/4" x 2 5/8" x 4"
- Hi-Rail Wheels Operate On O-42 Curves
- NEM 310/311 Standard Fine Scale Wheels Operate On 42" Radius Curves



SNCF Black - 2-3-1 Chapelon Pacific Steam Engine

- 20-3449-1 Hi-Rail Wheels \$1199.95
- 20-3343-2 Fine Scale Wheels \$1199.95



SNCF Green - 2-3-1 Chapelon Pacific SNCF Green Steam Engine

- 20-3450-1 Hi-Rail Wheels \$1199.95
- 20-3344-2 Fine Scale Wheels \$1199.95



Nord Brown - 2-3-1 Chapelon Pacific Steam Engine

- 20-3451-1 Hi-Rail Wheels \$1199.95
- 20-3345-2 Fine Scale Wheels \$1199.95



Add a Matching Passenger Set

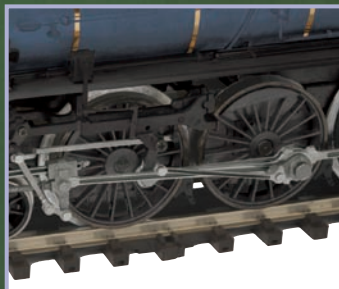
See Page 96-97

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.

Bavarian Class S 3/6 Express steam engine



Features

- 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
- Operating Marker Lights
- Lighted Cab Interior
- Synchronized Puffing ProtoSmoke™ System
- Operating Tender Back-up Light
- Operating Proto-Coupler (Hi-Rail Only)
- Locomotive Speed Control In Scale MPH Increments
- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Precision Flywheel Equipped Motor
- Wireless Drawbar
- European NEM Fine Scale Couplers Included
- NEM 365 Coupler Pocket
- NEM 362 Lenz® Compatible Coupler Included
- CE Rated
- Sprung Bumpers
- 1:45 Scale Proportions
- On-Board DCC Receiver
- Proto-Sound® 3.0 With The Digital Command System Featuring Quillable Whistle With German Speaking Passenger Station Proto-Effects™
- Unit Measures:
20 7/8" x 2 3/4" x 4 1/4"
- Hi-Rail Wheels Operate On O-42 Curves
- NEM 310/311 Standard Fine Scale Wheels Operate On 54" Radius Curves

In 1871, Germany became the last major European country to unify, combining a hodgepodge of kingdoms and duchies. But it would be another 50 years before the 11 provincial railroads were nationalized into the German Imperial Railway Company (DRG, with the logo DR). In the meantime, each road continued to develop its own locomotive designs. One of the best was the Class S 3/6 of the Royal Bavarian State Railways (abbreviated K. Bay. Sts. B. in German).

Regarded by European enthusiasts as one of the most beautiful and successful of all steam locomotives, the Class S 3/6 ("S" for schnellzuglok, indicating an express passenger engine, and 3/6 to indicate 3 powered axles, 6 axles total) was built by A G Maffei beginning in 1908 and showcased the talent of that firm's chief designer, Heinrich Leppla. The stylish conical smokebox front of the S 3/6 was complemented by a handsome holly green paint scheme. Two inboard high pressure cylinders and two outboard low pressure cylinders drove the center axle. The S 3/6 was one of the first European engines to follow the American practice of casting the cylinders and smoke box saddle as one huge casting, which gave the engine a distinctive look. The majority of the class were fitted with 74" drivers to conquer Bavaria's mountainous terrain. A smaller group of S 3/6 engines, however, was built with 79" drivers for high-speed service on flatter routes and acquired the nickname "High Steppers."

After nationalization in 1920, the engines were painted in the black and red Deutsche Reichsbahn (DR) scheme and became classes 18.3 through 18.5. While the DR intended to develop new standard engines of its own, the S 3/6 was deemed so good that the DR continued to order new engines of this 1908 design through 1931. The relatively light axle loading of the S 3/6, 18 tons, was also a plus, as the DR was behind schedule in upgrading main lines to its new 20-ton standard. So successful were the Bavarian Pacifics that they were chosen over more modern power to lead the glorious cream and blue Rheingold Express on part of its scenic route down the Rhine Valley, both before and after WWII. An S 3/6 could also be seen often on the point of the Orient Express.

Even after World War II, the aging engines continued to be great performers. A large number were modernized with new boilers and became the most economical steamers on the Deutsche Bundesbahn (DB), the new name for West Germany's railroad system. By the 1960s however, the S 3/6 class, which originally numbered 159 locomotives, had been retired, with a number of engines preserved in museums or in operating condition. This superbly detailed, smooth running model of one of Europe's favorite steam engines, is offered in original Royal Bavarian paint schemes and post-nationalization black and red.

Did You Know?

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



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

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



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

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



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

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



KBayStsB - BR 18 Steam Locomotive (Era II; Black with Red Wheels)

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



Deutsche Reichsbahn - 5-Car Rheingold Standard Passenger Set

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

EST Era II Class 241A steam engine



Features

- 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
- Operating Marker Lights
- Lighted Cab Interior
- Operating Proto-Coupler™ (Hi-Rail Only)
- 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
- European NEM Fine Scale Couplers Included
- CE Rated
- Sprung Bumpers
- Precision Flywheel Equipped Motor
- Wireless Drawbar
- 1:43.5 Scale Proportions
- On-Board DCC Receiver
- Proto-Sound® 3.0 With The Digital Command System Featuring Quillable Whistle With French Speaking Passenger Station Proto-Effects™
- Unit Measures:
24 5/16" x 2 9/16" x 3 15/16"
- Hi-Rail Wheels Operate On O-42 Curves
- NEM 310/311 Standard Fine Scale Wheels Operate On 42" Radius Curves





EST - Era II Class 241A Steam Engine (Gray), Cab # 241-022

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

20-3402-2 Fine Scale Wheels \$1195.95



EST - Era II Class 241A Steam Engine (1936 Black with Red Stripes), Cab # 241-011

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

20-3403-2 Fine Scale Wheels \$1195.95



EST - Era II Class 241A Steam Engine (1932 Green/Black with Red Stripes), Cab # 241-A-21

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

20-3405-2 Fine Scale Wheels \$1195.95



SNCF - Era 4/5 Class 241A Steam Engine (Black with Red Stripes), Cab # 241-A-65

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

20-3406-2 Fine Scale Wheels \$1195.95



SNCF - Era III Class 241A Steam Engine (Black with Red Stripes), Cab # 241-A-66

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

20-3425-2 Fine Scale Wheels \$1195.95



SNCF - Era II Class 241A Steam Engine (Black with Red Stripes), Cab # 241-A-10

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

20-3426-2 Fine Scale Wheels \$1195.95

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

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

The *chauffeur* of a de Glehn compound had five working possibilities: normal compounding; four-cylinder simple operation for starting (high-pressure boiler steam to all cylinders); compounding with some additional high-pressure steam to the low-pressure cylinders, for extra power on hills; and high-pressure steam to only the low-pressure or only the high-pressure cylinders, to limp home in case of mechanical failure. All of this was controlled by two throttles (one for each pair of cylinders), two reverse levers, and an intercepting valve to manage the flow of steam from high-pressure to low-pressure cylinders. In the 241A, an additional task was controlling the six-jet blast-pipe in the smokebox, which varied the firebox draft. In most countries, shop crews would have declared the de Glehn system a maintenance nightmare and engineers would have found it horribly complicated. But French shop crews appeared to thrive on its complexity. And French *chauffeurs*, trained as *mécaniciens* (engine mechanics) rather than firemen as in other countries, prided themselves on the throttle artistry needed to achieve the wonderful performance that a de Glehn compound could deliver.

The original 241As worked well enough that 49 more were ordered for the Chemins de Fer de l'État (State Railways). A series of trials in 1933, however, showed the 241A was inferior to the smaller, famous Pacifics of the Paris-Orleans Railway, as rebuilt by André Chapelon, "the genius of French steam." As a result, the 241As — like several other classes of French steamers — were rebuilt along Chapelon lines, resulting in a 40% increase in horsepower with a 15% decrease in coal consumption. The rebuilt engines served the Est, Etat, and later the nationalized French railways (SNCF) into the 1960s. At least two are preserved: the prototype, No. 241A1, in the Cité du Train in Mulhouse, France, and 241A65, the largest hand-fired, operating steam engine in Europe (which barnstormed across Switzerland this past summer, doubleheading with postwar French steamer 241P17). Our superdetailed model of this premier French steamer — complete with French passenger station announcements and crew talk, and authentic French whistle — is as it appeared in Era II after Chapelon had worked his magic.

Add a Matching Passenger Set

See Page 94-95



ETAT - Era III Class 241A Steam Engine (Post-War Green/Black with Yellow Stripes), Cab # 241-A-4

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

20-3404-2 Fine Scale Wheels \$1195.95

LMS Duchess Class

steam engine



Features

- Die-Cast Boiler and Tender Body
- 1:43.5 Scale Proportions
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Precision Flywheel Equipped Motor
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Operating Proto-Coupler (Hi-Rail Only)
- Lighted Cab Interior
- Locomotive Speed Control In Scale MPH Increments
- On Board DCC Receiver (Fine Scale Only)
- European NEM Fine Scale Couplers Included
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- Synchronized Puffing ProtoSmoke™ System
- Wireless Drawbar
- Proto-Sound With The Digital Command System Featuring Quillable Whistle With Passenger Station Proto-Effects™
- Unit Measures:
23 7/16" x 2 11/16" x 4 5/16"
- Hi-Rail Wheels Operate On O-54 Curves
- NEM 310/311 Standard Fine Scale
Wheels Operate On 42" Radius Curves



British Railways - Duchess Class Duchess of Buccleuch Steam Engine

- 20-3367-1 Hi-Rail Wheels \$1195.95
- 20-3367-2 Fine Scale Wheels \$1195.95



British Railways - Duchess Class Duchess of Atholl Steam Engine

- 20-3371-1 Hi-Rail Wheels \$1195.95
- 20-3371-2 Fine Scale Wheels \$1195.95



British Railways - Duchess Class Duchess of Abercorn Steam Engine

- 20-3369-1 Hi-Rail Wheels \$1195.95
- 20-3369-2 Fine Scale Wheels \$1195.95



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

- 20-3370-1 Hi-Rail Wheels \$1195.95
- 20-3370-2 Fine Scale Wheels \$1195.95

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

Relive the glory days of LMS express passenger service with our superbly detailed Princess Coronation Class Pacific, complete with sounds recorded from the prototype Duchess of Sutherland, synchronized puffing smoke with prototypically correct chuffs per driver revolution, and station sounds for the Royal Scot.

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

Did You Know?

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

Add Matching Passenger Cars

See Page 94-95

TRAXX F140 AC

electric engine



Features

- Directionally Controlled Headlights
- Intricately Detailed ABS Body
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Remotely Controlled Proto-Couplers (Hi-Rail Only)
- 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
- (2) Engineer Cab Figures
- Metal Body Side Grilles
- European NEM Fine Scale Couplers Included
- Sprung Bumpers
- (2) Motorized (Inside) Pantographs
- LED Lighting Effects
- On Board DCC Receiver
- 1:45 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring German Speaking Passenger or Freight and Proto-Effects
- Unit Measures:
 - 16 3/16" x 2 1/2" x 4 5/16"
- Hi-Rail Wheels Operate On O-42 Curves
- NEM 310/311 Standard Fine Scale Wheels Operate On 31" Radius Curves



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

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

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

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



SBB Cargo Switzerland - TRAXX F140 AC Electric Engine

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



CrossRail - TRAXX P140 AC2 Electric Engine

20-5648-1	Hi-Rail Wheels	\$449.95
20-5648-2	Fine Scale Wheels	\$499.95



Veolia Transport Germany - TRAXX P160 AC2 Electric Engine

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



Railion European - TRAXX F140 AC2 Electric Engine

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

Taurus ES-64 U2

electric engine



Features

- Directionally Controlled Headlights
- Intricately Detailed ABS Body
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Remotely Controlled Proto-Couplers™
- 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
- (2) Engineer Cab Figures
- Metal Body Side Grilles
- European NEM Fine Scale Couplers Included
- Sprung Bumpers
- Motorized (Inside) Pantograph
- LED Lighting Effects
- On Board DCC Receiver
- 1:45 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring German Speaking Passenger Station Proto-Effects™
- Proto-Sound 2.0 With The Digital Command System Featuring FreightY ardPr oto-Effects™
- Unit Measures: 16 3/8" x 2 1/2" x 3 3/8"
- Hi-Rail Wheels Operate On O-42 Curves
- NEM 310/311 Standard Fine Scale Wheels Operate On 31" Radius Curves



NEW TOOLING! Dispolok.com - Taurus ES-64-U2 Electric Engine

20-5649-1	Hi-Rail Wheels	\$449.95
20-5649-2	Scale Wheels	\$499.95
20-5649-3	Non-Powered	\$219.95



NEW TOOLING! OBB - Taurus ES-64-U2 Electric Engine

20-5652-1	Hi-Rail Wheels	\$449.95
20-5652-2	Scale Wheels	\$499.95
20-5652-3	Non-Powered	\$219.95



NEW TOOLING! HUPAC - Taurus ES-64-U2 Electric Engine

20-5650-1	Hi-Rail Wheels	\$449.95
20-5650-2	Scale Wheels	\$499.95
20-5650-3	Non-Powered	\$219.95



NEW TOOLING! DB Railion - Taurus ES-64-U2 Electric Engine

20-5651-1	Hi-Rail Wheels	\$449.95
20-5651-2	Scale Wheels	\$499.95
20-5651-3	Non-Powered	\$219.95

Introduced to the European market in 2000, the Taurus ES 64 U2 Electric was developed as a universal electric locomotive, topping out at a speed of 230km/h. This multipurpose engine has become one of the most influential representatives of Dispolok GmbH, a Siemens Transportation System subsidiary, making leasing options available to a host of different rail operators.

Thanks to liberalization, the freight market had created the ability for anyone to start their own rail company, thus increasing competition and dropping prices. Leasing thrived as the market for cheaper secondhand vehicles expanded. Due to this increase, Siemen's came up with an appealing alterna-

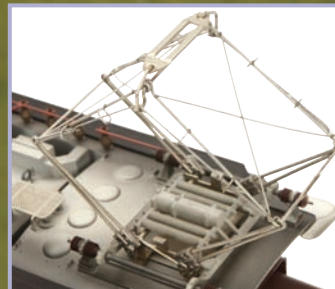
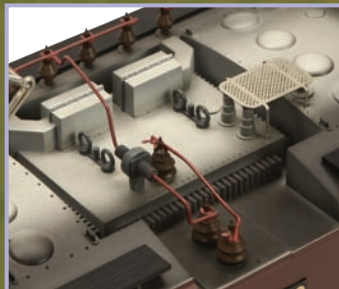
tive for operators-allowing them to lease the newest, most state-of-the-art locomotives on a flexible basis.

Dispolok was sold in 2006 to Mitsui of Japan, now 60 yellow and silver painted locomotives are running for various customers across central and Eastern Europe. With two standard pantographs each with 1950mm contacts, these engines can run of the networks of the DB/Germany, OBB/Austria, MAV/Hungary, GySE Hungary, HZ/Croatia, CFR/Romania, ZS/Serbia and Montenegro, ZFBH/ Bosnia-Herzegovina, MZ/Macedonia and OSE/Greece. While the original 60 Dipolok GmbH locomotives were painted in the distinct bright yellow and silver livery, customers can place their own corporate logos and

colors on any of the silver surfaces. If a company leases the engine for over seven years, it may than repaint the engine in the railways colors if so desired.

New for 2011, the Taurus ES 64 U2 Electric engine comes superbly detailed in the paint schemes of Dispolok (Silver/Yellow), HUPAC (Silver/Black), DB (Red), and OBB (Red). With features such as European NEM fine scale couplers, Proto-Sound 3.0 with the digital command system featuring Proto-Effects, (2) precision flywheel equipped motors, and directionally operating pantographs, this engine will be a convincing replica of Siemen's Euro Sprinter for even the most discriminating enthusiast.

Swiss 6/8 Type 2 Crocodile electric engine



Features

- Directionally Controlled Headlights
- Intricately Detailed Die-Cast Metal Body
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Remotely Controlled Proto-Couplers™ (Hi-Rail Only)
- 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
- (2) Engineer Cab Figures
- Metal Body Side Grilles
- European NEM Fine Scale Couplers Included
- NEM 365 Coupler Pocket
- NEM 362 Lenz® Compatible Coupler Included
- Sprung Bumpers
- (2) Motorized Pantographs
- LED Lighting Effects
- On Board DCC Receiver
- 1:45 Scale Proportions
- Proto-Sound® 3.0 With The Digital Command System Featuring German Speaking Passenger or FreightYardProto-Effects™
- Unit Measures:
16 3/16" x 2 1/2" x 4 5/16"
- Hi-Rail Wheels Operate On O-42 Curves
- NEM 310/311 Standard Fine Scale Wheels Operate On 36" Radius Curves

CE 6/8 II - Swiss 6/8 Type 2 Crocodile Electric Engine

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



BE 6/8 II - Swiss 6/8 Type 2 Crocodile Electric Engine

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

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

To conquer the Gotthard's tight turns and steep grades, Swiss Locomotive and Machine Works (SLM) designed a freight locomotive in three articulated sections: a double-ended center section housing two engineer's stations, twin pantographs, and the huge high voltage transformer; and two end sections, each with two electric motors powering a single jackshaft that transmitted power to the 53" drivers, using steam-locomotive-type drive rods. The jackshaft drive was dictated by the motors available at the time, which were too

large to be truck-mounted as in later designs. The nickname "crocodile" (krokodil in German) arose from the engine's long articulated "snouts."

In the 33 first-generation engines built in 1919–21, the powered jackshaft drove a main rod that was connected to both the first set of drivers and a second idler jackshaft. The 18 second-generation crocodiles, built in 1925–26, used a simpler arrangement with the powered jackshaft driving a main rod connected to the third set of drivers. In Swiss parlance, the two generations of engines were designated Ce 6/8II and Ce 6/8III (C for their speed range, maximum 40 mph ("A" being the fastest); e for electric; 6 indicating 6 driven axles; 8 signifying 8 axles total). Many were upgraded in the 1940s and '50s, raising their top speed to 47 mph and changing their class designation to Be 6/8. All crocodiles were delivered in brown paint, but many were later repainted green. Initial practice was to run with both pantographs raised, but some engines were later refitted with improved pans that allowed single-pantograph operation. The hugely successful Crocodiles ruled the Gotthard route into the 1950s, when they were displaced by newer power. Many worked into the

1970s on less strenuous routes and switching, and several have been preserved.

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

Did You Know?

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

6-Car European Bierwagen Set



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

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



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

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



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

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

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

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



6-Car European Gedeckter Guterwagen Set



(Locomotive Not Included)

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

20-90908	Hi-Rail Wheels	\$389.95
20-90912	Fine Scale Wheels	\$389.95



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

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



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

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



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

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



(Locomotive Not Included)

6-Car European Modern Kesselwagen Set



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

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



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

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



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

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

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

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



6-Car European Modern Offener Güterwagen Set



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

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

(Locomotive Not Included)



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

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



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

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



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

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



(Locomotive Not Included)

European Gedeckter Guterwagen

box car

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 2-Wheel Trucks
- Operating Die-Cast Metal Couplers (Hi-Rail Only)
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:45 Scale Dimensions
- O Scale Kadee® Compatible Coupler Mounting Pads
- Sprung Bumpers
- CE Rated
- European NEM Fine Scale Couplers Included
- NEM 365 Coupler Pocket
- NEM 362 Lenz® Compatible Coupler Included
- Hi-Rail Wheels Operate On O-31 Curves
- NEM 310/311 Standard Fine Scale Wheels Operate On 31" Radius Curves



SBB-CFF - European Gedeckter Guterwagen (Box Car)

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



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

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



SBB-CFF - European Gedeckter Guterwagen (Box Car)

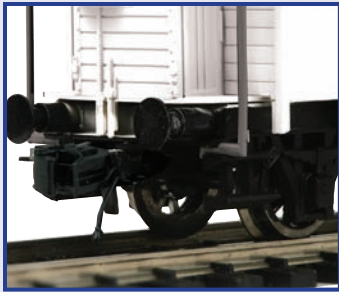
20-99009	Hi-Rail Wheels	\$69.95
20-99013	Fine Scale Wheels	\$69.95



SBB-CFF - European Gedeckter Guterwagen (Box Car)

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

European Bierwagen reefer



Brasserie du Cardinal - European Bierwagen (Reefer Car)
 20-99002 Hi-Rail Wheels \$69.95
 20-99006 Fine Scale Wheels \$69.95



Feldschloessen - European Bierwagen (Reefer Car)
 20-99004 Hi-Rail Wheels \$69.95
 20-99008 Fine Scale Wheels \$69.95



Biere Beauregard - European Bierwagen (Reefer Car)
 20-99001 Hi-Rail Wheels \$69.95
 20-99005 Fine Scale Wheels \$69.95



Brauerei Loewengarten - European Bierwagen (Reefer Car)
 20-99003 Hi-Rail Wheels \$69.95
 20-99007 Fine Scale Wheels \$69.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 2-Wheel Trucks
- Operating Die-Cast Metal Couplers (Hi-Rail Only)
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:45 Scale Dimensions
- O Scale Kadee® Compatible Coupler Mounting Pads
- Sprung Bumpers
- CE Rated
- European NEM Fine Scale Couplers Included
- NEM 365 Coupler Pocket
- NEM 362 Lenz® Compatible Coupler Included
- Hi-Rail Wheels Operate On O-31 Curves
- NEM 310/311 Standard Fine Scale Wheels Operate On 31" Radius Curves

European Modern Offener Guterwagen

gondola car



Niederlandischen Eisenbahnen - European Modern Offener Guterwagen (Gondola Car)

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



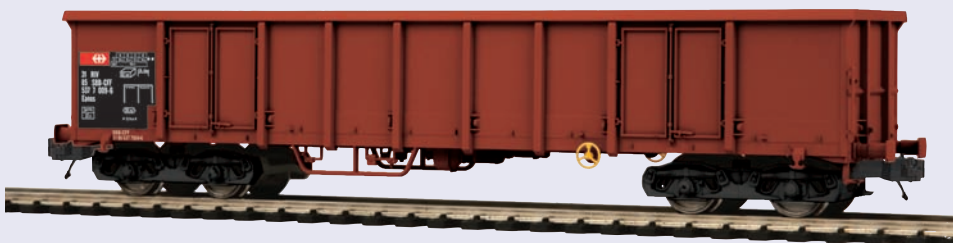
DB Cargo - European Modern Offener Guterwagen (Gondola Car)

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



Railion - European Modern Offener Guterwagen (Gondola Car)

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



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

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

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 2-Wheel Trucks
- Operating Die-Cast Metal Couplers (Hi-Rail Only)
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:45 Scale Dimensions
- O Scale Kadee® Compatible Coupler Mounting Pads
- Sprung Bumpers
- CE Rated
- European NEM Fine Scale Couplers Included
- NEM 365 Coupler Pocket
- NEM 362 Lenz® Compatible Coupler Included
- Hi-Rail Wheels Operate On O-31 Curves
- NEM 310/311 Standard Fine Scale Wheels Operate On 31" Radius Curves

European Modern Kesselwagen

tank car



BP - European Modern Kesselwagen (Tank Car)

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



Wascosa - European Modern Kesselwagen (Tank Car)

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



Wascosa OMV - European Modern Kesselwagen (Tank Car)

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



GATX - European Modern Kesselwagen (Tank Car)

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

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 2-Wheel Trucks
- Operating Die-Cast Metal Couplers (Hi-Rail Only)
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:45 Scale Dimensions
- O Scale Kadee® Compatible Coupler Mounting Pads
- Sprung Bumpers
- CE Rated
- European NEM Fine Scale Couplers Included
- NEM 365 Coupler Pocket
- NEM 362 Lenz® Compatible Coupler Included
- Hi-Rail Wheels Operate On O-31 Curves
- NEM 310/311 Standard Fine Scale Wheels Operate On 31" Radius Curves



European Passenger Cars



British Railways (Crimson & Cream) - 4-Car LMS Standard Passenger Set

20-60008 Hi-Rail Wheels \$429.95
 20-60008-2 Fine Scale Wheels \$429.95

Also Available

British Railways (Maroon) - 4-Car LMS Standard Passenger Set (Not Shown)

20-60011 Hi-Rail Wheels \$429.95
 20-60011-2 Fine Scale Wheels \$429.95

British Railways (Maroon) - LMS Standard Passenger Car (Not Shown)

20-60013 Hi-Rail Wheels \$109.95
 20-60013-2 Fine Scale Wheels \$109.95



British Railways (Crimson & Cream) - LMS Standard Passenger Car

20-60010 Hi-Rail Wheels \$109.95
 20-60010-2 Fine Scale Wheels \$109.95



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

20-60005 Hi-Rail Wheels \$429.95
 20-60005-2 Fine Scale Wheels \$429.95



SNCF - 5-Car OCEM Passenger Car Set

20-60019 Hi-Rail Wheels \$549.95
 20-60019-2 Fine Scale Wheels \$549.95



Deutsche Reichsbahn - 5-Car Rheingold Standard Passenger Set

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



London, Midland & Scottish Railway - LMS Standard Passenger Car

20-60007 Hi-Rail Wheels \$109.95
 20-60007-2 Fine Scale Wheels \$109.95



Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 2-Wheel Trucks
- Operating Die-Cast Metal Couplers (Hi-Rail Only)
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:45 Scale Dimensions
- O Scale Kadee Compatible Coupler Mounting Pads
- Sprung Bumpers
- CE Rated
- European NEM Fine Scale Couplers Included
- NEM 365 Coupler Pocket
- NEM 362 Lenz® Compatible Coupler Included
- Hi-Rail Wheels Operate On O-72 Curves
- NEM 310/311 Standard Fine Scale Wheels Operate On 31" Radius Curves

European Passenger Cars



Orient Express (Blue) - 5-Car Orient Express Passenger Set

20-60004	Hi-Rail Wheels	\$549.95
20-60004-2	Fine Scale Wheels	\$549.95



Orient Express (Blue) - 5-Car Orient Express Add-On Passenger Set

20-60022	Hi-Rail Wheels	\$549.95
20-60023	Fine Scale Wheels	\$549.95



Orient Express (Brown) - 5-Car Orient Express Add-On Passenger Set

20-60024	(Hi-Rail Wheels)	\$549.95
20-60025	Fine Scale Wheels	\$549.95



Orient Express (Brown) - 5-Car Orient Express Passenger Set

20-60020	(Hi-Rail Wheels)	\$549.95
20-60021	Fine Scale Wheels	\$549.95



Anatomy of a Premier Diesel Locomotive

Premier Line engines are full O scale models, 1/48 the size of their prototypes*. Because of this, they often require larger radius curves than comparable RailKing models. Premier engines, like the CSX Dash-8 shown here, are as detailed as we can reasonably make them, and feature a large number of added-on details. Premier engines also offer more elaborate lighting effects than RailKing models.

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

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



All Wheels Powered

Safety Tread on End Steps

Metal Handrails

See-Through Metal Grilles

Sounds Recorded From an Actual Dash-8-40-CW Diesel

Detailed Metal Multi-Chime Horn

See-Through Metal Grilles

Etched Metal Safety Tread On Walkways

Air Reservoirs and Air Lines

Fuel Tank Filler Pipe

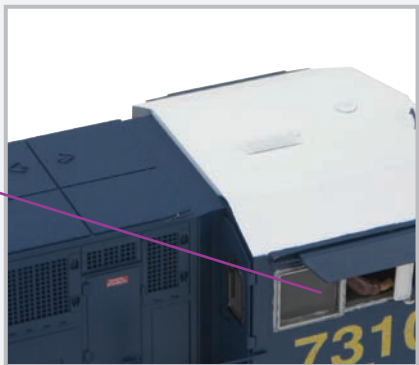
Lighted Number Boards



Remotely activated Proto-Coupler



Sliding Cab Window



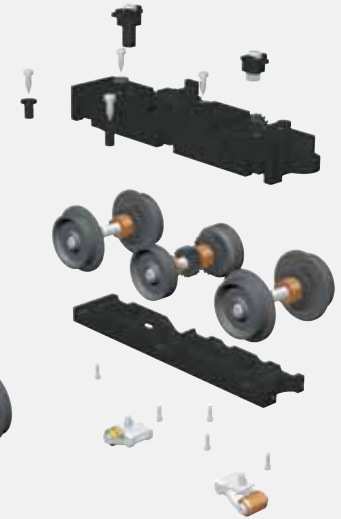
PROTO-SCALE™ 3-2

Proto-Scale 3-2™

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

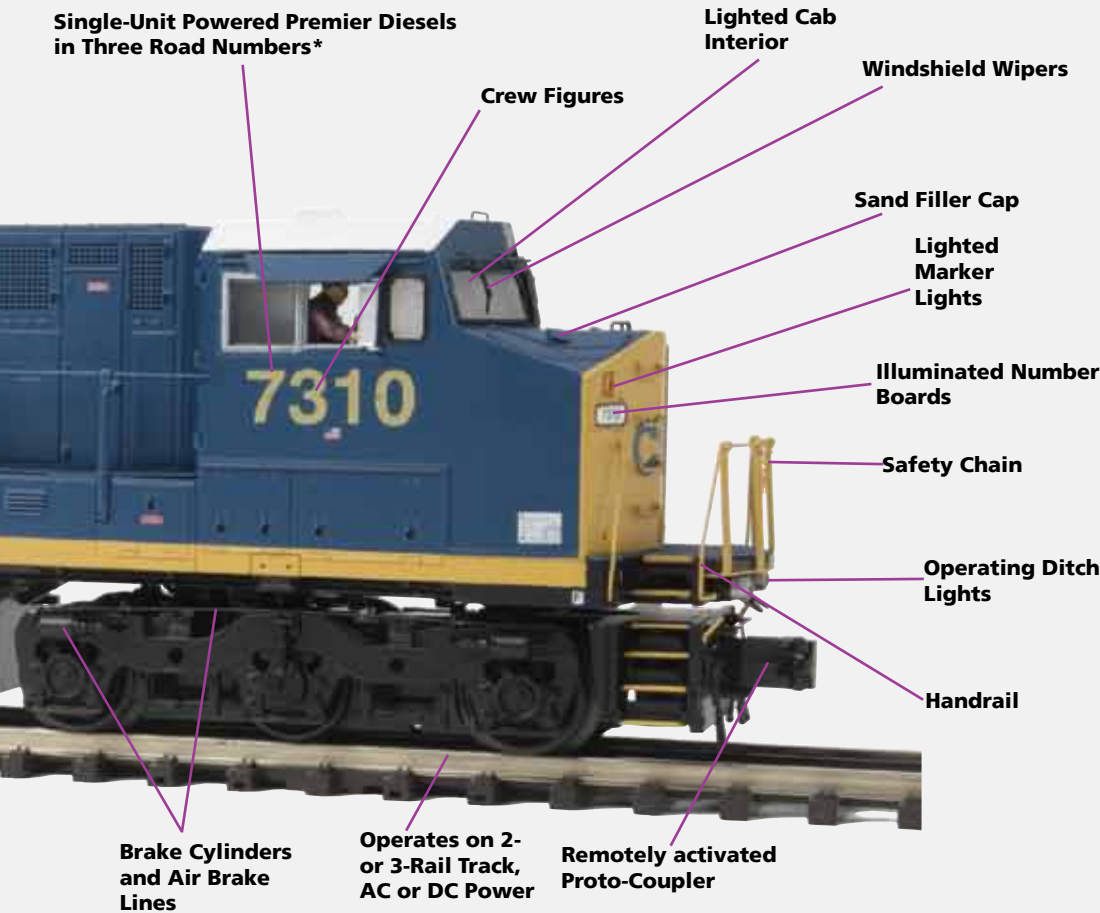
Many Premier steam and diesel engines in this catalog are equipped with Proto-Scale 3-2, a unique M.T.H. feature that allows you to run the same engine on 2-rail or 3-rail track, under AC or DC power. Engines cataloged with hi-rail wheels are intended primarily for 3-rail operators, while engines with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

The conversion wheel kits listed on page 161 offer additional versatility. Each kit contains enough wheel sets for (2) power trucks. Scale wheels are polished, turned metal with scale treads and flange height, and are mounted on metal axles with one insulated side for use on 2-rail O Scale track systems. Two wheel sets in each kit contain a pre-mounted drive gear.



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

Single-Unit Powered Premier Diesels in Three Road Numbers*



Lighted Cab Interior

Windshield Wipers

Crew Figures

Sand Filler Cap

Lighted Marker Lights

Illuminated Number Boards

Safety Chain

Operating Ditch Lights

Handrail

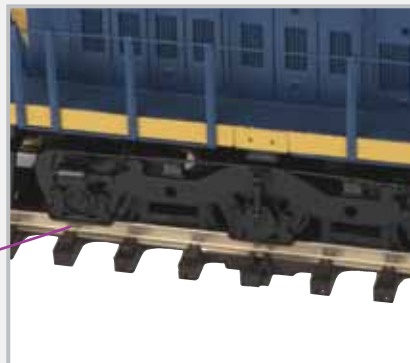
Brake Cylinders and Air Brake Lines

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

Remotely activated Proto-Coupler



Directionally Controlled Headlights



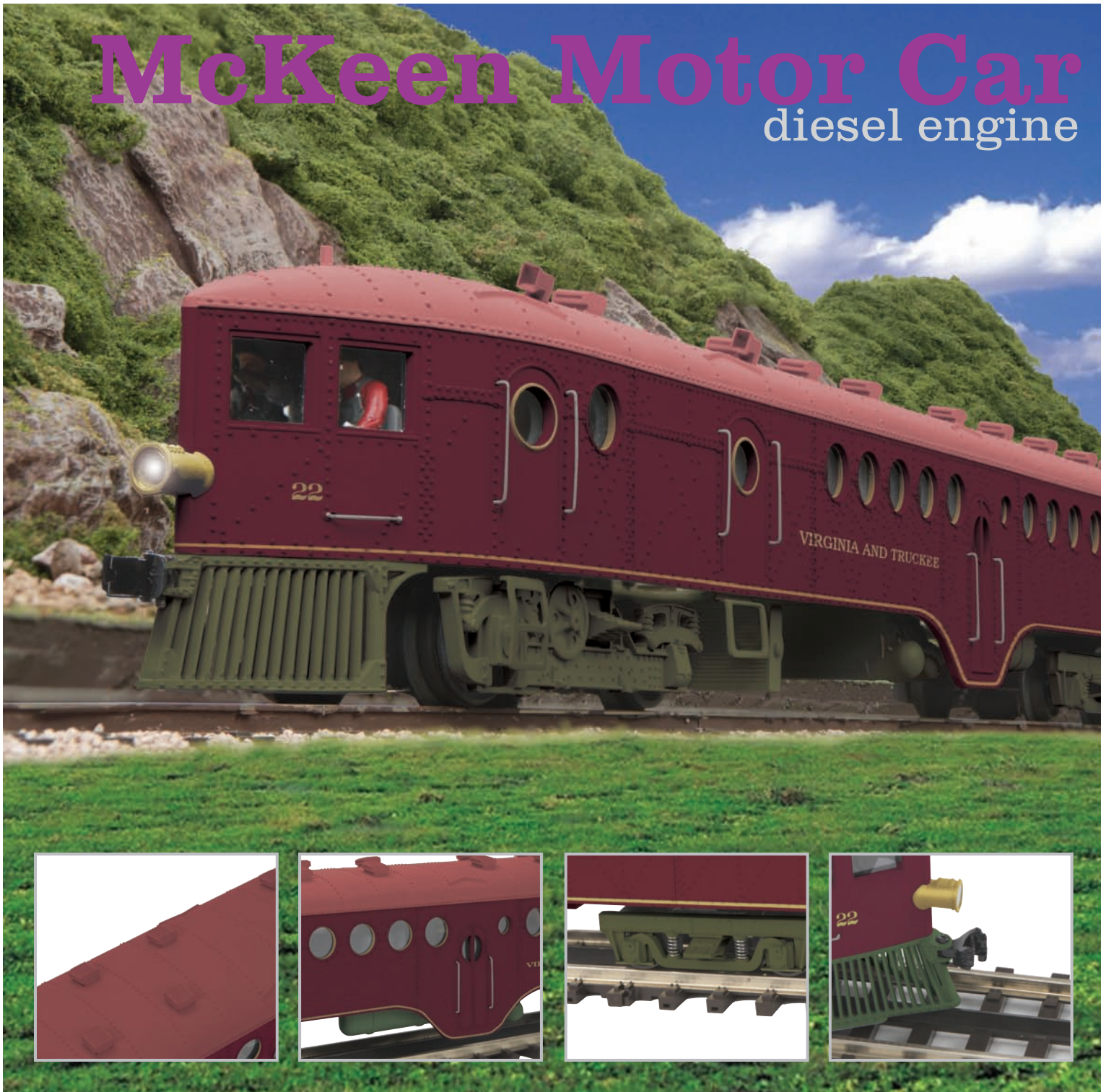
All metal Wheels, axles and gears



Operating Ditch Lights

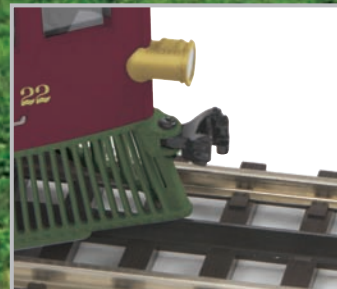
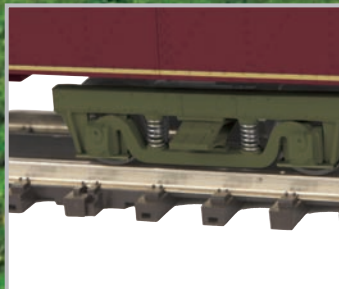
McKeen Motor Car

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®
- Lighted Cab Interior
- (2) Engineer Cab Figures
- Locomotive Speed Control
- Proto-Sound 3.0 With The Digital Command System Featuring:
- Unit Measures: 18 1/2" x 2 1/2" x 3 3/4"
- Hi-Rail Wheels Operates On O-36 Curves



With its knife-edged prow, steel body, and porthole windows, the McKeen Car looked more like a nautical Jules Verne creation than a railroad car. No wonder, because the McKeen Car had its origins in a torpedo boat. At the dawn of the twentieth century, Edward H. Harriman, President of the Union Pacific (U.P.) and Southern Pacific (S.P.) railroads, was impressed with the U.S. Navy's experiments with high-speed torpedo boats. He wondered if their lightweight, powerful internal combustion engines could address an age-old railroad problem: providing economical passenger service on lightly traveled routes. To realize his idea, Harriman turned to William R. McKeen, Jr., the U.P.'s young, college-educated superintendent of motive power.

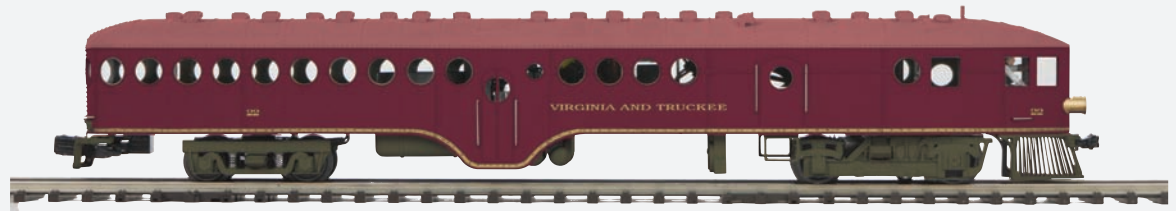
Like Harriman, McKeen was imaginative and forward-thinking, and the resulting product employed cutting edge and experimental technologies. Built in the U.P.'s Omaha shops from 1904-1917, McKeen Motor Car Company vehicles used roller bearings and had all-steel bodies at the very dawn of the steel car age. Their aerodynamic shape was called a "wind splitter," as the word "streamlined" was not yet in common use. (In fact, the streamlining was of little use at the cars' top speed of 50 mph, and later experiments would show the cars' shape was actually more streamlined in reverse.) Crash protection would prove to be an unintended side benefit of the pointed prow, which collapsed in front-end collisions and protected the occupants, much like today's automobiles. To modern observers, the view of the world through the McKeens' massive portholes recalls the Beatles' Yellow Submarine.

The 150 or so McKeen Cars were also America's first mass-produced internal combustion rail vehicles. Like today's O gauge diesels, the cars had a truck-mounted motor that swiveled with the front truck. To back up, the motorman had to stop the engine, shift the camshaft, and restart the engine in reverse. Starting was by compressed air stored in the cars' tanks and replenished while running; many a McKeen had to be push-started when the air ran out.

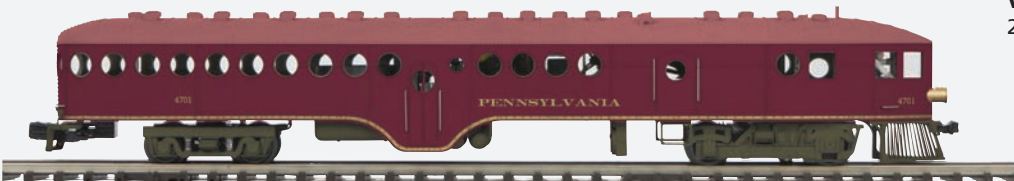
Not surprisingly, the Harriman-ruled U.P. and S.P. were McKeen's biggest customers, while a large number of roads nationwide bought a unit or two to try out. But the McKeen motor and transmission proved somewhat unreliable and, perhaps more important, railroads were not yet ready to embrace internal combustion power; both McKeen and its keenest rival, General Electric, ended production of internal combustion cars in 1917.

New for 2011, M.T.H. introduces our Premier model of this odd, endearing, futuristic car, decorated for four of the original purchasers: Union Pacific, Pennsylvania (which later sold its 1910 car to the Illinois Central), Norfolk & Southern Railway (the namesake of today's Norfolk Southern), and the Virginia and Truckee, whose Car No. 22 is just returning to operation after decades as a diner and storage building, capping a 13-year restoration by the Nevada State Railroad Museum.

NEW TOOLING!



Virginia & Truckee - McKeen Motor Car w/Proto-Sound 3.0 **NEW TOOLING!**
20-20038-1 Proto-Sound 3.0 \$449.95



Pennsylvania - McKeen Motor Car w/Proto-Sound 3.0
20-20039-1 Proto-Sound 3.0 \$449.95

NEW TOOLING!



Union Pacific - McKeen Motor Car w/Proto-Sound 3.0
20-20040-1 Proto-Sound 3.0 \$449.95

NEW TOOLING!



Norfolk Southern - McKeen Motor Car w/Proto-Sound 3.0
20-20041-1 Proto-Sound 3.0 \$449.95

E-8

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
- Moveable Roof Fan Blades
- Metal Body Side Grilles
- Operates on 21.2V NiMH batteries
- Proto-Sound 3.0 With The Digital Command System Featuring:
 - Passenger Start/Stop Effects
 - Unit Movers at 312'x312'
- Operates On O-42 Curves



diesel set



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

The earliest E-units were each virtually custom-made, with less than 20 units produced of models EA through E5. With the E6, EMD settled on a standardized passenger unit and began to produce it in large quantities, until the war effort arrested production of all passenger diesels in 1942. When the war ended, EMD resumed production of the E-Series with the E7, which featured the "bulldog" nose introduced earlier on the model FT freight diesel. With the introduction of the E8 in 1949, the E-unit, America's most popular passenger diesel, reached

its final visual form — just in time for the last hurrah of the American passenger train. With twin motors to ensure reliability and six-wheel trucks that rode like a Cadillac, the E8 was an engineer's dream. For hoggers who had not long ago worked in steam locomotives, the clean cab of an E-unit with its lofty, panoramic view of the road ahead was not hard to get used to.

The E8 returns to the Premier line for 2011 in paint schemes from the golden age of passenger travel as well as the less-luxurious period that followed. Proto-Sound 3.0 brings you the authentic sounds of the E8's EMD prime movers and the ability to start your train so gently you won't spill the water in the diner — and then accelerate up to scale speeds of over 100 mph, just like the prototype.

Did You Know?

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

Add Matching Passenger Sets

See Pages 138-140



Conrail - E-8 ABA Diesel Engine Set

20-20184-1	Proto-Sound 3.0	\$729.95
20-20184-3	Non-Powered B-Unit	\$159.95



Union Pacific

20-20186-1	Proto-Sound 3.0	\$729.95
20-20186-3	Non-Powered B-Unit	\$159.95



Rock Island

20-20187-1	Proto-Sound 3.0	\$729.95
20-20187-3	Non-Powered B-Unit	\$159.95



New York Central

20-20185-1	Proto-Sound 3.0	\$729.95
20-20185-3	Non-Powered B-Unit	\$159.95

Dash-8

diesel engine



Features

- Die-Cast Truck Sides, Pilots and Fuel Tank
- Intricately Detailed ABS Body
- Authentic Paint Scheme
- Metal Body Side Grilles
- Moveable Roof Fan Blades
- Metal Chassis
- Metal Handrails and Decorative Horn
- Directionally Controlled Headlights
- Metal Wheels, Axles and Gears
- (2) Remotely Controlled Proto-Couplers®
- (2) Precision Flywheel Equipped Motors
- Lighted Cab Interior
- Illuminated Number Boards
- Operating Smoke Unit
- (2) Engineer Cab Figures
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Proto-Sound 3.0 With The Digital Command System Featuring:
 - Eight Year of Effects
 - Unit Measures 174x212x41
- Hi-Rail Wheels Operate On O-42 Curves
- Scale Wheels Operate on 31" Radius Curves



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

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

Did You Know?

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



CSX - Dash - 8 Diesel Engine w/Proto-Sound 3.0

20-20169-1	Hi-Rail Wheels	\$449.95
20-20169-2	Scale Wheels	\$469.95
20-20169-3	Non-Powered	\$199.95

Conrail - Dash-8 Diesel Engine w/Proto-Sound 3.0

20-20168-1	Hi-Rail Wheels	\$449.95
20-20168-2	Scale Wheels	\$469.95
20-20168-3	Non-Powered	\$199.95



Canadian National - Dash-8 Diesel Engine w/Proto-Sound 3.0

20-20170-1	Hi-Rail Wheels	\$449.95
20-20170-2	Scale Wheels	\$469.95
20-20170-3	Non-Powered	\$199.95



BNSF - Dash-8 Diesel Engine w/Proto-Sound 3.0

20-20171-1	Hi-Rail Wheels	\$449.95
20-20171-2	Scale Wheels	\$469.95
20-20171-3	Non-Powered	\$199.95



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
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Lighted Cab Interior
- Illuminated Number Boards
- Lighted Marker Lights
- (2) Engineer Cab Figures
- Metal Body Side Grilles
- Operating Smoke Unit
- Movable Roof FanBlades
- Proto-Sound 3.0 With The Digital Command System Featuring: Freight Yard Protectors
- Unit Measures .1774"x3.4"x2 1/2"
- Hi-Rail Wheels Operate On O-42 Curves
- Scale Wheels Operate on 42" Radius 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.



Hudson Bay - SD50 Diesel Engine w/Proto-Sound 3.0

20-20180-1	Hi-Rail Wheels	\$449.95
20-20180-2	Scale Wheels	\$469.95
20-20180-3	Non-Powered	\$199.95

Norfolk Southern - SD50 Diesel Engine w/Proto-Sound 3.0

20-20181-1	Hi-Rail Wheels	\$449.95
20-20181-2	Scale Wheels	\$469.95
20-20181-3	Non-Powered	\$199.95



Reading and Northern - SD50 Diesel Engine w/Proto-Sound 3.0

20-20182-1	Hi-Rail Wheels	\$449.95
20-20182-2	Scale Wheels	\$469.95
20-20182-3	Non-Powered	\$199.95



Union Pacific - SD50 Diesel Engine w/Proto-Sound 3.0

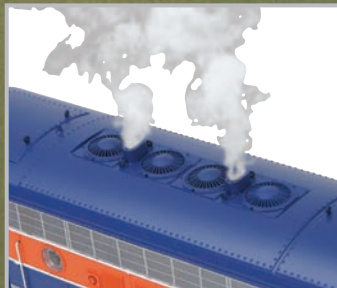
20-20183-1	Hi-Rail Wheels	\$449.95
20-20183-2	Scale Wheels	\$469.95
20-20183-3	Non-Powered	\$199.95



F-7 diesel set

Features

- Directionally Controlled Headlights
- Intricately Detailed ABS Bodies
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Remotely Controlled Proto-Couplers®
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and 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
- Moveable Roof Fan Blades
- (2) Operating Smoke Units
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Proto-Sound 3.0 With The Digital Command System Featuring: Freight Yards & Effects
- Hi-Rail Wheels Operate On O-31 Curves
- Scale Wheels Operate on 31" Radius 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 railroading with this four-motored, full-scale model. Throttle down to speeds as low as 3 scale miles per hour with any load, or roll along at the prototype’s maximum speed of 102 mph with passenger gearing. Proto-Sound 3.0 offers authentic EMD 567 prime mover sounds, a first-generation diesel horn and bell, crew and station sounds, and adjustable smoke volume. The F7 features the same level of superb detailing that characterizes all Premier F-units, with added-on details that include legible builder’s plates, grab irons, multiple-unit hoses, rooftop lift rings, see-through rooftop fans, steam generator exhaust stack (for passenger versions), windshield wipers, and super-detailed Blomberg trucks with separately-applied spring hangers, brake cylinders, and air pipes.

Did You Know?

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



Chicago Northwestern - F-7 ABA Diesel Set w/Proto-Sound 3.0

20-20188-1	Hi-Rail Wheels	\$729.95
20-20188-3	Non-Powered B-Unit	\$159.95
20-20188-2	Scale Wheels	\$749.95



Southern - F-7 ABA Diesel Set w/Proto-Sound 3.0

20-20191-1	Hi-Rail Wheels	\$729.95
20-20191-3	B-Unit - Non-Powered	\$159.95
20-20191-2	Scale Wheels	\$749.95



Pennsylvania - F-7 ABA Diesel Set w/Proto-Sound 3.0

20-20190-1	Hi-Rail Wheels	\$729.95
20-20190-3	Non-Powered	\$159.95
20-20190-2	Scale Wheels	\$749.95



Maryland Midland - F-7 ABA Diesel Set w/Proto-Sound 3.0

20-20189-1	Hi-Rail Wheels	\$729.95
20-20189-3	Non-Powered	\$159.95
20-20189-2	Scale Wheels	\$749.95

VO 1000

diesel engine

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
- Oper at ing sm deU rit
- Proto-Sound 3.0 With The Digital Command System Featuring: Freight Yard Effects
- Unit Measures: 14 1/2" x 2 1/2" x 3 1/2"
- Operates On O-31 Curves





Pennsylvania - VO 1000 Diesel Engine
20-20175-1 Proto-Sound 3.0 \$399.95



Lehigh Valley - VO 1000 Diesel Engine
20-20173-1 Proto-Sound 3.0 \$399.95



Great Northern - E-8 AA Diesel Engine Set
20-20172-1 Proto-Sound 3.0 \$399.95



Long Island - VO 1000 Diesel Engine
20-20174-1 Proto-Sound 3.0 \$399.95

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

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

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

The VO-1000 returns to the M.T.H. Premier lineup for 2011 outfitted with Proto-Sound 3.0. 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.

SD24

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
- Lighted Marker Lights
- Metal Body Side Grilles
- Operating Smoke Unit
- Metal Wheels, Axles and Gears
- (2) Cab Figures
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Moveable Roof Fan Blades
- Locomotive Speed Control In Scale MPH Increment s
- Proto-Sound 3.0 With The Digital Command System Featuring: Freight Yard Effects
- Unit Measures 158'x28'x4'
- Operates On O-31 Curves





Burlington - SD24 Diesel Engine

20-20176-1	Proto-Sound 3.0	\$429.95
20-20176-3	Non-Powered	\$199.95



Electro Motive Division - SD24 Diesel Engine

20-20177-1	Proto-Sound 3.0	\$429.95
20-20177-3	Non-Powered	\$199.95



Southern - SD24 Diesel Engine

20-20178-1	Proto-Sound 3.0	\$429.95
20-20178-3	Non-Powered	\$199.95



Union Pacific - SD24 Diesel Engine

20-20179-1	Proto-Sound 3.0	\$429.95
20-20179-3	Non-Powered	\$199.95

In 1958, GM's Electro-Motive Division took a great technological stride forward with the introduction of the turbocharged SD24. In turbocharged engines, exhaust gases are used to power a turbine that increases cylinder air pressure, thus effectively increasing horsepower. In fact, the 16-cylinder model 567 diesel that produced 1800 horsepower in the normally aspirated SD18 locomotive was upgraded to 2400 horsepower in the turbocharged SD24.

Turbocharged engines also run better at varying altitudes, making them ideal for railroads that travel through changing terrain. Look on the left side of the SD24's hood for the semicircular bulge that marks the location of the turbine.

The SD24s were close relatives of the popular GP-series engines. The primary difference was that SD-series (for "Special Duty") locomotives were lengthened to make room for three-axle, three-motor trucks. For a GP and an SD engine of the same horsepower, the extra wheels on an SD locomotive gave it more tractive effort at low speeds and less engine weight on each axle. For this reason, the SD24 and others in the SD series were ideally suited for secondary lines with lighter rail.

Last cataloged in 2007, the SD24 returns to the Premier product line in 2011 in four exciting paint schemes each outfitted with the power and performance of Proto-Sound® 3.0.

Operating Rolling Stock



Santa Fe - N-6b Caboose w/Operating Signal Man
20-91362 \$89.95



Chesapeake & Ohio - N-6b Caboose w/Operating Signal Man
20-91361 \$89.95



Great Northern - Operating Reefer Car
20-94241 \$99.95



New York Central - Operating Reefer Car
20-94242 \$99.95

Features

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 reefer 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. Two workers 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.

Each operating car is offered in two car numbers which makes it even easier than ever to combine them into a mult-car consist. As with most of MTH's Premier Rolling Stock offerings, the operating reefer can also operate on the tightest O Gauge curves giving them even more added versatility to your layout.

This unique caboose includes an operating signal man who leans out the side of the rear caboose platform with a lighted lantern to signal the engineer. Activation occurs whenever the transformer bell button is pressed.



50' High Cube Box Car



CSX - 50' High Cube Box Car
20-93540 \$59.95



Canadian National - 50' High Cube Box Car
20-93538 \$59.95



Norfolk Southern - 50' High Cube Box Car
20-93541 \$59.95



Chicago North Western - 50' High Cube Box Car
20-93539 \$59.95



Features

- O Scale Kadee® Compatible Coupler Mounting Pads
- Unit Measures: 14 1/2" x 2 5/8" x 4 3/16"
- Operates On O-31 Curves

Double Door 50' Box Car



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Harley Davidson - Double Door 50' Box Car
20-93530 \$59.95



Detroit Toledo & Ironton - Double Door 50' Box Car
20-93531 \$54.95



CP Rail - Double Door 50' Box Car
20-93532 \$54.95



Jersey Central - Double Door 50' Box Car
20-93533 \$54.95

Features

- Unit Measures: 1418" x 234" x 378"
- Operates On O-31 Curves



40' USRA Single Sheathed Box Car



Boston & Maine - 40' USRA Single Sheathed Box Car

20-93534 \$54.95



Nickel Plate Road - 40' USRA Single Sheathed Box Car

20-93536 \$54.95



Pennsylvania - 40' USRA Single Sheathed Box Car

20-93537 \$54.95



Chicago & Alton - 40' USRA Single Sheathed Box Car

20-93535 \$54.95



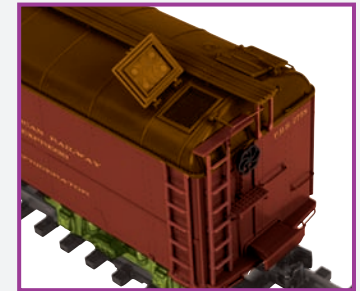
Features

- O Scale Kadee® Compatible Coupler Mounting Pads
- Unit Measures :1158" x 258" x 334"
- Operates On O-31 Curves

R50B Express Reefer



Pennsylvania - R50B Express Reefer Car
20-94177 \$69.95



Pennsylvania - R50B Express Reefer Car
20-94176 \$69.95



Chesapeake & Ohio - R50B Express Reefer Car
20-94174 \$69.95



Jersey Central - R50B Express Reefer Car
20-94175 \$69.95

Features

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

Rapid Discharge Car



Amtrak - Rapid Discharge Car
20-97275 \$49.95



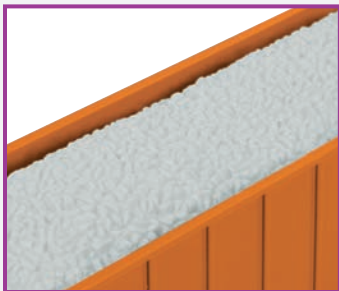
CSX - Rapid Discharge Car
20-97276 \$49.95



Florida East Coast - Rapid Discharge Car
20-97277 \$49.95



Southern Pacific - Rapid Discharge Car
20-97278 \$49.95



Features

- Unit Measures: 11 1/4" x 29 1/6" x 33 3/8"
- Operates On O-31 Curves

O Scale Crane & Crane Tender

Norfolk Southern - O Scale Crane Car
20-98808 \$79.95



Norfolk Southern - O Scale Crane Tender
20-98812 \$54.95



Boston & Maine - O Scale Crane Car
20-98805 \$79.95



Boston & Maine - O Scale Crane Tender
20-98809 \$54.95

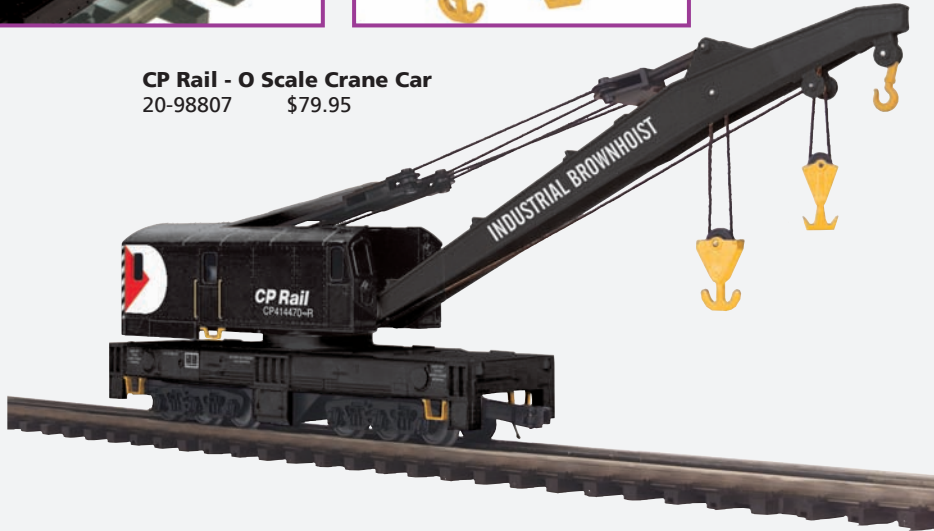


Features

- O Scale Kadee® Compatible Coupler Mounting Pads (Crane Tender Only)
- Moveable Hook & Boom
- Unit Measures: 18 1/2" x 25 8" x 4 1/8"
- Operates On O-31 Curves



CP Rail - O Scale Crane Car
20-98807 \$79.95



Chessie - O Scale Crane Car
20-98806 \$79.95



CP Rail - O Scale Crane Tender
20-98811 \$54.95



Chessie - O Scale Crane Tender
20-98810 \$54.95



Features

- Operating Interior Lighting
- O Scale Kadee® Compatible Coupler Mounting Pads (Crane Tender Only)
- Unit Measures :14 1/2" x 258" x 3 15/16"
- Operates On O-31 Curves

34' Composite Hopper



Clinchfield - 34' Composite Hopper Car
20-97279 \$54.95



Pennsylvania - 34' Composite Hopper Car
20-97280 \$54.95



Union Pacific - 34' Composite Hopper Car
20-97282 \$54.95



Southern - 34' Composite Hopper Car
20-97281 \$54.95

Features

- Operating Interior Lighting
- Compatible with Computerized Marketing
- Unit Measures 9'11/2" x 23'4" x 23'4"
- Operates On O-31 Curves



2-Bay Offset Hopper



Western Maryland - 2-Bay Offset Hopper Car
20-97736 \$54.95



Pittsburgh & West Virginia - 2-Bay Offset Hopper Car
20-97735 \$54.95



Baltimore & Ohio - 2-Bay Offset Hopper Car
20-97733 \$54.95



New York Central - 2-Bay Offset Hopper Car
20-97734 \$54.95



Features

- Operates on O-31 Curves
- Unit Measures: 9 1/2" x 2 1/2" x 3"
- Material Capacity: 100,000 lbs

2-Bay Centerflow Hopper



Denver Rio Grande - 2-Bay Centerflow Hopper
20-97729 \$54.95



Lehigh Cement Company - 2-Bay Centerflow Hopper
20-97730 \$54.95



Norfolk Southern - 2-Bay Centerflow Hopper
20-97732 \$54.95



Maryland Midland - 2-Bay Centerflow Hopper
20-97731 \$54.95

Features

- O Scale Kadee® Compatible Coupler Mounting Pads
- Unit Measures :101/8"x211/16"x33/4"
- Operates On O-31 Curves



Funnel Flow Tank Car



CP Rail - Funnel Flow Tank Car
20-96713 \$54.95



GATX - Funnel Flow Tank Car
20-96714 \$54.95



Norfolk Southern - Funnel Flow Tank Car
20-96715 \$54.95



Procor - Funnel Flow Tank Car
20-96716 \$54.95



Features

- Operates On O-27 Curves
- Unit Measures: 11" x 2 5/8" x 4"
- Material: Plastic

Snow Plow



Long Island - Snow Plow
20-98803 \$64.95



New Haven - Snow Plow
20-98802 \$64.95



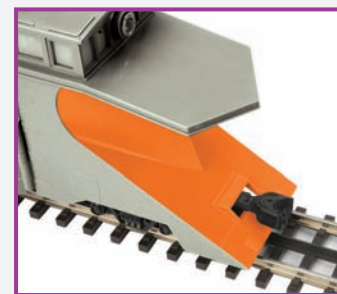
Pennsylvania - Snow Plow
20-98801 \$64.95



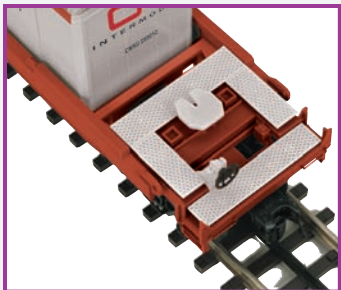
Alaska - Snow Plow
20-98804 \$64.95

Features

- Operating Lighter Cab Light
- Unit Measures 9 1/8" x 2 5/8" x 4 5/8"
- Operates On O-27 Curvest



Husky Stack



Canadian National - Husky Stack Car
20-95098 \$64.95



Mass Central - Husky Stack Car
20-95099 \$64.95



American President Lines - Husky Stack Car
20-95097 \$64.95

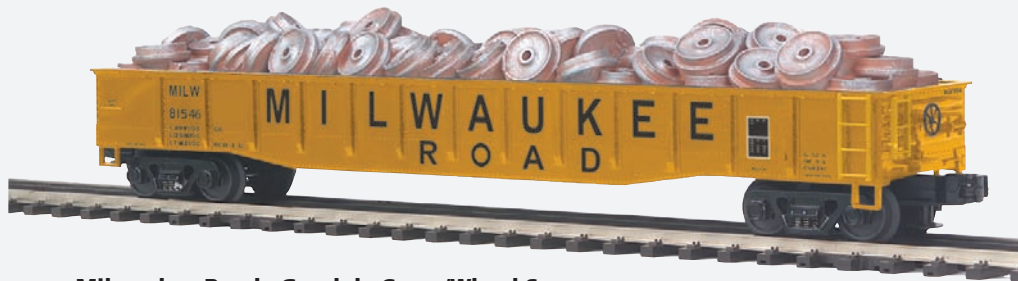
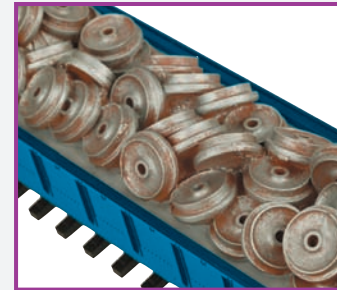


Pacer Stacktrain - Husky Stack Car
20-95100 \$64.95

Features

- O Scale Kadee® Compatible Coupler Mounting Pads
- (2) 48' Detailed Containers
- Unit Measures: 1834x2916x5916
- Operates On O-54 Curves

Gondola with Wheel Scrap Load



Milwaukee Road - Gondola Car w/Wheel Scrap Load
20-98827 \$49.95



Grand Trunk Western - Gondola Car w/Wheel Scrap Load
20-98826 \$49.95



Burlington Northern - Gondola Car w/Wheel Scrap Load
20-98825 \$49.95

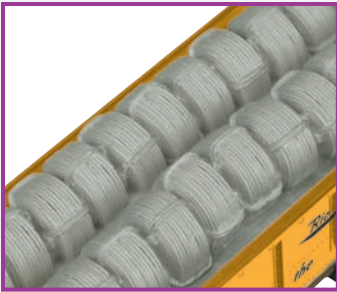


Monon - Gondola Car w/Wheel Scrap Load
20-98828 \$49.95

Features

- Detailed Removeable Wheel Scrap Load
- Compatible with Kato's Conquest and Kato's Murtiga
- Unit Measures: 1458x258x315/16"
- Operates On O-31 Curves

Gondola with Coiled Wire Load



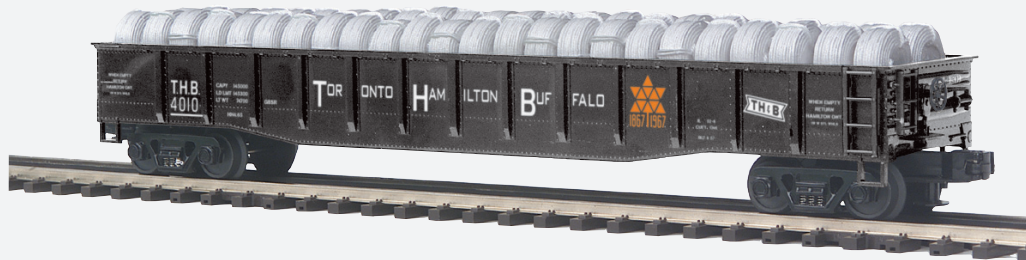
Denver & Rio Grande Western - Gondola Car w/Coiled Wire Load
20-98813 \$49.95



Pennsylvania - Gondola Car w/Coiled Wire Load
20-98814 \$49.95



Soo Line - Gondola Car w/Coiled Wire Load
20-98815 \$49.95



Toronto Hamilton & Buffalo - Gondola Car w/Coiled Wire Load
20-98816 \$49.95

Features

- Removeable Detailed Coil Wire Load
- Unit Measures: 1458x258x315/16"
- Operates On O-31 Curves

Flat Car with Load

High quality Die-Cast
Metal Tractor Loads



Caterpillar - Flat Car w/CAT Load
20-98795 \$95.95



Caterpillar - Flat Car w/CAT Load
20-98796 \$95.95



New Haven - Flat Car w/Die-Cast Bus
20-98829 \$79.95



Southern - Flat Car w/Die-Cast Bus
20-98830 \$79.95



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Features

- (1) Die-Cast Vehicle Load
- Unit Measures: 1458x234x111/16
- Operates On O-31 Curves



Milwaukee Road - Flat Car w/Die-Cast Bus
20-98831 \$79.95



Santa Fe - Flat Car w/Die-Cast Bus
20-98832 \$79.95

Flat Car with (2) PUP Trailers



Pennsylvania - Flat Car w/(2) PUP Trailers
20-98817 \$64.95



Santa Fe - Flat Car w/(2) PUP Trailers
20-98818 \$64.95



SOO Line - Flat Car w/(2) PUP Trailers
20-98819 \$64.95



Wabash - Flat Car w/(2) PUP Trailers
20-98820 \$64.95



Features

- (2) 20' Trailers
- On the flat car
- Unit Measures: 14 1/2" x 2 1/2" x 4 1/2"
- Operates On O-54 Curves

Flat Car with 40' Trailer



Southern - Flat Car with 40' Trailer
20-98824 \$59.95



CP Rail - Flat Car with 40' Trailer
20-98822 \$59.95



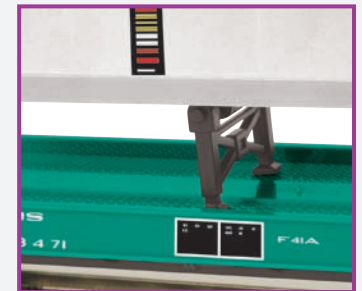
Chessie - Flat Car with 40' Trailer
20-98821 \$59.95



Penn Central - Flat Car with 40' Trailer
20-98823 \$59.95

Features

- (1) 40' Trailer
- On a Kate® Composite Body
- Unit Measures: 14 1/2" x 2 1/2" x 4 1/2"
- Operates On O-31 Curves



Corrugated Auto Carrier



CSX - Corrugated Auto Carrier
20-98798 \$64.95



Milwaukee Road - Corrugated Auto Carrier
20-98799 \$64.95



Conrail - Corrugated Auto Carrier
20-98797 \$64.95



TTX - Corrugated Auto Carrier
20-98800 \$64.95



Features

- Constructed from galvanized steel
- Unit Measures 20'6" x 258" x 5'11/16"
- Operates On O-54 Curves

N-6b Caboose



Pennsylvania - N-6b Caboose
20-91359 \$59.95



Clinchfield - N-6b Caboose
20-91357 \$59.95



Pittsburgh & West Virginia - N-6b Caboose
20-91360 \$59.95



Denver Rio Grande - N-6b Caboose
20-91358 \$59.95

Features

- O Scale Kadee® Compatible Coupler Mounting Pads
- Caboose Interiors With Overhead Lighting
- Brakeman Figure
- Unit Measures .9" x 2.78" x 4 1/16"
- Operates On O-31 Curves



Center Cupola Steel Caboose



Baltimore & Ohio - Steel Caboose - Center Cupola
20-91353 \$59.95



Long Island - Steel Caboose - Center Cupola
20-91356 \$59.95



Jersey Central - Steel Caboose - Center Cupola
20-91355 \$59.95



Chessie - Steel Caboose - Center Cupola
20-91354 \$59.95



Features

- Brakeman Figure
- Compatible with other Premier Rolling Stock
- Unit Measures 9 1/8" x 27 1/16" x 33 3/4"
- Operates On O-31 Curves

6-Car Freight Sets

6-Car 2-Bay Offset Hopper Set

Each Car
Individually
Numbered



Pittsburgh & West Virginia - 6-Car 2-Bay Offset Hopper Car Set

20-90616 \$279.95
20-90617 \$279.95



Western Maryland - 6-Car 2-Bay Offset Hopper Car Set

20-90618 \$279.95
20-90619 \$279.95



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

20-90614 \$279.95
20-90615 \$279.95



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

20-90612 \$279.95
20-90613 \$279.95

6-Car Corrugated Auto Carrier Set



CSX - 6-Car Corrugated Auto Carrier Set

20-90601 \$349.95



Conrail - 6-Car Corrugated Auto Carrier Set

20-90600 \$349.95



Milwaukee Road - 6-Car Corrugated Auto Carrier Set

20-90602 \$349.95



TTX - 6-Car Corrugated Auto Carrier Set

20-90603 \$349.95

Features

- Offset Hopper Operates On O-31 Track
- Auto Carrier Cars Operate On O-54 Track
- 1:48 Scale Dimensions

6-Car 34' Composite Hopper Set



Union Pacific - 6-Car 34' Composite Hopper Car Set
20-90626 \$279.95



Union Pacific - 6-Car 34' Composite Hopper Car Set
20-90627 \$279.95



Pennsylvania - 6-Car 34' Composite Hopper Car Set
20-90622 \$279.95



Pennsylvania - 6-Car 34' Composite Hopper Car Set
20-90623 \$279.95



Southern - 6-Car 34' Composite Hopper Car Set
20-90624 \$279.95

Southern - 6-Car 34' Composite Hopper Car Set
20-90625 \$279.95



Clinchfield - 6-Car 34' Composite Hopper Car Set
20-90621 \$279.95



Clinchfield - 6-Car 34' Composite Hopper Car Set
20-90620 \$279.95



Denver Rio Grande - 6-Car 2-Bay Centerflow Hopper Set
20-90604 \$279.95
20-90605 \$279.95



Lehigh Cement Company - 6-Car 2-Bay Centerflow Hopper Set
20-90606 \$279.95
20-90607 \$279.95



Maryland Midland - 6-Car 2-Bay Centerflow Hopper Set
20-90608 \$279.95
20-90609 \$279.95



Norfolk Southern - 6-Car 2-Bay Centerflow Hopper Set
20-90610 \$279.95
20-90611 \$279.95

6-Car 2-Bay Centerflow Hopper Set

Passenger Cars

Scale Bi-Level Passenger Cars



Rock Island - 4-Car Scale Bi-Level Passenger Set
20-65191 \$369.95



Chicago Northwestern - 2-Car Scale Bi-Level Passenger Set
20-66190 \$199.95



Rock Island - 2-Car Scale Bi-Level Passenger Set
20-66191 \$199.95



Chicago Northwestern - 4-Car Scale Bi-Level Passenger Set
20-65190 \$369.95



Amtrak - 2-Car Scale Bi-Level Passenger Set
20-66189 \$199.95



Metra - 2-Car Scale Bi-Level Passenger Set
20-66192 \$199.95



Amtrak - 4-Car Scale Bi-Level Passenger Set
20-65189 \$369.95



Metra - 4-Car Scale Bi-Level Passenger Set
20-65192 \$369.95

Features

- 4 Car Set features 80 seats, 100 sq ft of floor area, 100 sq ft of overhead storage
- Unit Measures: 76" x 2 1/2" x 4 1/8"
- Operates On O-42 Curves

Streamlined Passenger Cars



Pennsylvania - 5-Car 70' ABS Passenger Set (Smooth)

20-65184 \$429.95



Pennsylvania - 2-Car 70' ABS Slpr/Diner Passenger Set (Smooth)

20-66184 \$179.95



Pennsylvania - 2-Car 70' ABS Baggage/Coach Passenger Set (Smooth)

20-69184 \$179.95



Pennsylvania - 70' ABS Full Length Vista Dome Passenger Car (Smooth)

20-67184 \$99.95



Pennsylvania - 70' ABS RPO Passenger Car (Smooth)

20-68184 \$99.95



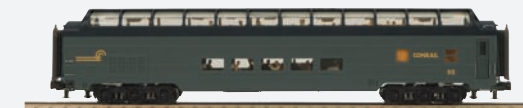
Conrail - 5-Car 70' ABS Passenger Set (Smooth)

20-65183 \$429.95



Conrail - 2-Car 70' ABS Baggage/Coach Passenger Set (Smooth)

20-69183 \$179.95



Conrail - 70' ABS Full Length Vista Dome Passenger Car (Smooth)

20-67183 \$99.95



New York Central - 5-Car 70' ABS Passenger Set (Ribbed)

20-65182 \$429.95



New York Central - 2-Car 70' ABS Slpr/Diner Passenger Set (Ribbed)

20-66182 \$179.95



Conrail - 70' ABS RPO Passenger Car (Smooth)

20-68183 \$99.95



Conrail - 2-Car 70' ABS Slpr/Diner Passenger Set (Smooth)

20-66183 \$179.95



New York Central - 70' ABS Full Length Vista Dome Passenger Car (Ribbed)

20-67182 \$99.95



New York Central - 2-Car 70' ABS Baggage/Coach Passenger Set (Ribbed)

20-69182 \$179.95



New York Central - 5-Car 70' ABS Passenger Set (Ribbed)

20-68182 \$99.9

Features

- 5-Car Sets Feature (1) Baggage, (3) Coaches, (1) Observation
- Unit Measures: 95" x 2 7/16" x 3 1/2"
- Operates On O-42 Curves

Passenger Cars



Union Pacific - 5-Car 70' ABS Passenger Set (Smooth)

20-65186 \$429.95



Union Pacific - 2-Car 70' ABS Slpr/Diner Passenger Set (Smooth)

20-66186 \$179.95



Union Pacific - 70' ABS RPO Passenger Car (Smooth)

20-68186 \$99.95



Union Pacific - 2-Car 70' ABS Baggage/Coach Set (Smooth)

20-69186 \$179.95



Union Pacific - 70' ABS Full Length Vista Dome Passenger Car (Smooth)

20-67186 \$99.95

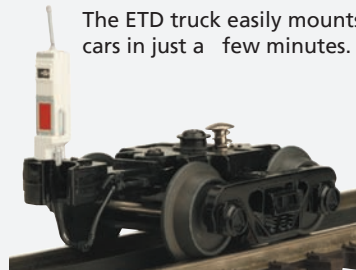
O-Gauge or 2-Rail O Scale Couplers & Trucks

End-Of-Train-Device Roller Bearing Freight Truck

This long requested accessory can convert any M.T.H. Premier Line freight car to an end-of-train car in just minutes.

The all die-cast sprung roller bearing truck includes a center-rail pickup roller that powers a bright flashing LED, reproducing the end-of-train effect found on modern freight drags.

The ETD truck easily mounts to your existing freight cars in just a few minutes.



Features:

- Die-Cast Construction
- Fully Assembled
- Self-Powered Strobe Light
- Mounts To Any M.T.H. Freight Car
- Unit Measures: 1" High

White End-of-Train-Device Roller Bearing Freight Truck

20-89013 \$24.95

Yellow End-of-Train-Device Roller Bearing Freight Truck

20-89010 \$24.95

Locomotive Scale Coupler Kits:



No. 804 Kadee Coupler & Draft Gear Box Set

20-89018a \$3.90

No. 805 Kadee Coupler & Draft Gear Box Set

20-89019 \$3.90



Wireless Drawbar Set

20-89011 \$29.95

Conversion Wheel Kits

Ps2 Proto-Scale 3-2™ 4-Wheel Truck Scale Wheel Set Kit

20-89005 \$39.95

Ps2 Proto-Scale 3-2™ 6-Wheel Truck Scale Wheel Set Kit

20-89006 \$59.95

Ps2 Proto-Scale 3-2™ 4-Wheel Truck Hi-Rail Wheel Set Kit

20-89008 \$39.95

Ps2 Proto-Scale 3-2™ 6-Wheel Truck Hi-Rail Wheel Set Kit

20-89009 \$59.95

3-Rail

Railking 3-Rail Bettendorf Freight Car Two Truck Pack

30-89001 \$14.99

Railking 3-Rail Roller Bearing Freight Car Two Truck Pack

30-89002 \$14.99



Premier 2-Rail

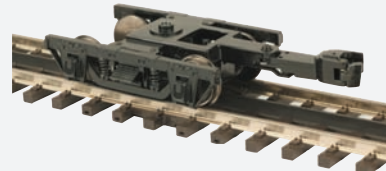
2-Rail Lightweight Passenger Car Two Truck Pack*

20-89007 \$24.95



2-Rail 64' Woodsided Passenger Car Two Truck Pack*

20-89012 \$24.95



2-Rail Bettendorf Freight Car Two Truck Pack

20-89001 \$17.95



2-Rail CA-1 Caboose 2-Truck Pack

20-89017 \$17.99



Premier 3-Rail Bettendorf Freight Car Two Truck Pack

20-89003 \$14.99

Premier 3-Rail Roller Bearing Freight Car Two Truck Pack

20-89004 \$14.99



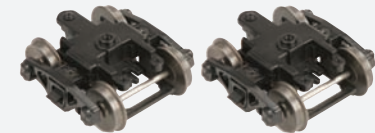
2-Rail Heavyweight Passenger Car Two Truck Pack*

20-89014 \$24.95



2-Rail Bettendorf Caboose Truck Pack*

20-89015 \$17.95



2-Rail Roller Bearing Caboose 2-Truck Pack*

20-89016 \$17.95



2-Rail Roller Bearing Freight Car Two Truck Pack

20-89002 \$17.99



*Includes Removable 3-Rail Couplers

POWER UP

with the Best Transformers in O Gauge



100 Watts

Z-1000™ AC Transformer
40-1000 \$ 99.95
With 14 Volt Accessory Port

Whether you operate with conventional AC power or the M.T.H. Digital Command System (DCS), our UL-approved transformers offer the best way to power your layout. Choose the 100-watt Z-1000™ for a small- to medium-sized layout, or step up to the 400-watt, feature-laden Z-4000®, the most powerful UL-approved transformer in the hobby. All M.T.H. transformers offer

- Incredibly smooth, wide range throttle for precise speed control
- Bell and whistle/horn buttons that work with all makes of locomotives
- Fast-acting circuit breakers to protect your equipment
- Continuous useable wave power output compatible with all AC-powered engines

RealTrax Wire Harness
40-1015 \$4.99



WHY THE OR LISTING?

To protect our customers and their trains, M.T.H. Electric Trains is committed to manufacturing safe, UL or CSA approved transformers and power supplies. By subjecting our transformers to the strenuous tests and requirements of Underwriters Laboratories and/or CSA, M.T.H. helps ensure that our products meet the same requirements as other consumer electronics sold today. When choosing a new transformer, model railroaders should only look for those that have received a UL or CSA listing.



Z-DC300 30 Watt DC Transformer

40-300 \$ 79.95
Featuring 30 watts of DC power and a 16 volt AC accessory port, the CSA approved DC-300 will comfortably run up to five HO locomotives.

- Controller LED On Light
- Overload Light
- Power On Switch
- Momentum Control
- Brake Control
- Direction Control
- Built-In Circuit Breaker Protection
- 30 Watt DC Power Supply w/16v AC Accessory Output Jacks

Z-500™ AC Transformer
40-500 \$ 59.95

Designed for smaller layouts, the Z-500 offers the same control features as the Z-1000 but with less power.



100-Watt Accessory AC Power Supply
40-1000a \$79.95



- Ideal for powering accessories, or for DCS users who don't need a conventional transformer
- TIU/Barrel Jack adapter available separately for easy connection to DCS Track Interface Unit (TIU)
- 18-volt track power output
- 14-volt accessory output

Z-DC1 Transformer
40-200 \$ 19.95

A perfect small DC power supply to power up accessory lights, the ZDC1 includes a smooth-feeling power knob atop its UL approved enclosure.

- U.L. Approved
- 20 Watts DC Max Power Output
- Smooth Operating Throttle Knob
- Built-In Circuit Breaker Protection



RailKing Controller Set
40-750C \$ 49.95

Includes Z-500/Z-750 transformer controller, RealTrax lock-on (40-1003), RealTrax wire harness (40-1015)

400 Watts! The Most Powerful Listed Transformer!

Learn More About It

The instruction manual for every M.T.H. transformer is available at www.mthtrains.com. Just look up the transformer in our Product Search feature.



Overload indicator

Smooth-operating, wide-range **dual throttles**

Dual ammeters

show how much current each throttle is using and warn of potential overloads

Bell and whistle-horn buttons compatible with all AC engines

Programming button for original Proto-Sound and QSI® AC sound systems

UL Approved, patented design for continuous and safe maximum allowable power output at a sustained 18 volts RMS at 10 amps.

Internal cooling fan

Direction button for each channel

On-off switch with Accidental Startup Protection: If throttles are not in Off position when Z-4000 is turned on, no power will be applied to the track.

Smooth-operating, wide-range **dual throttles**

Power-on indicator

Dual digital voltmeters show how much power you're putting on the track

Rear Panel Outputs



0~22 Volts Track Power (10 AMP)

10-Volt Accessory Power (3 AMP)

14-Volt Accessory Power (3 AMP)

0~22 Volts Track Power (10 AMP)

Accepts bare wires, spade lugs, or banana plugs (recommended) for easy connections

Z-4000® Transformer
40-4000 \$ 439.95

Two AC throttles, each with its own complete set of controls, plus 10-volt and 14-volt AC accessory outputs

ScaleTrax™

Three-Rail Trains Look—and Run—Better on ScaleTrax



It's not about the track. Railroading is about huge machinery that makes the ground shake when it goes by. In model railroading, the track is just a stage setting that should make your trains look more real and more massive -- and no three-rail track does that better than ScaleTrax, the lowest-profile, best-running 3-rail O gauge track system.

Compare our track with 3-rail track systems from Atlas O and Ross Custom Switches, and check out the advantages of ScaleTrax

Track Features

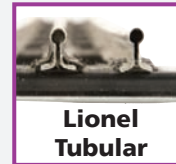
- Solid, rust-proof nickel silver rails
- Durable ABS ties for years of use
- Easy, snap-together assembly
- Built-in electrical connections eliminate need for rail joiners or track pins
- Built-in Lockon receptacle in every track section
- Non-derailing switches
- Snap-in, reversible switch motors work on either side of track
- Compatible with virtually all three-rail locomotives and cars

Learn more about it: Download our new 16-page ScaleTrax brochure. Click the ScaleTrax logo at the bottom of our home page, www.mthtrains.com



More Realism

Prototypically scaled, lower profile rail and ties make your locomotives and rolling stock look more massive on ScaleTrax.



Lionel Tubular



Gargraves



Atlas



ScaleTrax

Lower Cost

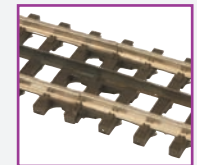
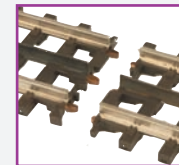
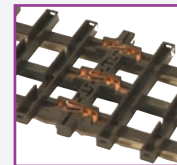
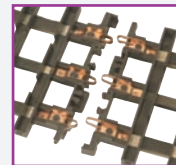
ScaleTrax track and switches are more affordable than comparable Atlas and Ross products.

Smaller Third Rail

The thinnest, lowest-profile center rail of any major track brand gives ScaleTrax a more realistic look.

Better Electrical Contact

Concealed, large, spring-loaded contacts deliver more secure electrical connections between track sections.



Smoother Switches

Thanks to our ramped and beveled frog and lower profile rail, ScaleTrax offers the smoothest-rolling switches in O gauge.



Easier-To-Use Flex Track

Low-profile rail and ties make ScaleTrax flex easier to bend than other brands.



**The O gauge layout that grows!
Build Roosevelt Junction in four phases.**

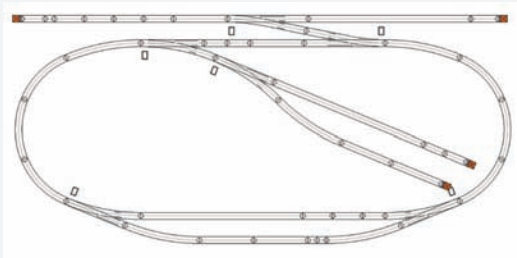
Roosevelt Junction

Roosevelt Junction starts small at just 4 ft. by 8 ft., but can grow in four phases to reach an awesome 8 ft. by 16 ft. railroading empire. Each 4 ft. by 8 ft. phase adds new operating possibilities. As you grown in the O Gauge railroading hobby, your layout can grow with you.

ScaleTrax Pieces

Roosevelt Junction - Phase 1

Roosevelt Junction begins as a small railroad with lots of fun. Sidings on both sides of the mainline allow for interesting switching operations between an engine yard and freights sidings. The mainline allows for continuous running when you want to sit back and watch the trains. The passing siding is long enough to accomidate most starter set trains, allowing two trains to pass each other.



Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$ 3.99	6	\$23.94
45-1002	O-31 curve	\$ 3.99	6	\$23.94
45-1010	O-72 curve	\$ 4.99	5	\$24.95
45-1011	1.75 inch straight	\$ 2.49	3	\$7.47
45-1012	4.25 inch straight	\$ 3.50	6	\$21.00
45-1013	5 inch straight	\$ 3.50	1	\$3.50
45-1014	5.5 inch straight	\$ 3.50	6	\$21.00
45-1019	30 inch straight	\$ 10.99	3	\$32.97
45-1020	O-72 RH switch	\$ 49.95	3	\$149.85
45-1021	O-72 LH switch	\$ 49.95	1	\$49.95
45-1025	bumper	\$ 15.95	4	\$63.80
45-1033	lock-on	\$ 3.99	6	\$23.94
45-1051	#4 RH switch	\$ 59.95	2	\$119.90

45-1101

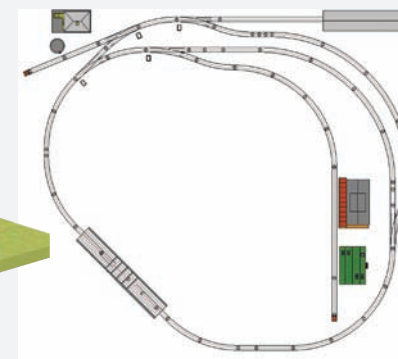
PACKAGE TOTAL: \$559.95

Dave Hikel

Scale Trax™ Layout Packages

Don't have the time or inclination to design your own layout? Check out ScaleTrax layout packages, featuring track plans designed by Dave Hikel, renowned West Coast custom layout builder. Each package includes all the track and switches needed to build a complete layout. For details and track plans, click the ScaleTrax logo at the bottom of the M.T.H. home page, www.mthtrains.com. Order the ScaleTrax components from any M.T.H. Authorized Retailer and M.T.H. will drop ship your order directly from Maryland. If you prefer to design your own plan, use RR Track layout design software and take your design to any M.T.H. Authorized Retailer and we will drop ship the order for them.

8x9 Spare Room and Pacific RR



ScaleTrax™ Pieces

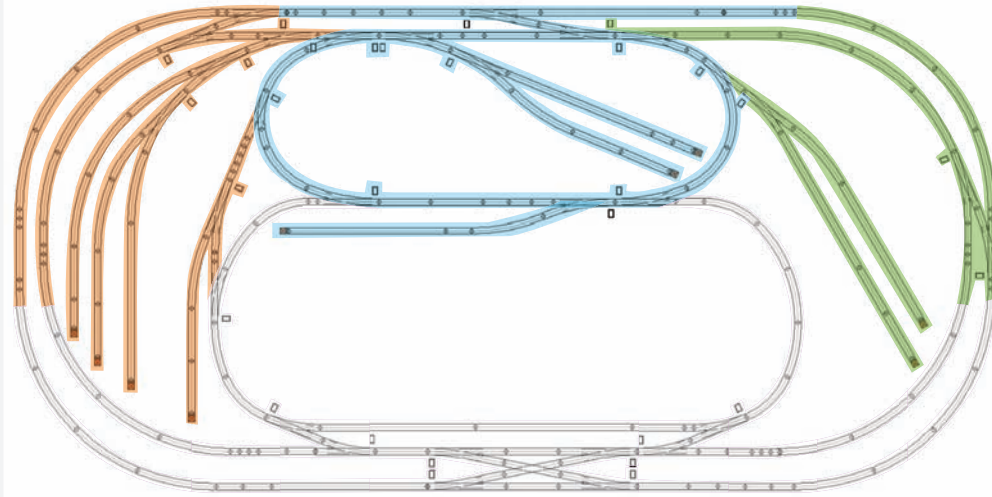
45-1105

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$ 3.99	9	\$35.91
45-1002	O-31 curve	\$ 3.99	0	\$0.00
45-1003	O-31 LH switch	\$ 49.95	0	\$0.00
45-1004	O-31 RH switch	\$ 49.95	0	\$0.00
45-1005	90 deg crossing	\$ 19.95	0	\$0.00
45-1006	45 deg crossing	\$ 19.95	0	\$0.00
45-1007	O-54 curve	\$ 3.99	19	\$75.81
45-1008	O-54 LH switch	\$ 49.95	1	\$49.95
45-1009	O-54 RH switch	\$ 49.95	3	\$149.85
45-1010	O-72 curve	\$ 4.99	7	\$34.93
45-1011	1.75 inch straight	\$ 2.49	5	\$12.45
45-1012	4.25 inch straight	\$ 3.50	3	\$10.50
45-1013	5 inch straight	\$ 3.50	2	\$7.00
45-1014	5.5 inch straight	\$ 3.50	2	\$7.00
45-1015	22.5 deg crossing	\$ 19.95	0	\$0.00
45-1019	30 inch straight	\$ 10.99	2	\$21.98
45-1020	O-72 RH switch	\$ 49.95	1	\$49.95
45-1021	O-72 LH switch	\$ 49.95	0	\$0.00
45-1025	bumper	\$ 15.95	2	\$31.90
45-1033	lock-on	\$ 3.99	8	\$31.92
45-1034	O-80 curve	\$ 5.99	1	\$5.99
45-1035	15" uncoupling section	\$ 19.95	0	\$0.00
45-1049	30 inch flex	\$ 9.95	0	\$0.00
45-1050	#4 LH switch	\$ 59.95	0	\$0.00
45-1051	#4 RH switch	\$ 59.95	0	\$0.00
45-1052	#6 LH switch	\$ 69.95	0	\$0.00
45-1053	#6 RH switch	\$ 69.95	0	\$0.00

45-1105

PACKAGE TOTAL: \$519.95

Roosevelt Junction



Roosevelt Junction - Phase 2

The second phase of Roosevelt junction adds numerous operating possibilities. The mainline doubles in length, yard capacity nearly triples, and a reversing wye allows entire trains to change direction.

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$ 3.99	3	\$11.97
45-1002	O-31 curve	\$ 3.99	3	\$11.97
45-1003	O-31 LH switch	\$ 49.95	1	\$49.95
45-1007	O-54 curve	\$ 3.99	3	\$11.97
45-1009	O-54 RH switch	\$ 49.95	1	\$49.95
45-1010	O-72 curve	\$ 4.99	11	\$54.89
45-1011	1.75 inch straight	\$ 2.49	11	\$27.39
45-1012	4.25 inch straight	\$ 3.50	2	\$7.00
45-1013	5 inch straight	\$ 3.50	3	\$10.50
45-1019	30 inch straight	\$ 10.99	2	\$21.98
45-1020	O-72 RH switch	\$ 49.95	6	\$299.70
45-1021	O-72 LH switch	\$ 49.95	2	\$99.90
45-1025	Bumper	\$ 15.95	4	\$63.80
45-1033	Lock-on	\$ 3.99	7	\$27.93
45-1034	O-80 curve	\$ 5.99	1	\$5.99

45-1102 PACKAGE TOTAL: \$749.95

Roosevelt Junction - Phase 3

The third phase of Roosevelt junction adds still more operating possibilities. The mainline again doubles in length and a long two-track spur is added making a perfect location for engine sheds or dead-end sidings.

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$ 3.99	6	\$23.94
45-1002	O-31 curve	\$ 3.99	2	\$7.98
45-1004	O-31 RH switch	\$ 49.95	1	\$49.95
45-1007	O-54 curve	\$ 3.99	2	\$7.98
45-1009	O-54 RH switch	\$ 49.95	1	\$49.95
45-1010	O-72 curve	\$ 4.99	5	\$24.95
45-1011	1.75 inch straight	\$ 2.49	5	\$12.45
45-1012	4.25 inch straight	\$ 3.50	1	\$3.50
45-1014	5.5 inch straight	\$ 3.50	1	\$3.50
45-1019	30 inch straight	\$ 10.99	2	\$21.98
45-1020	O-72 RH switch	\$ 49.95	2	\$99.90
45-1021	O-72 LH switch	\$ 49.95	1	\$49.95
45-1025	Bumper	\$ 15.95	1	\$15.95
45-1033	Lock-on	\$ 3.99	3	\$11.97
45-1034	O-80 curve	\$ 5.99	3	\$17.97

45-1103 PACKAGE TOTAL: \$399.95

Roosevelt Junction - Phase 4

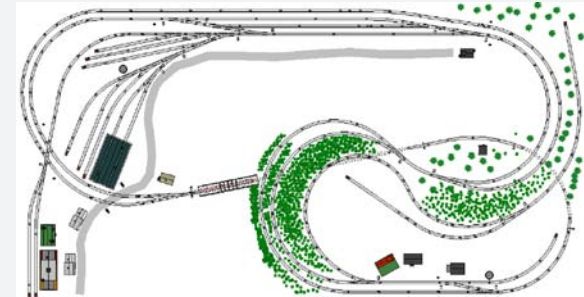
The fourth and final addition to Roosevelt Junction transforms the layout into a hi-rail empire. The layout now sports a double track mainline with minimum O-72 curves as well as an interior O-31 loop allowing independent operations of three trains. Carefully located crossovers permit east access from either O-72 mainline into the yards. Three yard spurs connect to the mains with O-72 or larger curves so that even the largest articulated locomotives will feel right at home in Roosevelt Junction.

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$ 3.99	5	\$19.95
45-1007	O-54 curve	\$ 3.99	1	\$3.99
45-1008	O-54 LH switch	\$ 49.95	2	\$99.90
45-1009	O-54 RH switch	\$ 49.95	2	\$99.90
45-1010	O-72 curve	\$ 4.99	10	\$49.90
45-1011	1.75 inch straight	\$ 2.49	8	\$19.92
45-1013	5 inch straight	\$ 3.50	3	\$10.50
45-1014	5.5 inch straight	\$ 3.50	5	\$17.50
45-1015	22.5 deg crossing	\$ 19.95	1	\$19.95
45-1019	30 inch straight	\$ 10.99	2	\$21.98
45-1033	lock-on	\$ 3.99	5	\$19.95
45-1034	O-80 curve	\$ 5.99	4	\$23.96
45-1050	#4 LH switch	\$ 59.95	2	\$119.90
45-1051	#4 RH switch	\$ 59.95	2	\$119.90

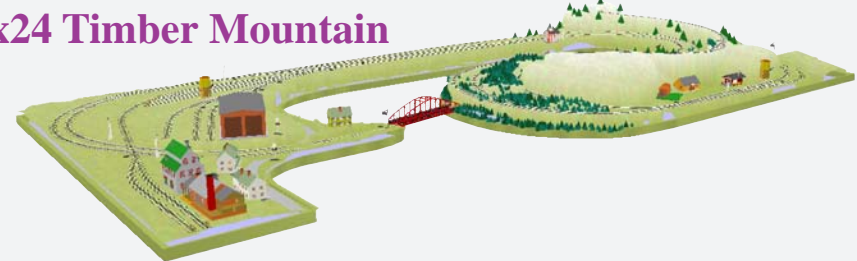
45-1104 PACKAGE TOTAL: \$749.95



6x10 Main Street



12x24 Timber Mountain



ScaleTrax™ Pieces 45-1107

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$ 3.99	10	\$39.90
45-1002	O-31 curve	\$ 3.99	0	\$0.00
45-1003	O-31 LH switch	\$ 49.95	0	\$0.00
45-1004	O-31 RH switch	\$ 49.95	0	\$0.00
45-1005	90 deg crossing	\$ 19.95	0	\$0.00
45-1006	45 deg crossing	\$ 19.95	0	\$0.00
45-1007	O-54 curve	\$ 3.99	30	\$119.70
45-1008	O-54 LH switch	\$ 49.95	3	\$149.85
45-1009	O-54 RH switch	\$ 49.95	3	\$149.85
45-1010	O-72 curve	\$ 4.99	2	\$9.98
45-1011	1.75 inch straight	\$ 2.49	3	\$7.47
45-1012	4.25 inch straight	\$ 3.50	5	\$17.50
45-1013	5 inch straight	\$ 3.50	2	\$7.00
45-1014	5.5 inch straight	\$ 3.50	0	\$0.00
45-1015	22.5 deg crossing	\$ 19.95	1	\$19.95
45-1019	30 inch straight	\$ 10.99	3	\$32.97
45-1020	O-72 RH switch	\$ 49.95	0	\$0.00
45-1021	O-72 LH switch	\$ 49.95	0	\$0.00
45-1025	Bumper	\$ 15.95	4	\$63.80
45-1033	Lock-on	\$ 3.99	0	\$0.00
45-1034	O-80 curve	\$ 5.99	4	\$23.96
45-1035	15" uncoupling section	\$ 19.95	4	\$79.80
45-1049	30 inch flex	\$ 9.95	0	\$0.00
45-1050	#4 LH switch	\$ 59.95	0	\$0.00
45-1051	#4 RH switch	\$ 59.95	0	\$0.00
45-1052	#6 LH switch	\$ 69.95	0	\$0.00
45-1053	#6 RH switch	\$ 69.95	0	\$0.00

45-1107

PACKAGE TOTAL: \$719.95

ScaleTrax™ Pieces 45-1106

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$ 3.99	14	\$55.86
45-1002	O-31 curve	\$ 3.99	0	\$0.00
45-1003	O-31 LH switch	\$ 49.95	0	\$0.00
45-1004	O-31 RH switch	\$ 49.95	0	\$0.00
45-1005	90 deg crossing	\$ 19.95	0	\$0.00
45-1006	45 deg crossing	\$ 19.95	2	\$39.90
45-1007	O-54 curve	\$ 3.99	10	\$39.90
45-1008	O-54 LH switch	\$ 49.95	0	\$0.00
45-1009	O-54 RH switch	\$ 49.95	0	\$0.00
45-1010	O-72 curve	\$ 4.99	41	\$204.59
45-1011	1.75 inch straight	\$ 2.49	4	\$9.96
45-1012	4.25 inch straight	\$ 3.50	5	\$17.50
45-1013	5 inch straight	\$ 3.50	1	\$3.50
45-1014	5.5 inch straight	\$ 3.50	2	\$7.00
45-1015	22.5 deg crossing	\$ 19.95	0	\$0.00
45-1019	30 inch straight	\$ 10.99	30	\$329.70
45-1020	O-72 RH switch	\$ 49.95	1	\$49.95
45-1021	O-72 LH switch	\$ 49.95	5	\$249.75
45-1025	Bumper	\$ 15.95	11	\$175.45
45-1033	Lock-on	\$ 3.99	30	\$119.70
45-1034	O-80 curve	\$ 5.99	22	\$131.78
45-1035	15" uncoupling section	\$ 19.95	0	\$0.00
45-1049	30 inch flex	\$ 9.95	23	\$228.85
45-1050	#4 LH switch	\$ 59.95	3	\$179.85
45-1051	#4 RH switch	\$ 59.95	5	\$299.75
45-1052	#6 LH switch	\$ 69.95	4	\$279.80
45-1053	#6 RH switch	\$ 69.95	3	\$209.85

45-1106

PACKAGE TOTAL: \$2599.95

ScaleTrax™

It takes **EIGHT O-31 CURVES** to make a circle.
 It takes **TWELVE O-54 CURVES** to make a circle.
 It takes **SIXTEEN O-72 CURVES** to make a circle.
 It takes **SIXTEEN O-80 CURVES** to make a circle.

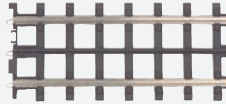
SCALETRAX™

BY M.T.H. ELECTRIC TRAINS

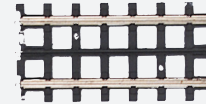
STRAIGHT, FLEX & OPERATING TRACK SECTIONS



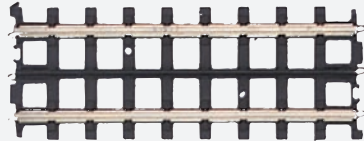
ScaleTrax™ - 1.75" Track Section
 45-1011 \$2.49
ScaleTrax™ - 1.75" Track Section 4-Pack
 45-1011-4 \$9.99



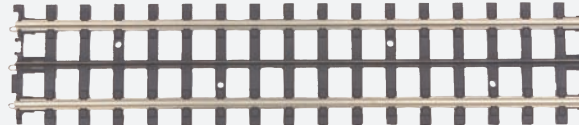
ScaleTrax™ - 5.0" Track Section
 45-1013 \$3.50



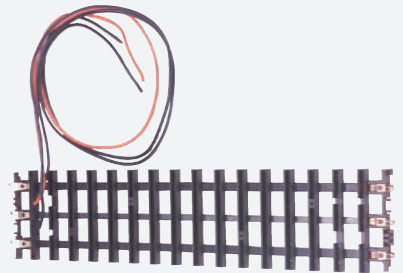
ScaleTrax™ - 4.25" Track Section
 45-1012 \$3.50
ScaleTrax™ - 4.25" Track Section 2-Pack
 45-1012-2 \$7.99



ScaleTrax™ - 5.5" Track Section
 45-1014 \$3.50
ScaleTrax™ - 5.5" Track Section 2-Pack
 45-1014-2 \$7.99



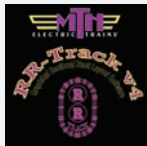
ScaleTrax™ - 10" Straight Track Section
 45-1001 \$3.99



ScaleTrax™ - Lockon (Track Not Included)
 45-1033 \$3.99
 Each FlexTrack Section Requires 1 Lockon



ScaleTrax™ - 30" Track Section
 45-1019 \$10.99



MTH RR Track Layout Software
 45-1100 \$49.95

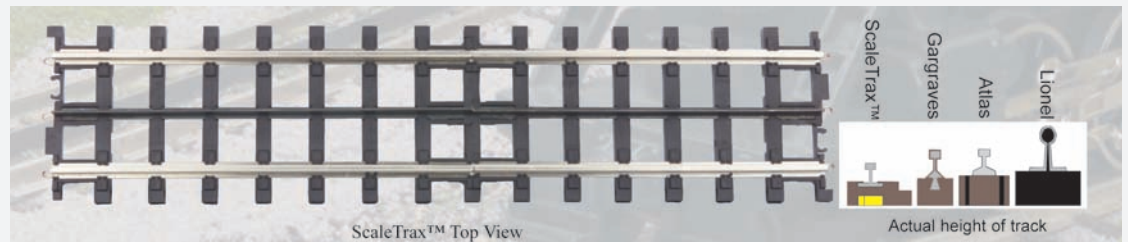


ScaleTrax™ - 30" FlexTrack Section
 45-1049 \$9.95

Lowest Profile, Most Realistic 3-Rail Track in O Gauge!



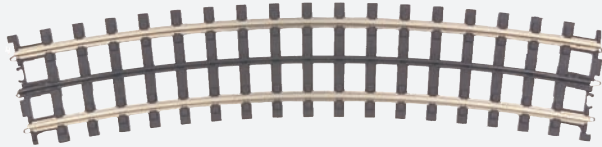
ScaleTrax™ - 15" Operating Track Section
 45-1035 \$19.95



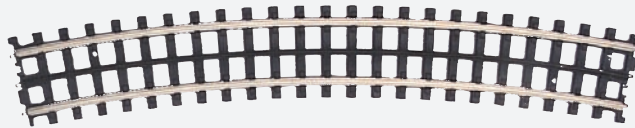
Curved Track Sections



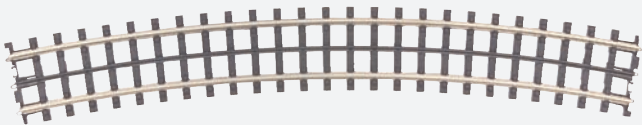
ScaleTrax™ - O-31 Curved Track Section
45-1002 \$3.99



ScaleTrax™ - O-54 Curved Track Section
45-1007 \$3.99



ScaleTrax™ - O-72 Curved Track Section
45-1010 \$4.99

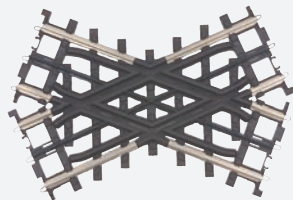


ScaleTrax™ - O-80 Curved Track Section
45-1034 \$5.99

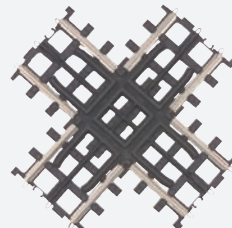
Crossovers



ScaleTrax™ - 22.5 Degree Crossing
45-1015 \$19.95

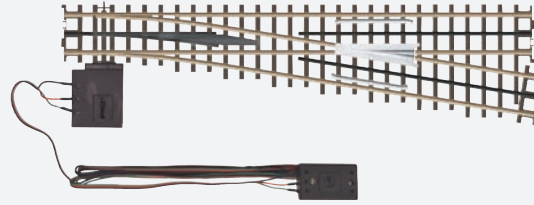


ScaleTrax™ - 45 Degree Crossing
45-1006 \$19.95

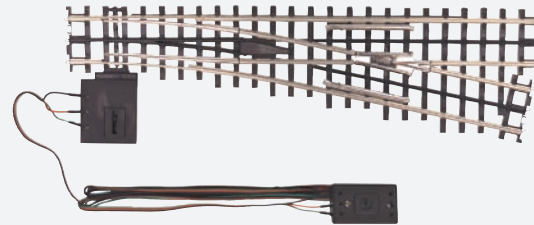


ScaleTrax™ - 90 Degree Crossing
45-1005 \$19.95

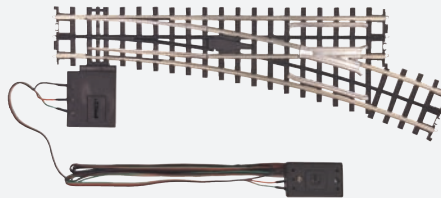
Switches



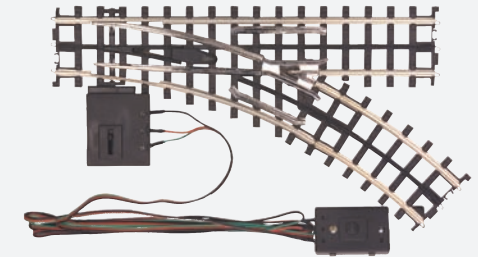
ScaleTrax™ - No. 6 Right Hand Switch
45-1053 \$69.95
ScaleTrax™ - No. 6 Left Hand Switch
45-1052 \$69.95



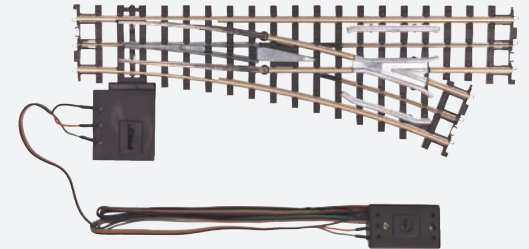
ScaleTrax™ - No. 4 Right Hand Switch
45-1051 \$59.95
ScaleTrax™ - No. 4 Left Hand Switch
45-1050 \$59.95



ScaleTrax™ - O-72 Right Hand Switch
45-1020 \$49.95
ScaleTrax™ - O-72 Left Hand Switch
45-1021 \$49.95



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

Accessories

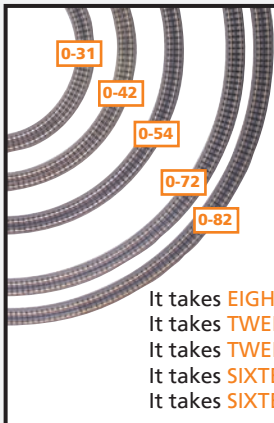


ScaleTrax™ - Bumper
45-1025 \$15.95



ScaleTrax™ - ITAD
45-1028 \$34.95
(used to activate signals and trackside accessories)

RealTrax®: Rugged-Realistic-Reliable



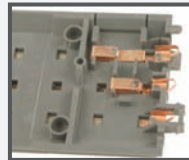
REALTRAX®
BY M.T.H. ELECTRIC TRAINS

It takes **EIGHT O-31 CURVES** to make a circle.
It takes **TWELVE O-42 CURVES** to make a circle.
It takes **TWELVE O-54 CURVES** to make a circle.
It takes **SIXTEEN O-72 CURVES** to make a circle.
It takes **SIXTEEN O-82 CURVES** to make a circle.

At M.T.H. we believe a track system should allow your model railroad empire to grow. The RealTrax system includes 72 different components for maximum expansion capabilities. You'll find bridges, curves of all sizes, elevated and graduated trestles, crossovers, and every straight and curved configuration you'll need to create your own model railroad empire. And every piece of RealTrax is rugged, realistic, and reliable so you can have fun running your trains.

Rugged

Because most toy train empires begin on a carpet or floor, RealTrax is designed to hold up to the rigors of childhood play. Strong snap-together connections make it easy to assemble or change a layout in minutes. And the built-in roadbed helps keep dirt on the floor away from the wheels and gears of your trains.



Realistic

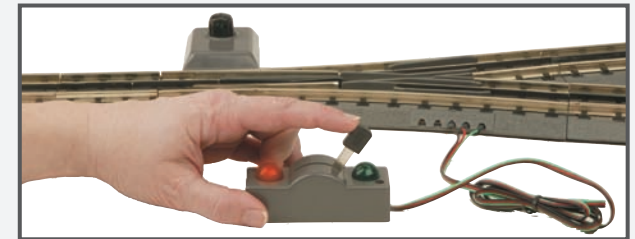
With its realistic cross-ties and ballasted roadbed, RealTrax looks like the mainline track used by heavy freights and high-speed passenger trains. Unlike older O gauge track with a round cross section, RealTrax uses flat-top "T"-rail like a real railroad.

Reliable

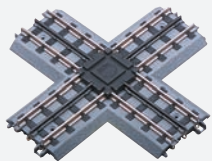
Nickel silver rail ensures that RealTrax will never rust. Spring-loaded phosphor bronze contacts provide superior electrical connections between track sections.

The contacts are spring loaded to maintain a solid connection over time and are highly resistant to corrosion of any kind. Similar materials are used in many electrical connections around your home, such as lamps, battery-operated appliances, and electrical outlets.

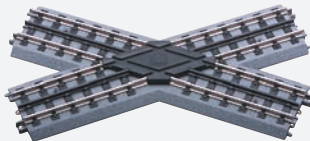
RealTrax switches feature the same durable construction as regular RealTrax sections and utilize long-lasting switch motors that provide precise throws every time. The reversible motor mechanism quickly snaps onto the other side of the switch if space is a problem. No disassembly of the switch is required! Lighted switch controllers allow you to throw a switch remotely from a distance, and lights on the controller indicate which direction the switch is thrown — green for straight and red for curved.



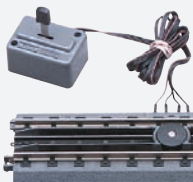
Crossovers & Operating Sections



**RealTrax - 90*
Crossover Track**
40-1006 \$24.99



**RealTrax - 45*
Crossover Track**
40-1007 \$24.99



RealTrax - Operating Track Section
40-1008 \$29.95



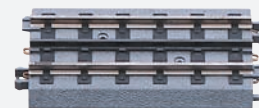
RealTrax - 30" Straight Track Section
40-1019 \$12.99



RealTrax - 10" Ground Track (2 pieces per pack)
40-1068-2 \$8.99
(features removable jumper connecting 2 outer rails)



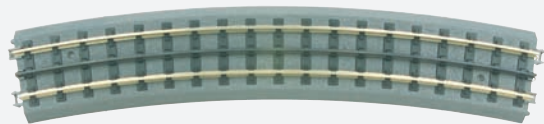
RealTrax - 10" Straight Track Section
40-1001 \$4.49



**RealTrax
5.0" Track Section**
40-1016 \$3.99



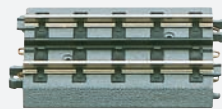
**RealTrax
5.5" Track Section**
40-1012 \$3.99



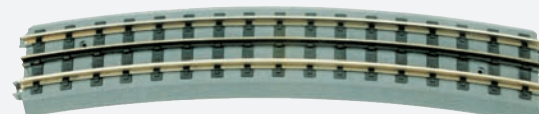
RealTrax- O-82 Curved Track Section
40-1082 \$5.99



RealTrax - 3.5" Track Section
40-1018 \$3.99



RealTrax - 4.25" Track Section
40-1017 \$3.99



RealTrax- O-72 Curved Track Section
40-1010 \$5.99



RealTrax - O-42 Half Curve Track
40-1045 \$4.49



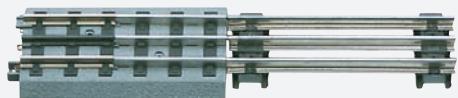
RealTrax - O-54 Half Curve Track
40-1057 \$4.99



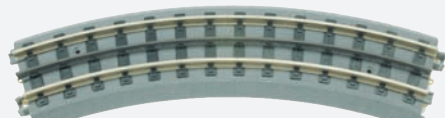
RealTrax - O-31 Half Curve Track
40-1022 \$3.99



RealTrax - O-54 Curved Track Section
40-1054 \$4.99



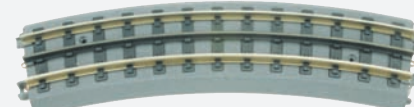
RealTrax - Adapter Track Section
40-1011 \$8.99



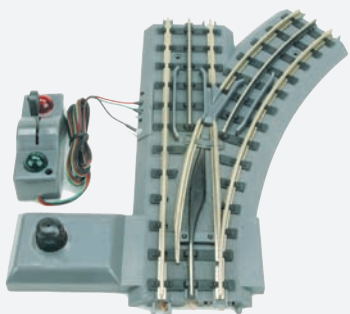
RealTrax - O-31 Curved Track Section
40-1002 \$4.49



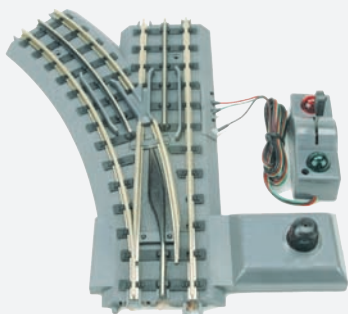
RealTrax - O-72 Half Curved Track Section
40-1049 \$4.99



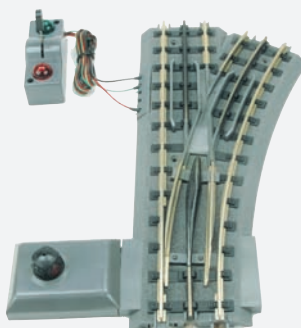
RealTrax - O-42 Curved Track Section
40-1042 \$4.99



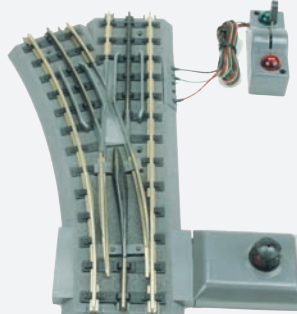
RealTrax - O-31 Switch (RH)
40-1004 \$64.95



RealTrax - O-31 Switch (LH)
40-1005 \$64.95



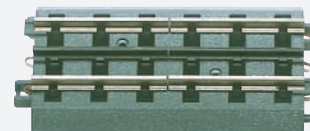
RealTrax - O-42 Switch (LH)
40-1043 \$74.95



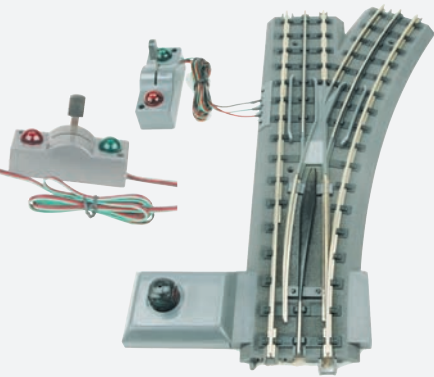
RealTrax - O-42 Switch (RH)
40-1044 \$74.95



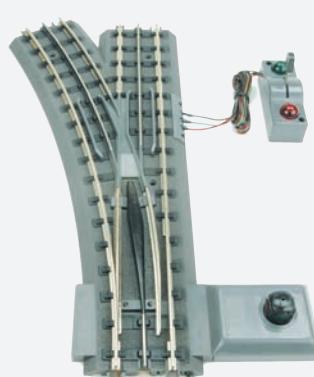
RealTrax - 10" Insulated Straight Track Section Set
40-1029 \$8.99



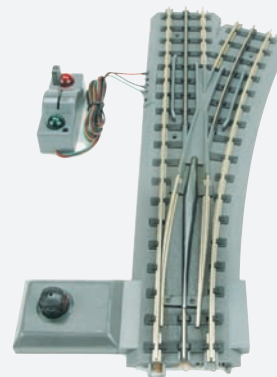
RealTrax- O-72 Wye Switch
40-1068 \$89.95



RealTrax - O-54 Switch (RH)
40-1055 \$79.95



RealTrax - O-54 Switch (LH)
40-1056 \$79.95



RealTrax - O-72 Switch (RH)
40-1020 \$89.95



RealTrax - O-72 Switch (LH)
40-1021 \$89.95



90 Degree 031 Curved Tunnel
40-1072 \$64.95
90 Degree 036 Curved Tunnel
40-1073 \$69.95



20" Single Track Straight Tunnel
40-1074 \$64.95

**Fully Sceniced,
Ready to Use!**



30" Dual Track Straight Tunnel
40-1075 \$69.95

**Track, Train & Trestles
NOT INCLUDED**



Over & Under Tunnel
40-1070 \$59.95

**100 WATT
POWER SUPPLY!**



Power & Track Pack
40-1071 \$149.95



***Bridges now
compatible
with FasTrack™**

O Steel Arch Bridge - Rust
40-1103 \$69.95
O Steel Arch Bridge - Silver
40-1101 \$69.95
O Steel Arch Bridge - Black
40-1105 \$69.95



O Subway Trestle Bridge
40-1048 \$29.95

O Bridge Girder - Rust
40-1104 \$29.95
O Bridge Girder - Silver
40-1102 \$29.95
O Bridge Girder - Black
40-1106 \$29.95



O 2-Track Bridge Girder - Rust
40-1110 \$34.95
O 2-Track Bridge Girder - Silver
40-1108 \$34.95
O 2-Track Bridge Girder - Black
40-1112 \$34.95



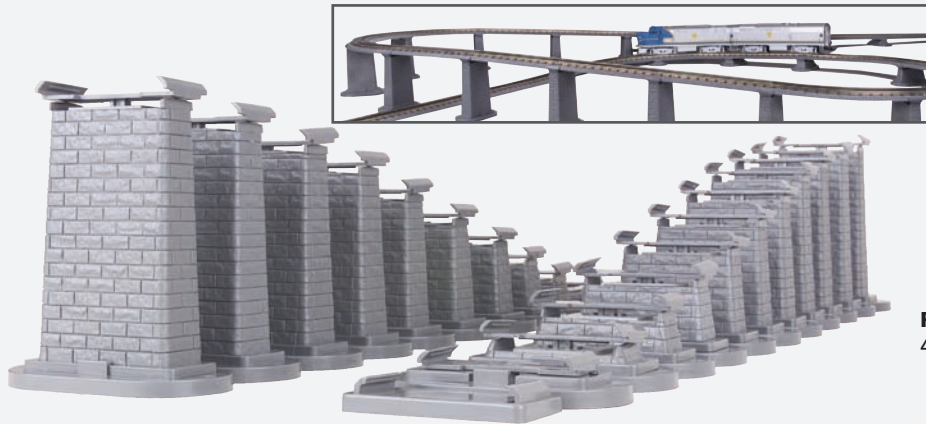
O 2-Track Steel Arch Bridge - Rust
40-1109 \$99.95
O 2-Track Steel Arch Bridge - Silver
40-1107 \$99.95
O 2-Track Steel Arch Bridge - Black
40-1111 \$99.95



Tunnel Portal - Single
40-9014 \$14.95



Tunnel Portal - Double
40-9015 \$19.95

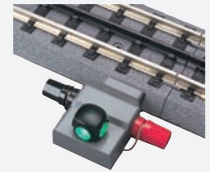


RealTrax - 24-Piece Graduated Trestle System
40-1033 \$49.95



RealTrax - 8-Piece Elevated Trestle System
40-1034 \$29.95

RealTrax - Lighted Lockon
40-1003 \$5.99



RealTrax - Track Activation Device (I.T.A.D.)
40-1028 \$24.95
(Allows passing train to activate signals or trackside accessories)



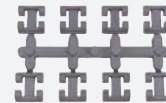
8 Piece Elevated Subway Trestle Set
40-1047 \$29.95



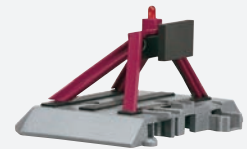
RealTrax - Non-Slip Track Pads (50/pack)
40-1046 \$7.95



RealTrax - Track Cleaning Block
40-1099 \$17.99

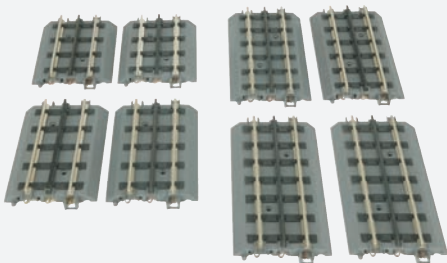


RealTrax - Track Clips (24)
40-1041 \$7.95



RealTrax - Lighted Bumper
40-1024 \$14.95

Layout Builders



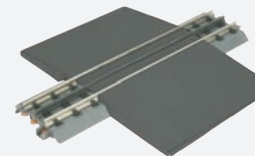
RealTrax - Layout Builder (8 Pcs)
40-1023 \$29.95
(Contains: (2) 3.5" Half Tracks, (2) 4.25" Half Tracks, (2) 5.0" Half Tracks, (2) 5.5" Half)



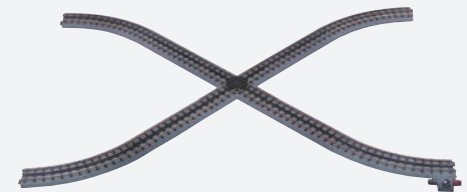
RealTrax - Right Hand Track Siding Layout Builder
40-1027 \$89.95
(Contains (1) Right-Hand O-31 Switch, (4) 10" Straights, (1) O-31 Curve, (1) RealTrax™ Bumper)



RealTrax - Left Hand Track Siding Layout Builder
40-1026 \$89.95
(Contains (1) Left-Hand O-31 Switch, (4) 10" Straights, (1) O-31 Curve, (1) RealTrax Bumper)



RealTrax - Grade Crossing
40-1009 \$9.95



RealTrax - Figure 8 Layout Builder
40-1025 \$59.95
(Contains: (4) O-31 Curves, (4) 10" Straights, (1) Lighted Lockon, (1) 90 Degree Crossover)



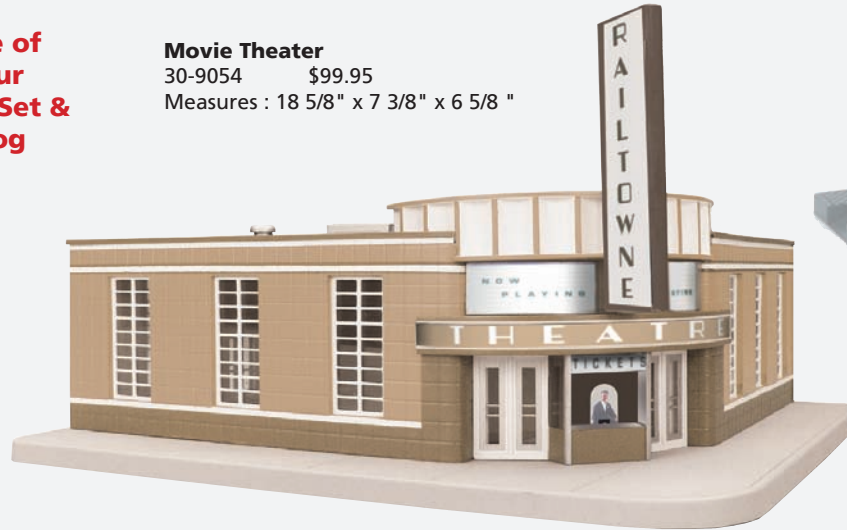
RealTrax O-72 Wye Switch Spur Layout Builder
40-1069 \$149.95

Accessories



See our Full Line of
Accessories in our
2011 R-T-R Train Set &
Accessory Catalog

Movie Theater
30-9054 \$99.95
Measures : 18 5/8" x 7 3/8" x 6 5/8"



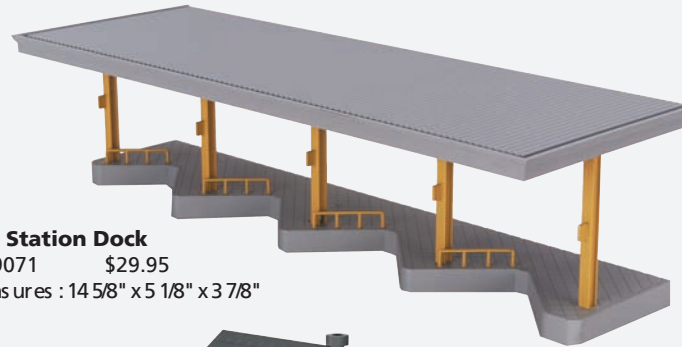
Boris Car Lot - Used Car Dealership
30-90416 \$54.95
Measures 9 3/8" x 9 3/8" x 6 3/8"



**Times Square - 42nd Street
Station - Subway Entrance**
30-90418 \$29.95
Measures : 3 5/8" x 1 3/4" x 2"



Chambers St. - World Trade Center Station - Subway Entrance
30-90417 \$29.95
Measures : 3 5/8" x 1 3/4" x 2"



Bus Station Dock
30-9071 \$29.95
Measures : 14 5/8" x 5 1/8" x 3 7/8"



Tool Shed
30-90100 \$29.95
Measures : 4 1/2" x 5 1/8" x 3 7/16"



Harley-Davidson® - 4-Pack Motorcycle Set
30-11077 \$19.95
Measures : 2" Long x 1" High



Harley-Davidson® - 5-Piece Motorcycle Figure Set #1
30-11076 \$19.95 (Motorcycles Not Included)



#193 Industrial Water Tower
 30-9029 \$54.95
 Measures : 6" x 6" x 14 3/4"



Christmas - #193 Industrial Water Tower
 30-90414 \$54.95
 Measures : 6" x 6" x 14 3/4"



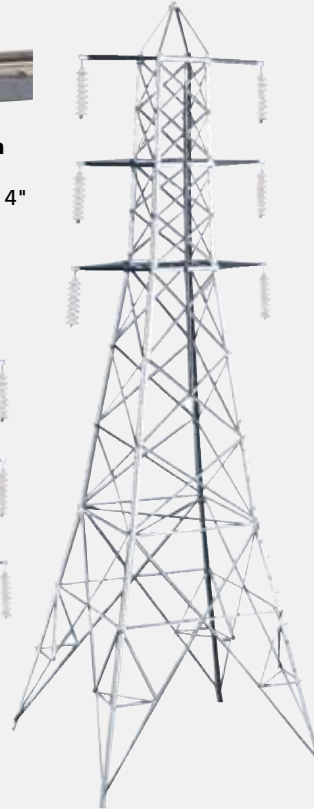
M.T.H. Electric Trains#193 Industrial Water Tower
 30-90415 \$54.95
 Measures : 6" x 6" x 14 3/4"



Elevated Station Platform
 30-90027 \$29.95
 Measures : 13 1/2" x 5 1/2" x 4"



O Scale Floodlight Tower Set (2 Piece)
 30-11039 \$69.95
 Measures : 3" x 1 1/8" x 13 1/2"



Hi-tension Tower Set (3 Piece)
 30-1056 \$59.95
 Measures : 20" x 6 3/8" x 6 3/8"



O-Scale Dwarf Signal
 30-11011 \$24.95
 Measures : 1" x 1 7/8" x 1 3/4"



Esso - Operating Storage Tank

30-9175 \$179.95
Measures : 17 5/16" x 11" x 10"



Mobil - Operating Storage Tank

30-9176 \$179.95
Measures : 17 5/16" x 11" x 10"



Esso - Operating Storage Tank Station

30-9178 \$179.95
Measures : 16 1/8" x 5" x 8 1/8"

Features (Operating Storage Tank)

-When in operation, the roof of the storage tank lowers and raises to indicate that it has been emptied and refilled.

-Can be operated individually or paired with the Operating Storage Tank Station (sold separately) to make a full-service operating yard accessory.

Features (Operating Storage Tank Station)

-When in operation, the attendant is lowered to the top of a waiting tank car (sold separately) where he puts the hose fittings on the dome. After a pause to fill the tank, he and the hose are lifted out of the way so the car can move on.

-Can be operated individually or paired with the Operating Storage Tank (sold separately) to make a full-service operating yard accessory.



Sunoco - Operating Storage Tank Station

30-9179 \$179.95
Measures : 16 1/8" x 5" x 8 1/8"



Sunco - Operating Storage Tank

30-9177 \$179.95
Measures : 17 5/16" x 11" x 10"



Mobil - Tank Filling Station

30-90419 \$49.95
Measures : 16 1/8" x 5" x 8 1/8"



Sunoco - Tank Filling Station

30-90420 \$49.95
Measures : 16 1/8" x 5" x 8 1/8"



Mustard & Red - Work House #1
30-90008 \$29.95
Measures :858"x4716"x478"



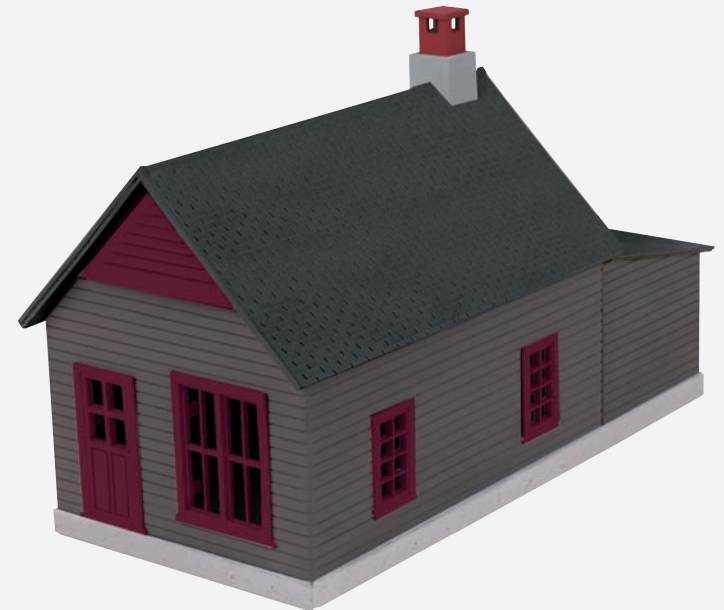
Brown & Blue - Work House #2
30-90251 \$29.95
Measures :858"x4716"x478"



Light Blue & White - Work House #2
30-90252 \$29.95
Measures :858"x4716"x478"



Green & Cream - Work House #1
30-90249 \$29.95
Measures :858"x4716"x478"



Maroon & Dark Gray - Work House #1
30-90250 \$29.95
Measures :858"x4716"x478"

Club

Join The M.T.H. Railroaders Club

There are EIGHT different types of memberships, based on the style of model railroading that most interests you.

RAILKING MEMBERSHIP



30-73348 MTHRC Modern Tank Car
RailKing Membership is \$50.00

PREMIER MEMBERSHIP



20-93524 New York Central 40' AAR Box Car
Premier Membership is \$50.00

LIONEL CORP. STD. GAUGE MEMBERSHIP



11-30106 Lionel Corp. 512 Std. Gauge Gondola Car
Lionel Corp. 500 Series Membership is \$120.00

TINPLATE O GAUGE MEMBERSHIP



10-8082 MTHRC 2800 Series O Gauge Searchlight Car
Tinplate 2800 Series Membership is \$90.00

TINPLATE STD. GAUGE MEMBERSHIP



10-2241 MTHRC 500 Series Std. Gauge Gondola Car
Tinplate 500 Series Membership is \$120.00

LIONEL CORP. O GAUGE MEMBERSHIP



11-70063 Lionel Corp. 2820 O Gauge Searchlight Car
Lionel Corp. 2800 Series Membership is \$90.00

BASIC MEMBERSHIP

60-1000 - The Basic Club Membership does not include a club car
Basic Membership is \$25.00

ONE-GAUGE MEMBERSHIP



70-74072 40' Box Car
One-Gauge Membership is \$100.00

HO MEMBERSHIP



81-94021 R40-2 Woodside Reefer Car
HO Membership is \$30.00



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As a member of the M.T.H. RailRoaders Club you'll receive:

Limited-Edition Club Car



Each year we produce beautifully decorated cars exclusively for our Club members. Members automatically receive the car that matches their Club membership (RailKing, Premier, Tinplate Traditions or One Gauge) and have the option to collect other Club cars as well.

The CrossingGate™ Club Magazine

You will receive our full-color Club magazines, jam-packed with product news, ideas from other members, rail history, & step-by-step articles explaining how M.T.H. technology can bring your railroad to life.



1st Class Mailing of M.T.H. Catalogs

Club Members get all M.T.H. catalogs earlier than other mailing list members, via First-Class mailings, so they can order from their local train store before the best items are sold out.



RailWare™ Software



Use your computer to design track layouts, search the database of all M.T.H. products, look at our past catalogs, listen to Proto-Sound 2.0 train effects, & much more. This Interactive DVD retails for \$79.95, but is yours FREE as a Club member.

Club Card & Lapel Pin

Show the world your membership in this elite group of model railroaders with your high-quality embossed membership card & beautiful enameled lapel pin.

Proto-Sound 2.0 Upgrade Kits

Club members can save an additional 15% on these kits by visiting the MTHRRRC web page.

Club Web Site

Visit www.mthtrains.com and type in your member number to gain access to the Club web site. Here you can exchange messages with other Club members, keep up with the latest news, and even build your own homepage.



CARRY ON THE M.T.H. TRADITION WITH MEMORABILIA AND COLLECTIBLES

MTH Promotional DVD

This interactive DVD is packed full of sights & sounds guaranteed to make you rethink how far the hobby of model railroading has come. You'll learn about some of the most innovative products ever produced & marvel at the sophistication of a product line unmatched by other model train manufacturers.



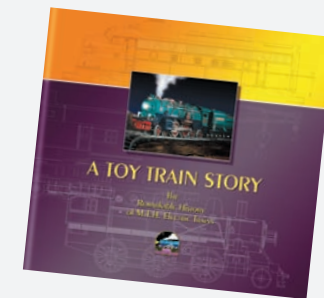
Previous Year Club Cars

MTHRRRC members can still obtain earlier produced MTHRRRC cars by visiting the MTHRRRC pages on the website. Only MTHRRRC members can get these cars!



A Toy Train Story

This comprehensive 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)!



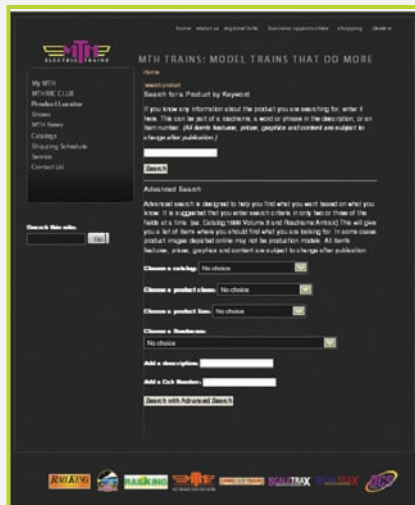
WWW.MTHTRAINS.COM

We don't think we're exaggerating when we say M.T.H. has the most useful train manufacturer's site on the Internet. Here's just a sample of the answers you can find online.



HOW DOES IT WORK?

Misplaced an instruction manual or just want to know how a product works? Use Product Search to look up the item and view its instruction manual.



1 CAN I SEE AND HEAR IT IN ACTION ...?

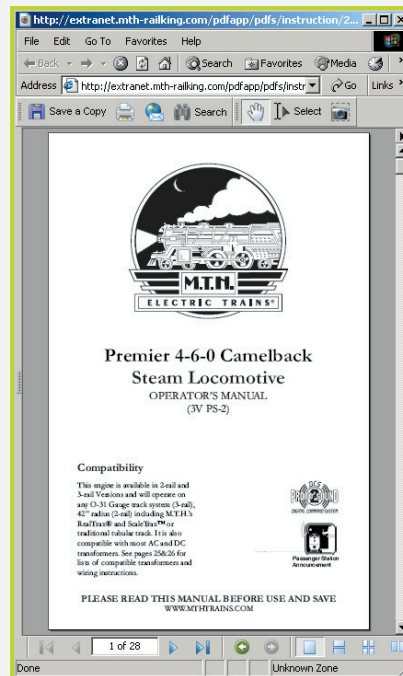
Click on Video — only M.T.H. gives you the chance to see and hear locomotives and other products in action, before you buy.

2 WHAT'S THE LATEST INFO ON ...?

Use Product Search to find the latest info on new products before they're delivered — sound sets, cab numbers, feature and paint scheme updates, and other information that arrived after the catalog was published.

DID YOU EVER MAKE?

Use Product Search to search through nearly all of the 17,000 items we've made in the past 30 years, for your favorite road name, engine, or type of rolling stock.



3 DOES ANY DEALER STILL HAVE ...?

Locate hard-to-find items with our Product Locator, which searches the inventories of M.T.H. dealers across the country.

4 WHEN IS IT COMING?

Our online Shipping schedule is updated frequently to let you know what's coming soon to your hobby shop.

5 ARE YOU GOING TO MAKE?

View the last several M.T.H. Catalogs online.

6 HOW CAN I FIX...?

The Service area of our site allows you to email a question to our factory technicians or find which of our 150+ local service centers is closest to you.

7 WHAT REPAIR PART DO I NEED?

Use Product Search to find exploded diagrams and parts lists for M.T.H. locomotives and accessories, and then order the parts online or by phone.

8 WHAT'S NEW?

New arrivals and other news are posted frequently on our home page.

HOW CAN I BE AMONG THE FIRST TO KNOW?

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!



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). 6,655,640 (Smoke Synchronization)
M.T.H.'s RealTrax® has received U.S. Patent No. 6,019,289.
M.T.H.'s Z-4000® Transformer has received U.S. Patent No.'s 6,281,606 & 6,624,537.
HO Coupler 7,694,834

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RealTrax® layouts created with RR-Track™ which is a registered trademark of R&S Enterprises.

9 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.

HOW CAN I UPDATE MY DCS SYSTEM OR CHANGE A SOUND SET?

Only M.T.H. allows you to update your control system or change an engine's sound set right over the Internet. Follow the link to the protosound2.com Web site for DCS and Proto-Sound 2.0 downloads.



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TRY IT at your local DCS Demo Center or learn more with a **Complimentary DVD** on DCS & M.T.H. technology.



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