

M.T.H. Electric Trains

2015 European Models



Model Trains That Do More
O, HO and No. 1 Gauge Models

Model Trains That Do More



Until now, European hobbyists have often had to choose between models that look realistic and models that run well. Now M.T.H. introduces accurate, highly detailed scale models that run superbly, have more features than any previous HO or O gauge trains, and are offered at attractive prices. Our locomotives feature:

DCC On Board

All M.T.H. locomotives are DCC equipped.* For operators with the newest DCC controllers, M.T.H. engines offer a full range of 28 DCC functions.

Compatibility with all AC and DC operating systems

M.T.H. locomotives are compatible with all common operating systems: analog AC or DC, DCC, and our own DCS™ Digital Command System. Your M.T.H. engine automatically senses what kind of power is on the rails. Just set it on the track and run it!



Scale Detailing

M.T.H. engines are accurately researched and as detailed as we can reasonably make them. Steam engines and our Crocodile electrics feature die cast metal construction with many added-on metal details; our TRAXX and Taurus electrics are constructed of ABS plastic with added-on metal details and die-cast trucks and underframe. All are designed to deliver many years of smooth, dependable operation.

Proto-Scale 3-2™

M.T.H. O gauge engines are available with a choice of scale wheels or deeper-flanged hi-rail wheels. Our unique Proto-Scale 3-2 feature allows either version to operate on both 2-rail and 3-rail track; changeover is simple and takes just minutes. Engines with hi-rail wheels have blind (unflanged) center drivers to allow operation on smaller radius curves and switches.



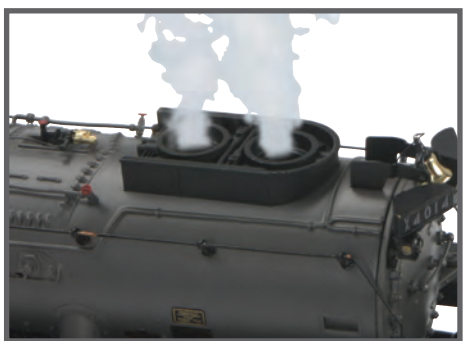
Vivid Engine Sounds

Our Proto-Sound® system features crystal-clear digital recordings, with a full range of sounds including whistle or horn, steam locomotive chuff, electric engine cooling fans, squealing brakes, crew conversations, and much more. Pas-





Passenger engines offer Passenger Station Proto-Effects™, a complete arrival and departure sequence that you can activate from an AC transformer or a DCC or DCS handheld. Freight engines include Freight Yard Proto-Effects, a symphony of freight terminal sounds.



Great Smoke

M.T.H. steam engines feature fan-driven, puffing ProtoSmoke™, synchronized with their drive wheels' revolutions — the most realistic smoke system in the hobby. You can vary the intensity with the smoke “volume” control on the locomotive or remotely with a DCC or DCS handheld.



Extraordinary Slow Speed Capability

M.T.H. engines can throttle down as slow as three scale miles per hour, speed down the main line, and maintain any speed in between. With our DCS system, you can set engine speed in one-scale-mile-per-hour (smph) increments up to 120 smph.

Speed Control


The Proto-Speed Control™ built into every M.T.H. locomotive 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.

Choice of Couplers

M.T.H. locomotives are supplied with American-style remote-controlled knuckle couplers, NEM 311-compatible couplers, and scale hook-and-chain couplers. Provisions are also made for mounting American Kadee® scale knuckle couplers.

* Except previously-released Proto-Sound 2.0 versions of the French Chapelon Pacific and British Duchess Class locomotives, which were not DCC-compliant.

See it in Action!

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



Who Is M.T.H.?

While our name may be new to European model railroaders, M.T.H. Electric Trains is a seasoned American model train manufacturer with a long history of innovation. In little more than a quarter century, M.T.H. has grown from a tiny business operated out of a spare bedroom to a 50+ employee company headquartered in its own sprawling building in a suburb of Washington, D.C.

Over the past 35 years, we have cataloged over 17,000 different items in four scales: O gauge, One Gauge, HO gauge, and tinplate Standard Gauge. We are co-owners of two overseas facilities that make nothing but M.T.H. trains, and we use three other

factories that are dedicated solely to our product line. This gives us more control of our manufacturing process and quality than many other train companies, whose products are often made in the same factories used by their competitors.

Our research and development team has received more than 10 patents on innovations in model railroading. We believe the Proto-Sound sound and control system found in every M.T.H. locomotive, in combination with our optional Digital Command System (DCS), makes our trains more realistic and more fun to operate than any other trains in model railroading.



Visit Us Online at www.mthtrains.com/europe



DR/DB Class 44 “Jumbo”



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

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

After more than three years of development, the first BR 43s and BR 44s were outshopped in 1926 — ten locomotives of each class. As the two-cylinder BR 43 was more economical to operate, the onset of the Great Depression halted further production of the BR 44. Eventually, however, the two-cylinder motion of the BR 43 proved more stressful to the engine frame and other compo-

nents, and series production of the BR 44 resumed in 1937, with Wagner smoke deflectors and new welded 2'2" T34 tenders.

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

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

During this period, the big locomotives acquired the nickname "Jumbos" — as strong, untiring, and good-natured beasts of burden. During the German *Wirtschaftswunder* ("economic miracle"), the Jumbos were significant contributors to the recovery and the success of German industry. They hauled heavy ore and coal trains as well as mixed freights with manufactured goods over long routes and

steep gradients. A legendary train was the *Langer Heinrich* ("Long Henry") of the 1960s and '70s, a 4000-ton ore train from the North Sea coast to the industrial Ruhr region. BR 44 engines were in regular service until the end of steam in Germany — 1977 in the West and 1981 in the East.

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

New for 2014, M.T.H. is proud to introduce these superbly detailed BR 44 models, reproducing the power, dependability, and sheer drama that have endeared the Jumbos to generations of railfans. Heavy die-cast metal construction and a powerful electronically controlled drive system offer enormous tractive effort and superior running qualities. Each version accurately replicates how the BR 44 looked in a particular era. And thanks to ProtoSound 3.0, we can see, hear, and feel the dynamics of these massive engines, with smooth operation from a crawl to full throttle, synchronized puffing smoke, conventional or command operation with DCC or M.T.H.'s Digital Command System (DCS), and distinctive three-cylinder exhaust notes and other sounds recorded from an actual BR 44. The M.T.H. Jumbos bring back the steam era as a thrilling experience for our senses in the gorgeous size of O gauge.



SNCF - 150 X Era IIIa Steam Engine with DCC/DCS Proto-Sound 3.0
 20-3528-1 Hi-Rail Wheels
 22-3528-2 Fine Scale Wheels



DRG - BR 44 Era IIc Steam Engine with DCC/DCS Proto-Sound 3.0
 20-3530-1 Hi-Rail Wheels
 22-3530-2 Fine Scale Wheels



DB - BR 44 Era IIIb Steam Engine with DCC/DCS Proto-Sound 3.0
 20-3529-1 Hi-Rail Wheels
 22-3529-2 Fine Scale Wheels



DB - BR 044 Era IV Steam Engine with DCC/DCS Proto-Sound 3.0
 20-3531-1 Hi-Rail Wheels
 22-3531-2 Fine Scale Wheels



Features:

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

** Scale Wheel Models Only
 ** Hi-Rail Wheel Models Only*



Wooden Stationary Display Base Included

Class 141P Mikado



The 2-8-2 wheel arrangement - a 141 configuration in French parlance, which counts axles rather than wheels - was the most common steam locomotive configuration to ride France's rails. Beginning in 1945 and lasting for 30 years, French railroads were dominated by the American and Canadian built SNCF 141R class with a total of 1,323 locomotives entering service.

In fact, 1,340 141R units were ordered and built from the shops of Lima Locomotive Works, American Locomotive Company, Baldwin Locomotive Works, Montreal Locomotive Works and the Canadian Locomotive company at a rate of nearly three locomotives per day. Sixteen of the 141R's never made it to France, sinking in a violent storm off the coast of Newfoundland in 1947. A seventeenth unit was lost in Marseille Harbor.

Though the 141R was the most populous of the 2-8-2 Mikado class found in France, the most powerful was the 318-strong 141P class. Boasting nearly 3,300 horsepower, the 141Ps

were among the most efficient steam locomotives in the world thanks to their compound design. Burning 30% less fuel and using 40% less water than their 141R counterparts should have endeared them to the railroads' accountants, but they were unable to compete with the 141R when it came to reliability — attested to by the fact that all 318 units were scrapped while the 141R remained in service until the end of the steam era in 1975.

The 141P marks the third French locomotive to be released by M.T.H. Electric Trains, following on the heels of the 231 Chapelon Pacific and Class 241A. Outfitted with Proto-Sound 3.0, the 141P can operate conventionally under AC or DC power or in command mode under DCC or DCS control. Equipped with high-quality digital sound, LED constant voltage lighting, hi-rail or fine scale wheels and synchronized puffing smoke timed to its drive wheels' revolutions, this super-detailed 141P will be a favorite on any O scale model railroad.

Features:

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

* Hi-Rail Wheel Models Only





Argentan - Class 141P Mikado Steam Engine with DCC/DCS Proto-Sound 3.0
20-3487-1 Hi-Rail Wheels
20-3487-2 Fine Scale Wheels



Chaumont - Class 141P Mikado Steam Engine with DCC/DCS Proto-Sound 3.0
20-3488-1 Hi-Rail Wheels
20-3488-2 Fine Scale Wheels



Le Mans - Class 141P Mikado Steam Engine with DCC/DCS Proto-Sound 3.0
20-3489-1 Hi-Rail Wheels
20-3489-2 Fine Scale Wheels



Noisy Le Sec - Class 141P Mikado Steam Engine with DCC/DCS Proto-Sound 3.0
20-3490-1 Hi-Rail Wheels
20-3490-2 Fine Scale Wheels



Venissieux - Class 141P Mikado Steam Engine with DCC/DCS Proto-Sound 3.0
20-3491-1 Hi-Rail Wheels
20-3491-2 Fine Scale Wheels

E94 Crocodile Electric



Whether referred to as an E94 or BR 194 or Iron Pig, the German bred E94 electric freight locomotive was developed to tackle the steep grades of Southern Germany just as the more famous Swiss Crocodiles were created to combat the Gotthard line in Switzerland. Equipped with just six axles, weighing over 120 tons and measuring nearly 19 meters in length, the “German Alligator” could haul a 1,000 ton train up a 1.6% grade.

A total of 200 locomotives were constructed with the majority going to the Deutsche Reichsbahn Gesellschaft. Most of the production occurred in the early years of World War II in Austria and Germany. At the war's conclusion, most went to the Deutsche Bundesbahn (DB) and the Austrian Federal Railways. The final units rolled out of the shops in 1953 with some units lasting in service for 50 years. In fact, some still run today, controlled by various clubs and museums.

The E94 designers drew heavily on the locomotive's predecessor the E93, but the electrical systems were significantly different thanks to the incorporation of rheostatic braking, which required a higher locomotive stance in order to house the enclosure for the braking resistors. Each locomotive truck utilized three traction motors mounted parallel to the drive axles via a sprung suspension mount - a traditional drive train often found on street cars.

The center section of the E94 is supported on the truck frames on large pivots giving the locomotive an articulated appearance and its popular “Alligator” nickname. The center section contains the main transformer fed from overhead pantographs which in turn pull power from the catenary lines centered above the rail line. A passageway inside the center section allows crew members to traverse the locomotive from one end to the other.

Like the popular Swiss Crocodile, this all-new die-cast O Scale model is fully outfitted with digital sound, LED lighting and motorized operating pantographs. It is available with deeper-flanged hi-rail wheels or scale wheels; both versions can be quickly converted to operate on 3-rail or 2-rail track, using our unique Proto-Scale 3-2 feature. Choose from four exciting liveries, two in Deutsche Bundesbahn schemes and two in Austrian Federal Railway schemes.

Features:

- Intricately Detailed Die-Cast Body
- Die-Cast Truck Sides and Pilots
- Die-Cast Metal Chassis
- Metal Handrails and Horn
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Sprung Buffers
- Metal Wheels, Axles and Gears
- NEM 340 Metal Wheels
- (2) Remote Controlled Proto-Couplers*
- Kadee Compatible Coupler Mounting Pads
- Directionally Controlled Constant voltage LED Headlights
- LED Lighted Cab Interior
- (2) Precision Flywheel-Equipped Motors
- Motorized Operating Pantographs
- Catenary or Track Power Selector Switch
- Onboard DCC Receiver
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:45 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 413mm X 69.5mm X 99.85mm
- Hi-Rail Wheels Operate On 0-54 Curves
- Scale Wheels Operate On 36" Radius Curves

** Hi-Rail Wheel Models Only*



Wooden Stationary Display Base Included

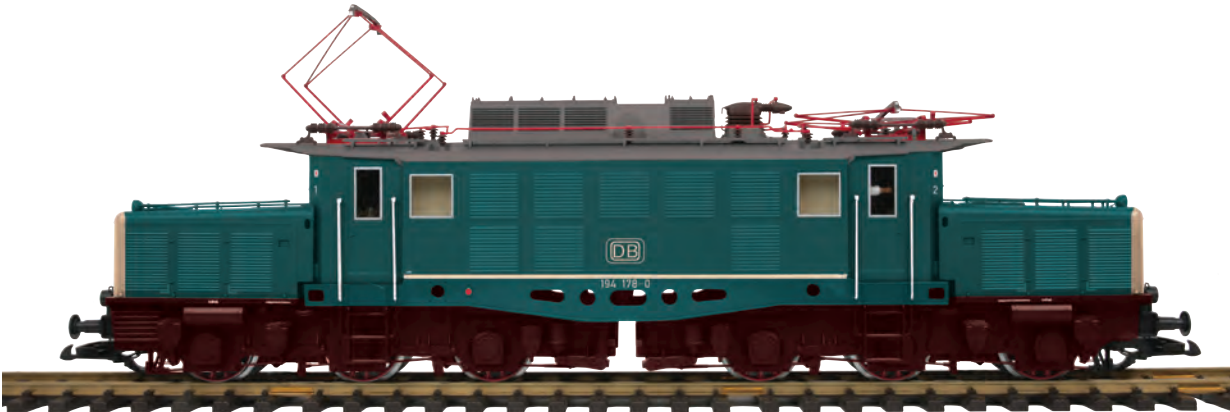




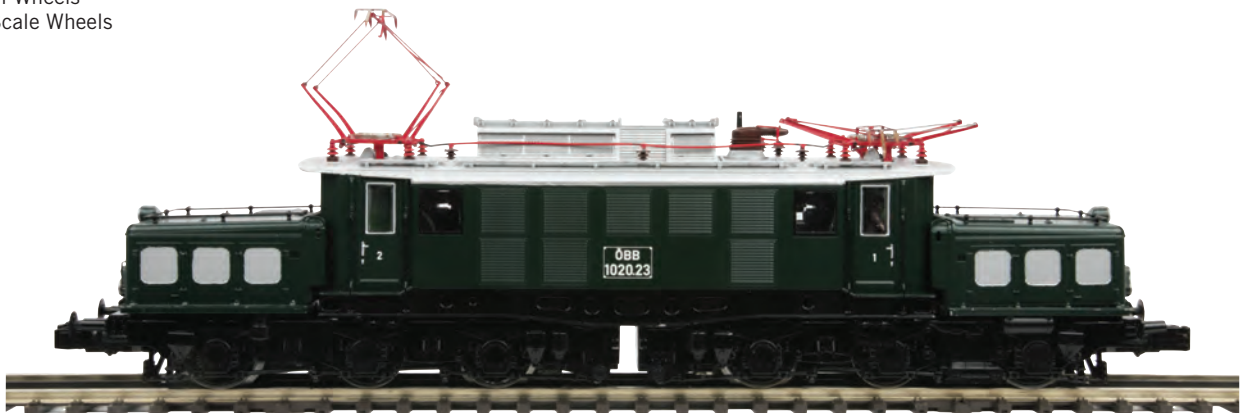
German DB Green - E94 Crocodile Electric Engine with DCC/DCS Proto-Sound 3.0
20-5673-1 Hi-Rail Wheels
20-5673-2 Fine Scale Wheels



Austrian OBB Orange E94 Crocodile Electric Engine with DCC/DCS Proto-Sound 3.0
20-5672-1 Hi-Rail Wheels
20-5672-2 Fine Scale Wheels



German DB Blue E94 Crocodile Electric Engine with DCC/DCS Proto-Sound 3.0
20-5674-1 Hi-Rail Wheels
20-5674-2 Fine Scale Wheels



Austrian OBB Green E94 Crocodile Electric Engine with DCC/DCS Proto-Sound 3.0
20-5671-1 Hi-Rail Wheels
20-5671-2 Fine Scale Wheels

Swiss Crocodile Electric



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. Snaking its way around spiral tunnels, across more than a thousand bridges and open passages, and through narrow mountain valleys, the line culminates 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.

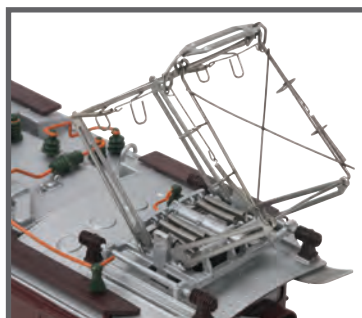
To conquer the Gotthard’s tight turns and steep grades, Swiss Locomotive and Machine Works (SLM) designed a freight locomotive in three articulated sections: a double-ended center section housing two engineer’s stations, twin pantographs, and the huge high voltage transformer; and two end sections, each 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” arose from the engine’s long articulated “snouts.”

All crocodiles were delivered in brown paint, but many were later repainted green. 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.

Features:

- Intricately Detailed Die-Cast Metal Body
- Directionally Controlled LED Headlights
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides and Pilots
- (2) Remotely Controlled Proto-Couplers**
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Horn
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- LED Lighted Cab Interior
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- (2) Handpainted Engineer Cab Figures
- Metal Body Side Grilles
- European NEM Fine Scale Couplers Included
- NEM 310/311 Fine Scale Wheels*
- NEM 365 Coupler Pocket*
- NEM 362 Lenz® Compatible Coupler Included*
- Sprung Buffers
- (2) Motorized Pantographs
- Catenary or Track Power Selector Switch
- LED Lighting Effects
- On Board DCC Receiver
- 1:45 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring German Language Passenger Station Proto-Effects
- Measures: 17 9/16” x 2 1/2” x 3 3/4” 419mm x 64mm x 95mm
- Hi-Rail Wheels Operate On O-54 Curves
- Scale Wheels Operate On 36” Radius Curves

* Scale Wheel Models Only
 ** Hi-Rail Wheel Models Only





Tuscan and Black - Ce 6/8 II Crocodile Electric Engine with DCC/DCS Proto-Sound 3.0
 20-5667-1 Hi-Rail Wheels
 20-5667-2 Fine Scale Wheels



Dark Green and Gray - Ce 6/8 II Crocodile Electric Engine with DCC/DCS Proto-Sound 3.0
 20-5668-1 Hi-Rail Wheels
 20-5668-2 Fine Scale Wheels

M.T.H. Electric Trains
Signature Series



Tuscan and Black - Signature Series Ce 6/8 II Crocodile Electric
 20-81009-1 Hi-Rail Wheels
 22-81009-2 Fine Scale Wheels



Dark Green and Gray - Signature Series Ce 6/8 II Crocodile Electric
 20-81010-1 Hi-Rail Wheels
 22-81010-2 Fine Scale Wheels

Signature Series models offer the final word in realism: beautifully detailed M.T.H. O and HO scale models weathered to look like hard-working locomotives and rolling stock. Each model is individually weathered by a master modeler with more than 30 years of professional modeling experience. The resulting finish ensures that these new Signature Series models for 2014 will look right at home on any scened, scale-detailed layout.

All models are airbrush-weathered, using proprietary techniques that capture the subtle natural wear and tear produced by road dust, rain, rust, wind and everything else that railroad equipment experiences in real life. The Signature Series airbrush weathering process brings out details in a model that previously went unnoticed, and replicates effects usually obtainable only with chalks and pinpoint washes.

No two Signature Series finishes look exactly alike. Each model of the same engine or passenger set has its own unique finish, with noticeable but subtle differences visible in side-by-side comparisons. Because these models are designed to run as well as they look, each locomotive and car is sealed with a flat finish to allow handling and the use of smoke fluid.

Passenger Cars



Orient Express (Blue) - 5-Car Orient Express Add-On Passenger Set
 20-60022 Hi-Rail Wheels
 20-60023 Fine Scale Wheels



Orient Express (Blue) - 5-Car Orient Express Passenger Set
 20-60004-2 Fine Scale Wheels



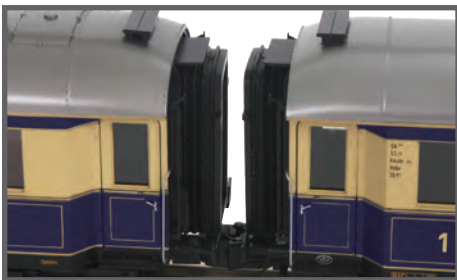
Orient Express (Brown) - 5-Car Orient Express Passenger Set
 20-60020 Hi-Rail Wheels



SNCF (1969) - 5-Car OCEM Passenger Car Set
 20-60026 Hi-Rail Wheels
 22-60026 Fine Scale Wheels



SNCF - 5-Car OCEM Passenger Car Set
 20-60019 Hi-Rail Wheels
 20-60019-2 Fine Scale Wheels



M.T.H. Electric Trains
Signature Series



Deutsche Reichsbahn - Signature Series 5-Car Rheingold Standard Passenger Set
 20-81012 Hi-Rail Wheels
 22-81012 Fine Scale Wheels



SNCF (1962) - Signature Series 5-Car OCEM Passenger Car Set
 20-81013 Hi-Rail Wheels
 22-81013 Fine Scale Wheels



Orient Express (Brown) - 5-Car Orient Express Add-On Passenger Set
 20-60024 Hi-Rail Wheels
 20-60025 Fine Scale Wheels



Deutsche Reichsbahn - 5-Car Rheingold Standard Passenger Set
 20-60017 Hi-Rail Wheels
 20-60018 Fine Scale Wheels



PLM - 5-Car OCEM Passenger Car Set
 20-60027 Hi-Rail Wheels

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
- 1:43.5 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 0-42 Curves
- NEM 310/311 Standard Fine Scale Wheels Operate On 84" Radius Curves



Orient Express (Blue) - Signature Series 5-Car Orient Express Add-On Passenger Set
 20-81011 Hi-Rail Wheels
 22-81011 Fine Scale Wheels

Premier Big Boy



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

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

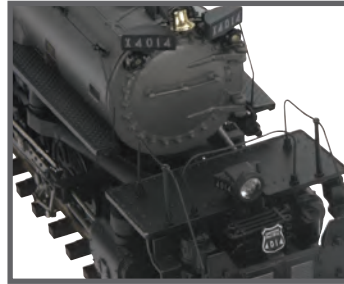
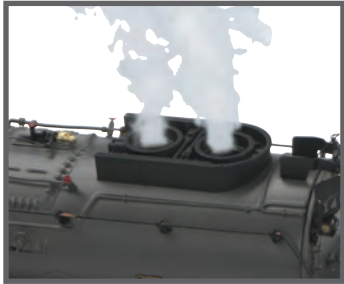
Writer Henry Comstock beautifully described the Big Boy's place at the apex of steam engine history: "A Union Pacific 'Big Boy' was 604 tons and 19,000 cubic feet of steel and coal and water, poised upon 36 wheels spaced no wider apart than those of an automobile. That it could thunder safely over undulating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

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





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



Features:

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

** Requires DCS Digital Command System*



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



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

M.T.H. HO Trains

HO model railroading entered a revolution of sight and sound that surpassed everything you thought HO locomotives could do when M.T.H. Electric Trains released its first HO steam locomotive in 2006. Then, as today, our HO steam locomotives featured quality all-die cast metal construction, intricate add-on details and never-before-seen operating features.



The revolution started with the Pennsylvania K-4s steam locomotive, the first of many engines to come that featured the power and performance of Proto-Sound 3.0 — the most advanced onboard digital sound and train control system ever produced for HO locomotives.

Simply put, an M.T.H. HO steam locomotive will astound you with its features. These are the first HO locomotives to come fully equipped with synchronized puffing smoke, Proto-Speed control for rock-steady speeds in one-scale-mile-per-hour increments from 3 to 120 smph, and the industry's most realistic digital sound system. Capable of operating with any DC power supply, DCC controller or M.T.H.'s own DCS command system, an M.T.H. steam locomotive will make locomotives without Proto-Sound 3.0 pale in comparison!



As M.T.H.'s HO line expanded, so did our list of features. Our electric locomotives feature operating, motorized pantographs that raise and lower on direction change or by command

PROTO-SOUND 3E+

For those who have operated Märklin HO AC 3-rail trains in the past, choosing M.T.H. Proto-Sound 3E+ equipped locomotives will give you the opportunity to run sound-equipped North American and European prototypes on your railroad with your Märklin Motorola 1 and 2 systems and any DCC command control system.

Outfitted with NEM 340 wheels and NEM 360 couplers, these engines feature an all-new version of Proto-Sound 3.0, contain a third rail sliding shoe for use with Märklin HO stud rail, and can operate on AC power. Like their 3.0 counterparts, Proto-Sound 3E+ locomotives feature full digital sound, synchronized puffing smoke timed to the

locomotive's drive wheel revolutions, speed control, 28 DCC functions*, hundreds of DCS sounds and features** and a command control receiver for use with Märklin DCC control systems.

Each die-cast steam locomotive is intricately detailed to reflect the prototype's unique look. The powerful 5-pole precision flywheel-equipped, skew-wound motor ensures that these locomotives will be the smoothest running engines on your roster. And now, thanks to Proto-Sound 3E+, they'll be the most fun to hear and control as well.

** Requires any DCC controller with 28 function capability*

*** Requires DCS System*



using a DCC controller or DCS handheld. Our diesels and electrics come outfitted with a remotely controlled North American style coupler that can be remotely triggered to open anywhere on the layout at any time. All of our locomotives can be reprogrammed with new sounds and in some cases new features via our software-based control system we call DCS. Constant voltage LED lighting, controlled by the onboard Proto-Sound 3.0 system, allows for realistic lighting effects including strobing MARS lights, lit number boards and lighted classification lights.

In 2011, we released yet another version of our Proto-Sound 3.0 system for HO 3-Rail AC powered operation typically found on Märklin layouts. You can learn more about the Proto-Sound 3E+ system in the sidebar above. Look for HO locomotives with the Proto-Sound 3E+ system on the following page of this catalog or online by visiting www.mthtrains.com/europe.



Let your next HO operating experience be with an M.T.H. HO locomotive and you too will be convinced that M.T.H. HO locomotives are the most exciting thing to ever happen to model railroading.

S 3/6 Express



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 *schnellzugloek*, 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 proceeded 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*.

Sophisticated sound effects, recorded from the real-life S 3/6 prototype and accented with synchronized puffing smoke and incredible lighting effects — including bi-directional running lights — ensure that the M.T.H. HO S 3/6 will provide owners with an operating experience unmatched in any model railroad scale.

Features:

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive Trucks
- Metal Handrails and Decorative Whistle
- Sprung Bumpers
- NEM 310 Metal Wheels
- Sprung Drivers
- #18 U.S. Kadee Coupler Compatible
- (2) NEM 360/362 Coupler & Pocket Assemblies
- (2) Hook & Chain Coupler Assemblies
- Constant Voltage Headlight
- Operating Running Lights
- Lighted Cab Interior
- Operating Tender Back-up Light
- Powerful 5-Pole Precision Flywheel Equipped Skew-Wound Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar w/Close Coupling Option
- 1:87 Scale Proportions
- CE Rated
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station Proto-Effects
- Measures: 264.2mm x 38.2mm x 52.7mm
- Operates On 18" Radius Curves



KBayStsB - Bavarian S 3/6 Express Steam Locomotive (Era I; Blue with Black Wheels), Cab # 3632
 80-3215-1 DCC/DCS Proto-Sound 3.0
 80-3215-5 DCC/DCS/Motorola 1/2 Proto-Sound 3E+



KBayStsB - Bavarian S 3/6 Express Steam Locomotive (Era I; Green with Red Wheels), Cab # 3641
 80-3216-1 DCC/DCS Proto-Sound 3.0
 80-3216-5 DCC/DCS/Motorola 1/2 Proto-Sound 3E+



Deutsche Bundesbahn - Class 18.4 Steam Locomotive (Era III; Black with Red Wheels), Cab # 18451
 80-3217-1 DCC/DCS Proto-Sound 3.0
 80-3217-5 DCC/DCS/Motorola 1/2 Proto-Sound 3E+



Deutsche Reichsbahn Class 18.4 Steam Locomotive (Era III; Black with Red Wheels)
 80-3218-1 DCC/DCS Proto-Sound 3.0
 80-3218-5 DCC/DCS/Motorola 1/2 Proto-Sound 3E+

Big Boy Steamer



Union Pacific - 4-8-8-4 Big Boy (Original) Steam Engine with DCC/DCS Proto-Sound 3.0
80-3206-1 Cab No. 4007 80-3210-1 Cab No. 4018



Union Pacific - 4-8-8-4 Big Boy (Original) Steam Engine with DCC/DCS/Motorola 1/2
Proto-Sound 3E+ (3-Rail)
80-3206-5 Cab No. 4007 80-3209-5 Cab No. 4016
80-3207-5 Cab No. 4005 80-3210-5 Cab No. 4018
80-3208-5 Cab No. 4013



Signature Series 4-8-8-4 Big Boy (Original) Steam Engine
80-80007-1 DCC/DCS Proto-Sound 3.0
80-80007-5 DCC/DCS/Motorola 1/2 Proto-Sound 3E+ (3-Rail)

M.T.H. Electric Trains
Signature Series

Features:

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Engineer and Fireman Figures
- Metal Handrails and Bell
- Metal Whistle
- RP25 Metal Wheels
- Interchangeable RP25 Metal Drive Wheels w/o Traction Tires
- NEM 340 Metal Wheels*
- Sprung Drivers
- (2) #158 Scale Kadee Whisker Couplers
- NEM 360/362 Coupler and Pocket Assembly*
- #18 U.S. Kadee® Coupler Compatible*
- Prototypical Rule 17 Lighting
- Constant Voltage Headlight
- Lighted Cab Interior
- Operating Tender Back-up Light
- Powerful 5-Pole Precision Flywheel-Equipped Skew-Wound Motor
- Synchronized Puffing ProtoSmoke™ System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:87 Scale Proportions
- Operates On Code 70, 83 and 100 Track
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Freight Yard Proto-Effects
- Unit Measures:
18 11/16" X 1 9/16" X 2 1/4"
- Operates On 18" Radius Curves
- 3E+ Model Operates On R3 (515mm) Radius Curves

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

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

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

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

that held its wheels in equalized contact with the rails was patented by a Philadelphian named Joseph Harrison; and a French technical writer, Anatole Mallet, first thought to couple two driving units heel to toe below one boiler in 1874."

This enduring symbol of American railroading returns to the rails, complete with the industry-leading speed control, smoke output, and range of accurate sounds that characterize all MTH locomotives. Our model features a precision 12 volt 5-pole skew wound motor and die-cast metal construction for pulling power and speed that rival the original Big Boy - as well as authentic articulated chuffing sounds with the two engines drifting in and out of sync. Beginning in 2011 our HO models have been optionally configured with an AC 3-Rail Marklin system version for those who prefer to run their HO locomotives under the Marklin operating system.

Challenger

The first Challengers were conceived in 1936 to replace the Union Pacific's fleet of three-cylinder 4-12-2s (shown elsewhere in this catalog). With a 50 mph top speed, the 4-12-2s had been the road's primary fast 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 of these 70 mph greyhounds in 1942-44, with improvements based on lessons learned from the UP's 4-8-8-4 Big Boys. In service, the Challengers often complemented the Big Boys, speeding traffic over less rugged territory and handing it over to the Big Boys for the passage over Utah's Wasatch Mountains.

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. While most Challengers hauled freight, a number were assigned to passenger service in the Pacific Northwest, where they were converted to oil burners, equipped with smoke lifters ("wind wings" in UP parlance), and painted two-tone gray in 1946.

It was in a roundabout way that six Challengers ordered by the UP ended up hauling coal 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 and instead diverted the last six Challengers in UP's order to the D&RGW — which turned up its nose at the locos and decided to lease them for the duration and return them after the war. 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 six engines intended to speed over western deserts and mountains ended up thundering through Appalachia.

M.T.H. returns the Challenger in oil burning versions and a new technology package offering for those who prefer the AC 3-Rail Marklin standard. While ours is not the first HO model of this massive prototype, we believe it is certainly the best, equipped with authentic articulated sounds, including the front and rear engines going in and out of sync; actual UP whistle sounds, which can be "quilled," just as a real engineer "plays" the whistle control; die-cast construction and optional traction tires for pulling power to match the prototype; slow-speed capability down to a steady 3 scale miles per hour; and dozens of added-on metal detail parts.

Outfitted with NEM 311 wheels and NEM 365 couplers, each of these engines feature an all-new version of Proto-Sound 3.0, contain a third rail sliding shoe for use with Marklin HO stud rail and can operate on AC or DC power. Like their 3.0 counterparts, Proto-Sound 3E+ locomotives feature full digital sound, speed control, 28 DCC functions, hundreds of DCS sounds and features and a command control receiver for use with Marklin DCC control systems. Unlike their 3.0 counterparts, Proto-Sound 3E+ locomotives cannot operate on standard 2-rail track. They only operate on HO (3-Rail) Stud Rail track (ie: Marklin C or K track).



Union Pacific (Two-Tone Gray w/Silver Stripes) - 4-6-6-4 Challenger (Oil Burner) Steam Engine, Cab No. 3978
80-3200-5 DCC/DCS/Motorola 1/2 Proto-Sound 3E+ (3-Rail)



Union Pacific (Two-Tone Gray w/Yellow Stripes) - 4-6-6-4 Challenger (Oil Burner) Steam Engine, Cab No. 3979
80-3201-5 DCC/DCS/Motorola 1/2 Proto-Sound 3E+ (3-Rail)



Clinchfield (Black) - 4-6-6-4 Challenger Steam Engine, Cab No. 674
80-3204-5 DCC/DCS/Motorola 1/2 Proto-Sound 3E+ (3-Rail)



Denver & Rio Grande (Black) - 4-6-6-4 Challenger Steam Engine, Cab No. 3804
80-3205-5 DCC/DCS/Motorola 1/2 Proto-Sound 3E+ (3-Rail)

Features:

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Die-Cast Locomotive Trucks
- Engineer and Fireman Figures
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- NEM 340 Metal Wheels
- Sprung Drivers
- (2) NEM 360/362 Coupler & Pocket Assemblies
- (2) Hook & Chain Coupler Assemblies
- #18 U.S. Kadee Coupler Compatible
- Prototypical Rule 17 Lighting
- Constant Voltage Headlight
- Lighted Cab Interior
- Operating Tender Back-up Light
- Powerful 5-Pole Precision Flywheel-Equipped Skew-Wound Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:87 Scale Proportions
- Only Operates On HO Stud (3-rail) Track (ie: Marklin C or K Track)
- With The Digital Command System Featuring Quillable Whistle with Freight Yard Proto-Effects
- Measures: 15 3/8" x 1 3/8" x 1 9/16"
- Operates On R3 (515mm) Radius Curves

Triplex



P. T. Barnum would have loved the Triplex. It was an engine of superlatives: more drivers than anything before or since, too big for the shops of its owner, the Erie Railroad, powerful enough to pull a train nearly five miles long. Ninety years ago, in the days before multiple-unit control allowed one throttle to control several locomotives, the Triplex was the ultimate attempt to put as much power as possible in the hands of a single engineer. In the end, it proved a noble, flamboyant, but less-than-successful experiment.

Baldwin Locomotive Works built three triplexes between 1914 and 1916 for pusher service on the Erie Railroad's daunting Susquehanna Hill (also known as Gulf Summit) near Deposit, N.Y. The cylinders of the Triplex's middle engine were powered by high pressure steam direct from the boiler, while the front and rear engines used low pressure steam exhausted from the middle cylinders.

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

The M.T.H. Triplex recreates the flamboyance of the original design but runs much better than the prototype ever did. Only MTH engineering could make such a complex model run smoothly and steadily at speeds from a barely perceptible crawl to wide-open throttle - just ask any modeler who owns an M.T.H. O scale or One Gauge Triplex. For 2007 the Triplex debuts in our HO lineup, complete with a full range of engine sounds, puffing smoke, speed control, full Rule 17 lighting, and ready to run under conventional, DCC, or M.T.H. Digital Command System (DCS) control.

Features:

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive Trucks
- Engineer and Fireman Figures
- Metal Handrails, Whistle and Bell
- RP25 Metal Wheels
- Interchangeable RP25 Metal Drive Wheels w/o Traction Tires
- NEM 340 Metal Wheels*
- Sprung Drivers
- (2) #158 Scale Kadee Whisker Couplers
- NEM 360/362 Coupler and Pocket Assembly*
- #18 U.S. Kadee® Coupler Compatible*
- Prototypical Rule 17 Lighting
- Constant Voltage Headlight
- Lighted Cab Interior
- Powerful 5-Pole Precision Flywheel-Equipped Skew-Wound Motor
- Synchronized Puffing ProtoSmoke™ System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:87 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle And Freight Yard Proto-Effects
- Operates On Code 70, 83 and 100 Track
- Unit Measures: 15 1/4" x 1 9/16" x 2 1/4"
- Operates On 22" Radius Curves
- 3E+ Model Operates On R3 (515 mm) Radius Curves



Erie (Russian Iron) - 2-8-8-8-2 Triplex Steam Engine with DCC/DCS/Motorola 1/2 Proto-Sound 3E+ (3-Rail)
 80-3194-5 Cab No. 5015
 80-3195-5 Cab No. 5016
 80-3196-5 Cab No. 5014



Erie (Black) - 2-8-8-8-2 Triplex Steam Engine with DCC/DCS/Motorola 1/2 Proto-Sound 3E+ (3-Rail)
 80-3197-5 Cab No. 5015
 80-3198-5 Cab No. 5016
 80-3199-5 Cab No. 5014



Virginian 2-8-8-8-2 Triplex Steam Engine, Cab No. 700
 80-3235-5 DCC/DCS/Motorola 1/2 Proto-Sound 3E+ (3-Rail)

Did You Know?

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



GS-4

In 1937 the Southern Pacific trumpeted a new train in full-page magazine ads describing their Daylight route that linked Los Angeles and San Francisco "in a glorious daylight trip, streaking along the Pacific Ocean for more than a hundred breathless miles." Travelers were invited to "Step inside the Daylight and see the beauty and luxury that have already won the West. Presenting a glorious streak of orange and red from locomotive to observation car, the Daylights were a sharp departure from the SP's normal dark olive passenger cars.

Leading the trains were the Southern Pacific's class GS Northern, arguably among the handsomest steam engines ever built. Constructed by Lima Locomotive Works, inventor of the super-power concept, the 4-8-4s had the combination of power and speed that characterized steam power at its zenith. Class GS-4 engines, delivered in 1941 and 1942, were among the last and best-looking of the breed, with tall 80" drivers and enclosed all-weather cabs. In addition to handling premier passenger trains, the 4-8-4s were regularly used in high-speed freight service on the San Francisco-Los Angeles Overnight.

In 1975-76, a proud exhibition of American historical and cultural artifacts toured the country. What made this Bicentennial celebration so special was where it was housed: in the 23-car-long American Freedom Train. The Freedom Train criss-crossed the U.S. with its patriotic cargo, letting Americans celebrate our heritage at every stop.

Southern Pacific's repainted No. 4449 GS-4 Steam Engine, in the very livery sported on these pages saw more time at the head of the Freedom Train than any other engine.



Features:

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Engineer and Fireman Figures
- Metal Handrails and Bell
- RP25 Metal Wheels
- Interchangeable RP25 Metal Drive Wheels w/o Traction Tires
- NEM 340 Metal Wheels*
- Sprung Drivers
- (2) #158 Scale Kadee Whisker Couplers
- NEM 360/362 Coupler and Pocket Assembly*
- #18 U.S. Kadee® Coupler Compatible*
- Prototypical Rule 17 Lighting
- Constant Voltage Headlight
- Operating Class Lights
- Operating Numberboard Lights
- Lighted Cab Interior
- Operating Tender Back-up Light
- Operating MARS Light on GS-4
- Powerful 5-Pole Precision Flywheel-Equipped Skew-Wound Motor
- Synchronized Puffing ProtoSmoke™
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:87 Scale Proportions
- Operates On Code 70, 83 and 100 Track
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle with Passenger Station Or Freight Yard Proto-Effects
- Unit Measures: 15 3/4" x 2 1/4" x 1 1/2"
- Operates On 22" Radius Curves
- 3E+ Model Operates On R3 (515 mm) Radius Curves



Southern Pacific Lines (Daylight Colors, Small Lettering) - 4-8-4 GS-4 Steam Engine with DCC/DCS/Motorola 1/2 Proto-Sound 3E+ (3-Rail)
80-3211-5 Cab No. 4434
80-3212-5 Cab No. 4449



Southern Pacific (Daylight Colors, Large Lettering) - 4-8-4 GS-4 Steam Engine with DCC/DCS/Motorola 1/2 Proto-Sound 3E+ (3-Rail)
80-3213-5 Cab No. 4444
80-3214-5 Cab No. 4449



American Freedom - 4-8-4 GS-4 Steam Engine with DCC/DCS/Motorola 1/2 Proto-Sound 3E+ (3-Rail)
80-3229-5 Cab No. 4449



Southern Pacific (Black, Large Letters) - 4-8-4 GS-4 Steam Engine with DCC/DCS/Motorola 1/2 Proto-Sound 3E+ (3-Rail)
80-3226-5 Cab No. 4452



Signature Series 4-8-4 GS-4 Steam Engine
80-80001-5 DCC/DCS/Motorola 1/2 Proto-Sound 3E+ (3-Rail)

M.T.H. Electric Trains
Signature Series

GG-1



Pennsylvania (Tuscan Single-Stripe) - GG1 Electric, Cab No. 4916
80-2148-5 DCC/DCS Proto-Sound 3E+ (3-Rail)



Pennsylvania (Tuscan 5-Stripe) - GG1 Electric, Cab No. 4911
80-2147-5 DCC/DCS Proto-Sound 3E+ (3-Rail)



Pennsylvania (Brunswick Green 5-Stripe) - GG1 Electric,
Cab No. 4842
80-2149-5 DCC/DCS Proto-Sound 3E+ (3-Rail)



Pennsylvania (Brunswick Green Single-Stripe) GG1 Electric,
Cab No. 4900
80-2150-5 DCC/DCS Proto-Sound 3E+ (3-Rail)



Pennsylvania (Silver) - GG1 Electric, Cab No. 4866
80-2151-5 DCC/DCS Proto-Sound 3E+ (3-Rail)



Amtrak - GG1 Electric, Cab No. 924
80-2152-5 DCC/DCS Proto-Sound 3E+ (3-Rail)



Conrail - GG1 Electric, Cab No. 4898
80-2153-5 DCC/DCS Proto-Sound 3E+ (3-Rail)



Penn Central - GG1 Electric, Cab No. 4893
80-2154-5 DCC/DCS Proto-Sound 3E+ (3-Rail)



For more than two decades, the Pennsylvania Railroad experimented with locomotive designs in search of a high-speed, mainline passenger electric. That search ended in 1934 with the GG1, a cooperative effort by the PRR, Baldwin, Westinghouse, and General Electric, based largely on neighbor New Haven's successful EP3 juice jack. Industrial designer Raymond Loewy cleaned up the original riveted body to create a design that looked contemporary for half a century.

The GG1 fleet hustled passenger traffic of all types along the Pennsy's multi-track raceway from New York to Washington and west to Harrisburg, including the famed Congressional and Broadway Limited. With 18 Pullmans in tow, a GG1 could hit 100 mph. Regearred for freight service and run as double-headers, a pair of GG1s delivered about the same tractive effort as a Union Pacific Big Boy, with virtually no noise, no smoke, much less wear on the track, and significantly less maintenance. Many GG1s racked up more than five million miles of service, outlasting the railroad that built them and serving its two successors, the Penn Central and Conrail. If there were a Locomotive Hall of Fame, the Pennsylvania Railroad GG1 would surely be one of the first inductees.

Add this fully die-cast Hall of Famer to your layout as a complete set or in one or more authentic PRR liveries, featuring station sounds for Pennsy name trains, smooth performance at any speed from a crawl to full throttle, a powerful 12-Volt 5-Pole precision skew-Wound flywheel equipped

motor to rival the prototype, and pantographs that automatically raise and lower according to the direction of travel.

For those who have operated Marklin HO AC 3-rail trains in the past, choosing a Proto-Sound 3E+ equipped model will give you an opportunity to run sound-equipped North American prototypes on your railroad with your Marklin DCC command control system.

Automatic Pantograph Operation Explained

Users operating the GG-1 in conventional mode will find that by depressing the transformer's direction button to stop the locomotive, the rear pantograph will remain in the up position while the lead pantograph slowly rises up. Once the lead pantograph is in its up position, the rear pantograph will slowly lower into the down position. At this point another press of the direction button will cause the locomotive to reverse making the lead pantograph now the rear pantograph and in the up position.

In command operation two operating modes will be offered; auto and manual. Auto mode will behave similar to conventional mode with the rear pantograph in the up position when moving. The up and down movement of the pantograph will be direction controlled using the DCS Digital Command Control System. In Manual mode, the user will have to raise and lower both pantographs via the DCS System or any 28-Function DCC system as they wish regardless of directional state.

Features:

- Intricately Detailed Die-Cast Body
- Metal Chassis
- Metal Handrails and Horn
- Metal Body Side Grilles
- (2) Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels and Axles
- RP25 Metal Wheels
- NEM 340 Metal Wheels*
- (2) Operating Kadee-Compatible Remote Controlled Proto-Couplers
- (2) #158 Scale Kadee Whisker Couplers
- (2) NEM 360/362 Coupler & Pocket Assemblies*
- #18 U.S. Kadee® Coupler Compatible*
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- Lighted Cab Interior
- Lighted Number Boards
- Lighted Marker Lights
- Powerful 5-Pole Precision Flywheel-Equipped Skew-Wound Balanced Motor
- Operating Pantographs
- Locomotive Speed Control In Scale MPH Increments
- Operates On Code 70, 83 and 100 Track
- 1:87 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Unit Measures: 11 5/16" x 1 3/8" x 2 7/16"
- Operates On 18" Radius Curves
- 3E+ Model Operates On R2 (437.5mm) Radius Curves

EMD F-3



Santa Fe - F3 A/B Set, A Unit No. 18, B Unit No. 18A 80-2185-1 DCC/DCS PS 3.0 80-2185-5 DCC/DCS PS 3E+ (3-Rail) 80-2185-0 DCC Ready	Santa Fe - F3 A Unit, Cab No. 18C 80-2186-1 DCC/DCS PS 3.0 80-2186-5 DCC/DCS PS 3E+ (3-Rail) 80-2186-0 DCC Ready	Santa Fe - F3 B Unit, Cab No. 18B 80-2187-1 DCC/DCS PS 3.0 80-2187-5 DCC/DCS PS 3E+ (3-Rail) 80-2187-0 DCC Ready
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Union Pacific - F3 A/B Set, A Unit No. 1404A, B Unit No. 1442B 80-2188-1 DCC/DCS PS 3.0 80-2188-5 DCC/DCS PS 3E+ (3-Rail) 80-2188-0 DCC Ready	Union Pacific - F3 A Unit, Cab No. 1441A 80-2189-1 DCC/DCS PS 3.0 80-2189-5 DCC/DCS PS 3E+ (3-Rail) 80-2189-0 DCC Ready	Union Pacific - F3 B Unit, Cab No. 1471B 80-2190-1 DCC/DCS PS 3.0 80-2190-5 DCC/DCS PS 3E+ (3-Rail) 80-2190-0 DCC Ready
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Southern Pacific - F3 A/B Set, A Unit No. 6103, B Unit No. 8003 80-2191-1 DCC/DCS PS 3.0 80-2191-5 DCC/DCS PS 3E+ (3-Rail) 80-2191-0 DCC Ready	Southern Pacific - F3 A Unit, Cab No. 6139 80-2192-1 DCC/DCS PS 3.0 80-2192-5 DCC/DCS PS 3E+ (3-Rail) 80-2192-0 DCC Ready	Southern Pacific - F3 B Unit, Cab No. 8039 80-2193-1 DCC/DCS PS 3.0 80-2193-5 DCC/DCS PS 3E+ (3-Rail) 80-2193-0 DCC Ready
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Pennsylvania - F3 A/B Set, A Unit No. 9501, B Unit No. 9501B 80-2194-1 DCC/DCS PS 3.0 80-2194-5 DCC/DCS PS 3E+ (3-Rail) 80-2194-0 DCC Ready	Pennsylvania - F3 A Unit, Cab No. 9505 80-2195-1 DCC/DCS PS 3.0 80-2195-5 DCC/DCS PS 3E+ (3-Rail) 80-2195-0 DCC Ready	Pennsylvania - F3 B Unit, Cab No. 9505B 80-2196-1 DCC/DCS PS 3.0 80-2196-5 DCC/DCS PS 3E+ (3-Rail) 80-2196-0 DCC Ready
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Denver & Rio Grande - F3 A/B Set, A Unit No. 5524, B Unit No. 5523 80-2197-1 DCC/DCS PS 3.0 80-2197-5 DCC/DCS PS 3E+ (3-Rail) 80-2197-0 DCC Ready	Denver & Rio Grande - F3 A Unit, Cab No. 5531 80-2198-1 DCC/DCS PS 3.0 80-2198-5 DCC PS 3E+ (3-Rail) 80-2198-0 DCC Ready	Denver & Rio Grande - F3 B Unit, Cab No. 5532 80-2199-1 DCC/DCS PS 3.0 80-2199-5 DCC/DCS PS 3E+ (3-Rail) 80-2199-0 DCC Ready
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Southern Pacific - Signature Series F-3 A/B Set, A Unit No. 6103, B Unit No. 6103B 80-80011-1 DCC/DCS PS 3.0 80-80011-5 DCC/DCS PS 3E+ (3-Rail)



Pennsylvania (Green Single Stripe) - Signature Series F-3 A/B Set, A Unit No. 9501, B Unit No. 9501B 80-80012-1 DCC/DCS PS 3.0 80-80012-5 DCC/DCS PS 3E+ (3-Rail)

M.T.H. Electric Trains
Signature Series

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

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

M.T.H. is proud to offer the drama of this postwar locomotive in HO scale. Diesel sets with Proto-Sound 3.0 offer authentic EMD 567 prime mover sounds, first generation diesel horn and bell, crew station sounds, break sounds, and cab chatter. Our F3 features the superb detailing that characterizes all M.T.H. HO diesels, with added-on details that include legible builder's plates, grab irons, multiple-unit hoses, rooftop lift rings, see-through rooftop fans, steam generator exhaust stack (for passenger versions), windshield wipers, and trucks with separately-applied spring hangers, brake cylinders, and air pipes.

Features:

- Intricately Detailed ABS Bodies
- Metal Chassis
- Moveable Roof Fans
- Metal Body Side Grilles
- (2) Engineer Cab Figures In Each A Unit
- Authentic Paint Scheme
- Metal Wheels and Axles
- RP25 Metal Wheels
- (2) Operating Kadee Compatible Remote Controlled Proto-Couplers
- (2) #158 Scale Kadee Whisker Couplers
- #18 U.S. Kadee Coupler Compatible*
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlight
- Lighted Cab Interior
- Illuminated Number Boards
- Lighted Marker Lights
- Operating MARS Light**
- Powerful 5-Pole Precision Flywheel-Equipped Skew-Wound Balanced Motor
- Locomotive Speed Control In Scale MPH Increments
- Operates On Code 70, 83 and 100 Track
- 1:87 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- A Unit Measures: 7" x 1 7/16" x 2 3/8"
- B Unit Measures: 7" x 1 7/16" x 2 3/8"
- Operates On 18" Radius Curves
- 3E+ Model Operates On R1 (360mm) Radius Curves

Alco PA



Union Pacific - Alco PA A/B Set, A Unit No. 600, B Unit No. 600B
80-2218-1 DCC/DCS PS 3.0
80-2218-5 DCC/DCS PS 3E+ (3-Rail)
80-2218-0 DCC Ready

Union Pacific - Alco PA A Unit, Cab No. 602
80-2219-1 DCC/DCS PS 3.0
80-2219-5 DCC/DCS PS 3E+ (3-Rail)
80-2219-0 DCC Ready

Union Pacific - Alco PA B Unit, Cab No. 602B
80-2220-1 DCC/DCS PS 3.0
80-2220-5 DCC/DCS PS 3E+ (3-Rail)

Features:

- Intricately Detailed ABS Bodies
- Metal Chassis
- Moveable Roof Fans
- Metal Body Side Grilles
- (2) Engineer Cab Figures In Each A Unit
- Authentic Paint Scheme
- Metal Wheels and Axles
- RP25 Metal Wheels
- NEM 340 Metal Wheels*
- (2) Operating Kadee Compatible Remote Controlled Proto-Couplers
- (2) NEM 360/362 Coupler & Pocket Assemblies*
- #18 U.S. Kadee® Coupler Compatible*
- (2) #158 Scale Kadee Whisker Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlight
- Lighted Cab Interior
- Illuminated Number Boards
- Lighted Marker Lights
- Operating MARS Light**
- Powerful 5-Pole Precision Flywheel-Equipped Skew-Wound Balanced Motor
- Operating Smoke Unit in A-Unit
- Locomotive Speed Control In Scale MPH Increments
- Operates On Code 70, 83 and 100 Track
- 1:87 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- A Unit Measures: 9 1/4" x 1 3/8" x 2 1/8"
- B Unit Measures: 8 3/4" x 1 3/8" x 2 1/8"
- Operates On 22" Radius Curves
- 3E+ Model Operates On R2 (437.5mm) Radius Curves



Pennsylvania - Alco PA A/B Set, A Unit No. 5756, B Unit No. 5756B
80-2215-1 DCC/DCS PS 3.0
80-2215-5 DCC/DCS PS 3E+ (3-Rail)
80-2215-0 DCC Ready

Pennsylvania - Alco PA A Unit, Cab No. 5755
80-2216-1 DCC/DCS PS 3.0
80-2216-5 DCC/DCS PS 3E+ (3-Rail)
80-2216-0 DCC Ready

Pennsylvania - Alco PA B Unit, Cab No. 5752B
80-2217-1 DCC/DCS PS 3.0
80-2217-5 DCC/DCS PS 3E+ (3-Rail)
80-2217-0 DCC Ready



Southern Pacific - Alco PA A/B Set, A Unit No. 6008, B Unit No. 5914
80-2274-1 DCC/DCS PS 3.0

Southern Pacific - Alco PA A Unit, Cab No. 6013
80-2275-1 DCC/DCS PS 3.0

Southern Pacific - Alco PA B Unit, Cab No. 5912
80-2276-1 DCC/DCS PS 3.0



Lehigh Valley - Alco PA A Unit, Cab No. 610
80-2222-1 DCC/DCS Proto-Sound 3.0
80-2222-0 DCC Ready

Lehigh Valley - Alco PA AA Set
80-2284-1 DCC/DCS Proto-Sound 3.0
80-2284-0 DCC Ready
80-2284-5 DCC/DCS Proto-Sound 3E+ (3-Rail)



Nickel Plate Road - Alco PA AA Set, Cab No. 180 & 181
80-2285-1 DCC/DCS Ps 3.0
80-2285-5 DCC/DCS PS 3E+ (3-Rail)
80-2285-0 DCC Ready

Nickel Plate Road - Alco PA A Unit, Cab No. 187
80-2228-0 DCC Ready



Erie - Alco PA A-A Set, Cab Number 854 & 858
80-2086-0 DCC Ready
Erie - Alco PA A Unit, Cab Number 856
80-2087-0 DCC Ready



New Haven - Alco PA A Unit, Cab Number 0785
80-2084-0 DCC Ready



Denver & Rio Grande - Alco PA A-B Set
80-2270-1 DCC/DCS Proto-Sound 3.0
Denver & Rio Grande - Alco PA A Unit
80-2271-1 DCC/DCS Proto-Sound 3.0



Santa Fe - Alco PA A-B Set, Cab Number 70 & 70A
80-2272-1 DCC/DCS Proto-Sound 3.0
80-2272-0 DCC Ready



Union Pacific - Signature Series Alco PA A/B Set
80-80013-1 DCC/DCS Proto-Sound 3.0
80-80013-5 DCC/DCS PS 3E+ (3-Rail)

M.T.H. Electric Trains
Signature Series



Missouri Pacific - Alco PA A Unit, Cab No. 8008
80-2225-1 DCC/DCS Proto-Sound 3.0

Missouri Pacific - Alco PA AA Set, Cab No. 8001 & 8008
80-2283-1 DCC/DCS Ps 3.0
80-2283-5 DCC/DCS PS 3E+ (3-Rail)
80-2283-0 DCC Ready



New Haven - Alco FA-1 A/B Set, A Unit No. 0419 , B Unit No. 0459
 80-2203-1 DCC/DCS Proto-Sound 3.0
 80-2203-5 DCC/DCS Proto-Sound 3E+ (3-Rail)
 80-2203-0 DCC Ready

New Haven - Alco FA-1 A Unit, Cab No. 0424
 80-2204-1 DCC/DCS Proto-Sound 3.0
 80-2204-5 DCC/DCS Proto-Sound 3E+ (3-Rail)

M.T.H. is proud to present the HO FA-1 in classic first-generation diesel paint schemes. These streamlined diesels will bring beauty and power to any HO layout. Each Alco FA-1 A-B diesel set includes one powered A unit and powered B unit. The A unit has full directional lighting and both the A and B units feature two operating Kadee-compatible remote controlled couplers.



Canadian Pacific - Alco FA-1 A/B Set, A Unit No. 4025, B Unit No. 4410
 80-2206-1 DCC/DCS Proto-Sound 3.0
 80-2206-5 DCC/DCS Proto-Sound 3E+ (3-Rail)
 80-2206-0 DCC Ready

Canadian Pacific - Alco FA-1 A Unit, Cab No. 4016
 80-2207-1 DCC/DCS Proto-Sound 3.0

Features:

- Intricately Detailed ABS Bodies
- Metal Chassis
- Moveable Roof Fans
- Metal Body Side Grilles
- (2) Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels and Axles
- RP25 Metal Wheels
- NEM 340 Metal Wheels*
- (2) Operating Kadee Compatible Remote Controlled Proto-Couplers
- (2) NEM 360/362 Coupler & Pocket Assemblies*
- #18 U.S. Kadee Coupler Compatible*
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- Lighted Cab Interior
- Illuminated Number Boards
- Lighted Marker Lights
- Operating MARS Light**
- Powerful 5-Pole Precision Flywheel-Equipped Skew-Wound Balanced Motor
- Locomotive Speed Control In Scale MPH Increments
- Operates On Code 70, 83 and 100 Track
- 1:87 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 14" x 1 3/8" x 2 1/16"
- Operates On 22" Radius Curves
- 3E+ Model Operates On R2 (437.5mm) Radius Curves



SOO Line - Alco FA-1 A/B Set, A Unit No. 2221A & 2221B
 80-2200-1 DCC/DCS Proto-Sound 3.0
 80-2200-5 DCC/DCS Proto-Sound 3E+ (3-Rail)

SOO Line - Alco FA-1 A Unit, Cab No. 2222A
 80-2201-1 DCC/DCS Proto-Sound 3.0
 80-2201-5 DCC/DCS Proto-Sound 3E+ (3-Rail)



New York Central - Alco FA-1 A/B Set, A Unit No. 1030, B Unit No. 2320
 80-2209-1 DCC/DCS Proto-Sound 3.0
 80-2209-5 DCC/DCS Proto-Sound 3E+ (3-Rail)
 80-2209-0 DCC Ready

New York Central - Alco FA-1 A Unit, Cab No. 1010
 80-2210-1 DCC/DCS Proto-Sound 3.0
 80-2210-5 DCC/DCS Proto-Sound 3E+ (3-Rail)
 80-2210-0 DCC Ready



Erie - Alco FA-1 A/B Set, A Unit No. 725A, B Unit No. 725B
 80-2212-1 DCC/DCS Proto-Sound 3.0
 80-2212-5 DCC/DCS Proto-Sound 3E+ (3-Rail)
 80-2212-0 DCC Ready

Erie - Alco FA-1 A Unit, Cab No. 729A
 80-2213-1 DCC/DCS Proto-Sound 3.0
 80-2213-5 DCC/DCS Proto-Sound 3E+ (3-Rail)
 80-2213-0 DCC Ready



Pennsylvania - Alco FA-1 A/B Set
 80-2277-1 DCC/DCS Proto-Sound 3.0
 80-2092-0 DCC Ready

EMD GP35



Chessie - GP35 Diesel with DCC/DCS PS 3.0	Chessie - GP35 Diesel with DCC/DCS PS 3E+ (3-Rail)	Chessie - GP35 Diesel DCC Ready
80-2230-1 No. 3545	80-2230-5 No. 3545	80-2230-0 No. 3545
80-2231-1 No. 3546	80-2231-5 No. 3546	80-2231-0 No. 3546
80-2232-1 No. 3551	80-2232-5 No. 3551	80-2232-0 No. 3551



Chesapeake & Ohio - GP35 Diesel with DCC/DCS Proto-Sound 3.0	Chesapeake & Ohio - GP35 Diesel with DCC/DCS Proto-Sound 3E+ (3-Rail)	Chesapeake & Ohio - GP35 Diesel DCC Ready
80-2236-1 No. 3520	80-2236-5 No. 3520	80-2236-0 No. 3520
80-2237-1 No. 3534	80-2237-5 No. 3534	80-2237-0 No. 3534
80-2238-1 No. 3536	80-2238-5 No. 3536	80-2238-0 No. 3536



Conrail - GP35 Diesel with DCC/DCS PS 3.0	Conrail - GP35 Diesel with DCC/DCS PS 3E+ (3-Rail)	Conrail - GP35 Diesel (DCC Ready)
80-2239-1 No. 2256	80-2239-5 No. 2256	80-2239-0 No. 2256
80-2240-1 No. 2257	80-2240-5 No. 2257	80-2240-0 No. 2257
80-2241-1 No. 2266	80-2241-5 No. 2266	80-2241-0 No. 2266



Pennsylvania GP35 Diesel with DCC/DCS Proto-Sound 3E+ (3-Rail)
 80-2160-5 Cab No. 2258
 80-2161-5 Cab No. 2268



Southern Pacific GP35 Diesel with DCC/DCS Proto-Sound 3E+ (3-Rail)
 80-2175-5 Cab No. 6580



Chessie - Signature Series GP-35 Diesel
 80-80009-1 Proto-Sound 3.0
 80-80009-5 Proto-Sound 3E+ (3-Rail)

Features:

- Intricately Detailed ABS Body
- Metal Chassis
- Moveable Roof Fans
- Metal Handrails and Horn
- Metal Body Side Grilles
- (2) Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels and Axles
- RP25 Metal Wheels
- NEM 340 Metal Wheels*
- (2) #158 Scale Kadee Whisker Couplers
- (2) Operating Kadee Compatible Remote Controlled Proto-Couplers
- (2) NEM 360/362 Coupler & Pocket Assemblies*
- #18 U.S. Kadee® Coupler Compatible*
- Prototypical Rule 17 Lighting
- 8-Pin DCC Decoder Plug on DCC Ready Models
- Lighted Cab Interior
- Directionally Controlled Constant Voltage LED Headlights
- Illuminated Number Boards
- Lighted Marker Lights
- Powerful 5-Pole Precision Flywheel-Equipped Skew-Wound Balanced Motor
- Locomotive Speed Control In Scale MPH Increments
- Operates On Code 70, 83 and 100 Track
- 1:87 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 8 1/8" x 1 3/4" x 2 1/8"
- Hi-Rail Version Operates On 18" Radius Curves
- 3E+ Model Operates On R1 (360mm) Radius Curves



Penn Central - GP35 Diesel with DCC/DCS PS 3.0	Penn Central - GP35 Diesel with DCC/DCS PS 3E+ (3-Rail)	Penn Central - GP35 Diesel DCC Ready
80-2233-1 No. 2372	80-2233-5 No. 2372	80-2233-0 No. 2372
80-2234-1 No. 2382	80-2234-5 No. 2382	80-2234-0 No. 2382
80-2235-1 No. 2387	80-2235-5 No. 2387	80-2235-0 No. 2387



Union Pacific GP35 Diesel with DCC/DCS Proto-Sound 3E+ (3-Rail)	Union Pacific GP35 Diesel DCC-Ready
80-2172-5 Cab No. 750	80-2173-0 Cab No. 756
80-2173-5 Cab No. 756	80-2174-0 Cab No. 759



New York Central GP35 Diesel with DCC/DCS Proto-Sound 3E+ (3-Rail)
 80-2163-5 Cab No. 6131
 New York Central GP35 Diesel DCC-Ready
 80-2164-0 Cab No. 6133



Baltimore & Ohio GP35 Diesel with DCC/DCS Proto-Sound 3E+ (3-Rail)
 80-2158-5 Cab No. 3544

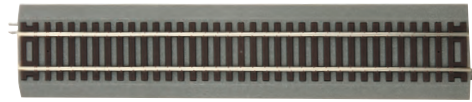


Penn Central - Signature Series GP-35 Diesel
 80-80010-1 Proto-Sound 3.0
 80-80010-5 Proto-Sound 3E+ (3-Rail)

M.T.H. Electric Trains
Signature Series

Track

At M.T.H. Electric Trains, we believe a track system should allow your model railroad empire to grow. The RealTrax system includes 18" and 22" curves as well as 9" straight lengths that make a perfect solution for your first model railroad empire. And every piece of RealTrax is rugged, realistic, and reliable so you can have fun running your trains.



HO RealTrax 9" Straight Code 83 Track w/Roadbed - 4 Pack
81-1001



HO RealTrax 22" Radius Curve Code 83 Track w/Roadbed - 4 Pack
81-1022



HO RealTrax 9" Straight Code 83 Track Rerailer with Terminal Joiner Wire Harness
81-1015



HO RealTrax 18" Radius Curve Code 83 Track w/Roadbed - 4 Pack
81-1018



HO RealTrax Track Adapter Pack (24 Ct)
81-1011



HO RealTrax Track Terminal Pack (2 Ct)
81-1003



HO RealTrax Track Railjoinder Pack (48 Ct)
81-1014

HO ScaleTrax 9" Straight Code 83 Track
80-1001

HO ScaleTrax 9" Straight Code 83 Track (6 Pack)
80-1002

HO ScaleTrax 36" Code 83 Flex Track
80-1036

HO ScaleTrax 9" Straight Code 83 Track Rerailer (3 Pack) (Not Shown)
80-1003

HO ScaleTrax 22" Code 83 Radius Curve Track
80-1022

HO ScaleTrax 22" Radius Code 83 Curve Track (6 Pack)
80-1023

HO ScaleTrax 18" Radius Curve Code 83 Track
80-1018

HO ScaleTrax 18" Radius Curve Code 83 Track (6 Pack)
80-1019

**Compatible With All Code 83
HO Non-Roadbed Track**



2-Rail O-Scale Track

ScaleTrax™ by M.T.H. Electric Trains is the ultimate 2-rail track system that detail-oriented 2-rail modelers have been looking for. Code 128 rails, authentically detailed ABS track ties and strong, nickel-silver rails mate up to other 2-rail code 128 track.

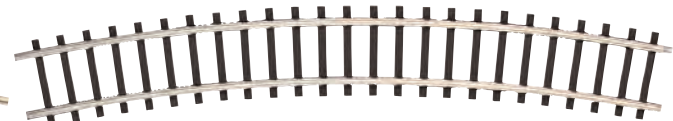


ScaleTrax - 2-Rail 17" Straight Track Section
45-2017

- Solid, Rust-Proof Nickel Silver Track Rails
- Code 128 Rail
- Durable ABS Plastic Rail Ties
- Nickel Silver Rail Joiners



ScaleTrax - 2-Rail 22" Radius Curved Track Section
45-2022



ScaleTrax - 2-Rail 36" Radius Curved Track Section
45-2036



RK1 Gauge Big Boy Steamer



RAILKING
GAUGE
ONE-GAUGE TRAINS

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

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

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

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

the rails was patented by a Philadelphian named Joseph Harrison; and a French technical writer, Anatole Mallet, first thought to couple two driving units heel to toe below one boiler in 1874."

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

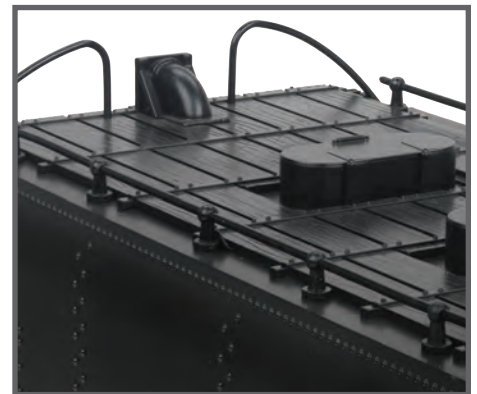
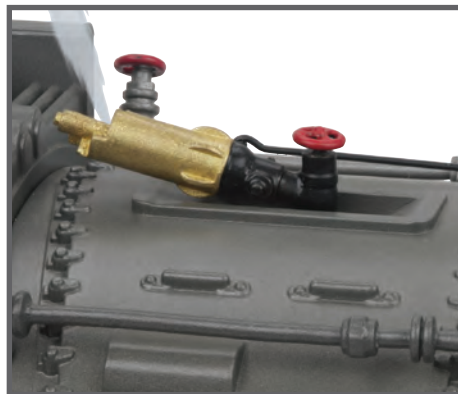


Union Pacific - 4-8-8-4 Big Boy Steam Engine (Oil Burner)
70-3026-1 Proto-Sound 3.0

Measures over 53 Inches Long!

Features:

- Polycarbonate Boiler and Tender Body
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Detailed Locomotive Trucks
- Engineer and Fireman Figures
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Kadee Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage Headlight
- Operating Firebox Glow
- Operating Numberboard Lights
- Lighted Cab Interior
- Operating Tender Back-up Light
- Precision Flywheel Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Steaming Whistle With "Playable Intensity"
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCC Receiver
- 1:32 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Freight Yard Proto-Effects
- Measures: 53" x 4 3/8" x 6"
- Operates On R3 Curves



Märklin® Leipzig Tinplate Station

The “Leipzig” Station Story

In 1915, construction on Europe’s largest terminal station was completed in the center of Leipzig City, in the state of Saxony. The new Main Station was in fact a double station operated by two state railroads, the Royal Saxon State Railways and the Prussian state railways, before they were merged into the German Reichsbahn. The structure was huge, measuring nearly 1000’ long and featuring platform access to 26 tracks.

Naturally, this real-life station caught the attention of Märklin, who wished to recreate its essence for the world of toy trains. Although delayed by WWI, two designs of the Leipzig station finally appeared in the 1919–1920 catalog as O Gauge and 1 Gauge tinplate gems.

These masterpiece models were featured in Märklin catalogs until 1930. But no catalog indicated the name of “Leipzig”. The catalog name was “Großstadtbahnhof” (Big City Station) or “Bahnhof-Anlage” (Station Complex). But its architecture, style and appearance left no doubt about the model’s heritage: the “City” was meant to be Leipzig.

Of course a full scale model would have been impossible to recreate; an O Gauge reproduction would have been 22’ long! In those years, the size of toy train accessories was not determined by an exact scale factor, but by the gauge and the size of the railways. A station had to harmonize with the track and the trains, give an impression of the prototype, and incorporate unique details of real life. And it had to have play value. The incognito “Leipzig” City Station offered all these features — it was convincing, fascinating, and incredibly impressive.

The major difference between the larger 1 Gauge model and its O Gauge cousin was an additional main floor and roof cupola on the 1 Gauge version, designed to add extra height. Either version was available in three configurations: as a solitary station building; as the building with a large apron and ramp in front; or as a complete set with building, apron, and a 3-track platform hall to be arranged alongside as a through station or against the back of the main building as a stub-end terminal.

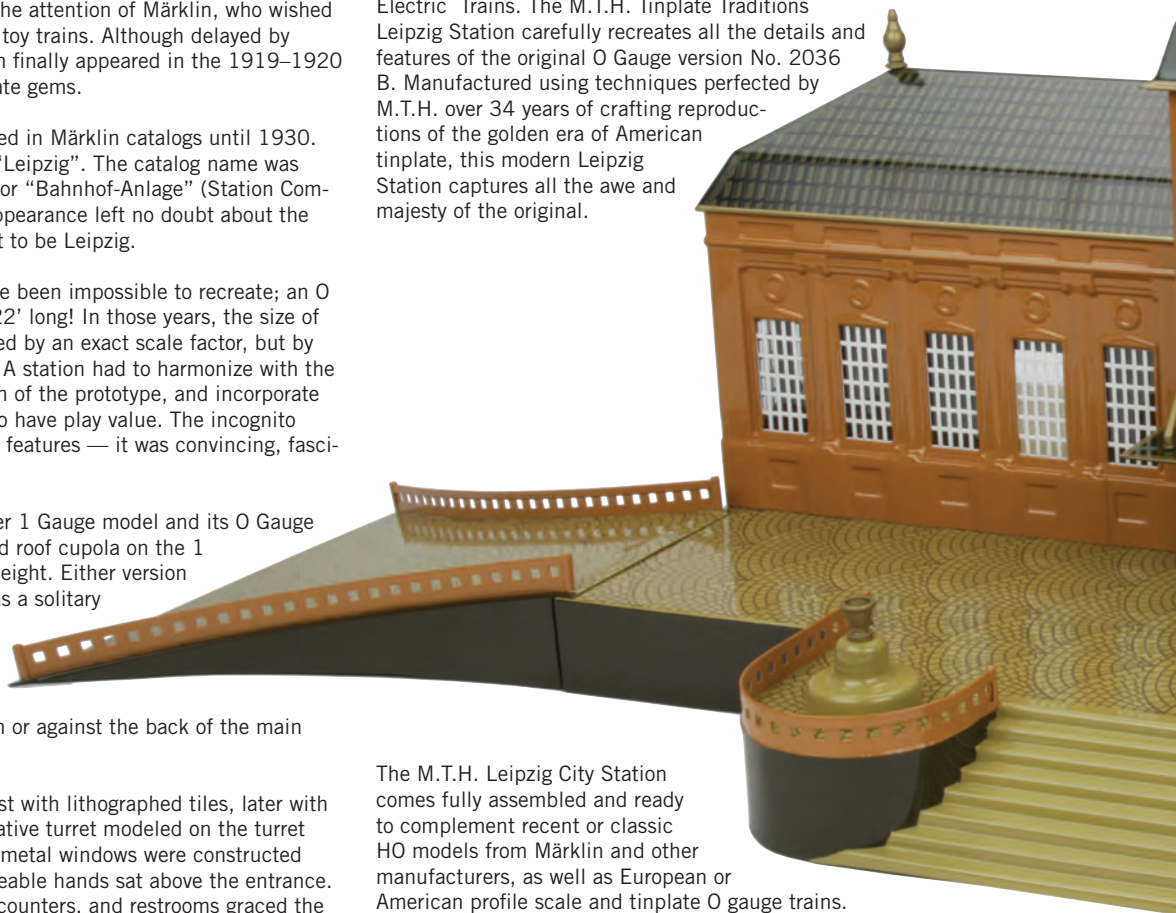
The roof was elegantly decorated — first with lithographed tiles, later with stamped ones — and featured a decorative turret modeled on the turret that crowned the Märklin factory. Fine metal windows were constructed with celluloid panes. A clock with moveable hands sat above the entrance. Waiting rooms with open doors, ticket counters, and restrooms graced the platform side of the structure, which also included a letter box, a hand washing basin, and subway stairs descending down into the floor.

Initially, the stations were offered with or without interior lighting. The first illuminated versions were designed to be connected directly to house current — electric trains were operated like that up to the mid-1920s. Later, the lights were converted to a new 20-volt system. In the last year of production, interior lighting was standard equipment.

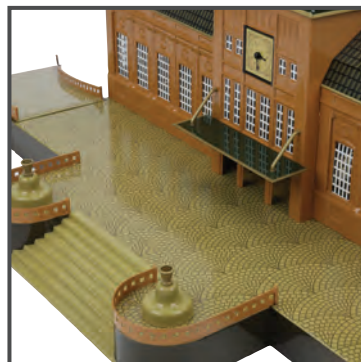
All Leipzig models were made from high-class materials and hand soldered and hand assembled. Original catalog descriptions included “sterling models in durable design” and “fine handpainting” to help reinforce the value of every item Märklin manufactured. The 1929 price of the full-featured 1 Gauge version was 250 Reichsmark — about 1/10 the price of a 1929 BMW or Opel compact car. Long considered precious, expensive and unattainable for the average modeler, the Leipzig station was exclusive and layouts with it were respectfully admired.

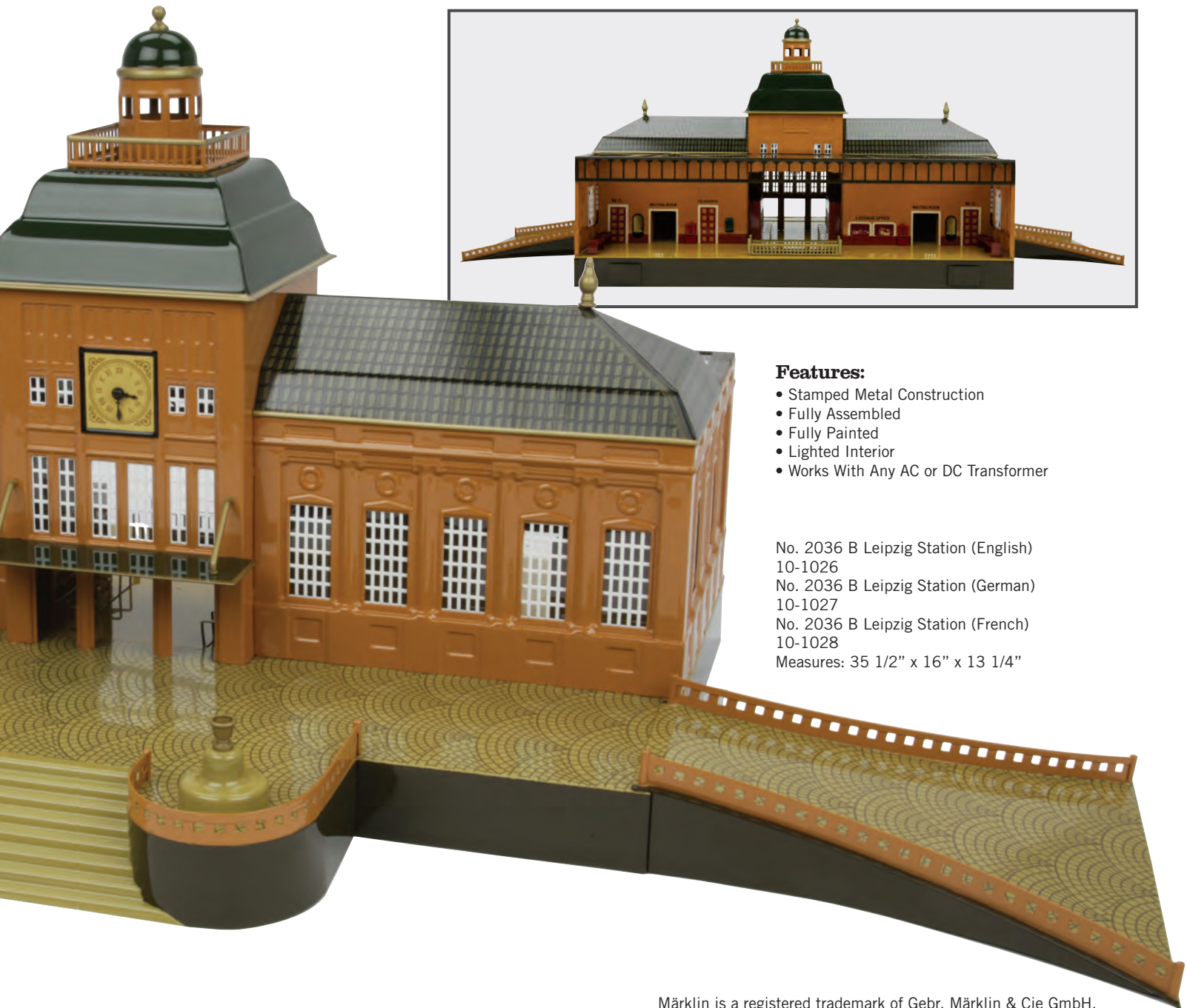
After WWII, the Leipzig stations became more and more a favorite of collectors. Most lucky owners still refuse to part with them, so locating one today in good condition is difficult. As a result, their value has steadily increased. In recent years, some complete sets have been sold at auction for over 20,000 Euro (more than \$27,000).

For 2014, the legendary Leipzig station returns as an accurate and finely detailed replica - right down to its lithographed tile roof and hand soldered construction - and is officially licensed by Märklin and built by M.T.H. Electric Trains. The M.T.H. Tinplate Traditions Leipzig Station carefully recreates all the details and features of the original O Gauge version No. 2036 B. Manufactured using techniques perfected by M.T.H. over 34 years of crafting reproductions of the golden era of American tinplate, this modern Leipzig Station captures all the awe and majesty of the original.



The M.T.H. Leipzig City Station comes fully assembled and ready to complement recent or classic HO models from Märklin and other manufacturers, as well as European or American profile scale and tinplate O gauge trains. As originally marketed for O Gauge in the 1920’s, the Märklin-authorized Leipzig Station is offered in English, German and French versions, and comes packaged in an authentic 1920’s era box.



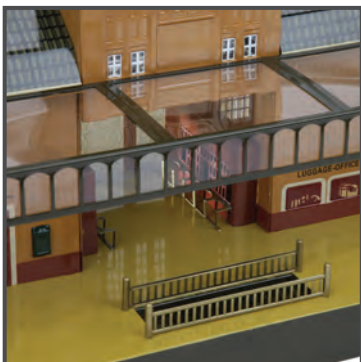


Features:

- Stamped Metal Construction
- Fully Assembled
- Fully Painted
- Lighted Interior
- Works With Any AC or DC Transformer

No. 2036 B Leipzig Station (English)
10-1026
No. 2036 B Leipzig Station (German)
10-1027
No. 2036 B Leipzig Station (French)
10-1028
Measures: 35 1/2" x 16" x 13 1/4"

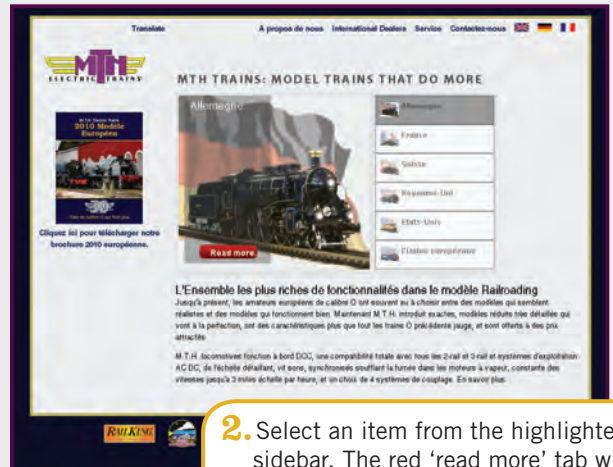
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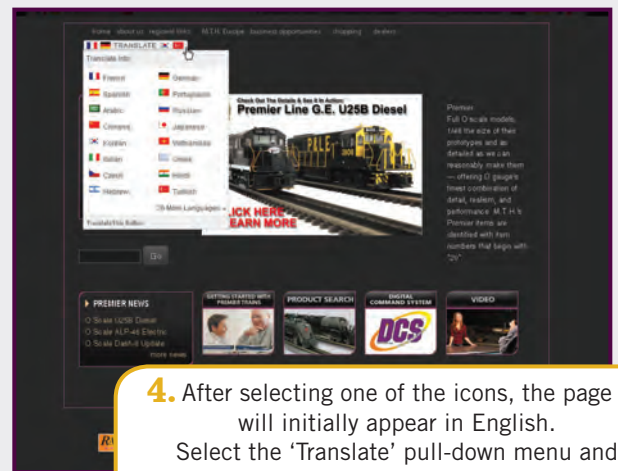
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