



MTH  
ELECTRIC TRAINS®



2019

VOLUME ONE

*RailKing® & Premier O Gauge Trains*



# And the Winners Are...

Six months ago, we announced three contests to bring out and celebrate the talents that you bring to O Gauge railroading. In this catalog, we're delighted to announce the winners of two of those contests and remind you the third competition is still open for entries.

## Freight Car Deco Contest

Last April we invited you to dig into your files, archives or library — or your desk drawer — and send us the prototype paint schemes you've always wanted to see on a Premier or RailKing freight car. We received 122 entries, more than for any previous M.T.H. contest. These four winners caught our eye as cars we'd definitely like to own:

**Shedd Aquarium high cube boxcar:** Submitted by P.J. Faron of Frankfort, Illinois, this car took to the rails in 2015 to promote Chicago's Shedd Aquarium. It was sponsored by two hometown firms, railcar leasing company GATX and Packaging Corporation of America, and transports PCA paper products around the country.



In announcing the car, Brian A. Kenney, President and CEO of GATX, said, "Shedd Aquarium is the top-attended cultural institution in Chicago and a leader in

animal care and welfare, conservation research and science education. We are pleased to help bring more national awareness to this treasured institution." Due to the complex nature of this car's graphics, we were still working at press time to determine on which model it will be possible to apply this paint scheme.

**Canadian 100-ton grain hopper with mural:** While we don't condone or encourage railroad graffiti, this car impressed us as a rolling work of art. It was submitted by Christian Babcock of Waukesha, Wisconsin. Lacking a photo of the other side of this car, our model will assume the other side is a typical Canadian grain hopper.



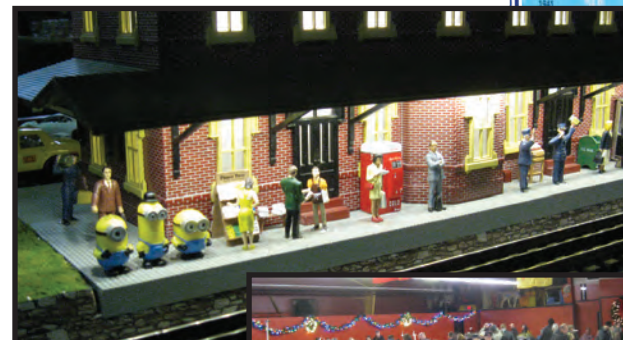
Education and Development Institute (REDI) in Atlanta, Georgia. It honors former instructor Ron Bush. While the prototype's days of train service are over, we think the car's graphics, especially the REDI locomotive logo, will make the model a handsome finale to any CSX freight train.

**Black Hills Packing Co. plug-door reefer:** Black Hills Packing started in 1910 as The Rapid City Packing Co. The rancher-owned cooperative slaughtered and processed local cattle, hogs and sheep to avoid having to ship live animals to Chicago. After changing its name to Black Hills Packing Co. in the 1940s, the firm began selling products under the Rushmore Meats brand, in reference to the nearby national memorial. Black Hills continued in operation until 1989. Submitted by Joseph Jameson of Mendota Heights, Minnesota, this car is a standout for its Mt. Rushmore mural. The prototype resides at the National Railroad Museum in Green Bay, Wisconsin.



Look for these cars in upcoming M.T.H. catalogs. And while they didn't win, a number of other entries may also appear as future RailKing and Premier offerings. Each of our winners will receive \$100 in M.T.H. rolling stock of their choice, as well as their winning entry when it is produced. Non-winners will also receive a model of their car if it appears in a catalog within the next three years.

**CSX bay window caboose:** This entry from Carl Peduzzi of Dumfries Virginia is actually a static display at CSX Transportation's primary education center, the Railroad



## Seventh Annual Blue Comet Award



The 2018 Blue Comet Award — our annual award to the person or organization who does the most to promote the O Gauge hobby to the general public — goes to the **Pittsburgh Independent Hi-Railers**. The goal of the Blue Comet Award is to encourage O Gauge model railroaders to make the hobby more visible to the public and to bring new members of all ages into the hobby. Hosting one of the most well-attended annual O Gauge displays in the nation, the Pittsburgh, Pennsylvania-based Hi-Railers exemplify the effort the Blue Comet Award is designed to celebrate.

Since 2011, the Hi-Railers' holiday layout has been a star attraction at Holiday Lights, an annual display at Kennywood Park, Pittsburgh's oldest and most family-friendly amusement park. Last year, about 65,000 visitors attended Holiday Lights, which features nearly two million Christmas lights and the tallest Christmas trees in Pennsylvania. The event, along with the Hi-Railers' display, has grown steadily in size and attendance over the years. In 2017 Holiday Lights expanded from 13 nights to 19 and the Hi-Railers' display nearly doubled in size, to about 2700 square feet. This year the layout will grow again and the event will last 20 nights between Thanksgiving and Christmas, as Kennywood celebrates its 120<sup>th</sup> year of operation.

In addition to Holiday Lights, the Hi-Railers, who celebrate their club's 20<sup>th</sup> anniversary this year, host layouts at about seven other events per year, from Greenberg shows to shopping mall displays to benefits for organizations such as volunteer fire departments. They have also been featured in local news stories in print and on television.





In keeping with the new Blue Comet tradition introduced last year, the Hi-Railers will receive the Blue Comet Award diesel engine and caboose from last year's winner and run it for the next year on their layouts.

We are also happy to announce that the runner-up in this year's Blue Comet contest is **Railroading in America Magazine**, a new group of high-school students publishing a professional-grade print and online publication. At a time when many hobbyists worry where the next generation of O Gaugers will come from, we're delighted to witness the success of this group. By their fourth edition in late 2017, RIA achieved over 78,000 digital downloads and over 100 printed copies sold. They have also formed a recent partnership with O Gauge Railroading magazine to help both publications reach a larger audience. Check them out at [railroadinginamerica.com](http://railroadinginamerica.com).



### There's Still Time to Win a Locomotive in the Second Rail-Town™ Kitbashing Contest



The deadline for this contest has been extended to **midnight, December 17, 2018**. Build a structure or scene using at least two walls from any RailTown building, and any other model structures or materials you like, and you could win a RailKing or Premier locomotive of your choice, up to a retail value of \$500. Runner-up prizes will also be awarded.

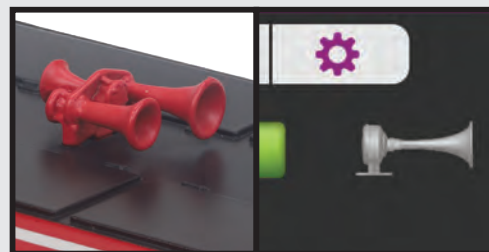
Go to [mthtrains.com/kitbashcontest](http://mthtrains.com/kitbashcontest) for complete rules, prize details and submission information. You may also contact us at [bluecometaward@mth-railking.com](mailto:bluecometaward@mth-railking.com) with any questions.

## What's New at M.T.H.

If you haven't already, in a moment you'll be turning the page to see what's new in this catalog. Before you do that, we have some additional news to announce:

### Playable diesel

**horns:** Beginning with this catalog, Premier diesels with multi-chime horns will feature a playable horn sound, allowing you to "play" the various chimes in the horn like a virtuoso engineer. Like our quillable steam whistles, this feature is accessed by double tapping and then pulling downward on the horn icon in the DCS App.



**DCS App:** Our latest update has been released as version 3.2.0 for both iOS and Android devices. It corrects a bug that caused imported switches and accessories to be inactive; revises engine list behaviors to leave Lionel Legacy/TMCC engines, lash ups and their individual engines active after a read/refresh; adds auto diesel rev level to be relative to speed for Lionel Legacy diesels; and adds support for the all-new DCS Playable Horn.



### Final Lionel® Corporation

**Tinplate catalog:** After a decade of exciting models, our tinplate partnership with Lionel will end with the 2018 catalog. During our longest-ever licensing agreement, we've made available many of the most-desired prewar Lionel and American Flyer® trains — as well as legendary items like the Brute and Super 381 electrics that were designed but never mass-produced during

the Standard Gauge era. Take advantage of this last chance to get the tinplate trains you've always wanted; learn more about it at [mthtrains.com/news/618a](http://mthtrains.com/news/618a).

And now, we invite you to turn the page and see for yourself what we have to offer, as we begin our 39th year of building model trains. As always, we hope you'll find items in this catalog that will surprise and delight you, and help you continue to enjoy this most wonderful of hobbies.

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

## See it in Action!

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



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

Our One Gauge Triplex, for example, was North America's first production model with a smoking whistle — a feature you'll find in the Premier Big Boy in this catalog.

*70-2127-1 Southern Pacific Dash-8 Diesel Engine (6-Wheel Truck) With Proto-Sound 3.0*

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



*35-74023 and 35-74024 Norfolk Southern Rebuilt Steel Box Car*



*85-2054-1 Norfolk Southern GP38-2 Diesel With Proto-Sound 3.0*

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

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



**Celebrate  
Lionel  
Corporation  
Tinplate!**

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

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



11-1072-1 Blue Comet 400E Steam Locomotive with Proto-Sound 3.0



10-3050-1 MTHRRRC 263E Steam Locomotive with Proto-Sound 3.0

**TINPLATE TRADITIONS**  
By MTH Electric Trains



10-1027 and 10-1029  
No. 2036 B Leipzig Station and Platform Hall



## About Our Product Lines

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

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

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

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

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

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

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

**MTH S Gauge**, our newest venture, will soon offer the excitement of puffing smoke, digital sound, and DCC as well as DCS command control for the first time in superbly detailed 1:64 scale models.



# Proto-Sound<sup>®</sup> 3.0 The Richest Set of

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

## VIVID ENGINE SOUNDS

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

## STATION SOUNDS

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

## ATMOSPHERIC SOUNDS

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

## 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 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 throttle setting — 37 scale miles per hour, for example — will move at virtually the same speed. This makes it easy to double or even triple-head nearly any combination of Proto-Sound 2.0 and 3.0 locomotives.



## GREAT SMOKE

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

## SYNCHRONIZED CHUFF AND PUFF

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

## PROTO-SOUND 3.0 DCC FUNCTIONALITY

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

controller to independently control your other DCC-equipped locomotives in addition to your Proto-Sound 3.0 locomotives on the same track at the same time.

## FULL COMPATIBILITY WITH ALL OPERATING SYSTEMS

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

## BRAKE SOUNDS

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



# Features in Model Railroading

## BI-DIRECTIONAL COMMUNICATION

Proto-Sound 2.0 and 3.0 engines not only receive commands from the DCS system, they can report back vital information, trigger other devices to operate, and diagnose your layout's wiring and signal quality. Query a Proto-Sound 2.0 or 3.0 locomotive to find out how many scale miles it's run or how many hours it's been powered up.

Check out the strength of the DCS signal on the track or measure the track voltage at a trouble spot. Measure the length of your track in scale miles. All of this is possible today, but only with a Proto-Sound 2.0 or 3.0-equipped locomotive when operated using the DCS Digital Command System.



## SIMPLICITY

Unlike other manufacturers, we use the same Proto-Sound sound and control system in every one of our locomotives, from introductory train sets to massive articulated steamers. This means that virtually all M.T.H. O gauge engines built since 2000, when we introduced Proto-Sound 2.0, can be run from

the same DCS handheld remote or smart device and double- or even triple-headed with each other. The DCS App or Handheld can also run Lionel® TMCC®, Legacy® and EOB-equipped engines at the same time on the same track with Proto-Sound 2.0 and 3.0 locomotives.

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

## Proto-Sound 3.0 DCC Features

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

### Steam Features

- Headlight/Backup Light
- Bell
- Whistle
- Start-up/Shut-down
- Passenger Station/Freight Yard Sounds
- All Other Lights (On/Off)
- Master Volume
- Front Coupler (3)
- Rear Coupler
- Forward Whistle Signal
- Reverse Whistle Signal
- Grade Crossing Signal
- Smoke On/Off
- Smoke Volume
- Idle Sequence 3
- Idle Sequence 2
- Idle Sequence 1
- Extended Start-Up
- Extended Shut-Down
- Labored Chuff (1)
- Drift Chuff (1)
- One Shot Doppler
- Coupler Slack
- Coupler Close
- Single Whistle Blast
- Engine Sounds
- Brake Sounds
- Cab Chatter
- Feature Reset
- Train Marker (2)
- Train Operation (2)

(1) Not Included On European Steam Locomotives

(2) Found Only On European Steam Locomotives

(3) If Equipped

### Diesel/Electric Features

- Headlight/Backup Light
- Bell
- Horn
- Start-up/Shut-down
- Passenger Station/Freight Yard Sounds
- All Other Lights (On/Off)
- Master Volume
- Front Coupler (7)
- Rear Coupler (7)
- Forward Horn Signal
- Reverse Horn Signal
- Grade Crossing Signal
- Clickety Clack (On/Off)
- Idle Sequence 4 (1)
- Idle Sequence 3 (2)
- Idle Sequence 2
- Idle Sequence 1
- Extended Start-Up
- Extended Shut-Down
- Rev Up (6)
- Rev Down (6)
- One Shot Doppler
- Coupler Slack
- Coupler Close
- Single Horn Blast
- Engine Sounds
- Brake Sounds
- Cab Chatter
- Feature Reset
- Smoke On/Off (3)
- Smoke Volume (3)
- Pantograph Auto/Manual (4)
- Front Pantograph Up/Down (4)
- Rear Pantograph Up/Down (4)
- Train Marker (5)
- Country Selection (5)

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

(2) Not Included On Electrics

(3) Found Only On Diesel Locomotives w/Exhaust Smoke

(4) Found Only On Electric Locomotives

(5) Found Only On European Electric Locomotives

(6) Not Included On European Electric Locomotives

(7) If Equipped





# Simply the Best Way

DCS is the **EASIEST-TO-USE, MOST INTUITIVE** command control system you can buy.

It works with **ANY IOS OR ANDROID SMART PHONE OR TABLET** or the optional DCS Remote Control.

It can be **UPGRADED FOR FREE** over the Internet.

It can **DO MORE** for less money than other command control systems.

It's why you'll have **MORE FUN** operating your trains than ever before.

It can **RUN ALMOST 7500 M.T.H. PROTO-SOUND® 2.0 & 3.0 LOCOMOTIVES** and every Lionel® TMCC®, EOB, or Legacy™ locomotive 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 2019 Volume 1 O Gauge Catalog. While all Lionel TMCC features can be accessed by the DCS App or handheld remote, at present some Legacy features cannot be accessed by the App or remote.



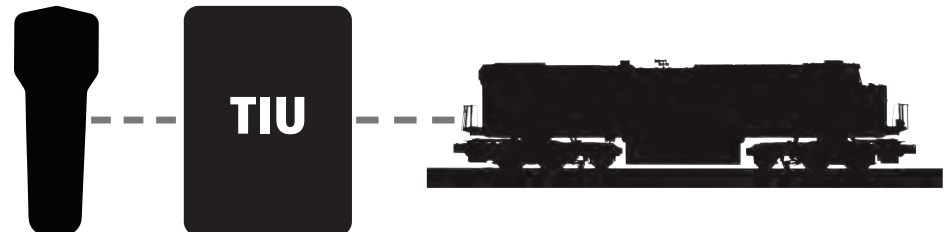
## Command Control Explained

In conventional model train 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.

**Unlike conventional control, command control allows different engines to do different things, even when they are on the same track** — like run at different speeds, go in different directions, or make different sounds. You can even combine several

engines into a “lashup,” working together under a single throttle.

**How it works:** In the DCS system, commands such as speed, direction, and sound control are sent as radio signals from a smart device or handheld controller to a receiver, which translates those radio signals into digital information. That digital signal is sent through the rails and picked up only by the appropriate engine — telling it to go, for example, 37 miles per hour, blow the whistle, or smoke more heavily.



Learn More About It  
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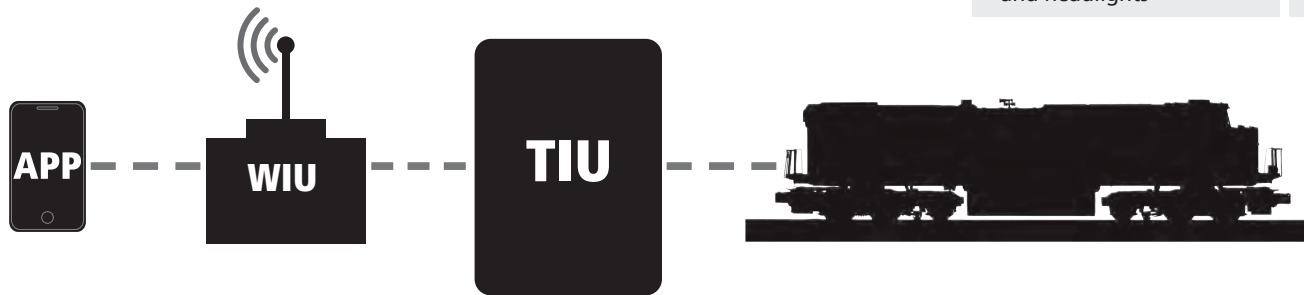
# to Run a Railroad™

## M.T.H. Railroading App

With the DCS App, any Apple or Android smart device can run trains on your layout — and control switches and accessories too, with the Premium version of the App and an Accessory Interface Unit (AIU).

When friends visit, they can download any version of the App on their phone or tablet and run trains as well. Each visitor can run their own train.

Our App isn't limited to just DCS control either. With it, you can access special pages on the M.T.H. website, see the latest news and catalogs, and shop for M.T.H. products.



Try the App for Free, Upgrade for \$5 or \$25

Download the Apple or Android App from iTunes or Google Play



Free Version	Standard Version (\$5)	Premium Version (\$25)
<ul style="list-style-type: none"> <li>- Control up to 3 locomotives simultaneously</li> <li>- Operate bell, whistle/horn and station sounds</li> <li>- Activate couplers</li> <li>- Control volume, smoke and headlights</li> </ul>	<ul style="list-style-type: none"> <li>- Control up to 99 locomotives simultaneously</li> <li>- Control all Free features</li> <li>- Adjust engine-specific sounds and features</li> <li>- Configure maximum speeds</li> </ul>	<ul style="list-style-type: none"> <li>- Control all Free and Standard features</li> <li>- Control switches and accessories with AIU</li> <li>- Build lashups</li> <li>- TMCC/Legacy control</li> <li>- Conventional control</li> </ul>

See How Easy It Is To Add APP Control To Your Layout

Check Out The Video: [www.mthtrains.com/dcs2018](http://www.mthtrains.com/dcs2018)

Choose from THREE different DCS options

### 1. DCS Commanders: Get into DCS on a budget

Wireless infrared command control of one Proto-Sound 2.0 or later locomotive is simple when a DCS Remote Commander is added to an existing layout. Just plug your power supply into the DCS Remote Commander receiver and connect the output wires from the receiver to your track lockon. The receiver can accept any power input (AC or DC) up to 20 volts and 8 amps. The infrared remote provides control for eight different functions — perfect for small and moderately sized layouts.

DCS Remote Commander Set  
50-1033 \$59.95



DCS Commander Controller  
50-1028 \$179.95

DCS Commander Controller w/ 100 watt power supply  
50-1029 \$259.95

With the feature-rich DCS Commander, choose from three different operating modes, including variable power DC output for any Proto-Sound 2.0 or later locomotive; 32 DCS command functions for up to ten Proto-Sound 2.0 or later locomotives; or DCC operation for Proto-Sound 3.0 locomotives (requires DCC controller).







# Simply the Best Way

## 2. DCS Explorer

Use your smartphone or tablet to control your model railroad. Just connect the DCS Explorer to your track, plug in a separately sold power supply, download the free app and you're ready to run up to three Proto-Sound 2.0 or 3.0 locomotives on the same track at the same time! You'll have access to all the major Proto-Sound features from any Android or iOS smartphone or tablet.

Once configured, you can connect as many smart devices as you want to run trains. Multiple operators can control the same trains at the same time. The Explorer operates in stand-alone WiFi or home network modes.



DCS Explorer  
Track Interface Unit  
50-1035 \$149.95

### FREE DCS APP

Download the free DCS app for your smart phone or tablet



Check Out The Video:  
[www.mthtrains.com/50-1035](http://www.mthtrains.com/50-1035)



### DCS Explorer Operating Features

#### Locomotive Features

- Speed and Direction Control
- Horn/Whistle
- Bell
- Front Coupler Activation (if equipped)
- Rear Coupler Activation
- Smoke On/Off (if equipped)
- Headlight On/Off
- Locomotive Sound Volume
- Sound Mute
- Passenger Station/Freight Yard Sounds
- Doppler Effect
- Locomotive Factory Reset

#### Additional Features

- Up to 100' range
- Easily and quickly switch between locomotives
- Fast bi-directional communication
- Auto-programming of locomotives, no engine IDs to remember

**Control locomotive lights, sounds, action**

**Run multiple trains:** Control up to 3 trains on the same track at the same time

**Use multiple controllers:** Operate multiple Apple and Android smartphones and tablets at the same time

**Invite your friends:** With our free App and their own smart device, they can run trains with you

**Choose from nearly 7,500 locomotives:** Run any M.T.H. ProtoSound 2.0 or 3.0 engine ever built

**Walk around:** The DCS WiFi signal has up to 100' range, far greater than Bluetooth

**Faster than Bluetooth:** In addition to extended range, WiFi is much faster, allowing for seamless and fast switching between locomotives



# to Run a Railroad™

## 3. Full DCS Digital Command System

The full DCS Digital Command System is an all-encompassing network of components that brings true interactive wireless control to a model railroad. Users can choose between a walk-around wireless remote control or an intuitive app residing on their own smart device to run multiple tracks, hundreds of trains and control switches and accessories. Bi-directional communication between locomotives and the system's TIU Track Interface Unit makes adding and programming locomotives simple and easy. No more ID numbers to remember and no complex icons to decipher. It's fast, it's easy and it's fun!



DCS WiFi Remote Control System (TIU and WIU)  
50-1036 \$369.95



DCS WiFi Module (WIU)  
50-1034 \$179.95



DCS Track Interface Unit (TIU)  
50-1003 \$229.95



DCS Accessory Interface Unit (AIU)  
50-1004 \$119.95  
*Operates switches and accessories*



DCS Remote Control - Handheld Unit  
50-1002 \$169.95

- Proto-Sound Battery (8.4 volts)  
50-1008 \$11.95
- AA NiCad Proto-Sound Battery  
50-1024 \$11.95
- Proto-Sound 2.0 Battery Charger  
50-1019 \$19.95
- TIU/TMCC-Legacy 6'  
Connector Cable  
50-1032 \$24.95
- 6' Mini-to-Mini Cable  
50-1009 \$9.95
- 12-Port Terminal Block  
50-1014 \$27.95
- 24-Port Terminal Block  
50-1020 \$37.95
- Z-DC24 24-Watt Power Supply  
50-240 \$17.95
- DCS WiFi Companion  
Digital Book - 2<sup>nd</sup> Edition  
60-1411 \$14.95



# RUN ANY AC POWERED TRAIN\*

**DCS is the only truly universal control system for AC model trains.** It offers an all-in-one solution for running engines equipped with M.T.H. or Lionel command control alongside conventional AC-powered locomotives — even those from model railroading’s earliest days!

**DCS can run a classic Lionel locomotive** on the same track at the same time as a modern Lionel TMCC or Legacy or M.T.H. Proto-Sound 2.0 or 3.0 command-control locomotive.

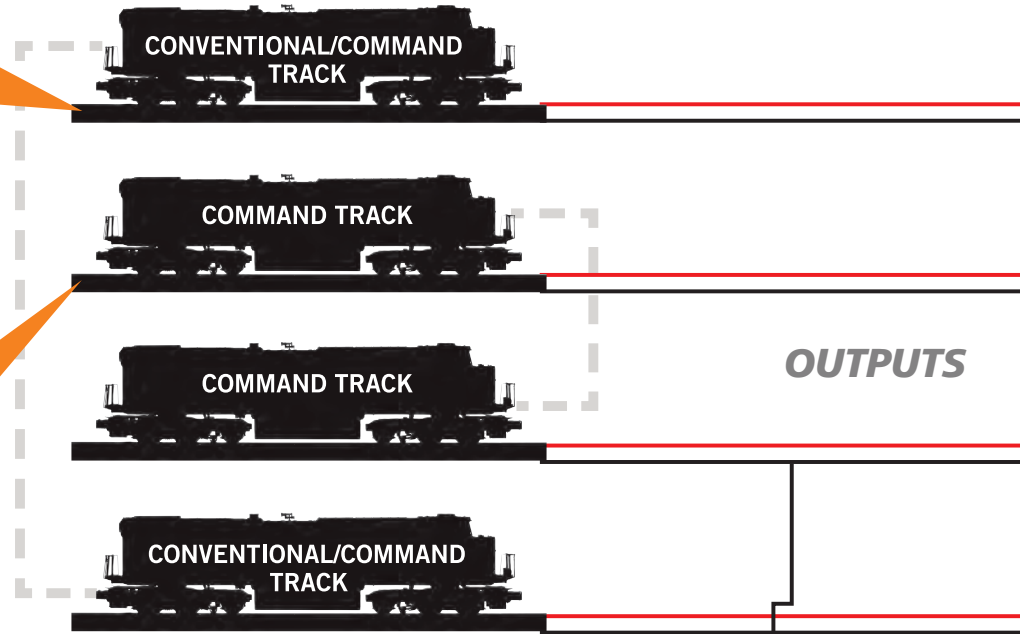
**DCS can run modern Lionel locomotives equipped with TMCC or Legacy** alongside M.T.H. Proto-Sound 2.0 or 3.0 locomotives — on the same track at the same time.

Unlike other command systems, DCS doesn’t force you to choose between one company’s command system and another. DCS allows you to operate all your trains — regardless of their control system — with the DCS App or the DCS Remote.

DCS even allows for **simultaneous control of Lionel engines with the Lionel command remote and DCS engines with the DCS remote or App** — on the same track at the same time.

User-controlled **variable voltage power** is output from the **2 Variable Channels** for controlling conventional AC-powered locomotives like original Proto-Sound models or older Lionel locomotives. These tracks can also control Proto-Sound 2.0 or 3.0 locomotives in command mode at the same time.

**Constant voltage power** is output from the **2 Fixed Channels** based on the power provided to the Input Channels. These tracks are for command-equipped trains (Proto-Sound 2.0 or 3.0, Lionel TMCC or Legacy).



## LEGACY COMMAND BASE

*Use the App to Run Lionel Legacy Locomotives and Access Legacy Features*



6-14295 Lionel #990 Legacy Command Set



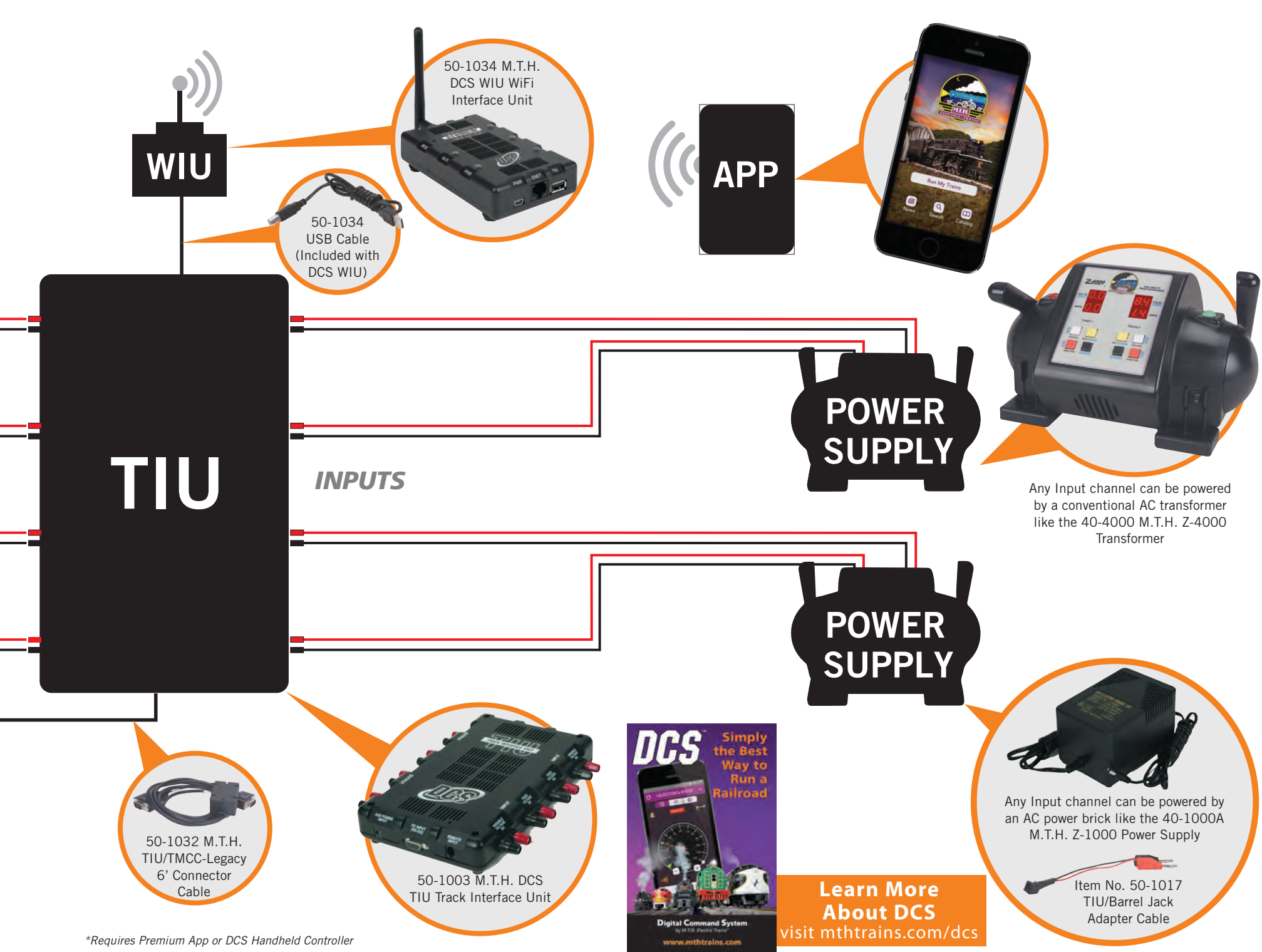
6-81499 Lionel LCS DB-9 Cable w/ Power Supply



6-81326 Lionel LCS Serial Converter 2 (SER2)

## DCS — Simply the Best Way to Run a Railroad





**WIU**

50-1034 M.T.H. DCS WIU WiFi Interface Unit

50-1034 USB Cable (Included with DCS WIU)

**APP**



**TIU**

*INPUTS*

**POWER SUPPLY**



Any Input channel can be powered by a conventional AC transformer like the 40-4000 M.T.H. Z-4000 Transformer

**POWER SUPPLY**



Any Input channel can be powered by an AC power brick like the 40-1000A M.T.H. Z-1000 Power Supply

50-1032 M.T.H. TIU/TMCC-Legacy 6' Connector Cable



50-1003 M.T.H. DCS TIU Track Interface Unit



**Learn More About DCS**  
visit [mthtrains.com/dcs](http://mthtrains.com/dcs)

\*Requires Premium App or DCS Handheld Controller

# RailKing® The Best Value in O Gauge



First appearing in 1995 and now encompassing more than 12,000 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.

RailKing models, however, are equipped with the same Proto-Sound 3.0 sound and control system as our more expensive Premier models — so all RailKing and Premier Proto-Sound 2.0 and 3.0 engines can be run together on the same layout and even double- and triple-headed with each other.

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

#### Features typically found on RailKing models include:

- Durably constructed ABS diesel locomotive and car bodies
- Die-cast metal steam locomotive boilers
- All-metal diesel and steam locomotive chassis
- All-metal wheels, gears and axles
- All-metal couplers
- All-metal freight and passenger car trucks with operating couplers
- Precision flywheel-equipped motors
- Synchronized puffing ProtoSmoke™-equipped steam locomotives

*30-1741-1 Breast Cancer Awareness  
4-6-4 Commodore Hudson  
Steam Engine w/ Proto-Sound 3.0*



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

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

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

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



30-20454-1 Pittsburgh & Ohio SW1500 Diesel Switcher w/Proto-Sound 3.0



30-20510-1 EMD Demonstrator SD70ACe Imperial Diesel Engine With Proto-Sound 3.0

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.

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

- Separate class light housings with individual LED illumination
- Additional grab iron detail
- Authentic, legible builder's plates
- Cab interior lighting
- Hand-painted engineer cab figures
- Painted steam locomotive backhead gauges
- Tender truck safety chains
- Real tender coal load
- Operating ProtoSmoke diesel exhaust



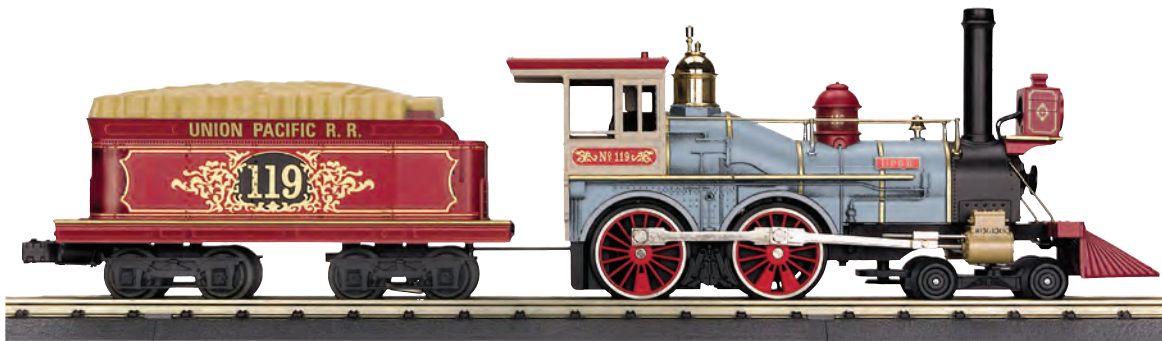
# 4-4-0 American



## Features

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

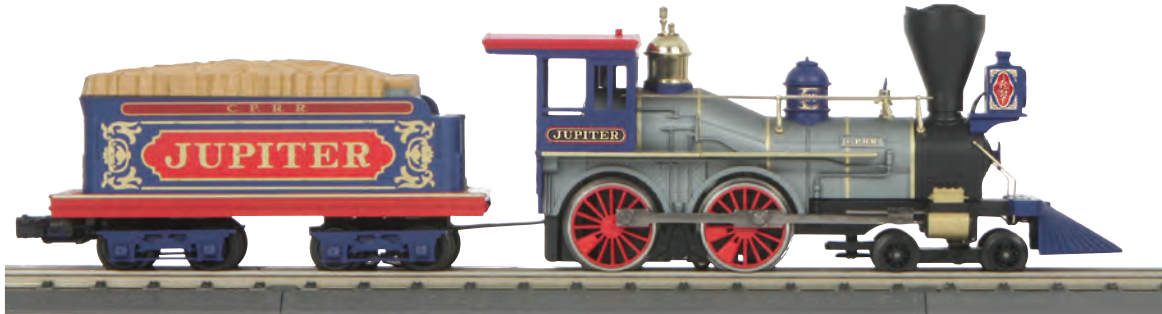




**Golden Spike 150<sup>th</sup> Anniversary**

Union Pacific - 4-4-0 American Steam Engine w/Proto-Sound 3.0  
30-1807-1 Cab No. 119 \$479.95

**Add A Matching Overton  
Passenger Set - See Page 68**



**Golden Spike 150<sup>th</sup> Anniversary**

Central Pacific - 4-4-0 American Steam Engine w/Proto-Sound 3.0  
30-1808-1 Cab No. Jupiter No. 60 \$479.95

**Add A Matching Overton  
Passenger Set - See Page 68**

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

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

The Pennsylvania Railroad, never one to do things in a small way, built or bought over 1500 Americans between 1849 and 1910. For five decades, engines of this wheel arrangement were the road's principal passenger power. Some remained in local service as late as World War II.

For 2019, the 150<sup>th</sup> anniversary of the Golden Spike ceremony, we present these RailKing models of the 4-4-0, decorated as they appeared in the Victorian era — when railroads were the most luxurious form of land transportation known to man. Equipped with Proto-Sound 3.0, these models feature synchronized puffing smoke, LED lighting, smooth operation from a crawl to full throttle, and a full complement of digital sounds including passenger station arrival and departure announcements.

Pennsylvania - 4-4-0 American Steam Engine w/Proto-Sound 3.0  
30-1715-1 Cab No. 13 \$479.95



Long Island - 4-4-0 American Steam Engine w/Proto-Sound 3.0  
30-1716-1 Cab No. 48 \$479.95



Norfolk & Western- 4-4-0 American Steam Engine w/Proto-Sound 3.0  
30-1718-1 Cab No. 95 \$479.95



# N&W Class J 4-8-4 Northern



## Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails and Whistle
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Firebox Glow
- Operating LED Class Lights
- Operating LED Numberboard Lights
- Lighted LED Cab Interior
- Operating Tender LED Back-up Light
- Painted Cab Backhead Gauges
- Legible Builders Plates
- Tender Truck Safety Chains
- Powerful Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCC/DCS Decoder
- Proto-Sound 3.0 with the Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 22 1/8" x 2 1/2" x 3 7/8"
- Operates On O-31 Curves





Norfolk & Western - 4-8-4 Imperial "J" Northern Steam Engine w/Proto-Sound 3.0  
30-1789-1 Cab No. 611 \$499.95



Norfolk & Western - 4-8-4 Imperial "J" Northern Steam Engine w/Proto-Sound 3.0  
30-1790-1 Cab No. 604 \$499.95



Norfolk & Western - 4-8-4 Imperial "J" Northern Steam Engine w/Proto-Sound 3.0  
30-1791-1 Cab No. 605 \$499.95



Norfolk & Western - 4-8-4 Imperial "J" Northern Steam Engine w/Proto-Sound 3.0  
30-1792-1 Cab No. 610 \$499.95



Norfolk & Western (Spirit of Roanoke) - 4-8-4 Imperial "J" Northern Steam Engine w/Proto-Sound 3.0  
30-1809-1 Cab No. 611 \$499.95

A visit to the Norfolk & Western in the early 1950s was like a scene from *Jurassic Park*: prehistoric beasts romping in their natural mountain habitat. At a time when other roads were letting their remaining steam engines rot away and giving them minimal service in dirty, dingy, soon-to-close facilities, the N&W was still running a first-class steam operation and even building new power. With its main line through some of the nation's richest coalfields, it was still betting on the future of steam; as late as 1955, the N&W didn't roster a single diesel. The majority of traffic was handled by what N&W fans call the "holy trinity of steam": the massive Y6 2-8-8-2; the articulated greyhound Class A; and the N&W's glamour girl, the streamlined Class J.

The Class J 4-8-4 was an engine of quiet superlatives. Handsome, powerful (5100 hp), and, as a test on the Pennsylvania Railroad proved, capable of hauling 15 cars at 110 mph, it was designed and styled not by one of the big three builders (ALCo, Baldwin, and Lima) or a famous designer like Raymond Loewy or Henry Dreyfuss, but by the N&W's home-grown team of designers and craftsmen at the road's Roanoke, Virginia shops. For power and quick acceleration through mountainous territory, and to make room for the largest possible boiler, they equipped the streamlined J with 70" drivers — unusually small for a 4-8-4 and fully 10" smaller than the Southern Pacific's *Daylight* GS-4 of the same wheel arrangement.

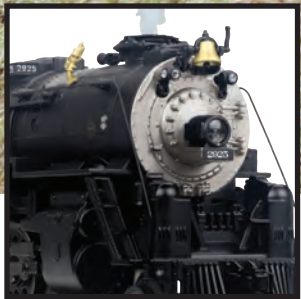
Built in several groups between 1941 and 1950, a mere fourteen J's were able to handle 80% of the N&W's passenger traffic, because their designers addressed one of steam power's key weaknesses: down time for maintenance and repairs. Equipped with Timken roller bearings on all axles and rods, Timken-designed lightweight pistons and rods, and an automatic lubrication system that reached more than 200 points including the bell bearings, the Js were designed to go a quarter-million miles between scheduled shop visits. Like a race car, they were engineered for quick pit stops: in less than an hour, a J could be fully serviced, lubricated, filled with coal and water and ready for its next dash over the road's 676-mile main line between Norfolk and Cincinnati, hauling the deluxe daylight *Powhatan Arrow* or the overnight *Pocahontas*.

Our Imperial N&W J is more fun to operate than any previous version of this magnificent locomotive, with its N&W whistle, passenger station announcements, synchronized chuff and puffing smoke, and speed control so smooth you won't spill the water in the diner.

**Add A Matching Passenger Set  
See Page 72**



# Santa Fe 2900-Class 4-8-4 Northern



## Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Painted Cab Backhead Gauges
- Metal Handrails, Whistle and Bell
- Tender Truck Safety Chains
- Metal Wheels and Axles
- Remote-Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- LED-Illuminated Cab Interior
- LED-Illuminated Class Lights
- LED-Illuminated Firebox Glow
- Legible Builders Plates
- Operating Tender LED Back-up Light
- Powerful Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCC/DCS Decoder
- Proto-Sound 3.0 with the Digital Command System Featuring Freight Yard or Passenger Station Proto-Effects
- Measures: 24" x 2 1/2" x 3 1/2"
- Operates On O-31 Curves





Santa Fe - 4-8-4 Imperial Northern Steam Engine w/Proto-Sound 3.0  
30-1793-1 Cab No. 2925 \$499.95

Santa Fe - 4-8-4 Imperial Northern Steam Engine w/Proto-Sound 3.0  
30-1802-1 Cab No. 2926 \$499.95

The heaviest straight passenger locomotive ever produced, the famous Santa Fe 4-8-4 Northern epitomized steam power. The steeply graded western lines of the Santa Fe required a locomotive with enormous power, and the Northern was the answer.



Reading - 4-8-4 Imperial Northern Steam Engine w/Proto-Sound 3.0  
30-1795-1 Cab No. 2102 \$499.95

**Add A Matching Passenger Set  
See Page 69**

The first Northern's were delivered from Baldwin in 1927. By the 1940s, the new oil-burning 2900 series had arrived and were known as the largest 4-8-4s ever built. With their tremendous sixteen wheel tenders, these Northern's measured over 120 feet long and were often rostered for the entire journey from Chicago to Los Angeles, a distance of over 1,700 miles!



American Freedom Train - 4-8-4 Imperial Northern Steam Engine w/Proto-Sound 3.0  
30-1796-1 Cab No. 1 \$499.95

**Add A Matching Passenger Set  
See Page 73**

Modeled after the Santa Fe 2900-class Northern's, these beautiful and powerful RailKing models are equipped with Proto-Sound 3.0 and its unmatched, industry-leading features

**Did You Know?**

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



Chessie - 4-8-4 Imperial Northern Steam Engine w/Proto-Sound 3.0  
30-1794-1 Cab No. 2101 \$499.95

**Add A Matching Passenger Set — See Page 69**



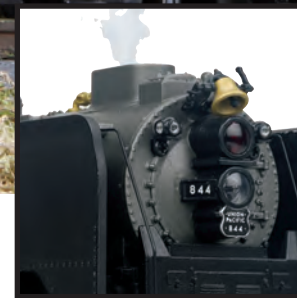
# UP Class FEF-3 4-8-4 Northern



**IMPERIAL**  
SERIES

## Features

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Die-Cast Locomotive and Tender Trucks
- Hand-Painted Engineer and Fireman Figures
- Metal Handrails, Bell and Whistle
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- LED-Illuminated Emergency Stop Lights
- LED-Illuminated Number Boards
- LED-Illuminated Cab Interior
- LED-Illuminated Class and Marker Lights
- LED-Illuminated Firebox Glow
- LED-Illuminated Tender Backup Light
- Painted Cab Backhead Gauges
- Legible Builders Plates
- Tender Truck Safety Chains
- Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCC Receiver
- Proto-Sound 3.0 with the Digital Command System Featuring Passenger Station or Freight Yard Proto-Effects
- Measures: 23 1/8" x 2 9/16" x 4 1/16"
- Operates On 0-31 Curves







Union Pacific (Spirit of UP w/Flag) - 4-8-4 Imperial FEF Northern Steam Engine w/Proto-Sound 3.0 (Oil Burner)  
30-1803-1 Cab No. 843 \$499.95



Union Pacific - 4-8-4 Imperial FEF Northern Steam Engine w/Proto-Sound 3.0 (Oil Burner)  
30-1804-1 Cab No. 844 \$499.95



Union Pacific (Two-Tone Gray/Silver) - 4-8-4 Imperial FEF Northern Steam Engine w/Proto-Sound 3.0 (Oil Burner)  
30-1805-1 Cab No. 839 \$499.95



Union Pacific (Two-Tone Gray/Yellow) - 4-8-4 Imperial FEF Northern Steam Engine w/Proto-Sound 3.0 (Oil Burner)  
30-1806-1 Cab No. 841 \$499.95

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

The FEF-3 returns to the RailKing line in four passenger and freight paint schemes. These oil-burning engines have the distinctive "elephant ears" — smoke deflectors designed to prevent smoke from obscuring the engineer's vision, as well as Imperial features that include Proto-Sound 3.0, legible builder's plates, marker lights with individual LED illumination, painted backhead gauges, cab interior light, and tender truck safety chains.

**Did You Know?**

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

**Add Matching Passenger Cars  
See Pages 68 and 71**

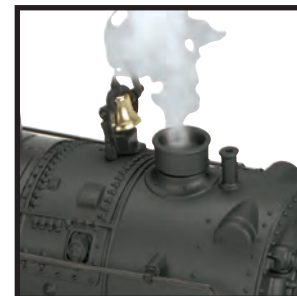


# NYC 4-6-4 Hudson



## Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Painted Cab Backhead Gauges
- Legible Builders Plates
- Metal Handrails, Whistle and Bell
- Tender Truck Safety Chains
- Metal Wheels and Axles
- Remote-Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating Tender LED Back-up Light
- LED-Illuminated Number Boards
- LED-Illuminated Cab Interior
- LED-Illuminated Class and Marker Lights
- LED-Illuminated Firebox Glow
- Powerful Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCC/DCS Decoder
- Proto-Sound 3.0 with the Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 20 3/4" x 2 1/2" x 3 5/8"
- Operates On O-31 Curves







New York Central - 4-6-4 Imperial Hudson Steam Engine w/Proto-Sound 3.0  
30-1797-1 Cab No. 5442 \$479.95

**Add A Matching Passenger Set  
See Page 73**



Richmond Fredericksburg & Potomac - 4-6-4 Imperial Hudson Steam Engine w/Proto-Sound 3.0  
30-1798-1 Cab No. 432 \$479.95

**Add A Matching Passenger Set  
See Page 73**



Western Maryland - 4-6-4 Imperial Hudson Steam Engine w/Proto-Sound 3.0  
30-1799-1 Cab No. 1412 \$479.95

**Add A Matching Passenger Set  
See Page 68**



Boston & Maine - 4-6-4 Imperial Hudson Steam Engine w/Proto-Sound 3.0  
30-1800-1 Cab No. 3702 \$479.95

**Add A Matching Passenger Set — See Page 69**

Great Northern - 4-6-4 Imperial Hudson Steam Engine w/Proto-Sound 3.0  
30-1801-1 Cab No. 1376 \$479.95

**Add A Matching Passenger Set  
See Page 69**



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

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

Our model of this famous engine exemplifies the best in today's O gauge locomotives. Relive the drama of the Hudsons as they performed on the New York Central and many other American railroads, with synchronized puffing smoke, a full range of authentic steam sounds, and realistic passenger station announcements. A powerful flywheel-equipped motor and twin traction tires ensure the RailKing Hudson duplicates the magnificent performance of the originals.



# Empire State Express 4-6-4 Hudson



**IMPERIAL**  
SERIES

## Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Painted Cab Backhead Gauges
- Legible Builders Plates
- Metal Handrails and Whistle
- Tender Truck Safety Chains
- Metal Wheels and Axles
- Remote-Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Running Lights
- LED-Illuminated Cab Interior
- LED-Illuminated Firebox Glow
- Operating Tender LED Back-up Light
- Powerful Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCC/DCS Decoder
- Proto-Sound 3.0 with the Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 21 3/4" x 2 1/2" x 3 1/2"
- Operates On 0-31 Curves







New York Central - 4-6-4 Imperial Empire State Express Steam Engine w/Proto-Sound 3.0  
30-1783-1 Cab No. 5426 \$499.95

**Stainless Plated Body Finish**

**Add A Matching Passenger Set — See Page 73**

Before it was eclipsed by the *Twentieth Century Limited*, the *Empire State Express* was the New York Central's flagship passenger run. In 1893, it was the *Empire State Express*, led by a hot rod 4-4-0 with outlandishly large drivers, that became the first man-made vehicle to exceed 100 mph and made the New York Central famous around the world. Beyond the record-setting run, the *Empire State Express* gained recognition as a pioneer in high-speed rail service on its New York-Buffalo-Cleveland route. *Scientific American* magazine noted in 1898 that the *Empire State Express* "opened the present remarkable era of fast, long distance express trains. [It] will always figure conspicuously in the annals of the world's railroads as being the first to maintain a regular schedule speed of over 52 miles an hour for an unprecedented distance and for runs of unprecedented length between stops."

But by the Roaring Twenties, most high-class rail travel was by Pullman, and coach trains on daytime runs, like the *Empire*

*State Express*, were seen as a less desirable way to travel. High-quality coach travel made a comeback during the Depression, however, as railroads sought to attract customers by offering less-expensive fares combined with upgraded amenities. So it was that on December 7, 1941, with much fanfare, the New York Central launched a newly equipped *Empire State Express* with two Henry-Dreyfus-styled Hudsons and gleaming, streamlined Budd-built train sets. Passengers on the inaugural run were surprised at the scarcity of trackside observers — until they heard about the event halfway around the world that had overshadowed all other news that December Sunday.

The 1941 *ESE* was a train with one foot in the past and the other in the future. Its reserved-seat, stainless steel Budd coaches and parlor cars presaged the postwar streamliners, America's last hurrah of luxury passenger travel. But its two specially styled Hudsons, Nos. 5426 and 5429, were clearly a bridge — albeit a beautiful one — between a dying technology

and cars that belonged behind a diesel. Designer Henry Dreyfus blended the stainless fluting of Budd's streamliners with his design for the 1938 *Twentieth Century* Hudsons, arguably among the best-looking streamlined steamers ever built. After the war, however, more powerful Niagaras bumped the *ESE* Hudsons to lesser trains, and by 1949 their streamlining had been removed.

Relive the brief but glorious era of streamlined steam on the Water Level Route with these superbly detailed Hudsons. Imperial features include a real coal load in the tender, glowing firebox, painted backhead gauges and hand-painted crew figures. Our model also features the prototype's distinctive Scullin disc drivers, *Empire State Express* station announcements, and the ability to start your train so smoothly you won't spill a drop of water in the diner.



New York Central - 4-6-4 Imperial Empire State Express Steam Engine w/Proto-Sound 3.0  
30-1784-1 Cab No. 5429 \$499.95

**Stainless Plated Body Finish**



# EMD SW9 Switcher



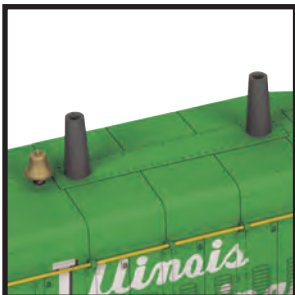
**RAILKING**  
scale

## Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlight
- (2) Precision Flywheel-Equipped Motors
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- 1:48 Scale Proportions
- Proto-Sound 3.0 with the Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 12" x 2 1/2" x 3 1/2"
- Operates On 0-27 Curves

### Did You Know?

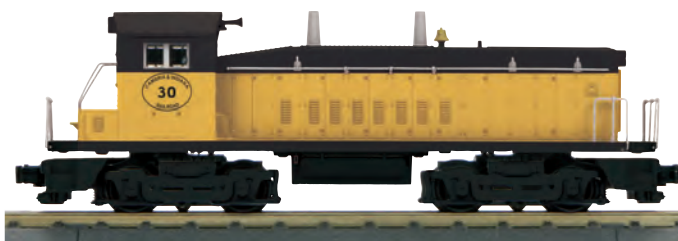
While the SW-8s and -9s were produced as replacements for the aging NW-2 diesel switcher, they proved impervious to age themselves, becoming railyard mainstays for decades.







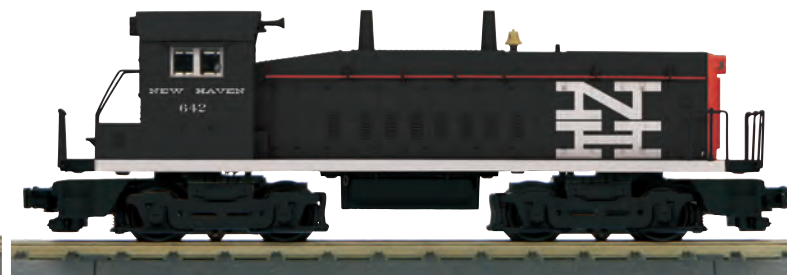
Cambria and Indiana - SW9 Switcher Diesel Engine w/Proto-Sound 3.0  
 30-20585-1 Cab No. 30 \$349.95  
 Cambria and Indiana - SW9 Switcher Diesel Engine Calf (Non-Powered)  
 30-20585-3 Cab No. 30 \$179.95



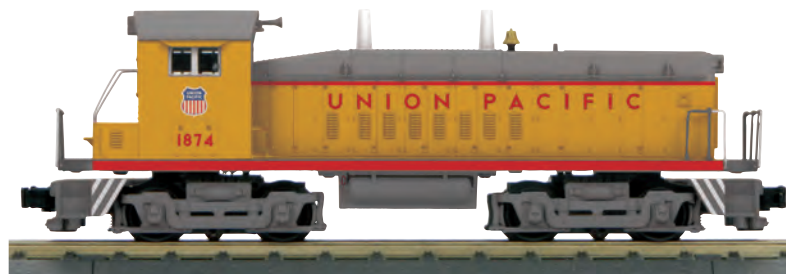
Illinois Terminal - SW1200 Switcher Diesel Engine w/Proto-Sound 3.0  
 30-20587-1 Cab No. 779 \$349.95  
 Illinois Terminal - SW9 Switcher Diesel Engine Calf (Non-Powered)  
 30-20587-3 Cab No. 779 \$179.95



New Haven - SW9 Switcher Diesel Engine w/Proto-Sound 3.0  
 30-20586-1 Cab No. 642 \$349.95  
 New Haven - SW9 Switcher Diesel Engine Calf (Non-Powered)  
 30-20586-3 Cab No. 642 \$179.95



Union Pacific - SW9 Switcher Diesel Engine w/Proto-Sound 3.0  
 30-20588-1 Cab No. 1874 \$349.95  
 Union Pacific - SW9 Switcher Diesel Engine Calf (Non-Powered)  
 30-20588-3 Cab No. 1874B \$179.95



EMD's 800-hp SW8s and 1,200-hp SW9s both debuted in 1950, marking the next stage in the evolution of one of railroading's longest-lived diesel families. The first SW-class engine, the 600-hp SW1, appeared in 1939, and the SW units remained in the EMD catalog until the 1,000-hp SW-1000 was finally retired in 1986. With the "SW" in the name denoting that the engine was built for switching duties, it never needed the high horsepower ratings of road diesels. They could be paired with cab-less "calf" units in the classic cow and calf configuration if a particular job needed more power.

These boxy little workhorses return to the M.T.H. RailKing lineup in 2019 in a new variety of roadnames. As with all RailKing diesel engines, each is available with the exciting Proto-Sound 3.0 system for unprecedented value and fun. As switch locomotives, the SWs are perfect for yard duty thanks to their incredible slow-speed performance - performance governed by M.T.H.'s industry-leading Proto-Speed 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.



# EMD E8 A-A Set



## Features

- Intricately Detailed, Durable ABS Bodies
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers (One Per A-Unit)
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- (2) Precision Flywheel-Equipped Motors In Powered A-Unit
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- Proto-Sound 3.0 with the Digital Command System Featuring Passenger Station Proto-Effects
- Each A-Unit Measures: 14 1/2" x 2 1/2" x 3 7/8"
- Operates On 0-31 Curves



## Stainless Plated Body Finish



### California Zephyr

Burlington - E8 A-A Diesel Engine Set w/Proto-Sound 3.0  
 30-20620-1 Cab No.'s: 9937A, 9937B \$439.95  
 Burlington - E8 B-Unit Diesel Engine (Non-Powered)  
 30-20620-3 Cab No. 9937 \$199.95



### The Lark

Southern Pacific - E8 A-A Diesel Engine Set  
 w/Proto-Sound 3.0  
 30-20621-1 Cab No.'s: 6051, 6052 \$399.95  
 Southern Pacific - E8 B-Unit Diesel Engine (Non-Powered)  
 30-20621-3 Cab No. 6052 \$179.95



### Capital Limited

Baltimore & Ohio - E8 A-A Diesel Engine Set w/Proto-Sound 3.0  
 30-20622-1 Cab No.'s: 92, 92A \$399.95

Baltimore & Ohio - E8 B-Unit Diesel Engine (Non-Powered)  
 30-20622-3 Cab No. \$179.95



### Kansas Cityan

Santa Fe - E8 A-A Diesel Engine Set w/Proto-Sound 3.0  
 30-20623-1 Cab No.'s: 83, 87 \$439.95

Santa Fe - E8 B-Unit Diesel Engine (Non-Powered)  
 30-20623-3 Cab No. 83A \$199.95

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 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.

Returning to the RailKing line in 2019, 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.



**Add A Matching Passenger Set  
 See Pages 71-73**



## Stainless Plated Body Finish



# EMD F3



## Features

- Intricately Detailed, Durable ABS Bodies
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- (2) Handpainted Engineer Cab Figures In Each A Unit
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers (One on Each A Unit)
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- (2) Precision Flywheel-Equipped Motors In Powered A Unit
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- 1:48 Scale Proportions
- Proto-Sound 3.0 with the Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 40 1/4" x 2 5/8" x 3 3/4"
- Operates On O-31 Curves







EMD Demonstrator - F3 A-B-A Diesel Engine Set w/Proto-Sound 3.0  
30-20628-1 \$549.95



Western Maryland - F3 A-B-A Diesel Engine Set w/Proto-Sound 3.0  
30-20629-1 \$549.95



Northern Pacific - F3 A-B-A Diesel Engine Set w/Proto-Sound 3.0  
30-20630-1 \$549.95

**Add A Matching Passenger Set  
See Page 71**



Norfolk Southern - F3 A-B-A Diesel Engine Set w/Proto-Sound 3.0  
30-20631-1 \$549.95

**Add A Matching Passenger Set  
See Page 72**



Santa Fe - F3 A-B-A Diesel Engine Set w/Proto-Sound 3.0  
30-20632-1 \$599.95

**Stainless Plated Body Finish**

**Add A Matching Passenger Set  
See Page 72**

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 dieseldom 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 "warbonnet" 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 ProtoSound 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.



# Baldwin AS-616



## Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Cab Interior
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- 1:48 Scale Proportions
- Proto-Sound 3.0 with the Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 14 1/2" x 2 1/2" x 3 3/4"
- Operates On 0-31 Curves







Chesapeake & Ohio - AS-616 Diesel Engine With Proto-Sound 3.0  
30-20589-1 Cab No. 5533 \$359.95



Erie Lackawanna - AS-616 Diesel Engine With Proto-Sound 3.0  
30-20590-1 Cab No. 1158 \$359.95



Pittsburgh & West Virginia - AS-616 Diesel Engine With Proto-Sound 3.0  
30-20591-1 Cab No. 40 \$359.95



Pennsylvania - AS-616 Diesel Engine With Proto-Sound 3.0  
30-20592-1 Cab No. 8967 \$359.95

Built from 1950-1954, the AS-616 was Baldwin's best-selling and final stab at the burgeoning road switcher market, which had been pioneered by Alco's RS-1 and came to be dominated by EMD's GP7 and GP9. In theory — and in practice with EMD Geeps — a road switcher was the perfect all-around diesel, equally adept at low-speed yard work or hustling mainline freight. And indeed, AS-616 stood for "All-Service, 6 axle, 1600 horsepower" But the AS-616, like all Baldwin diesels, became typecast by its owners in one particular role: low-speed lugging of heavy loads, both in the yard and in mainline drag freight service.

This role stemmed from the De La Vergne diesel motors that powered all Baldwin units. 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, heavy tonnage lugging assignments, where engine crews admired Baldwin diesels because they just wouldn't quit. 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 early VO-1000 switcher, with its normally aspirated 8-cylinder engine, was one of Baldwin's most dependable locomotives; but the turbocharged models that succeeded it, including the AS-616, were plagued by problems that included excessive piston wear and chronic oil leaks. In the early 1950s, when diesel power was new and railroads were trying engines from all manufacturers, 19 U.S. and Latin American railroads purchased 221 AS-616s (including 7 cabless B-units). But by the middle of the decade, it was clear that Baldwin was no longer a contender in the diesel business, and in 1956 the nation's oldest locomotive builder threw in the towel.

Relive the excitement and variety of the early diesel years with the RailKing Scale AS-616. Thanks to 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.



# EMD MP15DC



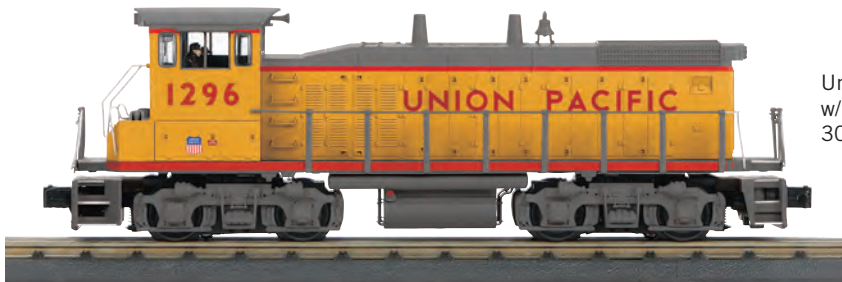
**RAILKING**  
scale

## Features

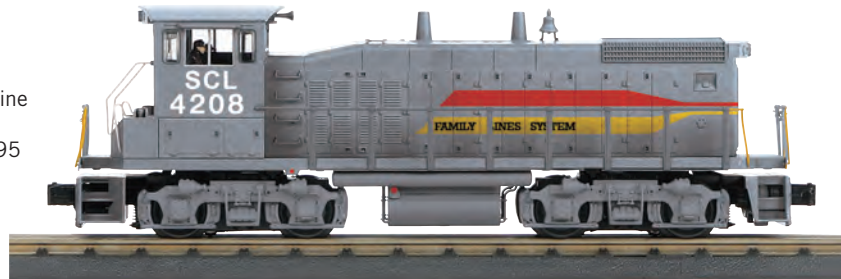
- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlight
- (2) Precision Flywheel-Equipped Motors
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- 1:48 Scale Proportions
- Proto-Sound 3.0 with the Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 13" x 2 1/4" x 4 1/4"
- Operates On 0-31 Curves







Union Pacific - MP15DC Diesel Engine  
w/Proto-Sound 3.0  
30-20593-1 Cab No. 1296 \$349.95



Seaboard Coast Line - MP15AC Diesel Engine  
w/Proto-Sound 3.0  
30-20594-1 Cab No. 4208 \$349.95



Reading & Northern - MP15DC Diesel Engine  
w/Proto-Sound 3.0  
30-20595-1 Cab No. 1542 \$349.95



Southern Pacific - MP15DC Diesel Engine w/Proto-Sound 3.0  
30-20596-1 Cab No. 2696 \$349.95



Belt Railway of Chicago - MP15DC Diesel Engine w/Proto-Sound 3.0  
30-20597-1 Cab No. 151 \$349.95

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

The MP15 came in two flavors, traditional and modern. The MP15DC used traditional electrical gear and shared the front-mounted radiator and air intakes that had characterized all previous EMD end-cab switchers. It was basically a beefed-up SW1500. The MP15AC, however, incorporated EMD's Dash 2 technology, with solid-state transistors and circuit boards replacing the wiring, switches, and relays found in earlier diesels. Its cooling system was borrowed from the "Tunnel Motors" EMD had created for the Southern Pacific.

The front of the hood was plain, like the rear of a Tunnel Motor, and the radiator air intakes were moved to the sides of the hood, low and at the front of the engine. Not surprisingly, the Southern Pacific was the first customer to order an MP15AC. Because the Dash 2 technology was relatively new and some railroads found it unnecessarily expensive for a lowly switcher, EMD continued to make both the DC and AC versions of the MP15 for most of its production run, and sales for the two models were about equal.

M.T.H. returns our full-scale version of the last and largest of the end-cab switchers to the RailKing Scale line for 2019. Our model replicates the more-traditional MP15DC with its front-mounted radiator and air intakes. Like its prototype, this RailKing Scale engine is equally at home doing slow-speed yard duty or hauling commuters or freight along your main line.



# EMD SW1 Switcher



## Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- (2) Precision Flywheel-Equipped Motors
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- 1:48 Scale Proportions
- Proto-Sound 3.0 with the Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 12" x 2 3/4" x 4"





The birth of the SW1 in January 1939 was a historic moment for the Electro-Motive Corporation. The tiny switcher (“S” for six hundred horsepower, “W” for welded frame) was EMC’s first truly mass-produced loco, the first with Electro-Motive’s own electrical gear, and the first mass-produced engine powered by the 567 diesel motor — which would become the backbone of first-generation American diesel power. Popular with railroads large and small, the SW1 stayed in production for 15 years, and many remained in service for three or more decades.

Our RailKing Scale SW1 offers Premier level details at a RailKing price. Separately added metal detail parts include front, side, and rear handrails; bell and horn; grab irons to allow access to the top of the hood; and handles for the sandbox lid on the front pilot (which doubled as a convenient seat for yard brakemen). Built to full 1/48 scale proportions, this model also offers authentic, legible EMD builder’s plates and directionally operating front and rear headlights.

Our SW1 includes dual pickup rollers on each truck, making this model nearly stall-proof on any three-rail O gauge switches, despite its short wheelbase. Throttle down as low as three scale miles per hour to muscle a heavy cut of freight or passenger cars around your terminal — and maintain that speed as long as you wish, thanks to Proto-Speed Control and twin flywheel-equipped motors. Listen to the authentic chant of a first-generation EMD 567 motor. Pick up and drop off cars wherever you like, with remotely activated front and rear Proto-Couplers. Our full-scale, fully featured model of this tiny EMD workhorse offers everything you could want in a hard-working yard switcher.



Republic Steel - SW1 Switcher Diesel Engine w/Proto-Sound 3.0  
30-20598-1 Cab No. 353 \$349.95



Inland Steel - SW1 Switcher Diesel Engine w/Proto-Sound 3.0  
30-20599-1 Cab No. 76 \$349.95



Pennsylvania - SW1 Switcher Diesel Engine w/Proto-Sound 3.0  
30-20634-1 Cab No. 8593 \$349.95



Pere Marquette - SW1 Switcher Diesel Engine w/Proto-Sound 3.0  
30-20601-1 Cab No. 11 \$349.95



Alaska - SW1 Switcher Diesel Engine w/Proto-Sound 3.0  
30-20600-1 Cab No. 1204 \$349.95



# EMD F40PH



**RAILKING**  
scale

## Features

- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- Overhead LED Blinking Light
- (2) Hand-Painted Engineer Cab Figures
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- Proto-Sound 3.0 with the Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 15 1/4" x 2 1/2" x 4 1/16"
- Operates On O-31 Curves



Amtrak - F40PH Diesel Engine With Proto-Sound 3.0  
30-20470-1 Cab No. 90221 \$349.95

*Amtrak, America's Railroad, Amfleet, Empire Service, the Amtrak Arrow logo and Amtrak Travelmark logos are registered service marks of the National Railroad Passenger Corporation. Official licensee of Amtrak.*





Amtrak - F40PH Diesel Engine With Proto-Sound 3.0  
30-20602-1 Cab No. 406 \$349.95

**Add A Matching Passenger Set — See Page 70**

*Amtrak, America's Railroad, Amfleet, Empire Service, the Amtrak Arrow logo and Amtrak Travelmark logos are registered service marks of the National Railroad Passenger Corporation. Official licensee of Amtrak.*



Alaska - F40PH Diesel Engine With Proto-Sound 3.0  
30-20603-1 Cab No. 31 \$349.95



Metra - F40PH Diesel Engine With Proto-Sound 3.0  
30-20604-1 Cab No. 104 "City of Chicago" \$349.95

**Add A Matching Passenger Set  
See Page 70**



Florida Tri-Rail - F40PH Diesel Engine With Proto-Sound 3.0  
30-20605-1 Cab No. 807 \$349.95

**Add A Matching  
Passenger Set  
See Page 70**



CSX - F40PH Diesel Engine With Proto-Sound 3.0  
30-20606-1 Cab No. 9999 \$349.95

The F40PH was designed for Amtrak as a commuter and medium-haul engine, to complement its long-haul fleet of SDP40F diesels. But when the SDP40Fs fell from grace due to poor reliability, a rough ride and derailment issues, the F40PH became the backbone of Amtrak's locomotive fleet for decades.

Introduced in 1976, the F40PH was essentially a passenger version of the mid-1960s GP40 freight diesel. It shared the earlier engine's turbocharged V-16 3000 hp (later updated to 3200 hp) model 645 motor, and added an HEP (head-end power) generator for passenger lights, heat and air conditioning. An enclosed cowl afforded en-route, all-weather access to the F40PH's engine room if necessary.

In short order, commuter railroads across the United States and Canada followed Amtrak into EMD's order books for this versatile, reliable engine. While Amtrak's fleet was bumped from service in the 2000s by new Genesis diesels, F40PHs remain in use on Via Rail Canada, owner of the largest fleet north of the border, as well as Chicago commuter operator Metra, the largest commuter rail purchaser. Daily Boston-area riders have only recently said goodbye to the MBTA's F40PH fleet, as it was replaced by new engines built by MotivePower Inc. in Boise, Idaho.

**Did You Know?**

The F40PHs were nicknamed "Screamers" because their engines run at a high rpm even at rest, in order to power the HEP generator that keeps the passenger cars comfortable.

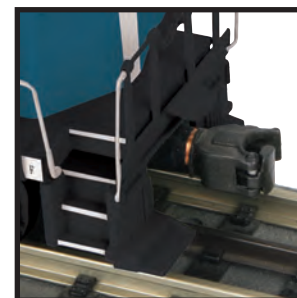


# EMD GP20

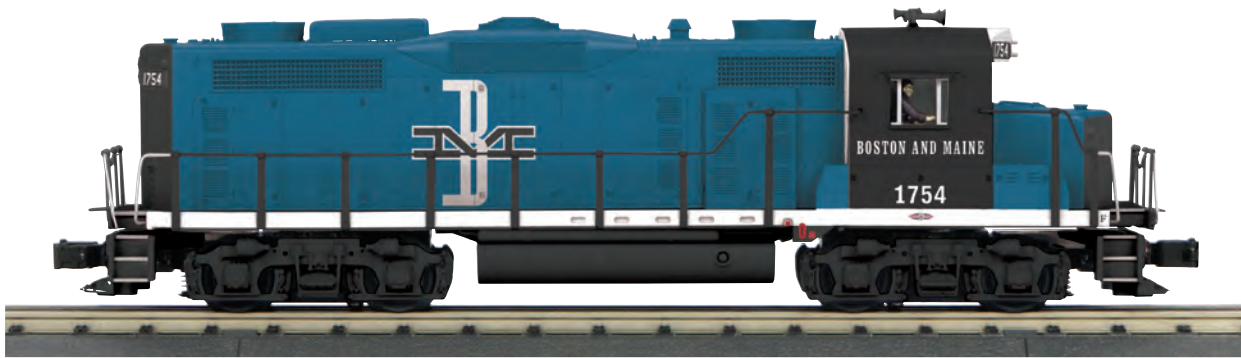


## Features

- Intricately Detailed Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Number Boards
- LED-Illuminated Cab Interior
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- 1:48 Scale Proportions
- Proto-Sound 3.0 with the Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 14 7/8" x 2 3/4" x 4"
- Operates On 0-31 Curves







Boston & Maine - GP20 Diesel Engine With Proto-Sound 3.0  
30-20607-1 Cab No. 1754 \$359.95



Chessie - GP20 Diesel Engine With Proto-Sound 3.0  
30-20608-1 Cab No. 6419 \$359.95



RJ Corman - GP20 Diesel Engine With Proto-Sound 3.0  
30-20610-1 Cab No. 4121 \$359.95



Norfolk Southern - GP20 Diesel Engine With Proto-Sound 3.0  
30-20609-1 Cab No. 2000 \$359.95

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

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

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



# EMD F59PHI



## Did you know:

The addition of a separate motor/generator for head end power in the F59 eliminated an annoyance with the older F40PH, which had only a single motor: the prime mover in the F40 had to run at full throttle all the time, even when a train was stopped, in order to provide light and climate control to the passenger coaches. In fact a small number of F40's were built with a longer carbody to accommodate a separate HEP diesel motor.



Amtrak (Surfliner) - 2-Car O-31 Super-Liner Coach/Lounge Set  
30-6533 \$179.95



Amtrak (Surfliner) - 4-Car O-31 SuperLiner Set  
30-6532 \$349.95

*Amtrak, America's Railroad, Amfleet, Empire Service, the Amtrak Arrow logo and Amtrak Travelmark logos are registered service marks of the National Railroad Passenger Corporation. Official licensee of Amtrak.*



Amtrak (Surfliner) - SuperLiner Business Class Car  
30-6534 \$89.95





Amtrak - F59PHI Diesel Engine With Proto-Sound 3.0  
30-20611-1 Cab No. 2004 \$359.95

**Add A Matching Passenger Sets**  
**See Page 70**

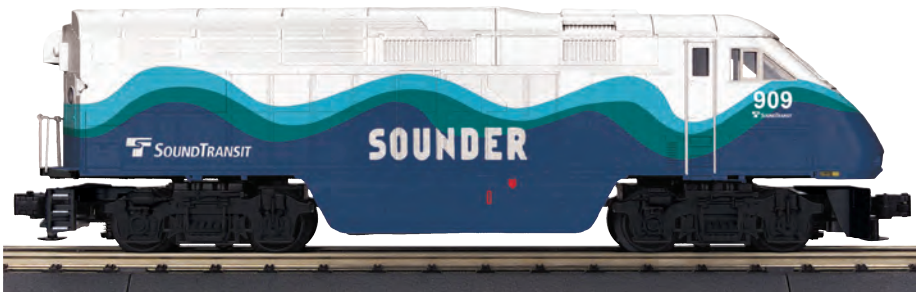


Amtrak (Surfliner) - F59PHI Diesel Engine With Proto-Sound 3.0  
30-20612-1 Cab No. 464 \$359.95



Amtrak (Surfliner 10th Anniversary) - F59PHI Diesel Engine With Proto-Sound 3.0  
30-20613-1 Cab No. 457 \$359.95

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Sounder (Seattle Area) - F59PHI Diesel Engine With Proto-Sound 3.0  
30-20614-1 Cab No. 909 \$359.95



Metro Transit (Northstar) - F59PHI Diesel Engine With Proto-Sound 3.0  
30-20615-1 Cab No. 504 \$359.95

In 1988 Toronto-area commuter operator GO transit commissioned EMD to design a new commuter locomotive to replace the aging F40PH — which had been North America's standard passenger engine for more than a decade. The new F59PH design incorporated a 3000 horsepower prime mover and a separate head end power (HEP) motor/generator set for car lighting, heat, and air conditioning. The new engine used 12 cylinders instead of 16 to produce the same horsepower as the seventies-era F40PH, and with lower emissions. On the exterior, however, the new locomotive didn't look like a passenger engine; it had the boxy, muscular look of a freight hauler.

The Canadian-born design really came into its own on the West Coast of the United States. In 1994 the California Department of Transportation placed an order for nine F59's for "Amtrak California" service and specified a new look that, while officially designated the F59PHI, became known as the California F59: rounded nose, side skirts covering the fuel tank, and a streamlined carbody to blend with high, bilevel passenger cars. Other railroads apparently liked the new look and the engine's performance, and the F59PHI became a common sight on the West Coast. Commuter operators include Metrolink in Los Angeles, Translink in Vancouver, B.C., and Seattle's Sound Transit "Sounder" service. On the other side of the continent, F59PHI's can be found on Montreal commuter runs and Amtrak service out of Raleigh, North Carolina.

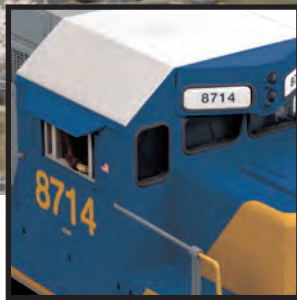
Replicate the services that are reviving commuter rail travel in many parts of the United States with MTH's RailKing Imperial Series F59PHI and matching passenger consists. The F59PHI sports operating smoke and operating ditch lights guaranteed to attract attention on your layout.

## Features

- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers
- (2) Hand-Painted Engineer Cab Figures
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- Operating LED Ditch Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- Proto-Sound 3.0 with the Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 14 1/8" x 2 7/16" x 3 3/4"
- Operates On O-31 Curves



# EMD SD60



## Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- Illuminated LED Number Boards
- Operating LED Ditch Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- 1:48 Scale Proportions
- Proto-Sound 3.0 with the Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 18 1/8" x 2 15/16" x 4 1/4"
- Operates On 0-31 Curves







Norfolk Southern (ECO - Green) - SD60 Diesel Engine With Proto-Sound 3.0  
30-20616-1 Cab No. 7119 \$359.95



Union Pacific - SD60 Diesel Engine With Proto-Sound 3.0  
30-20617-1 Cab No. 5959 \$359.95



Conrail - SD60 Diesel Engine With Proto-Sound 3.0  
30-20618-1 Cab No. 6860 \$359.95

CSX - SD60 Diesel Engine With Proto-Sound 3.0  
30-20619-1 Cab No. 8714 \$359.95



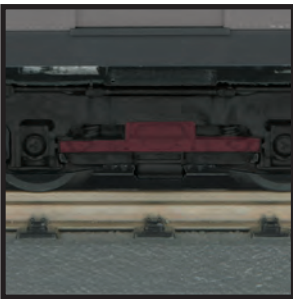
Introduced in the mid-1980s, the SD60 and its four-axle sister, the GP60, were the first EMD diesels to incorporate computer technology and onboard diagnostics to aid the engineer. Under the hood was a new 16-cylinder model 710 prime mover rated at 3800 horsepower. While the SD60 looked almost identical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

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

Like all RailKing Scale diesels, the SD60 sports prototypical 1:48 scale dimensions, two motors, and the incredible sounds and features of Proto-Sound 3.0. Operators will find no better locomotives for mainline work than these great pulling machines. Our industry-leading Proto-Speed Control allows unprecedented slow-speed performance, no matter what the terrain or load. Programmed with an incredible array of digital sounds, the Proto-Sound 3.0 system gives users more interaction and excitement than any other control system — including remote uncoupling anywhere on the layout, even in conventional control.



# New York R-12 Subway



## Features

### Set Features

- 4-Car Consist with (1) Powered Car, (3) Non-Powered Cars

### Powered Car Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides & Pilots
- Metal Chassis
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Prototypical Rule 17 Lighting

- Directionally Controlled Constant voltage LED Headlights
- Lighted Cab Interiors
- (2) Precision Flywheel-Equipped Motors
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- Equipped With Proto-Sound 3.0 Featuring Station Stop Proto-Effects
- Each Car Measures 14 5/8" x 2 1/4" x 3 1/8"
- Operates On 0-31 Curves

### Non-Powered Car Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Overhead Interior Lighting
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Authentic Paint Scheme
- Detailed Car Interior
- Stamped Metal Floor
- Detailed Car Undercarriage





Metropolitan Transportation Authority (Two-Tone Gray) - R-12 4-Car Subway Set w/Proto-Sound 3.0  
30-20624-1 \$499.95



Metropolitan Transportation Authority (Two-Tone Gray) - R-12 2-Car Subway Add-On Non-Powered Set  
30-20624-3 \$189.95



Metropolitan Transportation Authority (Red) - R-12 4-Car Subway Set w/Proto-Sound 3.0  
30-20625-1 \$499.95



Metropolitan Transportation Authority (Red) - R-12 2-Car Subway Add-On Non-Powered Set  
30-20625-3 \$189.95



Metropolitan Transportation Authority (Blue/Silver) - R-12 4-Car Subway Set w/Proto-Sound 3.0  
30-20626-1 \$499.95



Metropolitan Transportation Authority (Blue/Silver) - R-12 2-Car Subway Add-On Non-Powered Set  
30-20626-3 \$189.95



Metropolitan Transportation Authority (MOW) - R-12 4-Car Subway Set w/Proto-Sound 3.0 (Wash Train)  
30-20627-1 \$479.95



Metropolitan Transportation Authority (MOW) - R-12 2-Car Subway Add-On Non-Powered Set  
30-20627-3 \$189.95

On June 1, 1940, the City of New York acquired the two subway systems it didn't already own — the IRT (Interborough Rapid Transit Co.) and the BMT (Brooklyn-Manhattan Transit Corp.) — and consolidated them with the city-owned IND (Independent Subway System). It was readily apparent that the city's fleet of aging subway cars was desperately in need of replacement, and immediately after World War II, management began to develop a new car that would be standard throughout the system and incorporate the latest advances in subway design. This effort was complicated by the fact that portions of the IRT had tighter clearances than the IND and BMT, so all future designs would incorporate a shorter, narrower IRT version.

Beginning with contract R-10, and IRT-sized contract R-12 delivered in 1948, the new cars featured welded steel bodies, fluorescent lighting that made them considerably brighter than prewar cars, and seating made of velon, a new plastic material that replaced the rattan seating of older cars. Double doors made for faster loading and unloading; for standees, poles replaced the "strap hanger" grab handles of prewar cars. The arrival of the first R-12 cars, ferried across the East River on a barge from the Hoboken rail terminal, was heralded by a New York City fireboat shooting plumes of water. Banners on the barge proclaimed "New Yorkers, Look! Your New Subway Cars!"

A major mechanical improvement on the postwar cars was a new type of brake system known as Straight Air Motor Car Electric-Pneumatic Emergency (SMEE). The new system combined ordinary air brakes with dynamic braking, in which a car's electric motors, by having their polarities reversed, were converted to generators in order to slow the car. This significantly reduced brake shoe wear and maintenance costs.

Starting with the R-12, the postwar IRT cars were known as the SMEE fleet. The 100 R-12s from American Car & Foundry were soon supplemented by near-identical R-14s and several similar types. By 1964, when the last SMEE cars arrived on the system, the SMEE fleet numbered 2,860 fully-compatible cars. Up through the late 1980s, it was common to see SMEE cars of various vintages and paint schemes combined in a single train.

For 2019, the R-12 returns to the RailKing lineup in each of the schemes it wore over four decades of service: the as-delivered two-tone grey with orange stripes, the later bright red, the final in-service MTA silver with blue stripe, and yellow work train use after retirement. Like all M.T.H. Proto-Sound 2.0 and 3.0 subways, the R-12 features Station Stop Proto-Effects, allowing you to program the train to stop automatically at designated station stops, even in Conventional Mode. When configured to run on automatic, the R-12 stops itself at locations you define and calls out authentic station names that you select in advance; the train essentially runs itself. And when you program the R-12 for an out-and-back route, it even reverses itself and heads back downtown when it reaches the end of the line — stopping along the way at each station to broadcast the name of the stop and the hustle and bustle of passengers coming and going.



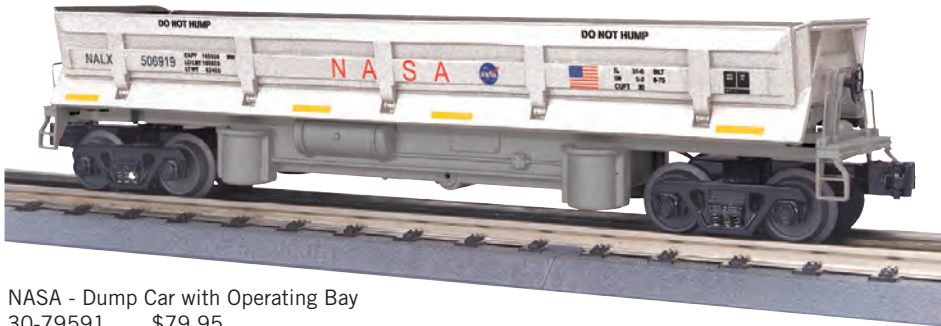
# Operating Freight Cars



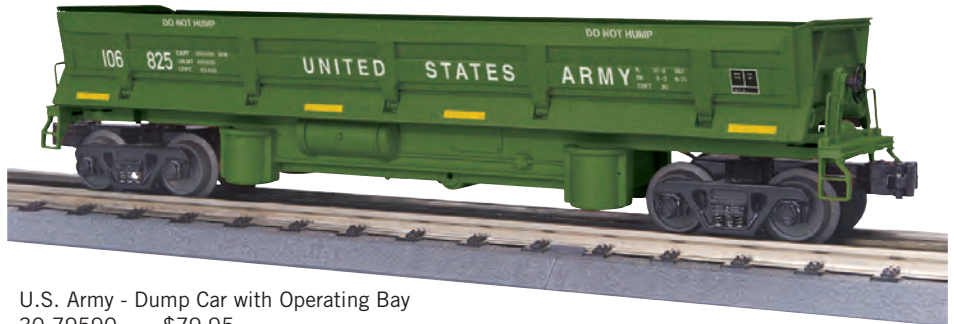
Bessemer & Lake Erie - Operating Log Dump Car  
30-79588 \$79.95



Long Island - Operating Log Dump Car  
30-79589 \$79.95



NASA - Dump Car with Operating Bay  
30-79591 \$79.95



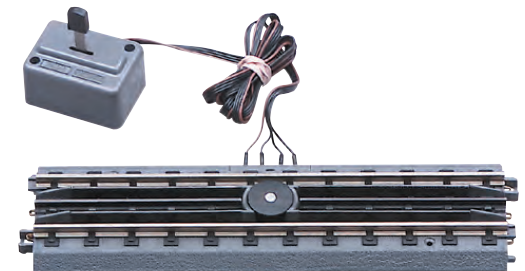
U.S. Army - Dump Car with Operating Bay  
30-79590 \$79.95

## Features

- Intricately Detailed Die-Cast Chassis
- Intricately Detailed, Durable ABS Dump Body
- Separate Metal Handrails
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Motorized Dump Bay Rises Up On One Side
- Side Gate Drops Down To Release Log or Pipe Load
- Operates With Any Operating Track Section
- Operates With Any Transformer
- Measures: 12" x 2 5/8" x 2 11/16"
- Operates On O-27 Curves

Activate with  
**RealTrax Operating  
Track Section**

40-1008 \$29.95





# 19<sup>th</sup> Century 34' Box Car



Navy Yard (Pearl Harbor) - 19th Century 34' Box Car  
30-74954 \$59.95



Southern Pacific - 19th Century 34' Box Car  
30-74955 \$59.95



Central Pacific - 19th Century 34' Box Car  
30-74956 \$59.95



Wheeling & Lake Erie - 19th Century 34' Box Car  
30-74957 \$59.95



## Features

- Intricately Detailed, Durable ABS Body
- Colorful, Attractive Paint Scheme
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Separate Metal Truss Rods
- Sliding Car Doors
- Measures: 9 11/16" x 2 7/16" x 3 7/16"
- Operates On O-27 Curves

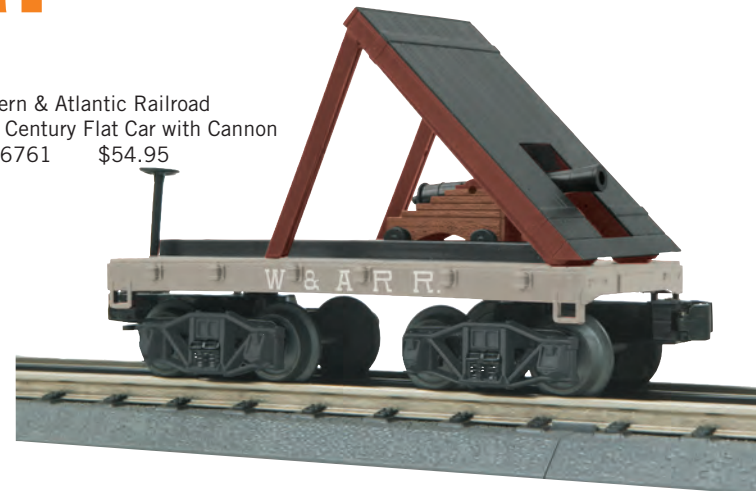


# 19<sup>th</sup> Century Flat Car with Cannon

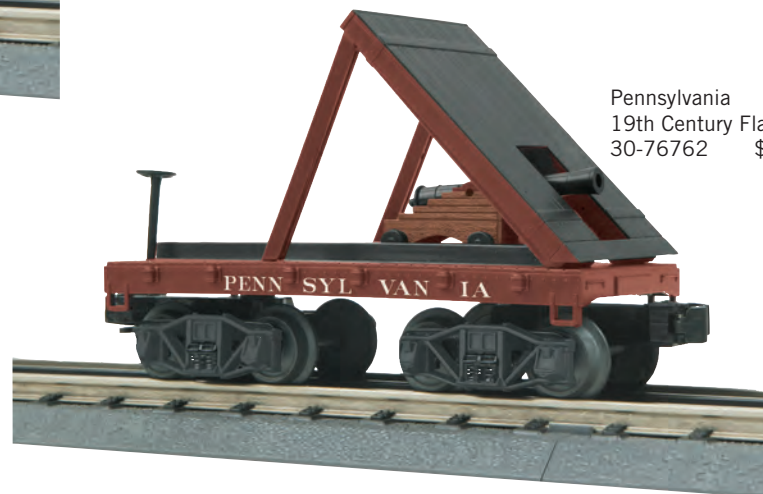
U.S. Military Railroad  
19th Century Flat Car with Cannon  
30-76760 \$54.95



Western & Atlantic Railroad  
19th Century Flat Car with Cannon  
30-76761 \$54.95



Pennsylvania  
19th Century Flat Car with Cannon  
30-76762 \$54.95



Louisville & Nashville  
19th Century Flat Car with Cannon  
30-76763 \$54.95



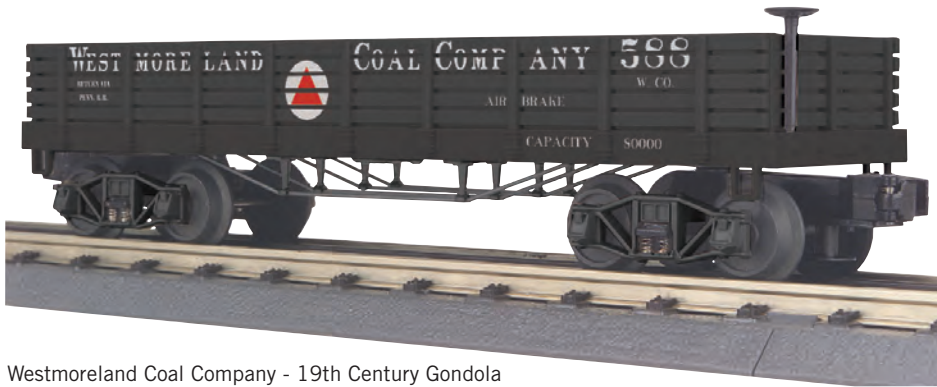
## Features

- Intricately Detailed, Durable ABS Body
- Colorful, Attractive Paint Scheme
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed, Sliding Cannon
- Measures: 6 3/4" x 2 5/16" x 3 9/16"
- Operates On O-27 Curves





# 19<sup>th</sup> Century Gondola



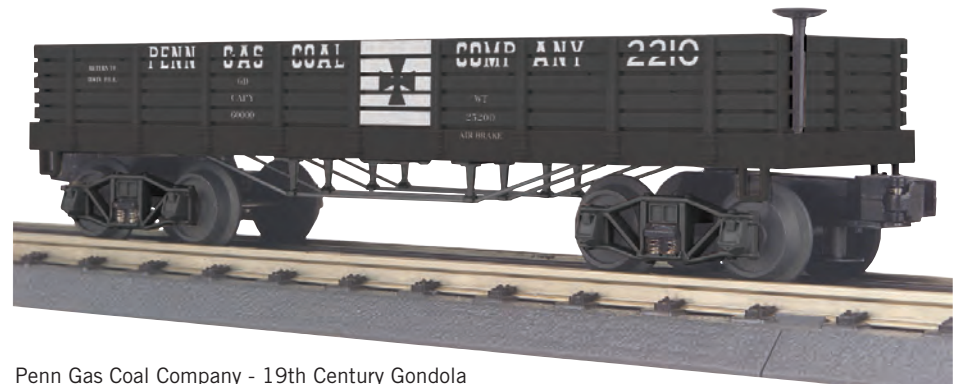
Westmoreland Coal Company - 19th Century Gondola  
30-72200 \$54.95



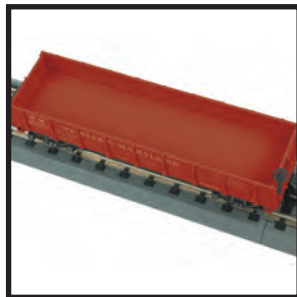
Western Maryland - 19th Century Gondola  
30-72201 \$54.95



Long Island - 19th Century Gondola  
30-72203 \$54.95



Penn Gas Coal Company - 19th Century Gondola  
30-72202 \$54.95



## Features

- Intricately Detailed, Durable ABS Body
- Colorful, Attractive Paint Scheme
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Separate Metal Truss Rods
- Measures: 9 5/8" x 2 7/16" x 2 1/16"
- Operates On O-27 Curves



# Box Car



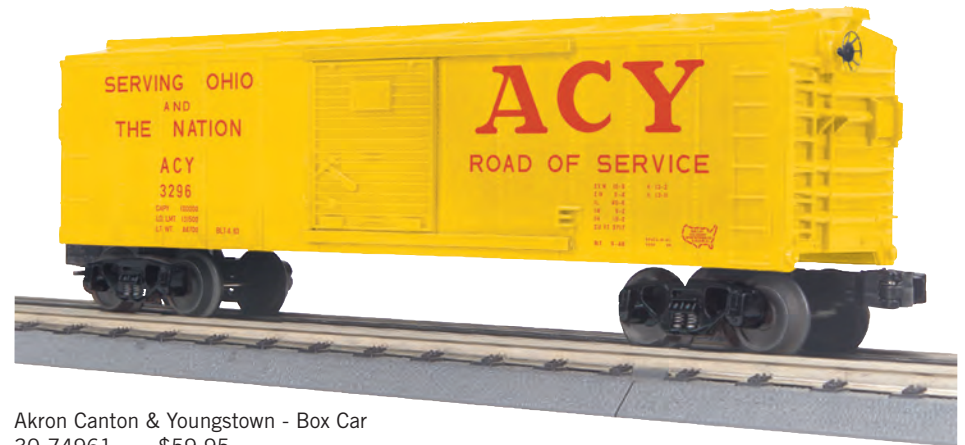
Richmond, Fredericksburg & Potomac - Box Car  
30-74958 \$59.95



Peoria & Eastern - Box Car  
30-74959 \$59.95



Monon - Box Car  
30-74960 \$59.95



Akron Canton & Youngstown - Box Car  
30-74961 \$59.95

## Features

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





# Engineering Car



Western Maryland - Engineering Car  
30-79634 \$59.95



Westinghouse - Engineering Car  
30-79637 \$59.95



U.S. Army (Kitchen Car) - Engineering Car  
30-79635 \$59.95



U.S. Army (Medical Department) - Engineering Car  
30-79636 \$59.95



## Features

- Intricately Detailed, Durable ABS Body
- Stamped Metal Floor
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Sliding Car Doors
- Operating Interior Lighting
- Measures: 11 1/2" x 2 1/2" x 4"
- Operates On O-27 Curves



# 4-Bay Hopper



Great Lakes Carbon - 4-Bay Hopper  
30-75626 \$59.95



Waddell Coal - 4-Bay Hopper  
30-75629 \$59.95



Anthracite Blue Coal - 4-Bay Hopper  
30-75628 \$59.95



Bessemer & Lake Erie - 4-Bay Hopper  
30-75627 \$59.95

## Features

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





# 4-Bay Cylindrical Hopper



Maine Central - 4-Bay Cylindrical Hopper  
30-75630 \$64.95



Richmond Fredericksburg & Potomac - 4-Bay Cylindrical Hopper  
30-75631 64.95



Atlantic Coast Line - 4-Bay Cylindrical Hopper  
30-75633 \$64.95



Erie Lackawanna - 4-Bay Cylindrical Hopper  
30-75632 \$64.95



## Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Near-Scale Proportions
- Measures: 13 3/8" x 2 3/8" x 3 7/16"
- Operates On O-31 Curves



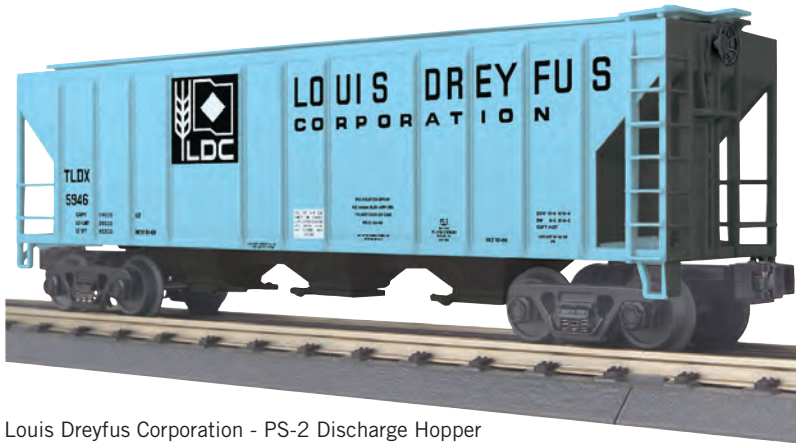
# PS-2 Discharge Hopper



Old Forester Whisky - PS-2 Discharge Hopper  
30-75623 \$59.95



Continental Grain Company - PS-2 Discharge Hopper  
30-75624 \$59.95



Louis Dreyfus Corporation - PS-2 Discharge Hopper  
30-75625 \$59.95



Early Times Bourbon - PS-2 Discharge Hopper  
30-75622 \$59.95

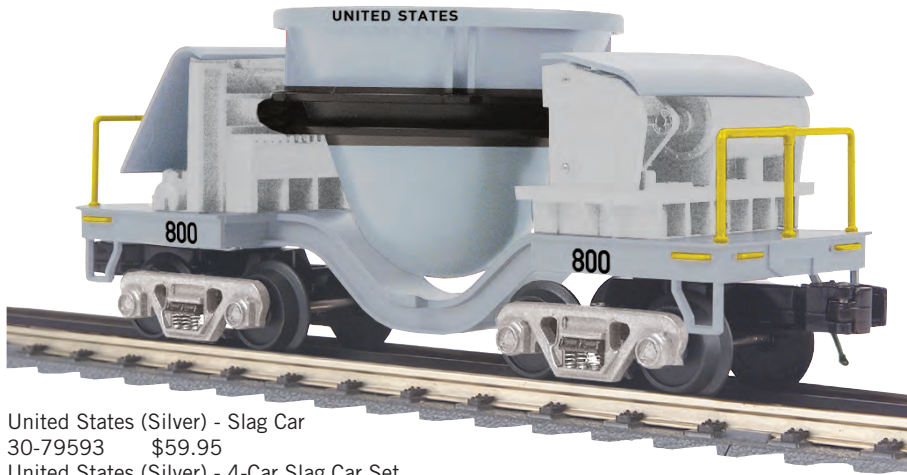
## Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Measures: 11 1/4" x 2 1/2" x 3 3/8"
- Operates On 0-31 Curves





# Slag Car



United States (Silver) - Slag Car  
 30-79593 \$59.95  
 United States (Silver) - 4-Car Slag Car Set  
 30-70101 \$219.95



United States - Slag Car  
 30-79592 \$59.95  
 United States - 4-Car Slag Car Set  
 30-70100 \$219.95



Pittsburgh Steel - Slag Car  
 30-79594 \$59.95  
 Pittsburgh Steel - 4-Car Slag Car Set  
 30-70102 \$219.95



Bethlehem Steel - Slag Car  
 30-79595 \$59.95



Bethlehem Steel - 4-Car Slag Car Set  
 30-70103 \$219.95

## Features

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



# Gondola with LCL Containers



Illinois Terminal - Gondola with LCL Containers  
30-72196 \$64.95



G.E. Evolution - Gondola with LCL Containers  
30-72199 \$64.95



Duluth Missabe & Iron Range - Gondola with LCL Containers  
30-72197 \$64.95



Pennsylvania Reading Seashore Lines - Gondola with LCL Containers  
30-72198 \$64.95

## Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- (5) Removable LCL Containers
- Measures: 11 7/8" x 2 3/16" x 1 11/16"
- Operates On 0-27 Curves





# Gondola with Cover



United States - Gondola with Cover  
30-72204 \$59.95



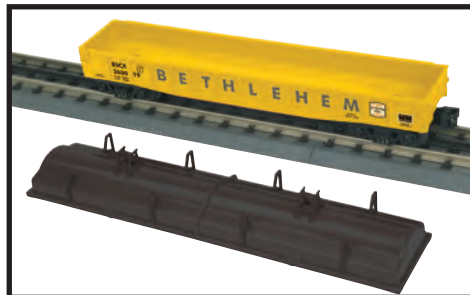
Union Railroad - Gondola with Cover  
30-72205 \$59.95



Bethlehem Steel - Gondola with Cover  
30-72206 \$59.95



Armco Steel - Gondola with Cover  
30-72207 \$59.95



## Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Detailed Brake Wheel
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Removable Gondola Cover
- Measures: 11 15/16" x 2 3/16" x 1 11/16"
- Operates On O-27 Curves



# American Crane and Tender



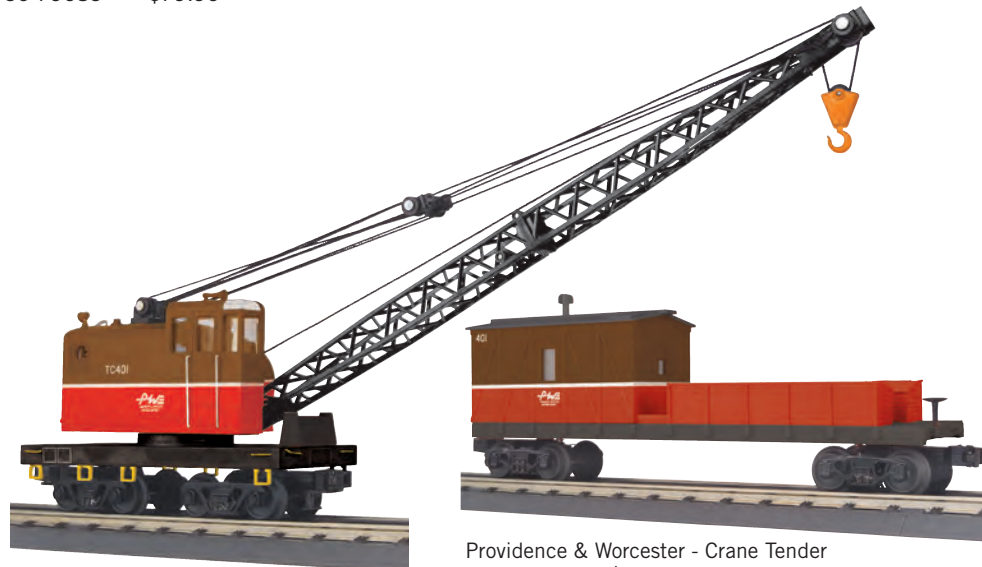
Westinghouse - American Crane  
30-79583 \$79.95

Westinghouse - Crane Tender  
30-79587 \$59.95



Union Railroad - American Crane  
30-79580 \$79.95

Union Railroad - Crane Tender  
30-79584 \$59.95



Providence & Worcester - American Crane  
30-79581 \$79.95

Providence & Worcester - Crane Tender  
30-79585 \$59.95



Montana Rail Link - American Crane  
30-79582 \$79.95

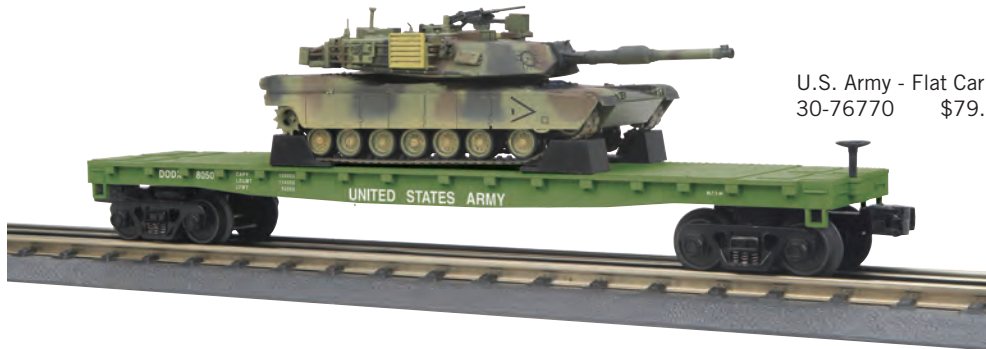
Montana Rail Link - Crane Tender  
30-79586 \$59.95

## Features

- Intricately Detailed, Durable ABS Body
- Colorful, Attractive Paint Scheme
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Manually Operated Crane Hook & Boom
- Near-Scale Proportions
- Measures: 17 5/8" x 2 5/8" x 4"
- Operates On 0-31 Curves



# Flat Car with Military Load



U.S. Army - Flat Car with M1A Abrams Tank  
30-76770 \$79.95

*Removable Die-Cast  
Military Loads*



U.S. Army - 4-Car Flat Car with M1A Abrams Tank Set  
30-7098 Car No's. 8052, 8059, 8062, 8068 \$289.95

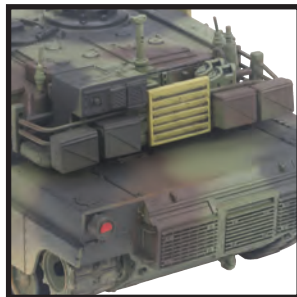


U.S. Army - 4-Car Flat Car w/105mm Howitzer Set  
30-7099 Car No's. 4269, 4265, 4272, 4275 \$319.95

*1/43<sup>rd</sup> Die-Cast Solido® 105mm Howitzer  
featuring working crank*



U.S. Army - Flat Car with 105mm Howitzer  
30-76771 \$89.95



## Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Detailed Brake Wheel
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Removable Tank or Howitzer
- Measures: 11 15/16" x 2 3/16" x 1 11/16"
- Operates On O-27 Curves



# Tank Car



Bee Hive Corn Syrup - Tank Car  
30-73541 \$59.95



Chateau Martin - Tank Car  
30-73544 \$64.95



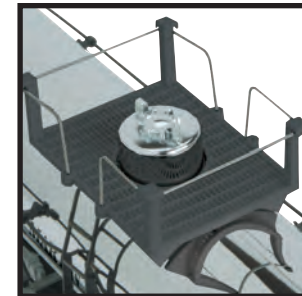
Rohm & Haas Company - Tank Car  
30-73543 \$59.95



Standard Chemical - Tank Car  
30-73542 \$59.95

## Features

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





# Husky Stack Car with ETD



Norfolk Southern - Husky Stack Car with ETD  
30-76758 \$79.95



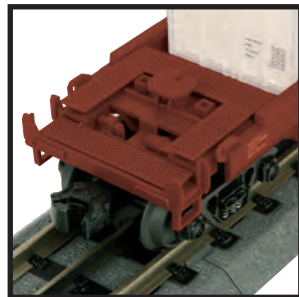
CSX - Husky Stack Car with ETD  
30-76756 \$79.95



Union Pacific - Husky Stack Car with ETD  
30-76759 \$79.95



BNSF - Husky Stack Car with ETD  
30-76757 \$79.95



## Features

- Intricately Detailed, Durable ABS Body
- Colorful, Attractive Paint Scheme
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Flashing End Of Train Device (ETD)
- Measures: 14 3/4" x 2 5/16" x 5"
- Operates On O-31 Curves



# Flat Car with Airplane



U.S. Army (D-Day) - Flat Car with Airplane  
30-76765 \$59.95



U.S. Air Force - Flat Car with Airplane  
30-76764 \$59.95



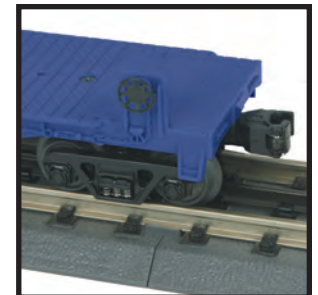
U.S. Marine Corps - Flat Car with Airplane  
30-76766 \$59.95



U.S. Army (Vietnam) - Flat Car with Airplane  
30-76767 \$59.95

## Features

- Intricately Detailed, Durable ABS Body
- Colorful, Attractive Paint Scheme
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- ABS Detailed Plane w/Foldback Wings
- Measures: 11 3/4" x 2 5/16" x 4 1/2"
- Operates On O-27 Curves





# Flat Car with Bulkheads and Lumber Load



Chessie - Flat Car with Bulkheads and Lumber Load  
30-76754 \$64.95



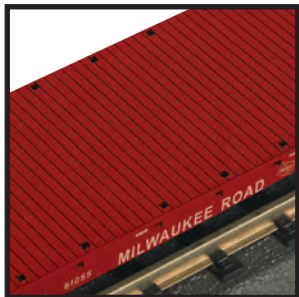
State of Maine - Flat Car with Bulkheads and Lumber Load  
30-76753 \$64.95



Milwaukee Road - Flat Car with Bulkheads and Lumber Load  
30-76755 \$64.95



U.S. Army - Flat Car with Bulkheads and Lumber Load  
30-76752 \$64.95



## Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Removable Lumber Load
- Measures: 11 5/8" x 2 1/4" x 3 3/4"
- Operates On O-31 Curves

# Center I-Beam Flat Car



CSX - Center I-Beam Flat Car  
30-76749 \$64.95



Burlington Northern - Center I-Beam Flat Car  
30-76748 \$64.95



Norfolk Southern - Center I-Beam Flat Car  
30-76750 \$64.95



TTX - Center I-Beam Flat Car  
30-76751 \$64.95

## Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Removable Lumber Load
- Detailed Brake Wheel
- Measures: 15" x 2 3/8" x 3 15/16"
- Operates On 0-31 Curves





# Bay Window Caboose



Illinois Terminal - Bay Window Caboose  
30-77341 \$64.95



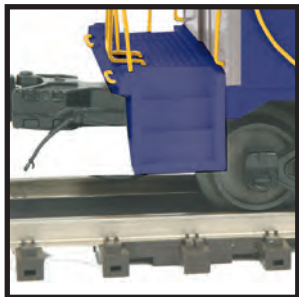
Baltimore & Ohio - Bay Window Caboose  
30-77340 \$64.95



Belt Railway of Chicago - Bay Window Caboose  
30-77343 \$64.95



New York Central - Bay Window Caboose  
30-77342 \$64.95



## Features

- Intricately Detailed, Durable ABS Body
- Stamped Metal Floor
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Caboose Interior With Overhead Lighting
- Detailed Brake Wheel
- Separate Metal Handrails
- 1:48 Scale Dimensions
- Measures: 10 1/2" x 2 1/4" x 3 1/2"
- Operates On O-31 Curves

# Passenger Cars



Central Pacific - 3-Car Overton Passenger Coach Set  
30-6449 \$199.95



Union Pacific - 3-Car Overton Passenger Coach Set  
30-6448 \$199.95



Pennsylvania - 3-Car Overton Passenger Coach Set  
30-6450 \$199.95



Long Island - 3-Car Overton Passenger Coach Set  
30-6451 \$199.95



Union Pacific - 4-Car 60' Madison Passenger Set  
30-69312 \$299.95



Union Pacific - 2-Car 60' Madison Combine/Diner Set  
30-69313 \$149.95



Union Pacific - 60' Madison Coach  
30-69314 \$74.95



Western Maryland - 4-Car 60' Madison Passenger Set  
30-69321 \$299.95



Western Maryland - 2-Car 60' Madison Combine/Diner Set  
30-69322 \$149.95



Western Maryland - 60' Madison Coach  
30-69323 \$74.95

## Madison Features

- Intricately Detailed, Durable ABS Body
- Detailed Car Undercarriage
- Authentic Paint Scheme
- Metal Wheels and Axles
- Die-Cast 6-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Operating Die-Cast Metal Couplers
- Overhead Interior Lighting
- End-of-Car Diaphragms
- Separate Metal Handrails
- Detailed Car Interior
- Sliding Baggage Car Doors
- Detailed Brake Wheel
- 4-Car Sets Feature: (1) Baggage, (2) Coaches, (1) Observation
- 2-Car Sets Feature (1) Combine, (1) Diner
- Each Car Measures: 16 3/4" x 2 11/16" x 3 3/8"
- Operates On O-31 Curves





Great Northern - 4-Car 60' Madison Passenger Set  
30-69318 \$299.95



Great Northern - 2-Car 60' Madison Combine/Diner Set  
30-69319 \$149.95



Great Northern - 60' Madison Coach  
30-69320 \$74.95



Boston & Maine - 4-Car 60' Madison Passenger Set  
30-69315 \$299.95



Boston & Maine - 60' Madison Coach  
30-69317 \$74.95



Boston & Maine - 2-Car 60' Madison Combine/Diner Set  
30-69316 \$149.95



Chessie - 2-Car 60' Madison Combine/Diner Set  
30-69310 \$149.95



Chessie - 60' Madison Coach  
30-69311 \$74.95



Chessie - 4-Car 60' Madison Passenger Set  
30-69309 \$299.95



Reading - 4-Car 60' Madison Passenger Set  
30-69324 \$299.95



Reading - 2-Car 60' Madison Combine/Diner Set  
30-69325 \$149.95



Reading - 60' Madison Coach  
30-69326 \$74.95



# Passenger Cars



Amtrak (Phase III) - 4-Car O-31 SuperLiner Set  
30-6535 \$349.95

*Amtrak, America's Railroad, Amfleet, Empire Service, the Amtrak Arrow logo and Amtrak Travelmark logos are registered service marks of the National Railroad Passenger Corporation. Official licensee of Amtrak.*



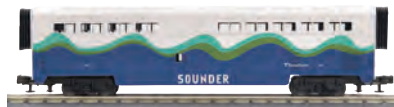
Amtrak (Phase III) - SuperLiner Business Class Car  
30-6537 \$89.95



Amtrak (Phase III) - 2-Car O-31 SuperLiner Coach/Lounge Set  
30-6536 \$179.95



Sounder - 2-Car O-31 SuperLiner Coach/Lounge Set  
30-6542 \$179.95



Sounder - SuperLiner Business Class Car  
30-6543 \$89.95



Sounder - 4-Car O-31 SuperLiner Set  
30-6541 \$349.95



Amtrak (Phase IV) - 4-Car O-31 SuperLiner Set  
30-6538 \$349.95



Amtrak (Phase IV) - SuperLiner Business Class Car  
30-6540 \$89.95



Amtrak (Phase IV) - 2-Car O-31 SuperLiner Coach/Lounge Set  
30-6539 \$179.95



Metra - 2-Car O-31 SuperLiner Coach/Lounge Set  
30-6545 \$179.95



Metra - SuperLiner Business Class Car  
30-6546 \$89.95



Metra - 4-Car O-31 SuperLiner Set  
30-6544 \$349.95

Florida Tri-Rail - 2-Car O-31 SuperLiner Coach/Lounge Set  
30-6548 \$179.95



Florida Tri-Rail - SuperLiner Business Class Car  
30-6549 \$89.95



Florida Tri-Rail - 4-Car O-31 SuperLiner Set  
30-6547 \$349.95





Baltimore & Ohio - 4-Car 60' Streamlined Passenger Set  
30-68098 \$299.95



Baltimore & Ohio - 60' Streamlined Coach  
30-68100 \$74.95



Baltimore & Ohio - 60' Streamlined Full-Length Vista Dome  
30-68101 \$79.95



Baltimore & Ohio - 2-Car 60' Streamlined Sleeper/Diner  
30-68099 \$149.95



Northern Pacific - 4-Car 60' Streamlined Passenger Set  
30-68102 \$299.95



Northern Pacific - 2-Car 60' Streamlined Sleeper/Diner  
30-68103 \$149.95



Northern Pacific - 60' Streamlined Coach  
30-68104 \$74.95



Northern Pacific - 60' Streamlined Full-Length Vista Dome  
30-68105 \$79.95



Union Pacific - 4-Car 60' Streamlined Passenger Set  
30-68110 \$299.95



Union Pacific - 2-Car 60' Streamlined Sleeper/Diner  
30-68111 \$149.95



Union Pacific - 60' Streamlined Baggage Car  
30-68122 \$79.95



Union Pacific - 60' Streamlined Coach  
30-68112 \$74.95



Union Pacific - 60' Streamlined Full-Length Vista Dome  
30-68113 \$79.95



Norfolk Southern - 4-Car 60' Streamlined Passenger Set  
30-68106 \$299.95



Norfolk Southern - 60' Streamlined Coach  
30-68108 \$74.95



Norfolk Southern - 60' Streamlined Full-Length Vista Dome  
30-68109 \$79.95



Norfolk Southern - 2-Car 60' Streamlined Sleeper/Diner  
30-68107 \$149.95



Burlington - 4-Car 60' Streamlined Passenger Set  
30-68094 \$339.95

*Stainless Plated Body Finish*



Burlington - 2-Car 60' Streamlined Sleeper/Diner  
30-68095 \$169.95



Burlington - 60' Streamlined Coach  
30-68096 \$84.95



Burlington - 60' Streamlined Full-Length Vista Dome  
30-68097 \$89.95



Norfolk & Western - 4-Car 60' Streamlined Passenger Set  
30-68114 \$299.95



Norfolk & Western - 2-Car 60' Streamlined Sleeper/Diner  
30-68115 \$149.95



Norfolk & Western - 60' Streamlined Coach  
30-68116 \$74.95



Norfolk & Western - 60' Streamlined Full-Length Vista Dome  
30-68117 \$79.95



Santa Fe - 4-Car 60' Streamlined Passenger Set  
30-68123 \$339.95

*Stainless Plated Body Finish*



Santa Fe - 60' Streamlined Full-Length Vista Dome  
30-68126 \$89.95



Santa Fe - 2-Car 60' Streamlined Sleeper/Diner  
30-68124 \$169.95



Santa Fe - 60' Streamlined Coach  
30-68125 \$84.95





New York Central - 4-Car 60' Streamlined Passenger Set  
30-68058 \$339.95

*Stainless Plated Body Finish*



New York Central - 2-Car 60' Streamlined Sleeper/Diner  
30-68059 \$169.95



New York Central - 60' Streamlined Coach  
30-68060 \$84.95



New York Central - 60' Streamlined Full-Length Vista Dome  
30-68061 \$89.95



Southern Pacific - 4-Car 60' Streamlined Passenger Set  
30-68066 \$299.95



Southern Pacific - 60' Streamlined Coach  
30-68068 \$74.95



Southern Pacific - 60' Streamlined Full-Length Vista Dome  
30-68069 \$79.95



Southern Pacific - 2-Car 60' Streamlined Sleeper/Diner  
30-68067 \$149.95



Richmond, Fredericksburg & Potomac - 4-Car 60' Streamlined Passenger Set  
30-68118 \$299.95



Richmond, Fredericksburg & Potomac - 2-Car 60' Streamlined Sleeper/Diner  
30-68119 \$149.95



Richmond, Fredericksburg & Potomac - 60' Streamlined Coach  
30-68120 \$74.95



Richmond, Fredericksburg & Potomac - 60' Streamlined Full-Length Vista Dome  
30-68121 \$79.95



American Freedom - 4-Car 60' Streamlined Passenger Set  
30-68046 \$299.95



American Freedom - 60' Streamlined Coach  
30-68048 \$74.95



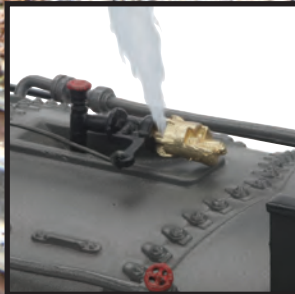
American Freedom - 2-Car 60' Streamlined Sleeper/Diner  
30-68047 \$149.95



American Freedom - 60' Streamlined Full-Length Vista Dome  
30-68049 \$79.95



# Premier Line







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

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

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

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

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

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

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

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

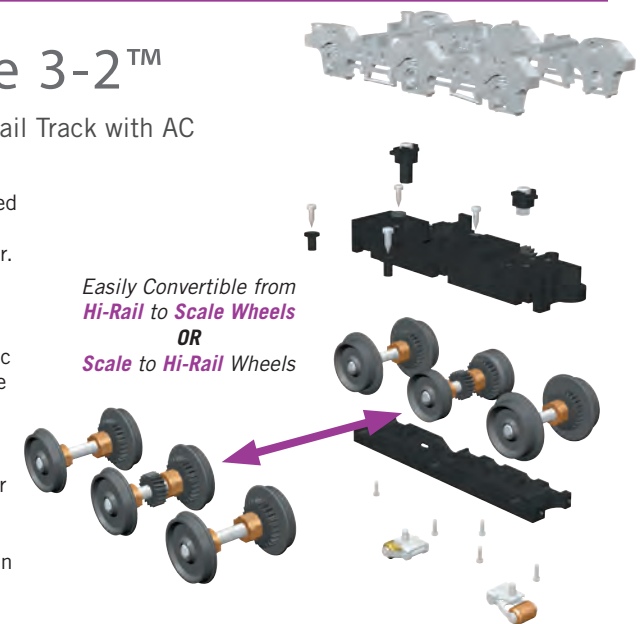
## PROTO-SCALE™ 3-2

## Proto-Scale 3-2™

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

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

The conversion wheel kits listed on page 174 offer additional versatility. Each kit contains enough wheel sets for (2) diesel power trucks. Scale Wheels are polished, turned metal with scale treads and flange height, and are mounted on metal axles with one insulated side for use on 2-rail O Scale track systems. Two wheelsets in each kit contain a pre-mounted drive gear.



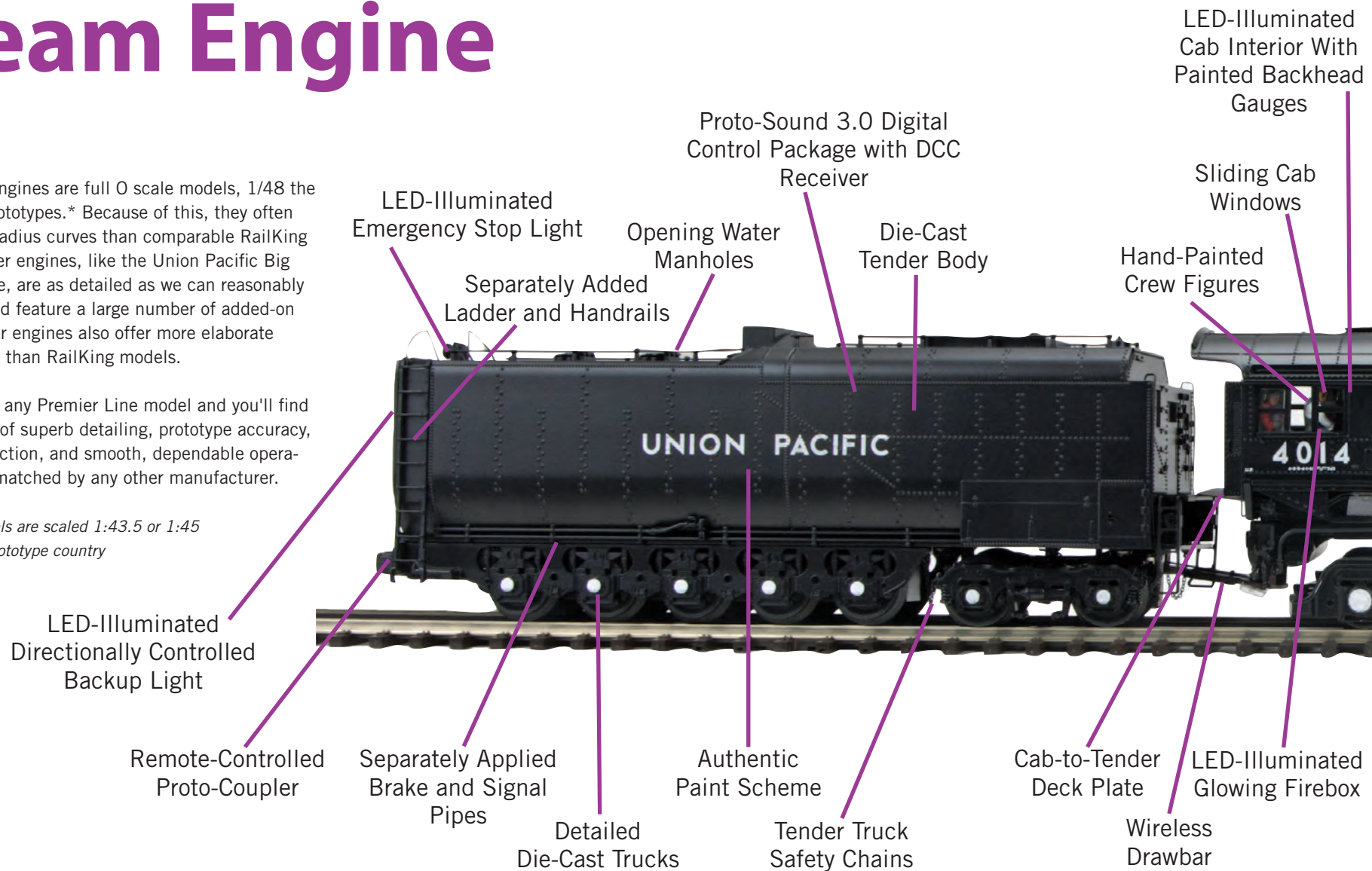


# Anatomy of a Premier Steam Engine

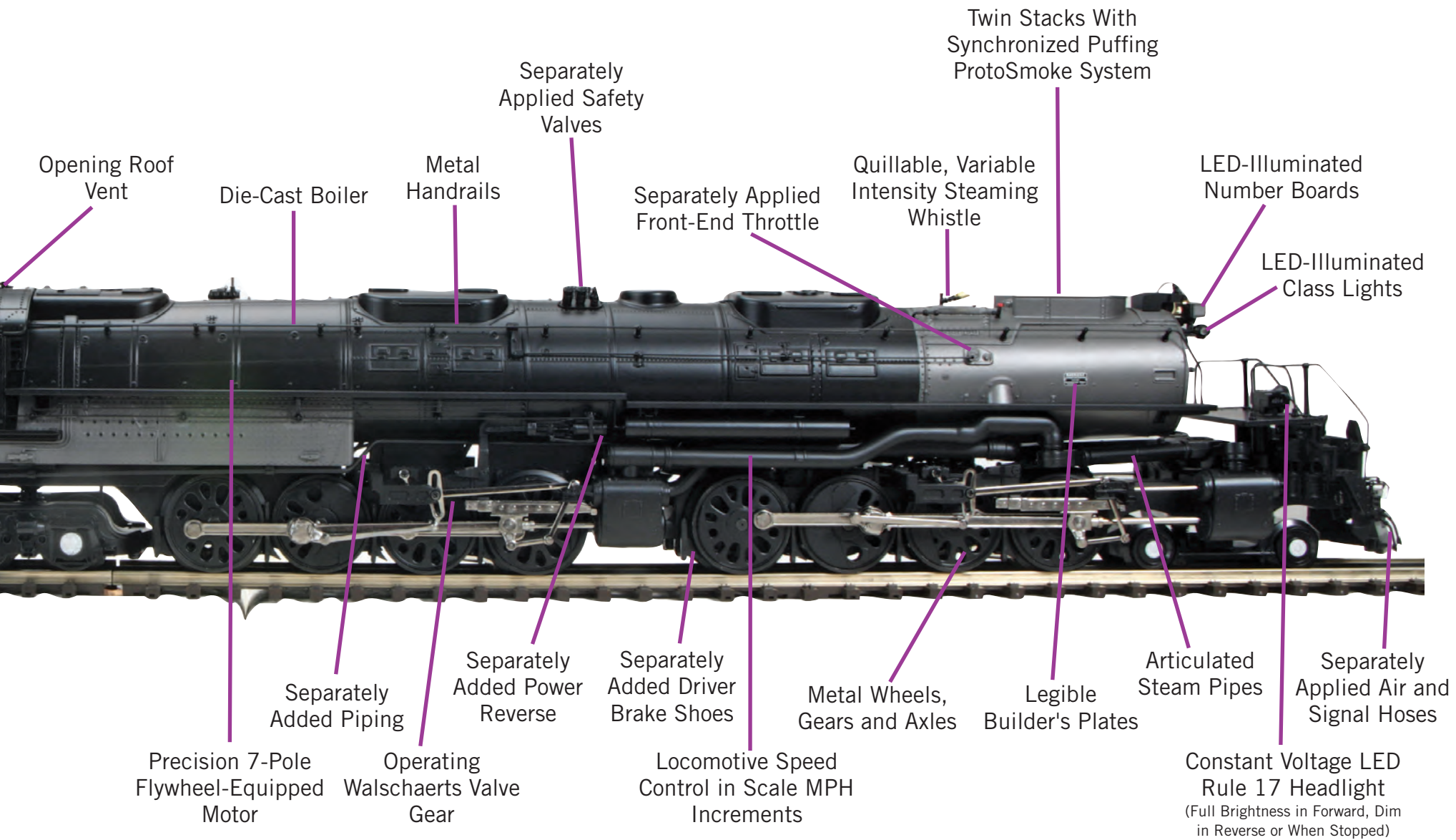
Premier Line engines are full O scale models, 1/48 the size of their prototypes.\* Because of this, they often require larger radius curves than comparable RailKing models. Premier engines, like the Union Pacific Big Boy shown here, are as detailed as we can reasonably make them, and feature a large 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 country*







Opening Roof Vent

Die-Cast Boiler

Metal Handrails

Separately Applied Safety Valves

Separately Applied Front-End Throttle

Quillable, Variable Intensity Steaming Whistle

Twin Stacks With Synchronized Puffing ProtoSmoke System

LED-Illuminated Number Boards

LED-Illuminated Class Lights

Separately Added Piping

Separately Added Power Reverse

Separately Added Driver Brake Shoes

Metal Wheels, Gears and Axles

Legible Builder's Plates

Articulated Steam Pipes

Separately Applied Air and Signal Hoses

Precision 7-Pole Flywheel-Equipped Motor

Operating Walschaerts Valve Gear

Locomotive Speed Control in Scale MPH Increments

Constant Voltage LED Rule 17 Headlight (Full Brightness in Forward, Dim in Reverse or When Stopped)



# GS-4 4-8-4 Northern



## Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails and Whistle
- Remote-Controlled Proto-Coupler\*
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Firebox Glow
- Operating LED Classification Lights
- Lighted LED Cab Interior
- Operating Tender LED Back-up Light
- Operating LED MARS Light
- Powerful 7-Pole Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:48 Scale Dimensions
- Onboard DCC/DCS Decoder
- Proto-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
- Measures: 29" x 2 3/4" x 4 1/4"
- Hi-Rail Wheels Operate On O-54 Curves
- Scale Wheels Operate On 42" Radius Curves

\*Hi-Rail Models Only





Southern Pacific Lines - 4-8-4 GS-4 Steam Engine w/Proto-Sound 3.0, Cab No. 4449  
 20-3751-1 Hi-Rail Wheels \$1199.95  
 22-3751-2 Scale Wheels \$1199.95

Southern Pacific Lines - 4-8-4 GS-4 Steam Engine w/Proto-Sound 3.0, Cab No. 4436  
 20-3752-1 Hi-Rail Wheels \$1199.95  
 22-3752-2 Scale Wheels \$1199.95



Southern Pacific - 4-8-4 GS-4 Steam Engine w/Proto-Sound 3.0, Cab No. 4449  
 20-3749-1 Hi-Rail Wheels \$1199.95

Southern Pacific - 4-8-4 GS-4 Steam Engine w/Proto-Sound 3.0, Cab No. 4438  
 20-3750-1 Hi-Rail Wheels \$1199.95

The *Daylights* 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. Notice the wide, soft seats in the coaches. They are cushioned with sponge rubber and turn to face the extraordinarily large windows.” 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.



Southern Pacific Lines - 4-8-4 GS-4 Steam Engine w/Proto-Sound 3.0, Cab No. 845  
 20-3753-1 Hi-Rail Wheels \$1199.95

No. 4449 with temporary cab number used in Union Pacific territory

Leading the trains were the Southern Pacific’s class GS (for “Golden State”) Northerns, arguably among the handsomest steam engines ever built. Constructed by Lima Locomotive Works, inventor of the super-power concept, the *Daylight* 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 Golden State 4-8-4s were regularly used on the SP’s famed *Overnight* high-speed freight service. Long before FedEx existed, it provided overnight business deliveries between San Francisco and Los Angeles, carrying everything from groceries to replacement car engines.



BNSF - 4-8-4 GS-4 Steam Engine w/Proto-Sound 3.0  
 20-3754-1 Hi-Rail Wheels \$1199.95

No. 4449 repainted for July 2000 BNSF Employee Appreciation Special

A lone GS-4, No. 4449, was saved from the scrapper and donated to the city of Portland, Oregon, where it sat mounted and stuffed in a city park for 16 years. Jack Holst, an elderly Southern Pacific employee, visited the engine regularly, oiling its bearings and rods in the hope that it would someday return to steam. As a result of his efforts, No. 4449 was in good enough shape that it was chosen as the western engine for the *American Freedom Train*. It was returned to steam in just four months to begin touring the country in 1975 in celebration of our nation’s 200th anniversary. Repainted in *Daylight* colors, the engine still operates today in excursion service.



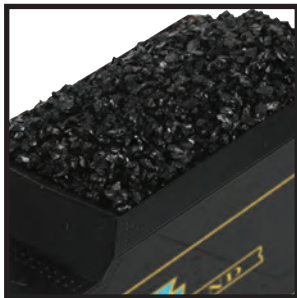
Southern Pacific Lines - 4-8-4 GS-6 Steam Engine  
 20-3756-1 Proto-Sound 3.0 \$1199.95



American Freedom - 4-8-4 GS-4 Steam Engine w/Proto-Sound 3.0, Cab No. 4449  
 20-3755-1 Hi-Rail Wheels \$1199.95  
 22-3755-2 Scale Wheels \$1199.95



# PRR G5s 4-6-0



## Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive And Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- Remote-Controlled Proto-Coupler
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Firebox Glow
- LED-Illuminated Cab Interior
- LED-Illuminated Class And Marker Lights
- Operating Tender LED Back-up Light
- Powerful Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:48 Scale Dimensions
- Onboard DCC/DCS Decoder
- Proto-Sound 3.0 with the Digital Command System Featuring Quillable Whistle With Passenger Station Proto-Effects
- Measures: 20" x 2 1/2" x 4 1/8"
- Operates On O-31 Curves





Pennsylvania - 4-6-0 G-5s Steam Engine  
20-3657-1 Proto-Sound 3.0 \$999.95

When the first G5s rolled out of the Juniata shops in 1923, the Pennsylvania Railroad hadn't built a 4-6-0 in more than two decades. The reigning queens of mainline passenger service were high-speed E6s Atlantics and K4s Pacifics; lesser duties like commuter runs were delegated to hand-me-down locomotives serving out their last years before retirement. In the early 1920s, however, the need for secondary passenger power outstripped the supply, and the Pennsy found itself in need of a new commuter engine.

In response, its Mechanical Engineer William F. Kiesel, Jr. took the boiler from an E6s Atlantic and designed one of the largest and most powerful ten-wheelers ever built. Smaller drive wheels than an Atlantic and the lack of a trailing truck concentrated more engine weight on the drivers and produced an engine with great power and acceleration but a lower top speed — ideal qualities for the constant stop-and-start duties of a commuter engine. Like the I1s Decapod, the G5s was infamous among engineers as a rough-riding steed;

famed locomotive historian Alvin Stauffer stated bluntly, "Riding qualities were sacrificed for power when Pennsy designed these G5s Ten Wheelers."

Although the ninety G5s' served all over the Pennsy, the greatest concentrations were found around Chicago, Pittsburgh — where they were nicknamed "Pittsburgh commuter engines" — and in New Jersey. Pennsy subsidiary Long Island Railroad owned an additional 31 G5s engines that were a familiar sight to New York City commuters.

In his book *Pennsy Power*, Stauffer also noted that "The G5s at times assumed the role of backwoods branchline meanderer." He cites an example of a G5s-led milk train that ran 145 miles daily through rural Pennsylvania, trailing an old combine at the end for the occasional passenger — which sometimes included a hunter that the crew would let off at a clearing in the woods. Fan trips as

early as the 1930s also were headed by ten-wheelers: "'Off the Beaten Track' excursions covering branch lines frequently drew G5s power, since larger engines were prohibited." Work trains were another assignment too menial for mainline power but fine for the versatile G5s, which often elicited adjectives such as "gutsy," "squat," "tough," or "husky."

Accurate in almost every detail except the prototype's rough ride, the G5s returns to the Premier line for 2019, updated with new features including Proto-Sound 3.0 with quillable whistle and wireless drawbar. Add this Pennsy stalwart to your layout for commuter, fan trip, branch line or work train duties.

#### Did You Know?

The Railroad Museum of Pennsylvania in Strasburg is home to restored G5s No. 5741, which was built in the Juniata Shops in November, 1924.



Pennsylvania - 4-6-0 G-5s Steam Engine  
20-3658-1 Proto-Sound 3.0 \$999.95

Add A Matching Passenger Set — See Page 142



# UP 4-8-8-4 Big Boy Preservation Series



## Features

- Die-Cast Boiler and Tender Body
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Die-Cast Locomotive and Tender 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-Illuminated Firebox Glow, Cab Interior, Number Boards and Class Lights
- LED-Illuminated Backup Light and Emergency Stop Light on Tender
- Real Tender Coal Load (Except No. 4014)
- Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Quillable, Variable Intensity Steaming Whistle\*
- 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 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

\*\* Hi-Rail Wheel Models Only





Union Pacific - 4-8-8-4 Big Boy Steam Engine No. 4014 (Restoration) (Oil Burner) With Proto-Sound 3.0  
22-3714-2 Scale Wheels \$1599.95

### Features Quillable, Variable Intensity Steaming Whistle



Union Pacific - 4-8-8-4 Big Boy Steam Engine No. 4004 (Cheyenne, WY) With Proto-Sound 3.0  
20-3715-1 Hi-Rail Wheels \$1599.95



Union Pacific - 4-8-8-4 Big Boy Steam Engine No. 4005 (Denver, CO) With Proto-Sound 3.0  
20-3716-1 Hi-Rail Wheels \$1599.95



Union Pacific - 4-8-8-4 Big Boy Steam Engine No. 4006 (St. Louis, MO) With Proto-Sound 3.0  
20-3717-1 Hi-Rail Wheels \$1599.95  
22-3717-2 Scale Wheels \$1599.95



Union Pacific - 4-8-8-4 Big Boy Steam Engine No. 4012 (Scranton, PA) With Proto-Sound 3.0  
20-3718-1 Hi-Rail Wheels \$1599.95  
22-3718-2 Scale Wheels \$1599.95



Union Pacific - 4-8-8-4 Big Boy Steam Engine No. 4017 (Green Bay, WI) With Proto-Sound 3.0  
20-3719-1 Hi-Rail Wheels \$1599.95  
22-3719-2 Scale Wheels \$1599.95 (City location indicates where prototype is currently on display)

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 for 2018, complete with quillable, variable intensity steaming whistle. Blow the whistle from your DCS handheld controller, smartphone or tablet, and watch the whistle steam output vary as you "play" the whistle like a prototype engineer.

The 2019 Preservation Series features cab numbers from all existing Big Boys currently on display in museums around the United States. Cab Number 4014 models the real-life Big Boy currently being restored for a return to excursion service in 2020 and features an oil tender, as that is the way the restored locomotive will be configured. The other models feature the standard coal tender pulled by the Big Boys during their in-service years. All models include a powerful motor for pulling power and speed that rival the original Big Boy, as well as authentic articulated chuffing sounds simulating the two drive trains drifting in and out of synch.



# USRA 4-6-2 Heavy Pacific



## Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Firebox Glow
- Operating LED Classification and Marker Lights
- Lighted LED Cab Interior
- Operating Tender LED Back-up Light
- Powerful 7-Pole Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:48 Scale Dimensions
- Onboard DCC/DCS Decoder
- Proto-Sound 3.0 with the Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 24 5/16" x 2 9/16" x 3 15/16"
- Operates On O-42 Curves





Reading & Northern - 4-6-2 USRA Heavy Pacific Steam Engine  
20-3745-1 w/Proto-Sound 3.0 \$1099.95



U.S. Army - 4-6-2 USRA Heavy Pacific Steam Engine  
20-3747-1 w/Proto-Sound 3.0 \$1099.95



Baltimore & Ohio - 4-6-2 USRA Heavy Pacific Steam Engine, President Lincoln  
20-3748-1 w/Proto-Sound 3.0 \$1099.95



Baltimore & Ohio - 4-6-2 USRA Heavy Pacific Steam Engine, President Washington  
20-3739-1 w/Proto-Sound 3.0 \$1099.95

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.

In the World War I period, the 4-6-2 Pacific was the favored mainline passenger engine in relatively level territory, so the USRA designs included light and heavy 4-6-2s. The heavy version, designed for trackage that allowed a heavier axle load, was similar in most major dimensions to the existing Pennsylvania K4s and Chesapeake & Ohio F-17 Pacifics. Both had been designed around 1913 and were considered powerful and fast locomotives for their time.

Only 20 government-issue heavy Pacifics were actually built, all of them going to the Erie Railroad. But like most USRA designs, the heavy Pacific was so good that a number of railroads ordered copies after government control ended. The Erie bought 11 more, and at least three of the most successful heavy Pacifics built in the 1920s were based on the USRA design: the Baltimore & Ohio P-7d “President” class, the C&O F-19, and the Southern Railway Ps-4. A survivor of the latter class resides today in the Smithsonian Institution’s National Museum of American History in Washington, D.C., resplendent in the Southern’s famous green livery with gold striping.

The USRA heavy Pacific returns to the Premier line for 2019, upgraded with wireless drawbar, quillable whistle, cab-to-tender deck plate, and additional details (not all details are shown in photos). Relive the days when these high-stepping Pacifics led mainline passenger runs, or their later years when they were relegated to local passenger trains and even freight service.

#### Did You Know?

William E. Woodard, V.P. of Engineering at Lima Locomotive Works and one of the designers on the USRA Locomotive Committee, went on to inaugurate the “Super Power” concept that guided steam locomotive design from the mid-1920s to the end of the steam era.

See it in action at  
[www.mthtrains.com](http://www.mthtrains.com)





# NYC 4-8-2 Mohawk



## Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- Remote-Controlled Proto-Coupler
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Firebox Glow
- LED-Illuminated Cab Interior
- Powerful 7-Pole Precision Flywheel-Equipped Skew-Wound Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCC/DCS Decoder
- Removable Smoke Deflector
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Dimensions
- Proto-Sound 3.0 with the Digital Command System Featuring Quillable Whistle With Passenger Station or Freight Yard Proto-Effects
- Measures: 28 1/4" x 3 7/8" x 2 5/8"
- Operates on 0-54 Curves





New York Central - 4-8-2 L-3a Mohawk Steam Engine with Proto-Sound 3.0, Cab No. 3001  
20-3690-1 Hi-Rail Wheels \$1199.95



New York Central - 4-8-2 L-3b Mohawk Steam Engine with Proto-Sound 3.0, Cab No. 3037  
20-3691-1 Hi-Rail Wheels \$1199.95



New York Central - 4-8-2 L-3c Mohawk Steam Engine with Proto-Sound 3.0, Cab No. 3056  
20-3692-1 Hi-Rail Wheels \$1199.95



New York Central - 4-8-2 L-4a Mohawk Steam Engine with Proto-Sound 3.0, Cab No. 3100  
20-3693-1 Hi-Rail Wheels \$1199.95

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

As the Depression waned in the late 1930s and traffic picked up, the need arose for a dual service locomotive that could augment the Hudson fleet and hustle freight as well. As an experiment, two existing L-2 Mohawks were modified with higher boiler pressure, smaller cylinders, lightweight rods and other reciprocating parts, and roller bearings — which pushed their top speed from 60 mph to the 80 mph needed for passenger work. The success of these engines led to the class L-3 Mohawks delivered from 1940-42 and class L-4 delivered in 1943. With over 5000 horsepower on tap, they were equally at home pulling the *20th Century Limited* or more than 100 freight cars. A new feature was the largest tender yet seen on a Central locomotive, with a 43-ton-capacity coal bunker. These tenders didn't carry enough water to match all that coal, however, because the Central used water scoops under its tenders and track pans between the rails to enable locomotives to pick up water on the move. One of the most spectacular sights of the steam era was a Mohawk or Hudson taking on water at speed, with excess water blasting out of relief vents on the tender deck.

#### Did you know?

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



# 4-6-0 Camelback



## Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive And Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- Remote-Controlled Proto-Coupler
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Firebox Glow
- LED-Illuminated Cab Interior
- LED-Illuminated Class Lights
- Operating Tender LED Back-up Light
- Powerful Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:48 Scale Dimensions
- Onboard DCC/DCS Decoder
- Proto-Sound 3.0 with the Digital Command System Featuring Quillable Whistle With Passenger Station Proto-Effects
- Measures: 17 3/4" x 2 1/2" x 4 1/8"
- Operates On O-31 Curves







Jersey Central - 4-6-0 Camelback Steam Engine with Proto-Sound 3.0  
20-3661-1 Hi-Rail Wheels \$999.95



New York Ontario & Western - 4-6-0 Camelback Steam Engine with Proto-Sound 3.0  
20-3662-1 Hi-Rail Wheels \$999.95



Reading - 4-6-0 Camelback Steam Engine with Proto-Sound 3.0  
20-3664-1 Hi-Rail Wheels \$999.95

Coal is coal, right? Not exactly. Early steam engines burned wood in part because the common coal of the time, rock-hard anthracite, burned too slow for use in locomotives. The discovery of vast reserves of softer, faster-burning bituminous coal in the mid-1800s began the switch to coal as America's primary locomotive fuel. Anthracite, meanwhile, which burns with a smaller flame and little smoke, gained widespread use for home heating.

But one characteristic of anthracite mining was that close to 20% of production wound up as finely-ground, low-quality waste, or culm, that accumulated in huge heaps outside the mines. In the 1870s, John E. Wooten of the Philadelphia & Reading Rail Road determined to explore the potential of culm as a cheap locomotive fuel. The result was the Wooten firebox, based on a large grate, or firebox floor, two to three times the size of a conventional grate and burning culm in a very thin layer. Whereas most engines of the time had a narrow firebox placed between the rear drivers, the Wooten firebox extended out over the drivers and was as wide as clearances allowed. This, of course, made space in the cab rather tight, and designers soon moved the cab forward and placed it over the boiler barrel, which was smaller in diameter than the Wooten firebox. The result was the Camelback or "Mother Hubbard" style of locomotive, with the engineer in the cab and the fireman back on the tender deck shoveling culm into the rear of the engine. By the late 1800s more than 40 roads rostered Mother Hubbards; among the largest users were the New York Ontario & Western, the Jersey Central, and its parent the Reading.

As opposed to a normal locomotive where "engineer, fireman, and controls were simply three parts of one thing," British author Brian Reed noted in *Locomotives in Profile* that "Firing a Mother Hubbard was no kind of job at all. The tallow-pot [fireman] was alone, and he had almost no range of vision. He could see the driving cab and the line ahead only if he hung well out sideways, and ... it was difficult for him to determine if there was anything wrong in the cab... With the tender bucketing along behind the engine with a most decided motion of its own, he had to shovel up to two tons of culm an hour from one vehicle to another."

The engineer didn't have it much better. He was squeezed up against the hot boiler with the controls alongside him, rather than spread across the backhead as on a normal steamer. "Side rods breaking beneath his feet were even more disastrous than a fracture in a normal engine, and there was much less chance of living to tell the tale in the enginemen's bunk house." No wonder that safety concerns led the Interstate Commerce Commission to ban the construction of new Mother Hubbards in 1918.

Our Premier Mother Hubbard replicates the Central Railroad of New Jersey's Class L8s 780-series 4-6-0s, the Jersey Central's final group of camelbacks. Although not a favorite of crews, these 1918 Baldwin products were remarkably long-lived workhorses, serving as fast freight and later as commuter engines until the end of steam in 1954.

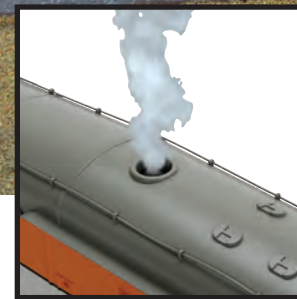


# C&O M-1 Steam-Turbine- Electric



## Features

- Intricately Detailed, Durable ABS Boiler
- Die-Cast Metal Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Legible Builders Plates
- Metal Handrails and Whistle
- Tender Truck Chains
- Metal Wheels and Axles
- Remote-Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Numberboard Lights
- Operating Tender LED Back-up Light
- (2) Precision Flywheel-Equipped Motors
- ProtoSmoke Turbine Exhaust
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:48 Scale Dimensions
- Onboard DCC/DCS Decoder
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 39" x 2 1/2" x 4"
- Operates On 0-72 Curves







Chesapeake & Ohio - M-1 Steam Turbine Electric Engine  
20-21056-1 w/Proto-Sound 3.0 \$1099.95

The Chesapeake and Ohio M-1 was the longest passenger locomotive ever built — and perhaps one of the most ill-conceived. In the waning days of steam power, when it was clear to almost anybody that diesel was the new king, a few railroads and most of the steam locomotive builders resorted to desperate measures to give steam one more chance. But even in that experimental era, the M-1 was odd. It was an attempt to combine the power source of a steam locomotive — the boiler — with the running gear of a diesel or electric — a series of relatively small wheels with an electric motor on each axle. The link between the two was a steam-powered turbine that drove a pair of electric generators.

How the M-1 came to be is somewhat uncertain. The standard story is that Robert R. Young, the C&O's energetic and idealistic Chairman of the Board, wanted the postwar C&O to establish passenger service that would be "second to none." Part of his plan was *The Chessie*, a new premier streamliner on a fast 12-hour daylight schedule between Washington and Cincinnati. Amenities aboard the planned train included dome cars, a diner that converted to a movie theatre, and a "family coach" with a children's playroom. As the C&O was the world's number one coal hauling railroad, and thus very tied to the good will of the coal industry, Young wanted *The Chessie* to have revolutionary locomotives that were powered by coal. That may seem like an oxymoron today, but somehow it made sense when the three M-1 locomotives were ordered from Baldwin Locomotive Works in 1946. The railroad even built two streamlined coaling docks to fuel the eastbound and westbound Chessies.

However the M-1 originated, its performance posed no threat to dieseldom. Although it was designed as a 6000 horsepower beast with a maximum speed of 100 mph, actual performance was hampered by the fact that the M-1 proved to be quite slippery, a problem shared by the Pennsy T-1 and several other latter-day experimental steamers. The M-1 also had a consistent problem with poor firebox draft; like closing the damper on a home fireplace, this meant the fire was often hard to keep going and the engine tended to run low on steam. The M-1 also proved to be too hungry and thirsty for its own good, another trait common among experimental steamers. And under its smooth streamlined surface was an absolute maintenance man's nightmare of steam plumbing and electrical wiring.

But even if it didn't work very well, the M-1 was a spectacular piece of machinery. It was longer than a Big Boy by 21 feet, and heavier. Appearance-wise, the M-1 was perhaps best described as bizarre: a brightly colored streamlined shell concealing the body of a steam locomotive, sitting on the running gear of a diesel. The interior layout was unique. Up front was a 29-ton coal bunker, larger than that of a Big Boy. Behind the coal sat the engineer and fireman; unfortunately, they got to bathe in the fine coal dust that blew back at them from the bunker - dust that also tended to short out the forward traction motors. Behind the crew was the boiler, facing backward. This meant the engineer and fireman had the electrical and turbine controls in front of them, but the firebox and the boiler controls behind them. In those pre-computer days, an M-1 engineer had to be superb at multitasking, with controls and gauges in front and behind, and an engine that tended to slip

or run out of steam. To top it off, if an axle slipped too badly the engine would automatically shut down and force the crew to start up again from idle.

Finally, behind the boiler lay the steam turbine and the generators that provided power to the 10 axle-mounted electric motors — four on each of the large main trucks and two on the trailing truck. Behind the engine was a tender carrying water only — 25,000 gallons of it, again more than a Big Boy. At the front of the tender, a door gave access to a passage into the turbine and generator compartment of the locomotive, which was inaccessible from the cab.

Poor performance and the inevitable onslaught of diesels combined to give the M-1 a short life. Adding insult to injury, *The Chessie*, the flagship C&O streamliner the M-1 was supposed to power, never entered service. When delivered, its gleaming Budd-built cars with their orange letterboards posed for publicity pictures with the M-1s, but were soon repainted for other service or sold to other railroads. The three steam-turbine-electrics, which arrived on C&O rails in 1947 and '48, worked a bit in passenger service and had disappeared by 1949. No one seems quite sure what happened to them. Apparently they just kind of slunk off into the night, probably to be returned to their builder and cut up.

But while *The Chessie* never ran on the real C&O, it can run on your layout. The M-1 returns to the Premier line in 2018, available for the first time with Proto-Sound 3.0. The M-1 is offered in its as-delivered orange paint scheme to match *The Chessie* cars.



Chesapeake & Ohio - 4-Car 70' Streamlined Passenger Set (Ribbed)  
20-64048 \$379.95



Chesapeake & Ohio - 2-Car 70' Streamlined Baggage/Coach Passenger Set (Ribbed)  
20-64050 \$199.95

Chesapeake & Ohio - 70' Streamlined Full Length Vista Dome Passenger Car (Ribbed)  
20-64051 \$99.95



# GE Dash 9



## Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Moveable Roof Fans
- Metal Body Side Grilles
- Detachable Snow Plow
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- O Scale Kadee-Compatible Coupler Mounting Pads
- (2) Remote-Controlled Proto-Couplers\*
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- Operating LED Ditch Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Onboard DCC/DCS Decoder
- 1:48 Scale Proportions
- Playable Horn Sounds
- Proto-Sound 3.0 with the Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 18 3/4" x 2 3/4" x 3 7/8"
- Hi-Rail Version Operates On O-42 Curves
- Scale Wheel Version Operates On 42" Radius Curves

\* Hi-Rail Wheel Models Only





Southern Pacific - Dash-9 Diesel Engine With Proto-Sound 3.0, Cab No. 8121  
 20-21146-1 Hi-Rail Wheels \$519.95  
 22-21146-2 Scale Wheels \$519.95  
 Southern Pacific - Dash-9 Diesel Engine With Proto-Sound 3.0, Cab No. 8127  
 20-21147-1 Hi-Rail Wheels \$519.95  
 22-21147-2 Scale Wheels \$519.95



Chicago & North Western - Dash-9 Diesel Engine With Proto-Sound 3.0, Cab No. 8669  
 20-21148-1 Hi-Rail Wheels \$519.95  
 22-21148-2 Scale Wheels \$519.95  
 Chicago & North Western - Dash-9 Diesel Engine With Proto-Sound 3.0, Cab No. 8672  
 20-21149-1 Hi-Rail Wheels \$519.95  
 22-21149-2 Scale Wheels \$519.95



Union Pacific - Dash-9 Diesel Engine With Proto-Sound 3.0, Cab No. 9702  
 20-21150-1 Hi-Rail Wheels \$519.95  
 22-21150-2 Scale Wheels \$519.95  
 Union Pacific - Dash-9 Diesel Engine With Proto-Sound 3.0, Cab No. 9705  
 20-21151-1 Hi-Rail Wheels \$519.95  
 22-21151-2 Scale Wheels \$519.95



Norfolk Southern - Dash-9 Diesel Engine With Proto-Sound 3.0, Cab No. 8520  
 20-21152-1 Hi-Rail Wheels \$519.95  
 22-21152-2 Scale Wheels \$519.95

For the first six decades of the diesel era, the main goal of locomotive design was higher horsepower. Introduced in 1993, GE's 4400 hp Dash 9 and its AC-motored sibling, the AC4400CW, were three times as powerful as a typical first-generation diesel and had 10% more horsepower than their immediate predecessor, the Dash 8. A couple years later, GE and then EMD introduced 6000 hp engines, the first single-unit diesels to equal the power of the last and best steamers.

But what was thought to be a breakthrough turned out to be a flop. By the late 1990s, North American railroads had rejected the 6000 hp concept and concluded that the 4300-4400 hp diesel was the Goldilocks locomotive — not too big, not too small, but a versatile, just-right building block for multiple-unit lashups. The horsepower race was over.

The Dash 9, accordingly, turned out to be a best-seller. More than 3600 engines were sold by the end of production in 2004, and most are still hauling freight today. The Dash 9 was the last and best of GE's third-generation diesels; it exemplified the modern locomotive at the turn of the 20th century, with microprocessors ensuring that its 4400 horses were working as efficiently and as often as possible. It rode on GE's brand-new HiAd™ trucks (for high adhesion), with computerized wheelslip control. Also new was a split cooling system that reduced temperatures and prolonged engine life. The Dash 9's wide-nosed North American cab, an option on earlier diesels, was standard equipment, solidifying the new look in road diesels. The Dash 9 was also the first GE diesel not offered with four-wheel trucks, recognizing that 6-axle, 4400 hp freight power was the new normal.

**Did You Know?**

Norfolk Southern Dash 9s have software that downrates their motors to 4000 hp in order to reduce engine wear and fuel consumption. If needed, however, the extra 400 horses can be accessed with the flip of a key switch.



# Alco RS-11 High Hood



## Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Moveable Roof Fans
- Metal Body Side Grilles
- Detachable Snow Plow
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- O Scale Kadee-Compatible Coupler Mounting Pads
- Metal Wheels, Axles and Gears
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- LED-Illuminated Class and Marker Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Locomotive Speed Control In Scale MPH Increments
- Onboard DCC/DCS Decoder
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- Playable Horn Sounds
- Proto-Sound 3.0 with the Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 14 3/4" x 2 1/2" x 4 5/16"
- Hi-Rail Version Operates On O-42 Curves







Nickel Plate Road - RS-11 High Hood Diesel Engine with Proto-Sound 3.0  
 20-21066-1 Cab No. 855 \$499.95  
 20-21067-1 Cab No. 858 \$499.95



Napa Valley Wine Train - RS-11 High Hood Diesel Engine with Proto-Sound 3.0  
 20-21068-1 Cab No. 62 \$499.95



Lehigh Valley - RS-11 High Hood Diesel Engine with Proto-Sound 3.0  
 20-21069-1 Cab No. 7642 \$499.95  
 20-21070-1 Cab No. 7641 \$499.95



Green Bay & Western - RS-11 High Hood Diesel Engine with Proto-Sound 3.0  
 20-21071-1 Cab No. 309 \$499.95  
 20-21072-1 Cab No. 310 \$499.95



Norfolk & Western (Blue) - RS-11 High Hood Diesel Engine with Proto-Sound 3.0  
 20-21073-1 Cab No. 397 \$499.95  
 20-21074-1 Cab No. 392 \$499.95

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

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

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

This RS-11 can offer stiff competition for the Geeps and F-units on your railroad — or, like the prototype, you can mix them together in lashups, thanks to Proto-Sound 3.0 technology. Our RS-11 features the distinctive notched-nose look of its prototype, separately added grab irons and windshield wipers, illuminated number boards, etched metal safety tread on the frame walkways, legible builders plates, remote Proto-Couplers front and rear, the authentic chant of an Alco prime mover, four pickup rollers for stall-free running on virtually any track work, and Proto-Speed Control for tremendous pulling power at any speed from a crawl to full throttle.



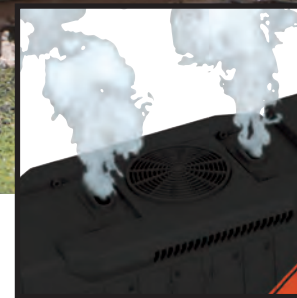
# EMD GP38-2



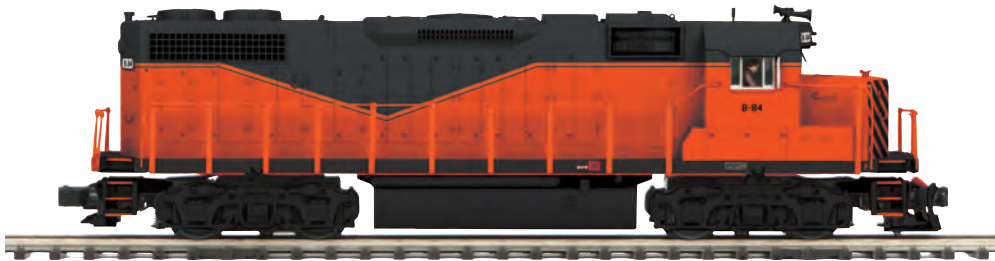
## Features

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

\* Hi-Rail Wheel Models Only







Armco Steel - GP38-2 Diesel Engine With Proto-Sound 3.0, Cab No. B-84  
 20-21075-1 Hi-Rail Wheels \$499.95  
 22-21075-2 Scale Wheels \$499.95

Armco Steel - GP38-2 Diesel Engine With Proto-Sound 3.0, Cab No. B-85  
 20-21076-1 Hi-Rail Wheels \$499.95  
 22-21076-2 Scale Wheels \$499.95



Pennsylvania Reading Seashore Lines - GP38-2 Diesel Engine With Proto-Sound 3.0, Cab No. 2005  
 20-21077-1 Hi-Rail Wheels \$499.95  
 22-21077-2 Scale Wheels \$499.95

Pennsylvania Reading Seashore Lines - GP38-2 Diesel Engine With Proto-Sound 3.0, Cab No. 2006  
 20-21078-1 Hi-Rail Wheels \$499.95  
 22-21078-2 Scale Wheels \$499.95



New York & Atlantic Railway - GP38-2 Diesel Engine With Proto-Sound 3.0, Cab No. 261  
 20-21079-1 Hi-Rail Wheels \$499.95  
 22-21079-2 Scale Wheels \$499.95

New York & Atlantic Railway - GP38-2 Diesel Engine With Proto-Sound 3.0, Cab No. 262  
 20-21080-1 Hi-Rail Wheels \$499.95  
 22-21080-2 Scale Wheels \$499.95



Ontario Northland Railway - GP38-2 Diesel Engine With Proto-Sound 3.0, Cab No. 1809  
 20-21081-1 Hi-Rail Wheels \$499.95  
 22-21081-2 Scale Wheels \$499.95

Ontario Northland Railway - GP38-2 Diesel Engine With Proto-Sound 3.0, Cab No. 1805  
 20-21082-1 Hi-Rail Wheels \$499.95  
 22-21082-2 Scale Wheels \$499.95

Produced from 1972 to 1986, the GP38-2 helped inaugurate Electro-Motive's "Dash-2" series of locomotives and became one of EMD's all-time best sellers. With over 2200 engines sold throughout North America, rare was the railroad that did not roster these reliable, second-generation EMD workhorses.

Building on the success of the GP38 introduced in 1966, the Dash-2 model looked almost identical on the outside but incorporated a host of internal upgrades that lowered exhaust emissions and improved reliability, ease of maintenance, and tractive effort. Most significant was the replacement of the maze of hard-wired circuits, switches, interlocks, and relays — which had characterized first-generation diesels and had been the source of many of their service issues — with modular, solid-state electronics. Other improvements toughened the pistons, rings, and bearings of the 2000-horsepower, non-turbo-charged model 645 prime mover.

The result was an engine so hard working and dependable that it became as common on American railroads as the F-unit was in the 1950s and '60s. *Trains* magazine recognized this in 1982 by designating B&O GP38 No. 3802 (a pre-Dash-2 model) as the All American Diesel; the engine resides today in the Baltimore & Ohio Railroad Museum, repainted in its 1982 Chessie System colors. Many GP38-2s have soldiered on for more than three decades and remain in service today on short lines and regional railroads.

While our Premier model is not the only O gauge version of this second-generation stalwart, it offers the best combination of detail, realism, and performance of any 1/48 scale GP38-2. Added-on detail parts include windshield wipers, metal see-thru body grilles, lift rings, metal grab irons and handrails, and see-thru rooftop fan housings, as well as brake cylinders, air pipes, and swing hangers on our super-detailed Blomberg trucks.

And in command mode with the DCS system, you can create a lashup combining one or more GP38-2s with other Proto-Sound 2.0 and 3.0 first- or second-generation power — and run them all from a single throttle, just like the prototype.



# EMD SD80MAC



## Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Moveable Roof Fans
- Metal Body Side Grilles
- Detachable Snow Plow
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- Operating LED Ditch Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Locomotive Speed Control In Scale MPH Increments
- Onboard DCC/DCS Decoder
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- Playable Horn Sounds
- Proto-Sound 3.0 with the Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 20 1/2" x 2 3/4" x 3 7/8"
- Operates On O-42 Curves







Indiana Rail Road - SD9043MAC Diesel Engine With Proto-Sound 3.0  
 20-21125-1 Cab No. 9004 \$519.95  
 20-21126-1 Cab No. 9010 \$519.95



CSX - SD80MAC Diesel Engine With Proto-Sound 3.0  
 20-21127-1 Cab No. 4598 \$519.95  
 20-21128-1 Cab No. 4596 \$519.95



Norfolk Southern - SD80MAC Diesel Engine With Proto-Sound 3.0  
 20-21129-1 Cab No. 7227 \$519.95  
 20-21130-1 Cab No. 7221 \$519.95



Conrail - SD80MAC Diesel Engine With Proto-Sound 3.0  
 20-21131-1 Cab No. 4101 \$519.95  
 20-21132-1 Cab No. 4105 \$519.95

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

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



# EMD FT



## Features

- Intricately Detailed Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horns
- Moveable Roof Fans
- Metal Body Side Grilles
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlight
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- LED-Illuminated Class Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- 1:48 Scale Proportions
- Proto-Sound 3.0 with the Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 12 5/8" x 2 5/8" x 3 3/4"
- Operates On O-31 Curves







Baltimore & Ohio - FT A-Unit Diesel Engine  
w/Proto-Sound 3.0  
20-21133-1 Cab No. 103 \$459.95  
20-21134-1 Cab No. 103A \$459.95



Baltimore & Ohio - FT B-Unit Diesel (Non-Powered)  
20-21133-3 Cab No.: 103X \$179.95



Atlantic Coast Line - FT A-Unit Diesel Engine  
w/Proto-Sound 3.0  
20-21135-1 Cab No. 320 \$459.95  
20-21136-1 Cab No. 323 \$459.95



Atlantic Coast Line - FT B-Unit Diesel (Non-Powered)  
20-21135-3 Cab No. 320-B \$179.95



Reading - FT A-Unit Diesel Engine w/Proto-Sound 3.0  
20-21137-1 Cab No. 256A \$459.95  
20-21138-1 Cab No. 258A \$459.95



Reading - FT B-Unit Diesel (Non-Powered)  
20-21137-3 Cab No. 256B \$179.95



Santa Fe - FT A-Unit Diesel Engine w/Proto-Sound 3.0  
20-21139-1 Cab No. 168L \$459.95  
20-21140-1 Cab No. 168C \$459.95



Santa Fe - FT B-Unit Diesel (Non-Powered)  
20-21139-3 Cab No. 168A \$179.95

The EMD-built FT freight diesel was born in November 1939 in the La Grange, IL, General Motors plant. Number 103, the four-unit FT demonstrator, didn't take any baby steps. It immediately started an 11-month, 35-state tour, logging 83,764 miles on 20 Class I railroads. Wherever it went, the FT beat the railroads' best steam engines at every task. By the end of the tour, steam was, for all practical purposes, dead. As famed *Trains* magazine editor David P. Morgan later put it, the FT was "the diesel that did it."

The FT demonstrator was made up of four units, each with a 16-cylinder engine that hammered out 1350 horsepower. The demonstrator's combined rating of 5400 hp was similar to that of many "superpower" steam engines, but the FT made far more efficient use of its power. The A-Units at either end were 48'3" long and the cabless B units were 48'1" in length. Initially, EMD built FTs in semi-permanently coupled A-B pairs, but the A-B-A arrangement was an alternative.

Redesigned Blomberg trucks on our Premier FT include separately-applied truck springs, air brake cylinders, air lines, and speed recorder cable. Modular molds enable models to have the correct roof fans, horns, grab irons, and headlight and number board placement for each individual road name. End and pilot details include added-on hoses. Paint colors are accurately researched. We think you'll agree that our F-units offer the hobby's best combination of detail, performance and value.

**Did You Know?**

The original FT demonstrator was sold to the Southern Railway and soldiered on for 20 more years. The lead unit, Southern #6100, is today a National Historic Mechanical Engineering Landmark, preserved at the National Museum of Transport in St. Louis.



# Alco S-2



## Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Locomotive Speed Control In Scale MPH Increments
- Onboard DCC/DCS Decoder
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- Proto-Sound 3.0 with the Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 12" x 2 3/4" x 3 3/4"
- Operates On O-31 Curves



Alco's early diesel switchers, in the 1930s, were characterized by a high engine hood that reached almost to the cab roof. This was necessitated by the height of the McIntosh & Seymour inline 6-cylinder diesels that powered the new engines. Each cylinder in the massive four-stroke motors displaced 1,595 cubic inches, compared with 567 cu.in. per cylinder in Electro-Motive's two-stroke diesels.

But in 1939, Electro-Motive introduced its SW1 switcher, with a lower hood and more cab windows that allowed it to brag about "full front vision." In response, Alco redesigned its engine mounts to allow the motor to drop into a recess in the frame, and in 1940 introduced its S-1 and S-2 switchers, with a greenhouse-like cab that offered ample visibility in all directions. The two models differed mainly in power output. The normally aspirated S-1 with 600 h.p. booted many a small steam switcher from railroad rosters coast to coast. Turbocharging gave the S-2 1000 h.p., allowing it to replace larger steam switchers and branch line engines like 2-6-0s, 2-8-0s and 2-8-2s. The S-series rode on Alco's own Blunt trucks, named for the in-house engineer who designed them to negotiate the tight turns and less-than-perfect track often found on switching assignments.

Introduced just in time for World War II's crush of traffic, the S-2 became a best-seller. Rare was the Class 1 railroad that did not own a fleet of them, and short lines coast-to-coast rostered them as well. By the end of production in 1950, more than 1500 S-2s had been delivered. The engines proved extremely durable, with many earning their keep into the 1970s and '80s, and a number still operating today in tourist railroad and short line service. Like most Alco engines with turbochargers, S-2s are known by railfans as "honorary steam locomotives," for the bursts of smoke they emit when their turbochargers rev up on acceleration.

Our S-2 model rides on prototypical Blunt trucks and features everything you'd want in a hard-working switcher. Walkways have metal handrails and etched safety tread to prevent your 1/48-scale crewmen from slipping on a wet surface. End pilots have separately-added uncoupling levers. You'll find legible Alco builder's plates, and a cooling fan visible beneath the see-through metal grille atop the hood. The numerous grab irons and underframe bell are also separately added metal parts, and the cab features an illuminated interior with two crewmen. Directionally operated headlights and illuminated number boards round out the lighting effects.

Dual pickup rollers on each truck make this model nearly stall-proof on any three-rail O gauge switches. Throttle down as low as three scale miles per hour and maintain that speed as long as you wish, thanks to Proto-Speed Control. Pick up and drop off cars anywhere on your layout, with remotely operated front and rear Proto-Couplers. Listen to the authentic chant of a first-generation Alco motor, rumbling with an off-beat gait that sounds like it could use a tune-up. Simulate light or heavy diesel exhaust with the variable-intensity ProtoSmoke system. While other manufacturers have offered the S-2, no other O gauge model runs more smoothly or dependably, sounds as good, or is more fun to operate.

#### Did you know?

In 1941, responding to a request from the Rock Island railroad for a branch line engine, Alco mounted the S-2 machinery on a stretched frame and added a second, shorter hood behind the cab to house a steam boiler for passenger train heat. The new RS-1 locomotive pioneered the multi-purpose "road switcher" concept — which would later replace covered-wagon style diesels like E-units and F-units and define a new look for American freight diesels.



Youngstown Sheet & Tube - Alco S-2 Diesel Switcher w/Proto-Sound 3.0  
 20-21083-1 Cab No. 1004 \$469.95  
 20-21084-1 Cab No. 1006 \$469.95



NASA - Alco S-2 Diesel Switcher w/Proto-Sound 3.0  
 20-21085-1 Cab No. 2 \$469.95  
 20-21086-1 Cab No. 3 \$469.95



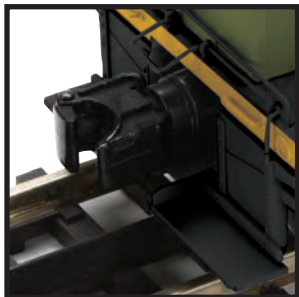
Clinchfield Coal Company - Alco S-2 Diesel Switcher w/Proto-Sound 3.0  
 20-21087-1 Cab No. 1 \$469.95  
 20-21088-1 Cab No. 2 \$469.95



Bessemer & Lake Erie - Alco S-2 Diesel Switcher w/Proto-Sound 3.0  
 20-21089-1 Cab No. 292 \$469.95  
 20-21090-1 Cab No. 291 \$469.95



# GE 44-Tonner



## Features

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

## Recording History:

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



## Die-Cast Metal Bodies



Canadian National - GE 44-Tonner Phase 1c Diesel Engine w/Proto-Sound 3.0  
 20-21110-1 Cab No. 6 \$449.95  
 20-21111-1 Cab No. 7 \$449.95



Eastman Kodak - GE 44-Tonner Phase 3 Diesel Engine w/Proto-Sound 3.0  
 20-21112-1 Cab No. 6 \$449.95



Springfield Terminal - GE 44-Tonner Phase 1c Diesel Engine w/Proto-Sound 3.0  
 20-21113-1 Cab No. 1 \$449.95  
 20-21114-1 Cab No. 2 \$449.95



Middletown & New Jersey - GE 44-Tonner Phase 3 Diesel Engine w/Proto-Sound 3.0  
 20-21115-1 Cab No. 2 \$449.95  
 20-21116-1 Cab No. 1 \$449.95



Staten Island - GE 44-Tonner Phase 3 Diesel Engine w/Proto-Sound 3.0  
 20-21117-1 Cab No. 8800 \$449.95

The 44-tonner was a workaround. In 1937, seeing that new diesels were putting the fireman's role in jeopardy, the railroad unions negotiated the "90,000 Pound Rule" with the railroads — specifying that any engine with a weight on drivers of 90,000 pounds or more would require a two-man crew. General Electric's 44-tonner, introduced in 1940, skirted the 90,000 pound rule and was thus the largest locomotive that could legally be operated by one person on a common carrier railroad.

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

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

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

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



# EMD GP40



## Features

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

\* Hi-Rail Wheel Models Only





New York Central - GP40 Diesel Engine w/Proto-Sound 3.0, Cab No. 3075  
 20-21091-1 Hi-Rail Wheels \$499.95  
 22-21091-2 Scale Wheels \$499.95  
 New York Central - GP40 Diesel Engine w/Proto-Sound 3.0, Cab No. 3078  
 20-21092-1 Hi-Rail Wheels \$499.95  
 22-21092-2 Scale Wheels \$499.95



Kansas City Southern - GP40 Diesel Engine w/Proto-Sound 3.0, Cab No. 2975  
 20-21093-1 Hi-Rail Wheels \$499.95  
 22-21093-2 Scale Wheels \$499.95  
 Kansas City Southern - GP40 Diesel Engine w/Proto-Sound 3.0, Cab No. 2954  
 20-21094-1 Hi-Rail Wheels \$499.95  
 22-21094-2 Scale Wheels \$499.95



Western Pacific - GP40 Diesel Engine w/Proto-Sound 3.0, Cab No. 3508  
 20-21095-1 Hi-Rail Wheels \$499.95  
 22-21095-2 Scale Wheels \$499.95  
 Western Pacific - GP40 Diesel Engine w/Proto-Sound 3.0, Cab No. 3510  
 20-21096-1 Hi-Rail Wheels \$499.95  
 22-21096-2 Scale Wheels \$499.95

Santa Fe - GP40 Diesel Engine w/Proto-Sound 3.0, Cab No. 2964  
 20-21097-1 Hi-Rail Wheels \$499.95  
 22-21097-2 Scale Wheels \$499.95  
 Santa Fe - GP40 Diesel Engine w/Proto-Sound 3.0, Cab No. 2965  
 20-21098-1 Hi-Rail Wheels \$499.95  
 22-21098-2 Scale Wheels \$499.95



Both under the hood and under the frame, the GP40 exemplified EMD's product line in transition. Along with its less-powerful sister, the GP38, the Geep 40 was the first EMD locomotive with the model 645 diesel motor. Its predecessor, the 567 diesel that had powered EMD locos since the late 1930s — named for its 567 cubic inch displacement per cylinder — had become inadequate to meet customers' demands for higher horsepower.

Remarkably, the 645 was the same external size and weight as the motor it replaced, with the power increase achieved largely by increasing the cylinder bore. In its normally aspirated form, with a Roots blower pressurizing the incoming air, a 16-cylinder 645 cranked out 2000 horsepower; this was the motor in the GP38. The same engine with a turbocharger, however, put out 3000 hp in the GP40, with lower fuel consumption and emissions and improved high-altitude performance; the tradeoff was higher maintenance costs for turbo-equipped engines.

A design problem with turbochargers is “turbo lag”: because the turbo's air compressor is powered by engine exhaust gas, the turbo doesn't become effective until the engine gets up to speed. In Alco diesels, this issue produced thick black smoke as the motors ramped up, earning them the nickname “honorary steam engines.” EMD's engineers, however, solved the turbo lag problem with a gear train and over-running clutch, which drove the turbo at low engine speeds until the exhaust gas took over.

While the GP40 heralded the introduction of a new motor, it also marked the beginning of a long goodbye to the four-axle road diesel. Under the frame, railroads were seeing that six-wheel trucks, once an expedient for spreading out engine weight on lighter-duty track, were more suited to the increasing tonnage and speed of modern freight service. The GP40 and its successor, the GP40-2, were the last high-horsepower, four-axle Geeps to sell in large quantities.



**Add a Matching Passenger Set — See Page 144**

Rocky Mountaineer - GP40 Diesel Engine w/Proto-Sound 3.0, Cab No. 8016  
 20-21099-1 Hi-Rail Wheels \$499.95  
 22-21099-2 Scale Wheels \$499.95  
 Rocky Mountaineer - GP40 Diesel Engine w/Proto-Sound 3.0, Cab No. 8018  
 20-21141-1 Hi-Rail Wheels \$499.95  
 22-21141-2 Scale Wheels \$499.95



# EMD GP7 / GP9



## Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Metal Body Side Grilles
- Detachable Snow Plow
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Cab Interior
- LED-Illuminated Front and Rear Number Boards
- LED-Illuminated Class and Marker Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- Proto-Sound 3.0 with the Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 14 3/4" x 2 1/2" x 3 3/4"
- Operates On 0-31 Curves





Bangor & Aroostook - GP9 Diesel Engine With Proto-Sound 3.0  
 20-21100-1 Cab No. 1776 Jeremiah O'Brien \$499.95  
 Bangor & Aroostook - GP9 Diesel Engine With Proto-Sound 3.0  
 20-21101-1 Cab No. 1976 John Foster Williams \$499.95



Montana Rail Link - GP9 Diesel Engine With Proto-Sound 3.0  
 20-21102-1 Cab No. 102 \$499.95  
 Montana Rail Link - GP9 Diesel Engine With Proto-Sound 3.0  
 20-21103-1 Cab No. 109 \$499.95



Peoria & Eastern (NYC) - GP7 Diesel Engine With Proto-Sound 3.0  
 20-21104-1 Cab No. 5617 \$499.95  
 Peoria & Eastern (NYC) - GP7 Diesel Engine With Proto-Sound 3.0  
 20-21105-1 Cab No. 5615 \$499.95



Maryland Midland - GP9 Diesel Engine With Proto-Sound 3.0  
 20-21106-1 Cab No. 200 \$499.95  
 Maryland Midland - GP9 Diesel Engine With Proto-Sound 3.0  
 20-21107-1 Cab No. 202 \$499.95



Reading - GP7 Diesel Engine With Proto-Sound 3.0  
 20-21108-1 Cab No. 614 \$499.95  
 Reading - GP7 Diesel Engine With Proto-Sound 3.0  
 20-21109-1 Cab No. 616 \$499.95

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.

The Geep returns to the Premier line with the full range of superb detailing you expect in a Premier locomotive: see-through end steps, body side grilles, and roof fan housings; metal side and end handrails; separate metal grab irons; metal lift rings on its roof panels; windshield wipers; and super-detailed Blomberg trucks. Our Geeps also 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.



# GE ES44AC



## Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Moveable Roof Fans
- Metal Body Side Grilles
- Detachable Snow Plow
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- O Scale Kadee-Compatible Coupler Mounting Pads
- (2) Remote-Controlled Proto-Couplers\*
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- Operating LED Ditch Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Onboard DCC/DCS Decoder
- 1:48 Scale Proportions
- Playable Horn Sounds
- Proto-Sound 3.0 with the Digital Command System Featuring Freight Yard or Passenger Station Proto-Effects
- Measures: 19 1/2" x 2 1/2" x 4"
- Hi-Rail Version Operates On O-42 Curves
- Scale Wheel Operates On 42" Radius Curves

\* Hi-Rail Wheel Models Only





Amtrak (Plated) - ES44AC Diesel Engine w/Proto-Sound 3.0, Cab No. 2019  
 20-21118-1 Hi-Rail Wheels \$559.95  
 22-21118-2 Scale Wheels \$559.95

*Amtrak, America's Railroad, Amfleet, Empire Service, the Amtrak Arrow logo and Amtrak Travelmark logos are registered service marks of the National Railroad Passenger Corporation. Official licensee of Amtrak.*

**Stainless Plated Body Finish and Flashing Underbody Charging Lights**



Chessie (Gold-Plated) - ES44AC Diesel Engine w/Proto-Sound 3.0, Cab No. 2019  
 20-21119-1 Hi-Rail Wheels \$559.95  
 22-21119-2 Scale Wheels \$559.95

**Gold Tone Plated Body Finish and Flashing Underbody Charging Lights**



CSX - ES44DC Diesel Engine w/Proto-Sound 3.0, Cab No. 5218  
 20-21120-1 Hi-Rail Wheels \$519.95  
 22-21120-2 Scale Wheels \$519.95  
 CSX - ES44DC Diesel Engine w/Proto-Sound 3.0, Cab No. 5225  
 20-21121-1 Hi-Rail Wheels \$519.95  
 22-21121-2 Scale Wheels \$519.95



Union Pacific (Flag) - ES44AC Diesel Engine w/Proto-Sound 3.0, Cab No. 7419  
 20-21123-1 Hi-Rail Wheels \$519.95  
 22-21123-2 Scale Wheels \$519.95



Union Pacific (Pink Ribbon) - ES44AC Diesel Engine w/Proto-Sound 3.0, Cab No. 7400  
 20-21122-1 Hi-Rail Wheels \$519.95  
 22-21122-2 Scale Wheels \$519.95



G.E. Demonstrator (Tier 4) - ES44AC Diesel Engine w/Proto-Sound 3.0, Cab No. 2015  
 20-21124-1 Hi-Rail Wheels \$519.95  
 22-21124-2 Scale Wheels \$519.95

If you're a North American Class 1 railroad looking for a freight diesel today, there are only two main choices. EMD, newly independent and no longer a division of General Motors, offers the SD70ACe. The standard bearer for General Electric, the top seller of road freight diesels, is the Evolution Series ES44AC.

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

Like all Premier locomotives, our ES44AC and ES44DC offer O scale's finest combination of detail, realism, and performance. Listen to the chant of an authentic GEVO-12 motor, and throttle down as low as three scale miles per hour so you can admire the details as the Evolution Series glides by: see-through fans and grilles, walkways with safety tread, and a host of other separately applied metal details.



# PRR L5 Electric



## Features

- Intricately Detailed, Die-Cast Metal Body
- Die-Cast Truck Sides & Pilots
- Metal Chassis
- Metal Handrails and Bell
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Cab Interior
- LED-Illuminated Class and Marker Lights
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Mechanically Operating Pantograph
- Onboard DCC/DCS Decoder
- 1:48 Scale Proportions
- Proto-Sound 3.0 with the Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 20" x 2 1/2" x 4 5/8"
- Operates On 0-72 Curves







Pennsylvania - L5 Electric with Proto-Sound 3.0  
20-5725-1 Cab No. 3928 \$799.95

**Die-Cast Metal Body**



Pennsylvania -L5 Electric with Proto-Sound 3.0  
20-5726-1 Cab No. 3930 \$799.95

**Add a Matching Passenger Set  
See Page 142**



Pennsylvania (Red Roof) - L5 Electric with Proto-Sound 3.0  
20-5727-1 Cab No. 3929 \$799.95

By the middle of the Roaring Twenties, the steam engine was a century old but electric power was still new and magical. Widespread electrification of households had gathered speed only after World War I, and Americans had just begun to buy plug-connected appliances. In the world of railroading, as in American society at large, many envisioned a world transformed by electricity. The Pennsylvania Railroad, the self-proclaimed Standard Railroad of the World, was just beginning to construct the largest electrified corridor in the United States.

In that world, the Pennsy's new L5 electrics — which look flat-out weird to to 21<sup>st</sup> century eyes — were right in step with the times. Like most electrical equipment of the era, the L5 was designed to look massive, powerful and solidly dependable. Its dark riveted exterior was a perfect match with the heavyweight passenger cars that had only recently replaced wood rolling stock. In an era before electrical gear was miniaturized, the L5's front and rear hoods concealed four massive motors that turned the two jackshafts that transmitted power through side rods, steam-locomotive style, to the drivers.

First outshopped by the Pennsy's Altoona shops in 1924, the L5 was intended to be a universal locomotive — equally adept in the road's 600-volt third-rail DC tunnels under the Hudson River, where the two-unit DD1 was king, and on the 11,000 volt overhead AC-powered mainline the Pennsy was just beginning to build. With 80" drivers, probably the largest ever applied to an electric locomotive, the L5 was designed to haul the Pennsy's crack limiteds at 70 mph.

In the end, however, the L5 was a disappointment, and the 24 L5's turned out to be Pennsy's last jackshaft locomotives. Its major downfall was its long, rigid 22' wheelbase — nearly three times that of the successful DD1 — which made it less than nimble over complicated trackwork. (By comparison, the Swiss "Crocodile" electric, another jackshaft electric of the same era, had an articulated wheelbase that made it a highly successful, slow-moving mountain goat that served for decades in the Swiss Alps.)

Another issue with the L5 was weight distribution: the heavy motors at each end put an inordinate amount of weight over the unpowered end trucks, rather than over the drivers where it could help tractive effort. And in truth, the L5 was also a victim of advancing technology. Within a few years, the advent of smaller, more powerful axle-mounted electric motors would make the Pennsy's magnificent GG1 possible, which was everything the L5's designers had hoped it would be. The L5 fleet soldiered on, however, into the early 1940s, augmenting the DD1's in Penn Station service and doing freight and passenger duties on Philadelphia area mainlines.

Returning to the Premier lineup for 2019, our L5 exhibits none of the problems that plagued the prototype, allowing you to enjoy the L5 doing what it was intended to do: happily ripping down the mainline with a crack express or high-speed freight in tow.



# Milwaukee Road EP-2 Bi-Polar



## Features

- Intricately Detailed, Die-Cast Metal Body
- Die-Cast Truck Sides & Pilots
- Metal Chassis
- Metal Handrails and Horn
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Train Heat Boiler Exhaust
- Mechanically Operating Pantographs
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- 1:48 Scale Proportions
- Proto-Sound 3.0 with the Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 20" x 2 1/2" x 4 5/8"
- Operates On O-72 Curves





**Ski Special**

Milwaukee Road (1948 Olympian) - EP-2 Bi-Polar Electric with Proto-Sound 3.0  
 20-5720-1 Cab No. E-1 \$799.95

**Die-Cast  
Metal Bodies**



**No. 17 Columbian**

Milwaukee Road (Chicago Railroad Fair 1948) - EP-2 Bi-Polar Electric with Proto-Sound 3.0  
 20-5721-1 Cab No. E-3 \$799.95



**No. 16 Olympian**

Milwaukee Road (Orange/Red/Black) - EP-2 Bi-Polar Electric with Proto-Sound 3.0  
 20-5722-1 Cab No. E-2 \$799.95

**Add Matching Passenger Cars  
See Pages 142-143**



**Snoqualmie Ski Bowl 1939**

Milwaukee Road (Black) - EP-2 Bi-Polar Electric with Proto-Sound 3.0  
 20-5723-1 Cab No. E-3 \$799.95

Chicago, Milwaukee, St. Paul, and Pacific. The Milwaukee Road's full name described its route perfectly — from the Midwest to the Northwest with not much in between. After Chicago and the Twin Cities, passengers on the road's *Olympian* saw virtually nothing but farms, ranches, and mountains for 1500 miles until they reached the Coast at Tacoma or Seattle. But in 1919, this sparsely traveled mountainous route seemed the ideal place for the General Electric Company and what was then called the Chicago Milwaukee and St. Paul Railway to prove a point: electric power was the Future of American Railroading. And the five EP-2 Bi-Polars were going to be the engines to do it.

Officially called Bi-Polar Gearless Types, they were vastly superior to the steam locomotives of their day. With 3,200 continuous horsepower, an EP-2 could pull 13 Pullmans up a 2.2% grade, an incredibly steep hill in real-life railroading. When the Bi-Polars were young, their owners and builders delighted in staging pulling contests such as a 1924 "Battle of the Giants," in which a Bi-Polar easily won a tug-of-war against a pair of steam locomotives, a 2-8-0 and a 2-6-6-2.

Unfortunately, the source of the Bi-Polars' advantages was also their chief drawback: that darn overhead wire, which was incredibly expensive to put up. The Milwaukee Road's original plan was to electrify 870 miles of track from central Montana to Puget Sound. But a 1923 bankruptcy left the road without funds to string wire over the middle part of the route, and the Washington State and Montana/Idaho divisions were never joined. As a result, the Bi-Polars spent most of their lives on the 214-mile Coast Division, hauling passengers between the farming town of Othello and the ports of Tacoma and Seattle.

They soldiered on dependably for more than three decades, until the railroad decided to "modernize" them in the early 1950s. Unfamiliar with electric locomotives, shop crews in Milwaukee severely compromised the dependability of the engines, while making a modest attempt to streamline the Bi-Polars' exteriors, mainly by rounding off the noses. The engines became so failure-prone that all five were retired by 1960; one survives today in the National Museum of Transport in St. Louis.

The Bi-Polar returns to the Premier Line in 2019 in its original, non-streamlined body style, upgraded with Proto-Sound 3.0. Recreate the *Olympian* of the 1920s with the as-delivered black paint scheme and a string of heavyweight cars, or the postwar *Olympian Hiawatha* with its signature Skytop observation and Super Dome full-length dome cars. Either way, you'll get to watch one of the smoothest-running electrics in O gauge snake its way through curves, blow smoke from its train heat boiler, and start and stop so gently that you'll never spill the water in the diner.



**No. 15 Olympian**

Milwaukee Road (UP Yellow) - EP-2 Bi-Polar Electric with Proto-Sound 3.0  
 20-5724-1 Cab No. E-4 \$799.95



# NYC R-40 Subway



## Features

- Intricately Detailed, Durable ABS Bodies
- Detailed, LED-Illuminated Interiors
- Die-Cast Truck Sides
- Hand-Painted Passenger Figures
- Metal Chassis
- (1) Remote-Controlled Proto-Coupler on Powered Unit
- Metal Wheels, Axles and Gears
- (2) Precision Flywheel-Equipped Motors in Powered Unit
- Authentic Paint Scheme
- Onboard DCC/DCS Decoder
- Directionally Controlled LED Headlights and Tail Lights
- Locomotive Speed Control In Scale MPH Increments
- LED-Illuminated Number Boards
- LED-Illuminated Destination Signs
- 1:48 Scale Proportions
- Proto-Sound 3.0 with the Digital Command System Featuring Station Stop Proto-Effects™
- 4-Car Set Measures: 63 1/2" x 2 1/2" x 3 3/8"
- Operates on 0-42 Curves



In an attempt to bring a modern look to one of the world's oldest subway systems, the New York City Transit Authority hired Raymond Loewy to design a new order of cars in the late 1960s. One of the giants of 20th century industrial design, Loewy was responsible for the look of Coke's vending machines, Air Force One's paint scheme, the Shell Oil logo, the Studebake Avanti, and countless projects for the Pennsylvania Railroad, including the GG1 and the 1938 Fleet of Modernism. The R-40 subway, however, was one of his flops.

To give the new stainless steel cars an exciting look, Loewy's firm designed a molded fiberglass end cap with a 15-degree slant. Apparently no one thought to test the design before it went into production, and the new cars entered service on the F line's 6th Avenue Local on March 23, 1968. By early April, it became apparent that the slant ends presented a great danger to passengers walking from car to car, because they had to cross a large gap with nothing to hold onto. The Transit Authority's initial solution was to lock the end doors of all the R-40 cars, which traveled in married pairs with a slant end at each end of the pair. Within months, the cars were retrofitted with elaborate pantograph gates on the slant ends, which effectively destroyed Loewy's rakish de-

sign but allowed passengers to wander from car to car in safety. The final 100 cars of the 400-car R-40 order were then redesigned as R-40M (for "Modified") cars with a standard flat end. Built by St. Louis Car Company, the 60-foot R-40s and R-40Ms remained in service until 2009.

Our full-scale models of these unique New York cars return to the Premier lineup for 2019, with a plated finish that accurately replicates the prototype's stainless steel exterior. Like all M.T.H. subways, the R-40s feature transit stop simulation available only from M.T.H. Designed specifically for our municipal transit cars, the unique Proto-Sound 3.0 transit program features Station Stop Proto-Effects, allowing you to program the train to stop automatically at designated station stops, even in Conventional Mode. When configured to run on automatic, the subway stops itself at locations you define and calls out accurate R-40 station names that you select in advance; the subway essentially runs itself. And when you program the set for an out-and-back route, it even reverses itself and heads back downtown when it reaches the end of the line — stopping along the way at each station to broadcast the name of the stop and the hustle and bustle of passengers coming and going.



Metropolitan Transportation Authority (Stainless Plating) - R-40 Post-GOH 4-Car Subway Set with Proto-Sound 3.0

20-21142-1	Car No.'s 4286, 4287, 4344, 4345	\$699.95
20-21143-1	Car No.'s 4380, 4381, 4284, 4285	\$699.95
20-21145-1	Car No.'s 4414, 4415, 4424, 4425	\$699.95

***New Tooling: Post-GOH cars model the changes made to the R-40s in the General Overhaul of 1987-89, notably to the roof and door windows***



Metropolitan Transportation Authority (Stainless Plating) - R-40 Post-GOH 2-Car Subway Set Add-On (Non-Powered)

20-21142-3	Car No.'s 4174, 4175	\$249.95
20-21143-3	Car No.'s 4272, 4273	\$249.95
20-21145-3	Car No.'s 4432, 4433	\$249.95

***Stainless Plated Body Finish***



Metropolitan Transportation Authority (Stainless Plating) - R-40 4-Car Subway Set with Proto-Sound 3.0

20-21144-1	Car No.'s 4154, 4155, 4192, 4193	\$699.95
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Metropolitan Transportation Authority (Stainless Plating) - R-40 2-Car Subway Set Add-On (Non-Powered)

20-21144-3	Car No.'s 4250, 4251	\$249.95
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# Premier Freight



MTH Premier O Scale freight cars are the perfect complement to any manufacturer's scale proportioned O Gauge locomotives. Whether you prefer to purchase cars separately or assemble a unit train, MTH Premier rolling stock has the cars for you in a variety of types and paint schemes.

**Virtually every sturdy car is offered in two car numbers** making it easier than ever to combine them into a mult-car consist. Many of MTH's Premier rolling stock offerings can also operate on the tightest O Gauge curves, making them even more versatile on your layout.

## *Easily Convert to 2-Rail!*

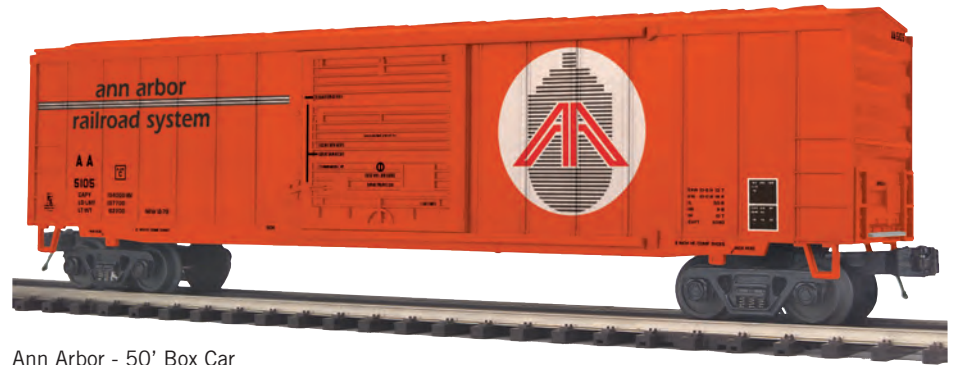
Many cars can be easily converted to 2-rail by swapping out the trucks and adding Kadee couplers. Cars that can be easily converted include the Kadee Coupler Mounting Pad feature in the car's feature list.



# 50' Box Car



Detroit, Toledo & Ironton - 50' Box Car  
20-93859 \$69.95



Ann Arbor - 50' Box Car  
20-93861 \$69.95



Richmond, Fredericksburg & Potomac - 50' Box Car  
20-93860 \$69.95



Boston & Maine - 50' Box Car  
20-93862 \$69.95



## Features

- Intricately Detailed, Durable ABS Body
- Stamped Metal Floor
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Separate Metal Handrails
- See-Through Metal Roof Walk
- Sliding Car Doors
- 1:48 Scale Dimensions
- Measures: 14 1/2" x 2 5/8" x 4 3/16"
- Operates On O-31 Curves



# 55' All-Door Box Car



Cooperstown & Charlotte Valley Railway - 55' All-Door Box Car  
20-93855 \$69.95



Chandler Corporation - 55' All-Door Box Car  
20-93857 \$69.95



Armstrong - 55' All-Door Box Car  
20-93856 \$69.95



Spokane Moulding Corporation - 55' All-Door Box Car  
20-93858 \$69.95



## Features

- Intricately Detailed, Durable ABS Body
- Colorful, Attractive Paint Scheme
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Separate Metal Handrails
- Sliding Car Doors
- 1:48 Scale Dimensions
- Measures: 15 1/8" x 2 9/16" x 4 1/16"
- Operates On O-31 Curves



# 60' Reefer



Tropicana - 60' Reefer  
20-94430 \$69.95

Tropicana - 4-Car 60' Reefer Set  
20-92187 \$249.95  
20-92188 \$249.95



Tropicana (Pure Orange Juice - White) - 60' Reefer  
20-94432 \$69.95

Tropicana (Pure Orange Juice - White) - 4-Car 60' Reefer Set  
20-92191 \$249.95  
20-92192 \$249.95



Tropicana (Orange Juice - White) - 60' Reefer  
20-94431 \$69.95

Tropicana (Orange Juice - White) - 4-Car 60' Reefer Set  
20-92189 \$249.95  
20-92190 \$249.95



Tropicana (Logo - Orange) - 60' Reefer  
20-94433 \$69.95

Tropicana (Logo - Orange) - 4-Car 60' Reefer Set  
20-92193 \$249.95  
20-92194 \$249.95



## Easily Convert to 2-Rail!

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



## Features

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



# Reefer



Carnation Milk - Reefer  
20-94282 \$64.95



ThermIce - Reefer  
20-94284 \$64.95



Pepper Packing - Reefer  
20-94283 \$64.95



Monon - Reefer  
20-94285 \$64.95



## Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Opening Doors
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Measures: 11 5/8" x 2 3/4" x 3 9/16"
- Operates On 0-31 Curves



# Coil Car



BNSF - Coil Car  
20-95342 \$69.95



Republic Steel - Coil Car  
20-95344 \$69.95



Geneva Works - Coil Car  
20-95343 \$69.95



United States - Coil Car  
20-95345 \$69.95



## Easily Convert to 2-Rail!

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



## Features

- Intricately Detailed, Durable ABS Body
- Colorful, Attractive Paint Scheme
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- O Scale Kadee-Compatible Coupler Mounting Pads
- (4) Removable Individual Coil Spools
- Removable Coil Cover
- 1:48 Scale Dimensions
- Measures: 13" x 2 1/2" x 3 3/4"
- Operates On O-31 Curves



# PS-2CD High-Sided Hopper



Indiana Farm Bureau - PS-2CD High-Sided Hopper  
20-97365 \$69.95



Reading & Northern - PS-2CD High-Sided Hopper  
20-97367 \$69.95



Louis-Dreyfus Corporation - PS-2CD High-Sided Hopper  
20-97366 \$69.95



Illinois Grain Corporation - PS-2CD High-Sided Hopper  
20-97368 \$69.95



## Easily Convert to 2-Rail!

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



## Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- O Scale Kadee-Compatible Coupler Mounting Pads
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Separate Metal Handrails
- See-Through Roof Walks
- 1:48 Scale Dimensions
- Measures: 14" x 2 11/16" x 3 13/16"
- Operates On O-31 Curves



# PS-2 Hopper



Smith-Douglas Company - PS-2 Hopper  
20-97369 \$64.95



Philadelphia Quartz Company - PS-2 Hopper  
20-97371 \$64.95



Bucyrus-Erie - PS-2 Hopper  
20-97370 \$64.95



Genstar Cement Company - PS-2 Hopper  
20-97372 \$64.95



## Easily Convert to 2-Rail!

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



## Features

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



# 3-Bay Centerflow Hopper



Mobil Chemical - 3-Bay Centerflow Hopper  
20-97897 \$69.95



American Grain - 3-Bay Centerflow Hopper  
20-97899 \$74.95



W.R. Grace & Company - 3-Bay Centerflow Hopper  
20-97898 \$69.95



Goodyear Tire & Rubber - 3-Bay Centerflow Hopper  
20-97900 \$69.95



## Easily Convert to 2-Rail!

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



## Features

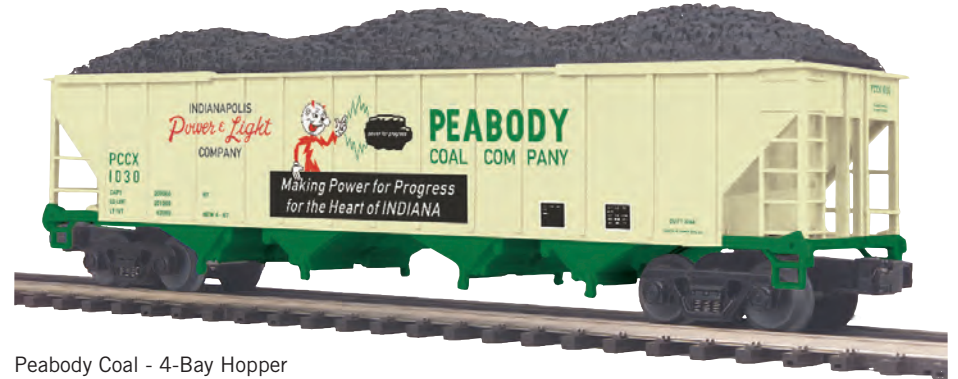
- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Separate Metal Handrails
- See-Through Roof Walks
- 1:48 Scale Dimensions
- O Scale Kadee Compatible Coupler Mounting Pads
- Measures: 13 7/8" x 2 11/16" x 3 7/8"
- Operates On O-42 Curves



# 4-Bay Hopper



Inland Steel - 4-Bay Hopper  
20-97901 \$64.95



Peabody Coal - 4-Bay Hopper  
20-97903 \$64.95



Missouri Public Service - 4-Bay Hopper  
20-97902 \$64.95



Herzog Rail Services - 4-Bay Hopper  
20-97904 \$64.95



## Easily Convert to 2-Rail!

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



## Features

- Intricately Detailed, Durable ABS Body
- Detailed, Removable Coal/Gravel Load
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- O Scale Kadee-Compatible Coupler Mounting Pads
- Detailed Brake Wheel
- Separate Metal Handrails
- 1:48 Scale Dimensions
- Measures: 13 1/4" x 2 5/8" x 3"
- Operates On O-31 Curves



# 2-Bay Offset Hopper



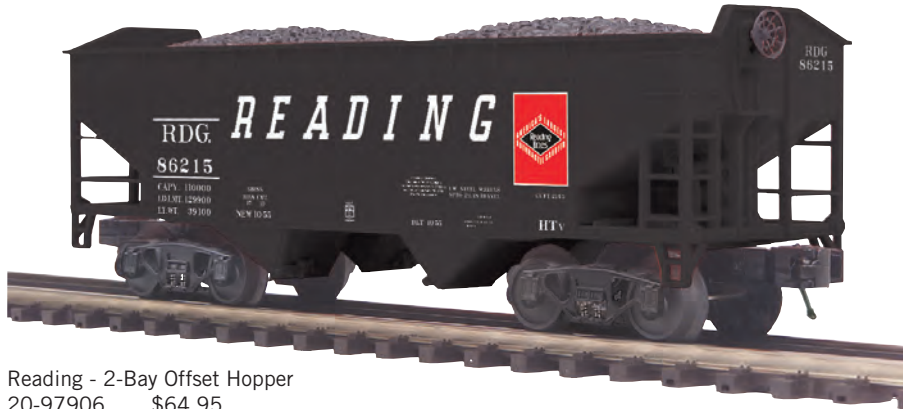
Chesie - 2-Bay Offset Hopper  
20-97905 \$64.95

Chesie - 6-Car 2-Bay Offset Hopper Car Set  
20-92195 \$349.95  
20-92196 \$349.95



Cambria and Indiana - 2-Bay Offset Hopper  
20-97907 \$64.95

Cambria and Indiana - 6-Car 2-Bay Offset Hopper Car Set  
20-92199 \$349.95  
20-92200 \$349.95



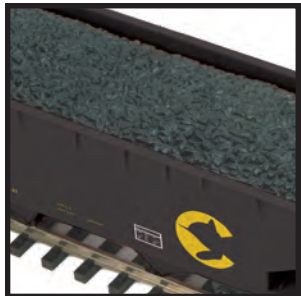
Reading - 2-Bay Offset Hopper  
20-97906 \$64.95

Reading - 6-Car 2-Bay Offset Hopper Car Set  
20-92197 \$349.95  
20-92198 \$349.95



Santa Fe - 2-Bay Offset Hopper  
20-97908 \$64.95

Santa Fe - 6-Car 2-Bay Offset Hopper Car Set  
20-92201 \$349.95  
20-92202 \$349.95



## Easily Convert to 2-Rail!

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



## Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- O Scale Kadee-Compatible Coupler Mounting Pads
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Separate Metal Handrails
- 1:48 Scale Dimensions
- Measures: 9 1/2" x 2 1/2" x 3"
- Operates On O-31 Curves



# Corrugated Auto Carrier



Santa Fe - Corrugated Auto Carrier  
20-95338 \$84.95



Norfolk & Western - Corrugated Auto Carrier  
20-95340 \$84.95



Detroit, Toledo & Ironton - Corrugated Auto Carrier  
20-95339 \$84.95



Boston & Maine - Corrugated Auto Carrier  
20-95341 \$84.95



## Easily Convert to 2-Rail!

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



## Features

- Intricately Detailed, Durable ABS Body
- Stamped Metal Floor
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Kadee-Compatible Coupler Mounting Pads
- Detailed Brake Wheel
- Separate Metal Handrails
- 1:48 Scale Dimensions
- Measures: 20 1/8" x 2 5/8" x 5 1/16"
- Operates On O-54 Curves



# Hot Metal Car with Flickering Molten Load



United States - Hot Metal Car with Flickering Molten Load  
20-95372 \$79.95



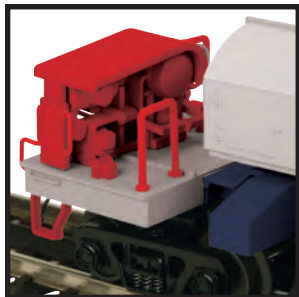
Silver - Hot Metal Car with Flickering Molten Load  
20-95374 \$79.95



Inland - Hot Metal Car with Flickering Molten Load  
20-95373 \$79.95



Tuscan - Hot Metal Car with Flickering Molten Load  
20-95375 \$79.95



## Easily Convert to 2-Rail!

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



## Features

- Intricately Detailed, Durable ABS Body
- Colorful, Attractive Paint Scheme
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- O Scale Kadee-Compatible Coupler Mounting Pads
- (2) Operating Die-Cast Metal Couplers
- Separate Metal Handrails
- Flickering Molten Load Inside Barrel
- Operates With Any AC or DC Transformer
- 1:48 Scale Dimensions
- Measures: 15 1/4" x 2 3/4" x 3 5/8"
- Operates On O-31 Curves



# Flat Car with Military Load



U.S. Army - 60' Flat Car w/(2) M1a Abrams Tanks  
20-95346 \$119.95

U.S. Army - 4-Car 60' Flat Car Set w/ M1a Abrams Tanks  
20-92183 Car Nos. 40104, 40127, 40120, 40148 \$419.95  
20-92184 Car Nos. 40109, 40125, 40129, 40144 \$419.95



U.S. Army - Flat Car w/ 105mm Howitzers  
20-95347 \$99.95

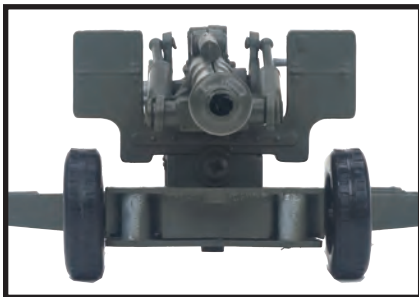
U.S. Army - 4-Car Flat Car Set w/ 105mm Howitzers  
20-92185 Car Nos. 609044, 609048, 609056, 609056 \$379.95  
20-92186 Car Nos. 609049, 609045, 609052, 609050 \$379.95

## 1/43<sup>rd</sup> Scale Solido® 105mm Howitzer with Operating Crank



### Easily Convert to 2-Rail!

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



### Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- (2) Removable Die-Cast M1a Abrams Tanks or 1/43 105mm Howitzers
- O Scale Kadee Compatible Coupler
- Mounting Pads
- Abrams Tank Car Measures 16" x 2 5/8" x 3 1/4" and Operates on O-42 Curves
- Howitzer Car Measures 14 1/2" x 2 1/2" x 4 1/2" and Operates on O-31 Curves



# 60' Flat Car with Tank Containers



NASA - 60' Flat Car with Tank Containers  
20-95334 \$89.95



Westinghouse - 60' Flat Car with Tank Containers  
20-95335 \$89.95



TTX - 60' Flat Car with Tank Containers  
20-95336 \$89.95



Norfolk Southern - 60' Flat Car with Tank Containers  
20-95337 \$89.95



## Easily Convert to 2-Rail!

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



## Features

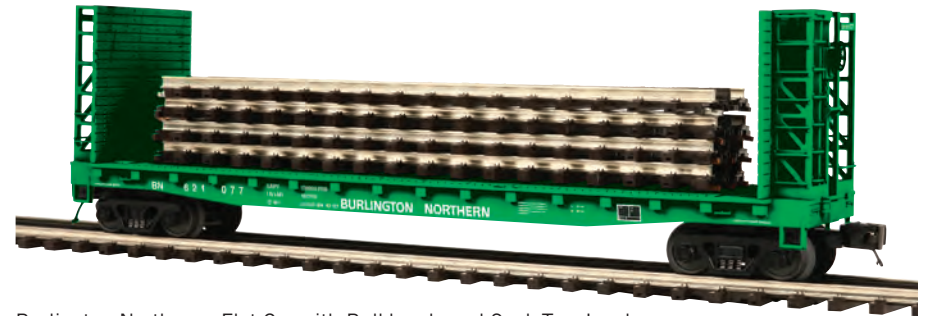
- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Separate Metal Handrails
- Detailed Brake System
- (3) Removable Tank Containers
- O Scale Kadee Compatible Coupler Mounting Pads
- Measures: 16" x 2 5/8" x 3 1/4"
- Operates On O-42 Curves



# Flat Car with Bulkheads and Load



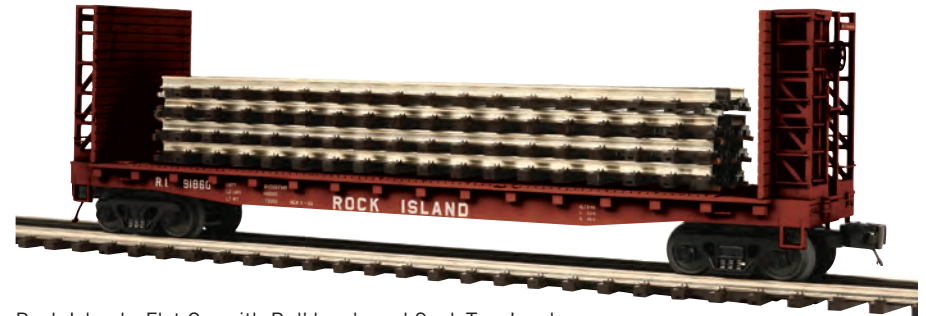
Western Maryland - Flat Car with Bulkheads and Log Load  
20-95364 \$69.95



Burlington Northern - Flat Car with Bulkheads and ScaleTrax Load  
20-95366 \$69.95



SOO Line - Flat Car with Bulkheads and Log Load  
20-95365 \$69.95



Rock Island - Flat Car with Bulkheads and ScaleTrax Load  
20-95367 \$69.95



## Easily Convert to 2-Rail!

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



## Features

- Intricately Detailed, Durable ABS Body
- Colorful, Attractive Paint Scheme
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- O Scale Kadee-Compatible Coupler Mounting Pads
- (2) Operating Die-Cast Metal Couplers
- Separate Metal Handrails
- Removable Log or ScaleTrax Load
- 1:48 Scale Dimensions
- Measures: 14 5/8" x 2 3/4" x 4"
- Operates On 0-31 Curves



# Crane and Tender



Akron Canton & Youngstown - O Scale Crane  
20-95352 \$79.95



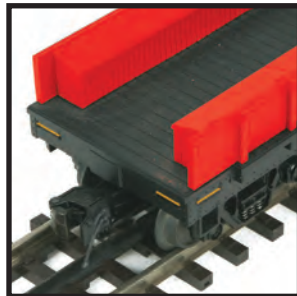
Delaware & Hudson - O Scale Crane  
20-95353 \$79.95



Akron Canton & Youngstown - O Scale Crane Tender  
20-95356 \$69.95



Delaware & Hudson - O Scale Crane Tender  
20-95357 \$69.95



## Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Crane Chassis
- Colorful, Attractive Paint Scheme
- Metal Wheels and Axles
- Die-Cast 6-Wheel (Crane) or 4-Wheel (Tender) Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Separate Metal Handrails
- Moveable Crane Cab, Hook and Boom
- 1:48 Scale Dimensions
- Crane Measures: 18 1/2" x 2 5/8" x 4 1/8"
- Tender Measures: 14 1/2" x 2 5/8" x 3 15/16"
- Operates On O-31 Curves





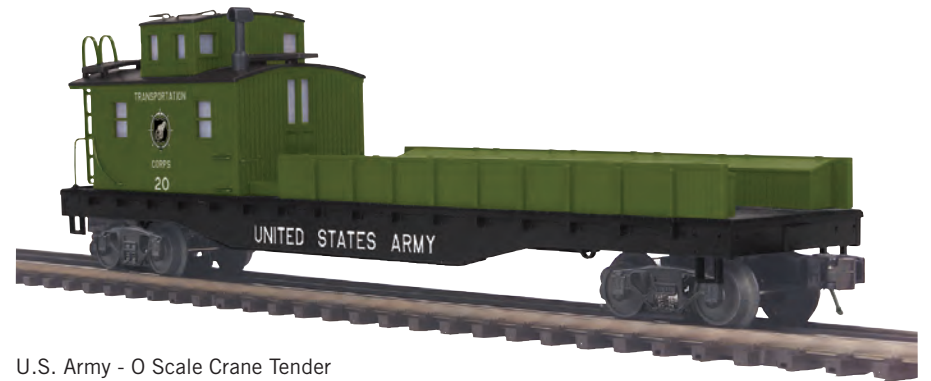
Erie - O Scale Crane  
20-95354 \$79.95



U.S. Army - O Scale Crane  
20-95355 \$79.95



Erie - O Scale Crane Tender  
20-95358 \$69.95



U.S. Army - O Scale Crane Tender  
20-95359 \$69.95



# Gondola with Bridge Girder



Long Island - Gondola with Bridge Girder  
20-95368 \$69.95



Pennsylvania - Gondola with Bridge Girder  
20-95370 \$69.95



McKeesport Connecting Railroad - Gondola with Bridge Girder  
20-95369 \$69.95



Pittsburgh & Lake Erie - Gondola with Bridge Girder  
20-95371 \$69.95



## Easily Convert to 2-Rail!

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



## Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Removable Die-Cast Girder
- Separate Metal Handrails
- Detailed Brake Wheel
- O Scale Kadee-Compatible Coupler Mounting Pads
- Measures: 14 5/8" x 2 5/8" x 2 9/16"
- Operates On O-31 Curves



# Gondola with Coiled Wire Load



TTX -Gondola with Coiled Wire Load  
20-95360 \$69.95



Western Maryland - Gondola with Coiled Wire Load  
20-95362 \$69.95



Union Railroad - Gondola with Coiled Wire Load  
20-95361 \$69.95



Reading & Northern - Gondola with Coiled Wire Load  
20-95363 \$69.95



## Easily Convert to 2-Rail!

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



## Features

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



# Center Beam Flat Car with Lumber Load



TTX - Center Beam Flat Car with Lumber Load  
20-95348 \$79.95



BNSF - Center Beam Flat Car with Lumber Load  
20-95350 \$79.95



Norfolk Southern - Center Beam Flat Car with Lumber Load  
20-95349 \$79.95



Union Pacific - Center Beam Flat Car with Lumber Load  
20-95351 \$79.95



## Easily Convert to 2-Rail!

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



## Features

- Intricately Detailed, Durable ABS Body
- Colorful, Attractive Paint Scheme
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- O Scale Kadee-Compatible Coupler Mounting Pads
- Separate Metal Handrails
- Removable Lumber Load
- 1:48 Scale Dimensions
- Measures: 20" x 2 3/8" x 4 3/8"
- Operates On O-42 Curves



# Center Cupola Steel Caboose



Lehigh Valley - Center Cupola Steel Caboose  
20-91650 \$74.95



Pittsburgh & West Virginia - Center Cupola Steel Caboose  
20-91652 \$74.95



Norfolk & Western - Center Cupola Steel Caboose  
20-91651 \$74.95



Reading - Center Cupola Steel Caboose  
20-91653 \$74.95



## Easily Convert to 2-Rail!

2-Rail Bettendorf Caboose Truck Pack  
20-89015 \$24.95



## Features

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



# Bobber Caboose



New York Ontario & Western - Bobber Caboose  
20-91654 \$59.95



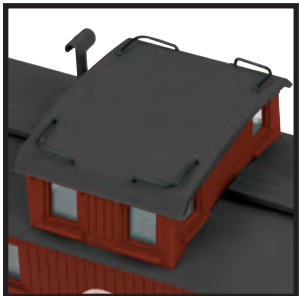
Reading - Bobber Caboose  
20-91656 \$59.95



Ironton Railroad - Bobber Caboose  
20-91655 \$59.95



New York Central - Bobber Caboose  
20-91657 \$59.95



## Features

- Intricately Detailed, Durable ABS Body
- Detailed Interior With Overhead Lighting
- Metal Wheels and Axles
- Fast-Angle Wheel Sets
- Needle-Point Axles
- O Scale Kadee-Compatible Coupler Mounting Pads
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Separate Metal Handrails
- Brakeman Figure
- 1:48 Scale Dimensions
- Measures: 6 5/8" x 2 5/8" x 3 1/2"
- Operates On O-27 Curves



# Extended Vision Caboose



Chessie - Extended Vision Caboose  
20-91658 \$74.95



Westinghouse - Extended Vision Caboose  
20-91660 \$74.95



Richmond, Fredericksburg & Potomac - Extended Vision Caboose  
20-91659 \$74.95



Ontario Northland - Extended Vision Caboose  
20-91661 \$74.95



## Easily Convert to 2-Rail!

2-Rail Bettendorf Caboose Truck Pack  
20-89015 \$24.95



## Features

- Intricately Detailed, Durable ABS Body
- Detailed Interior With Overhead Lighting
- Stamped Metal Floor
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- O Scale Kadee-Compatible Coupler Mounting Pads
- Detailed Brake Wheel
- Separate Metal Handrails
- Brakeman Figure
- 1:48 Scale Dimensions
- Measures: 10 3/4" x 2 3/4" x 4"
- Operates On O-31 Curves



# Passenger Cars



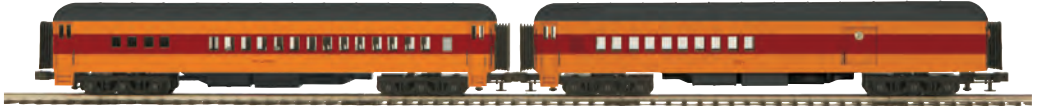
Milwaukee Road - 4-Car 70' Madison Passenger Set  
20-40074 \$379.95



Milwaukee Road - 70' Madison RPO Passenger Car  
20-40077 \$99.95



Milwaukee Road - 2-Car 70' Madison Baggage/Coach Passenger Set  
20-40076 \$199.95



Milwaukee Road - 2-Car 70' Madison Combine/Diner Passenger Set  
20-40075 \$199.95



Pennsylvania - 70' Madison RPO Passenger Car  
20-40081 \$99.95

## Features

- Intricately Detailed, Durable ABS Body
- Stamped Metal Floor
- Detailed Car Undercarriage
- Colorful, Attractive Paint Scheme
- Metal Wheels and Axles
- Die-Cast 6-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- O Scale Kadee-Compatible Coupler Mounting Pads
- Constant Voltage Overhead LED Interior Lighting
- End-of-Car Diaphragms
- Separate Metal Handrails
- Detailed Car Interior with Passenger Figures
- Sliding Baggage Car Doors
- 4-Car Sets Feature: (1) Baggage,  
(2) Coaches,  
(1) Observation
- Each Car Measures: 19" x 2 7/16" x 3 1/2"
- Operates On O-42 Curves



Pennsylvania - 4-Car 70' Madison Passenger Set  
20-40078 \$379.95



Pennsylvania - 2-Car 70' Madison Combine/Diner Passenger Set  
20-40079 \$199.95

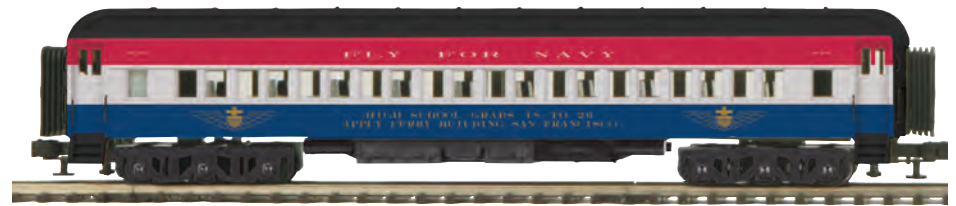


Pennsylvania - 2-Car 70' Madison Baggage/Coach Passenger Set  
20-40080 \$199.95





Southern Pacific WWII Marines - 70' Madison Coach  
20-44053 \$99.95



Southern Pacific WWII Navy - 70' Madison Coach  
20-44054 \$99.95



Milwaukee Road - 4-Car 70' Streamlined Passenger Set (Smooth-Sided)  
20-64075 \$379.95



Milwaukee Road - 2-Car 70' Streamlined Slpr/Diner Passenger Set (Smooth-Sided)  
20-64076 \$199.95



Milwaukee Road - 70' Streamlined Full Length Vista Dome Passenger Car (Smooth-Sided)  
20-64078 \$99.95



Milwaukee Road - 70' Streamlined RPO Passenger Car (Smooth-Sided)  
20-64079 \$99.95



Milwaukee Road - 2-Car 70' Streamlined Baggage/Coach Passenger Set (Smooth-Sided)  
20-64077 \$199.95



# Passenger Cars

## Features

- Intricately Detailed, Durable ABS Body
- Stamped Metal Floor
- Detailed Car Undercarriage
- Colorful, Attractive Paint Scheme
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- O Scale Kadee-Compatible Coupler Mounting Pads
- Constant Voltage Overhead LED Interior Lighting
- End-of-Car Diaphragms
- Separate Metal Handrails
- Detailed Car Interior with Passenger Figures
- 4-Car Sets Feature: (1) Baggage, (2) Coaches or (1) Coach and (1) Vista-Dome, (1) Observation
- Each Car Measures: 19" x 2 7/16" x 3 1/2"
- Operates On 0-42 Curves



Rocky Mountaineer - 2-Car 70' Streamlined Sleeper/Diner Passenger Set (Smooth-Sided)  
20-64081 \$209.95



Rocky Mountaineer - 4-Car 70' Streamlined Passenger Set (Smooth-Sided)  
20-64080 \$399.95



Rocky Mountaineer - 2-Car 70' Streamlined Baggage/Coach Passenger Set (Smooth-Sided)  
20-64082 \$209.95



Rocky Mountaineer - 70' Streamlined RPO Passenger Car (Smooth-Sided)  
20-64084 \$104.95



Rocky Mountaineer - 2-Car 70' Streamlined Full Length Vista Dome Passenger Car Set (Smooth-Sided)  
20-64083 \$219.95

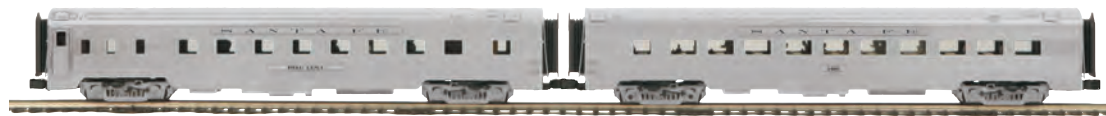


Santa Fe - 4-Car 70' Streamlined Passenger Set (Ribbed-Sided)  
20-64038 \$439.95



Santa Fe - 2-Car 70' Streamlined Baggage/Coach Passenger Set (Ribbed-Sided)  
20-64040 \$229.95

*Ribbed-Sided,  
Stainless Plating*



Santa Fe - 2-Car 70' Streamlined Sleeper/Diner Passenger Set (Ribbed-Sided)  
20-64039 \$229.95



Santa Fe - 70' Streamlined Full Length Vista Dome Passenger Car (Ribbed-Sided)  
20-64041 \$114.95



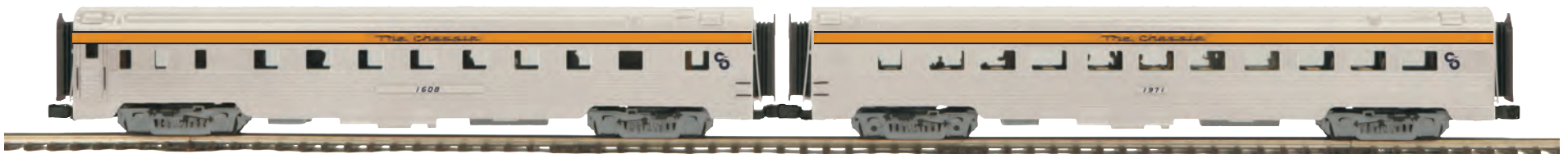
Santa Fe - 70' Streamlined RPO Passenger Car (Ribbed-Sided)  
20-64042 \$114.95



Chesapeake & Ohio - 70' Streamlined Full Length Vista Dome Passenger Car (Ribbed-Sided)  
20-64051 \$99.95



Chesapeake & Ohio - 4-Car 70' Streamlined Passenger Set (Ribbed-Sided)  
20-64048 \$379.95



Chesapeake & Ohio - 2-Car 70' Streamlined Sleeper/Diner Passenger Set (Ribbed-Sided)  
20-64049 \$199.95



Chesapeake & Ohio - 2-Car 70' Streamlined Baggage/Coach Passenger Set (Ribbed-Sided)  
20-64050 \$199.95



General Electric - 4-Car 70' Streamlined Passenger Set (4 Coaches, Ribbed-Sided, Stainless Finish)  
20-64085 \$439.95

General Electric - 4-Car 70' Streamlined Passenger Set (4 Coaches, Ribbed-Sided, Stainless Finish)  
20-64086 \$439.95

*Stainless Plated Body Finish*



General Electric - 2-Car 70' Streamlined Sleeper/Sleeper Passenger Set (Ribbed-Sided, Stainless Finish)  
20-64087 \$229.95

*Pair with GE More Power to America Alco PA diesels in 2018 volume 2 catalog to create the entire 10-car special train that toured the nation in 1950*



# 2019 European Lineup







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

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

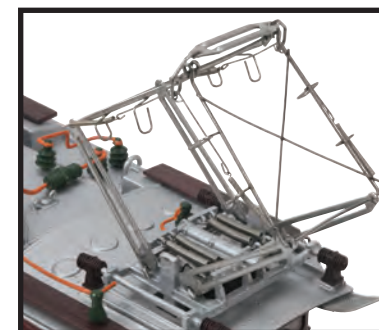
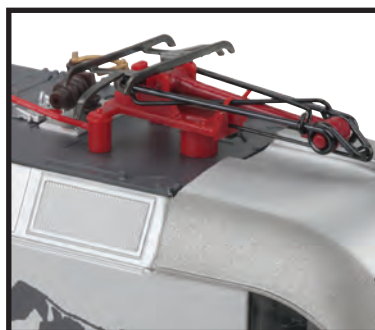
O scale model railroaders, whether they be 3-rail or 2-rail fans, who have or plan to have a premier model railroad will find choosing an M.T.H. Premier Line locomotive or rolling stock item a worthy choice. Our steam and electric locomotives are unmatched in value and performance and our passenger and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

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

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

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

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





# SNCF 141P Mikado

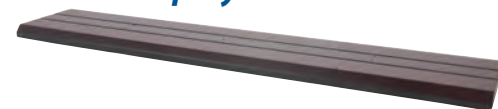


## Features

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

\* Hi-Rail Wheel Models Only

**Wooden Stationary Display Base Included**







Argentan - 141P Mikado Steam Engine with DCC/DCS Proto-Sound 3.0

20-3487-1 Hi-Rail Wheels \$1299.95

20-3487-2 Fine Scale Wheels \$1299.95



Chaumont - 141P Mikado Steam Engine with DCC/DCS Proto-Sound 3.0

20-3488-1 Hi-Rail Wheels \$1299.95

20-3488-2 Fine Scale Wheels \$1299.95



Le Mans - 141P Mikado Steam Engine with DCC/DCS Proto-Sound 3.0

20-3489-1 Hi-Rail Wheels \$1299.95

20-3489-2 Fine Scale Wheels \$1299.95



Noisy Le Sec - 141P Mikado Steam Engine with DCC/DCS Proto-Sound 3.0

20-3490-1 Hi-Rail Wheels \$1299.95

20-3490-2 Fine Scale Wheels \$1299.95



Venissieux - 141P Mikado Steam Engine with DCC/DCS Proto-Sound 3.0

20-3491-2 Fine Scale Wheels \$1299.95

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

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

Though the 141R was the most populous of the 2-8-2 Mikado class found in France, the most powerful was the 318-strong 141P class. Boasting nearly 3,300 horsepower, the 141P was among the most efficient steam locomotives in the world thanks to its compound design. Burning 30% less fuel and using 40% less water than their 141R counterparts should have endeared them to the railroads' accountants, but they were unable to compete with the 141R when it came to reliability — attested to by the fact that all 318 units were scrapped while the 141R class remained in service until the end of steam in 1975.

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



# E94 Crocodile Electric

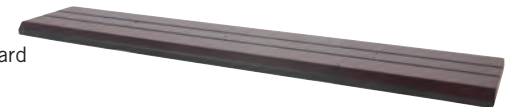


## Features

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

\* Hi-Rail Wheel Models Only

**Wooden Stationary Display Base Included**





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

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

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

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

Like our popular Swiss Crocodile introduced in 2012, this all-new die-cast O Scale model is fully outfitted with digital sound, LED lighting and motorized operating pantographs, and is available in both 3-Rail high-rail wheeled versions and 2-rail Fine Scale wheeled versions. Our Proto-Scale 3-2 feature allows either version to be configured to run on 2-rail or 3-rail track. Choose from four exciting liveries, two in Deutsche Bundesbahn schemes and two in Austrian Federal Railway colors.



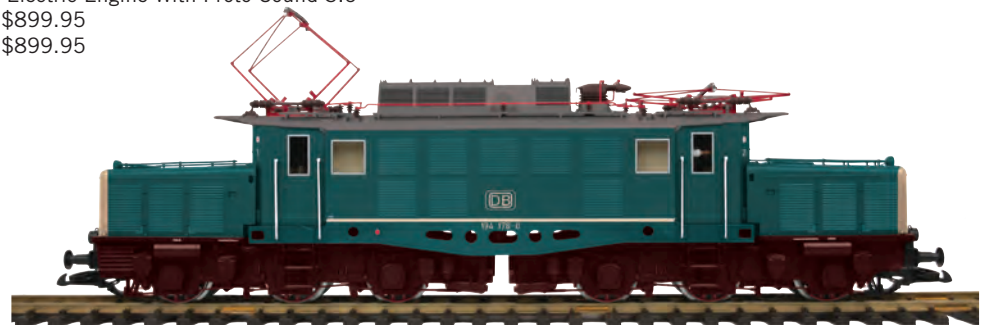
Austrian OBB (Green) - E94 Crocodile Electric Engine With Proto-Sound 3.0  
 20-5671-1 Hi-Rail Wheels \$899.95  
 20-5671-2 Scale Wheels \$899.95



Austrian OBB (Orange) - E94 Crocodile Electric Engine With Proto-Sound 3.0  
 20-5672-1 Hi-Rail Wheels \$899.95  
 20-5672-2 Scale Wheels \$899.95



German DB (Green) - E94 Crocodile Electric Engine With Proto-Sound 3.0  
 20-5673-1 Hi-Rail Wheels \$899.95  
 20-5673-2 Scale Wheels \$899.95



German DB (Blue) - E94 Crocodile Electric Engine With Proto-Sound 3.0  
 20-5674-1 Hi-Rail Wheels \$899.95  
 20-5674-2 Scale Wheels \$899.95



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



# Taurus ES-64-U2 / TRAXX P160 AC2



## Features

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

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





Dispolok.com - Taurus ES-64-U2 Electric Engine with Proto-Sound 3.0  
20-5649-2 Scale Wheels \$499.95



HUPAC - Taurus ES-64-U2 Electric Engine with Proto-Sound 3.0  
20-5650-2 Scale Wheels \$499.95



OBB - Taurus ES-64-U2 Electric Engine with Proto-Sound 3.0  
20-5652-2 Scale Wheels \$499.95



DB Railion - Taurus ES-64-U2 Electric Engine with Proto-Sound 3.0  
20-5651-2 Scale Wheels \$499.95



Veolia Transport Germany - TRAXX P160 AC2 Electric Engine with Proto-Sound 3.0  
20-5633-1 Hi-Rail Wheels \$449.95  
20-5633-2 Scale Wheels \$499.95

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

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



# Bierwagen



Biere Beauregard - European Bierwagen (Beer Reefer)  
20-99005 Fine Scale Wheels \$69.95

Biere Beauregard - 6-Car European Bierwagen (Beer Reefer) Set  
20-90904 Fine Scale Wheels \$389.95



Brauerei Loewengarten - European Bierwagen (Beer Reefer)

20-99003 Hi-Rail Wheels \$69.95

20-99007 Fine Scale Wheels \$69.95

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

20-90906 Fine Scale Wheels \$389.95



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

20-90905 Fine Scale Wheels \$389.95



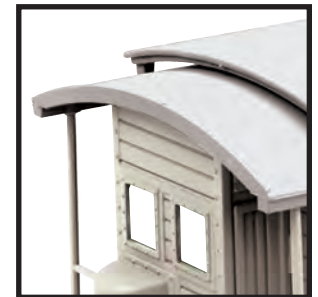
Maggi - 6-Car European Kühlwagen für Nahrungsmittel\Reefer Car Set

22-90941 Fine Scale Wheels \$389.95

## Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Realistic Paint Scheme
- Die-Cast Metal Underframe
- Highly Detailed Brake System
- Opening Doors
- Metal Grab Irons
- Needle-Point Axles
- Hi-Rail Wheeled Cars Include Dummy American Knuckle Couplers
- 1:45 Scale Dimensions
- European NEM Fine Scale Couplers Included\*
- Sprung Buffers
- NEM 362 Lenz® Compatible Coupler Included\*
- NEM 365 Coupler Pocket\*
- Hi-Rail Version Operates On O-31 Curves
- NEM 310/311 Standard Fine Scale Wheel Version Operates On 31" Radius Curves

\* Fine Scale Wheel Cars Only







Bilger - Brauerei zur Sonne - BadStB -  
European Bierwagen (Reefer)  
22-94001 Scale Wheels \$69.95



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



Brauerei Ganter - BADEN - BadStB -  
European Bierwagen (Reefer)  
22-94002 Scale Wheels \$69.95



Eichbaum Bier - BadStB -  
European Bierwagen (Reefer)  
22-94003 Scale Wheels \$69.95



Badische Brauerei - BadStB -  
European Bierwagen (Reefer)  
22-94004 Scale Wheels \$69.95



Brauerei Wardeck Basel - 6-Car European Bierwagen (Beer Reefer) Set  
22-90940 Fine Scale Wheels \$389.95



Bierbrauerei Falken - 6-Car European Bierwagen (Beer Reefer) Set  
22-90943 Fine Scale Wheels \$389.95



# Modern Offener Güterwagen



DB Cargo - European Modern Offener Güterwagen (Gondola)  
20-99025 Hi-Rail Wheels \$79.95  
DB Cargo - 6-Car European Modern Offener Güterwagen (Gondola) Set  
20-90928 Fine Scale Wheels \$439.95



Niederlandischen Eisenbahnen - European Modern Offener Güterwagen (Gondola)  
20-99026 Hi-Rail Wheels \$79.95  
20-99030 Fine Scale Wheels \$79.95  
Niederlandischen Eisenbahnen - 6-Car European Modern Offener Güterwagen (Gondola) Set  
20-90929 Fine Scale Wheels \$439.95



Railion - European Modern Offener Güterwagen (Gondola)  
20-99027 Hi-Rail Wheels \$79.95  
Railion - 6-Car European Modern Offener Güterwagen (Gondola) Set  
20-90930 Fine Scale Wheels \$439.95

# Gedeckter Güterwagen

## Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Realistic Paint Scheme
- Die-Cast Metal Underframe
- Highly Detailed Brake System
- Opening Doors
- Metal Grab Irons
- Needle-Point Axles
- Hi-Rail Wheeled Cars Include Dummy American Knuckle Couplers
- 1:45 Scale Dimensions
- European NEM Fine Scale Couplers Included\*
- Sprung Buffers
- NEM 365 Coupler Pocket\*
- NEM 362 Lenz Compatible Coupler Included\*
- Hi-Rail Version Operates On O-31 Curves
- NEM 310/311 Standard Fine Scale Wheel Version Operates On 31" Radius Curves

\* Fine Scale Wheel Cars Only



SBB CFF - European Gedeckter Güterwagen (Box Car)  
Car No. 20 85 114 4947-1  
20-99011 Hi-Rail Wheels \$69.95  
20-99015 Fine Scale Wheels \$69.95  
SBB CFF - 6-Car European Gedeckter Güterwagen Set  
20-90913 Fine Scale Wheels \$389.95



SBB CFF - European Gedeckter Güterwagen (Box Car) Car,  
Car No. 20 85 114 4947-1  
20-99012 Hi-Rail Wheels \$69.95  
SBB-CFF - 6-Car European Gedeckter Güterwagen Set  
20-90915 Fine Scale Wheels \$389.95  
SBB CFF - 6-Car European Gedeckter Güterwagen Set  
22-90945 Fine Scale Wheels \$389.95



SBB CFF - 6-Car European Gedeckter Güterwagen Set  
22-90947 Fine Scale Wheels \$389.95



SBB CFF - 6-Car European Gedeckter Güterwagen Set  
Car No. 41142, 41136, 41109, 41123, 41135, 41147  
20-90912 Fine Scale Wheels \$389.95



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

SBB CFF - 6-Car European Gedeckter Güterwagen Set  
22-90946 Fine Scale Wheels \$389.95



# Modern Kesselwagen



Wascosa Petroplus - European Modern Kesselwagen (Tank Car)  
 20-99033 Hi-Rail Wheels \$79.95  
 22-99033 Fine Scale Wheels \$79.95



Jet - European Modern Kesselwagen (Tank Car)  
 20-99035 Hi-Rail Wheels \$79.95  
 22-99035 Fine Scale Wheels \$79.95



Wascosa - European Modern Kesselwagen (Tank Car)  
 20-99019 Hi-Rail Wheels \$79.95



Wascosa OMV - European Modern Kesselwagen (Tank Car)  
 20-99020 Hi-Rail Wheels \$79.95  
 20-99024 Fine Scale Wheels \$79.95

Wascosa OMV - 6-Car European Modern Kesselwagen (Tank Car) Set  
 20-90919 Hi-Rail Wheels \$449.95

## Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Realistic Paint Scheme
- Die-Cast Metal Underframe
- Highly Detailed Brake System
- Metal Grab Irons
- Needle-Point Axles
- Hi-Rail Wheeled Cars Include Dummy American Knuckle Couplers
- 1:45 Scale Dimensions
- European NEM Fine Scale Couplers Included\*
- Sprung Buffers
- NEM 365 Coupler Pocket\*
- NEM 362 Lenz Compatible Coupler Included\*
- Hi-Rail Version Operates On 0-31 Curves
- NEM 310/311 Standard Fine Scale Wheel Version Operates On 31" Radius Curves

\* Fine Scale Wheel Cars Only



BP - 6-Car European Modern Kesselwagen (Tank Car) Set  
 20-90916 Hi-Rail Wheels \$449.95



Shell - 6-Car European Modern Kesselwagen (Tank Car) Set  
 20-90935 Hi-Rail Wheels \$449.95



On Rail - 6-Car European Modern Kesselwagen (Tank Car) Set  
 22-90951 Fine Scale Wheels \$449.95



# European Passenger Cars



Orient Express (Blue) - 5-Car Orient Express Add-On Passenger Set  
20-60022 Hi-Rail Wheels \$599.95



SNCF - 5-Car OCEM Passenger Car Set  
20-60019 Hi-Rail Wheels \$599.95



SNCF (1969) - 5-Car OCEM Passenger Car Set  
22-60026 Fine Scale Wheels \$599.95

## Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers (Hi-Rail Only)
- Colorful, Attractive Paint Scheme
- Fast-Angle Hi-Rail Wheel Sets
- Detailed Interiors With Overhead LED Lighting
- Sprung Buffers
- Separate Metal Handrails
- Needle-Point Axles
- 1:43.5 Scale Dimensions
- O Scale Kadee-Compatible Coupler Mounting Pads
- European NEM Fine Scale Couplers Included\*
- NEM 362 Coupler Pocket\*
- NEM 365 Lenz® Compatible Coupler Included\*
- Hi-Rail Version Operates On O-72 Curves
- NEM 310/311 Standard Fine Scale Wheels Operate On 84" Radius Curves

\* Scale Wheel Models Only





# POWER UP

## with the Best Transformers in O Gauge



100 Watts

Z-1000™ AC Transformer  
40-1000 \$129.95  
With 14 Volt Accessory Port

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

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



RailKing Controller Set  
40-750C \$59.95

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

Z-DC1 Transformer  
40-200 \$29.95



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

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

Z-560 56 Watt Power Supply  
40-560 \$44.95



Small DC fixed power supply (56 Watts) for powering the DCS Explorer (and any Proto-Sound 2.0 or 3.0 equipped locomotive), the DCS TIU Auxiliary Port or the DCS Remote Commander Receiver)

- U.L. Approved
- 56 Watts Max Power Output
- Built-In Circuit Breaker Protection



100-Watt Accessory AC Power Supply  
40-1000a \$89.95

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



Proto-Sound 2.0 Battery Charger  
50-1019 \$19.95



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



AA NiCad Proto-Sound Battery  
50-1024 \$11.95



Proto-Sound Battery  
50-1008 \$11.95



TIU/TMCC-Legacy  
6' Connector Cable  
50-1032 \$24.95



Z-DC24 24-Watt Power Supply  
50-240 \$17.95



TIU/Barrel Jack Female Adapter Cable  
50-1017 \$10.95

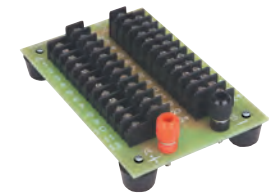


Transformer/Barrel Jack Male Adapter Cable  
50-1037 \$10.95



DCS Wifi Companion Digital  
Book - 2nd Edition

Digital Version  
60-1411 \$14.95  
Soft Cover  
60-1412 \$34.95  
Available as a soft cover book or a pdf download — order from [www.mthtrains.com/news/611](http://www.mthtrains.com/news/611)



24-Port Terminal Block  
50-1020 \$37.95  
12-Port Terminal Block  
50-1014 \$27.95



# 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](http://www.mthtrains.com). Just look up the transformer in our Product Search feature.

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

**Overload indicator**

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

**Bell and whistle/horn buttons** compatible with all AC engines

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

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

Z-4000® Transformer  
40-4000 \$ 499.95

Two AC throttles, each with its own complete set of controls, plus 10-volt and 14-volt AC accessory outputs

## WHY THE OR LISTING?

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

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

**Power-on indicator**

**Dual digital voltmeters** show how much power you're putting on the track

**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.

## Rear Panel Outputs



0~22 Volts  
Track Power  
(10 AMP)

10-Volt  
Accessory  
Power  
(3 AMP)

14-Volt Ac-  
cessory Power  
(3 AMP)

0~22 Volts  
Track Power  
(10 AMP)

**Accepts bare wires, spade lugs, or banana plugs** (recommended) for easy connections

# ScaleTrax™

## Three-Rail Trains Look — and Run — Better on ScaleTrax



**It's not about the track.** Railroading is about huge machinery that makes the ground shake when it goes by. In model railroading, the track is a stage setting that should make your trains look more real and more massive — and no three-rail track does that better than ScaleTrax, the lowest-profile, best-running 3-rail O gauge track system.

**Compare** our track with 3-rail track systems from Atlas O and Ross Custom Switches, and check out the advantages of ScaleTrax

### Track Features

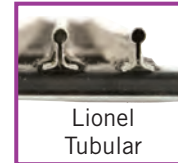
- Solid, rust-proof nickel silver rails
- Durable ties for years of use
- Easy, snap-together assembly
- Built-in electrical connections eliminate need for rail joiners or track pins
- Built-in Lockon receptacle in every track section
- Non-derailing switches
- Snap-in, reversible switch motors work on either side of track
- Compatible with virtually all three-rail locomotives and cars

**Learn more about it:** Download our new 16-page ScaleTrax brochure. Click the ScaleTrax logo at the bottom of our home page, [www.mthtrains.com](http://www.mthtrains.com)



### More Realism

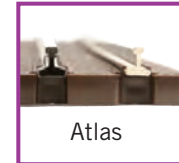
Prototypically scaled, lower profile rail and ties make your locomotives and rolling stock look more massive on ScaleTrax.



Lionel  
Tubular



Gargraves



Atlas



ScaleTrax

### Lower Cost

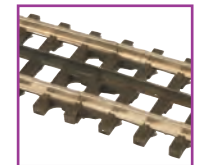
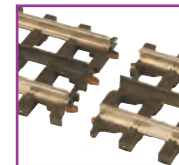
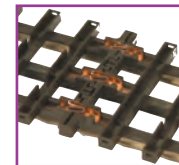
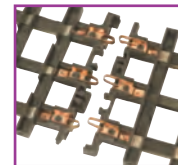
ScaleTrax track and switches are more affordable than comparable Atlas and Ross products.

### Smaller Third Rail

The thinnest, lowest-profile center rail of any major track brand gives ScaleTrax a more realistic look.

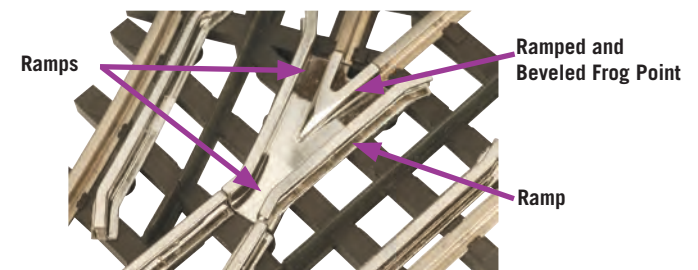
### Better Electrical Contact

Concealed, large, spring-loaded contacts deliver more secure electrical connections between track sections.



### Smoother Switches

Thanks to our ramped and beveled frog and lower profile rail, ScaleTrax offers the smoothest-rolling switches in O gauge.




### Easier-To-Use Flex Track

Low-profile rail and ties make ScaleTrax flex easier to bend than other brands.

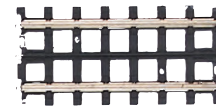


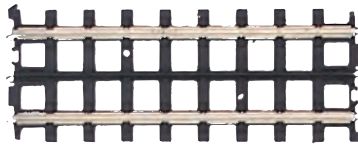


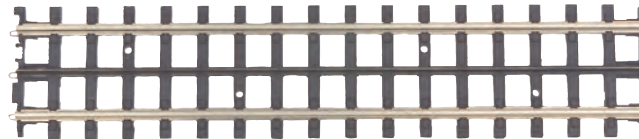
## STRAIGHT, FLEX & OPERATING TRACK SECTIONS


 ScaleTrax™ - 1.75" Track Section  
 45-1011 \$2.49  
 ScaleTrax™ - 1.75" Track Section 4-Pack  
 45-1011-4 \$10.25

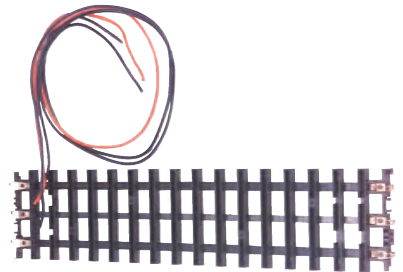

 ScaleTrax™ - 5.0" Track Section  
 45-1013 \$3.99


 ScaleTrax™ - 4.25" Track Section  
 45-1012 \$3.99  
 ScaleTrax™ - 4.25" Track Section 2-Pack  
 45-1012-2 \$8.99

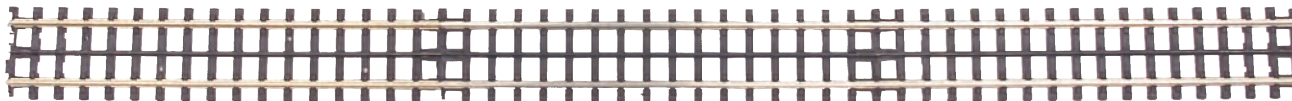

 ScaleTrax™ - 5.5" Track Section  
 45-1014 \$3.99  
 ScaleTrax™ - 5.5" Track Section 2-Pack  
 45-1014-2 \$8.99



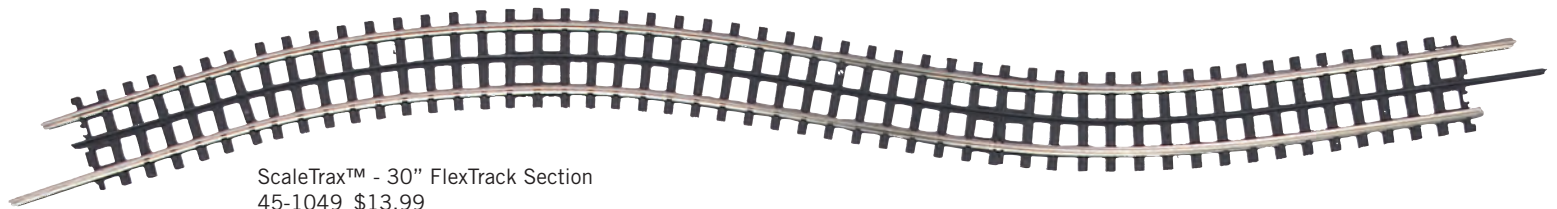
ScaleTrax™ - 10" Straight Track Section  
 45-1001 \$4.99



ScaleTrax™ - Lockon (Track Not Included)  
 45-1033 \$4.25  
 Each FlexTrack Section Requires 1 Lockon



ScaleTrax™ - 30" Track Section  
 45-1019 \$13.99

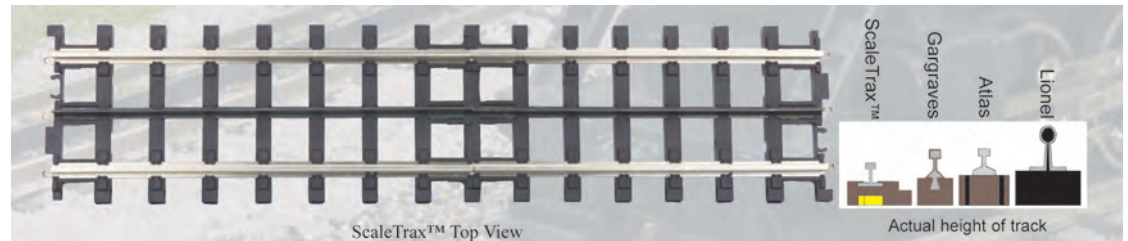


ScaleTrax™ - 30" FlexTrack Section  
 45-1049 \$13.99

## Lowest Profile, Most Realistic 3-Rail Track in O Gauge!



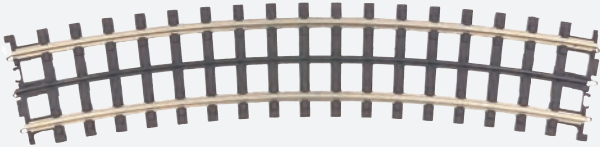
ScaleTrax™ - 15" Operating Track Section  
 45-1035 \$24.95



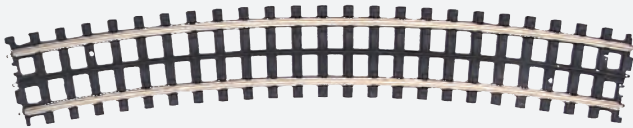
## Curved Track Sections



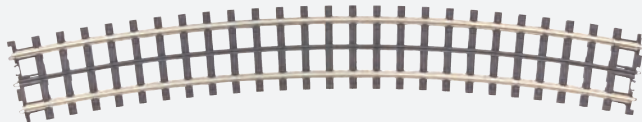
ScaleTrax™ - 0-31 Curved Track Section  
45-1002 \$4.99  
It takes **EIGHT 0-31 CURVES** to make a circle.



ScaleTrax™ - 0-54 Curved Track Section  
45-1007 \$5.29  
It takes **SIXTEEN 0-54 CURVES** to make a circle.



ScaleTrax™ - 0-72 Curved Track Section  
45-1010 \$5.99  
It takes **SIXTEEN 0-72 CURVES** to make a circle.

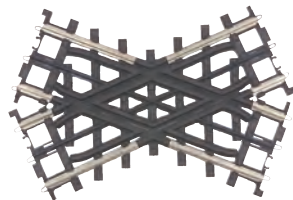


ScaleTrax™ - 0-80 Curved Track Section  
45-1034 \$6.99  
It takes **SIXTEEN 0-80 CURVES** to make a circle.

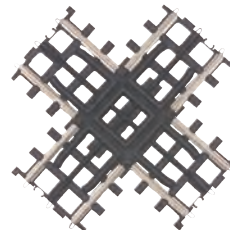
## Crossovers



ScaleTrax™ - 22.5 Degree Crossing  
45-1015 \$24.95

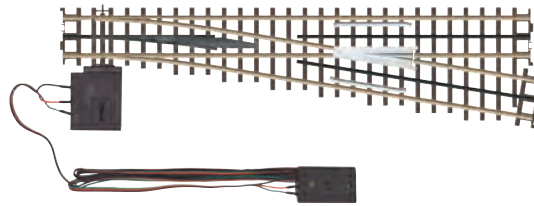


ScaleTrax™ - 45 Degree Crossing  
45-1006 \$19.95

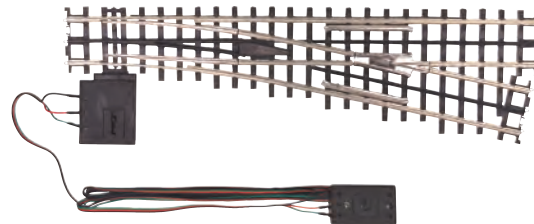


ScaleTrax™ - 90 Degree Crossing  
45-1005 \$19.95

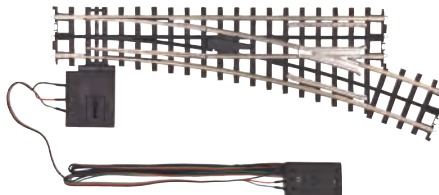
## Switches



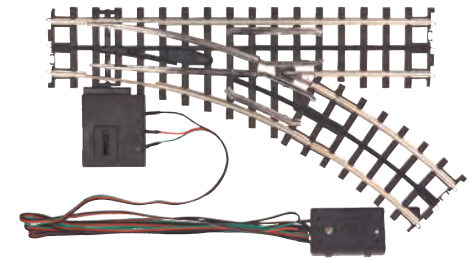
ScaleTrax™ - No. 6 Right Hand Switch  
45-1053 \$89.95  
ScaleTrax™ - No. 6 Left Hand Switch  
45-1052 \$89.95



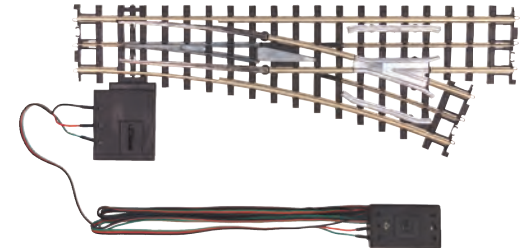
ScaleTrax™ - No. 4 Right Hand Switch  
45-1051 \$89.95  
ScaleTrax™ - No. 4 Left Hand Switch  
45-1050 \$89.95



ScaleTrax™ - 0-72 Right Hand Switch  
45-1020 \$79.95  
ScaleTrax™ - 0-72 Left Hand Switch  
45-1021 \$79.95



ScaleTrax™ - 0-31 Right Hand Switch  
45-1004 \$69.95  
ScaleTrax™ - 0-31 Left Hand Switch  
45-1003 \$69.95



ScaleTrax™ - 0-54 Right Hand Switch  
45-1009 \$79.95  
ScaleTrax™ - 0-54 Left Hand Switch  
45-1008 \$79.95

## Accessories



ScaleTrax™ - Bumper  
45-1025 \$15.95



ScaleTrax™ - ITAD  
45-1028 \$34.95  
(Infrared Track Activation Device, used to activate signals and trackside accessories)



# ScaleTrax™ Layout Packages

Don't have the time or inclination to design your own layout? Check out ScaleTrax layout packages, featuring track plans designed by Dave Hikel, renowned West Coast custom layout builder. Each package includes all the track and switches needed to build a complete layout. For details and track plans, click the ScaleTrax logo at the bottom of the M.T.H. home page, [www.mthtrains.com](http://www.mthtrains.com). Order the ScaleTrax components from any M.T.H. Authorized Retailer and M.T.H. will drop ship your order directly from Maryland. If you prefer to design your own plan, use RR Track layout design software and take your design to any M.T.H. Authorized Retailer and we will drop ship the order for them.

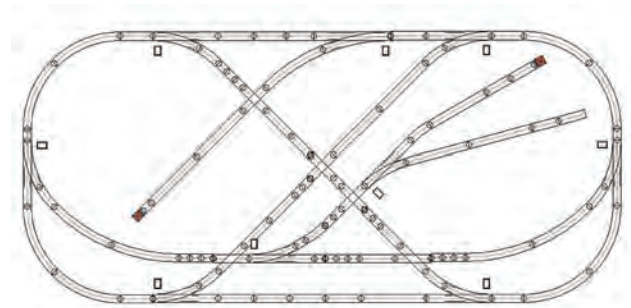
## 4x8 M.T.H. Tradeshow Layout

Like towns across America this layout plan features a bustling Main Street that has grown up around it's railroads. Whether you want to see a movie, make a bank deposit, go shopping for model trains, pickup the latest railroad shipments at the freight warehouse, or have some documents shredded, this little town has it all. This featured showroom layout can be found at M.T.H. headquarters in Columbia, Maryland and makes appearances at some of the train shows we attend each year.

Now's your chance to recreate an M.T.H. Tradeshow Layout of your very own. The layout includes all the track components you need. Just assemble on to your own layout platform and you'll have created an awesome layout featuring the most realistic O Gauge track you can buy today.

### ScaleTrax™ Pieces 45-1108

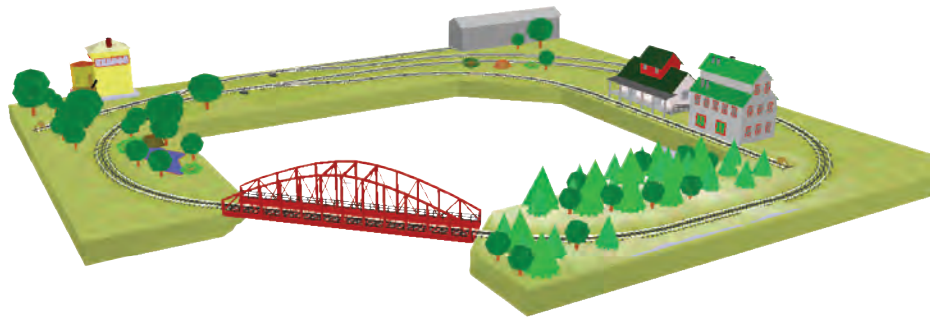
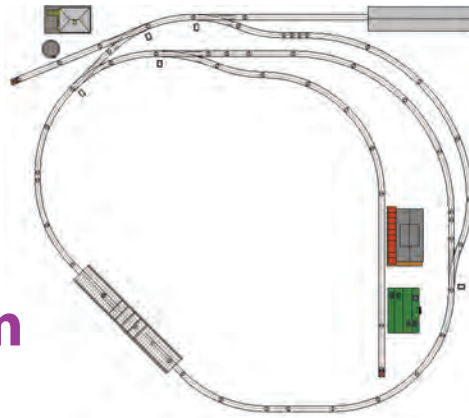
Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	8	\$39.92
45-1002	0-31 curve	\$4.99	8	\$39.92
45-1003	0-31 LH switch	\$49.95	4	\$199.80
45-1004	0-31 RH switch	\$49.95	4	\$199.80
45-1005	90 deg crossing	\$19.95	3	\$59.85
45-1006	45 deg crossing	\$19.95	2	\$39.90
45-1007	0-54 curve	\$5.29	5	\$26.45
45-1008	0-54 LH switch	\$79.95	1	\$79.95
45-1011	1.75 inch straight	\$2.49	24	\$59.76
45-1012	4.25 inch straight	\$3.99	7	\$27.93
45-1013	5 inch straight	\$3.99	5	\$19.95
45-1014	5.5 inch straight	\$3.99	10	\$39.90
45-1025	bumper	\$15.95	2	\$31.90
45-1033	lock-on	\$4.25	4	\$17.00
<b>PACKAGE TOTAL: \$839.95</b>				



**Recreate  
the M.T.H.  
Tradeshow  
Layout!**



## 8x9 Spare Room & Pacific RR



### ScaleTrax™ Pieces

45-1105

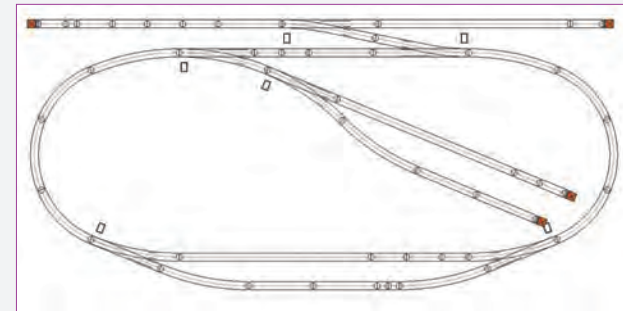
Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	9	\$44.91
45-1007	0-54 curve	\$5.29	19	\$100.51
45-1008	0-54 LH switch	\$79.95	1	\$79.95
45-1009	0-54 RH switch	\$79.95	3	\$239.85
45-1010	0-72 curve	\$5.99	7	\$41.93
45-1011	1.75 inch straight	\$2.49	5	\$12.45
45-1012	4.25 inch straight	\$3.99	3	\$11.97
45-1013	5 inch straight	\$3.99	2	\$7.98
45-1014	5.5 inch straight	\$3.99	2	\$7.98
45-1019	30 inch straight	\$13.99	2	\$27.98
45-1020	0-72 RH switch	\$79.95	1	\$79.95
45-1025	bumper	\$15.95	2	\$31.90
45-1033	lock-on	\$4.25	8	\$34.00
45-1034	0-80 curve	\$6.99	1	\$6.99
<b>45-1105</b>	<b>PACKAGE TOTAL: \$689.95</b>			

## Roosevelt Junction

Roosevelt Junction starts small at just 4 ft. by 8 ft., but can grow in four phases to reach an awesome 8 ft. by 16 ft. railroading empire. Each 4 ft. by 8 ft. phase adds new operating possibilities. As you grown in the O Gauge railroading hobby, your layout can grow with you.

### Roosevelt Junction - Phase 1

Roosevelt Junction begins as a small railroad with lots of fun. Sidings on both sides of the mainline allow for interesting switching operations between an engine yard and freights sidings. The mainline allows for continuous running when you want to sit back and watch the trains. The passing siding is long enough to accomidate most starter set trains, allowing two trains to pass each other.



The O gauge layout that grows!

Build Roosevelt Junction in four phases.

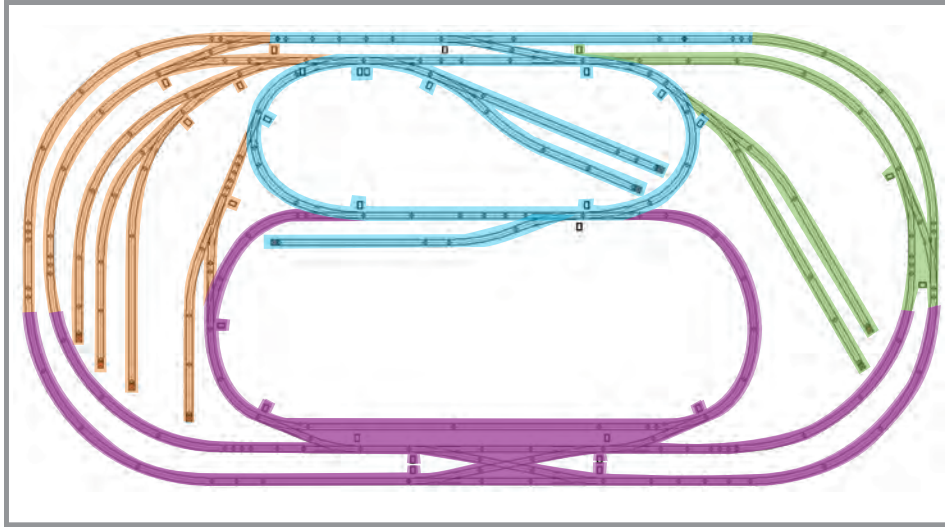
### ScaleTrax™ Pieces

45-1101

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	6	\$29.94
45-1002	0-31 curve	\$4.99	6	\$29.94
45-1010	0-72 curve	\$5.99	5	\$29.95
45-1011	1.75 inch straight	\$2.49	3	\$7.47
45-1012	4.25 inch straight	\$3.99	6	\$23.94
45-1013	5 inch straight	\$3.99	1	\$3.99
45-1014	5.5 inch straight	\$3.99	6	\$23.94
45-1019	30 inch straight	\$13.99	3	\$41.97
45-1020	0-72 RH switch	\$79.95	3	\$239.85
45-1021	0-72 LH switch	\$79.95	1	\$79.95
45-1025	bumper	\$15.95	4	\$63.80
45-1033	lock-on	\$4.25	6	\$25.50
45-1051	#4 RH switch	\$89.95	2	\$179.90
<b>45-1101</b>	<b>PACKAGE TOTAL: \$739.95</b>			



# Roosevelt Junction



## Roosevelt Junction - Phase 2

The second phase of Roosevelt junction adds numerous operating possibilities. The mainline doubles in length, yard capacity nearly triples, and a reversing wye allows entire trains to change direction.

ScaleTrax™ Pieces 45-1102

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	3	\$14.97
45-1002	0-31 curve	\$4.99	3	\$14.97
45-1003	0-31 LH switch	\$49.95	1	\$49.95
45-1007	0-54 curve	\$5.29	3	\$15.87
45-1009	0-54 RH switch	\$79.95	1	\$79.95
45-1010	0-72 curve	\$5.99	11	\$65.89
45-1011	1.75 inch straight	\$2.49	11	\$27.39
45-1012	4.25 inch straight	\$3.99	2	\$7.98
45-1013	5 inch straight	\$3.99	3	\$11.97
45-1019	30 inch straight	\$13.99	2	\$27.98
45-1020	0-72 RH switch	\$79.95	6	\$479.70
45-1021	0-72 LH switch	\$79.95	2	\$159.90
45-1025	bumper	\$15.95	4	\$63.80
45-1033	lock-on	\$4.25	7	\$29.75
45-1034	0-80 curve	\$6.99	1	\$6.99
<b>45-1102</b>	<b>PACKAGE TOTAL: \$969.95</b>			

## Roosevelt Junction - Phase 3

The third phase of Roosevelt junction adds still more operating possibilities. The mainline again doubles in length and a long two-track spur is added making a perfect location for engine sheds or dead-end sidings.

ScaleTrax™ Pieces 45-1103

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	6	\$29.94
45-1002	0-31 curve	\$4.99	2	\$9.98
45-1004	0-31 RH switch	\$49.95	1	\$49.95
45-1007	0-54 curve	\$5.29	2	\$10.58
45-1009	0-54 RH switch	\$79.95	1	\$79.95
45-1010	0-72 curve	\$5.99	5	\$29.95
45-1011	1.75 inch straight	\$2.49	5	\$12.45
45-1012	4.25 inch straight	\$3.99	1	\$3.99
45-1014	5.5 inch straight	\$3.99	1	\$3.99
45-1019	30 inch straight	\$13.99	2	\$27.98
45-1020	0-72 RH switch	\$79.95	2	\$159.90
45-1021	0-72 LH switch	\$79.95	1	\$79.95
45-1025	bumper	\$15.95	1	\$15.95
45-1033	lock-on	\$4.25	3	\$12.75
45-1034	0-80 curve	\$6.99	3	\$20.97
<b>45-1103</b>	<b>PACKAGE TOTAL: \$519.95</b>			

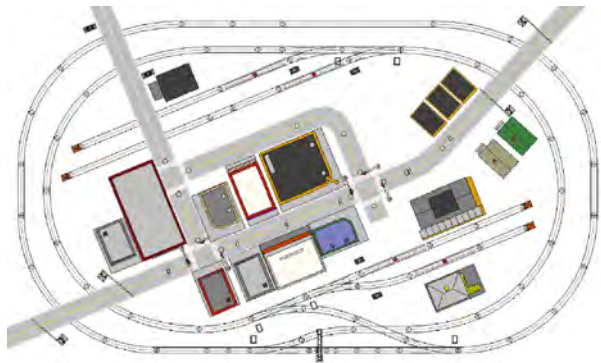
## Roosevelt Junction - Phase 4

The fourth and final addition to Roosevelt Junction transforms the layout into a hi-rail empire. The layout now sports a double track mainline with minimum 0-72 curves as well as an interior 0-31 loop allowing independent operations of three trains. Carefully located crossovers permit east access from either 0-72 mainline into the yards. Three yard spurs connect to the mains with 0-72 or larger curves so that even the largest articulated locomotives will feel right at home in Roosevelt Junction.

ScaleTrax™ Pieces 45-1104

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	5	\$24.95
45-1007	0-54 curve	\$5.29	1	\$5.29
45-1008	0-54 LH switch	\$79.95	2	\$159.90
45-1009	0-54 RH switch	\$79.95	2	\$159.90
45-1010	0-72 curve	\$5.99	10	\$59.90
45-1011	1.75 inch straight	\$2.49	8	\$19.92
45-1013	5 inch straight	\$3.99	3	\$11.97
45-1014	5.5 inch straight	\$3.99	5	\$19.95
45-1015	22.5 deg crossing	\$24.95	1	\$24.95
45-1019	30 inch straight	\$13.99	2	\$27.98
45-1033	lock-on	\$4.25	5	\$21.25
45-1034	0-80 curve	\$6.99	4	\$27.96
45-1050	#4 LH switch	\$89.95	2	\$179.90
45-1051	#4 RH switch	\$89.95	2	\$179.90
<b>45-1104</b>	<b>PACKAGE TOTAL: \$869.95</b>			

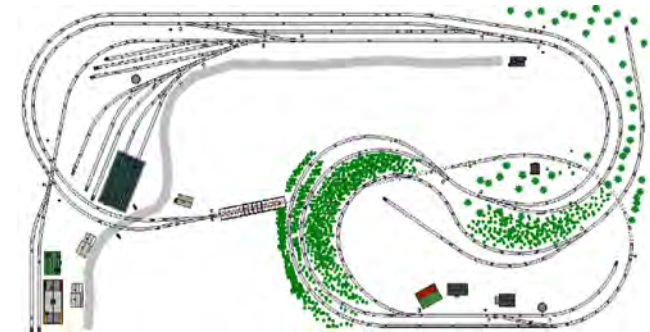
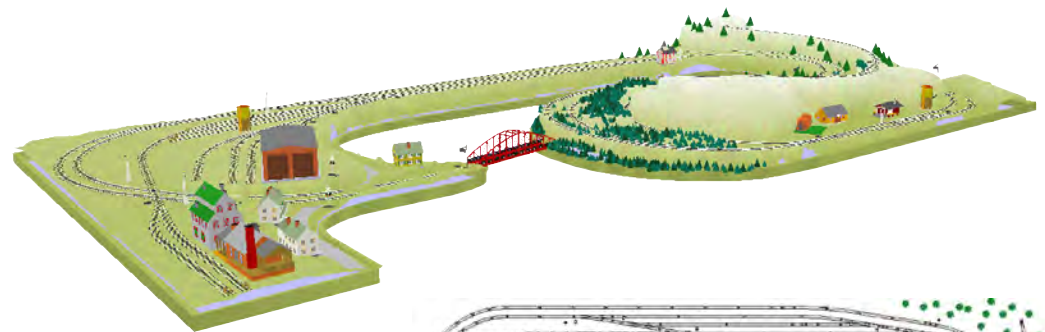
# 6x10 Main Street



ScaleTrax™ Pieces 45-1107

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	10	\$49.90
45-1007	0-54 curve	\$5.29	30	\$158.70
45-1008	0-54 LH switch	\$79.95	3	\$239.85
45-1009	0-54 RH switch	\$79.95	3	\$239.85
45-1010	0-72 curve	\$5.99	2	\$11.98
45-1011	1.75 inch straight	\$2.49	3	\$7.47
45-1012	4.25 inch straight	\$3.99	5	\$19.90
45-1013	5 inch straight	\$3.99	2	\$7.98
45-1015	22.5 deg crossing	\$24.95	1	\$24.95
45-1019	30 inch straight	\$13.99	3	\$41.97
45-1025	bumper	\$15.95	4	\$63.80
45-1034	0-80 curve	\$6.99	4	\$27.96
45-1035	15" uncoupling section	\$24.95	4	\$99.80
<b>45-1107</b>	<b>PACKAGE TOTAL: \$939.95</b>			

# 12x24 Timber Mountain



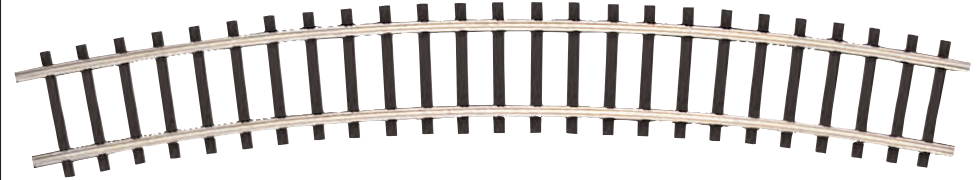
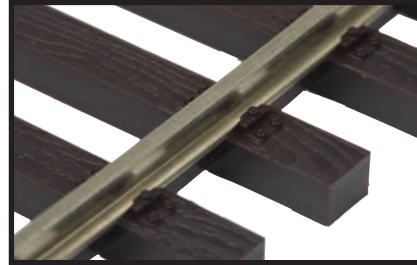
ScaleTrax™ Pieces 45-1106

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	14	\$69.86
45-1006	45 deg crossing	\$19.95	2	\$39.90
45-1007	0-54 curve	\$5.29	10	\$52.90
45-1010	0-72 curve	\$5.99	41	\$245.59
45-1011	1.75 inch straight	\$2.49	4	\$9.96
45-1012	4.25 inch straight	\$3.99	5	\$19.95
45-1013	5 inch straight	\$3.99	1	\$3.99
45-1014	5.5 inch straight	\$3.99	2	\$7.98
45-1019	30 inch straight	\$13.99	30	\$419.70
45-1020	0-72 RH switch	\$79.95	1	\$79.95
45-1021	0-72 LH switch	\$79.95	5	\$399.75
45-1025	bumper	\$15.95	11	\$175.45
45-1033	lock-on	\$4.25	30	\$127.50
45-1034	0-80 curve	\$6.99	22	\$153.78
45-1049	30 inch flex	\$13.99	23	\$321.77
45-1050	#4 LH switch	\$89.95	3	\$269.85
45-1051	#4 RH switch	\$89.95	5	\$449.75
45-1052	#6 LH switch	\$89.95	4	\$359.80
45-1053	#6 RH switch	\$89.95	3	\$269.85
<b>45-1106</b>	<b>PACKAGE TOTAL: \$3299.95</b>			

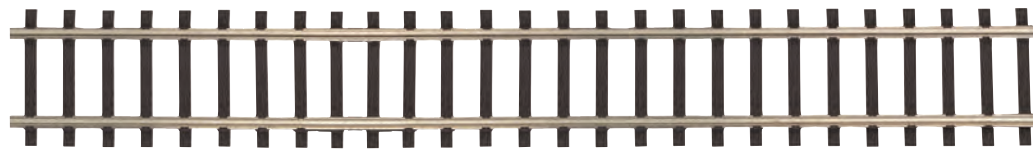


# ScaleTrax

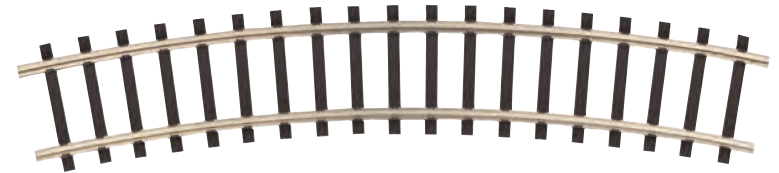
## 2-Rail O-Scale Track



ScaleTrax - 2-Rail 36" (914.4mm) Radius Curved Track Section  
45-2036 \$8.99



ScaleTrax - 2-Rail 17" (444.1mm) Straight Track Section  
45-2017 \$7.99

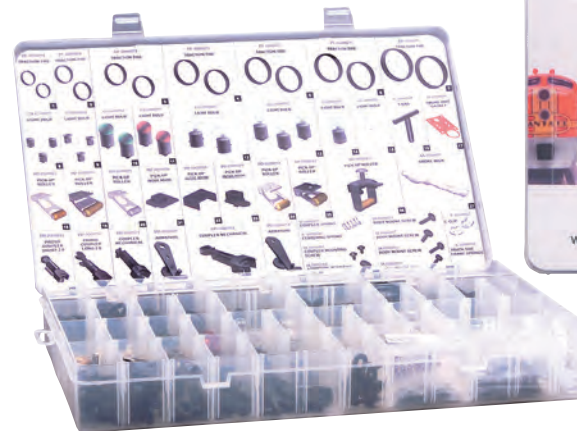


ScaleTrax - 2-Rail 22" (558.4mm) Radius Curved Track Section  
45-2022 \$7.99

ProtoSmoke™ Fluid (7 oz.)		
60-1045	Unscented	\$15.95
60-1046	Christmas	\$15.95
60-1047	Coal	\$15.95
60-1048	Diesel	\$15.95
60-1049	Woodburning	\$15.95



ProtoSmoke™ Fluid (50 ml)		
60-1051	Assortment	\$189.95
<i>(36) 50 ml ProtoSmoke™ Fluid Bottles, 3 each of 12 Different Scents</i>		
60-1051A	Christmas	\$5.29
60-1051B	Coal	\$5.29
60-1051C	Diesel	\$5.29
60-1051D	Wood Burning	\$5.29
60-1051E	Coffee	\$5.29
60-1051G	Vanilla	\$5.29
60-1051H	Candy Cane	\$5.29
60-1051I	Barbeque	\$5.29
60-1051J	Pipe Smoke	\$5.29
60-1051K	Cinnamon Roll	\$5.29
60-1051L	Apple Pie	\$5.29
60-1051M	Unscented	\$5.29
60-1051N	Lemon	\$5.29



Parts Maintenance Kit  
60-1409 \$399.95



A perfect service solution for every modeler who owns a large fleet of M.T.H. O Gauge locomotives. Kit includes traction tires, replacement bulbs, smoke units, speakers, pickup rollers, wire harnesses, couplers and much, much more.

# Accessories

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

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

**REALTRAX®**  
BY M.T.H. ELECTRIC TRAINS

It takes **EIGHT 0-31 CURVES** to make a circle.  
 It takes **TWELVE 0-42 CURVES** to make a circle.  
 It takes **TWELVE 0-54 CURVES** to make a circle.  
 It takes **SIXTEEN 0-72 CURVES** to make a circle.  
 It takes **SIXTEEN 0-82 CURVES** to make a circle.

At M.T.H. we believe a track system should allow your model railroad empire to grow. The RealTrax system includes 72 different components for maximum expansion capabilities. You'll find bridges, curves of all sizes, elevated and graduated trestles, crossovers, and every straight and curved configuration you'll need to create your own model railroad empire. And every piece of RealTrax is rugged, realistic, and reliable so you can have fun running your trains.

### Rugged

Because most toy train empires begin on a carpet or floor, RealTrax is designed to hold up to the rigors of childhood play. Strong snap-together connections make it easy to assemble or change a layout in minutes. And the built-in roadbed helps keep dirt on the floor away from the wheels and gears of your trains.

### Realistic

With its realistic cross-ties and ballasted roadbed, RealTrax looks like the mainline track used by heavy freights and high-speed passenger trains. Unlike older O gauge track with a round cross section, RealTrax uses flat-top "T"-rail like a real railroad.

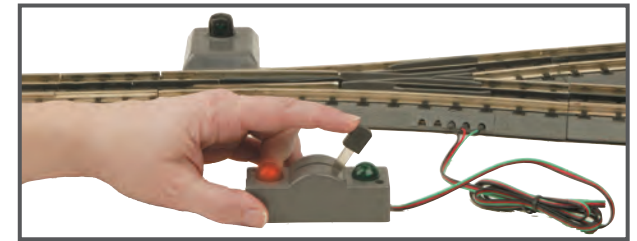
### Reliable

Nickel silver rail ensures that RealTrax will never rust. Spring-loaded phosphor bronze contacts provide superior electrical connections between track sections. The contacts are spring loaded to maintain a solid connection over time and are highly resistant to corrosion of any kind. Similar materials are used in many electrical connections around your home, such as lamps, battery-operated appliances, and electrical outlets.

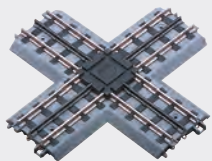


RealTrax switches feature the same durable construction as regular RealTrax sections and utilize long-lasting switch motors that provide precise throws every time. The reversible motor mechanism quickly snaps onto the other side of the switch if space is a problem. No disassembly of the switch is required! Lighted switch controllers allow you to throw a switch remotely from a distance, and lights on the controller indicate which direction the switch is thrown — green for straight and red for curved.

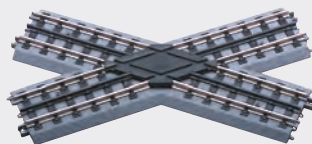
RealTrax switches feature the same durable construction as regular RealTrax sections and utilize long-lasting switch motors that provide precise throws every time. The reversible motor mechanism quickly snaps onto the other side of the switch if space is a problem. No disassembly of the switch is required! Lighted switch controllers allow you to throw a switch remotely from a distance, and lights on the controller indicate which direction the switch is thrown — green for straight and red for curved.



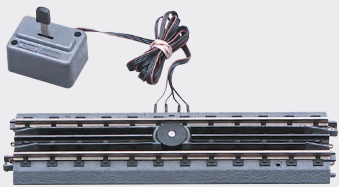
## Crossovers & Operating Sections



RealTrax - 90° Cross-over Track  
40-1006 \$24.95

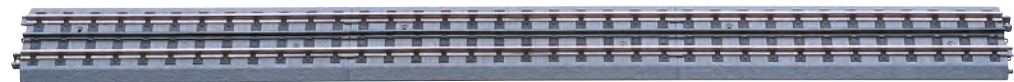


RealTrax - 45° Cross-over Track  
40-1007 \$24.95



RealTrax - Operating Track Section  
40-1008 \$29.95

## Straight & Curved Track Sections



RealTrax - 30" Straight Track Section  
40-1019 \$13.99



RealTrax - 10" Ground Track (2 pieces per pack)  
40-1068-2 \$9.99  
(features removable jumper connecting 2 outer rails)



RealTrax - 10" Straight Track Section  
40-1001 \$4.99  
RealTrax - 10" Straight Track Section (4 Pcs)  
40-1001-4 \$19.99

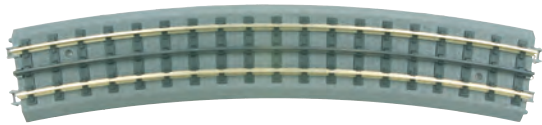


RealTrax - 5.0" Track Section  
40-1016 \$4.49  
40-1016-2 (2 Pcs) \$8.99

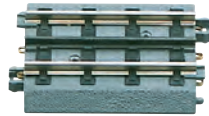


RealTrax - 5.5" Track Section  
40-1012 \$4.49  
40-1012-2 (2 Pcs) \$8.99

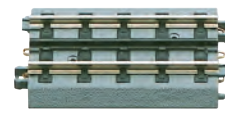




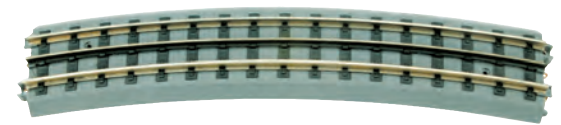
RealTrax - O-82 Curved Track Section  
40-1082 \$6.99



RealTrax - 3.5" Track Section  
40-1018 \$4.49  
40-1018-2 (2 Pcs) \$8.99



RealTrax - 4.25" Track Section  
40-1017 \$4.49  
40-1017-2 (2 Pcs) \$8.99



RealTrax - O-72 Curved Track Section  
40-1010 \$6.99



RealTrax - O-42 Half Curve Track  
40-1045 \$4.99  
40-1045-2 (2 Pcs) \$9.99



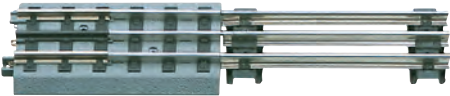
RealTrax - O-54 Half Curve Track  
40-1057 \$5.49  
40-1057-2 (2 Pcs) \$10.49



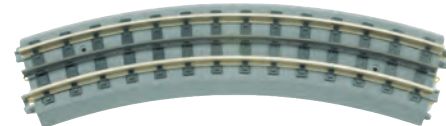
RealTrax - O-31 Half Curve Track  
40-1022 \$4.49  
40-1022-2 (2 Pcs) \$8.99



RealTrax - O-54 Curved Track Section  
40-1054 \$5.99



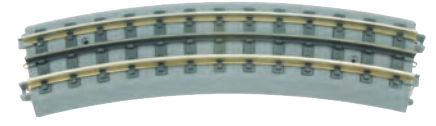
RealTrax - Adapter Track Section  
40-1011 \$8.99  
*Tubular track not included*



RealTrax - O-31 Curved Track Section  
40-1002 \$4.99  
40-1002-4 (4 Pcs) \$19.99

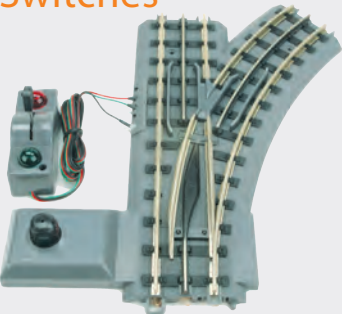


RealTrax - O-72 Half Curved Track Section  
40-1049 \$5.49

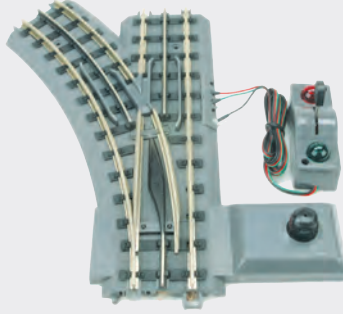


RealTrax - O-42 Curved Track Section  
40-1042 \$5.99  
40-1042-2 (2 Pcs) \$10.99

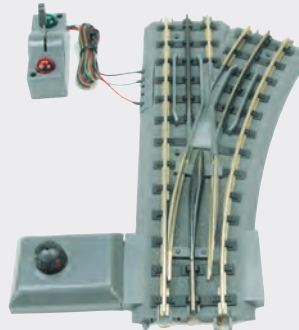
## Switches



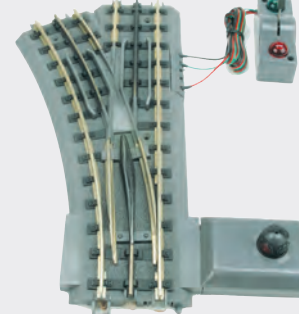
RealTrax - O-31 Switch (RH)  
40-1004 \$69.95



RealTrax - O-31 Switch (LH)  
40-1005 \$69.95



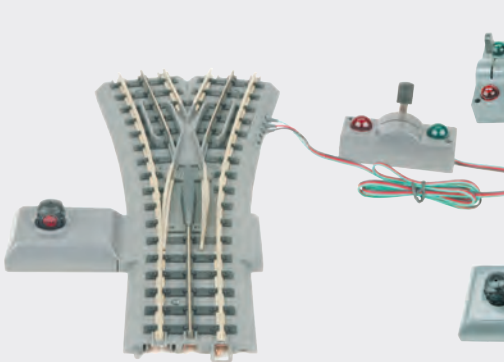
RealTrax - O-42 Switch (RH)  
40-1043 \$74.95



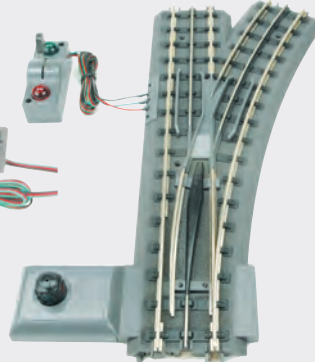
RealTrax - O-42 Switch (LH)  
40-1044 \$74.95



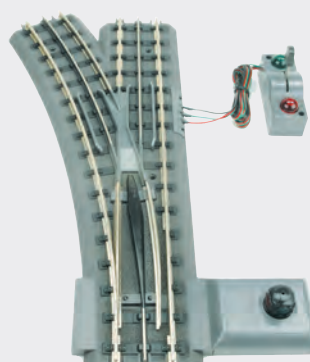
RealTrax - 10" Insulated Straight Track Section Set  
40-1029 \$9.99



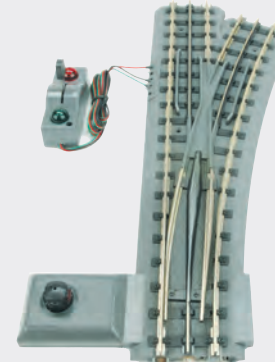
RealTrax - O-72 Wye Switch  
40-1068 \$89.95



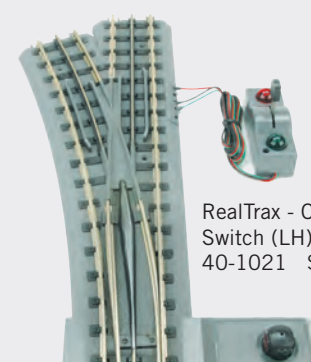
RealTrax - O-54 Switch (RH)  
40-1055 \$79.95



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

# Cantenary System



RealTrax - 8-Piece  
Catenary System  
40-1035 \$149.95

RealTrax - 4-Piece  
Add-On Cantenary System  
40-1036 \$79.95

The RealTrax® Cantenary System and RealTrax Cantenary Expander are O Gauge's only ready-to-use catenary systems that setup in minutes! Simply position the authentic-looking catenary poles and wires per your layout's requirements, and enjoy the realism of a fully functional easy-to-use catenary system.

### 8-Piece System Features:

- Compatible with RealTrax® or any other O-Gauge Track
- Removable RealTrax® Lock-On Base Connection
- Thumbscrew Power Terminals
- Adjustable Pole Spacing
- Adjustable Messenger Beam Height
- Adjustable Wire Positioning
- Base Mounting Screws Included

Catenary Hardware Pack  
40-1039 \$29.95

This Pack Contains: (4) Messenger Expander Plates, (4) Messenger Extension Plates, (16) Screws, (16) Star Lock-Washers, (16) Nuts



100 WATT  
POWER SUPPLY!

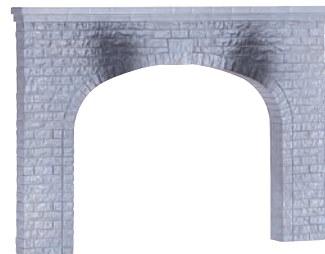
Power & Track Pack  
40-1071 \$169.95



O Steel Arch Bridge - Rust  
40-1103 \$79.95  
O Steel Arch Bridge - Silver  
40-1101 \$79.95  
O Steel Arch Bridge - Black  
40-1105 \$79.95



Tunnel Portal - Single  
40-9014 \$14.95



Tunnel Portal - Double  
40-9015 \$19.95



O Girder Bridge - Rust  
40-1104 \$34.95  
O Girder Bridge - Silver  
40-1102 \$34.95  
O Girder Bridge - Black  
40-1106 \$34.95



O 2-Track Girder Bridge - Rust  
40-1110 \$44.95  
O 2-Track Girder Bridge - Silver  
40-1108 \$44.95  
O 2-Track Girder Bridge - Black  
40-1112 \$44.95

**Bridges Now  
Compatible with  
Lionel® Fastrack™**



O Steel Arch Bridge  
w/Operating Christmas Lights - Red  
40-1115 \$149.95  
O Steel Arch Bridge  
w/Operating White Lights - Silver  
40-1117 \$149.95



O 2-Track Steel Arch Bridge - Rust  
40-1109 \$119.95  
O 2-Track Steel Arch Bridge - Silver  
40-1107 \$119.95  
O 2-Track Steel Arch Bridge - Black  
40-1111 \$119.95



O Subway  
Trestle Bridge  
40-1148 \$34.95

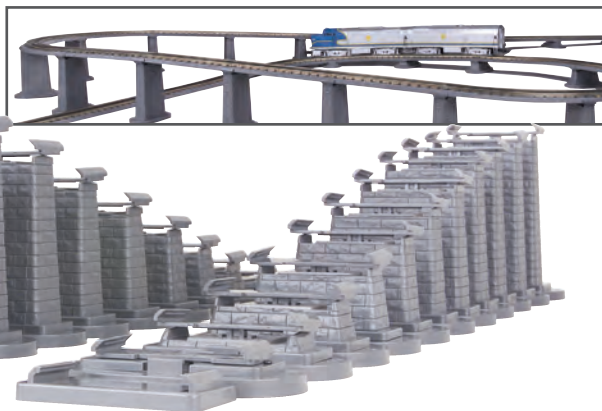


O Girder Bridge w/Operating Christmas Lights - Red  
40-1116 \$59.95  
O Girder Bridge w/Operating White Lights - Silver  
40-1118 \$59.95





RealTrax - 24-Piece Graduated Trestle System  
40-1033 \$64.95



RealTrax - 24-Piece Graduated Trestle System For Lionel Fastrack  
40-1113 \$64.95



RealTrax - 8-Piece Elevated Trestle System  
40-1034 \$39.95

RealTrax - 8-Piece Elevated Trestle System For Lionel Fastrack  
40-1134 \$39.95

RealTrax - Lighted Lockon  
40-1003 \$6.99



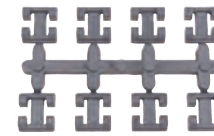
RealTrax - Track Activation Device (I.T.A.D.)  
40-1028 \$29.95  
*(Allows passing train to activate signals or trackside accessories)*



8 Piece Elevated Subway Trestle Set  
40-1047 \$39.95



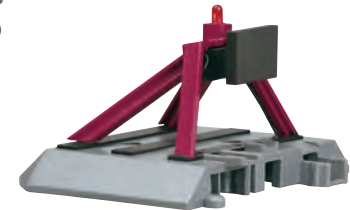
8 Piece Elevated Subway Trestle Set For Lionel Fastrack  
40-1157 \$39.95



RealTrax - Track Clips (24)  
40-1041 \$7.95

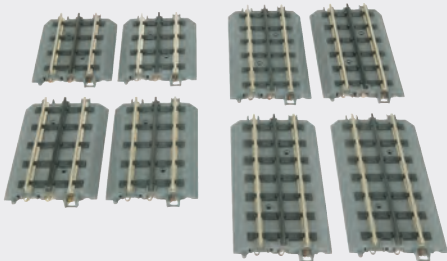


RealTrax - Non-Slip Track Pads (50/pack)  
40-1046 \$7.95



RealTrax - Lighted Bumper  
40-1024 \$14.95

## Layout Builders



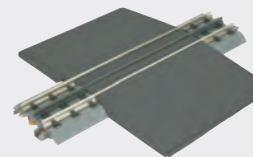
RealTrax - Layout Builder (8 Pcs)  
40-1023 \$34.95  
*(Contains: (2) 3.5" Half Tracks, (2) 4.25" Half Tracks, (2) 5.0" Half Tracks, (2) 5.5" Half)*



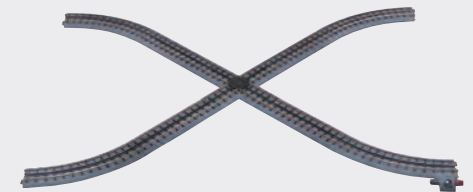
RealTrax - Right Hand Track Siding Layout Builder  
40-1027 \$99.95  
*(Contains (1) Right-Hand O-31 Switch, (4) 10" Straights, (1) O-31 Curve, (1) RealTrax™ Bumper)*



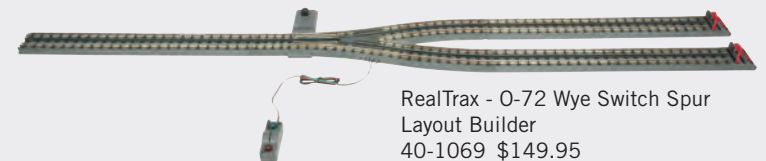
RealTrax - Left Hand Track Siding Layout Builder  
40-1026 \$99.95  
*(Contains (1) Left-Hand O-31 Switch, (4) 10" Straights, (1) O-31 Curve, (1) RealTrax Bumper)*



RealTrax - Grade Crossing  
40-1009 \$9.95



RealTrax - Figure 8 Layout Builder  
40-1025 \$69.95  
*(Contains: (4) O-31 Curves, (4) 10" Straights, (1) Lighted Lockon, (1) 90 Degree Crossover)*



RealTrax - O-72 Wye Switch Spur Layout Builder  
40-1069 \$149.95

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

## End-Of-Train-Device

### Roller Bearing Freight Truck

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

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

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



#### Features:

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

White End-of-Train-Device Roller Bearing Freight Truck  
20-89013 \$24.95

Yellow End-of-Train-Device Roller Bearing Freight Truck  
20-89010 \$24.95

## Kadee Couplers

No. 804 Kadee Coupler & Draft Gear  
Box Set (Plastic)  
20-89018 \$4.75

No. 805 Kadee Coupler & Draft Gear Box Set (Metal)  
20-89019 \$4.75



## Conversion Wheel Kits

Ps2 Proto-Scale 3-2™ 4-Wheel Truck Scale Wheel Set Kit  
20-89005 \$39.95

Ps2 Proto-Scale 3-2™ 6-Wheel Truck Scale Wheel Set Kit  
20-89006 \$59.95

Ps2 Proto-Scale 3-2™ 4-Wheel Truck Hi-Rail Wheel Set Kit  
20-89008 \$39.95

Ps2 Proto-Scale 3-2™ 6-Wheel Truck Hi-Rail Wheel Set Kit  
20-89009 \$59.95

## Locomotive Drawbar Sets

Proto-Sound 3.0 6-Pin Wireless Drawbar Set 1  
20-89020 \$29.95

Contains 3 Drawbar Sizes: 25mm, 30mm, 45mm  
Proto-Sound 3.0 6-Pin Wireless Drawbar Set 2  
20-89021 \$29.95

Contains 3 Drawbar Sizes: 30mm, 35mm, 50mm



Proto-Sound 2.0 Wireless Drawbar Set  
20-89011 \$29.95

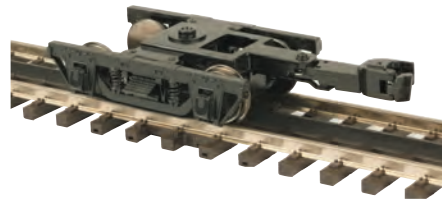
Contains 3 Drawbar Sizes: 30mm, 35mm, 40mm

## Premier 2-Rail

2-Rail Die-Cast Sprung Metal Lightweight Passenger Car  
Two Truck Pack  
20-89007 \$29.95



2-Rail 64' Woodsided Passenger Car Two Truck Pack\*  
20-89012 \$29.95



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



## 3-Rail

Railking 3-Rail Die-Cast Sprung Metal  
Bettendorf Freight Car Two Truck Pack  
30-89001 \$19.95

Railking 3-Rail Die-Cast Sprung Metal  
Roller Bearing Freight Car Two Truck Pack  
30-89002 \$19.95



2-Rail Heavyweight Passenger Car Two Truck Pack\*  
20-89014 \$29.95



2-Rail Bettendorf Caboose Truck Pack\*  
20-89015 \$24.95



2-Rail Roller Bearing Caboose Truck Pack  
20-89016 \$24.95



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



*\*Includes Removable 3-Rail Couplers*

Premier 3-Rail Die-Cast Sprung Metal Bettendorf Freight Car  
Two Truck Pack  
20-89003 \$24.95

Premier 3-Rail Die-Cast Sprung Metal Roller Bearing Freight  
Car Two Truck Pack  
20-89004 \$24.95





# M.T.H. Online



We don't think we're exaggerating when we say M.T.H. has the most useful train manufacturer's site on the Internet. Here's just a sample of the answers you can find online.

## WHAT'S THE LATEST INFO ON ...?

Use Product Search to find the latest info on new products before they're delivered — sound sets, cab numbers, feature and paint scheme updates, and other information that arrived after the catalog was published.

## DID YOU EVER MAKE ....?

Use Product Search to search through nearly all of the 15,000 items we've made in the past 33 years, for your favorite road name, engine, or type of rolling stock.

## WHAT'S NEW?

New arrivals and other news are posted frequently on our home page.

## DOES ANY DEALER STILL HAVE ...?

Locate hard-to-find items with our Product Locator, which searches the inventories of M.T.H. dealers across the country.

## WHEN IS IT COMING?

Our online Shipping schedule is updated frequently to let you know what's coming soon to your hobby shop.

## ARE YOU GOING TO MAKE ....?

View the last several M.T.H. Catalogs online. Or click on Video to see M.T.H. products in action.

## HOW CAN I FIX...?

The Service area of our site allows you to email a question to our factory technicians or find which of our 150+ local service centers is closest to you.

## WHAT REPAIR PART DO I NEED?

Use Product Search to find exploded diagrams and parts lists for M.T.H. locomotives and accessories, and then order the parts online or by phone.



## HOW 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.



## HOW CAN I LEARN MORE ABOUT DCS?

Follow the link to the protosound2.com Web site for DCS and Proto-Sound information — and a list of Authorized DCS Demo Centers where you can try DCS hands-on.

## HOW CAN I UPDATE MY DCS SYSTEM OR CHANGE A SOUND SET?

Only M.T.H. allows you to update your control system or change an engine's sound set right over the Internet. Follow the link to the protosound2.com Web site for DCS and Proto-Sound 2.0 downloads.



To get the news as it happens, sign up for our free weekly electronic newsletter, with information on new M.T.H. products, industry news, and sneak peeks at upcoming specials! Just go to [mthtrains.com](http://mthtrains.com) and click on Newsletter Signup.

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

# M.T.H. Railroaders 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



30-75634 MTHRC  
Ps-2 Discharge Hopper Car  
RailKing Membership is \$50.00

### Premier Membership



20-97909 Bessemer & Lake Erie (MTHRC)  
4-Bay Hopper Car  
Premier Membership is \$55.00

### S-Gauge Membership



35-74025 Pullman Standard (MTHRC)  
Rebuilt Steel Box Car  
S-Gauge Membership is \$55.00

### One-Gauge Membership



70-75073 Bessemer & Lake Erie (MTHRC)  
4-Bay Hopper Car  
One-Gauge Membership is \$100.00

### HO Membership



85-77016 Santa Fe (MTHRC)  
Steel Caboose  
HO Membership is \$30.00

#### Basic Membership

60-1000 - The Basic Club Membership does not include a club car  
Basic Membership is \$25.00

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## Lionel Corp. Standard Gauge Membership



11-30256 Lionel Lines (MTHRRRC)  
No. 216 Std. Gauge Coal Car  
Lionel Corp. Membership is \$120.00

## Tinplate Standard Gauge Membership



10-2249 MTHRRRC  
No. 216 Std. Gauge Coal Car  
Tinplate Membership is \$120.00

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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## As a member of the M.T.H. RailRoders Club you'll receive:

### Limited-Edition Club Car



Each year we produce beautifully decorated cars exclusively for our Club members. Members automatically receive the car that matches their Club membership and have the option to collect other Club cars as well.

### 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.

### Club Card & Lapel Pin



Show the world your membership in this elite group of model railroaders with your high-quality embossed membership card & beautiful enameled lapel pin.

### Unique Club Products & Discounts



You'll have the option to purchase uncataloged members-only engines and rolling stock, and take advantage of members-only discounts on select cataloged items.

### Proto-Sound 3.0 Upgrade Kits

Club members can save an additional 15% on these kits for upgrading older locomotives.

### Club Web Site

Visit [www.mthtrains.com](http://www.mthtrains.com) and type in your member number to gain access to the Club web site. Here you can exchange messages with other Club members, and even build your own homepage.

## Carry on the M.T.H. Tradition with Memorabilia and Collectibles

### Previous Year Club Cars

MTHRRRC members can still obtain earlier produced MTHRRRC cars by visiting the MTHRRRC pages on the website. Only MTHRRRC members can get these cars!

### A Toy Train Story

This comprehensive history of M.T.H. is a must for collectors & other lovers of toy trains. 350 pages & 1900 color photos, hard cover. Add this book to your membership for only \$25.00 (50% off the \$49.95 cover price)!



Railroad™, Build a World of Your Own in Three Dimensions™, a World of Your Own in Three Dimensions™, and the M.T.H. Numbering System and all others indicated throughout this catalog.

M.T.H.'s DCS Digital Command System has received U.S. Patent No. 6,457,681.  
M.T.H.'s Proto-Sound® 2.0 system has received U.S. Patent No's 6,457,681 B1 (sound system), 6,457,681 B1 (Proto-Speed Control™), 6,604,641 (Proto-Coupler™), 7,210,656 (Sound), 6,662,917 (2/3Rail), 7,210,656 (Internet Downloads, Music & Doppler). 6,655,640 (Smoke Synchronization)  
M.T.H.'s RealTrax® has received U.S. Patent No. 6,019,289.  
M.T.H.'s Z-4000® Transformer has received U.S. Patent No's. 6,281,606 & 6,624,537.  
HO Coupler 7,694,834 Bi-Directional Communication 8262034

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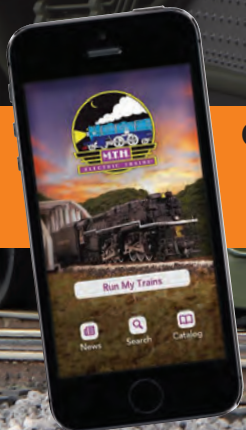
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