



2018

VOLUME ONE

RailKing® & Premier O Gauge Trains

EMT
ELECTRIC TRAINS®

And the Award Goes to...

Exactly a year ago, we announced three contests to help promote and support O Gauge railroading. In this catalog, we have the honor and the pleasure of announcing the winners and celebrating their achievements.

Blue Comet Award Winner

If you build it, they will come. The Paradise and Pacific Railroad Club's work in building a model railroading mecca in Scottsdale, Arizona has earned them our sixth annual Blue Comet Award, for promoting the O Gauge hobby to the general public.



Paradise & Pacific, winter snow in foreground

Open 363 days a year, the club's large permanent layout had its genesis in two 1971 gifts from railfans to the city of Scottsdale. The McCormick family donated land for a railroad-themed park, and Guy Stillman chartered a charity to benefit the park. Today McCormick-Stillman Railroad Park encompasses 30 acres with a 17" gauge live steam railroad, a working carousel and two ex-Santa Fe depots that serve as display buildings. The Paradise and Pacific resides in the Model Railroad Building, along with HO and N-gauge clubs.

As the club notes, "Our O gauge layout was built for entertaining the public as well as for members to operate their own or club-owned

consists. There are 15 touch points (orange hands) scattered around the layout so visitors can make things happen — including running seven trains, activating a carnival with several rides, and operating animated accessories. A crowd favorite is a visitor-operated Thomas or Percy locomotive that kids love to chase up and down the track."

The Paradise and Pacific counts almost 210,000 visitors annually — a number nearly as large as the population of Scottsdale. Almost every day during the school year, busloads of school children from around the state arrive at the park to ride the trains and the carousel and visit the Model Railroad Building. The club's 75 members man the layout on weekends and most weekdays, although the layout is equipped to run unattended. Two of its four main lines are visitor activated, and the other two have trains that run automatically and stop at various stations. A highlight of each year is the Holiday Lights event that runs throughout December. Trains operate until 9 PM, with up to 2,500 visitors per evening.

Personal contact is a club hallmark: "Often a guest will appear with a family train that needs help. Members delight in testing, cleaning, oiling and, when possible, repairing the train so children or grandchildren can share the joys of model railroading." One of the club's proudest achievements is building and donating complete O Gauge layouts to Arizona families with foster children, through the State of Arizona Children's Services. Nine layouts have been donated so far, with more on the way.

Blue Comet Award Runners Up

A Richmond, Virginia newspaper clipping perfectly tells the story of the River City 3 Rainers, one of our two winners for runner up in the Blue Comet competition. Titled "Enraptured by Rail," the photo captures a little girl's delight as a smoking, whistling steamer thunders by on the club's modular layout.



Paradise & Pacific's home at McCormick-Stillman Railroad Park

From August through January every year, the River City 3 Rainers take their show on the road, reaching nearly 50,000 visitors annually. The 2016-17 season began with their annual nine-day run at the Chesterfield County Fair, the venue where the club staged its first exhibition in 2009. Since then, the club has grown to 24 members ranging from teenagers to retirees, and their modular layout has expanded to 19' x 38'.



Paradise & Pacific Railroad

In October the club displayed at Midlothian Village Day, an annual event in the club's home town of Midlothian, VA. In early November, their modular layout hosted over 2,000 visitors at Ashland Rail Days, a yearly celebration of that city's railroad heritage. Thanksgiving week saw the 3 Rainers return to the Science Museum of Virginia in downtown Richmond, in what was once the Richmond, Fredericksburg & Potomac railroad station. For several years the 3 Rainers have been the signature layout at the museum's annual model railroad show. This is the biggest weekend of the year for the Science Museum, with 4,000-5,000 visitors daily — a testament to the ongoing lure of model trains, even in the digital age.



Kids chasing visitor-activated Percy locomotive



River City 3 Railers in the Richmond Times-Dispatch

To finish out their season, the club returned to Midlothian as a holiday attraction at The Great Big Greenhouse, a well-known Richmond-area nursery. From early December through late January, the club exhibited on Friday evenings and weekends, hosting up to 500 visitors daily. "What we have come to realize over the years is that we have a 'following.' There are families that follow us around from venue to venue. And many of the children who are 'followers' have their own command engines, and we are thrilled to have them run their engines on our layout.

"The great thing about command control is that it's made our layout more participatory. We can take the remote and walk around the layout and hand it to a child to operate a train. And the look on kid's faces when they take control of a locomotive is just priceless. We really have a lot of fun."

Our other runner-up, 22-year old Jacob Malbouef, is an example of what one determined hobbyist — with a little help from his friends — can do. Since the 1980s, a holiday train display has been a tradition at the historic Redford Theatre in Detroit ("The Way Movies Were Meant To Be Seen"). Built in 1928 and now restored to its original glory, the theatre boasts a working



River City 3 Railers Holiday Layout at Great Big Greenhouse

Barton Theatre Pipe Organ and is on the National Register of Historic Places. Its holiday layout, built in the orchestra pit and maintained by volunteers, was originally G gauge and then HO gauge for a short time before it almost disappeared. Starting in 2011 when he was just 16, Jacob used his own O Gauge trains to re-start the holiday tradition, later drafting his friend Mark Baum to help out. Today they build an 8' x 20' display each October and run it for theatre patrons through the end of the year. One of their signature efforts is a "backlighting" effect beneath the simulated snow.



Jacob Malbouef and Mark Baum holiday layout in historic Redford Theatre, Detroit

"Many patrons have told me they come to the theatre around the holidays specifically to see the trains," says Jacob. During the 2016 season, the layout saw over 13,000 visitors, and well over 60,000 people have seen the layout since Jacob took over. It's even visible on the Google Maps tour of the theatre, which was photographed during the holiday season. And like the River City 3 Railers, Jacob has been known to hand the remote control to visiting children and let them run the trains. As a side note, Jacob is really living the dream: for his day job, he's an engineer on historic steam and diesel locomotives on the Greenfield Village railroad at The Henry Ford museum in Dearborn, Michigan.

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RailTown™ Kitbashing Contest



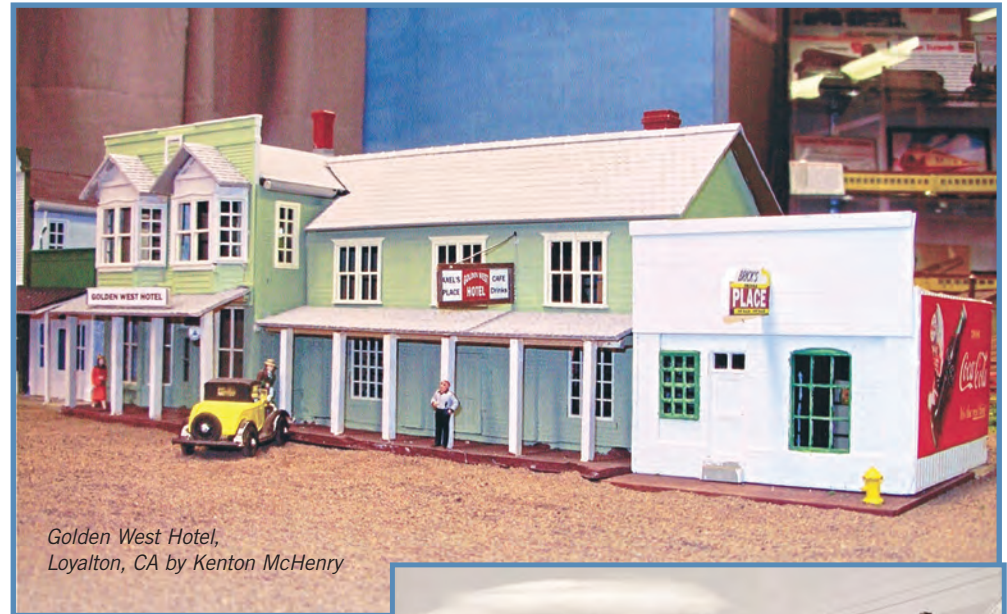
We asked you to “get your creative juices flowing” and you did! Our contest to build a structure or scene using at least two walls from a RailTown building — and any other elements you like — brought in numerous wonderful entries.



Valley Bait & Tackle by Thomas Ivester

In the Hobbyist division, the winner is Thomas Ivester, who took a RailTown Country Store and really “countrified” it to create Valley Bait & Tackle. The original building’s false front, a feature common on 19th century commercial buildings, was modified to create a roofline more appropriate for a 20th or 21st century backwoods structure. To give the building additional character, Tom expanded the porch, added a lean-to on one side, and raised it up on pilings — appropriate for a building in a lake or coastal fishing area.

The rear door on the original structure was blocked off, perhaps because a former back porch or stairwell has long since disappeared. Exquisite weathering includes peeling paint as well as rust on the corrugated roof that Tom created from soda cans. The building



*Golden West Hotel,
Loyalton, CA by Kenton McHenry*

comes alive with figures that really appear to be doing something: checker players on the porch, two men haggling over the price of the boat under the lean-to, animals lounging around and more. Look closely and you’ll even see a hornet’s nest under the roof peak on the back wall. And perhaps the crowning touch is the giant fishing lure that is the store’s signature sign — “courtesy of my tackle box,” according to Tom.



Another false front structure, the RailTown 2-Story Store Front Building, was the starting point for the Hobbyist division runner-up. Kenton McHenry modeled the Golden West Hotel, an actual building that has been a landmark on Main Street in Loyalton, California since 1903. Kenton included a photo of the hotel circa 1935, and his model is a dead ringer for the real thing, down to the signs on the hotel and on the small white tavern next to it. In addition to the RailTown structure, which forms the left-hand part of the hotel, Kenton used “a basic house model I found at a train show, and an assortment of other walls, roofs, doors and windows.” We’d call this a terrific example of the art of kitbashing. The model is part of a recreation of Loyalton in its heyday as a logging town, currently under construction in the town’s historical museum.

Jeb Kriigel's recreation of the New York Central station in Troy, New York took the honors in the Professional division. Jeb's client wanted a model of that station without the extreme expense of building it from scratch. So Jeb kitbashed five RailTown Bank Buildings, working from old photos and postcards of the long-gone station to create a magnificent 8' long replica. His model captures the grandeur that once was passenger travel, and includes signature details of the original structure, like the elegant rooftop railings and the decorative medallions at the corners of the main building — which started life as bookmark decorations from a Michael's craft shop!

In closing, we encourage you to stay tuned for details of next year's contests, when we look forward once again to honoring your achievements.

And now, we invite you to turn the page and see for yourself what we have to offer in this, our 37th 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.



*NYC Station,
Troy, NY by Jeb Kriigel*

Blue Comet Award Train Design Contest

As we mentioned last year, we're introducing a new tradition for this Blue Comet Award: a Blue Comet Award engine and caboose that the winner will operate for a year, before passing them on to the next year's winner (in the same manner as hockey's Stanley Cup).

The winner of the contest to design the Award train is Brian Weindel. "The idea behind my design," notes Bri-


an, "is to bring together the M.T.H. logo and the comet image, to recognize those who have gone the extra mile to promote the O Gauge hobby." The engine number, 2010, commemorates the year of the first Blue Comet Award, and the caboose is numbered 1980 for the year M.T.H. was founded. We think Brian has created a paint scheme that winners will be proud to operate.



Winning Design by Brian Weindel

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 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.

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.



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.



TINPLATE TRADITIONS
By MTH ElectricTrains



MARKLIN

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[®] 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.

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.



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

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. Your DCS 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.

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

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



Simply the Best Way

With the App, DCS is **EASIER TO USE** than any other command system.

It's **ACCESSIBLE** from any iOS or Android smartphone or tablet.

It can be **UPGRADED FOR FREE** over the Internet, so you'll always have the newest features.

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

It is the only **TRULY UNIVERSAL** 0 gauge command system.

It can run over 6700* **Proto-Sound 2.0 & 3.0 engines** and every **Lionel® TMCC®, Legacy® or EOB engine** ever made — and run 99 of them at the same time, on the same track, independently, in command mode.

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

With the addition of an Accessory Interface Unit (AIU), it can **OPERATE ANY 0 SCALE ACCESSORY OR SWITCH**.

It can **CREATE SCENES AND ROUTES** that are triggered with one push of a button.

* Number of different Proto-Sound 2.0 and 3.0 engines cataloged through the 2018 Volume 1 Catalog.



What You'll Need to Get Started



Your Smart Device

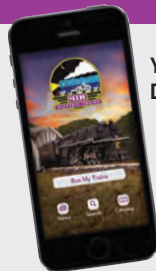


DCS Explorer Track Interface Unit
50-1035 \$129.95

Runs up to 3 engines simultaneously



Advanced Hobbyist? You'll Want This



Your Smart Device



DCS Wi-Fi Interface Unit (WIU)
50-1034 \$179.95
For use with iOS and Android DCS Apps



DCS Track Interface Unit (TIU)
50-1003 \$199.95



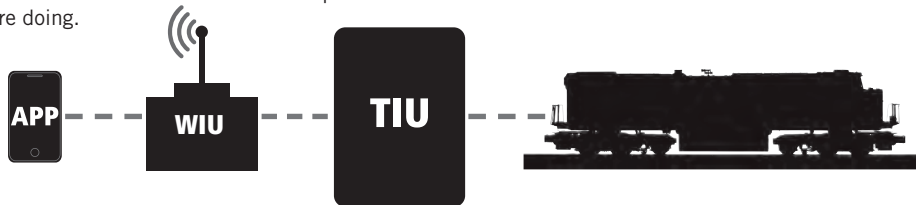
Runs up to 99 engines simultaneously

to Run a Railroad™

Command Control Explained

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

With the DCS App, commands such as speed, direction, and sound control are sent as Wi-Fi signals from your smart device to a WIU (Wi-Fi Interface Unit), which sends them through a USB cable to a TIU (track interface unit). The TIU translates those signals into digital information that is sent through the rails and picked up by a receiver in the appropriate engine — telling it to go, for example, 37 miles per hour, blow the whistle, smoke more heavily, or any other command. DCS locomotives can also send information back to the handheld to let the operator know what they're doing.



Learn More About It



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

TRY IT at your local DCS Demo Center

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

Don't Use a Smart Phone?

You can still enjoy virtually all the features of DCS with the DCS handheld and TIU, or with the DCS Commander System



DCS Remote Control System
50-1001 \$349.95
Includes handheld and TIU; runs up to 99 engines simultaneously with full DCS features



DCS Track Interface Unit (TIU)
50-1003 \$199.95



DCS Remote Control Handheld Unit
50-1002 \$169.95



DCS Commander System w/100 Watt Power Supply
50-1029 \$259.95

DCS Commander Controller (without power supply)
50-1028 \$179.95

Ideal for small layouts running 2-3 DCS locomotives



DCS Accessory Interface Unit (AIU)
50-1004 \$119.95

Adding an Accessory Interface Unit (AIU) with the full DCS System allows your smart device or DCS handheld to activate switches, lights and accessories

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

Download the Apple or Android App from iTunes or Google Play



Free Version

- Control up to 3 locomotives simultaneously
- Operate bell, whistle/horn and station sounds
- Activate couplers
- Control volume, smoke and headlights

Standard Version (\$5)

- Control up to 99 locomotives simultaneously
- Control all Free features
- Adjust engine-specific sounds and features
- Configure maximum speeds

Premium Version (\$25)

- Control all Free and Standard features
- Control switches and accessories with AIU
- Build lashups
- TMCC/Legacy control
- Conventional control

Coming soon: DCS APP video tutorial on www.mthtrains.com



Control Your Railroad Empire and More

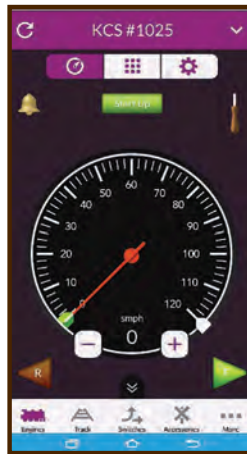
Click here to run trains on a DCS-controlled layout



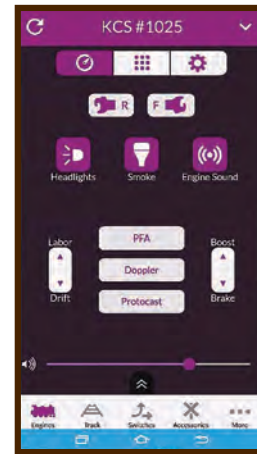
Click here to see the latest news from M.T.H. and to sign up for our FREE e-newsletter

Click here to review interactive versions of M.T.H. catalogs

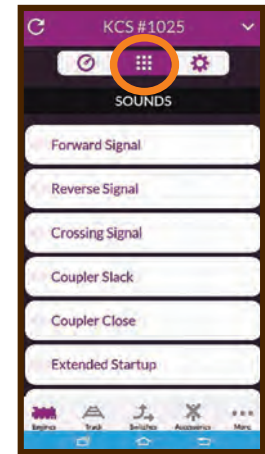
Click here to search the M.T.H. website for EVERYTHING we've ever produced



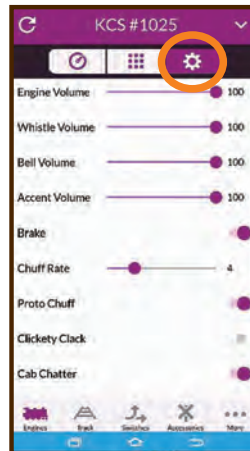
Control engine selection, speed, direction, bell and whistle from the main screen.



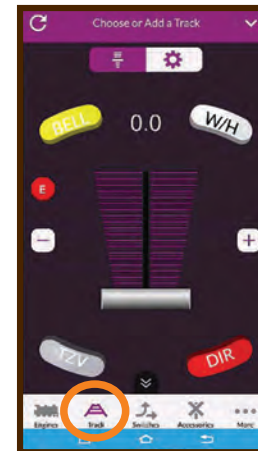
Swipe up for additional engine controls.



Tap the softkey icon for more sound, lighting and other features unique to each engine.



Tap the settings icon to customize sounds, throttle control, and smoke for each engine.



Tap the track icon to run trains in conventional mode by varying track voltage.



Tap the switches icon to control switches and routes. An additional screen controls accessories as well.

Setup is Simple

Connect the Hardware

1. Attach the antenna to the WiFi Interface Unit (WIU)
2. Set the "MTH/Home" selector switch to MTH
3. Connect module to TIU with the included USB cable
4. Apply power to your TIU
5. Apply power to the WIU



Step 1



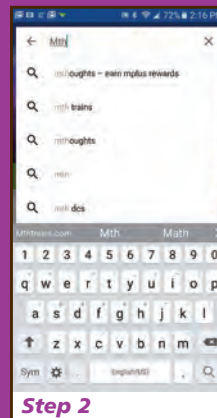
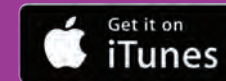
Step 2



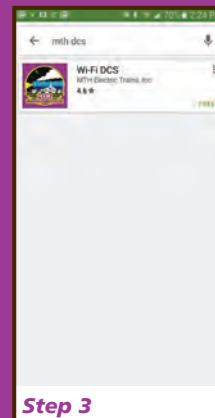
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Get The App and Install it on your Smartphone

1. Install the MTH DCS app from the App Store or Google Play.
2. Search for "MTH DCS."
3. Click on the Wi-Fi DCS Icon
4. Then select INSTALL.
5. Accept Any Permission Requests
6. Wait For App To Install



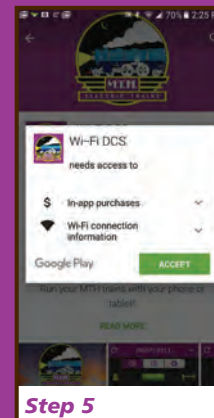
Step 2



Step 3



Step 4



Step 5



Step 6

Make Sure Your Phone's Wi-Fi is talking to the DCS WIU Wi-Fi Interface Unit

1. Go to **Settings/Wi-Fi** on your smartphone and connect it to the MTH device named **MTH_DCS-XXXX**.
2. You will be prompted for a password, use: **mthdcswifi**

Start Running Trains!

1. Open the DCS app and tap "Run My Trains"
2. Tap "Choose or Add an Engine" then tap "Add MTH Engine" and follow the prompts.
3. Tap "Start Up" and enjoy!

RailKing[®] The Best Value in O Gauge



First appearing in 1995 and now encompassing more than 9,100 items, RailKing is M.T.H.'s best-selling and most attractively priced product line. Cars and locomotives featured in the M.T.H. RailKing line are equipped with moderate detail and run on the same O gauge track as the intricately detailed O scale models found in our Premier Line. But because RailKing models are shorter in length, they can negotiate tighter curves. In fact, most RailKing models can negotiate a circle as small as 31 inches in diameter, and some can operate on curves even smaller than that. This is a real advantage for model train enthusiasts with modestly sized layouts.

Over the years, the RailKing line has evolved into three 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

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



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

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.

USRA 4-6-2 Pacific



IMPERIAL
SERIES

Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic 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
- LED-Illuminated Class Lights
- LED-Illuminated Cab Interior
- LED-Illuminated Firebox Glow
- Painted Cab Backhead Gauges
- Hand-Painted Engineer Cab Figures
- Legible Builder's Plates
- Real Coal Load in Tender
- 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: 20" x 2 5/8" x 3 9/16"
- Operates On 0-31 Curves





Western Maryland - 4-6-2 Imperial Pacific Steam Engine
30-1746-1 w/Proto-Sound 3.0 \$459.95



Chicago & Alton - 4-6-2 Imperial Pacific Steam Engine
30-1747-1 w/Proto-Sound 3.0 \$459.95

Add A Matching Passenger Set - See Page 65



Reading & Northern - 4-6-2 Imperial Pacific Steam Engine
30-1748-1 w/Proto-Sound 3.0 \$459.95

Add A Matching Passenger Set - See Page 65



Milwaukee Road - 4-6-2 Imperial Pacific Steam Engine
30-1749-1 w/Proto-Sound 3.0 \$459.95

Add A Matching Passenger Set
See Page 66



U.S. Army - 4-6-2 Imperial Pacific Steam Engine
30-1750-1 w/Proto-Sound 3.0 \$459.95

Add A Matching Passenger Set - See Page 66

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

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

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

Did you know?

The USRA Pacific came in light and heavy versions. Our model is based on the light Pacific, which had about eight tons less weight on the drivers to accommodate lighter-capacity track and bridges.

Southern Pacific Ps-4 4-6-2



Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic 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
- LED-Illuminated Class Lights
- LED-Illuminated Cab Interior
- LED-Illuminated Firebox Glow
- Painted Cab Backhead Gauges
- Hand-Painted Engineer Cab Figures
- Legible Builder's Plates
- Real Coal Load in Tender
- 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: 20" x 2 5/8" x 3 9/16"
- Operates On 0-31 Curves

IMPERIAL
SERIES



Southern - 4-6-2 Ps-4 Imperial Pacific Steam Engine
30-1751-1 w/Proto-Sound 3.0 \$459.95

Add A Matching Passenger Set -
See Page 65



Southern (Green) - 4-6-2 Ps-4 Imperial Pacific Steam Engine
30-1752-1 w/Proto-Sound 3.0 \$459.95

Add A Matching Passenger Set -
See Page 65



Southern (Black) - 4-6-2 Ps-4 Imperial Pacific Steam Engine
30-1753-1 w/Proto-Sound 3.0 \$459.95

“The Southern Railway under the absolute monarchy of steam was the most pervasively beautiful carrier I have ever known,” wrote David P. Morgan, famed editor of *Trains* magazine. The Southern embodied the romantic vision of the South. As railway historian H. Stafford Bryant Jr. put it, “With the Southern, it was always Garden Week in Virginia, April on the Habersham Road, and the Ole Miss game at Tuscaloosa.” And the locomotive that personified Southern style was the Ps-4 Pacific.

In truth, the Ps-4 was a virtual copy of the USRA's Heavy Pacific design, which drew heavily on the Pennsy K4s for inspiration. But two sons of Virginia, Fairfax Harrison and W. Graham Claytor Jr., made the Ps-4 a stunning corporate symbol recognized worldwide as one of the most beautiful of all American steamers.

Born of a patrician Virginia family, Fairfax Harrison was a graduate of Yale and Columbia who ran the Southern from the teens through most of the 1930s. On a 1925 trip to London, he was impressed by the green livery and fine lining on many British steamers, and resolved to bring that grace and beauty to his own road. Thus the next order of Ps-4's, delivered by Alco's Richmond Locomotive Works in 1926, arrived in Virginia green with gold lining and lettering. The new look was so successful that it was soon applied to earlier Ps-4's and the entire passenger fleet.

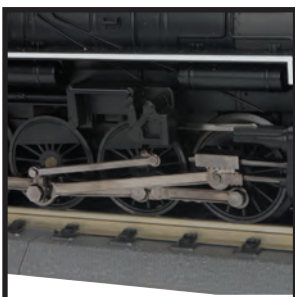
Decades later, W. Graham Claytor Jr. — WWII destroyer escort captain who rescued survivors of the *U.S.S. Indianapolis*, Secretary of the Navy, president of the Southern from 1967-77 and later president of Amtrak — determined that the glory that was the Ps-4 would never be forgotten. While working as an outside legal counsel to the Southern in the 1950s, he convinced the railroad to pull one Ps-4 from the scrap line and donate it to the Smithsonian, where it resides today as a reminder of the mechanical beauty that was the steam era. Claytor later described his youthful experience with the Ps-4: “Our Washington Division line is mostly straight, but is undulating throughout its length with the line rising and falling about every 3 or 4 miles like a long ocean swell. In the old days when I used to ride passenger trains to college behind Ps-4 locomotives, the standard operating procedure was to go 80-mph-plus downhill, hit the bottom at maximum speed, and crest the next hill as fast as possible, but seldom over 35 mph.”

For 2018, we offer the Southern PS-4 in all its green-and-gold finery, including a version lettered for the all-Pullman, extra-fare *Crescent Limited* service between Washington and Atlanta. Also offered is the rarely modeled original black scheme used before green and gold became Southern's standard for passenger power.

2-8-4 Berkshire



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, Whistle and Bell
- Tender Truck Safety Chains
- Metal Wheels and Axles
- Remote-Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Firebox Glow
- LED-Illuminated Class Lights
- LED-Illuminated Cab Interior
- 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 Proto-Effects
- Measures: 21 3/4" x 2 5/8" x 3 7/16"
- Operates On O-31 Curves



Nickel Plate Road - 2-8-4 Imperial Berkshire Steam Engine
30-1760-1 w/Proto-Sound 3.0 \$459.95

Add A Matching Passenger Set
See Page 67



Nickel Plate Road - 2-8-4 Imperial Berkshire Steam Engine
30-1761-1 w/Proto-Sound 3.0 \$459.95

Add A Matching Passenger Set - See Page 67



Pere Marquette - 2-8-4 Imperial Berkshire Steam Engine
30-1762-1 w/Proto-Sound 3.0 \$459.95



North Pole - 2-8-4 Imperial Berkshire Steam Engine
30-1763-1 w/Proto-Sound 3.0 \$459.95

Add A Matching Passenger Set - See Page 66

Chesapeake & Ohio - 2-8-4 Imperial Berkshire Steam Engine
30-1764-1 w/Proto-Sound 3.0 \$459.95



Add A Matching Passenger Set - See Page 67



Southern - 2-8-4 Imperial Berkshire Steam Engine
30-1765-1 w/Proto-Sound 3.0 \$459.95

Add A Matching Passenger Set - See Page 65

In the 1920s, increased competition meant that railroads had to come up with new ways of doing business. Up to that time, most freight was moved by connecting as many cars as possible to a locomotive and having the steam engine heave and drag them along (called "drag freight"). Some railroads decided to compete more effectively by increasing the speed, not the capacity, of their freight trains. The Lima Locomotive Works' 2-8-4 Berkshire steamer, introduced in 1924 and named for the Massachusetts mountains where it was demonstrated, helped make this happen. The Berkshire was dubbed a "Super Power" engine because its larger firebox grate and other related elements (which necessitated the 4-wheel trailing truck) greatly increased the engine's steam-making capacity. And more steam capacity meant more power and more speed. In all, 611 Berkshires were built for nearly 20 Class 1 railroads. They were a huge success and remained in service on U.S. rails until 1958, well into the diesel era.

For 2018, M.T.H. is pleased to offer the RailKing Imperial Berkshire in six varieties, including restored No. 765, which runs today in excursion service (learn more at fortwaynerailroad.org).

Did You Know?

The first 2-8-4 was built with 63" drivers, but railroads soon discovered that it had so much more steam capacity than previous freight engines it could power larger — and therefore faster — drivers, and subsequent models had 69"-70" drivers. Cruising speeds averaged about 55 mph.

4-6-0 Ten Wheeler



Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Die-Cast Locomotive and Tender Trucks
- Metal Handrails, Whistle and Bell
- 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 8/8" x 4 1/4"
- Operates On O-31 Curves

Match Up With Overton Passenger Cars
See Page 64



Santa Fe - 4-6-0 Ten Wheeler Steam Engine
30-1754-1 w/Proto-Sound 3.0 \$459.95

Match Up With Overton Passenger Cars - See Page 64



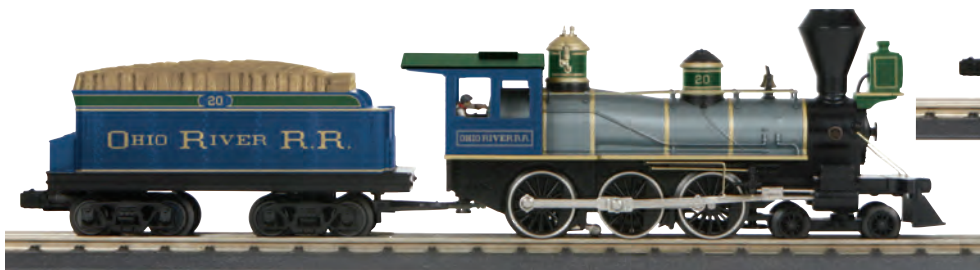
Pennsylvania - 4-6-0 Ten Wheeler Steam Engine
30-1755-1 w/Proto-Sound 3.0 \$459.95

Match Up With Overton Passenger Cars - See Page 64



Jersey Central - 4-6-0 Ten Wheeler Steam Engine
30-1756-1 w/Proto-Sound 3.0 \$459.95

Match Up With Overton Passenger Cars - See Page 64



Ohio River Railroad - 4-6-0 Ten Wheeler Steam Engine
30-1757-1 w/Proto-Sound 3.0 \$459.95

The 4-6-0 steam locomotive appeared on the railroad scene in the mid- to late-19th Century. It largely replaced the 4-4-0 American type popularized in Currier & Ives prints, as heavier trains and mountainous terrain demanded more power.

The 4-4-0 design was first modified by locomotive builder Richard Norris & Son of Philadelphia, who added an extra driving axle at the rear of the locomotive to create the 4-6-0, or "Ten Wheeler" as it became known. The extra pair of drivers permitted the construction of a bigger boiler and firebox. Combined with the traction of the extra wheels, these changes produced a 50% increase in tractive effort over a 4-4-0. It would still be some time before designers thought to add a trailing truck to support an even larger firebox.

After the transcontinental railroad was completed in 1869, fleets of Ten Wheelers were among the engines that conquered the American West and built the young nation's first truly national transportation network. In a time when railroads were still new technology and black had not yet become the standard color of steam locomotives, many 4-6-0's were flamboyantly decorated in the colors of their individual railroads.

Relive the pioneering spirit of 19th-century railroading with the RailKing Ten Wheeler and RailKing period rolling stock. Featuring the incredible speed control, variable smoke output, and digital sound quality of ProtoSound 3.0, this locomotive is sure to become a favorite on your layout.



Fall Brook Coal Company - 4-6-0 Ten Wheeler Steam Engine
30-1758-1 w/Proto-Sound 3.0 \$459.95



Baltimore & Ohio - 4-6-0 Ten Wheeler Steam Engine
30-1759-1 w/Proto-Sound 3.0 \$459.95

Match Up With Overton Passenger Cars - See Page 64

EMD SW1200



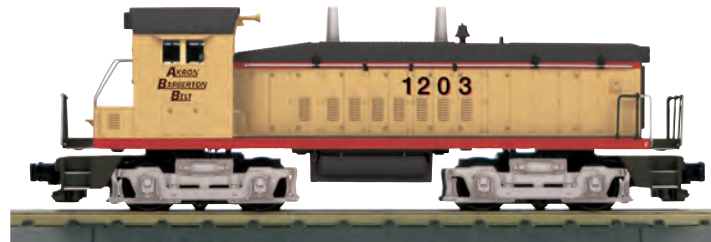
Features

- 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 O-27 Curves





Akron Barberton Belt - SW1200 Switcher Diesel Engine
 30-20486-1 w/Proto-Sound 3.0 \$349.95
 30-20486-3 Non-Powered Calf Unit \$169.95



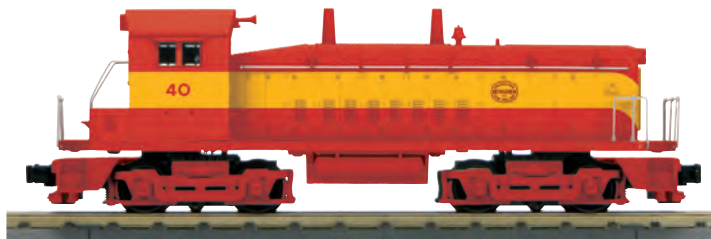
Add A Matching Caboose - See Page 63



West Virginia & Northern - SW1200 Switcher Diesel Engine
 30-20487-1 w/Proto-Sound 3.0 \$349.95
 30-20487-3 Non-Powered Calf Unit \$169.95



Philadelphia Bethlehem & New England - SW1200 Switcher Diesel Engine
 30-20488-1 w/Proto-Sound 3.0 \$349.95
 30-20488-3 Non-Powered Calf Unit \$169.95



Wisconsin Central - SW1200 Switcher Diesel Engine
 30-20489-1 w/Proto-Sound 3.0 \$349.95
 30-20489-3 Non-Powered Calf Unit \$169.95



Cataloged from 1954 through 1966, the SW1200 was the immediate successor to Electro-Motive's SW9 switcher featured elsewhere in this catalog. Externally, the SW1200 was nearly identical to its older sibling. It also delivered the same 1200 horsepower from a Roots-blower-equipped V-12 model 567 diesel — so named because each cylinder displaced 567 cubic inches, more than an entire Corvette V-8. The SW1200, however, featured the latest generation 567C, with upgrades to the crankcase and cooling system. The 567C would prove to be the last hurrah of the motor that had powered almost the entire first generation of EMD diesels, as the model 645 motor would debut in 1966.

Like the SW9, the rugged SW1200 would prove popular with railroads large and small. U.S. production totaled 737 units, and EMD's Canadian division sold another 287 engines. Brazil, Chile, and the Panama Canal Railway rostered units overseas. Thanks to the legendary durability of the 567 motor, a number of SW1200s still haul freight and tourists on US and Canadian roads today.

For 2018, the SW1200 returns to the RailKing lineup in four prototypical short line schemes. Each delivers everything you need in a hard-working switcher. 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. Negotiate crowded industrial areas with curves as tight as O-27. Listen to the authentic chant of a first-generation EMD 567 motor. And pick up and drop off cars wherever you like, with remotely activated front and rear Proto-Couplers.

EMD SW9



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





Pittsburg & Shawmut - SW9 Switcher Diesel Engine
 30-20490-1 w/Proto-Sound 3.0 \$349.95
 30-20490-3 Non-Powered Calf Unit \$169.95



Pittsburg & Shawmut - SW9 Switcher Diesel Engine
 30-20491-1 w/Proto-Sound 3.0 \$349.95
 30-20491-3 Non-Powered Calf Unit \$169.95



Maine Central - SW9 Switcher Diesel Engine
 30-20492-1 w/Proto-Sound 3.0 \$349.95
 30-20492-3 Non-Powered Calf Unit \$169.95



Chicago Short Line - SW9 Switcher Diesel Engine
 30-20493-1 w/Proto-Sound 3.0 \$349.95
 30-20493-3 Non-Powered Calf Unit \$169.95



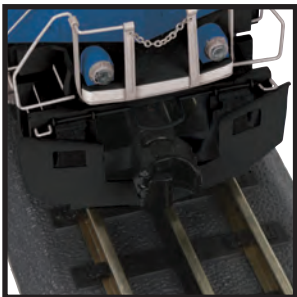
EMD's 800-hp SW-8s and 1,200-hp SW-9s both debuted in 1950, marking the next stage in the evolution of one of railroading's longest-lived diesel families. The first SW-class engine, the 600-hp SW1, appeared in 1939, and the SW units remained in the EMD catalog until the 1,000-hp SW-1000 was finally retired in 1986. With the "SW" in the name denoting that the engine was built for switching duties, it never needed the high horsepower ratings of road diesels. They could be paired with 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 2018 in a new variety of road-names. 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.

Did You Know?

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

EMD SD70ACe



Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- 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
- Directionally Controlled Constant Voltage
- LED Headlights
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- Flashing LED Ditch Lights
- Legible Builder's Plates
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- Near Scale Sizing
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 17" x 2 1/2" x 3 3/4"
- Operates On O-31 Curves

IMPERIAL
SERIES



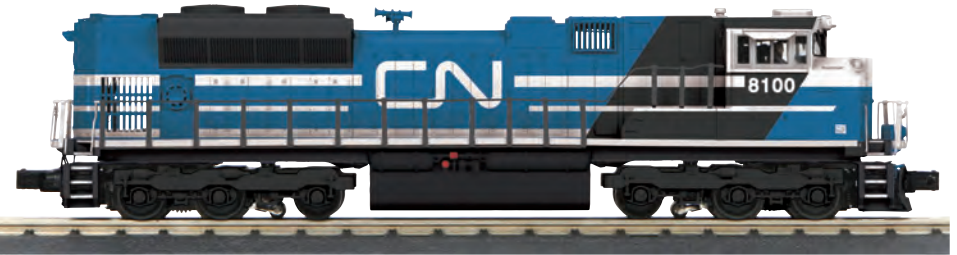
EMD Demonstrator (Tier 4) - SD70ACe Imperial Diesel Engine
30-20510-1 w/Proto-Sound 3.0 \$359.95



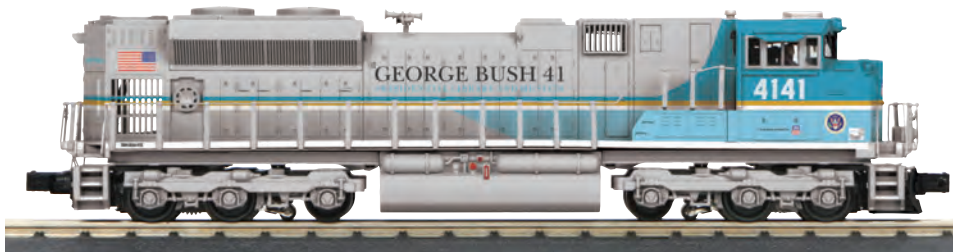
EMD Demonstrator (CAT Demo) - SD70ACe Imperial Diesel Engine
30-20511-1 w/Proto-Sound 3.0 \$359.95



EMD Demonstrator (Blue Demo) - SD70ACe Imperial Diesel Engine
30-20512-1 w/Proto-Sound 3.0 \$359.95



Canadian National - SD70ACe Imperial Diesel Engine
30-20513-1 w/Proto-Sound 3.0 \$359.95



George H. W. Bush - SD70ACe Imperial Diesel Engine
30-20418-1 w/Proto-Sound 3.0 \$359.95



Western Pacific - SD70ACe Imperial Diesel Engine (UP Heritage Scheme)
30-20417-1 w/Proto-Sound 3.0 \$359.95

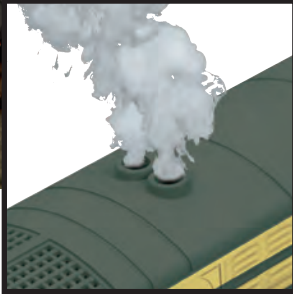
The SD70ACe is Electro-Motive Diesel's hope for the future. While designed to meet the Environmental Protection Agency's Tier-2 emissions requirements that took effect on January 1, 2005, this replacement for the SD70MAC also seems to have a higher purpose: to recapture the lead in North American locomotive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

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

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

The RailKing Imperial SD70ACe is accurately decorated in modern motive power paint schemes. Our near-scale model is a full 17" in length, yet operates comfortably on O-31 curves. Under the hood is the same Proto-Sound 3.0 sound and control system found in our more expensive Premier model of this locomotive — complete with sounds recorded from an actual Union Pacific SD70ACe. Additional Imperial features include operating diesel exhaust smoke and flashing ditch lights. If you're looking for realism and a lot of fun at a RailKing price, it doesn't get any better than this!

FM Train Master



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 Cab Interior Light
- Illuminated LED 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
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 17" x 2 5/8" x 3 7/8"
- Operates On 0-31 Curves





Jersey Central - FM Train Master Diesel Engine
30-20494-1 w/Proto-Sound 3.0 \$349.95



Milwaukee Road - FM Train Master Diesel Engine
30-20495-1 w/Proto-Sound 3.0 \$349.95



Southern - FM Train Master Diesel Engine
30-20496-1 w/Proto-Sound 3.0 \$349.95



Erie Lackawanna - FM Train Master Diesel Engine
30-20497-1 w/Proto-Sound 3.0 \$349.95

Virginian - FM Train Master Diesel Engine
30-20498-1 w/Proto-Sound 3.0 \$349.95



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

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

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

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

In the world of O gauge railroading, however, the Train Master was a hit from the moment it went on the market in the mid-1950's. The engine's massive size and tremendous pulling power have made it one of the most-loved engines among 3-rail operators for over half a century. The Train Master returns to the RailKing Scale lineup in 2018 complete with the digital sound, amazing slow speed capability, and variable smoke output that make Proto-Sound 3.0 the best sound and control system in O gauge. Our model also features crew figures in the cab, LED illuminated number boards, headlights and illuminated class and marker lights.

EMD E3 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
- 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
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 29 1/4" x 2 1/2" x 3 5/8"
- Operates On 0-31 Curves

Did You Know?

EMD's hugely successful and long-lived 567 engine was first used in the E-3. The 567 raised the engine's rating to 2000 horsepower instead of the 1800 horses that gave the original E-units their name, but the series kept the "E" designation as long as they were in production.



Atlantic Coast Line - E-3 AA Diesel Engine Set
 30-20499-1 w/Proto-Sound 3.0 \$399.95
 30-20499-3 Non-Powered B-Unit \$149.95

**Add A Matching Streamlined Passenger Set
 See Page 68 - 69**



For many railfans, EMD's E-Series symbolizes all that was right about the golden age of passenger service. In the middle of the Great Depression, General Motors asked its Detroit stylists to design a sleek streamlined engine to head up consists of the light-weight passenger cars that had become fashionable. And because diesels did not have the pulling power of steam engines, these new units needed to be equipped to run in multi-unit lash-ups when more horsepower was needed to pull a long train. In addition to their modern appearance and multiple-unit capabilities, the E-series engines were also safer for the cab crew than the earlier box cabs, which put too little protection between the enginem and any foreign object that might appear on the track.



Union Pacific - E-3 AA Diesel Engine Set
 30-20500-1 w/Proto-Sound 3.0 \$399.95
 30-20500-3 Non-Powered B-Unit \$149.95

Add A Matching Streamlined Passenger Set - See Page 68 - 69



Fully outfitted with the power and performance of Proto-Sound 3.0, these streamlined workhorses may just be the pride of your passenger based motive power. Marvel at sound and sights as these landmark engines streak by at the head of a glamorous passenger train in five colorful liveries.



Rock Island - E-3 AA Diesel Engine Set
 30-20503-1 w/Proto-Sound 3.0 \$399.95
 30-20503-3 Non-Powered B-Unit \$149.95



Florida East Coast - E-3 AA Diesel Engine Set
 30-20501-1 w/Proto-Sound 3.0 \$399.95
 30-20501-3 Non-Powered B-Unit \$149.95

Add A Matching Streamlined Passenger Set - See Page 68 - 69



Kansas City Southern - E-3 AA Diesel Engine Set
 30-20502-1 w/Proto-Sound 3.0 \$399.95
 30-20502-3 Non-Powered B-Unit \$149.95

Add A Matching Streamlined Passenger Set - See Page 68 - 69

Alco RSD-5



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 Headlights
- (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 O-31 Curves

Did You Know?

While they were the first to be cataloged, the RSC-2s were not the first six-axle Alco RS locomotives. Back in World War II, the first two years of RS-1 production had gone to the military. The 13 units that had been delivered to American railroads were requisitioned from their owners and, along with 144 additional engines, were sent to Iran, Russia, and U.S. Army posts. These RS-1s were fitted with three-axle trucks to make them suitable for lighter rail on overseas roads. A group that plied the Trans-Iranian Railroad became known as "the diesels that saved Russia" because they brought in food and other supplies after the Luftwaffe had crippled Russian shipping. These engines later became the prototype for Russia's own early diesels.





Western Maryland - RSD-5 Diesel Engine
30-20481-1 w/Proto-Sound 3.0 \$349.95



Nickel Plate Road - RSD-5 Diesel Engine
30-20482-1 w/Proto-Sound 3.0 \$349.95



Penn Central - RSD-5 Diesel Engine
30-20483-1 w/Proto-Sound 3.0 \$349.95



Chicago and North Western - RSD-5 Diesel Engine
30-20485-1 w/Proto-Sound 3.0 \$349.95



Jersey Central - RSD-5 Diesel Engine
30-20484-1 w/Proto-Sound 3.0 \$349.95

The American Locomotive Company pioneered the multi-purpose "road switcher" design in 1941 with its 1000 hp RS-1. Alco's designers added a second, shorter hood to a basic switcher to make room for a steam boiler for passenger train heat. The short hood also afforded the crew additional accident protection. Smoother-riding trucks made Alco's new design suitable for the higher road speeds that would be daunting in a typical switcher.

In 1946, Alco cataloged the first six-axle version of its road switcher, the RSC-2. Designed for operation on the lighter rail found on branch lines and short lines, the engine used two more axles to spread out its weight. The trucks were a so-called "A1A" configuration: the two end axles had traction motors while the middle wheels were unpowered idlers.

In 1951, the Chicago and North Western asked Alco to build a six-axle version of its RS-3, this time with all axles powered. The body and the 1600 hp Alco 244 prime mover were the same as used in the RS-3, but the additional traction motors gave the new model RSD-4 stronger low-speed performance. The longer trucks were both smooth-riding and more suitable for lighter rail. The design proved to be a winner, and a dozen railroads purchased the RSD-4 and its near-identical twin, the RSD-5, which sported an improved GE generator.

Alco FA-2 A-A Set



Features

- Intricately Detailed, Durable ABS Bodies
- Die-Cast Truck Sides & Pilots
- Metal Chassis
- Accurate 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
- Proto-Sound 3.0 With The Digital Command System Featuring Freight Yard or Passenger Station Proto-Effects
- Measures: 25" x 2 1/2" x 3 1/2"
- Operates On O-31 Curves



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

Observers frequently point to reliability problems with Alco's 1600 hp model 244 diesel motor as the cause. But one wonders today if Alco's problem was really its motor, or EMD's commanding sales lead. During 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 brawny good looks of Alco's FA and PA cab units have endeared them to railfans and modelers for more than half a century. Both were styled by Ray Patten, General Electric's head of industrial design, who a decade earlier had received a Lord and Taylor award for a cooking range design "as slightly as a grand piano." Many would argue that Alco's FA-1 and successor FA-2 diesels were both handsomer and more powerful-looking than their

major competitors, EMD's F3 and F7 "covered wagons." A signature feature of Alco cab units was the striking ribbed grille surrounding the headlight.

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



Lehigh Valley - FA-2 A-A Diesel Set
 30-20505-1 w/Proto-Sound 3.0 \$399.95
 30-20505-3 Non-Powered B-Unit \$149.95

Add A Matching Streamlined Passenger Set - See Page 67

Long Island - FA-2 A-A Diesel Set
 30-20504-1 w/Proto-Sound 3.0 \$399.95
 30-20504-3 Non-Powered B-Unit \$149.95



Add A Matching Streamlined Passenger Set See Page 68 - 69



Great Northern - FA-2 A-A Diesel Set
 30-20506-1 w/Proto-Sound 3.0 \$399.95
 30-20506-3 Non-Powered B-Unit \$149.95

New Haven - FA-2 A-A Diesel Set
 30-20507-1 w/Proto-Sound 3.0 \$399.95
 30-20507-3 Non-Powered B-Unit \$149.95



Union Pacific - FA-2 A-A Diesel Set
 30-20508-1 w/Proto-Sound 3.0 \$399.95
 30-20508-3 Non-Powered B-Unit \$149.95

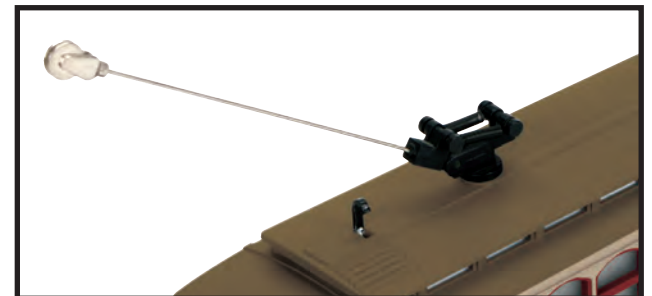
Add A Matching Streamlined Passenger Set - See Page 68

Brill Semi-Convertible Trolley



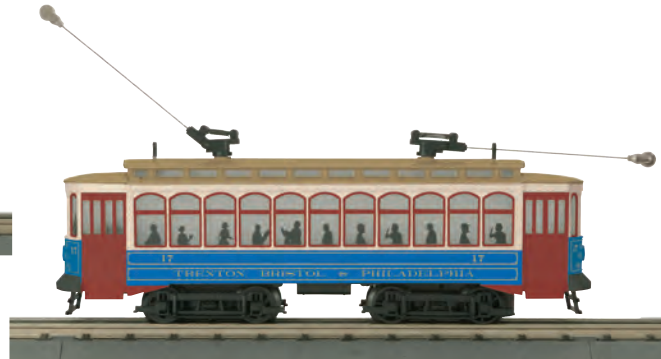
Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides
- Metal Chassis
- Metal Wheels, Axles and Gears
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlight
- LED Interior Lighting
- Precision Flywheel-Equipped Motor
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- Proto-Sound 3.0 With The Digital Command System Featuring Station Stop Proto-Effects
- Measures: 10 5/16" x 2 1/8" x 3 13/16"
- Operates On O-27 Curves

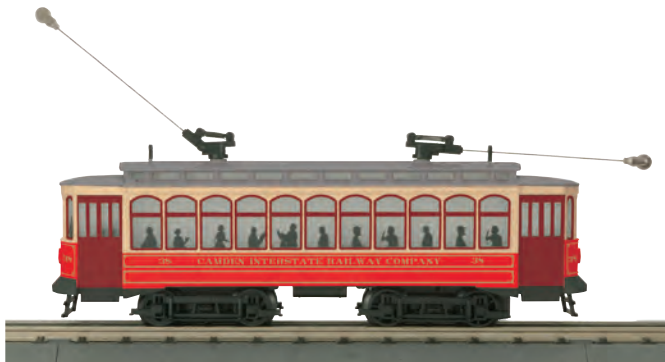




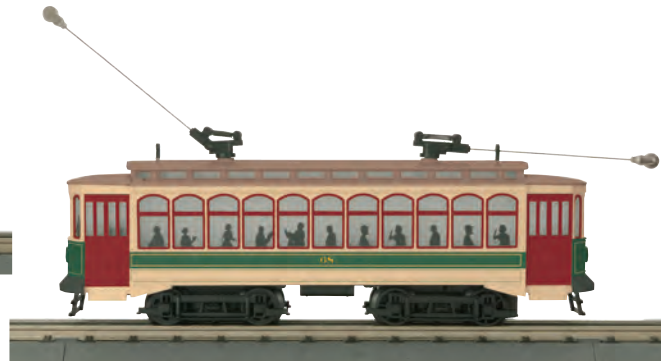
Jersey Central Traction Co. - Brill Semi-Convertible Trolley
30-5169-1 w/Proto-Sound 3.0 \$259.95



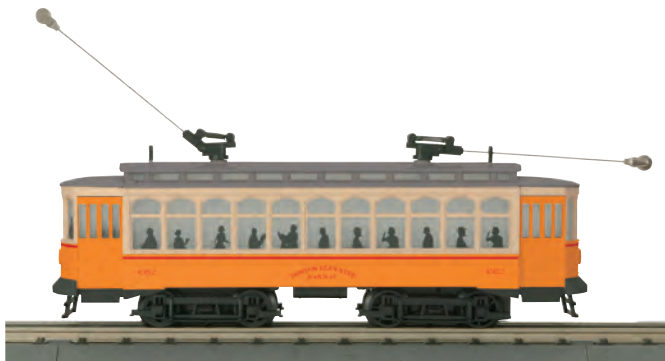
Trenton, Bristol & Philadelphia - Brill Semi-Convertible Trolley
30-5170-1 w/Proto-Sound 3.0 \$259.95



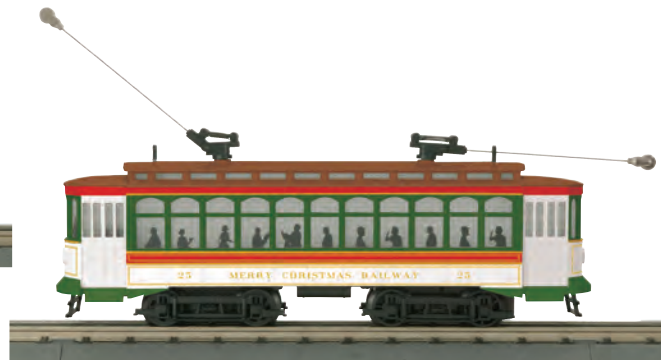
Camden Interstate Railway Co. - Brill Semi-Convertible Trolley
30-5171-1 w/Proto-Sound 3.0 \$259.95



Reading - Brill Semi-Convertible Trolley
30-5172-1 w/Proto-Sound 3.0 \$259.95



Boston Elevated Railway - Brill Semi-Convertible Trolley
30-5173-1 w/Proto-Sound 3.0 \$259.95



Christmas - Brill Semi-Convertible Trolley
30-5174-1 w/Proto-Sound 3.0 \$259.95

In 1869, the year that rails first joined America's east and west coasts, two German immigrants skilled in cabinetmaking founded the J.G. Brill Company in Philadelphia. At first, John George Brill and his son George Martin Brill built any kind of rail passenger vehicle, including horse-drawn streetcars, cable cars, and passenger cars for steam railroads.

The firm's fortunes improved dramatically in the mid-1880s, however, when it began to concentrate on the booming streetcar market. And as the twentieth century dawned, Brill became a leader as the streetcar business matured and consolidated. The firm absorbed many of its competitors, including the American Car Company in St. Louis, the G.C. Kuhlman Car Company in Cleveland, the John Stephenson Company in Elizabeth, New Jersey, and the Wason Manufacturing Company in Springfield, Massachusetts. These acquisitions gave the Brill Company access to strategically located plants in most parts of the country.

Brill was also known for technological innovation. One of its earliest notable designs was the patented Brill convertible Car; removable side panels enabled the same trolley to be an open car in warm weather and a closed car in colder seasons. Later, the patented semi-convertible design enabled the removable panels to be stored in the car's roof. Other Brill innovations included the Narragansett car, an open car with a patented two-step running board to facilitate boarding by women in tight skirts; heavy steel high-speed articulated cars built in 1926 for the Washington, Baltimore & Annapolis interurban; and lightweight, high-speed Bullet cars developed in 1930.

The RailKing Brill Semi-Convertible Trolley features 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 trolley to stop automatically at designated transit stops, even in Conventional Mode. When configured to run on automatic, the Brill Semi-Convertible stops itself at locations you choose and calls out transit stops that you select in advance; the trolley essentially runs itself. And when you program the Semi-Convertible 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 to broadcast the name of each stop and the hustle and bustle of passengers coming and going.

Did You Know?

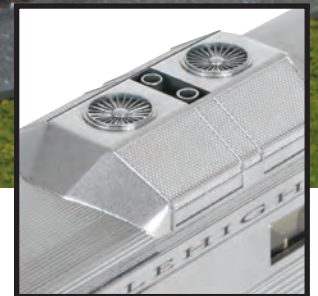
Introduced in 1902, the "semi-convertible" was used in all parts of the country. To give better airflow in the summer, both upper and lower window sashes could be raised up into roof pockets for storage. For trolley companies, this was considerably more efficient than the removable side panels of earlier convertible cars.

RDC Budd Car Set



Features

- Intricately Detailed Durable ABS Bodies
- 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
- (2) Precision Flywheel-Equipped Motors In Powered 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
- Measures: 32" x 2 1/2" x 4"
- Operates On 0-31 Curves
- Powered Set Contains (1) Powered RPO-Baggage-Coach and (1) Non-Powered Coach
- Add-On Set Contains (2) Non-Powered Coaches





Lehigh Valley - RDC Budd Car Set, Car Nos. 40, 41
30-20514-1 w/Proto-Sound 3.0 \$399.95

Lehigh Valley - RDC Budd Car 2-Car Add-On Set, Car Nos. 42, 43 (Not Shown)
30-20514-3 \$179.95



Reading and Northern (Blue Mountain) - RDC Budd Car Set, Car Nos. 701, 702
30-20515-1 w/Proto-Sound 3.0 \$399.95

Reading and Northern (Blue Mountain) - RDC Budd Car 2-Car Add-On Set, Car Nos. 703, 704 (Not Shown)
30-20515-3 \$179.95



Canadian National - RDC Budd Car Set, Car Nos. 191, 192
30-20516-1 w/Proto-Sound 3.0 \$399.95

Canadian National - RDC Budd Car 2-Car Add-On Set, Car Nos. 195, 196
30-20516-3 \$179.95



Port Authority of Allegheny County - RDC Budd Car Set, Car Nos. 9914, 9941
30-20303-1 w/Proto-Sound 3.0 \$399.95

Port Authority of Allegheny County - RDC Budd Car 2-Car Add-On Set, Car Nos. 9915, 9918 (Not Shown)
30-20303-3 \$179.95



Chicago and North Western - RDC Budd Car Set, Car Nos. 499, 450
30-20517-1 w/Proto-Sound 3.0 \$399.95

Chicago and North Western - RDC Budd Car 2-Car Add-On Set, Car Nos. M-455, M-463 (Not Shown)
30-20517-3 \$179.95

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

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

RDCs proved so successful at their intended service that they were purchased by 25 North American carriers and railroads in Brazil, Cuba, Australia, and Saudi Arabia. They served some owners for more than 30 years and ultimately helped pave the way for a revival of commuter rail service in many parts of the United States. The Budd Car returns to the RailKing lineup for 2018, upgraded to Proto-Sound 3.0 and decorated for both original and second-hand owners.

Did You Know?

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

Chicago 6000-Series "L" Set



Features

Set Contains

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

- Intricately Detailed, Durable ABS Bodies
- Die-Cast Truck Sides
- Metal Chassis
- Accurate Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers (On Powered Unit)
- (2) Operating Metal Couplers (On Non-Powered Units)

- Constant Voltage LED Headlight
- Prototypical Rule 17 Lighting
- LED-Illuminated Interiors
- LED-Illuminated Marker Lights
- Separate Metal Handrails
- Detailed Car Interiors
- Detailed Car Undercarriage
- (2) Precision Flywheel-Equipped Motors In Powered Unit
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments

- Proto-Sound 3.0 with the Digital Command System Featuring Station Stop Proto-Effects
- Each Car Measures 13 1/2" x 2 1/2" x 3 3/8"
- Operates On O-31 Curves



Chicago Transit Authority (Bicentennial) - 6000-Series 4-Car "L" Set
30-20519-1 Proto-Sound 3.0 \$499.95



Chicago Transit Authority (Bicentennial) - 6000-Series 2-Car "L" Set
30-20519-3 Non-Powered \$179.95



Chicago Transit Authority (Green, Orange and Cream) - 6000-Series 2-Car "L" Set
30-20518-3 Non-Powered \$179.95



Chicago Transit Authority (Green, Orange and Cream) - 6000-Series 4-Car "L" Set
30-20518-1 Proto-Sound 3.0 \$499.95

In the mid-1940s, Chicago's public transit system was in a dismal state, with much of its equipment dating back to the turn of the century. In April 1945, the Chicago Transit Authority was created as a government agency to take over and run all the privately owned elevated ("L") and streetcar operations. One of the CTA's first acts was to order 130 new 6000-series cars to replace older equipment. Eventually the 6000-series grew to 720 cars delivered from 1950-1959, the largest series of cars ever built for the CTA and, for many, the classic symbol of Chicago's "L."

The 6000's were the first large series of "L" cars with a feature borrowed from the North Shore's Electroliners: curved sides that were narrow at the floor to accommodate existing "L" platforms and 8" wider at the window line to give passengers more room. The 6000's also borrowed much of their electrical technology from the PCC streetcar design of the late 1930s. And beginning with car 6201, they borrowed a whole lot more. The CTA had realized that its fleet of nearly-new PCC cars had been made superfluous by the automobile and new bus routes. So, beginning in 1953, it sent 520 "Green Hornet" streetcars to the St. Louis Car Co., where their trucks, motors, electrical equipment, window frames, and other parts were recycled into new 6000-series cars.

This quintessential Chicago "L" car returns to the Rail-King lineup in 2018, offered in the final version of the classic Mercury Green, Swamp Holly Orange, and Croydon Cream paint scheme, introduced in 1955, as well as the red, white, and blue Bicentennial scheme. Like all M.T.H. transit cars, this model features Station Stop Proto-Effects, allowing you to program the train to stop automatically at designated station stops and announce authentic Chicago station names.

For more information on the 6000-series cars and the entire Chicago "L" system, visit www.Chicago-L.org

New York R62 Subway Set



Features

Set Contains

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

Non-Powered Car Features

- Intricately Detailed ABS Bodies
- Metal Wheels and Axles
- Die-Cast Truck Sides & Pilots
- Die-Cast Metal Couplers
- Authentic Paint Scheme
- Lighted Car Interiors
- Detailed Car Interior

Powered Car Features

- Directionally Controlled Headlights
- (2) Precision Flywheel Equipped Motors
- Locomotive Speed Control
- (2) Remotely Controlled Proto-Couplers
- Metal Wheels, Axles and Gears
- Proto-Sound 3.0 Featuring Station Stop Proto-Effects™
- Lighted Car Interior
- Each Car Measures 13 1/2" x 2 1/2" x 3 3/8"
- Operates On 0-31 Curves



4-Car R62 Subway Set
30-20509-1 Proto-Sound 3.0 \$499.95

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

The R62/R62A cars — named for their contract numbers like all MTA subway cars — looked very much like the post-World War II cars they replaced. This was a result of two key elements of the MTA's design philosophy: standardization to permit interchangeability of parts, and an insistence on heavy components for maxi-

mum durability with minimum maintenance. What distinguished the R62 from the cars it replaced were its stainless steel skin, both inside and out; its fiberglass end caps; and air conditioning. Unlike earlier stainless cars delivered to other parts of the New York subway, the R62s dispensed with exterior striping, which had proven prone to both fading and graffiti.

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

The RailKing R62 subway sets return in 2018 and 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 au-

tomatic, the R62 subway stops itself at locations you define and calls out station names that you select in advance; the subway essentially runs itself. And when you program the R62 for an out-and-back route, it even reverses itself and heads back downtown when it reaches the end of the line — stopping along the way at each station to broadcast the name of the stop and the hustle and bustle of passengers coming and going.

Did You Know?

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



2-Car R62 Subway Set Add-On
30-20509-3 Non-Powered \$179.95

RailKing Freight



High quality, traditionally sized RailKing Freight and Passenger Cars are fashioned from detailed bodies sporting colorful paint schemes that appeal to all levels of O Gauge railroading enthusiasts. An enormous variety of RailKing Freight Cars are available from which to choose, including many different car types and roadnames, each riding on sprung, die-cast metal trucks with metal wheels, axles and operating metal couplers.

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

Designed to bring authenticity and smooth operation to any O Gauge layout, modelers will find no finer O Gauge value than RailKing Freight and Passenger Cars. No matter what era or part of the country you are modeling, RailKing is sure to have something for you

40' High Cube Box Car



GEVO - 40' High Cube Box Car
30-74912 \$59.95



Union Pacific - 40' High Cube Box Car
30-74913 \$59.95



Long Island - 40' High Cube Box Car
30-74915 \$59.95



CSX - 40' High Cube Box Car
30-74914 \$59.95



Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Decorative Brake Wheels
- Opening Car Doors
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Measures: 11 1/4" x 2 9/16" x 3 17/16"
- Operates On O-27 Curves

50' Double Door Plugged Boxcar



Wabash - 50' Double Door Plugged Boxcar
30-74917 \$59.95



Florida East Coast - 50' Double Door Plugged Boxcar
30-74916 \$59.95



Santa Fe - 50' Double Door Plugged Boxcar
30-74919 \$59.95



Nickel Plate Road - 50' Double Door Plugged Boxcar
30-74918 \$59.95

Features

- Intricately Detailed, Durable ABS Body
- Stamped Metal Floors
- 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
- Near-Scale Proportions
- Measures: 13" x 2 1/2" x 3 1/2"
- Operates On 0-31 Curves



Box Car



Chicago Fire Department - Box Car
30-74910 \$59.95



New York City Fire Department - Box Car
30-74908 \$59.95



Pittsburgh Fire & Rescue - Box Car
30-74907 \$59.95



Philadelphia Fire Department - Box Car
30-74911 \$59.95



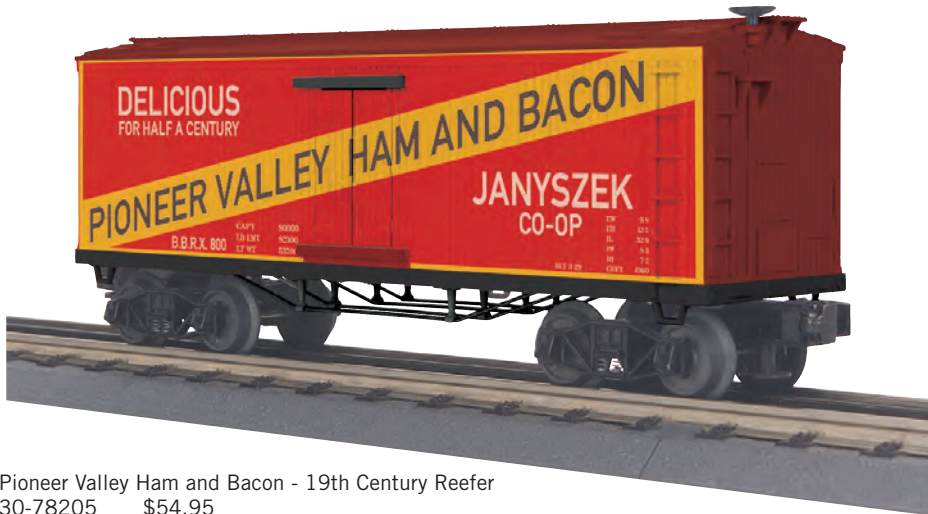
Boston Fire Department - Box Car
30-74909 \$59.95



Features

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

19th Century Reefer



Pioneer Valley Ham and Bacon - 19th Century Reefer
30-78205 \$54.95



Pabst Blue Ribbon - 19th Century Reefer
30-78204 \$54.95



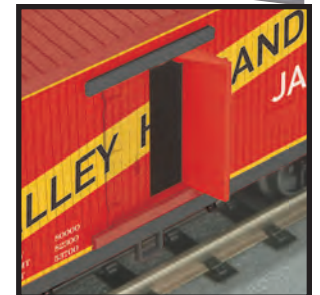
Pacific Fruit Express - 19th Century Reefer
30-78206 \$54.95



Our Mother's Cocoa - 19th Century Reefer
30-78203 \$54.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Decorative Brake Wheels
- Opening Car Doors
- Metal Underbody Truss Rods
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Measures: 9 11/16" x 2 7/16" x 3 7/16"
- Operates On 0-27 Curves



Modern Reefer



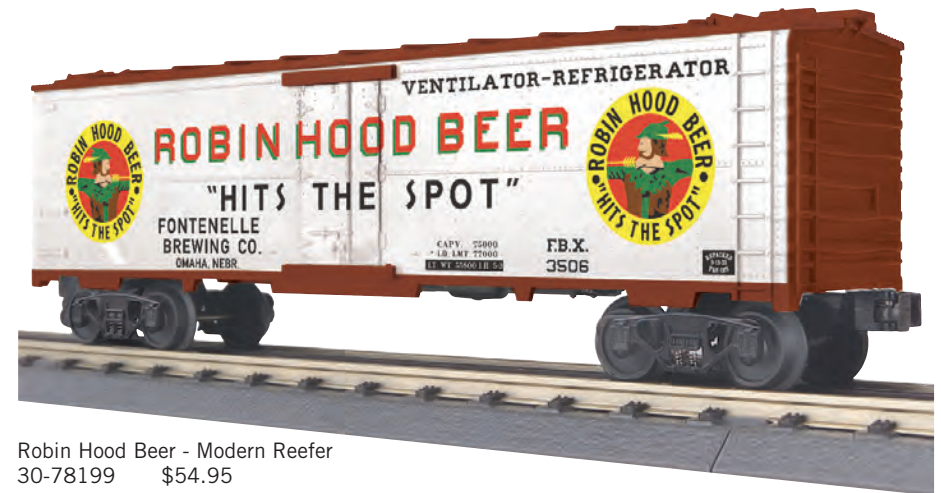
Riverside Brewing Co. - Modern Reefer
30-78201 \$54.95



Marburger Dairy Ice Tea - Modern Reefer
30-78200 \$54.95



Curve Beer - Modern Reefer
30-78202 \$54.95



Robin Hood Beer - Modern Reefer
30-78199 \$54.95



Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Decorative Brake Wheels
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Opening Car Doors
- Measures: 11 1/2" x 2 3/8" x 2 5/16"
- Operates On O-27 Curves

Modern Tank Car



Southern Pacific - Modern Tank Car
30-73523 \$59.95



Katy - Modern Tank Car
30-73524 \$59.95



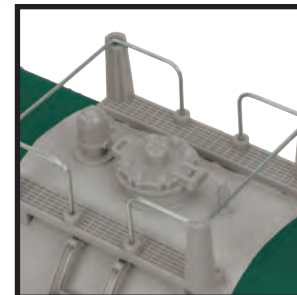
Denver & Rio Grande - Modern Tank Car
30-73525 \$59.95



Western Pacific - Modern Tank Car
30-73526 \$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
- Separate Metal Handrails
- Near-Scale Proportions
- Measures: 10 7/8" x 2 3/8" x 3 7/8" 3/4"
- Operates On 0-27 Curves



Tank Car



Sunoco - Tank Car
30-73531 \$59.95



Shell - Tank Car
30-73532 \$59.95

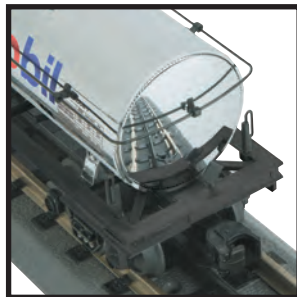
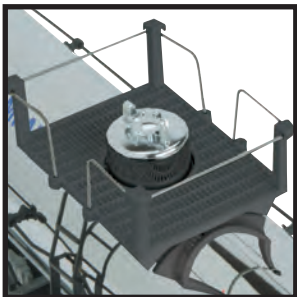
Featuring Chrome Plated Bodies



Esso - Tank Car
30-73533 \$59.95



Mobil - Tank Car
30-73534 \$59.95



Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Decorative Brake Wheels
- 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

33K Gallon Tank Car



New England Gas Co. - 33K Gallon Tank Car
30-73528 \$59.95



Peoples Natural Gas - 33K Gallon Tank Car
30-73527 \$59.95



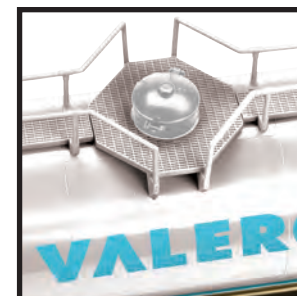
Valero - 33K Gallon Tank Car
30-73530 \$59.95



G.E. Oil and Gas - 33K Gallon Tank Car
30-73529 \$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
- Near-Scale Proportions
- Measures: 14 3/4" x 2 3/8" x 3 3/4"
- Operates On O-31 Curves



4-Bay Cylindrical Hopper



Akron Canton & Youngstown - 4-Bay Cylindrical Hopper
30-75599 \$59.95



Conrail - 4-Bay Cylindrical Hopper
30-75597 \$59.95



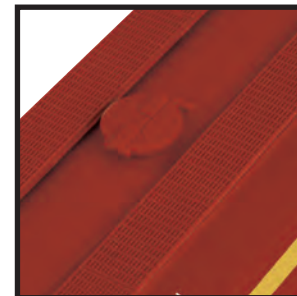
Duluth Missabe & Iron Range - 4-Bay Cylindrical Hopper
30-75600 \$59.95



Wheeling & Lake Erie - 4-Bay Cylindrical Hopper
30-75598 \$59.95

Features

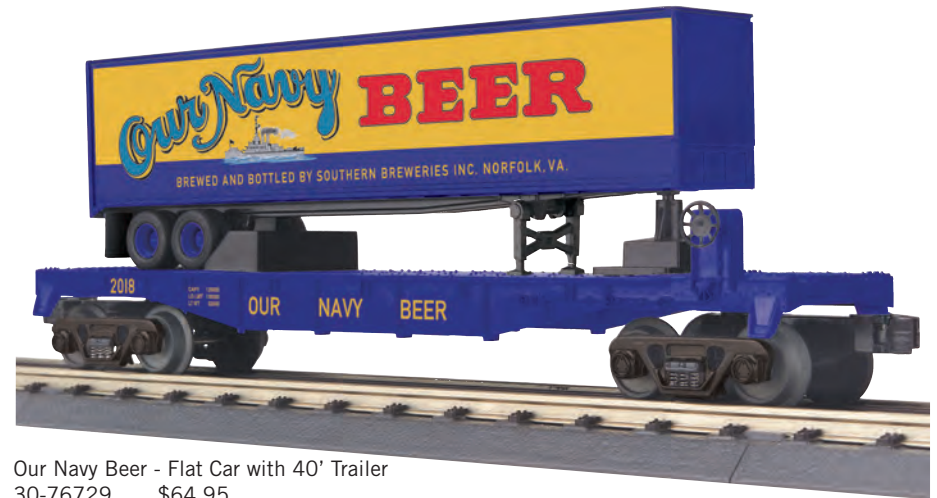
- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Near-Scale Proportions
- Measures: 13 3/8" x 2 3/8" x 3 7/16"
- Operates On 0-31 Curves



Flat Car with 40' Trailer



Nickel Plate Road - Flat Car with 40' Trailer
30-76728 \$64.95



Our Navy Beer - Flat Car with 40' Trailer
30-76729 \$64.95



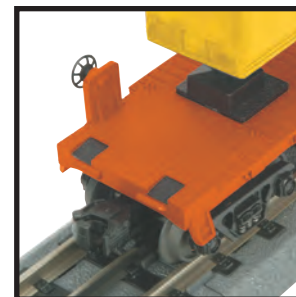
Big Nose Brewery - Flat Car with 40' Trailer
30-76730 \$64.95



TTX - Flat Car with 40' Trailer
30-76731 \$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
- ABS Detailed Trailer
- Near-Scale Proportions
- Measures: 11 5/8" x 2 1/4" x 3 3/4"
- Operates On O-27 Curves



Flat Car with Vehicle Load



Pennsylvania - Flat Car w/(2) '69 Pontiac Firebirds
30-76724 \$64.95

Featuring
1/43rd Die-Cast
Vehicle Loads



Chicago and North Western - Flat Car w/(2) '68 Shelby GT Mustangs
30-76725 \$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 Schemes
- Decorative Brake Wheels
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Die-Cast '69 Pontiac Firebirds or (2) '68 Shelby GT Mustangs
- Measures: 11 3/4" x 2 5/16" x 1 15/16"
- Operates On O-27 Curves

19th Century Flat Car with Log Load



Chesapeake & Ohio - 19th Century Flat Car with Log Load
30-76722 \$54.95



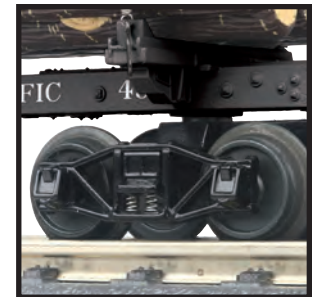
Hillcrest - 19th Century Flat Car with Log Load
30-76721 \$54.95



Union Pacific - 19th Century Flat Car with Log Load
30-76723 \$54.95



Western Maryland - 19th Century Flat Car with Log Load
30-76720 \$54.95



Features

- Intricately Detailed, Durable Die-Cast Metal Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Removable Log Load
- Measures: 7 3/4" x 2 1/4" x 2 3/4"
- Operates On O-27 Curves

Auto Carrier Flat Car



Norfolk & Western - Auto Carrier Flat Car
30-76726 \$74.95



Featuring
1/43rd Die-Cast
Vehicle Loads



American Muscle Car Transport -
Auto Carrier Flat Car
30-76727 \$74.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Decorative Brake Wheels
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (4) Die-Cast '57 Chevys or '67 Camaros
- Measures: 11 11/16" x 2 5/16" x 3 1/2"
- Operates On O-27 Curves

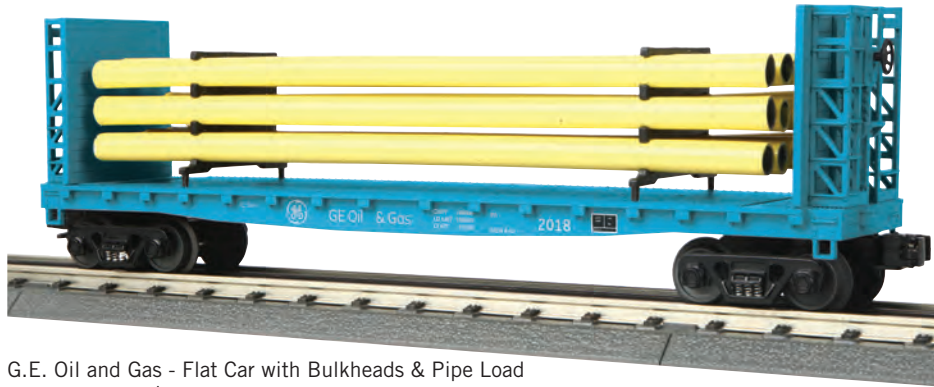
Flat Car with Bulkheads & Pipe Load



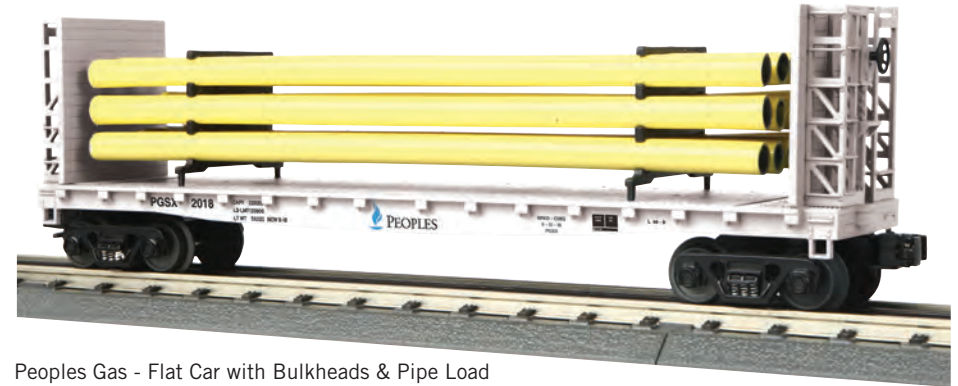
Keystone XL Pipeline - Flat Car with Bulkheads & Pipe Load
30-76712 \$59.95



Alaska Pipeline - Flat Car with Bulkheads & Pipe Load
30-76713 \$59.95



G.E. Oil and Gas - Flat Car with Bulkheads & Pipe Load
30-76714 \$59.95



Peoples Gas - Flat Car with Bulkheads & Pipe Load
30-76715 \$59.95

Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Decorative Brake Wheels
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (9) Piece Pipe Load
- Measures: 13" x 2 3/8" x 3 1/2"
- Operates On 0-31 Curves



Slag Car



Greenville - Slag Car
30-79560 \$59.95



U.S. Steel - Slag Car
30-79561 \$59.95



Bethlehem Steel - Slag Car
30-79563 \$59.95



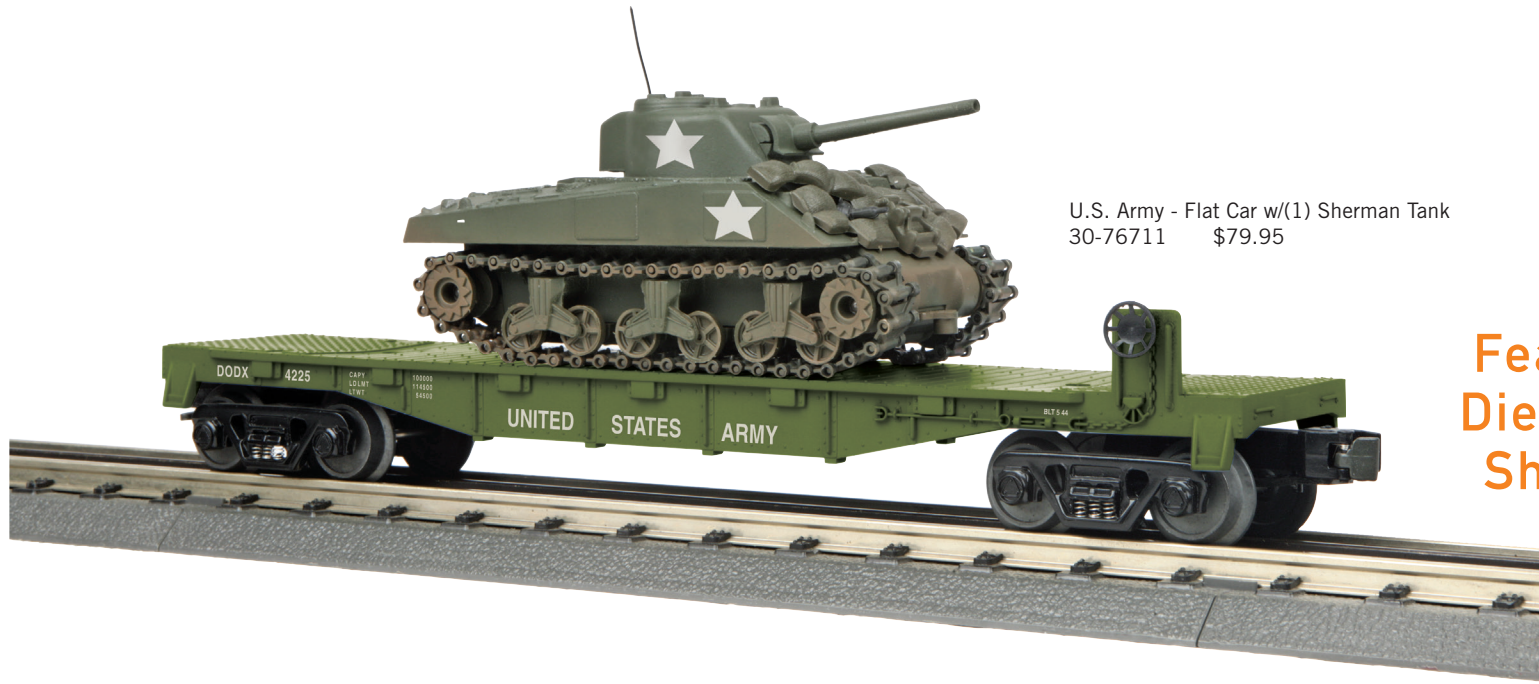
Republic Steel - Slag Car
30-79562 \$59.95



Features

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

Flat Car with Sherman Tank



U.S. Army - Flat Car w/(1) Sherman Tank
30-76711 \$79.95

Featuring 1/50th
Die-Cast Solido[®]
Sherman Tank



U.S. Army - 4-Car Flat Car Set with Sherman Tanks
30-7093 \$289.95



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
- (1) Die-Cast 1/50 Sherman Tank Per Car
- Measures: 11 3/4" x 2 5/16" x 1 15/16"
- Operates On O-27 Curves

Husky Stack Car



Union Pacific - Husky Stack Car
30-76719 \$74.95



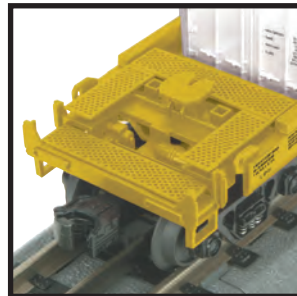
BNSF - Husky Stack Car
30-76717 \$74.95



Norfolk Southern - Husky Stack Car
30-76718 \$74.95



CSX - Husky Stack Car
30-76716 \$74.95



Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Decorative Brake Wheels
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Measures: 14 3/4" x 2 5/16" x 5"
- Operates On O-31 Curves

4-Bay Hopper



Alcoa - 4-Bay Hopper
30-75604 \$54.95



Republic Steel - 4-Bay Hopper
30-75601 \$54.95



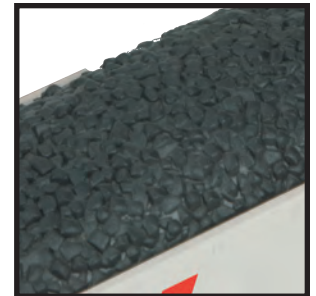
U.S. Steel - 4-Bay Hopper
30-75603 \$54.95



AK Steel - 4-Bay Hopper
30-75602 \$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 Brake Wheel
- Near-Scale Proportions
- Measures: 11 3/4" x 2 1/2" x 2 3/4"
- Operates On O-27 Curves



Offset Steel Caboose



Akron Barberton Belt - Offset Steel Caboose
30-77333 \$64.95



Wabash - Offset Steel Caboose
30-77334 \$64.95



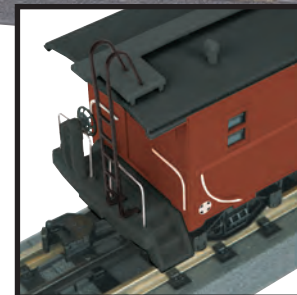
Santa Fe - Offset Steel Caboose
30-77335 \$64.95



Southern - Offset Steel Caboose
30-77336 \$64.95

Features

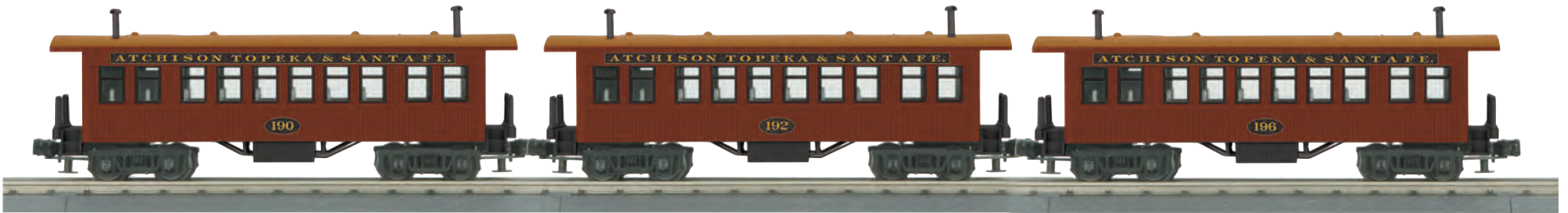
- Intricately Detailed, Durable ABS Body
- Stamped Metal Floors
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Caboose Interiors With Overhead Lighting
- Detailed Brake Wheel
- Separate Metal Handrails
- Near-Scale Proportions
- Measures: 10 1/4" x 2 1/2" x 4 1/4"
- Operates On O-27 Curves



Overton Passenger Set



Jersey Central - 3-Car Overton Passenger Coach Set
30-6444 \$199.95



Santa Fe - 3-Car Overton Passenger Coach Set
30-6445 \$199.95



Baltimore & Ohio - 3-Car Overton Passenger Coach Set
30-6447 \$199.95



Pennsylvania - 3-Car Overton Passenger Coach Set
30-6439 \$199.95

Overton Features

- Intricately Detailed, Durable ABS Bodies
- Detailed Car Undercarriage
- Colorful, Attractive Paint Schemes
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- Overhead Interior Lighting
- Detailed Car Interiors
- Each Car Measures: 11 1/4" x 2 1/2" x 3 13/16"
- Operates On O-27 Curves

Madison Passenger Cars



Southern - 4-Car 60' Madison Passenger Set
30-69264 \$299.95



Southern - 60' Madison Coach
30-69266 \$74.95



Southern - 2-Car 60' Madison Combine/Diner Set
30-69265 \$149.95



Chicago & Alton - 4-Car 60' Madison Passenger Set
30-69267 \$299.95



Chicago & Alton - 60' Madison Coach
30-69269 \$74.95



Chicago & Alton - 2-Car 60' Madison Combine/Diner Set
30-69268 \$149.95



Reading & Northern - 4-Car 60' Madison Passenger Set
30-69270 \$299.95



Reading & Northern - 60' Madison Coach
30-69272 \$74.95



Reading & Northern - 2-Car 60' Madison Combine/Diner Set
30-69271 \$149.95

Madison Passenger Cars



U.S. Army - 4-Car 60' Madison Passenger Set
30-69255 \$299.95



U.S. Army - 60' Madison Coach
30-69257 \$74.95



U.S. Army - 2-Car 60' Madison Combine/Diner Set
30-69256 \$149.95



North Pole - 4-Car 60' Madison Passenger Set
30-69279 \$299.95



North Pole - 60' Madison Coach
30-69281 \$74.95



North Pole - 2-Car 60' Madison Combine/Diner Set
30-69280 \$149.95



Milwaukee Road - 4-Car 60' Madison Passenger Set
30-69224 \$299.95



Milwaukee Road - 60' Madison Coach
30-69226 \$74.95



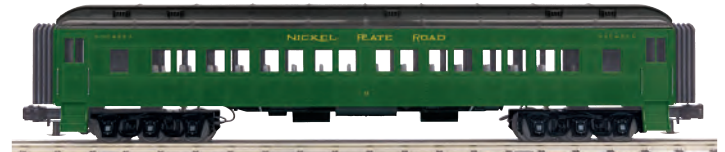
Milwaukee Road - 2-Car 60' Madison Combine/Diner Set
30-69225 \$149.95



Nickel Plate Road - 4-Car 60' Madison Passenger Set
30-69237 \$299.95



Nickel Plate Road - 2-Car 60' Madison Combine/Diner Set
30-69238 \$149.95



Nickel Plate Road - 60' Madison Coach
30-69239 \$74.95



Lehigh Valley - 4-Car 60' Madison Passenger Set
30-69288 \$299.95

Lehigh Valley - 60' Madison Coach
30-69290 \$74.95



Lehigh Valley - 2-Car 60' Madison Combine/Diner Set
30-69289 \$149.95

Madison Features

- Intricately Detailed, Durable ABS Bodies
- 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 Interiors
- 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



Chesapeake & Ohio - 4-Car 60' Madison Passenger Set
30-69285 \$299.95



Chesapeake & Ohio - 60' Madison Coach
30-69287 \$74.95



Chesapeake & Ohio - 2-Car 60' Madison Combine/Diner Set
30-69286 \$149.95

Streamlined Passenger Cars



Atlantic Coast Line - 4-Car 60' Streamlined Passenger Set
30-68019 \$299.95

Streamlined Features

- Intricately Detailed, Durable ABS Bodies
- Detailed Car Undercarriage
- Authentic Paint Scheme
- Metal Wheels and Axles
- Die-Cast 4-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 Interiors
- Sliding Baggage Car Doors
- Detailed Brake Wheel
- 4-Car Sets Feature: (1) Baggage, (1) Coach, (1) Vista Dome, (1) Observation
- Each Car Measures:
16 11/16" x 2 1/2" x 3 5/16"
- Operates On 0-31 Curves



Atlantic Coast Line - 2-Car 60' Streamlined Sleeper/Diner Set
30-68020 \$149.95



Atlantic Coast Line - 60' Streamlined Coach
30-68021 \$74.95



Atlantic Coast Line - 60' Streamlined Full-Length Vista Dome
30-68022 \$79.95



Union Pacific - 60' Streamlined Baggage Car
30-68016 \$79.95



Norfolk Southern - 60' Streamlined Baggage Car
30-67995 \$79.95



Union Pacific - 60' Streamlined Coach
30-68025 \$74.95



Union Pacific - 2-Car 60' Streamlined Sleeper/Diner Set
30-68024 \$149.95



Union Pacific - 4-Car 60' Streamlined Passenger Set
30-68023 \$299.95



Union Pacific - 60' Streamlined Full-Length Vista Dome
30-68026 \$79.95



Kansas City Southern - 2-Car 60' Streamlined Sleeper/Diner Set
30-68032 \$149.95



Kansas City Southern - 60' Streamlined Coach
30-68033 \$74.95



Kansas City Southern - 60' Streamlined Full-Length Vista Dome
30-68034 \$79.95



Kansas City Southern - 4-Car 60' Streamlined Passenger Set
30-68031 \$299.95



Long Island - 2-Car 60' Streamlined Sleeper/Diner Set
30-68036 \$149.95



Long Island - 60' Streamlined Full-Length Vista Dome
30-68038 \$79.95



Long Island - 4-Car 60' Streamlined Passenger Set
30-68035 \$299.95



Long Island - 60' Streamlined Coach
30-68037 \$74.95



Florida East Coast - 60' Streamlined Coach
30-68029 \$74.95



Florida East Coast - 4-Car 60' Streamlined Passenger Set
30-68027 \$299.95

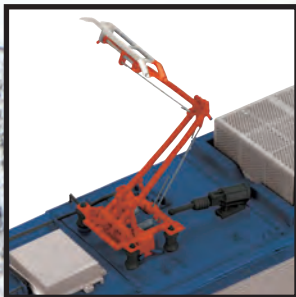


Florida East Coast - 2-Car 60' Streamlined Sleeper/Diner Set
30-68028 \$149.95



Florida East Coast - 60' Streamlined Full-Length Vista Dome
30-68030 \$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) to find each product's complete feature list and available cab numbers or car names.

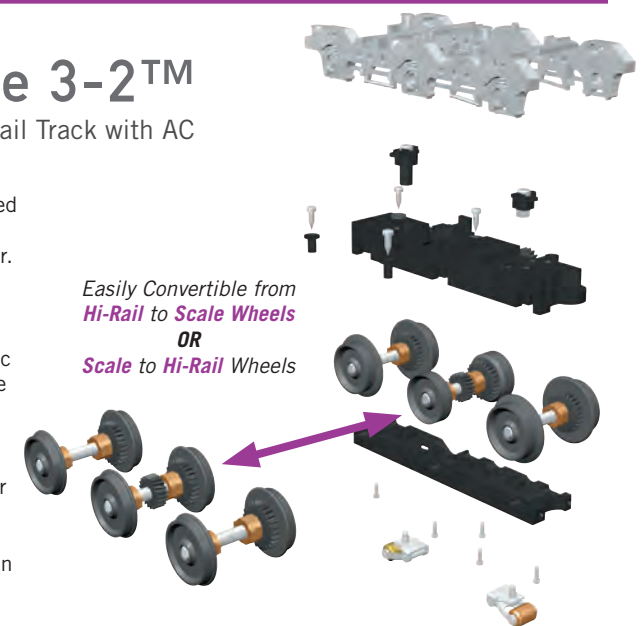
PROTO-SCALE™
3-2

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.



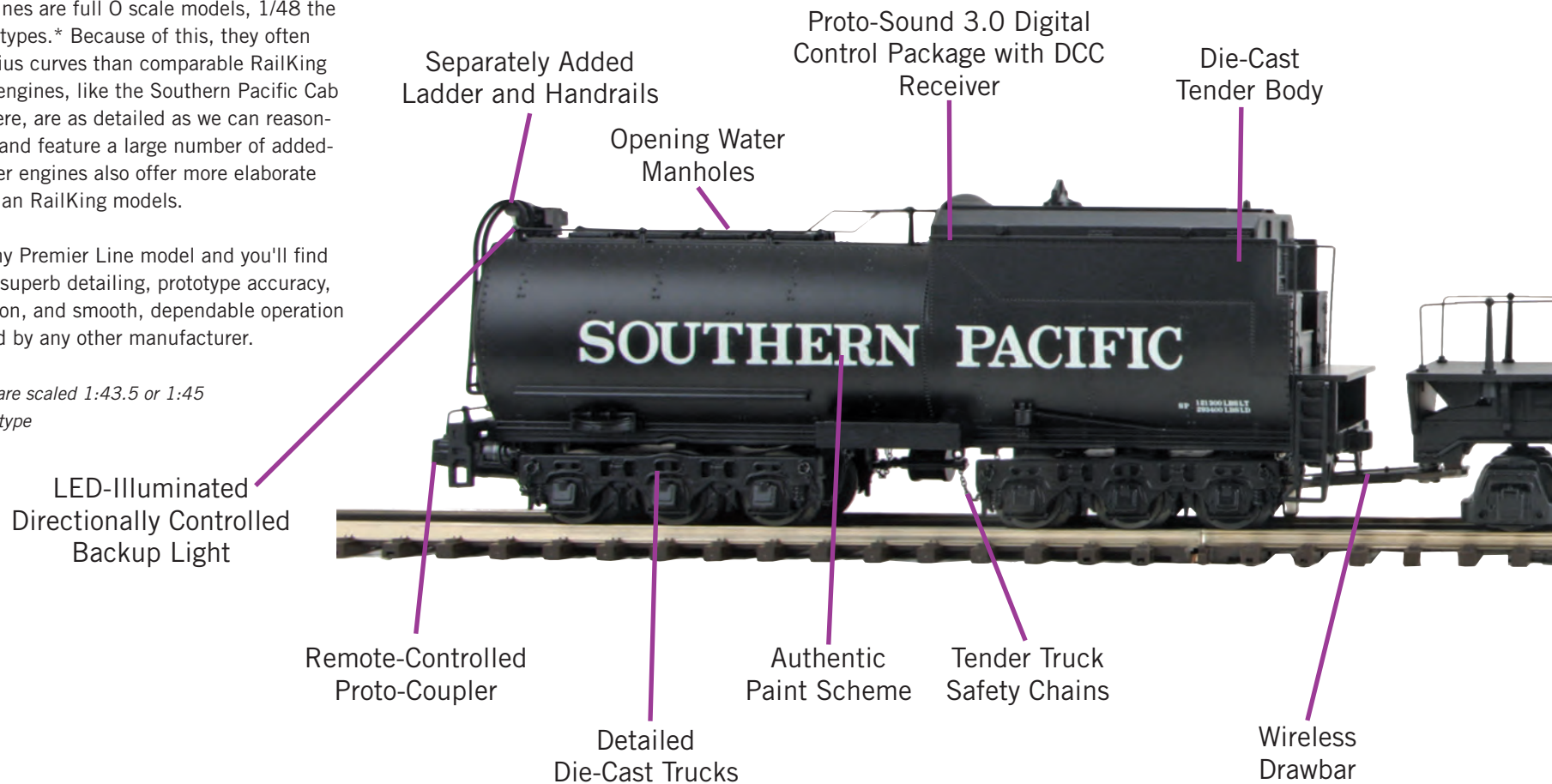
*Easily Convertible from
Hi-Rail to Scale Wheels
OR
Scale to Hi-Rail Wheels*

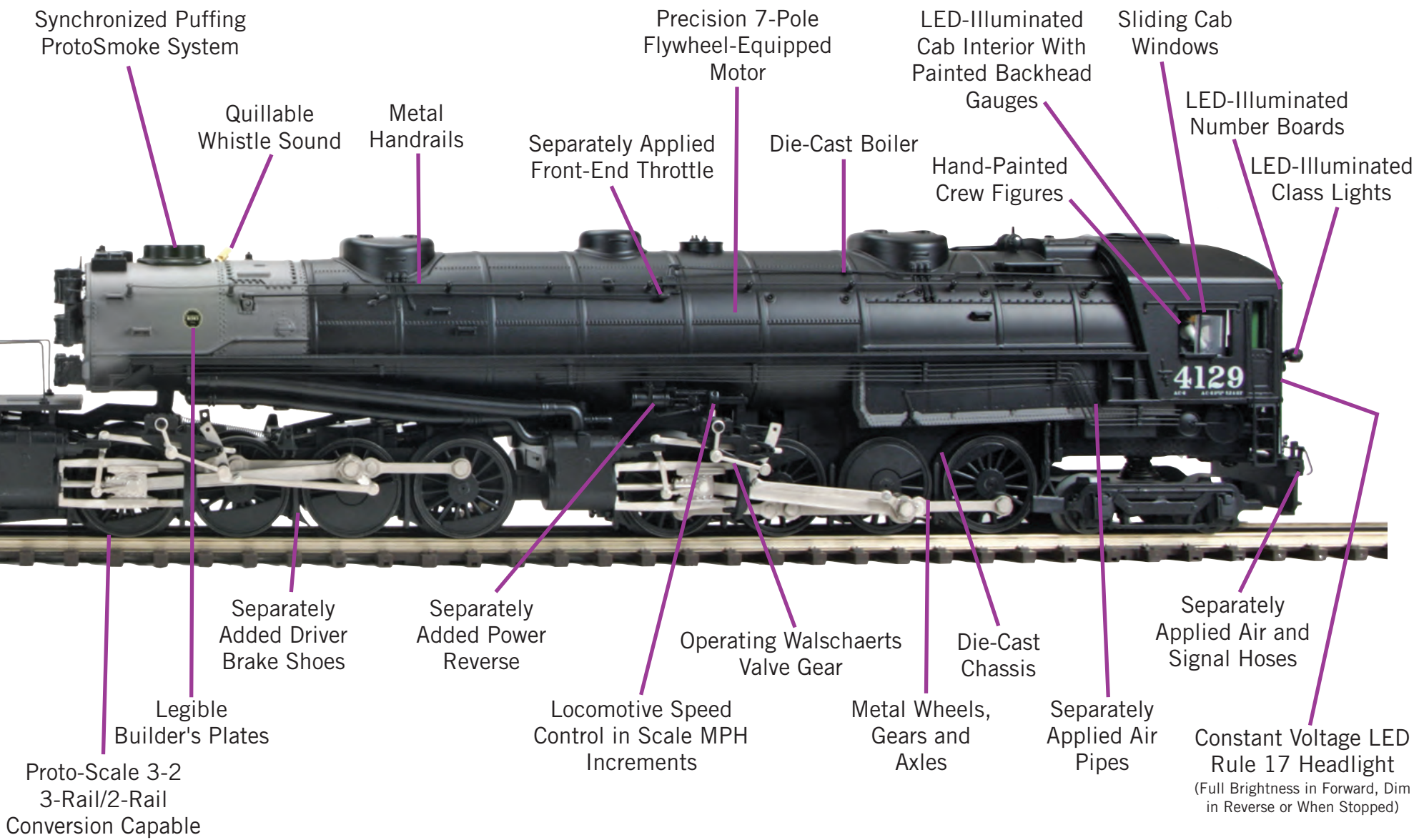
Anatomy of a Premier Steam Engine

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 Southern Pacific Cab Forward 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*





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
- 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



Features Quillable, Variable Intensity Steaming Whistle

Union Pacific - 4-8-8-4 Big Boy Steam Engine No. 4014 (Restoration)(Oil Burner) With Proto-Sound 3.0
 20-3714-1 Hi-Rail Wheels \$1599.95
 22-3714-2 Scale Wheels \$1599.95



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



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



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

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 2018 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 1900s 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.

GS-4 4-8-4 Northern



Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Stamped Metal Chassis
- Authentic Paint Scheme
- Die-Cast Locomotive 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 (Where Prototypical)
- 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 - 4-8-4 GS-4 Steam Engine w/Proto-Sound 3.0, Cab No. 4438
 20-3749-1 Hi-Rail Wheels \$1199.95
 22-3749-2 Scale Wheels \$1199.95



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



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

No. 4449 repainted for July 2000 BNSF Employee Appreciation Special



Southern Pacific (Daylight Small Lettering) - 4-8-4 GS-4 Steam Engine w/Proto-Sound 3.0 And 240 LED Lights
 20-3758-1 Hi-Rail Wheels \$1399.95

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.

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.

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 Celebrates Christmas

M.T.H.’s version of the real life GS-4 in Christmas decor will make a great addition to your model railroad during the holidays.



Features Stationary Operating Wooden Display Base

2-8-8-8-2 Triplex



Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive Trucks
- 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
- LED-Illuminated Cab with Painted Backhead Gauges, LED Firebox Glow and Hand-Painted Engineer and Fireman Figures
- Operating LED Marker and Class Lights
- Authentic, Legible Builder's Plates
- Powerful 7-Pole Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke In Locomotive and Tender
- Operating Tender Smoke Unit
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:48 Scale Dimensions
- Onboard DCS/DCC Decoder
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Freight Yard Proto-Effects
- Measures: 27 1/4" x 3" x 4 1/4"
- Operates On 0-72 Curves





Erie (Russian Iron) - 2-8-8-8-2 Triplex Steam Engine w/Proto-Sound 3.0, Cab No. 5015
20-3611-1 Hi-Rail Wheels \$1499.95



Erie (Russian Iron) - 2-8-8-8-2 Triplex Steam Engine w/Proto-Sound 3.0, Cab No. 5016
20-3612-1 Hi-Rail Wheels \$1499.95



Erie (Black) - 2-8-8-8-2 Triplex Steam Engine w/Proto-Sound 3.0, Cab No. 5015
20-3613-1 Hi-Rail Wheels \$1499.95

Did You Know?

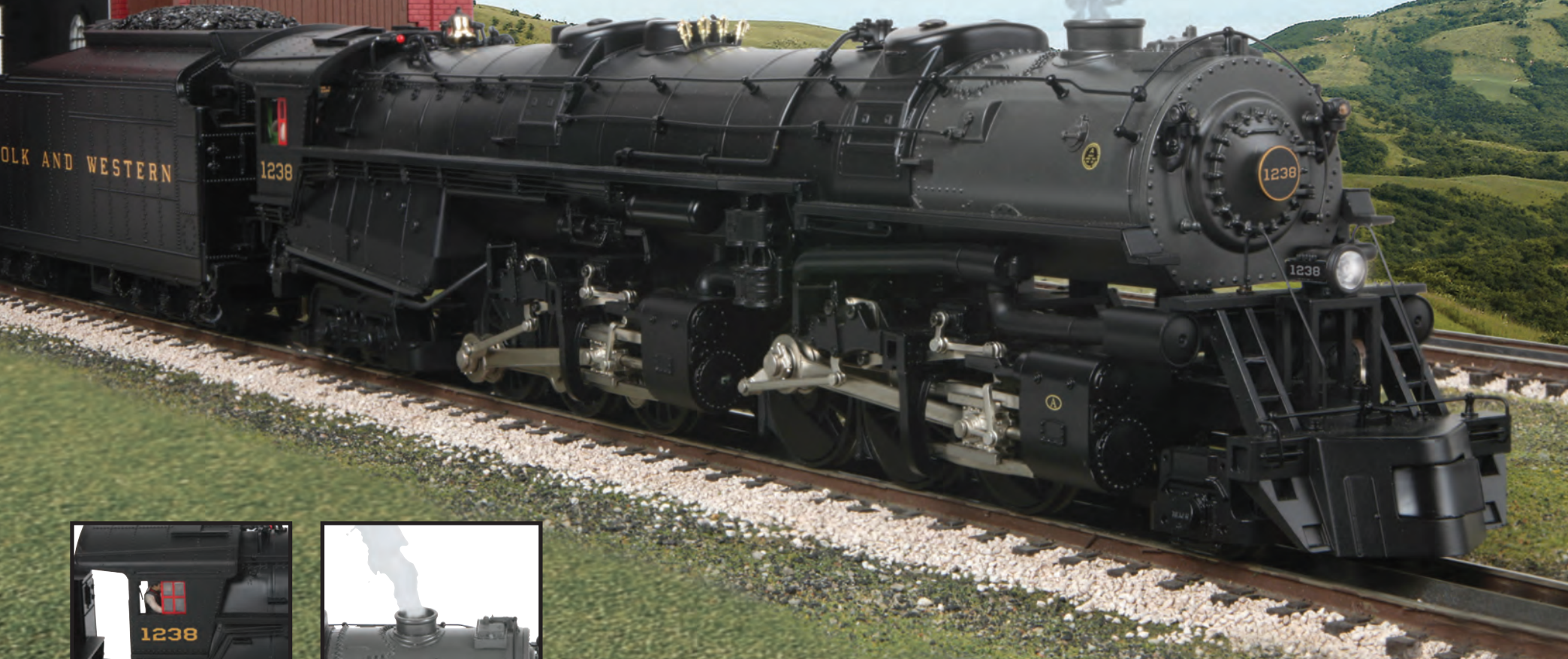
The Triplex was engineered to haul 640 fifty-ton cars in a train almost five miles long. But the couplers and draft gear of the early twentieth century could not have handled such a load, so the 2-8-8-8-2 was used as a pusher and never put to a full test.

P. T. Barnum would have loved the Triplex. It was an engine of superlatives: more drivers than anything before or since, too big for the shops of its owner, the Erie Railroad, powerful enough to pull a train nearly five miles long. A hundred years ago, in the days before multiple-unit control allowed one throttle to control several locomotives, the Triplex was the ultimate attempt to put as much power as possible in the hands of a single engineer. In the end, it proved a noble, flamboyant, but less-than-successful experiment. Baldwin Locomotive Works built three triplexes between 1914 and 1916 for pusher service on the Erie Railroad's daunting Susquehanna Hill (also known as Gulf Summit) near Deposit, N.Y. The cylinders of the Triplex's middle engine were powered by high pressure steam direct from the boiler, while the front and rear engines used low pressure steam exhausted from the middle cylinders.

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

Returning to the M.T.H. lineup for 2018, the Premier Triplex recreates the sound, the smoke, and the flamboyance of the original design — but runs much better than the prototype ever did. Only MTH engineering could make such a complex model run smoothly and steadily at speeds from a barely perceptible crawl to wide-open throttle. Add the Triplex to your roster and experience the sheer visual drama of one of the grand experiments in early twentieth century heavy machinery.

N&W Class A 2-6-6-4



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 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 DCS/DCC Decoder
- 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: 26 1/8" x 2 5/8" x 4"
- Hi-Rail Version Operates On O-72 Curves
- Scale Wheel Version Operates On 54" Radius Curves



Norfolk & Western - 2-6-6-4 Class A Steam Engine w/Proto-Sound 3.0, Cab No. 1238
20-3615-1 Hi-Rail Wheels & Timkin Side Rods \$1499.95



Norfolk & Western - 2-6-6-4 Class A Steam Engine w/Proto-Sound 3.0, Cab No. 1240
20-3616-1 Hi-Rail Wheels & Timkin Side Rods \$1499.95



Norfolk & Western - 2-6-6-4 Class A Steam Engine w/Proto-Sound 3.0, Cab No. 1218
20-3617-1 Hi-Rail Wheels \$1499.95



Norfolk & Western - 2-6-6-4 Class A Steam Engine w/Proto-Sound 3.0, Cab No. 1225
20-3618-1 Hi-Rail Wheels \$1499.95

Did You Know?

Engine 1218, the only surviving Class A, is on display at the Virginia Museum of Transportation. From 1987 to 1991, when it served in the Norfolk Southern's steam excursion program, it was the world's most powerful operating steam locomotive – boasting more tractive effort than UP Challenger 3985.

Norfolk & Western - Auxiliary Die-Cast Water Tender II
20-3620 Hi-Rail Wheels \$249.95



The Norfolk and Western Railway was a coal-hauling line of modest extent, with most of its trackage in three states: Virginia, West Virginia, and Ohio. Yet among railfans and modelers, the N&W has achieved recognition far out of proportion to its size. One reason was the N&W's loyalty to steam. Modern reproductions aside, the last steam locomotives made in the United States were built in the N&W's Roanoke shops, and as late as 1955 there was not a single diesel on the property.

A second reason is what N&W fans call the "holy trinity of steam": Classes J, Y6, and A, arguably three of the finest steamers ever made. The Class A 2-6-6-4 was perhaps as close to a perfect all-around locomotive as was ever built. Smooth, fast, and powerful, the A was a greyhound that could race a heavy passenger train along at 70 mph or hustle 200 loaded hoppers over level track. The 43 Class A engines built from 1936-50, along with contemporaries like the UP Challenger and C&O Greenbrier, were the tail end of the "super-power" era of steam technology, in which the external combustion engine was refined to its finest form. After the A and its contemporaries came only futile attempts to stop the onslaught of the diesel.

The Class A returns to the Premier line in 2018, offered for the first time with Proto-Sound 3.0 and featuring additional detailing and upgraded sounds — and ready to haul your longest freight or passenger consists. Our models of engines 1238 and 1240 typify the last five engines of the class, which were the only articulated steamers equipped with roller-bearing main and side rods.

Southern Ps-44-6-2 Pacific



Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Stamped Metal Chassis
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive 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 Class and Marke Lights
- Operating LED Number Board 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 Quillable Whistle With Passenger Station Proto-Effects
- Measures: 23 7/8" x 2 7/16" x 3 7/8"
- Operates On O-36 Curves

**Hi-Rail Models Only*





Southern - 4-6-2 Ps-4 Steam Engine
20-3735-1 w/Proto-Sound 3.0 \$1099.95

“The Southern Railway under the absolute monarchy of steam was the most pervasively beautiful carrier I have ever known,” wrote David P. Morgan, famed editor of *Trains* magazine. The Southern embodied the romantic vision of the South. As railway historian H. Stafford Bryant Jr. put it, “With the Southern, it was always Garden Week in Virginia, April on the Habersham Road, and the Ole Miss game at Tuscaloosa.” And the locomotive that personified Southern style was the Ps-4 Pacific.

In truth, the Ps-4 was a virtual copy of the USRA's Heavy Pacific design, which drew heavily on the Pennsy K4s for inspiration. But two sons of Virginia, Fairfax Harrison and W. Graham Claytor Jr., made the Ps-4 a stunning corporate symbol recognized worldwide as one of the most beautiful of all American steamers.

Born of a patrician Virginia family, Fairfax Harrison was a graduate of Yale and Columbia, lawyer, historian, Latin scholar and country gentlemen who ran the Southern from the teens through most of the 1930s. On a 1925 trip to London, he was impressed by the green livery and fine lining on many British steamers, and resolved to bring that grace and beauty to his own road. Thus the next order of Ps-4's, delivered by Alco's Richmond Locomotive Works in 1926, arrived in Virginia green with gold lining and lettering. The new look was so successful that it was soon applied to earlier Ps-4's and the entire passenger fleet. Because the Southern allowed crews to stay with their “own” locomotive, there was more than the usual incentive to keep the engines in sparkling condition. As David Morgan noted, “No green-and-gold Ps-4 was ever humbled by any Yankee engine she encountered in Washington or Cincinnati, and her engineers, shopmen and wipers knew it.”

Decades later, W. Graham Claytor Jr. — WWII destroyer escort captain who rescued survivors of the *U.S.S. Indianapolis*, Secretary of the Navy, president of the Southern from 1967-77 and later president of Amtrak — determined that the glory that was the Ps-4 would never be forgotten. While working as an outside legal counsel to the Southern in the 1950s, he convinced the railroad to pull one Ps-4 from the scrap line and donate it to the Smithsonian, where it resides today in green-and-gold glory, a reminder to future generations of the mechanical beauty that was the steam era. Claytor later described his youthful experience with the Ps-4: “Our Washington Division line is mostly straight, but is undulating throughout its length with the line rising and falling about every 3 or 4 miles like a long ocean swell. In the old days when I used to ride passenger trains to college behind Ps-4 locomotives, the standard operating procedure was to go 80-mph-plus downhill, hit the bottom at maximum speed, and crest the next hill as fast as possible, but seldom over 35 mph.”

New for 2018, we offer our Premier Ps-4 for the first time with the 8-wheel tender that trailed two-thirds of the 64 Ps-4 engines, in contrast to the more well-known 12-wheel tender. No. 1372 left Alco's Schenectady works in 1924 and was later lettered for the Southern's all-Pullman, extra-fare *Crescent Limited* service from Washington to Atlanta. No. 6476, sporting an Elesco feedwater heater between bell and stack, belonged to Southern subsidiary Cincinnati, New Orleans & Texas Pacific, route of *The Queen and Crescent Limited* between Cincinnati (the Queen City) and New Orleans (the Crescent City).



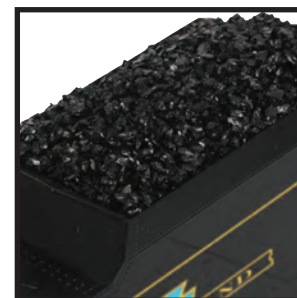
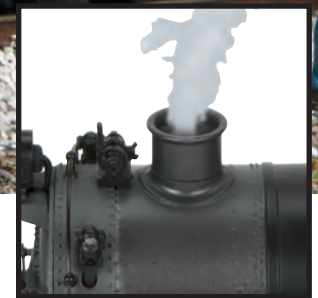
Southern - 4-6-2 Ps-4 Steam Engine
20-3736-1 w/Proto-Sound 3.0 \$1099.95

4-6-0 G-5s



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



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 enginemen 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 2018, 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.



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



Long Island - 4-6-0 G-5s Steam Engine
20-3659-1 Proto-Sound 3.0 \$999.95

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

SP AC-6 2-8-8-2 Cab Forward



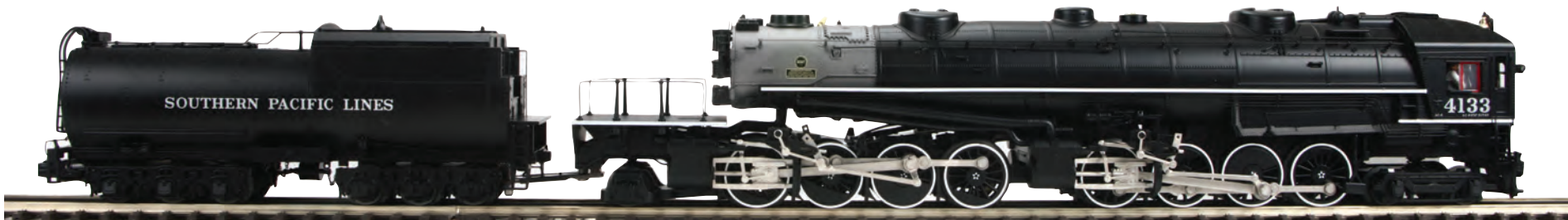
Features

- 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, 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
- LED-Illuminated Class Lights
- LED-Illuminated Numberboard Lights
- LED-Illuminated Cab Interior
- Operating Tender LED Back-up Light
- Powerful 5-Pole Precision Flywheel-Equipped Skew-Wound Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Quillable Whistle
- Wireless Drawbar
- Onboard DCC/DCS Decoder
- 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 Freight Yard Proto-Effects
- Measures: 31" x 2 5/8" x 4 3/8"
- Hi-Rail Version Operates on 0-72 Curves
- Scale Wheel Version Operates on 54" Radius Curves

**Hi-Rail Models Only*

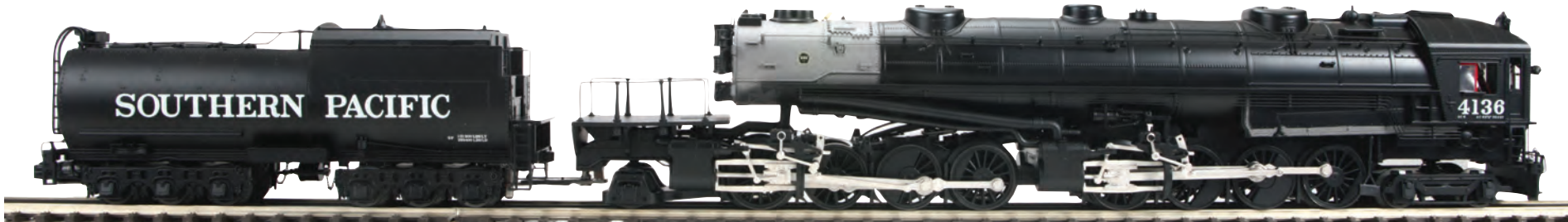
See it in action at
www.mthtrains.com





Southern Pacific - 4-8-8-2 AC-6 Cab Forward Steam Engine w/Proto-Sound 3.0, Cab No. 4133
 20-3707-1 Hi-Rail Wheels \$1499.95
 22-3707-2 Scale Wheels \$1499.95

Built by Baldwin in 1930, this scheme represents the AC-6 in its World War II deco.



Southern Pacific - 4-8-8-2 AC-6 Cab Forward Steam Engine w/Proto-Sound 3.0, Cab No. 4136
 20-3708-1 Hi-Rail Wheels \$1499.95
 22-3708-2 Scale Wheels \$1499.95

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

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

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

The AC-6 Cab Forward returns to the Premier lineup in 2018, offered for the first time with Proto-Sound 3.0 and upgraded

with additional details, including legible builder's plates, painted backhead gauges, cab interior light, tender truck safety chains, and additional boiler details. While many railfans are familiar with the AC-12 Cab Forward preserved at the California State Railroad Museum — the last new steam engine delivered to the Southern Pacific in 1944 — our model depicts the earlier AC-6 with its distinctive flat cab front and rounded Vanderbilt tender. Delivered in 1930-31, the AC-6 class set the pattern for all future Cab Forwards, with higher boiler pressure, more tractive effort, and the air compressors moved to the boiler front for better weight distribution. Several AC-6s were later modernized with a tapered cab front, and that version is also offered here as No. 4129.



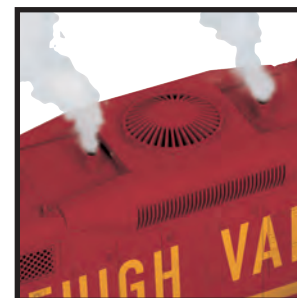
Southern Pacific (Rebuilt Cab) - 4-8-8-2 AC-6 Cab Forward Steam Engine w/Proto-Sound 3.0, Cab No. 4129
 20-3709-1 Hi-Rail Wheels \$1499.95
 22-3709-2 Scale Wheels \$1499.95

EMD 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 Cab Interior Light
- Illuminated LED Number Boards
- LED-Illuminated Marker and Class 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





U.S. Army - GP-9 Diesel Engine With Proto-Sound 3.0
 20-20862-1 Cab No. 001 \$499.95
 20-20863-1 Cab No. 002 \$499.95



SOO Line - GP-9 Diesel Engine With Proto-Sound 3.0
 20-20866-1 Cab No. 401 \$499.95
 20-20867-1 Cab No. 407 \$499.95



Lehigh Valley - GP-9 Diesel Engine With Proto-Sound 3.0
 20-20864-1 Cab No. 301 \$499.95
 20-20865-1 Cab No. 300 \$499.95



Southern - GP-9 Diesel Engine With Proto-Sound 3.0
 20-20870-1 Cab No. 6260 \$499.95
 20-20871-1 Cab No. 6268 \$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 GP9 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.



Rio Grande - GP-9 Diesel Engine With Proto-Sound 3.0
 20-20868-1 Cab No. 5902 \$499.95
 20-20869-1 Cab No. 5904 \$499.95



Conrail (Strasburg) - GP-9 Diesel Engine With Proto-Sound 3.0
 20-20872-1 Cab No. 7006 \$499.95
 20-20873-1 Cab No. 7008 \$499.95

GE U30C



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
- 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
- Lighted LED Cab Interior Light
- Illuminated LED Number Boards
- Lighted LED 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: 17 1/2" x 2 1/2" x 4 5/16"
- Hi-Rail Version Operates On 0-42 Curves
- Scale Wheel Version Operates On 42" Radius Curves

* Hi-Rail Wheel Models Only



Department of Transportation - GE U30C Diesel Engine w/Proto-Sound 3.0, Cab No. 001
 20-20925-1 Hi-Rail Wheels \$499.95
 22-20925-2 Scale Wheels \$499.95



Union Pacific - GE U30C Diesel Engine w/Proto-Sound 3.0, Cab No. 2846	Union Pacific - GE U30C Diesel Engine w/Proto-Sound 3.0, Cab No. 2907
20-20926-1 Hi-Rail Wheels \$499.95	20-20927-1 Hi-Rail Wheels \$499.95
22-20926-2 Scale Wheels \$499.95	22-20927-2 Scale Wheels \$499.95



Chessie - GE U30C Diesel Engine w/Proto-Sound 3.0, Cab No. 3308	Chessie - GE U30C Diesel Engine w/Proto-Sound 3.0, Cab No. 3312
20-20928-1 Hi-Rail Wheels \$499.95	20-20929-1 Hi-Rail Wheels \$499.95
22-20928-2 Scale Wheels \$499.95	22-20929-2 Scale Wheels \$499.95



CSX - GE U30C Diesel Engine w/Proto-Sound 3.0, Cab No. 7266	CSX - GE U30C Diesel Engine w/Proto-Sound 3.0, Cab No. 7229
20-20932-1 Hi-Rail Wheels \$499.95	20-20933-1 Hi-Rail Wheels \$499.95
22-20932-2 Scale Wheels \$499.95	22-20933-2 Scale Wheels \$499.95



Chicago and North Western - GE U30C Diesel Engine w/Proto-Sound 3.0, Cab No. 930	Chicago and North Western - GE U30C Diesel Engine w/Proto-Sound 3.0, Cab No. 933
20-20930-1 Hi-Rail Wheels \$499.95	20-20931-1 Hi-Rail Wheels \$499.95
22-20930-2 Scale Wheels \$499.95	22-20931-2 Scale Wheels \$499.95



Burlington - GE U30C Diesel Engine w/Proto-Sound 3.0, Cab No. 893	Burlington - GE U30C Diesel Engine w/Proto-Sound 3.0, Cab No. 892
20-20934-1 Hi-Rail Wheels \$499.95	20-20935-1 Hi-Rail Wheels \$499.95
22-20934-2 Scale Wheels \$499.95	22-20935-2 Scale Wheels \$499.95

In 1953, Alco and General Electric went their separate ways, ending the partnership that had produced some of the handsomest first-generation diesel units, the FA and PA. Seven years later, GE was back in the market with the U25B, its first self-produced road locomotive and the product of an intensive research and development effort. By 1963, GE sales surpassed those of its former partner, and the company became a serious threat to EMD's market dominance. The nation's diesel builders were locked in a horsepower race as railroads bought second-generation power to replace the first-generation diesels that had killed the steam engine. In 1966, General Electric introduced the six-axle, 3000 hp U30C, aimed directly at EMD's equally powerful SD40.

While the U30C did not outsell the SD40, it became General Electric's best-selling "U-boat." It set the stage for GE to pull ahead of EMD in diesel sales by 1983, and stay ahead to this day. Over the course of a 10-year production run, nearly 600 U30Cs were sold to 17 class one railroads, while other roads such as Conrail acquired them in mergers. Union Pacific and Burlington Northern owned the largest fleets, with BN using its U30Cs to haul coal from the massive Powder River Basin deposits in Montana and Wyoming. Many U30Cs served nearly three decades before retirement in the early 1990s.

GE's most popular Universal-series diesel returns to the M.T.H. lineup for 2018, loaded with all the features you expect in a Premier diesel: superb, railroad-specific detailing, accurate paint schemes, bold prototypical sounds, and smooth, steady operation at any speed from a crawl to full throttle.

GE Dash 8-40BW



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 Headlight
- LED Cab Interior Light
- 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
- 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: 17 3/4" x 2 1/2" x 4"
- Hi-Rail Version Operates On O-42 Curves
- Scale Wheel Version Operates On 42" Radius Curves

* Hi-Rail Wheel Models Only



Amtrak (Wave) - Dash 8-40BW Diesel Engine w/Proto-Sound 3.0, Cab No. 505		Amtrak (Wave) - Dash 8-40BW Diesel Engine w/Proto-Sound 3.0, Cab No. 500			
20-20907-1	Hi-Rail Wheels	\$499.95	20-20908-1	Hi-Rail Wheels	\$499.95
22-20907-2	Scale Wheels	\$499.95	22-20908-2	Scale Wheels	\$499.95



Amtrak - Dash 8-40BW Diesel Engine w/Proto-Sound 3.0, Cab No. 506		Amtrak - Dash 8-40BW Diesel Engine w/Proto-Sound 3.0, Cab No. 519			
20-20909-1	Hi-Rail Wheels	\$499.95	20-20910-1	Hi-Rail Wheels	\$499.95
22-20909-2	Scale Wheels	\$499.95	22-20910-2	Scale Wheels	\$499.95



Santa Fe - Dash 8-40BW Diesel Engine w/Proto-Sound 3.0, Cab No. 501		Santa Fe - Dash 8-40BW Diesel Engine w/Proto-Sound 3.0, Cab No. 522			
20-20911-1	Hi-Rail Wheels	\$499.95	20-20912-1	Hi-Rail Wheels	\$499.95
22-20911-2	Scale Wheels	\$499.95	22-20911-2	Scale Wheels	\$499.95



Providence & Worcester - Dash 8-40BW Diesel Engine w/Proto-Sound 3.0, Cab No. 4007		Providence & Worcester - Dash 8-40BW Diesel Engine w/Proto-Sound 3.0, Cab No. 4005			
20-20913-1	Hi-Rail Wheels	\$499.95	20-20914-1	Hi-Rail Wheels	\$499.95
22-20913-2	Scale Wheels	\$499.95	22-20914-2	Scale Wheels	\$499.95



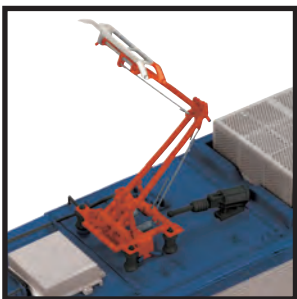
BNSF - Dash 8-40BW Diesel Engine w/Proto-Sound 3.0, Cab No. 517		BNSF - Dash 8-40BW Diesel Engine w/Proto-Sound 3.0, Cab No. 548			
20-20915-1	Hi-Rail Wheels	\$499.95	20-20916-1	Hi-Rail Wheels	\$499.95
22-20915-2	Scale Wheels	\$499.95	22-20916-2	Scale Wheels	\$499.95

In the mid-1980s, as computers found their way into homes across America, they made their way into locomotives as well. In 1982, a year after IBM debuted its Personal Computer, General Electric fielded its first computerized diesel, test unit No. 606. With microprocessors controlling its engine and other systems, including a MicroSentry Adhesion System for wheelslip control, No. 606 and its counterparts at EMD ushered in the third generation of diesel power. By the end of the decade, the typical American road diesel would be profoundly different both inside and outside — evolving from a four-axle hood unit with a narrow short nose and electronic controls to a high-horsepower, six-axle computerized heavy hauler with a wide “North American” cab.

After extensive testing of several prototypes, GE delivered its first production units in 1984, models B32-8 and B39-8 — “B” for two-axle trucks, “32” or “39” for 3200 or 3900 horsepower, and -8 to indicate the new model, succeeding the second-generation -7 lineup. In part due to the recession of the early 1980s, orders didn’t really heat up until late 1987, when GE uprated its prime mover to 4000 horsepower and changed the model’s name to “Dash 8.” In the ensuing years, as GE took the lead from EMD in North American locomotive sales, the Dash 8 series became a best seller, with over 1500 units delivered by the end of production in 1994.

Up in the cab, another dramatic change was occurring. Following the lead of the Canadian National Railroad, where the wide-nosed “comfort cab” or “safety cab” had been standard for over a decade, the Union Pacific Railroad worked with both GE and EMD to design a safer, more comfortable cab. GE No. 606, the original -8 prototype, became a test bed for the new “North American cab,” with much input from UP engine men and crews. Introduced in 1989, the wide-nosed Dash 8-40BW and Dash 8-40CW and their EMD counterparts established the look of the American road diesel as we know it today.

AEM-7



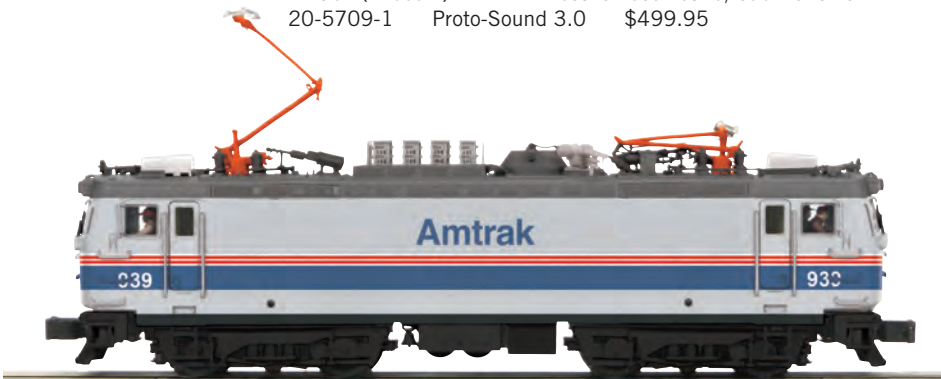
Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- 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 Headlights
- Lighted LED Cab Interior Light
- Illuminated LED Number Boards
- LED Marker Lights
- Operating LED Ditch Lights
- (2) Precision Flywheel-Equipped Motors
- Motorized 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: 13 1/2" x 2 3/8" x 3 5/8"
- Operates On O-42 Curves

Stainless Plated Body Finish



Amtrak (Phase V) - AEM-7 Electric Locomotive, Cab No. 915
 20-5708-1 Proto-Sound 3.0 \$499.95
 Amtrak (Phase V) - AEM-7 Electric Locomotive, Cab No. 920
 20-5709-1 Proto-Sound 3.0 \$499.95



Amtrak (Phase IV) - AEM-7 Electric Locomotive, Cab No. 939
 20-5710-1 Proto-Sound 3.0 \$499.95
 Amtrak (Phase IV) - AEM-7 Electric Locomotive, Cab No. 940
 20-5711-1 Proto-Sound 3.0 \$499.95



MARC - AEM-7 Electric Locomotive, Cab No. 4903
 20-5714-1 Proto-Sound 3.0 \$499.95
 MARC - AEM-7 Electric Locomotive, Cab No. 4902
 20-5715-1 Proto-Sound 3.0 \$499.95



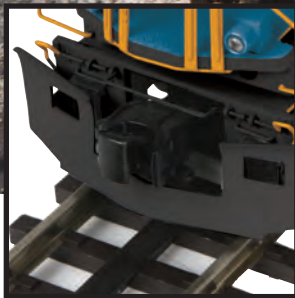
Amtrak (Phase 3) - AEM-7 Electric Locomotive, Cab No. 941
 20-5716-1 Proto-Sound 3.0 \$499.95
 Amtrak (Phase 3) - AEM-7 Electric Locomotive, Cab No. 943
 20-5717-1 Proto-Sound 3.0 \$499.95

With the demise of the Pennsylvania Railroad in 1968 and the near-death of American passenger trains around the same time, the market for electric engines dried up. Designing new electric locomotives became a lost art in the United States. Not so in Europe, however, where overhead wires were the dominant source of motive power, and virtually every country had a thriving national passenger carrier. It was no wonder, then, that Amtrak turned to Europe in 1977 for a replacement for its aging fleet of ex-Pennsy GG1 locomotives — after an earlier effort, the General Electric E60, had been a bust.

In a contest reminiscent of the 1934 competition between General Electric and Baldwin-Westinghouse designs that spawned the GG1, Amtrak imported a Swedish and a French electric to vie for the title of the G's successor. The four-axle Swedish design proved more suited to American track than its 6-axle French rival, and Amtrak placed an initial order for 30 locomotives. Trucks and electrical gear were made in Sweden by ASEA (Allmänna Svenska Elektriska Atkiefbolaget), bodies came from the Budd Company, and American diesel-builder EMD did the final assembly. Officially named the AEM-7 ("A" for ASEA, "EM" for EMD, and "7" for 7,000 horsepower), the engines were soon affectionately dubbed "toasters" for their boxy silver appearance or "Swedish Meatballs." Flying Toasters might have been more appropriate; with nearly half again as much power as a GG1, they can do 125 mph and were the fastest thing on American rails until the Acela arrived.

For more than three decades, the Toasters were the backbone of Amtrak service on the Northeast Corridor and mainstays of MARC (Maryland Area Regional Commuter) and other commuter operators. Collectively, they logged more than 200 million miles. In 2014, however, Amtrak took delivery of the first of 70 Siemens-built ACS-64 Cities Sprinters, which replaced all AEM-7s by 2016, while MARC retired its last AEM-7s in early 2017.

GE ES44DC



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 Cab Interior Light
- 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
- 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: 19 1/2" x 2 1/2" x 4"
- Hi-Rail Version Operates On O-42 Curves
- Scale Wheel Version Operates On 42" Radius Curves

* Hi-Rail Wheel Models Only

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

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

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



CSX - ES44DC Diesel Engine w/Proto-Sound 3.0, Cab No. 5461	CSX - ES44DC Diesel Engine w/Proto-Sound 3.0, Cab No. 5443
20-20921-1 Hi-Rail Wheels \$499.95	20-20922-1 Hi-Rail Wheels \$499.95
22-20921-2 Scale Wheels \$499.95	22-20922-2 Scale Wheels \$499.95



Canadian National - ES44DC Diesel Engine w/Proto-Sound 3.0, Cab No. 2244	Canadian National - ES44DC Diesel Engine w/Proto-Sound 3.0, Cab No. 2254
20-20919-1 Hi-Rail Wheels \$499.95	20-20920-1 Hi-Rail Wheels \$499.95
22-20919-2 Scale Wheels \$499.95	22-20920-2 Scale Wheels \$499.95



Norfolk Southern - ES44DC Diesel Engine w/Proto-Sound 3.0, Cab No. 7677	Norfolk Southern - ES44DC Diesel Engine w/Proto-Sound 3.0, Cab No. 7519
20-20917-1 Hi-Rail Wheels \$499.95	20-20918-1 Hi-Rail Wheels \$499.95
22-20917-2 Scale Wheels \$499.95	22-20918-2 Scale Wheels \$499.95



Ferromex - ES44DC Diesel Engine w/Proto-Sound 3.0, Cab No. 4672	Ferromex - ES44DC Diesel Engine w/Proto-Sound 3.0, Cab No. 4656
20-20923-1 Hi-Rail Wheels \$499.95	20-20924-1 Hi-Rail Wheels \$499.95
22-20923-2 Scale Wheels \$499.95	22-20924-2 Scale Wheels \$499.95



Citirail - ES44DC Diesel Engine w/Proto-Sound 3.0, Cab No. 1328
20-20738-1 Hi-Rail Wheels \$499.95
Citirail - ES44DC Diesel Engine w/Proto-Sound 3.0, Cab No. 1322
20-20739-1 Hi-Rail Wheels \$499.95



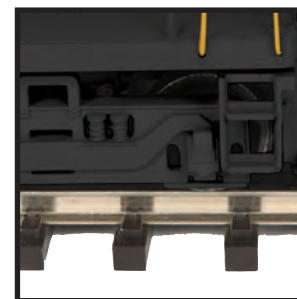
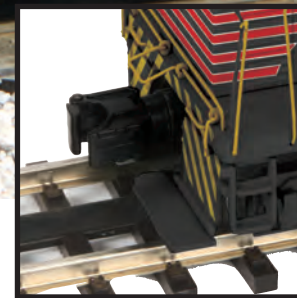
Santa Fe - ES44DC Diesel Engine w/Proto-Sound 3.0, Cab No. 765
20-20740-1 Hi-Rail Wheels \$499.95
Santa Fe - ES44DC Diesel Engine w/Proto-Sound 3.0, Cab No. 777
20-20741-1 Hi-Rail Wheels \$499.95

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
- Metal Wheels, Axles and Gears
- Kadee-Compatible Coupler Mounting Pads
- (2) Remote-Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Cab Interior
- (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: 8 1/2" x 2 7/16" x 3 1/4"
- Operates On 0-27 Curves





U.S. Army - G.E. 44 Ton Phase 3 Diesel Engine w/Proto-Sound 3.0
 20-20874-1 Cab No. 1663 \$449.95
 20-20875-1 Cab No. 1659 \$449.95



U.S. Marine Corps - G.E. 44 Ton Phase 3 Diesel Engine w/Proto-Sound 3.0
 20-20876-1 Cab No. 248391 \$449.95
 20-20877-1 Cab No. 152408 \$449.95



U.S. Air Force - G.E. 44 Ton Phase 3 Diesel Engine w/Proto-Sound 3.0
 20-20878-1 Cab No. 1244 \$449.95
 20-20879-1 Cab No. 1243 \$449.95



Strasburg - G.E. 44 Ton Phase 3 Diesel Engine w/Proto-Sound 3.0
 20-20880-1 Cab No. 33 \$449.95



Lackawanna - G.E. 44 Ton Phase 3 Diesel Engine w/Proto-Sound 3.0
 20-20881-1 Cab No. 53 \$449.95
 20-20882-1 Cab No. 52 \$449.95



New York Ontario & Western - G.E. 44 Ton Phase 1c Diesel Engine w/Proto-Sound 3.0
 20-20883-1 Cab No. 104 \$449.95
 20-20884-1 Cab No. 102 \$449.95



Baltimore & Ohio - G.E. 44 Ton Phase 3 Diesel Engine w/Proto-Sound 3.0
 20-20724-1 Cab No. 8801 \$449.95
 20-20725-1 Cab No. 8802 \$449.95



Pennsylvania - G.E. 44 Ton Phase 3 Diesel Engine w/Proto-Sound 3.0
 20-20887-1 Cab No. 9330 \$449.95
 20-20888-1 Cab No. 9339 \$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.

Recording History: Learn how the sounds for this engine were recorded, in this article from a recent MTHRC club newsletter. Access the article by searching on the item number of any G.E. 44-Tonner on mthtrains.com

Die-Cast Metal Body

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
- Illuminated LED Number Boards
- (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: 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. Turbo-charging 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.



Great Northern - Alco S-2 Switcher Diesel Engine w/Proto-Sound 3.0
 20-20892-1 Cab No. 3 \$459.95
 20-20893-1 Cab No. 9 \$459.95



Chessie - Alco S-2 Switcher Diesel Engine w/Proto-Sound 3.0
 20-20896-1 Cab No. 9017 \$459.95
 20-20897-1 Cab No. 9022 \$459.95



ADM - Alco S-2 Switcher Diesel Engine w/Proto-Sound 3.0
 20-20891-1 Cab No. 1 \$459.95



U.S. Army - Alco S-2 Switcher Diesel Engine w/Proto-Sound 3.0
 20-20889-1 Cab No. 7102 \$459.95
 20-20890-1 Cab No. 7107 \$459.95

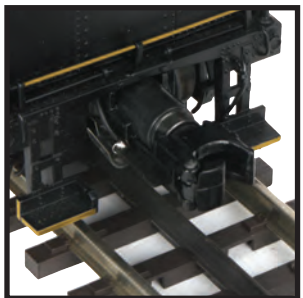


Union Pacific - Alco S-2 Switcher Diesel Engine w/Proto-Sound 3.0
 20-20894-1 Cab No. 1105 \$459.95
 20-20895-1 Cab No. 1132 \$459.95



ACY - Alco S-2 Switcher Diesel Engine w/Proto-Sound 3.0
 20-20898-1 Cab No. 105 \$459.95
 20-20899-1 Cab No. 101 \$459.95

Alco-GE-Ingersoll Rand Box Cab



Features

- Intricately Detailed, Die-Cast Metal Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Die-Cast 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 Headlight
- LED Cab Interior Light
- Illuminated LED Number Boards
- Precision Flywheel-Equipped Motor
- 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: 9 5/8" x 3 5/8" x 2 1/2"
- Operates On 0-31 Curves



Baltimore & Ohio - Alco-GE-Ingersoll Rand Box Cab Diesel Engine w/Proto-Sound 3.0
 20-20947-1 Cab No. 1 \$499.95

Die-Cast Metal Body

While the 1350 hp Electro Motive FT was The Diesel That Did It — retired the steam engine — this was The Diesel That Started It. The 300 hp Alco-GE-Ingersoll Rand boxcab was the first production diesel-electric produced in North America. General Electric had been experimenting with internal combustion rail power for nearly two decades when, in the mid-1920s, it formed a partnership with Ingersoll Rand and Alco to manufacture diesel-electrics. GE made the traction motors and generator, IR supplied the diesel motor, and Alco built the mechanical parts. In the summer of 1925, the Central Railroad of New Jersey bought the first boxcab demonstrator, and CNJ #1000 became the first production diesel-electric owned by an American railroad. In December, the second engine in the production run became Baltimore & Ohio #1, and orders soon followed from other railroads and industrial firms. The Diesel revolution had quietly begun.

CNJ 1000 had a three-decade career switching the Bronx Terminal Yard, acquiring a Jersey Central Lines “Miss Liberty” paint job along the way. In 1957 it went to a well-earned retirement at the B&O Railroad Museum in Baltimore. B&O #1 had an equally long career in Manhattan and is preserved today at the Museum of Transportation in St. Louis.



Chicago North Western - Alco-GE-Ingersoll Rand Box Cab Diesel Engine w/Proto-Sound 3.0
 20-20949-1 Cab No. 1002 \$499.95
 20-20950-1 Cab No. 1001 \$499.95



Lehigh Valley - Alco-GE-Ingersoll Rand Box Cab Diesel Engine w/Proto-Sound 3.0
 20-20945-1 Cab No. 100 \$499.95
 20-20946-1 Cab No. 101 \$499.95



Union Carbide - Alco-GE-Ingersoll Rand Box Cab Diesel Engine w/Proto-Sound 3.0
 20-20948-1 Cab No. 11 \$499.95



Long Island - Alco-GE-Ingersoll Rand Box Cab Diesel Engine w/Proto-Sound 3.0
 20-20951-1 Cab No. 402 \$499.95



Ingersoll-Rand - Alco-GE-Ingersoll Rand Box Cab Diesel Engine w/Proto-Sound 3.0
 20-20944-1 Cab No. 91 \$499.95



Harlem Transfer Co. - Alco-GE-Ingersoll Rand Box Cab Diesel Engine w/Proto-Sound 3.0
 20-20952-1 Cab No. 2 \$499.95

P2 Box Cab



Features

- Intricately Detailed, Die-Cast Metal Body
- Die-Cast Truck Sides & Pilots
- Die-Cast 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 Cab Interior Light
- (2) Precision Flywheel-Equipped Motors
- Manual Operating Pantographs (CUT Version Only)
- 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 Passenger Station Proto-Effects
- Measures: 21" x 2 1/2" x 3 7/8"
- Operates On O-72 Curves





New York Central - P2 Box Cab Electric w/Proto-Sound 3.0 (as modified for Grand Central Terminal operation)

20-5704-1	Cab No. 228	\$799.95
20-5705-1	Cab No. 233	\$799.95

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

Unlike the old Union Depot site on the lakefront side of town, the CUT site was 80 feet higher than the main lines of the city's six railroads, and building the approaches to it cost over \$100 million in late-1920s dollars.

One of the big expenses was a 17-mile stretch of electrified trackage that prevented steam-powered trains from smoking up downtown Cleveland. Trains were turned over to CUT electric "motors" between Collinwood yard east of the city and Linndale station on the west side. The CUT roster consisted of 22 P2 boxcabs built by Alco and GE in 1929–30, the first electrics in America with a 2-C+C-2 wheel arrangement and the grandfathers of the later New Haven EP-3 and Pennsylvania GG1.

Delivered in NYC black but lettered for the Cleveland Union Terminal, the P2s took their power from 3000 volt overhead D.C. catenary. They were geared for 70 mph and designed for a larger NYC mainline electrification that never came.

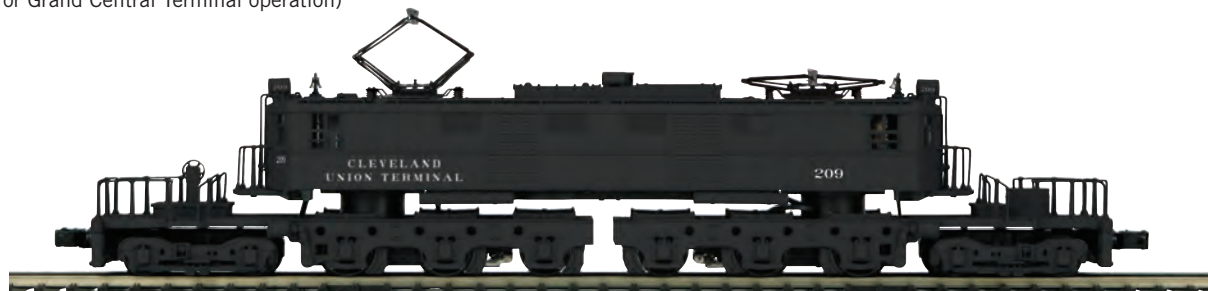
By 1953 diesels had made the CUT electrification superfluous, and the 21 remaining boxcabs were converted to 600-volt third-rail operation and sent east to Grand Central Terminal. There they served another two decades in New York Central and Penn Central commuter service, rubbing shoulders with New Haven EP-3s and EP-5s.



New York Central - P2 Box Cab Electric w/Proto-Sound 3.0 (as modified for Grand Central Terminal operation)

20-5702-1	Cab No. 233	\$799.95
20-5703-1	Cab No. 240	\$799.95

Die-Cast Metal Body



Cleveland Union Terminal - P2 Box Cab Electric w/Proto-Sound 3.0

20-5706-1	Cab No. 209	\$799.95
20-5707-1	Cab No. 221	\$799.95

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
- (2) Remote-Controlled Proto-Couplers*
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- Lighted LED Cab Interior Light
- Illuminated LED 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: 15 1/2" x 2 3/4" x 4"
- Hi-Rail Version Operates On O-31 Curves
- Scale Wheel Version Operates On 42" Radius Curves

* Hi-Rail Wheel Models Only



Add A Matching Caboose - See Page 132

CP Rail - GP38-2 Diesel Engine With Proto-Sound 3.0, Cab No. 4406	CP Rail - GP38-2 Diesel Engine With Proto-Sound 3.0, Cab No. 4404
20-20900-1 Hi-Rail Wheels \$499.95	20-20901-1 Hi-Rail Wheels \$499.95
22-20900-2 Scale Wheels \$499.95	22-20901-2 Scale Wheels \$499.95



Burlington Northern - GP38-2 Diesel Engine With Proto-Sound 3.0, Cab No. 2075	Burlington Northern - GP38-2 Diesel Engine With Proto-Sound 3.0, Cab No. 2354
20-20902-1 Hi-Rail Wheels \$499.95	20-20903-1 Hi-Rail Wheels \$499.95
22-20902-2 Scale Wheels \$499.95	22-20903-2 Scale Wheels \$499.95



Illinois Central Gulf - GP38-2 Diesel Engine With Proto-Sound 3.0, Cab No. 1776
20-20904-1 Hi-Rail Wheels \$499.95
22-20904-2 Scale Wheels \$499.95

CSX - GP38-2 Diesel Engine With Proto-Sound 3.0, Cab No. 2681
20-20905-1 Hi-Rail Wheels \$499.95
22-20905-2 Scale Wheels \$499.95
CSX - GP38-2 Diesel Engine With Proto-Sound 3.0, Cab No. 2771
20-20906-1 Hi-Rail Wheels \$499.95
22-20906-2 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-turbocharged 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 (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.

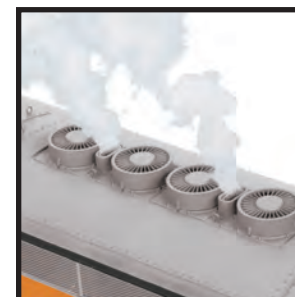
EMD F3



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
- (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
- LED-Illuminated Class 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 Passenger Station Proto-Effects
- Measures: 13" x 2 5/8" x 3 3/4"
- Hi-Rail Version Operates On O-42 Curves
- Scale Wheel Version Operates On 42" Radius Curves

* Hi-Rail Wheel Models Only





Chicago Great Western - F-3 A Unit Diesel Engine w/Proto-Sound 3.0, Cab No. 112-C
 20-20936-1 Hi-Rail Wheels \$459.95
 22-20936-2 Scale Wheels \$459.95

Chicago Great Western - F-3 A Unit Diesel Engine w/Proto-Sound 3.0, Cab No. 106-C
 20-20937-1 Hi-Rail Wheels \$459.95
 22-20937-2 Scale Wheels \$459.95
 F-3 A Unit Diesel Engine (Non-Powered Hi-Rail Wheels)
 20-20937-4 Cab No. 106-C \$199.95

Chicago Great Western - F-3 B-Unit Diesel (Non-Powered)
 20-20936-3 Cab No.: 112-B \$169.95
 20-20937-3 Cab No.: 111-B \$169.95
 F-3 B-Unit Diesel (Non-Powered Scale Wheels)
 22-20936-3 Cab No. 106-B \$169.95

Grand Trunk - F-3 A Unit Diesel Engine w/Proto-Sound 3.0, Cab No. 9020
 20-20938-1 Hi-Rail Wheels \$459.95
 22-20938-2 Scale Wheels \$459.95
 Grand Trunk - F-3 A Unit Diesel Engine w/Proto-Sound 3.0, Cab No. 9017
 20-20939-1 Hi-Rail Wheels \$459.95
 22-20939-2 Scale Wheels \$459.95
 Grand Trunk - F-3 A Unit Diesel Engine (Non-Powered Hi-Rail Wheels)
 20-20939-4 Cab No. 9027 \$199.95
 Grand Trunk - F-3 B-Unit Diesel (Non-Powered)
 20-20938-3 \$169.95



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

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



Chesapeake & Ohio - F-3 A Unit Diesel Engine w/Proto-Sound 3.0, Cab No. 8016
 20-20940-1 Hi-Rail Wheels \$459.95
 22-20940-2 Scale Wheels \$459.95

Chesapeake & Ohio - F-3 A Unit Diesel Engine w/Proto-Sound 3.0, Cab No. 8001
 20-20941-1 Hi-Rail Wheels \$459.95
 22-20941-2 Scale Wheels \$459.95
 F-3 A Unit Diesel Engine (Non-Powered Hi-Rail Wheels)
 20-20941-4 Cab No. 8005 \$199.95

Chesapeake & Ohio - F-3 B-Unit Diesel (Non-Powered)
 20-20940-3 Cab No.: 8500 \$169.95
 20-20941-3 Cab No.: 8502 \$169.95
 F-3 B-Unit Diesel (Non-Powered Scale Wheels)
 22-20940-3 Cab No. 8504 \$169.95

The F3 hit the market in an era when almost every boy in America wanted toy trains for Christmas, and F3 models quickly became a hot topic in letters to Santa. Such was the desire of railroads for publicity that Lionel® convinced the Santa Fe, the New York Central, and EMD to share the tooling costs for its top-of-the line F3. Even today, half a century later, the Santa Fe F-unit remains an icon of railroading to the American public.



Denver Rio Grande - F-3 A Unit Diesel Engine w/Proto-Sound 3.0, Cab No. 5521
 20-20942-1 Hi-Rail Wheels \$459.95
 22-20942-2 Scale Wheels \$459.95

Denver Rio Grande - F-3 A Unit Diesel Engine w/Proto-Sound 3.0, Cab No. 5541
 20-20943-1 Hi-Rail Wheels \$459.95
 22-20943-2 Scale Wheels \$459.95
 F-3 A Unit Diesel Engine (Non-Powered Hi-Rail Wheels)
 20-20943-4 Cab No. 5524 \$199.95

Denver Rio Grande - F-3 B-Unit Diesel (Non-Powered)
 20-20942-3 Cab No.: 5532 \$169.95
 20-20943-3 Cab No.: 5533 \$169.95
 F-3 B-Unit Diesel (Non-Powered Scale Wheels)
 22-20942-3 Cab No. 5442 \$169.95

Capture the excitement of the first-generation diesel era with this full-scale Premier model. With two flywheel-equipped motors, the M.T.H. F3 duplicates the bulldog tenacity of its prototype. Proto-Sound 3.0 offers authentic EMD 567 prime mover sounds, a first-generation diesel horn and bell, crew and station sounds, adjustable smoke volume, and the ability to maintain any speed down to 3 scale miles per hour. Our model features the see-through "chicken wire" screens and rectangular rooftop dynamic brake grilles that characterize most F3s, as well as a host of added-on details — including legible builder's plates, grab irons, multiple-unit hoses, rooftop lift rings, see-through rooftop fans, steam generator exhaust stack (for passenger car heating), windshield wipers, and trucks with separately-applied spring hangers, brake cylinders, and air pipes.

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 car types and paint schemes.

Virtually every sturdy car is offered in two car numbers which makes it even easier than ever to combine them into a multi-car consist. Many of MTH's Premier Rolling Stock offerings can also operate on the tightest O Gauge curves giving them even more added versatility to your layout.

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.

40' Box Car



Missouri Pacific - 40' Box Car
20-93742 \$64.95



Richmond Fredericksburg & Potomac - 40' Box Car
20-93744 \$64.95



Toledo Peoria & Western - 40' Box Car
20-93745 \$64.95



Monon - 40' Box Car
20-93743 \$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 Schemes
- Decorative Brake Wheels
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Sliding Car Doors
- 1:48 Scale Dimensions
- Measures: 11 5/8" x 2 5/8" x 3 3/4"
- Operates On O-31 Curves

50' Double Door Plugged Boxcar



Florida East Coast - 50' Double Door Plugged Boxcar
20-93747 \$69.95



Wabash - 50' Double Door Plugged Boxcar
20-93748 \$69.95



Nickel Plate Road - 50' Double Door Plugged Boxcar
20-93749 \$69.95



Santa Fe - 50' Double Door Plugged Boxcar
20-93750 \$69.95



Canadian Pacific - 50' Boxcar With Opening Stage Door and Operating LEDs
20-93751 \$99.95

Features

- Intricately Detailed, Durable ABS Body
- Stamped Metal Floors
- 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: 14 1/8" x 2 11/16" x 3 15/16"
- Operates On 0-31 Curves



36' Woodsided Reefer



Brookside Fresh Milk - 36' Woodsided Reefer Car
20-94412 \$64.95



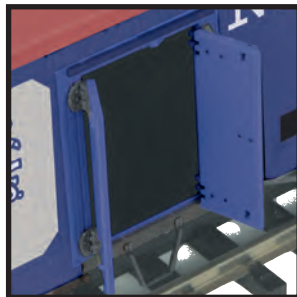
Columbia Soups - 36' Woodsided Reefer Car
20-94413 \$64.95



Hummel Brothers - 36' Woodsided Reefer Car
20-94414 \$64.95



Monarch Foods - 36' Woodsided Reefer Car
20-94415 \$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 Schemes
- Decorative Brake Wheels
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Opening Car Doors
- O Scale Kadee Compatible Coupler Mounting Pads
- Opening Roof Hatches
- Measures: 10 3/4" x 2 3/8" x 3 1/4"
- Operates On 0-31 Curves

Reefer



Canadian National - Reefer
20-94273 \$64.95



Baltimore & Ohio - Reefer
20-94274 \$64.95



Transport Leasing Company - Reefer
20-94275 \$64.95



Magcobar Foundry Products - Reefer
20-94276 \$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 Schemes
- 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

8000 Gallon Tank Car



Norfolk Southern - 8000 Gallon Tank Car
20-96741 \$64.95



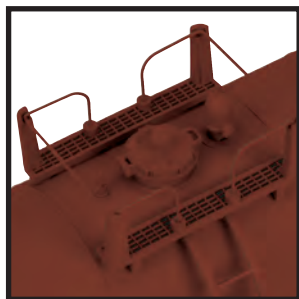
Amaizo - 8000 Gallon Tank Car
20-96742 \$64.95



American Maze Products Co. - 8000 Gallon Tank Car
20-96743 \$64.95



Union Tank Car Line - 8000 Gallon Tank Car
20-96744 \$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
- 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: 9 1/16 x 2 3/4 x 3 7/8
- Operates On O-27 Curves

33K Gallon Tank Car



Exxon - 33K Gallon Tank Car
20-96805 \$79.95



United - 33K Gallon Tank Car
20-96807 \$79.95



Delta Gas - 33K Gallon Tank Car
20-96808 \$79.95



Safety Kleen - 33K Gallon Tank Car
20-96806 \$79.95



Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Separate Metal Handrails
- O Scale Kadee Compatible Coupler Mounting Pads
- Measures: 17 5/8" x 2 1/2" x 4"
- Operates On O-42 Curves

Easily Convert to 2-Rail!

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



100 Ton Hopper



Canadian National - 100 Ton Hopper Car
 20-97874 \$69.95
 Canadian National - 6-Car 100 Ton Hopper Car Set
 20-92146 \$369.95
 20-92147 \$369.95



Old Dutch Cleanser - 100 Ton Hopper Car
 20-97876 \$69.95



Saskatchewan - 100 Ton Hopper Car
 20-97877 \$69.95
 Saskatchewan - 6-Car 100 Ton Hopper Car Set
 20-92144 \$369.95
 20-92145 \$369.95



Hooker - 100 Ton Hopper Car
 20-97875 \$69.95



Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- O Scale Kadee Compatible Coupler Mounting Pads
- Measures: 15" x 2 11/16" x 3 3/4"
- Operates On O-31 Curves

Easily Convert to 2-Rail!

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



PS-2CD High-Sided Hopper



Revere Sugar - PS-2CD High-Sided Hopper Car
20-97354 \$64.95



Landmark - PS-2CD High-Sided Hopper Car
20-97353 \$64.95



TLDX - PS-2CD High-Sided Hopper Car
20-97355 \$64.95



C&H Sugar - PS-2CD High-Sided Hopper Car
20-97356 \$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
- 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: 14" x 2 11/16" x 3 13/16"
- Operates On O-31 Curves

70-Ton 3-Bay Hopper



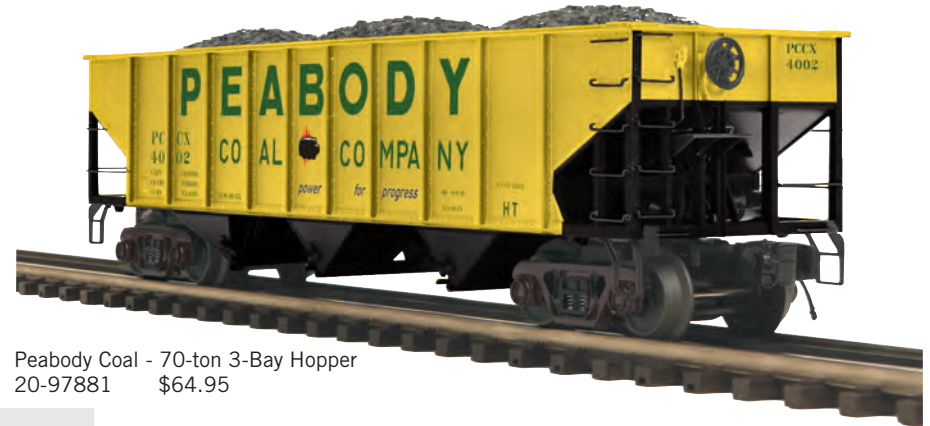
Conrail - 70-ton 3-Bay Hopper
20-97878 \$64.95



Western Maryland - 70-ton 3-Bay Hopper
20-97880 \$64.95



Baltimore & Ohio - 70-ton 3-Bay Hopper
20-97879 \$64.95



Peabody Coal - 70-ton 3-Bay Hopper
20-97881 \$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
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- O Scale Kadee Compatible Coupler Mounting Pads
- Measures: 11" x 2 5/8" x 2 3/4"
- Operates On O-31 Curves

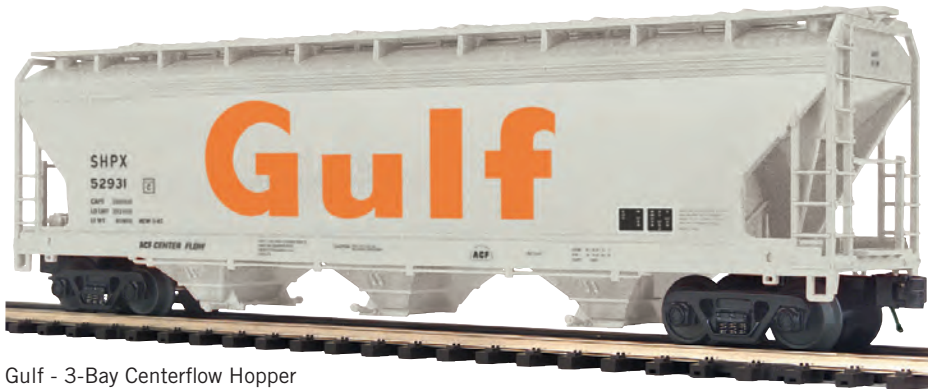
3-Bay Centerflow Hopper



Domino Sugar - 3-Bay Centerflow Hopper
20-97871 \$69.95



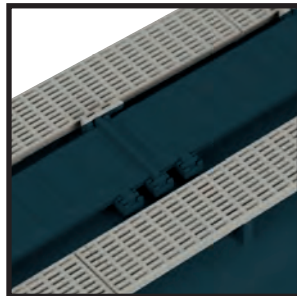
Boraxo - 3-Bay Centerflow Hopper
20-97870 \$69.95



Gulf - 3-Bay Centerflow Hopper
20-97872 \$69.95



Morton Salt - 3-Bay Centerflow Hopper
20-97873 \$69.95



Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- O Scale Kadee Compatible Coupler Mounting Pads
- Measures: 13 7/8" x 2 11/16" x 3 7/8"
- Operates On 0-42 Curves

Easily Convert to 2-Rail!

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



Husky Stack Car



Railbridge (K-Line) - Husky Stack Car
20-95279 \$89.95



TTX (DHL) - Husky Stack Car
20-95281 \$89.95



CSX - Husky Stack Car
20-95280 \$89.95



TTX (SeaStar) - Husky Stack Car
20-95282 \$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

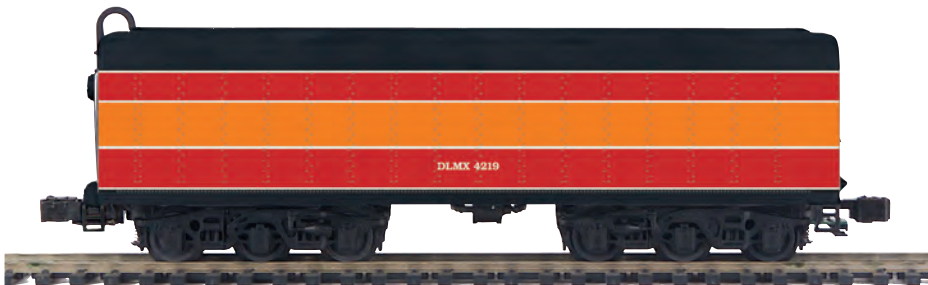
- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- (2) 20' Detailed Containers
- (1) 40' Detailed Container
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Measures: 18 3/4" x 2 9/16" x 5 9/16"
- Operates On O-54 Curves

Auxiliary Water Tender

Adding a full scale die-cast water tender behind your Premier Line steam locomotives makes a great way to complete the prototypical look of any of these engines. Quality constructed of die-cast metal and featuring die-cast 6-wheel trucks, each tender is equipped with a plug-in harness that makes hooking up your tender a snap.



American Freedom 2002 - Auxiliary Water Tender III
20-3761 \$249.95



Southern Pacific - Auxiliary Water Tender III
20-3763 \$249.95



Southern Pacific Lines - Auxiliary Water Tender III
20-3762 \$249.95



BNSF - Auxiliary Water Tender III
20-3759 \$249.95



American Freedom - Auxiliary Water Tender III
20-3764 \$249.95



Features

- Intricately Detailed, Die-Cast Body
- Stamped Metal Floor
- Metal Wheels and Axles
- Die-Cast 6-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Die-Cast Metal Couplers
- Optional Plug-In Engine Wiring Harness to Activate Backup Light and Separately Sold Proto-Coupler
- Operating LED Back Up Light
- Separate Metal Handrails
- 1:48 Scale Dimensions
- Measures: 10 1/2" x 2 1/2" x 3 1/4"
- Operates On O-42 Curves

60' Flat Car with Pipe Load



TTX - 60' Flat Car with Pipe Load
20-95288 \$64.95



TTX - 60' Flat Car with Pipe Load
20-95287 \$64.95



TTX - 6-Car 60' Flat Car with Pipe Load Set
20-92140 Car Nos. 93120, 93126, 93128, 93132, 93135, 93137 \$349.95
20-92141 Car Nos. 93180, 93188, 93182, 93175, 93177, 93178 \$349.95



TTX - 6-Car 60' Flat Car with Pipe Load Set
20-92142 Car Nos. 93152, 93155, 93156, 93163, 93164, 93169 \$349.95
20-92143 Car Nos. 93144, 93140, 93148, 93134, 93138, 93139 \$349.95



Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Removable Pipe Load
- O Scale Kadee Compatible Coupler Mounting Pads
- Measures: 16" x 2 5/8" x 2 1/2"
- Operates On O-42 Curves

Easily Convert to 2-Rail!

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



Flat Car with 40' Trailer



Norfolk Southern - Flat Car w/ 40' Trailer
20-95275 \$79.95



Florida East Coast - Flat Car w/ 40' Trailer
20-95276 \$79.95



CSX - Flat Car w/ 40' Trailer
20-95277 \$79.95



TTX - Flat Car w/ 40' Trailer
20-95278 \$79.95



Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- (1) 40' Trailer
- O Scale Kadee Compatible Coupler Mounting Pads
- Measures: 14 1/2" x 2 1/2" x 4 1/2"
- Operates On O-31 Curves

60' Flat Car with Tank Containers



Union Pacific - 60' Flat Car w/(3) Tank Containers
20-95289 \$89.95



U.S. Army DODX - 60' Flat Car w/(3) Tank Containers
20-95291 \$89.95



TTX - 60' Flat Car w/(3) Tank Containers
20-95290 \$89.95



Norfolk Southern - 60' Flat Car w/(3) Tank Containers
20-95292 \$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 Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- (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

Easily Convert to 2-Rail!

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



Flat Car with Tank Container & 20' Container



CSX - Flat Car w/Tank Container & 20' Container
20-95293 \$79.95



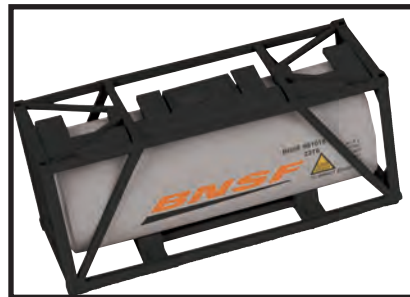
BNSF - Flat Car w/Tank Container & 20' Container
20-95294 \$79.95



Union Pacific - Flat Car w/Tank Container & 20' Container
20-95295 \$79.95



Norfolk Southern - Flat Car w/Tank Container & 20' Container
20-95296 \$79.95



Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- (1) 20' Container
- (1) Tank Container
- O Scale Kadee Compatible Coupler Mounting Pads
- Measures: 14 1/2" x 2 1/2" x 4 1/2"
- Operates On O-31 Curves

Easily Convert to 2-Rail!

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



Flat Car with Load



U.S. Army - Flat Car w/(2) Sherman Tanks
20-95301 \$99.95



U.S. Army - 60' Flat Car w/(2) Dodge WC54 Ambulances
20-95302 \$89.95

Featuring 1/50th Die-Cast
Solido® Military Loads



U.S. Army - 4-Car Flat Car w/(2) Sherman Tanks
20-92150 Car Nos. 609122, 609129, 609125, 60913 \$349.95
20-92151 Car Nos. 609126, 609123, 609133, 609132 \$349.95



U.S. Army - 4-Car Flat Car w/(2) Dodge WC54 Ambulances
20-92148 Car Nos. 609155, 609158, 609162, 60916 \$329.95
20-92149 Car Nos. 609188, 609182, 609184, 609193 \$329.95



Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- (2) Removable Die-Cast 1/50 Sherman Tanks or (2) Removable Die-Cast 1/50 Dodge WC54 Ambulances
- O Scale Kadee Compatible Coupler Mounting Pads
- Measures: 16" x 2 5/8" x 1 1/8"
- Operates On O-31 Curves

Easily Convert to 2-Rail!

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



2-Car Spine Car Set



TTX (Union Pacific) - 2-Car Spine Car Set w/(1) Tank Container (1) 20' Container
20-95297 \$139.95



TTX (Power Box) - 2-Car Spine Car Set w/(1) Tank Container (1) 20' Container
20-95300 \$139.95





TTX (CSX) - 2-Car Spine Car Set w/(1) Tank Container (1) 20' Container
20-95298 \$139.95



TTX (DHL) - 2-Car Spine Car Set w/(1) Tank Container (1) 20' Container
20-95299 \$139.95

Features

- Intricately Detailed Durable ABS Spine Car Bodies
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- O Scale Kadee Compatible Coupler Mounting Pads
- Colorful, Attractive Paint Schemes
- Fully Assembled & Ready-to-Run
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- (2) Removeable Containers
- Operates On O-42 Curves
- 2-Car Set Measures: 28" x 2 7/16" x 4"

Gondola with ScaleTrax™



Erie Lackawanna - Gondola Car with
ScaleTrax Straights
20-95284 \$69.95



Boston & Maine - Gondola Car with
ScaleTrax Straights
20-95285 \$69.95



Detroit, Toledo & Ironton - Gondola Car with
ScaleTrax Straights
20-95283 \$69.95



Nickel Plate Road - Gondola Car with
ScaleTrax Straights
20-95286 \$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 Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- (4) 10" Sections Of ScaleTrax Straights
- O Scale Kadee-Compatible Coupler Mounting Pads
- Measures: 14 5/8 x 2 5/8 x 2 9/16"
- Operates On O-31 Curves

Center Cupola Steel Caboose



Shawmut Line - Center Cupola Steel Caboose
20-91626 \$69.95



Akron Canton & Youngstown - Center Cupola Steel Caboose
20-91625 \$69.95



Union Pacific (MOW) - Center Cupola Steel Caboose
20-91627 \$69.95



Union Pacific - Center Cupola Steel Caboose
20-91628 \$69.95



Features

- Intricately Detailed Durable ABS Body
- Detailed Car Interior
- Brakeman Figure
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Caboose Interiors With Overhead Lighting
- Separate Metal Handrails
- Decorative Brake Wheels
- O Scale Kadee Compatible Coupler Mounting Pads
- Measures: 9 1/8" x 2 7/16" x 3 3/4"
- Operates On O-31 Curves

Bay Window Caboose



Southern Pacific - Bay Window Caboose
20-91617 \$69.95



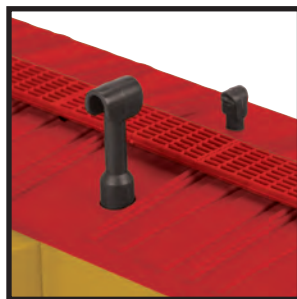
Union Railroad - Bay Window Caboose
20-91618 \$69.95



Union Pacific (North Platte 400) - Bay Window Caboose
20-91619 \$69.95



Wisconsin National Treasure - Bay Window Caboose
20-91620 \$69.95



Features

- Intricately Detailed, Durable ABS Body
- Detailed Car Interior
- 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
- Caboose Interiors With Overhead Lighting
- 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

Extended Vision Caboose



CSX - Extended Vision Caboose
20-91621 \$69.95



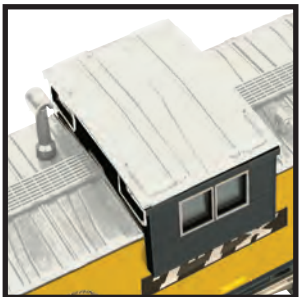
MKT - Extended Vision Caboose
20-91622 \$69.95



TTX - Extended Vision Caboose
20-91623 \$69.95



U.S. Army - Extended Vision Caboose
20-91624 \$69.95



Features

- Intricately Detailed, Durable ABS Body
- Stamped Metal Floors
- Detailed Car Interior
- 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
- Caboose Interiors With Overhead Lighting
- 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

Southern Pacific Passenger Sets with LED Lights



Southern Pacific (Daylight) - 4-Car 70' Streamlined Passenger Set (Smooth Sided w/LED Lights)

20-64018 \$479.95

Southern Pacific (Daylight) - 2-Car 70' Streamlined Sleeper/Diner Passenger Set (Smooth Sided w/LED Lights) (Not Shown)

20-64019 \$249.95



Southern Pacific - 4-Car 70' Streamlined Passenger Set
20-64010 \$379.95



Southern Pacific - 70' Streamlined RPO Passenger Car
20-68293 \$99.95
Southern Pacific Lines - 70' Streamlined RPO Passenger Car
20-68298 \$99.95



Southern Pacific - 2-Car 70' Streamlined Baggage/Coach Passenger Set
20-69293 \$199.95
Southern Pacific Lines - 2-Car 70' Streamlined Baggage/Coach Passenger Set
20-69298 \$199.95



Southern Pacific - 2-Car 70' Streamlined Sleeper/Diner Passenger Set
20-66293 \$199.95
Southern Pacific Lines - 2-Car 70' Streamlined Sleeper/Diner Passenger Set
20-66298 \$199.95



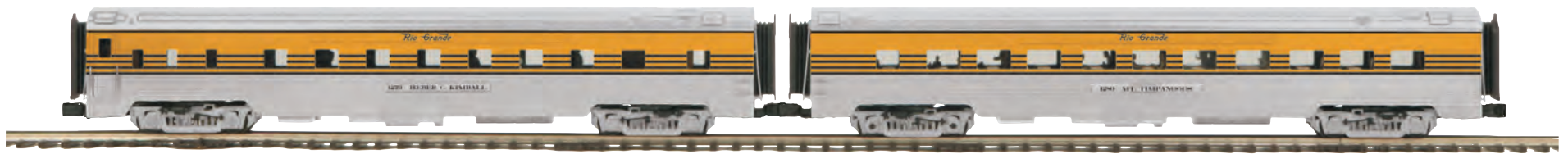
Southern Pacific - 70' Streamlined Full Length Vista Dome Passenger Car
20-67293 \$99.95
Southern Pacific Lines - 70' Streamlined Full Length Vista Dome Passenger Car
20-67298 \$99.95



Southern Pacific Lines - 4-Car 70' Streamlined Passenger Set (Ribbed)
20-64011 \$379.95



Passenger Cars



Denver Rio Grande - 2-Car 70' Streamlined Sleeper/Diner Passenger Set
20-64001 \$199.95



Denver Rio Grande - 70' Streamlined Full Length Vista Dome Passenger Car
20-64003 \$99.95



Denver Rio Grande - 70' Streamlined RPO Passenger Car
20-64004 \$99.95



Denver Rio Grande - 4-Car 70' Streamlined Passenger Set (Smooth)
20-64000 \$379.95



Denver Rio Grande - 2-Car 70' Streamlined Baggage/Coach Passenger Set
20-64002 \$199.95



Chesapeake & Ohio - 4-Car 70' Streamlined Passenger Set (Smooth)
20-64005 \$379.95

Features

- Intricately Detailed, Durable ABS Bodies
- Metal Wheels and Axles
- Detailed Car Interior
- Overhead Interior LED Lighting
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- End-of-Car Diaphragms
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 10 Passenger Figures In Each Coach
- Detailed Car Undercarriage
- Sliding Baggage Car Doors
- Die-Cast 4-Wheel or 6-Wheel Trucks
- 4-Car Set Features (1) Baggage, (2) Coaches and (1) Observation or (1) Baggage, (1) Coach, (1) Vista-Dome and (1) Observation
- Each Car Measures:
19" x 2 7/16" x 3 1/2"
- Operates On O-42 Curves



Reading & Northern - 70' Streamlined Full Length Vista Dome
20-64020 \$99.95



Chesapeake & Ohio - 2-Car 70' Streamlined Sleeper/Diner Passenger Set
20-64006 \$199.95



Chesapeake & Ohio - 2-Car 70' Streamlined Baggage/Coach Passenger Set
20-64007 \$199.95



Chesapeake & Ohio - 70' Streamlined RPO Passenger Car
20-64009 \$99.95



Chesapeake & Ohio - 70' Streamlined Full Length Vista Dome Passenger Car
20-64008 \$99.95



Passenger Cars



Amtrak (Phase 1) - 4-Car Amfleet Passenger Set
20-64012 \$439.95



Amtrak (Phase 1) - 2-Car Amfleet Passenger Set
20-64013 \$249.95

Amfleet Cars
Feature Stainless
Plated Bodies



Amtrak (Phase 3) - 4-Car Amfleet Passenger Set
20-64014 \$439.95

Features

- Durable ABS Intricately Detailed Bodies
- Metal Wheels and Axles
- Overhead Interior Lighting
- Stainless Body Plating
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- End-of-Car Diaphragms
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Detailed Car Interiors
- Detailed Car Undercarriage
- 4-Car Amfleet Sets Feature (3) Coaches and (1) Diner
- 4-Car Madison Sets Feature (1) Baggage, (2) Coaches and (1) Observation
- 4-Car Set Measures: 76" x 2 1/2" x 3 1/4"
- Operates On 0-42 Curves



Amtrak (Phase 3) - 2-Car Amfleet Passenger Set
20-64015 \$249.95



Amtrak (Phase 4B) - 2-Car Amfleet Passenger Set
20-64017 \$249.95



Amtrak (Phase 4B) - 4-Car Amfleet Passenger Set
20-64016 \$439.95



Chicago Great Western - 70' Madison RPO Passenger Car
20-40052 \$99.95



Chicago Great Western - 2-Car 70' Madison Combine/Diner Passenger Set
20-40050 \$199.95



Chicago Great Western - 4-Car 70' Madison Passenger Set
20-40049 \$379.95



Chicago Great Western - 2-Car 70' Madison Baggage/Coach Passenger Set
20-40051 \$199.95



New York Central - 70' Madison RPO Passenger Car
20-40056 \$99.95



New York Central - 4-Car 70' Madison Passenger Set
20-40053 \$379.95



New York Central - 2-Car 70' Madison Combine/Diner Passenger Set
20-40054 \$199.95



New York Central - 2-Car 70' Madison Baggage/Coach Passenger Set
20-40055 \$199.95



Conrail - 70' Madison Coach
20-44048 \$99.95



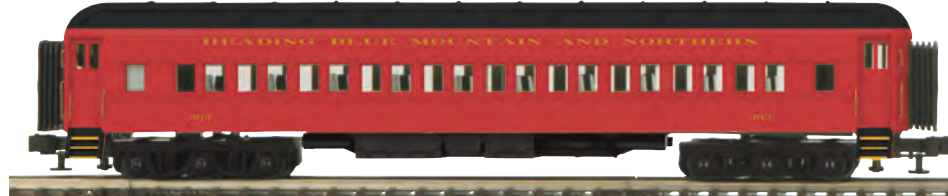
Pullman Hickory Run - 70' Madison Coach
20-44049 \$99.95



Philadelphia & Reading - 70' Madison Observation
20-44051 \$99.95



Reading & Northern (Blue Mountain) - 70' Madison Observation
20-44052 \$99.95



Reading & Northern (Blue Mountain) - 70' Madison Coach
20-44050 \$99.95

2018 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.

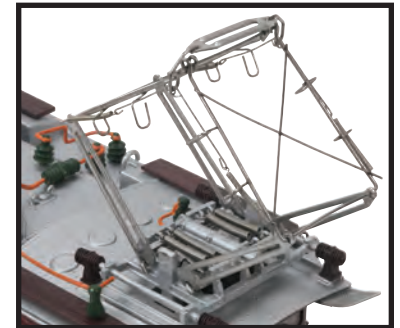
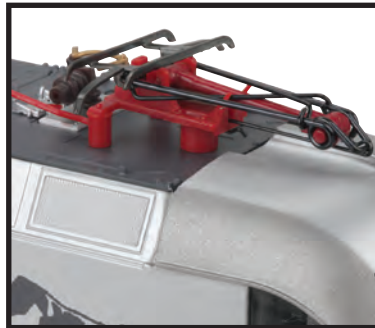
O scale model railroaders, whether they be 3-rail or 2-rail fans, who have or plan to have a premier model railroad will find choosing an M.T.H. Premier Line locomotive or rolling stock item a worthy choice. Our steam and electric locomotives are unmatched in value and performance and our passenger and 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.



DR/DB 44 Class "Jumbo"



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 310 Metal Wheels
- (2) Hook & Chain Coupler Assemblies
- NEM 365 Lenz Coupler & Pocket Assembly
- Constant Voltage LED Boiler Lighting
- LED Lighted Cab Interior
- Operating LED Tender Lights
- Operating LED Running Board Lights
- 5-Pole Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar with Close Coupling Option
- 1:45 Scale Proportions
- Onboard DCC Receiver
- CE Rated
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Freight Yard Proto-Effects
- Measures: 531mm x 98mm x 68mm
- Hi-Rail Version Operates On 0-54 Curves
- Scale Wheel Version Operates On 36" Radius Curves



Wooden Stationary
Display Base Included



SNCF - 150 X Era IIIa Steam Engine with DCC/DCS Proto-Sound 3.0
 20-3528-1 Hi-Rail Wheels \$1399.95
 22-3528-2 Fine Scale Wheels \$1399.95



DB - BR 44 Era IIIb Steam Engine with DCC/DCS Proto-Sound 3.0
 22-3529-2 Fine Scale Wheels \$1399.95



DRG - BR 44 Era IIc Steam Engine with DCC/DCS Proto-Sound 3.0
 22-3530-2 Fine Scale Wheels \$1399.95

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

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

After more than three years of development, the first BR 43s and BR 44s were outshopped in 1926 — ten locomotives of each class. As the two-cylinder BR 43 was more economical to operate, the onset of the Great Depression halted further production of the BR 44. Eventually, however, the two-cylinder motion of the BR 43 proved more stressful to the engine frame and other components, and series production of the BR 44 resumed in 1937, with Wagner smoke deflectors and new welded 2'2" T34 tenders.

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

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

During this period, the big locomotives acquired the nickname "Jumbos" — as strong, untiring, and good-natured beasts of burden. During the German *Wirtschaftswunder* ("economic miracle"), the Jumbos were significant contributors to the recovery and the success of German industry. They hauled heavy ore and coal trains as well as mixed freights with manufactured goods over long routes and steep gradients. A legendary train was the *Langer Heinrich* ("Long Henry") of the 1960s and '70s, a 4000-ton ore train from the North Sea coast to the industrial Ruhr region. BR 44 engines were in regular service until the end of steam in Germany — 1977 in the West and 1981 in the East.

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

M.T.H. is proud to offer these superbly detailed BR 44 models, reproducing the power, dependability, and sheer drama that have endeared the Jumbos to generations of railfans. Heavy die-cast metal construction and a powerful electronically controlled drive system offer enormous tractive effort and superior running qualities. Each version accurately replicates how the BR 44 looked in a particular era.

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

20-3491-1 Hi-Rail Wheels \$1299.95

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



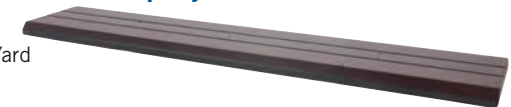
Features

- 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 0-54 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.



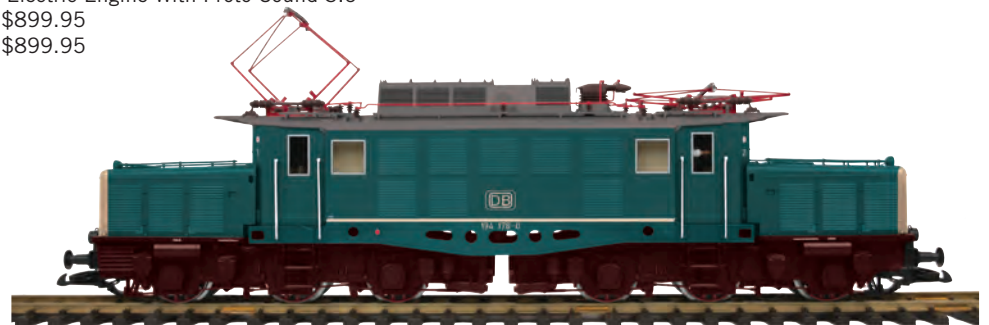
Austrian OBB (Green) - E94 Crocodile Electric Engine With Proto-Sound 3.0
 20-5671-1 Hi-Rail Wheels \$899.95
 20-5671-2 Scale Wheels \$899.95



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

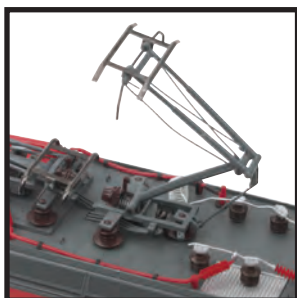


German DB (Blue) - E94 Crocodile Electric Engine With Proto-Sound 3.0
 20-5674-1 Hi-Rail Wheels \$899.95
 20-5674-2 Scale Wheels \$899.95



See It In Action At
www.mthtrains.com

TRAXX P160 AC2



Features

- Intricately Detailed, ABS Body
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides and Pilots
- Colorful 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
- Lighted Cab Interior
- (2) Engineer Cab Figures
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 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 German Language Freight Yard Proto-Effects
- Measures: 16 3/16" x 2 1/2" x 4 5/16" 411mm x 64mm x 110mm
- Hi-Rail Version Operates On 0-72 Curves
- Scale Wheel Version Operates On 42" Radius Curves

* Scale Wheel Models Only

** Hi-Rail Wheel Models Only



CrossRail - TRAXX P140 AC2 Electric Engine
 20-5648-1 Hi-Rail Wheels \$449.95



Veolia Transport Germany - TRAXX P160 AC2 Electric Engine
 20-5633-1 Hi-Rail Wheels \$449.95
 20-5633-2 Scale Wheels \$499.95

Railion - TRAXX F140 AC-1 Electric Engine
 20-5656-1 Hi-Rail Wheels \$449.95
 20-5656-2 Scale Wheels \$499.95
 20-5656-6 Non-Powered Scale Wheels \$229.95
 Railion European - TRAXX F140 AC2 Electric Engine
 20-5634-3 Non-Powered \$219.95



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

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

The TRAXX electric offers a near-perfect combination of speed, safety, and practicality. Its streamlined shape is designed for aerodynamics but also for economical construction, being composed almost entirely of flat surfaces. The ends are raked at an angle that slices through the air — but a steeper, more streamlined angle was avoided in order to minimize air turbulence between the engine and the following car. With up to 800 horsepower supplied to each of its eight wheels, wheelslip control on the TRAXX was mandatory. The controls, of course, are fully computerized with myriad safety systems. Our superbly detailed TRAXX model features twin motors to replicate the massive power of the prototype, and pantographs that can be configured to pick up power from overhead catenary.

Taurus ES-64-U2



Features

- Intricately Detailed, ABS Body
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides and Pilots
- Colorful 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
- Lighted 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
 20-5649-1 Hi-Rail Wheels \$449.95
 20-5649-2 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.

HUPAC - Taurus ES-64-U2 Electric Engine
 20-5650-2 Scale Wheels \$499.95



DB Railion - Taurus ES-64-U2 Electric Engine
 20-5651-2 Scale Wheels \$499.95

OBB - Taurus ES-64-U2 Electric Engine
 20-5652-2 Scale Wheels \$499.95



Modern Offener Güterwagen



RAILION - European Modern Offener Güterwagen (Gondola)

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

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

- 20-90930 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



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



SBB-CFF - European Modern Offener Güterwagen (Gondola)

- 20-99028 Hi-Rail Wheels \$79.95



OBB Rail Cargo Austria - 6-Car European Modern Offener Güterwagen (Gondola) Set

- 22-90939 Fine Scale Wheels \$439.95

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 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



DB Cargo - European Modern Offener Güterwagen (Gondola)

- 20-99037 Hi-Rail Wheels \$79.95
- 22-99037 Fine Scale Wheels \$79.95

Gedeckter Güterwagen



SBB CFF - European Gedeckter Güterwagen (Box Car)
Car No. 20 85 111 7650-4

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 No. 20 85 114 4 418-7

22-99046 Fine Scale Wheels \$69.95

SBB CFF - 6-Car European Gedeckter Güterwagen Set
22-90945 Fine Scale Wheels \$389.95



SBB CFF - European Gedeckter Güterwagen (Box 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
22-90944 Fine Scale Wheels \$389.95



SBB CFF - 6-Car European Gedeckter Güterwagen Set
22-90946 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

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 0-31 Curves
- NEM 310/311 Standard Fine Scale Wheel Version Operates On 31" Radius Curves

* Fine Scale Wheel Cars Only

Bierwagen



Biere Beauregard - European Bierwagen (Beer Reefer)

20-99001 Hi-Rail Wheels \$69.95
 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



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 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





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

Brasserie du Cardinal - 6-Car European Bierwagen (Beer Reefer) Set
20-90905 Fine Scale Wheels \$389.95



Brauerei Wardeck Basel - European Bierwagen (Beer Reefer)
22-99041 Fine Scale Wheels \$69.95

Brauerei Wardeck Basel - 6-Car European Bierwagen (Beer Reefer) Set
22-90940 Fine Scale Wheels \$389.95



Feldschloesschen - European Bierwagen (Reefer)

20-99004 Hi-Rail Wheels \$69.95
20-99008 Fine Scale Wheels \$69.95

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

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



Bierbrauerei Falken - 6-Car European Bierwagen (Beer Reefer) Set
22-90943 Fine Scale Wheels \$389.95

Modern Kesselwagen



BP - European Modern Kesselwagen (Tank Car)

20-99017 Hi-Rail Wheels \$79.95

20-99021 Fine Scale Wheels \$79.95

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

20-90916 Hi-Rail Wheels \$449.95



GATX - European Modern Kesselwagen (Tank Car)

20-99018 Hi-Rail Wheels \$79.95

20-99022 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
- 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



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



Shell - European Modern Kesselwagen (Tank Car)
 20-99036 Hi-Rail Wheels \$79.95
 22-99036 Fine Scale Wheels \$79.95
 Shell - 6-Car European Modern Kesselwagen (Tank Car) Set
 20-90935 Hi-Rail Wheels \$449.95



Ermewa - 6-Car European Modern Kesselwagen (Tank Car) Set
 22-90950 Fine Scale Wheels \$449.95



DHL - 6-Car European Modern Kesselwagen (Tank Car) Set
 22-90949 Fine Scale 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



Deutsche Reichsbahn - 5-Car Rheingold Standard Passenger Set
20-60018 Fine Scale 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
20-60026 Hi-Rail Wheels \$599.95
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 (French cars)
- 1:45 Scale Dimensions (German Cars)
- 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



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



TIU/TMCC-Legacy
6' Connector Cable
50-1032 \$24.95



Proto-Sound Battery
50-1008 \$11.95



Z-DC24 24-Watt Power Supply
50-240 \$17.95



TIU/Barrel Jack Adapter Cable
50-1017 \$10.95



DCS Wifi Companion Digital
Book - 1st Edition

Digital Version
60-1405 \$13.95

Soft Cover
60-1406 \$29.95

Available as a soft cover book or a pdf download — order from www.mthtrains.com/news/596



24-Port Terminal Block
50-1020 \$37.95

12-Port Terminal Block
50-1014 \$27.95

400 Watts!

The Most Powerful UL Listed Transformer!

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

Overload indicator

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

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

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

Power-on indicator

Dual digital voltmeters show how much power you're putting on the track

Bell and whistle/horn buttons compatible with all AC engines

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

Rear Panel Outputs

Internal cooling fan

Direction button for each channel

On-off switch with Accidental Startup Protection: If throttles are not in Off position when Z-4000 is turned on, no power will be applied to the track.

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



0~22 Volts Track Power (10 AMP)

10-Volt Accessory Power (3 AMP)

14-Volt Accessory PowerTrack Power (3 AMP)

0~22 Volts Track Power (10 AMP)

Accepts bare wires, spade lugs, or banana plugs (recommended) for easy connections

Z-4000® Transformer
40-4000 \$ 479.95

Two AC throttles, each with its own complete set of controls, plus 10-volt and 14-volt AC accessory outputs

WHY THE UL OR SP 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.

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

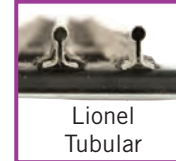
- Solid, rust-proof nickel silver rails
- Durable ties for years of use
- Easy, snap-together assembly
- Built-in electrical connections eliminate need for rail joiners or track pins
- Built-in Lockon receptacle in every track section
- Non-derailing switches
- Snap-in, reversible switch motors work 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

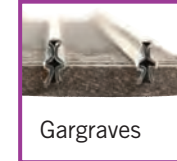


More Realism

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

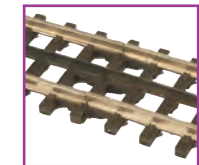
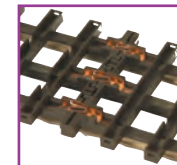
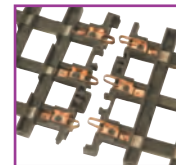
ScaleTrax track and switches are more affordable than comparable Atlas and Ross products.

Smaller Third Rail

The thinnest, lowest-profile center rail of any major track brand gives ScaleTrax a more realistic look.

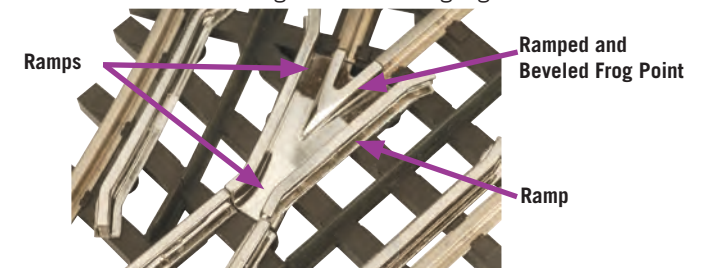
Better Electrical Contact

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

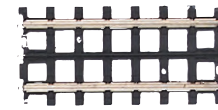
Low-profile rail and ties make ScaleTrax flex easier to bend than other brands.

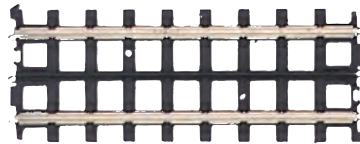


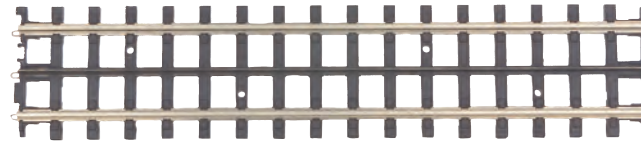
STRAIGHT, FLEX & OPERATING TRACK SECTIONS


 ScaleTrax™ - 1.75" Track Section
 45-1011 \$2.49
 ScaleTrax™ - 1.75" Track Section 4-Pack
 45-1011-4 \$10.25

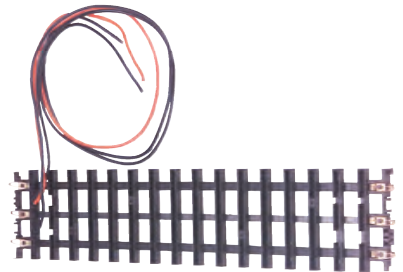

 ScaleTrax™ - 5.0" Track Section
 45-1013 \$3.99


 ScaleTrax™ - 4.25" Track Section
 45-1012 \$3.99
 ScaleTrax™ - 4.25" Track Section 2-Pack
 45-1012-2 \$8.99

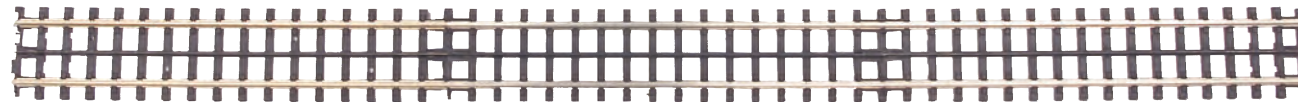

 ScaleTrax™ - 5.5" Track Section
 45-1014 \$3.99
 ScaleTrax™ - 5.5" Track Section 2-Pack
 45-1014-2 \$8.99



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

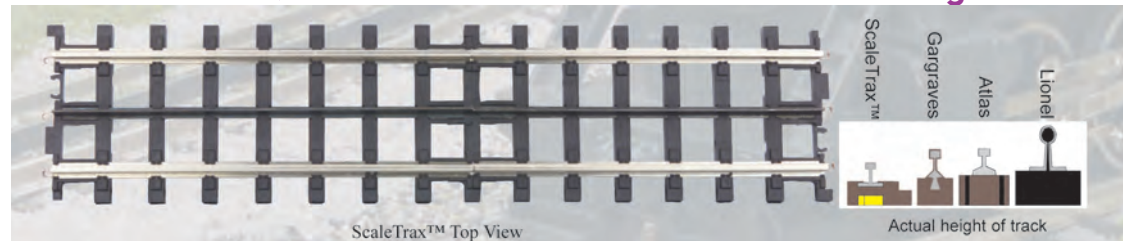


ScaleTrax™ - 30" FlexTrack Section
 45-1049 \$13.99



ScaleTrax™ - 15" Operating Track Section
 45-1035 \$24.95

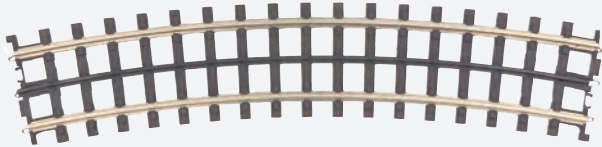
Lowest Profile, Most Realistic 3-Rail Track in 0 Gauge!



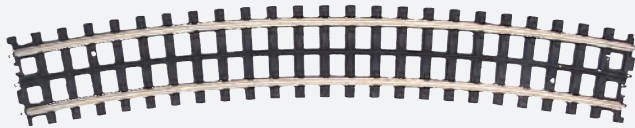
Curved Track Sections



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.



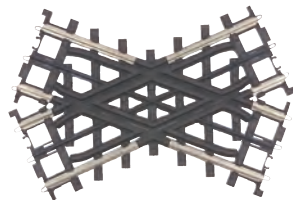
ScaleTrax™ - 0-72 Curved Track Section
45-1010 \$5.99
It takes **SIXTEEN 0-72 CURVES** to make a circle.



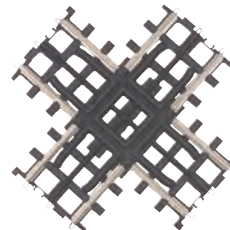
ScaleTrax™ - 0-80 Curved Track Section
45-1034 \$6.99
It takes **SIXTEEN 0-80 CURVES** to make a circle.



ScaleTrax™ - 22.5 Degree Crossing
45-1015 \$24.95

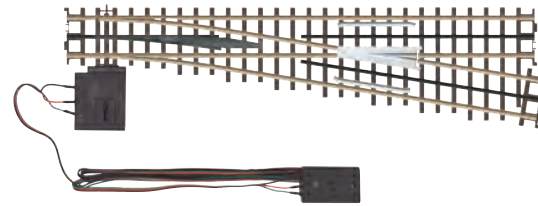


ScaleTrax™ - 45 Degree Crossing
45-1006 \$19.95

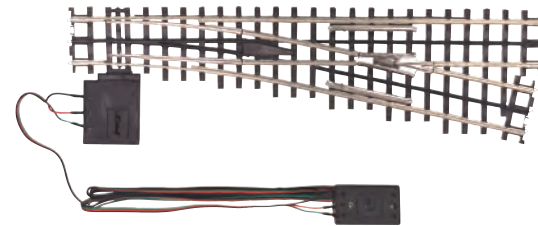


ScaleTrax™ - 90 Degree Crossing
45-1005 \$19.95

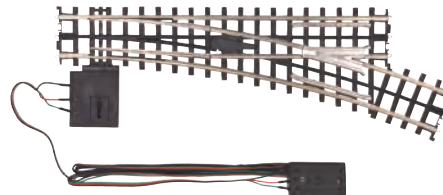
Switches



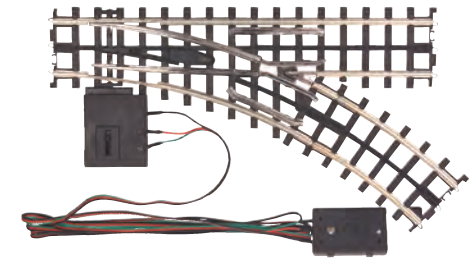
ScaleTrax™ - No. 6 Right Hand Switch
45-1053 \$89.95
ScaleTrax™ - No. 6 Left Hand Switch
45-1052 \$89.95



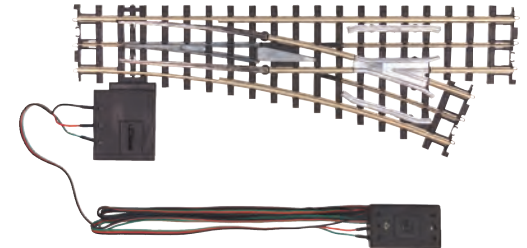
ScaleTrax™ - No. 4 Right Hand Switch
45-1051 \$89.95
ScaleTrax™ - No. 4 Left Hand Switch
45-1050 \$89.95



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



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. 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.

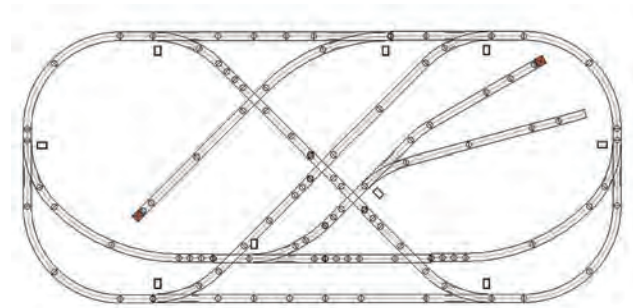
4x8 M.T.H. Tradeshow Layout

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

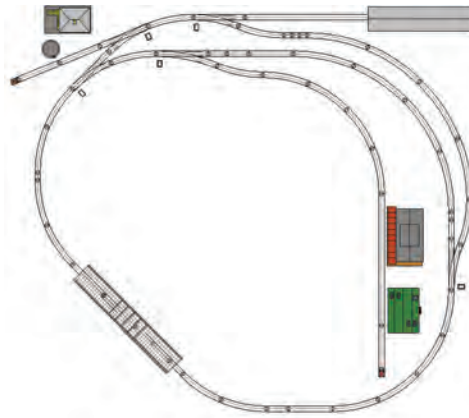
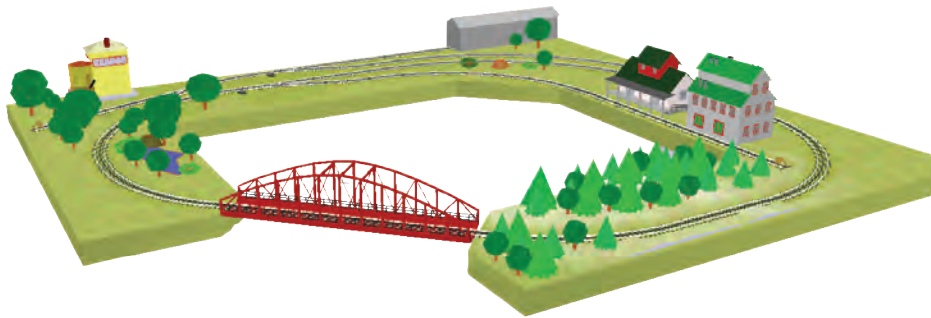
Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	8	\$39.92
45-1002	0-31 curve	\$4.99	8	\$39.92
45-1003	0-31 LH switch	\$49.95	4	\$199.80
45-1004	0-31 RH switch	\$49.95	4	\$199.80
45-1005	90 deg crossing	\$19.95	3	\$59.85
45-1006	45 deg crossing	\$19.95	2	\$39.90
45-1007	0-54 curve	\$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
PACKAGE TOTAL:				\$839.95



Recreate
the M.T.H.
Tradeshow
Layout!



8x9 Spare Room & Pacific RR

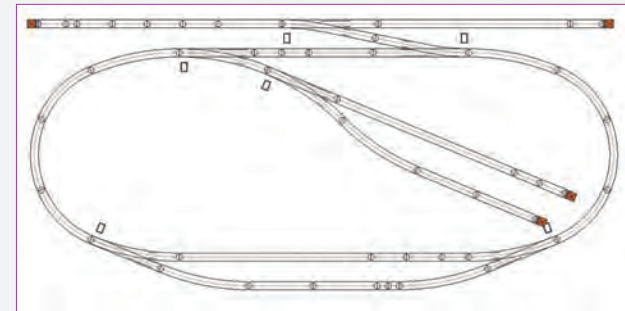


Roosevelt Junction

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

45-1105

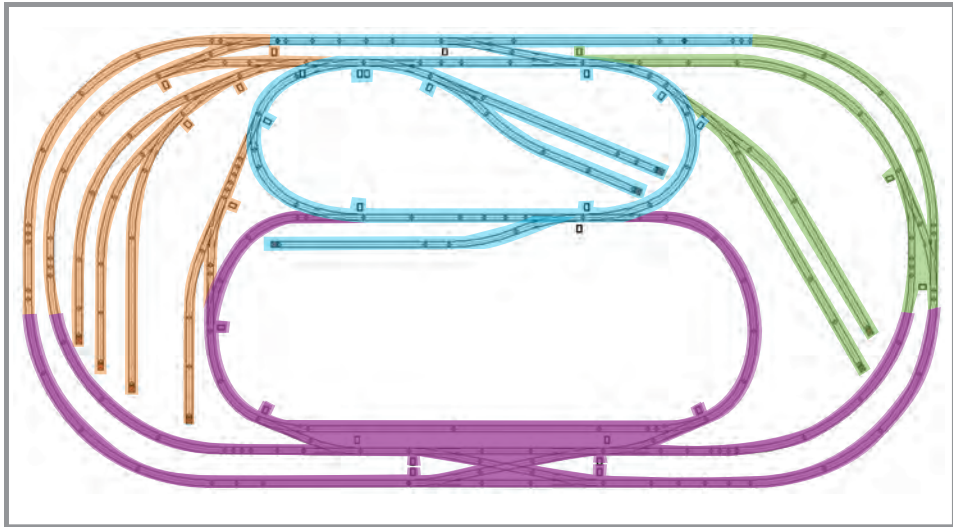
Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	9	\$44.91
45-1007	0-54 curve	\$5.29	19	\$100.51
45-1008	0-54 LH switch	\$79.95	1	\$79.95
45-1009	0-54 RH switch	\$79.95	3	\$239.85
45-1010	0-72 curve	\$5.99	7	\$41.93
45-1011	1.75 inch straight	\$2.49	5	\$12.45
45-1012	4.25 inch straight	\$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
45-1105	PACKAGE TOTAL: \$689.95			

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
45-1101	PACKAGE TOTAL: \$739.95			

Roosevelt Junction



Roosevelt Junction - Phase 2

The second phase of Roosevelt junction adds numerous operating possibilities. The mainline doubles in length, yard capacity nearly triples, and a reversing wye allows entire trains to change direction.

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
45-1102	PACKAGE TOTAL: \$969.95			

Roosevelt Junction - Phase 3

The third phase of Roosevelt junction adds still more operating possibilities. The mainline again doubles in length and a long two-track spur is added making a perfect location for engine sheds or dead-end sidings.

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
45-1103	PACKAGE TOTAL: \$519.95			

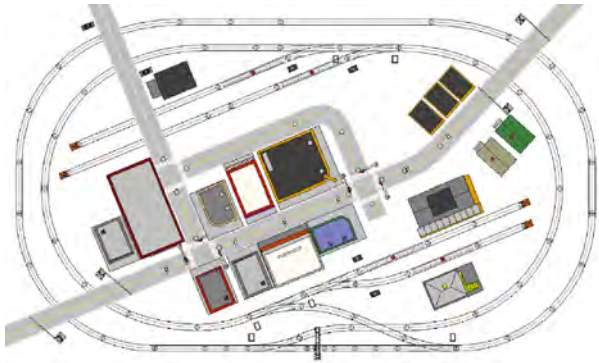
Roosevelt Junction - Phase 4

The fourth and final addition to Roosevelt Junction transforms the layout into a hi-rail empire. The layout now sports a double track mainline with minimum 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
45-1104	PACKAGE TOTAL: \$869.95			

6x10 Main Street

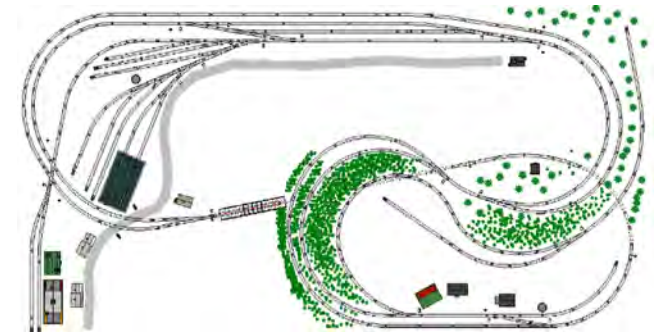
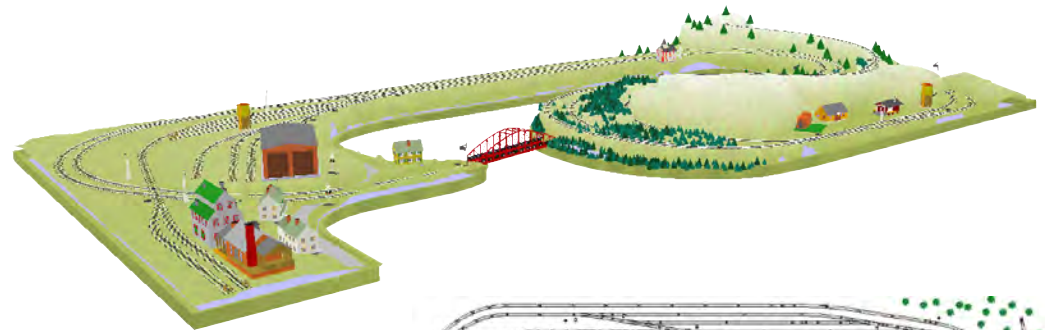


ScaleTrax™ Pieces

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
45-1107	PACKAGE TOTAL: \$939.95			

12x24 Timber Mountain



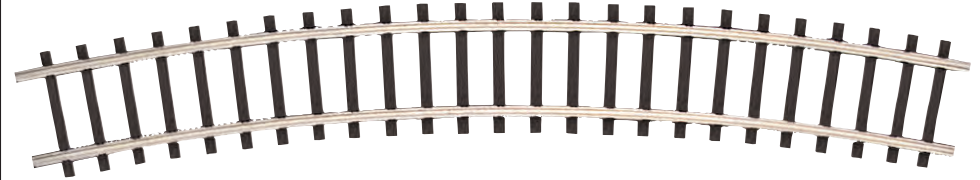
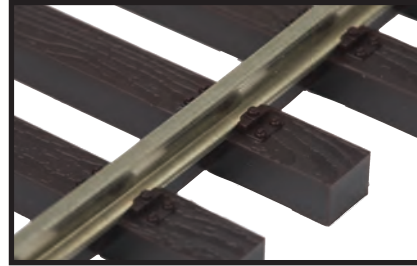
ScaleTrax™ Pieces

45-1106

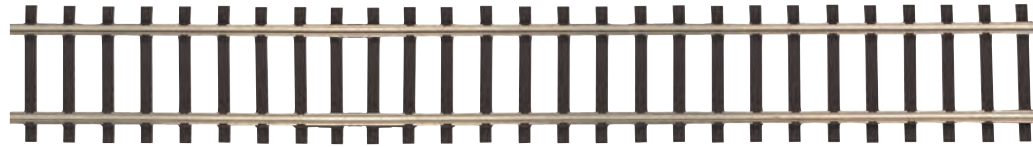
Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	14	\$69.86
45-1006	45 deg crossing	\$19.95	2	\$39.90
45-1007	0-54 curve	\$5.29	10	\$52.90
45-1010	0-72 curve	\$5.99	41	\$245.59
45-1011	1.75 inch straight	\$2.49	4	\$9.96
45-1012	4.25 inch straight	\$3.99	5	\$19.95
45-1013	5 inch straight	\$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
45-1106	PACKAGE TOTAL: \$3299.95			

ScaleTrax

2-Rail 0-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

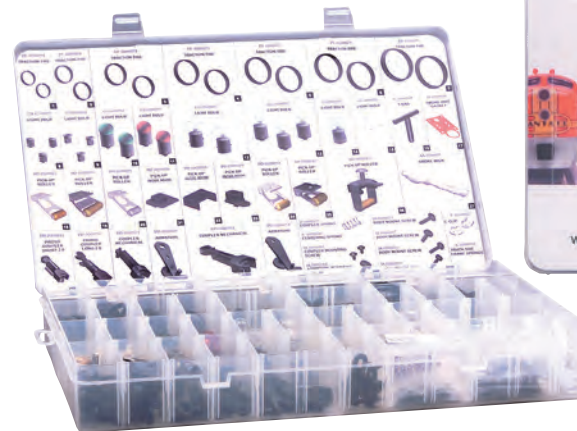


ScaleTrax - 2-Rail 22" (558.4mm) Radius Curved Track Section
45-2022 \$7.99

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.

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

Accessories

RealTrax®

Rugged — Realistic — Reliable

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

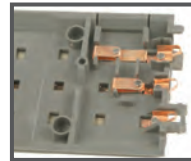
Because most toy train empires begin on a carpet or floor, RealTrax is designed to hold up to the rigors of childhood play. Strong snap-together connections make it easy to assemble or change a layout in minutes. And the built-in roadbed helps keep dirt on the floor away from the wheels and gears of 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.

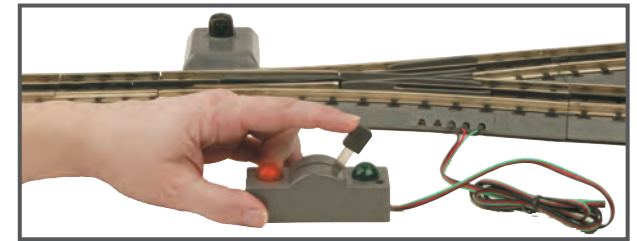
Reliable

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.

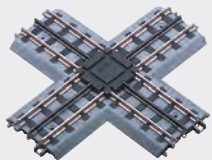


rior electrical connections between track sections. The contacts are spring loaded to maintain a solid connection over time and are highly resistant to corrosion of any kind. Similar materials are used in many electrical connections around your home, such as lamps, battery-operated appliances, and electrical outlets.

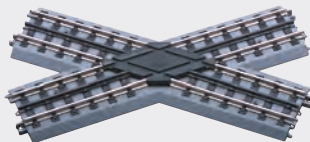
RealTrax switches feature the same durable construction as regular RealTrax sections and utilize long-lasting switch motors that provide precise throws every time. The reversible motor mechanism quickly snaps onto the other side of the switch if space is a problem. No disassembly of the switch is required! Lighted switch controllers allow you to throw a switch remotely from a distance, and lights on the controller indicate which direction the switch is thrown — green for straight and red for curved.



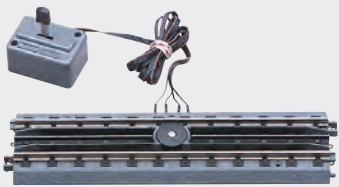
Crossovers & Operating Sections



RealTrax - 90° Cross-over Track
40-1006 \$24.95

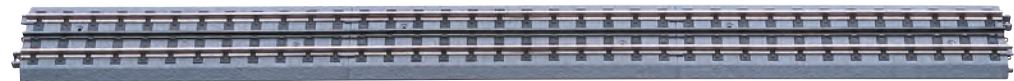


RealTrax - 45° Cross-over Track
40-1007 \$24.95



RealTrax - Operating Track Section
40-1008 \$29.95

Straight & Curved Track Sections



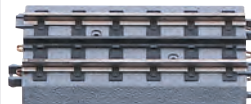
RealTrax - 30" Straight Track Section
40-1019 \$13.99



RealTrax - 10" Ground Track (2 pieces per pack)
40-1068-2 \$9.99
(features removable jumper connecting 2 outer rails)



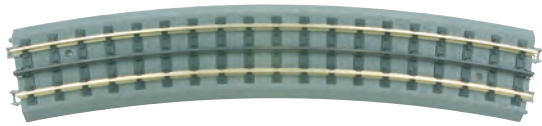
RealTrax - 10" Straight Track Section
40-1001 \$4.99
RealTrax - 10" Straight Track Section (4 Pcs)
40-1001-4 \$19.99



RealTrax - 5.0" Track Section
40-1016 \$4.49
40-1016-2 (2 Pcs) \$8.99



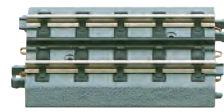
RealTrax - 5.5" Track Section
40-1012 \$4.49
40-1012-2 (2 Pcs) \$8.99



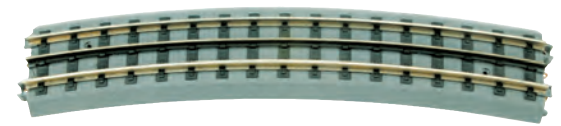
RealTrax - O-82 Curved Track Section
40-1082 \$6.99



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



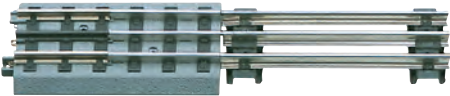
RealTrax - O-54 Half Curve Track
40-1057 \$5.49
40-1057-2 (2 Pcs) \$10.49



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

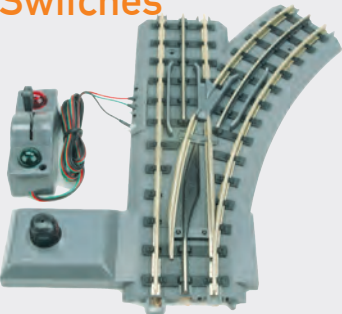


RealTrax - O-72 Half Curved Track Section
40-1049 \$5.49

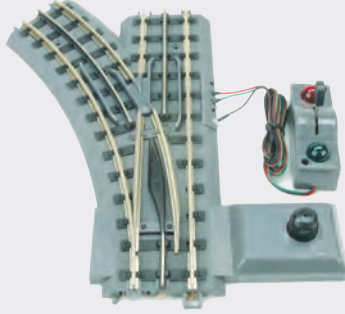


RealTrax - O-42 Curved Track Section
40-1042 \$5.99
40-1042-2 (2 Pcs) \$10.99

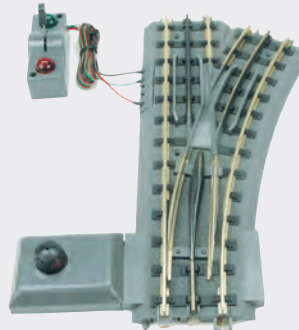
Switches



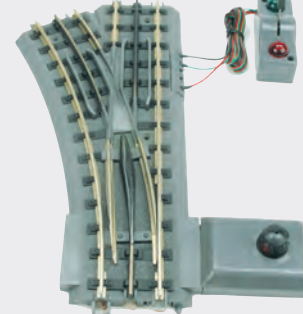
RealTrax - O-31 Switch (RH)
40-1004 \$69.95



RealTrax - O-31 Switch (LH)
40-1005 \$69.95



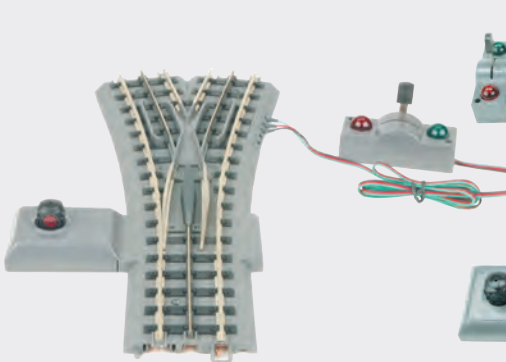
RealTrax - O-42 Switch (RH)
40-1043 \$74.95



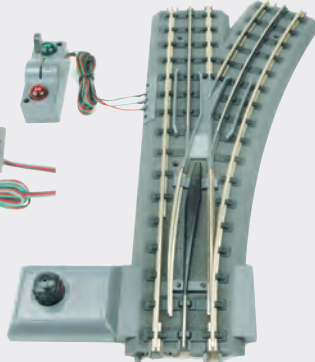
RealTrax - O-42 Switch (LH)
40-1044 \$74.95



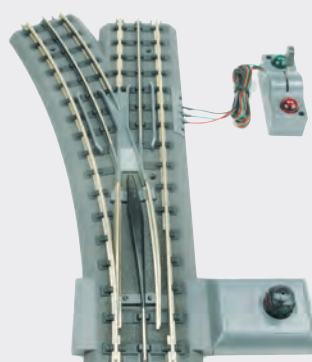
RealTrax - 10" Insulated Straight Track Section Set
40-1029 \$9.99



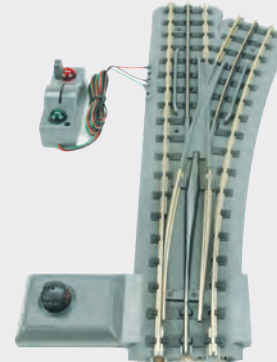
RealTrax - O-72 Wye Switch
40-1068 \$89.95



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



O 2-Track Bridge Girder - Rust
40-1110 \$44.95
O 2-Track Bridge Girder - Silver
40-1108 \$44.95
O 2-Track Bridge Girder - 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



Tunnel Portal - Single
40-9014 \$14.95



Tunnel Portal - Double
40-9015 \$19.95



O Subway
Trestle Bridge
40-1148 \$34.95



O Bridge Girder w/Operating Christmas Lights - Red
40-1116 \$59.95
O Bridge Girder w/Operating White Lights - Silver
40-1118 \$59.95

O Bridge Girder - Rust
40-1104 \$34.95
O Bridge Girder - Silver
40-1102 \$34.95
O Bridge Girder - Black
40-1106 \$34.95





RealTrax - 24-Piece Graduated Trestle System
40-1033 \$64.95



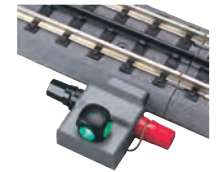
RealTrax - 24-Piece Graduated Trestle System For Lionel Fastrack
40-1113 \$64.95



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



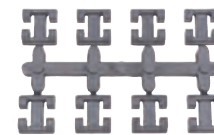
RealTrax - Track Activation Device (I.T.A.D.)
40-1028 \$29.95
(Allows passing train to activate signals or trackside accessories)



8 Piece Elevated Subway Trestle Set
40-1047 \$39.95



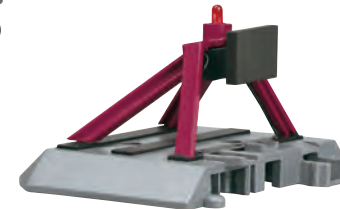
8 Piece Elevated Subway Trestle Set For Lionel Fastrack
40-1157 \$39.95



RealTrax - Track Clips (24)
40-1041 \$7.95

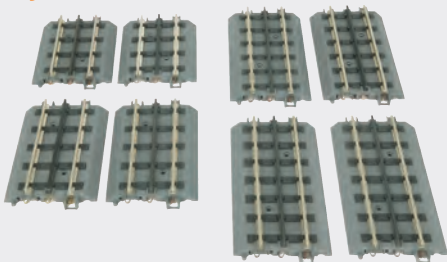


RealTrax - Non-Slip Track Pads (50/pack)
40-1046 \$7.95



RealTrax - Lighted Bumper
40-1024 \$14.95

Layout Builders



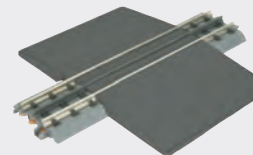
RealTrax - Layout Builder (8 Pcs)
40-1023 \$34.95
(Contains: (2) 3.5" Half Tracks, (2) 4.25" Half Tracks, (2) 5.0" Half Tracks, (2) 5.5" Half)



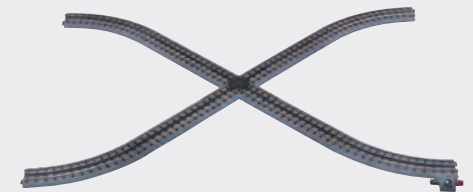
RealTrax - Right Hand Track Siding Layout Builder
40-1027 \$99.95
(Contains (1) Right-Hand O-31 Switch, (4) 10" Straights, (1) O-31 Curve, (1) RealTrax™ Bumper)



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

0-Gauge or 2-Rail 0 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

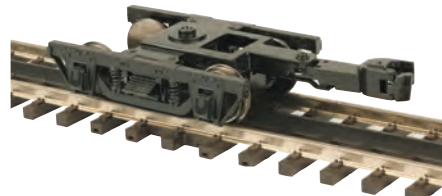


Premier 2-Rail

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

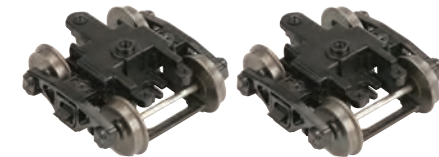
Railking 3-Rail Die-Cast Sprung Metal
Roller Bearing Freight Car Two Truck Pack
30-89002 \$19.95



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

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?

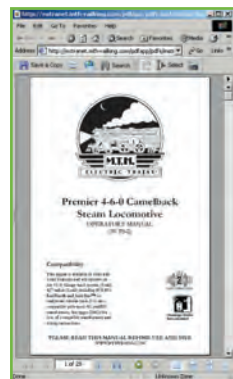
View the last several M.T.H. Catalogs online. Or click on Video to see M.T.H. products in action.

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.



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30-74921 MTHRRRC 40' High Cube Box Car
RailKing Membership is \$50.00

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40' Woodsided Reefer Car
S-Gauge Membership is \$55.00

One-Gauge Membership



70-78051 Transport Leasing Co. (MTHRRRC) 40' Reefer Car
One-Gauge Membership is \$100.00

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85-74157 Pullman Standard
40' PS-1 Box Car
H0 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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You will receive our full-color Club magazines, jam-packed with product news, ideas from other members, rail history, & step-by-step articles explaining how M.T.H. technology can bring your railroad to life.

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Club members can save an additional 15% on these kits for upgrading older locomotives.

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DCS™ Simply The Best Way To Run A Railroad™
M.T.H.'s DCS Digital Command System has received U.S. Patent No. 6,457,681.
M.T.H.'s Proto-Sound® 2.0 system has received U.S. Patent No's 6,457,681 B1 (sound system), 6,457,681 B1 (Proto-Speed Control™), 6,604,641 (Proto-Coupler™), 7,210,656 (Sound), 6,662,917 (2/3Rail), 7,210,656 (Internet Downloads, Music & Doppler), 6,655,640 (Smoke Synchronization)
M.T.H.'s RealTrax® has received U.S. Patent No. 6,019,289.
M.T.H.'s Z-4000® Transformer has received U.S. Patent No's. 6,281,606 & 6,624,537.
HO Coupler 7,694,834 Bi-Directional Communication 8262034

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