

1980

2020



ELECTRIC TRAINS®



2020

VOLUME TWO

RailKing® & Premier O Gauge Trains

If There Was Ever a Time to Have a Hobby, *This Is It*



20-3785-1 New York Central
4-4-0 Empire State Express Steam Engine

As this catalog goes to press, most of us are sheltering at home from a worldwide pandemic. If there was ever a time that we needed the distraction of a hobby — and the alternate reality that model railroading provides — this is it.

For many of us, one of the highlights of our childhood was the arrival of a new Lionel® or American Flyer® catalog. It gave us something to dream about, and wish for. We hope this catalog brings you a similar joy and excitement, as we muddle through this tough time to what will surely be better times ahead.

We hope you'll also take inspiration from the fact that the history of American railroading — the history we all model in one way or another — is a history of overcoming obstacles, some of them greater than what we face today: time and distance, the Civil War, two World Wars and the Great Depression. In this catalog, you'll find engines and rolling stock that can help you model the great arc of American railroading, from the mid-1800s to the present day.



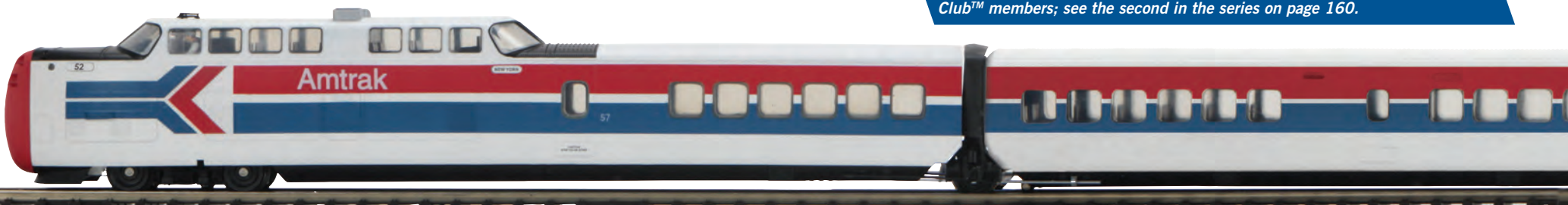
30-20782-1 Long Island Alco RS-1
Diesel Engine w/Proto-Sound 3.0



Collect the third in our series of Pullman-Standard demonstrator boxcars, page 119. The first two have been offered exclusively to M.T.H. Railroaders Club™ members; see the second in the series on page 160.



20-92247 TTX 2-Car Twin Stack Container Set



A Word on Production

You may be wondering how the virtual shutdown of the Chinese economy affected our production schedule. In a normal year, we'd see a 2-3 week closing of our factories for Chinese New Year; this year, the shutdown was closer to 8 weeks. But as of mid-April, our facilities are nearly back to pre-covid levels of production, and new models are already arriving at our door. So if you're waiting for models that were scheduled to arrive earlier, take heart — they're on the way.

And now, without further ado, we invite you to turn the page and see for yourself what we have to offer in this, our 40th 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.



20-3791-1 Chessie 4-8-4 T-1 Steam Locomotive w/Proto-Sound 3.0



20-95461 U.S. Army 60' Flat Car with (2) Humvee Vehicles

Enjoy our die-cast Armor Series military vehicles as RailKing (page 68) or Premier (page 126) flat car loads, or as separate-sale items on page 158.



30-20776-1 Rock Island GP7 Diesel Engine



20-21492-1 Amtrak TurboTrain Passenger Set

Contents

Proto-Sound 3.0®	4
DCS™ App	6
RailKing®	12
Steam	14
Diesel	26
Subways	58
Freight Cars.....	60
Premier	70
Steam.....	72
Diesel	82
TurboTrain	112
Electric.....	114
Freight Cars.....	116
Passenger Cars	136
Transformers	140
ScaleTrax™	142
2-Rail Conversion Trucks	150
RealTrax®	151
Tinplate Standard Gauge Track	156
Armor Series Military Vehicles ...	158
M.T.H. Online.....	159
M.T.H. RailRoders Club™	160

FIND US ONLINE



www.mthtrains.com



Benefits From Other M.T.H. Product Lines

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 realistic LED lighting and many of our HO steam engines now come equipped with steaming, quillable whistles, that — like their O Gauge brethren — can be triggered anywhere on your layout.



Get the latest HO catalog from your local dealer today!

80-3276-1 Southern Pacific GS-4 Northern w/Proto-Sound 3.0



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

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



70-2148-1 Pennsylvania Alco PA A-Unit Diesel With Proto-Sound 3.0

See this and more in our latest catalog!



35-20049-1 Lehigh Valley
NW2 Diesel w/Proto-Sound 3.0



S Gauge Trains That Do More

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.

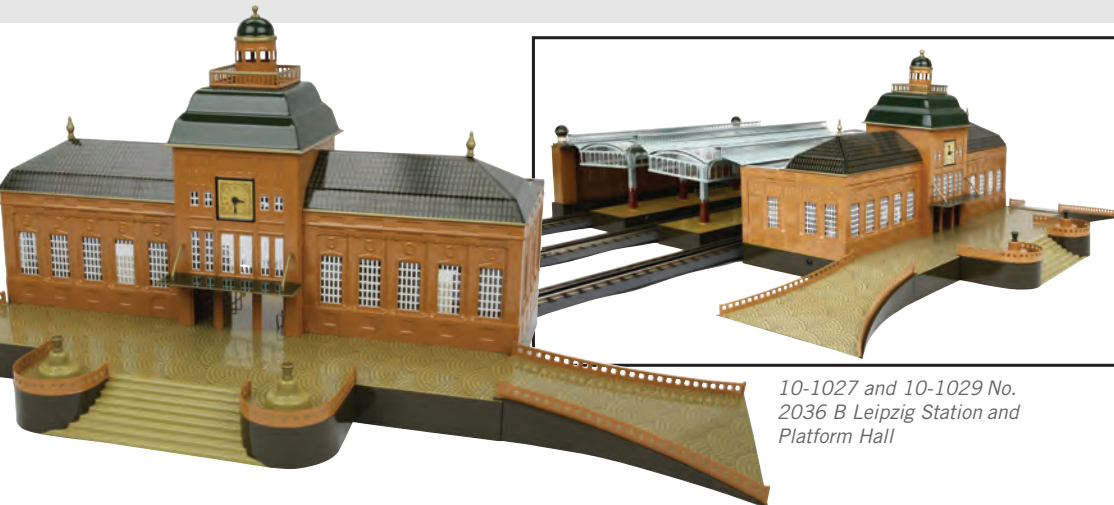
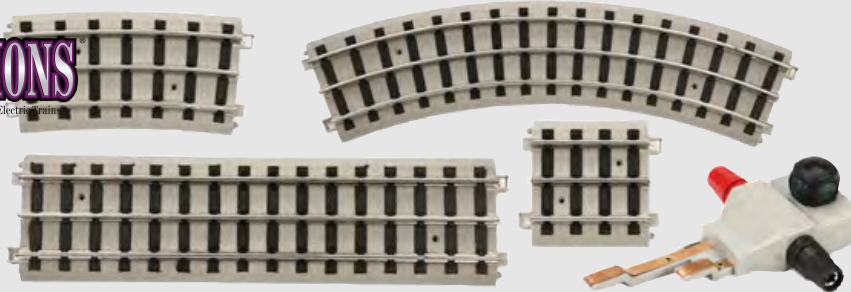


**New S Gauge Catalog
now available!**

TINPLATE TRADITIONS

By MTH Electric Trains

*Tinplate Traditions as
Std. Gauge RealTrax*



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

About Our Product Lines

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.

Tinplate Traditions 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 — including Ives and Dorfan locomotives and accessories, and 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.

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.

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 system.

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.

PROTO-SOUND 3.0 DCC FUNCTIONALITY

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



MULTIPLE UNIT CAPABILITY

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

GREAT SMOKE

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

SYNCHRONIZED CHUFF AND PUFF

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

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

FULL COMPATIBILITY WITH ALL OPERATING SYSTEMS

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

BRAKE SOUNDS

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

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.



STEAMING, QUILLABLE WHISTLES

Select Premier models include smoking whistles with quillable sounds, all triggered from the DCS system.

SIMPLICITY

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

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

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

Proto-Sound 3.0 DCC Features

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

Steam Features

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

(1) Not Included On European Steam Locomotives

(2) Found Only On European Steam Locomotives

(3) If Equipped

Diesel/Electric Features

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

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

(2) Not Included On Electrics

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

(4) Found Only On Electric Locomotives

(5) Found Only On European Electric Locomotives

(6) Not Included On European Electric Locomotives

(7) If Equipped



Simply the Best Way

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

It works with **ANY iOS OR ANDROID SMARTPHONE OR TABLET** or the optional DCS Remote Control.

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

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

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

It can **RUN OVER 8000* M.T.H. PROTO-SOUND® 2.0 & 3.0 LOCOMOTIVES** and every Lionel® TMCC®, EOB, or Legacy™ locomotive ever made — and run 99 of them at the same time, on the same track, independently, in command mode.

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

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

What can your remote do?

* Number of different Proto-Sound 2.0 and 3.0 engines cataloged through the 2020 Volume 2 O Gauge Catalog. While all Lionel TMCC features can be accessed by the DCS App or handheld remote, at present some Legacy features cannot be accessed by the App or remote.



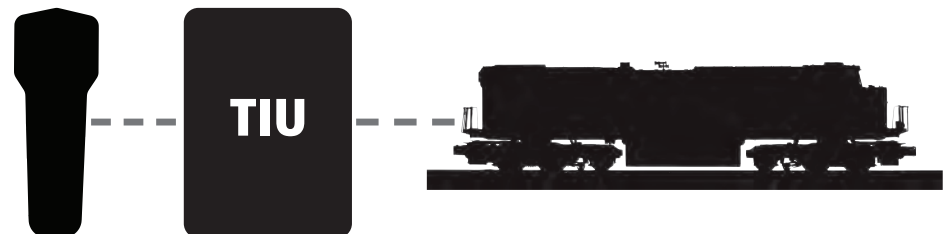
Command Control Explained

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

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

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

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



Learn More About It
Shop Online at
www.mthtrains.com

to Run a Railroad™

M.T.H. Railroading App

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

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

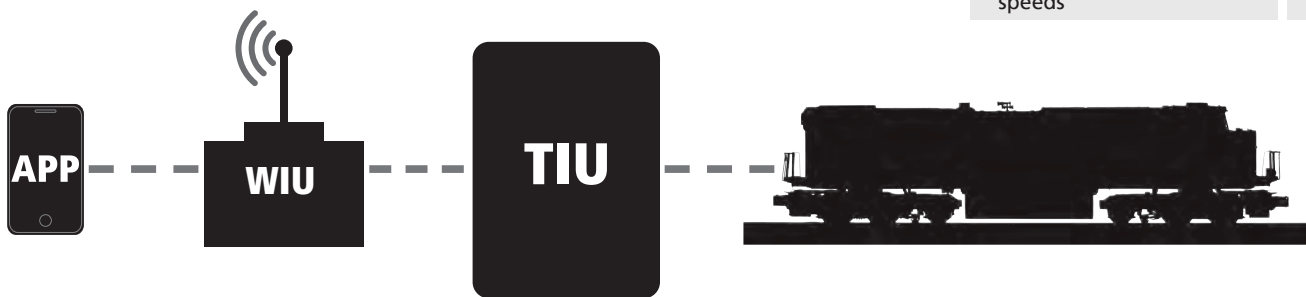
Our App isn't limited to just DCS control either. With it, you can access special pages on the M.T.H. website, see the latest news and catalogs, and shop for M.T.H. products.

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

Download the Apple or Android App from iTunes or Google Play



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



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

Check Out The Video: www.mthtrains.com/dcs2018

Choose from THREE different DCS options

1. DCS Remote Commander: Get into DCS on a budget

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



DCS Remote Commander Set 50-1033 \$59.95

Z-560 56 Watt DC Power Supply 40-560 \$44.95



Simply the Best Way

2. DCS Explorer

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

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



DCS Explorer Track Interface Unit 50-1035 \$149.95

FREE DCS APP

Download the free DCS app for your smart phone or tablet



Check Out The Video:
www.mthtrains.com/50-1035



No Home WiFi Needed!

DCS Explorer Operating Features

Locomotive Features

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

Additional Features

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

Control locomotive lights, sounds, action

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

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

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

Choose from over 8,000 locomotives: Run any M.T.H. Proto-Sound 2.0 or 3.0 engine ever built

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

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

to Run a Railroad™

3. Full DCS Digital Command System

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



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



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



- Proto-Sound Battery (8.4 volts)
50-1008 \$11.95
- AA NiCad Proto-Sound Battery
50-1024 \$11.95
- Proto-Sound 2.0 Battery Charger
50-1019 \$19.95
- TIU/TMCC-Legacy 6'
Connector Cable
50-1032 \$24.95
- 6' Mini-to-Mini Cable
50-1009 \$9.95
- 12-Port Terminal Block
50-1014 \$27.95
- 24-Port Terminal Block
50-1020 \$37.95
- Z-DC24 24-Watt Power Supply
50-240 \$17.95



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



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



DCS Remote Control - Handheld Unit
50-1038 \$199.95



RUN ANY AC POWERED TRAIN*

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

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

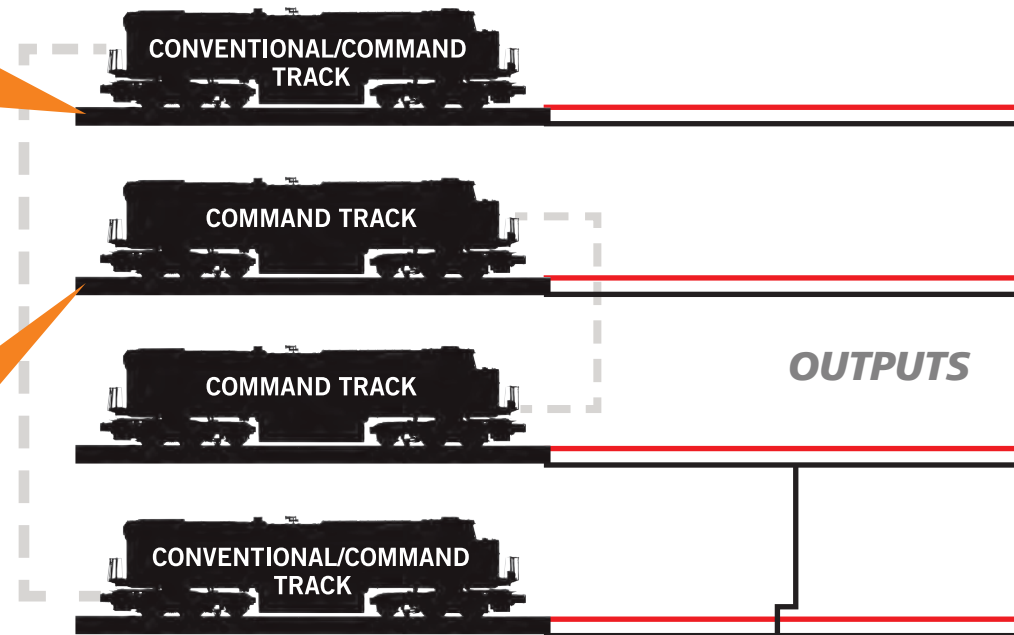
DCS can run modern Lionel locomotives equipped with TMCC or Legacy alongside M.T.H. Proto-Sound 2.0 or 3.0 locomotives — on the same track at the same time.

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

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

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

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



DCS — Simply the Best Way to Run a Railroad



6-14295 Lionel #990 Legacy Command Set

LEGACY COMMAND BASE

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

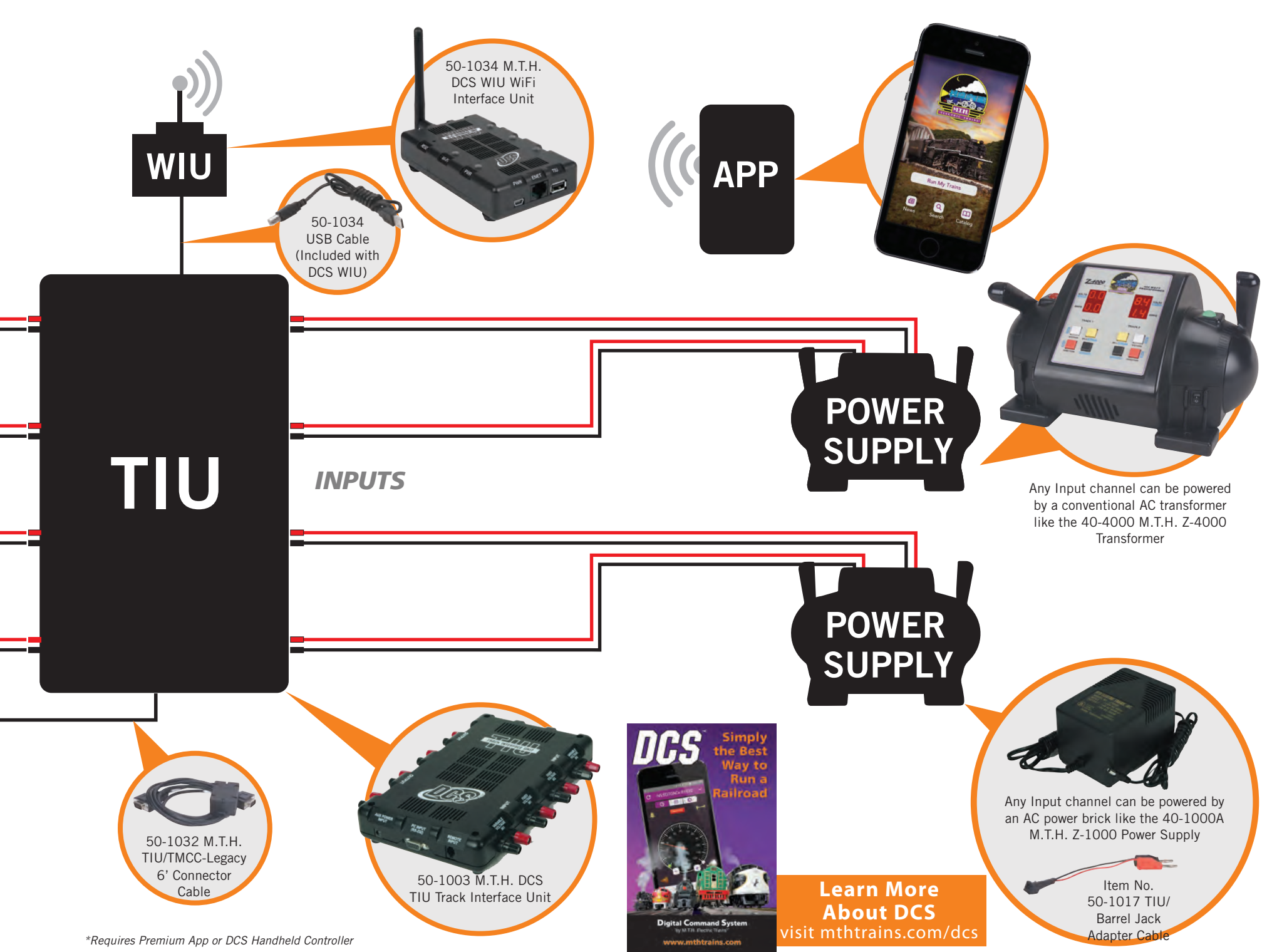


6-81499 Lionel LCS DB-9 Cable w/ Power Supply

SER2



6-81326 Lionel LCS Serial Converter 2 (SER2)



*Requires Premium App or DCS Handheld Controller

RailKing®



First appearing in 1995 and now encompassing more than 12,000 items, RailKing is M.T.H.'s best-selling and most attractively priced product line. Cars and locomotives featured in the M.T.H. RailKing line are equipped with moderate detail and run on the same O Gauge track as the intricately detailed O scale models found in our Premier Line.

But because RailKing models are shorter in length, they can negotiate tighter curves. In fact, most RailKing models can negotiate a circle as small as 31 inches in diameter, and some can operate on curves even smaller than that. This is a real advantage for model train enthusiasts with modestly sized layouts.

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

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

Features typically found on RailKing models include:

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

30-20621-1 Southern Pacific E-8 A-A Diesel Engine Set w/ Proto-Sound 3.0

Learn more about this engine in our blog
"Chicken Diesel: The Story Behind Our Rose
Acre Farms MP15AC" at mthtrains.com/blog

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

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

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

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



30-20642-1 Rose Acres MP15AC Diesel Engine
w/Proto-Sound 3.0



30-1836-1 Nickel Plate Road 2-8-4 Imperial Berkshire
Steam Engine w/Proto-Sound 3.0

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

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

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

2-8-4 Berkshire



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 Passenger Station or Freight Yard Proto-Effects
- Measures: 21 3/4" x 2 5/8" x 3 7/16"
- Operates On O-31 Curves



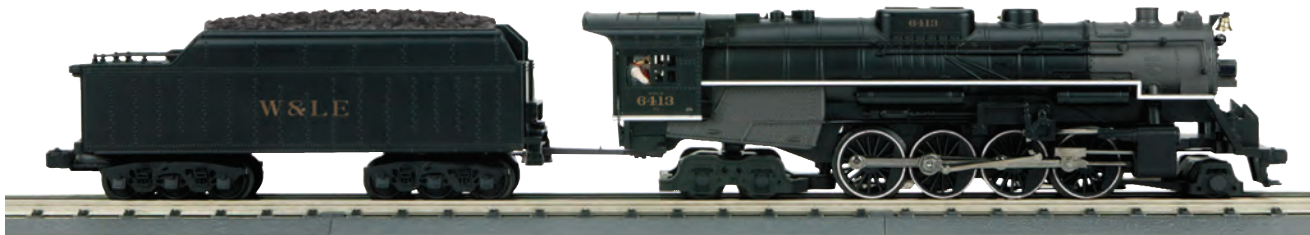
Chesapeake & Ohio - 2-8-4 Imperial Berkshire Steam Engine w/Proto-Sound 3.0
30-1838-1 \$499.95



Nickel Plate Road - 2-8-4 Imperial Berkshire Steam Engine w/Proto-Sound 3.0
30-1836-1 \$499.95



Nickel Plate Road - 2-8-4 Imperial Berkshire Steam Engine w/Proto-Sound 3.0
30-1837-1 \$499.95



Wheeling and Lake Erie - 2-8-4 Imperial Berkshire Steam Engine w/Proto-Sound 3.0
30-1839-1 \$499.95

The 2-8-4 Berkshire inaugurated the last great period of steam locomotive innovation: the Super Power era. It was the brainchild of William Woodard, Vice President of Engineering at Lima Locomotive Works — which in the mid-1920s was the smallest of America's "Big Three" locomotive builders and known largely for its Shay logging locomotives.

In World War 1, Woodard had been on the committee that designed the USRA steamers, which had broken little new ground but delivered the first successful standardized American steam designs. At Lima, he experimented with ways to improve on the 2-8-2 Mikado, the mainstay of American freight power in the early 20th century. His Super Power concept — which he defined as "horsepower at speed," put Lima on the map as a builder of mainline engines.

Outshopped in the spring of 1925, Woodard's A-1 2-8-4 demonstrator barnstormed across the country to demonstrate the virtues of his new design. Because its initial successes were on the Boston and Albany's Massachusetts main line across the Berkshire Hills, the new wheel arrangement was dubbed the Berkshire.

Visually, the most obvious new feature on the A-1 was its four-wheel trailing truck, which supported a larger firebox that could generate more steam. But under the hood was a host of additional innovations that made the Berkshire more powerful and efficient than existing designs: increased superheat, to make hotter steam that could do more work; a feedwater heater to help boil water faster; higher boiler pressure to make harder-working steam; streamlined steam passages to make more efficient use of steam; a booster engine on the trailing truck for increased starting power; and limited cutoff — the length of time that steam was admitted to the cylinders — to prevent engineers from using excess steam at startup. From the NYC's Hudsons to the SP's Daylights to the UP's Big Boys, all the great steam locomotives of the mid-20th century were direct descendants of Woodard's design.

Our RailKing Berkshire is based on the Nickel Plate Berk, introduced in 1934 and called by steam historian Eugene Huddleston "the greatest 2-8-4 ever to take to the rails." Engineers as well as railfans loved the 700-series Berkshires for their looks, speed, power, and wonderful sound. Intended for fast freight, they could also take off with an 18-20 car WWII troop train.

Our Imperial model of this landmark steamer features Proto-Speed Control for steady pulling power at any speed from a crawl to full throttle, plus details that include a real coal load, tender truck safety chains, legible builder's plates, hand-painted crew figures, and LED-illuminated class lights and cab.

4-6-4 Hudson



IMPERIAL
SERIES

Features

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





New York Central - 4-6-4 Imperial Hudson Steam Engine w/Proto-Sound 3.0
30-1797-1 \$479.95



Richmond Fredericksburg & Potomac - 4-6-4 Imperial Hudson Steam Engine w/Proto-Sound 3.0
30-1798-1 \$479.95



Great Northern - 4-6-4 Imperial Hudson Steam Engine w/Proto-Sound 3.0
30-1801-1 \$479.95



Western Maryland - 4-6-4 Imperial Hudson Steam Engine w/Proto-Sound 3.0
30-1799-1 \$479.95

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

Built mainly in Alco's Schenectady shops in the late 1920s and 1930s, the NYC Hudsons were part of the "super-power" era of steam technology that began with Lima's A-1 Berkshire in 1925. Super power engines were the external combustion engine refined to its finest form, with technological advances such as bigger fire-boxes supported by 4-wheel trailing trucks; higher pressure, more efficient boilers; superheaters to increase the heat of the steam so it could do more work; and larger drivers for speed *and* power (79" on the Hudsons).

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

4-6-2 Pacific



Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- 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
- Handpainted Engineer and Fireman 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



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



New York Central - 4-6-2 Imperial P47 Pacific Steam Engine w/Proto-Sound 3.0
30-1767-1 \$459.95



Baltimore & Ohio (President Washington) - 4-6-2 Imperial P47 Pacific Steam Engine w/Proto-Sound 3.0
30-1769-1 \$459.95



Baltimore & Ohio - 4-6-2 Imperial P47 Pacific Steam Engine w/Proto-Sound 3.0
30-1770-1 \$459.95



Chessie - 4-6-2 Imperial Pacific Steam Engine w/Proto-Sound 3.0
30-1825-1 \$499.95



Chicago Great Western - 4-6-2 Imperial Pacific Steam Engine w/Proto-Sound 3.0
30-1824-1 \$499.95

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 the Pacific more speed but less power than a freight engine of similar size.

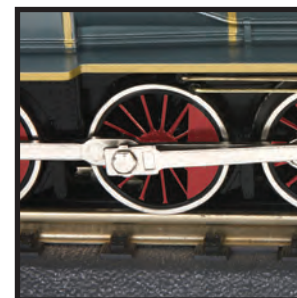
The first true Pacific, according to most accounts, was delivered in 1902 to the Missouri Pacific, hence the name Pacific. The British version of the story, however, credits New Zealand Railways with ordering the first Pacifics from Baldwin Locomotive Works in 1901, and claims the name derived from their 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.

4-6-0 Ten Wheeler



Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Handpainted Engineer and Fireman Figures
- 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 0-31 Curves





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



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

4-6-4 Commodore Hudson



Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Stamped Metal Tender Chassis
- Colorful Paint Scheme
- Die-Cast Locomotive and Tender Trucks
- Metal Handrails, Bell and Whistle
- Metal Wheels and Axles
- Remote-Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating Tender LED Back-up Light
- Powerful Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCC/DCS Decoder
- Proto-Sound 3.0 with the Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 21 1/2" x 2 3/4" x 3 5/8"
- Operates On 0-31 Curves



Breast Cancer Awareness - 4-6-4 Commodore Hudson w/Proto-Sound 3.0
30-1741-1 \$449.95

Thanks to Lionel, American Flyer®, and the New York Central's publicity department, the New York Central Hudson was perhaps the most well-known steam locomotive in America. And No. 5344 was the most famous of the famous. The last J-1e built, she was the best of her class and the prototype for Lionel's groundbreaking 1937 scale model Hudson.

She was also, according to the publicity department, "the World's First Streamlined High Powered Steam Locomotive." In 1934 the railroad's West Albany shops fitted 5344 with a sheet metal shroud and named her *Commodore Vanderbilt* after Cornelius Vanderbilt, one of the railroad's first empire builders. As author Alvin Stauffer noted, "The early concept of streamlining was to

completely cover the engine so the outside world would have no idea there was a steam engine underneath. The '*Commodore*' styling was so treated but even so she was a rather handsome engine. The toy makers had a field day with this particular streamlining and reproduced it by the hundreds of thousands."

Of course, the *Commodore* was assigned to the Central's premier passenger train, hauling the *Twentieth Century Limited* for 233 miles between Chicago and Toledo. In 1939, however, No. 5344 returned to the shops for a new costume, emerging this time in the streamlined styling designed by Henry Dreyfus. By the late 1940's, that streamlining had also been removed, and No. 5344 was back in basic black.

The *Commodore Vanderbilt* returns to the RailKing lineup in 2020 in two colorful liveries. The Rexall Train duplicates the *Commodore*-type styling and unique paint scheme applied to an entire train in 1936, for a promotional junket that covered 29,000 miles across the U.S. and Canada. According to Al Stauffer, the 12-car train served as a "traveling exhibit and convention headquarters for 10,000 druggists and 20,000 sales people."



Rexall - 4-6-4 Commodore Hudson w/Proto-Sound 3.0
30-1740-1 \$449.95

4-6-2 Forty-Niner



Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Colorful Paint Scheme
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Real Tender Coal Load
- Tender Truck Safety Chains
- Metal Handrails and Whistle
- Metal Wheels and Axles
- Remote-Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Firebox Glow
- Operating Tender LED Back-up Light
- Powerful Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCC/DCS Decoder
- Proto-Sound 3.0 with the Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 20 1/4" x 2 1/2" x 3 3/4"
- Operates On 0-31 Curves



Union Pacific - 4-6-2 Forty-Niner Steam Engine
30-1704-1 Proto-Sound 3.0 \$459.95

The discovery of gold in California precipitated the Gold Rush of 1849 and forever changed the West. In just over a decade, California was transformed from a sleepy paradise of 14,000 souls to a state with over 300,000 inhabitants. Nearly a century later, the Golden State still had the aura of the Promised Land, and three railroads teamed up in 1937 to inaugurate a train named after the event that started it all. Hauled between Chicago and San Francisco by the Chicago & North Western, Union Pacific, and Southern Pacific Railroads, the *Forty Niner* was a way to arrive at the Coast in style. Operating on a 49-hour schedule, the train featured its own dedicated air conditioned, streamlined, all-Pullman trainset, with valet and stewardess services as well as a shower and a barber shop. The entire train was finished in gunmetal grey, accented by black and gold striping above and below the windows.

For its portion of the *Forty Niner's* journey, the Union Pacific assigned a 4-8-2 Mountain-type steamer to the Cheyenne-Ogden stretch, and Pacific #2906, a 1920 Baldwin product, to the Omaha-Cheyenne run. Both engines were rebuilt with Timken roller bearing lightweight rods and streamlined shrouds, the only steam engines ever to be streamlined by the UP. Oddly, the UP painted the shrouds in its own streamliner colors of Leaf Brown and Armour Yellow, with red striping -- a beautiful paint scheme, but not at all a match for the grey trainset the engines were designed to pull.

Inaugurating service in the same year as the Southern Pacific's Daylight, the *Forty Niner* ran five round trips a month. The most difficult part of the journey proved to be the departure from Omaha's Union Station. The tracks had a definite sag in the middle,

and #2906 often had a hard time starting her eight-car train out of this dip, occasionally needing help from the terminal switcher.

Business boomed in 1939 and 1940 as Midwesterners came to the Golden Gate International Exposition on Treasure Island in San Francisco Bay, but in 1941 the *Forty Niner* was discontinued. Pacific 2906 was assigned to more mundane duties and could often be found with a train of heavyweights in tow.

Add this colorful, kitschy 1930's streamliner to your roster in its original UP colors or one of several "might-have-been" paint schemes. With any version, you'll get Proto-Sound 3.0's variety of sounds, synchronized puffing smoke, and smooth, steady performance at any speed.



Southern Pacific - 4-6-2 Forty-Niner Steam Engine
30-1705-1 Proto-Sound 3.0 \$459.95

Norfolk & Western - 4-6-2 Forty-Niner Steam Engine
30-1707-1 Proto-Sound 3.0 \$459.95



Alco RS-1



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
- (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" x 2 1/2" x 4"
- Operates On O-31 Curves





Washington Terminal - Alco RS-1 Diesel Engine w/Proto-Sound 3.0
30-20779-1 \$359.95



Gulf Mobile & Ohio - Alco RS-1 Diesel Engine w/Proto-Sound 3.0
30-20780-1 \$359.95



Eastman Kodak - Alco RS-1 Diesel Engine w/Proto-Sound 3.0
30-20781-1 \$359.95



Long Island - Alco RS-1 Diesel Engine w/Proto-Sound 3.0
30-20782-1 \$359.95

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 the RS-1 suitable for the higher road speeds that would be daunting in a typical switcher. Although EMD's later GP7 and GP9 sold better and really established the road switcher as a universal locomotive, the RS-1 had the longest production run of any American-made diesel. The last new RS-1 left Alco's shops in 1960.

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

Check out this model of America's first road switcher and we think you'll agree it offers Premier-level detailing at a RailKing price. 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. On the cab sides you'll find legible Alco builder's plates. Grab irons are separately added metal parts, as are the rooftop handles that allowed shop crews to remove roof panels for major repairs. Additional metal details include a horn, etched brass roof walkway, and a bell mounted under the frame.

Our RS-1 features dual pickup rollers on each truck, making this model nearly stall-proof on any three-rail O gauge switches. Throttle down as low as three scale miles per hour with a heavy freight or commuter train and maintain that speed as long as you wish, thanks to Proto-Speed Control. Listen to the authentic chant of a first-generation Alco 244 motor, rumbling with an offbeat gait that sounds like it could use a tune-up. While other manufacturers have offered the RS-1, no other O gauge model runs more smoothly or dependably, sounds as good, or is more fun to operate.

Alco RS-3



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-27 Curves





New Haven - RS-3 Diesel Engine w/Proto-Sound 3.0
30-20655-1 \$359.95



New York, Susquehanna and Western - RS-3 Diesel Engine w/Proto-Sound 3.0
30-20654-1 \$359.95



Conrail - RS-3 Diesel Engine w/Proto-Sound 3.0
30-20656-1 \$359.95



Western Maryland - RS-3 Diesel Engine
w/Proto-Sound 3.0
30-20653-1 \$359.95

By the time the first RS-3's rolled off the assembly line in 1950, Alco had refined its road switcher concept to create "a truly universal locomotive which could do anything and go almost anywhere," in the words of author J.W. Swanson in *New Haven Power*. In contrast with its predecessor, the 1000 hp RS-1, the 1600 hp RS-3 had all the power of a road diesel of its time and could boil along at up to 80 mph.

For awhile in the early 1950's, Alco looked like a true contender in the burgeoning road switcher market. RS-3's could be found on a majority of class one railroads doing everything from switching and transfer duties to mainline freight and even passenger and commuter service.

Ultimately, however, the RS-3 took a distant second place to Electro-Motive's GP7 and GP9 in sales volume. Perhaps what doomed Alco was EMD's already-commanding lead in the road diesel market — in part because EMD's FT was the only road diesel allowed to be produced during World War II, when diesels began their takeover of American railroads. Other builders were relegated to producing diesel switchers until the conflict ended.

There was also talk that Alcos were less dependable. In hindsight, however, that seems to have been a result of EMD's sales lead. Perhaps shop crews were simply less familiar with Alco's model 244 prime mover and how to service it. In fact, roads with primarily Alco fleets, such as the New Haven, found Alco products to be very reliable when maintained properly. With their power and flexibility, RS-3's proved their worth so successfully that many railroads kept them on active duty after other first-generation diesels had been retired. They survived on class 1 railroads until the Delaware & Hudson retired its last RS-3 in 1986 and remained active in shortline and industrial service for years afterward.

Bring the versatility of this do-anything/go-anywhere engine to your railroad with the Rail-King Scale RS-3. Thanks to ProtoSound 3.0, our model features authentic Alco prime mover sounds, pulling power to match its hardy prototype, and a speed range from a slow crawl to full throttle.

Did You Know?

The first RS-3's were delivered with an air-cooled turbocharger that soon proved troublesome. Most engines were later refitted with a more dependable water-cooled unit. The crosswise exhaust stack on our model indicates it has the later water-cooled version. (A turbocharger is a blower, driven by exhaust gases, that pressurizes air coming into the engine and thereby increases horsepower.)

Alco FA-2 A-A Set



Features

- Intricately Detailed, Durable ABS Bodies
- Die-Cast Truck Sides & Pilots
- Metal Chassis
- Accurate Paint Scheme
- Legible Builder's Plates
- 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 A-Unit
- 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
- Set Measures 25" x 2 1/2" x 3 1/2"
- Operates On O-31 Curves



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



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



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 cableless 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



EMD E8 A-A Set



Features

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





California Zephyr

Burlington - E8 A-A Diesel Engine Set w/Proto-Sound 3.0
 30-20620-1 \$439.95
 Burlington - E8 B-Unit Diesel Engine (Non-Powered)
 30-20620-3 \$199.95

Stainless Plated Body Finish



**Add a Matching Passenger Set
 See Our 2019 Volume 2 Catalog**



Capitol Limited

Baltimore & Ohio - E8 A-A Diesel Engine Set w/Proto-Sound 3.0
 30-20622-1 \$399.95

Baltimore & Ohio - E8 B-Unit Diesel Engine (Non-Powered)
 30-20622-3 \$179.95



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

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

Returning to the RailKing line in 2020, our E8 brings you the authentic sounds of EMD prime movers, plus the ability to announce your departure and start your train so gently you won't spill the water in the diner — and then accelerate up to scale speeds of over 100 mph, just like the prototype.

The Lark

Southern Pacific - E8 A-A Diesel Engine Set w/Proto-Sound 3.0
 30-20621-1 \$399.95
 Southern Pacific - E8 B-Unit Diesel Engine (Non-Powered)
 30-20621-3 \$179.95



EMD GP7



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
- Legible Builders Plates
- LED-Illuminated Front and Rear Number Boards
- Handpainted Engineer and Fireman Figures
- Removable Snow Plow
- (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: 14 3/4" x 2 1/2" x 3 3/4"
- Operates On O-31 Curves





Lehigh Valley - GP7 Diesel Engine w/Proto-Sound 3.0
30-20777-1 \$359.95



Rock Island - GP7 Diesel Engine w/Proto-Sound 3.0
30-20776-1 \$359.95



Pennsylvania - GP7 Diesel Engine w/Proto-Sound 3.0
30-20778-1 \$359.95



Pittsburgh & Lake Erie (NYC) - GP7 Diesel Engine w/Proto-Sound 3.0
30-20775-1 \$359.95



Atlantic Coast Line - GP7 Diesel Engine w/Proto-Sound 3.0
30-20649-1 \$359.95



New York Central - GP7 Diesel Engine w/Proto-Sound 3.0
30-20651-1 \$359.95

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

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

Of course, Dilworth's explanation conveniently ignored the fact that Alco's arguably uglier RS-1 had introduced the road switcher concept eight years before EMD. And in one sense, Dilworth's project was a failure. Railroads bought Geeps for mainline service and relegated older power to secondary lines as they had always done. But his brainchild became the runaway best-seller

among first-generation diesel power. U.S. and Canadian railroads bought nearly 7,000 copies of the 1500 horsepower GP7, introduced in 1949, and the 1750 horsepower GP9, produced from 1954 through 1963.

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

Adding a fully featured, scale-proportioned locomotive to your diesel roster has never been easier than with the RailKing Scale GP7. Our Geeps feature authentic first-generation diesel sounds, including a single-chime air horn and the throb of an EMD 16-cylinder model 567 prime mover — so named because each of its cylinders displaced 567 cubic inches. Twin flywheel-equipped motors, Proto-Speed Control that provides steady speeds from three scale miles per hour to full throttle, and twin remote-control Proto-Couplers make our Geeps ideal for any chore from slow-speed switching to mainline hauling, just like the prototype.

Alco C-628/630



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 Front and Rear Headlights
- LED-Illuminated Cab Interior
- LED-Illuminated Front and Rear Number Boards
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- Legible Builder's Plates
- 1:48 Scale Proportions
- Proto-Sound 3.0 with the Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 18" x 2 1/2" x 3 3/4"
- Operates On 0-31 Curves





Chesapeake & Ohio - C-630 Diesel Engine w/Proto-Sound 3.0
30-20662-1 \$369.95



Monon - C-630 Diesel Engine w/Proto-Sound 3.0
30-20663-1 \$369.95



Reading - C-630 Diesel Engine w/Proto-Sound 3.0
30-20664-1 \$369.95



Lehigh Valley - C-628 Diesel Engine w/Proto-Sound 3.0
30-20665-1 \$369.95

The Century series was Alco's last stand. Like Baldwin's Shark-nose diesels a decade before, the Century lineup, introduced in 1963, was a final attempt by one of America's big three steam builders to stay relevant in the diesel era. Just three years earlier, former Alco partner General Electric had inaugurated the second generation of diesel power with its innovative U25B, and would soon usurp Alco as the number two firm in the locomotive business — a business dominated by an auto maker. With its back against the wall, Alco resorted to sheer muscle to try to win new orders.

In the early 1960s, the generation of engines that had dieselized America was beginning to wear out. As manufacturers marketed second generation replacement power, one of their key selling points was "unit reduction" — replacement of lower-power first generation units with a smaller number of new, higher-power units. When it introduced the Century series with the C-628 ("Century series, 6-axle, 2800 hp"), Alco's salesmen could rightfully boast they were selling "the most powerful single engine diesel locomotive ever built in the United States."

In an attempt to address dependability issues that had dogged earlier Alco diesels, Alco's designers incorporated numerous reliability improvements into the Century series — including pressurized air circulation in the engine room to keep out dirt (an idea pioneered on GE's U-boats) and a claimed 8 years between major engine overhauls. Alco's salesmen boasted the C-series would cut operating costs by a whopping 44% versus a 10-year-old engine.

In 1965, when it upped the ante with the 3000 hp C-630, Alco still offered a more powerful locomotive than either of its competitors, GE and EMD. The C-630 gained 200 extra horsepower not with a larger engine, but with an advanced traction alternator supplied by its rival GE. Visually, the key difference from the earlier C-628 was a pronounced hump in the C-630's roof, housing an aftercooler radiator that enhanced performance.

Unfortunately, however, in less than a year the C-630 had serious competition: EMD's 3000 hp SD40 and GE's equally powerful U30C. It didn't help that the C-630 was a beast, 4' longer and 30 tons heavier than the SD40, and thus much tougher on track. EMD's offer turned into a best-seller, with over 1200 units sold, while the U-30C sold a respectable 600 engines — and Alco's salesmen moved just 133 units in the U.S. and Canada. Four years after the C-630 debuted, Alco shuttered its Schenectady locomotive plant and sold its designs to its Canadian cousin, the Montreal Locomotive Works. But after many changes in corporate ownership, Alco designs are still alive today in India, where a large number of diesels are driven by descendants of the same Alco 251 diesel motor that powered the Century series.

Bring the brute strength of the C-630 to your layout with this RailKing Scale model. Listen to the chant of an Alco prime mover, haul heavy tonnage like the prototype at speeds from a crawl to full throttle, and even double- or triple-head with any combination of M.T.H. diesels — all thanks to Proto-Sound 3.0.

EMD SW1500



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 Front and Rear Headlights
- (2) Precision Flywheel-Equipped Motors
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- 1:48 Scale Proportions
- Proto-Sound 3.0 with the Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 11 3/4" x 2 1/2" x 4"
- Operates On O-27 Curves

Did You Know?

The increased height of the SW1000 and SW1500 made them too tall to fit in some sidings where earlier SW switchers had prowled. Responding to customer concerns, EMD introduced the SW1001 in 1968, with a lowered frame and shorter cab that reduced the overall height by nine inches. At 174 units, the SW1001 actually outsold the SW1000 and stayed in EMD's catalog more than a decade after its siblings were discontinued.





NASA - SW1500 Diesel Switcher w/Proto-Sound 3.0
30-20657-1 \$349.95

At 1500 horsepower, the SW1500 was the last and most powerful of EMD's SW line of switchers, which traced its roots back to the SW1 of 1939 — when “S” stood for six hundred horsepower, “W” stood for welded frame, and the company name was Electro-Motive Corporation (EMC). The SW 1500 and its 1000 hp sibling, the SW1000, were the first switchers delivered with EMD's second-generation model 645 diesel motor.

While it sold quite well, with 808 units delivered from 1966–1974, the SW1500 was born into a declining market for purpose-built switchers. EMD's best-selling Geeps had popularized the do-anything, go-anywhere road switcher concept, and railroads were quick to see the advantage of road engines that could double as switchers when needed. Recognizing this, the designers of the SW1500 conceived what was almost a mini road switcher, giving its crew the all-around visibility of a switcher, but with a beefier, higher-riding body than earlier SW models, more power, and the option of smoother-riding Flexicoil trucks, as featured on our model.

In fact, more than half of the SW1500's produced were ordered with the Flexicoil option, indicating the engines were indeed bought for road and commuter as well as yard service. The SW1500 proved popular with some Class 1 railroads — the Southern Pacific took delivery of 240 and the Penn Central bought 112 — and numerous short lines and industrial owners. Even today, when the end-cab switcher is nearly extinct on Class 1 railroads, dozens of short line and industrial owners still roster SW1500s as primary power.



Norfolk Southern - SW1500 Diesel Switcher w/Proto-Sound 3.0
30-20658-1 \$349.95



Akron Barberton Belt - SW1500 Diesel Switcher w/Proto-Sound 3.0
30-20659-1 \$349.95



Canton Railroad - SW1500 Diesel Switcher w/Proto-Sound 3.0
30-20661-1 \$349.95

EMD MP15

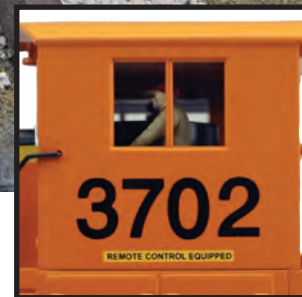


Features

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



Learn more about an MP15 that is still working today in our blog "Chicken Diesel: The Story Behind Our Rose Acre Farms MP15AC" at mthtrains.com/blog



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

The MP15 came in two flavors, traditional and modern. The MP15DC used traditional electrical gear and shared the front-mounted radiator and air intakes that had characterized all previous EMD end-cab switchers. It was basically a beefed-up SW1500.

The MP15AC, however, incorporated EMD's Dash 2 technology, with solid-state transistors and circuit boards replacing the wiring, switches, and relays found in earlier diesels. Its cooling system was borrowed from the "Tunnel Motors" EMD had created for the Southern Pacific. The front of the hood was plain, like the rear of a Tunnel Motor, and the radiator air intakes were moved to the sides of the hood, low and at the front of the engine. Not surprisingly, the Southern Pacific was the first customer to order an MP15AC. Because the Dash 2 technology was relatively new and some railroads found it unnecessarily expensive for a lowly switcher, EMD continued to make both the DC and AC versions of the MP15 for most of its production run, and sales for the two models were about equal.

M.T.H. returns our full-scale version of the last and largest of the end-cab switchers to the RailKing Scale lineup for 2020. Like its prototype, this RailKing Scale engine is equally at home doing slow-speed yard duty or hauling commuters or freight along your main line.



BNSF - MP15DC Diesel Engine w/Proto-Sound 3.0
30-20567-1 \$359.95



EMD Demonstrator - MP15AC Diesel Engine w/Proto-Sound 3.0
30-20643-1 \$359.95



Rose Acres - MP15AC Diesel Engine w/Proto-Sound 3.0
30-20642-1 \$359.95



Buffalo & Pittsburgh - MP15AC Diesel Engine w/Proto-Sound 3.0
30-20645-1 \$359.95



Kansas City Southern - MP15AC Diesel Engine w/Proto-Sound 3.0
30-20644-1 \$359.95



Pittsburgh & Lake Erie - MP15DC Diesel Engine w/Proto-Sound 3.0
30-20646-1 \$359.95

Alco PA A-A Set



Features

- Intricately Detailed, Durable ABS Bodies
- Die-Cast Truck Sides, Pilots and Fuel Tanks
- Metal Chassis
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- (2) Flywheel-Equipped Motors in Lead A-Unit
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- Proto-Sound 3.0 with the Digital Command System Featuring Passenger Station Proto-Effects
- Set Measures: 28 1/2" x 2 1/2" x 3 5/8"
- Operates On 0-31 Curves

Did You Know?

In the classification PA-1, the P stands for passenger, the A for the cab unit, and the 1 for the first model made. Later units were models PA-2 and PA-3.

Stainless Plated Body Finish



Santa Fe (Gold Bonnet, Plated) - Alco PA A-A Diesel Set w/Proto-Sound 3.0
30-20670-1 \$479.95
Santa Fe (Gold Bonnet, Plated) - Alco PB B-Unit (Non-Powered)
30-20670-3 \$179.95



**Add a Matching Passenger Set
See Our 2019 Volume 2 Catalog**



Lehigh Valley - Alco PA A-A Diesel Set w/Proto-Sound 3.0
30-20671-1 \$439.95
Lehigh Valley - Alco PB B-Unit (Non-Powered)
30-20671-3 \$159.95



Southern - Alco PA A-A Diesel Set w/Proto-Sound 3.0
30-20672-1 \$439.95
Southern - Alco PB B-Unit (Non-Powered)
30-20672-3 \$159.95



Baltimore & Ohio - Alco PA A-A Diesel Set w/Proto-Sound 3.0
30-20673-1 \$439.95

The PA was Alco's glamour girl. While Electro-Motive's E-units easily beat Alco's passenger engine in terms of popularity, the PA is widely regarded as the most beautiful first-generation diesel — period. Perhaps no other locomotive looked so right at the head of the streamlined trains of the late forties and fifties that were the last hurrah of American long-distance passenger service. The 294 PA's and cableless PB's built between 1946 and 1953 powered some of the most famous name trains from coast to coast, from the Santa Fe's *Super Chief* to the New Haven's *Merchants' Limited*.

The muscular PA profile and its elegant nose with the characteristic grille around the headlight were designed by Ray Patten of General Electric. At the time, GE and Alco were partners in the locomotive business, with GE making the electrical equipment for all Alco diesels. While Alco would later fall by the wayside, GE went on to become America's largest locomotive builder by the mid-1980s.

Under the hood of the PA beat a 16-cylinder model 244 prime mover that developed 2000 hp. Depending on their gearing, PA's could hustle a passenger consist along at up to 100 mph.

Long after all other PA's had gone to scrap, four restored ex-Santa Fe units remained in service on the Delaware & Hudson into the late 1970's. Sold to the Ferrocarriles Nacionales de Mexico (FNM) in 1978, most of the units eventually deteriorated to junk status, although one remained operational. But in April of 2000, Doyle McCormack — who also happens to be the engineer of 4449, the restored Southern Pacific Daylight — and the Smithsonian Institution repatriated two of the junked units for rebuilding. One of the units will be restored to Santa Fe livery for static display, while Doyle is bringing the other PA back to life in the Nickel Plate Road "Bluebird" scheme.

Recreate the excitement of first-class passenger travel with this RailKing Alco PA locomotive and matching RailKing passenger sets. Our ProtoSound 3.0 sound and control system brings you the authentic sounds of an Alco prime mover and the ability to start your train so gently you won't spill the water in the diner — and then accelerate up to scale speeds of over 100 mph, just like the prototype.



Baltimore & Ohio - Alco PB B-Unit (Non-Powered)
30-20673-3 \$159.95

GM Aerotrain



Features

Set Features

- Two-Motored Lead Unit
- 3-Car Consist
- Authentic Paint Scheme
- Operates On O-31 Track
- Measures: 45 3/4" x 2 1/2" x 3 3/4"

Powered Unit Features

- Intricately Detailed, Durable ABS Body
- Metal Chassis
- Die-Cast Truck Sides
- Metal Wheels, Axles and Gears
- (2) Precision Flywheel-Equipped Motors
- Directionally Controlled Constant Voltage LED Headlight
- Locomotive Speed Control In Scale MPH Increments
- Onboard DCC/DCS Decoder
- Proto-Sound 3.0 with the Digital Command System Featuring Passenger Station Proto-Effects

Car Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Trucks
- Metal Wheels and Axles
- Detailed Interior with Overhead LED Illumination





New York Central - Aerotrain Diesel Passenger Set w/Proto-Sound 3.0
30-20676-1 \$459.95

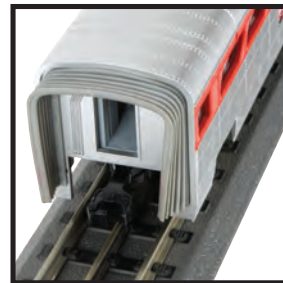
New York Central - Aerotrain Coach
30-6184 \$69.95



Union Pacific - Aerotrain Diesel Passenger Set w/Proto-Sound 3.0
30-20677-1 \$459.95



Rock Island - Aerotrain Diesel Passenger Set w/Proto-Sound 3.0
30-20675-1 \$459.95



Like Budd's RDC car, GM's Aerotrain was a postwar attempt to help railroads turn a profit on passenger service. But the Aerotrain promised a lot more and delivered much less. In June 1955, while the Aerotrain was still being designed, a General Motors press release predicted that "this crack new 100-mile-an-hour streamliner" would run from New York to Boston in 2½ hours — faster than today's Acela. Even before it was delivered, a New York Central magazine ad claimed "This Train Will Save an Industry," and the Pennsylvania Railroad's 1956 calendar featured a painting of the Aerotrain titled "Dynamic Progress."

The Aerotrain was in fact a mixture of off-the-shelf GM parts with futuristic ideas and styling. The idea was to create a fast, fuel-efficient train that would be cheap to purchase and operate, allowing railroads to compete with autos and airplanes on medium-haul trips of 200-700 miles. The Aerotrain's 40-seat coaches were based on GM intercity bus bodies, complete with lavatory at one end and baggage compartments under the seating area. Like buses of the time, each four-wheeled coach rode on an air bellows suspension, unlike normal passenger cars that rode on metal springs. Under the hood, the Aerotrain's engine was a 1200-horsepower EMD switcher, re-gearred for speeds up to 100 mph. The styling borrowed heavily from General Motors cars of the era, with the observation car almost a dead ringer for the back end of the 1955 Chevy Nomad station wagon.

In early 1956, the two prototype Aerotrains entered service on the Pennsy between Philadelphia and Pittsburgh, and on the New York Central between Chicago and Detroit. In December, the Union Pacific took over the NYC's Aerotrain and ran it as the *City of Las Vegas* between Las Vegas and Los Angeles. Meanwhile, the Pennsy's version had tested briefly on the Santa Fe as the *San Diegan* between Los Angeles and San Diego.

It soon became apparent that the air bellows suspension was fine at bus speeds but utterly inadequate for a high-speed train. Above 60 mph, the lightweight cars shook horribly; one wag noted that if the trains had operated at or near their top speed, "any surviving passengers would have been approaching the condition of Jello." After less than a year of service, the test trains were returned to GM. In 1957 they were sold to the Rock Island, which used them in lower-speed commuter service in the Chicago suburbs until their 1966 retirement. This highly detailed RailKing Scale model returns to our lineup for 2020, allowing you to relive General Motors' hopes for the Aerotrain in high-speed service — without the rough ride.



Pennsylvania - Aerotrain Diesel Passenger Set w/Proto-Sound 3.0
30-20674-1 \$459.95

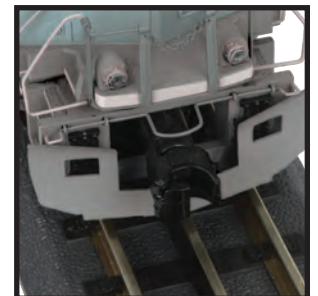
EMD SD70ACe

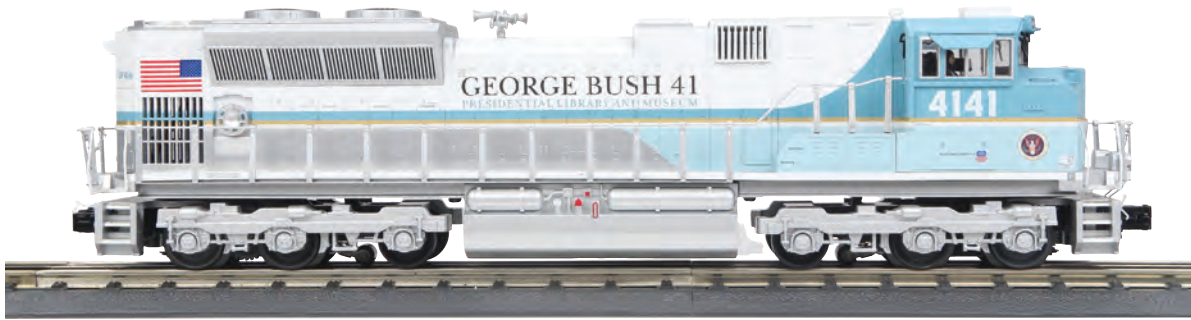


Features

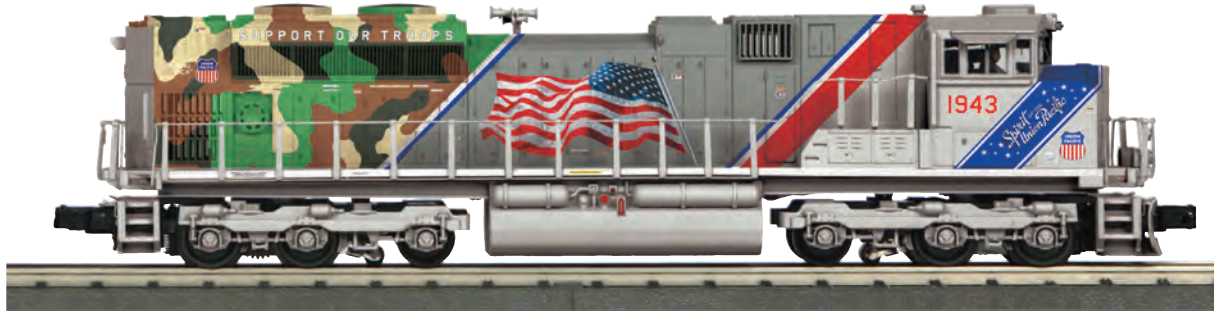
- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Detachable Snow Plow
- (2) Handpainted Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers
- Prototypical Rule 17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

IMPERIAL
SERIES





George H. W. Bush - SD70ACE Imperial Diesel Engine w/Proto-Sound 3.0
30-20805-1 \$369.95



Union Pacific (UP Spirit) - SD70ACE Imperial Diesel Engine w/Proto-Sound 3.0
30-20806-1 \$369.95



Jersey Central (NS Heritage) - SD70ACE Imperial Diesel Engine w/Proto-Sound 3.0
30-20807-1 \$369.95



Erie (NS Heritage) - SD70ACE Imperial Diesel Engine w/Proto-Sound 3.0
30-20810-1 \$369.95

By the turn of the 21st century, the diesel horsepower race was over. The third generation of freight engines had found its sweet spot: a six-axle, computer-assisted, 4000–4400 horsepower locomotive with a wide, comfortable cab. Railroads viewed this as the perfect building block for multi-engine lashups to power virtually any size train. Development of the next generation of power would be born not out of railroad needs, but due to government regulations.

On January 1, 2005, the Environmental Protection Agency's Tier 2 emissions requirements for railroad locomotives went into effect, significantly reducing the pollutants that diesels could exhaust into the atmosphere. Electro-Motive Diesel's SD70ACE, along with its General Electric rival, the ES44AC, inaugurated the fourth generation of diesel power in response to those regulations.

Rather than just upgrade its existing SD70MAC to Tier 2 standards, EMD took the opportunity to design a new locomotive from the rails up. Emissions turned out to be the easy part. Only slight modifications were needed to make EMD's 4300 horsepower model 710 motor 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 was re-thought 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.

The SD70ACE also offers, in EMD's words, "outstanding improvements in maintainability." All electrical wires are on the right side of the locomotive and all piping is on the left, with most pipes and wires routed under the frame so they can be serviced by a man standing outside the engine — rather than crawling around at the bottom of the engine room.

After a year of testing on the road and at the Association of American Railroads' test track in Pueblo, CO, the first SD70ACE's ('e' stands for "enhanced") were delivered to CSX Transportation in 2004. Six of North America's seven major Class 1 railroads, along with a number of smaller lines, ponied up to buy the new locomotives. When stricter Tier 3 emissions rules went into effect in 2012, compliance was relatively easy. By the end of production in 2014 — after new Tier 4 requirements dictated a new locomotive design — nearly 2000 SD70ACE's were and still are hauling freight across the U.S., Canada and Mexico.

Our near-scale RailKing model of this fourth-generation pioneer 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!

EMD SD70ACe



Union Pacific (Powered by Our People) - SD70ACe Imperial Diesel Engine w/Proto-Sound 3.0
30-20703-1 \$369.95



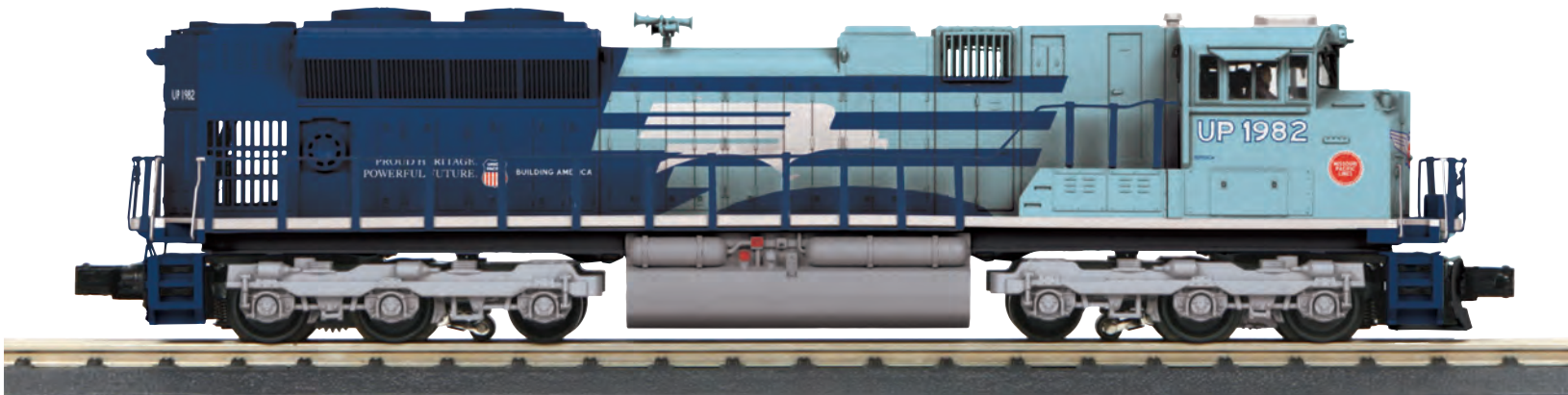
Kansas City Southern (Veteran's) - SD70ACe Imperial Diesel Engine w/Proto-Sound 3.0
30-20682-1 \$369.95



EMD Demonstrator (Blue Demo) - SD70ACe Imperial Diesel Engine w/Proto-Sound 3.0
30-20512-1 \$369.95



EMD Demonstrator (Tier 4) - SD70ACe Imperial Diesel Engine w/Proto-Sound 3.0
30-20510-1 \$369.95



Missouri Pacific (UP Heritage) - SD70ACe Imperial Diesel Engine w/Proto-Sound 3.0
30-20680-1 \$369.95

GE ES44AC



IMPERIAL

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 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
- Operating LED Ditch Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- Proto-Sound 3.0 with the Digital Command System Featuring Freight Yard Proto-Effects
- Measures: 17" x 2 1/2" x 3 3/4"
- Operates On 0-31 Curves

Did You Know?

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

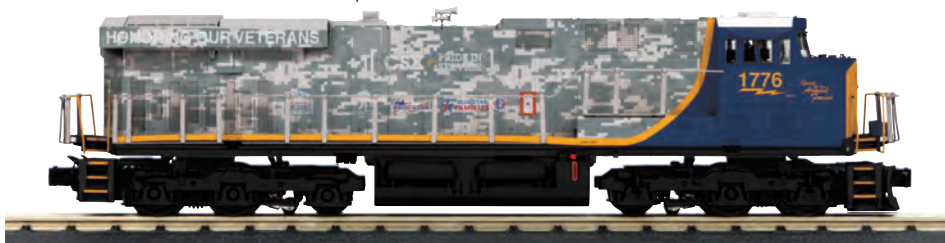




Norfolk Southern - ES44AC Imperial Diesel Engine w/Proto-Sound 3.0
30-20746-1 \$369.95



CSX (First Responders) - ES44AC Imperial Diesel Engine w/Proto-Sound 3.0
30-20750-1 \$369.95



CSX (Veterans) - ES44AC Imperial Diesel Engine w/Proto-Sound 3.0
30-20751-1 \$369.95



Pennsylvania (NS Heritage) - ES44AC Imperial Diesel Engine w/Proto-Sound 3.0
30-20747-1 \$369.95



BNSF - ES44AC Imperial Diesel Engine w/Proto-Sound 3.0
30-20749-1 \$369.95

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

At the heart of the Evolution Series is a brand new prime mover, the four-cycle, 12-cylinder GEVO-12. While producing the same 4400 horsepower as its 16-cylinder FDL-series predecessor, the GEVO-12 uses less fuel and spits out 40% fewer emissions. GE claims the EVOs are "the most fuel-efficient, most environmentally friendly diesel locomotives in history." Everything about these locomotives has been examined, questioned, and re-thought, generating 25 new U.S. patents in the process. And every Class 1 railroad has ponied up to buy them, with the BNSF currently rostering the largest EVO fleet.

The RailKing Imperial ES44AC comes accurately decorated in modern motive power paint schemes. Our near-scale model is a full 17" in length, yet operates comfortably on O-31 curves. Under the hood of the Proto-Sound 3.0 version is the same sound and control system found in our more expensive Premier model of this locomotive, with sounds recorded from the actual prototype. 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!



Union Pacific (Pink Ribbon) - ES44AC Imperial Diesel Engine w/Proto-Sound 3.0
30-20571-1 \$369.95



Union Pacific (Flag) - ES44AC Imperial Diesel Engine w/Proto-Sound 3.0
30-20748-1 \$369.95



CSX (Spirit of Law Enforcement) - ES44AC Imperial Diesel Engine w/Proto-Sound 3.0
30-20752-1 \$369.95

CSX



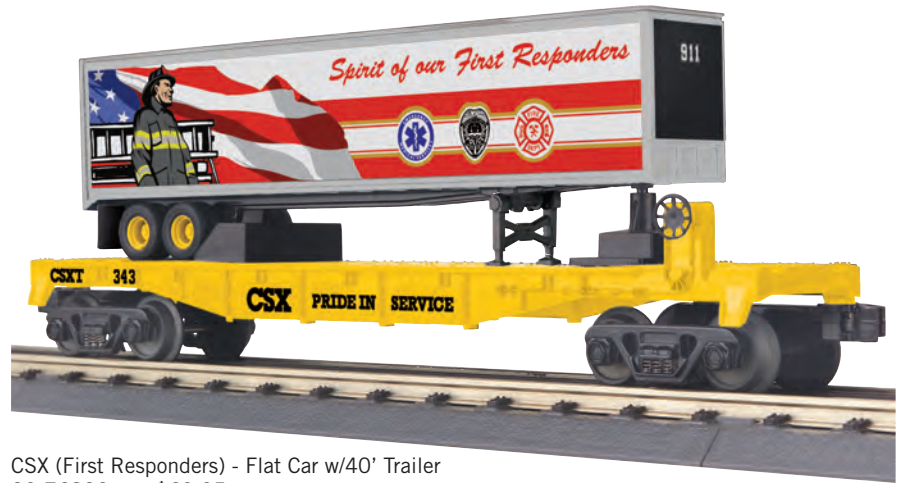
CSX (First Responders) - Box Car
30-71044 \$59.95



CSX (First Responders) - Modern Tank Car
30-73582 \$64.95



CSX (Veterans) - Box Car
30-71045 \$59.95



CSX (First Responders) - Flat Car w/40' Trailer
30-76832 \$69.95



CSX (First Responders) - Bay Window Caboose
30-77361 \$69.95



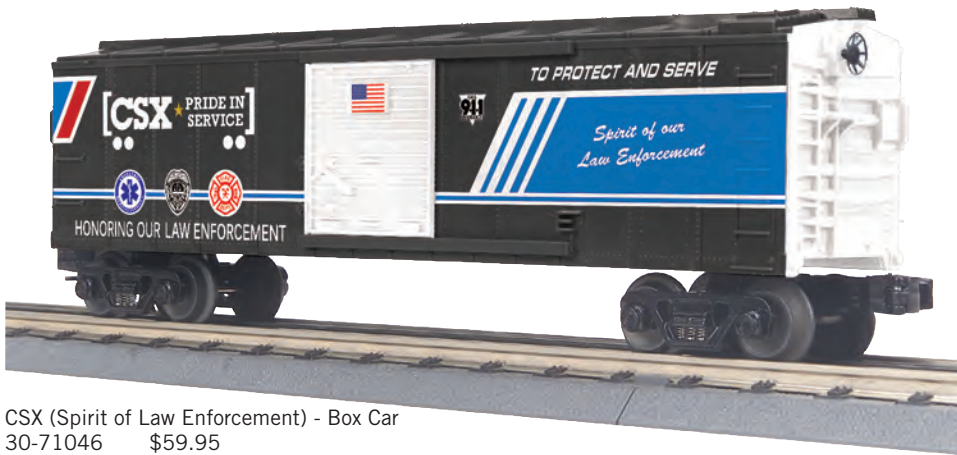
CSX (Veterans) - Flat Car w/40' Trailer
30-76833 \$69.95



CSX (Spirit of Law Enforcement) - Flat Car w/40' Trailer
30-76834 \$69.95



CSX (Spirit of Law Enforcement) - Bay Window Caboose
30-77363 \$69.95



CSX (Spirit of Law Enforcement) - Box Car
30-71046 \$59.95



CSX (Spirit of Law Enforcement) - Modern Tank Car
30-73584 \$64.95



CSX (Veterans) - Modern Tank Car
30-73583 \$64.95



CSX (Veterans) - Bay Window Caboose
30-77362 \$69.95

Election ES44 Diesel Set



IMPERIAL
SERIES



**Locomotives Feature
Flashing Red Chase Lights**

Donald J. Trump - ES44AC Imperial Diesel & Caboose Set With Proto-Sound 3.0
30-20799-1 \$459.95

If you've been a fan of our traditionally themed speciality items over the past 10 years, then this locomotive and caboose set is the perfect way to build your very own political train. With its realistic sounds and variable-intensity exhaust smoke, this Imperial series diesel and its bay-window caboose make great bookends for a barnstorming campaign train or post-election special.

Our near-scale model of General Electric's ES44AC diesel is a full 17" in length, yet operates comfortably on O-31 curves. Under the hood is the very same Proto-Sound 3.0 sound and control package found in our more expensive Premier model of this locomotive, with sounds recorded from the actual prototype. Imperial features include operating diesel exhaust smoke, flashing ditch lights, and

colorful charging lights running the length of the body. If you're looking for a locomotive powerful enough to pull a campaign special and more, it doesn't get any better than this.





Joe Biden - ES44AC Imperial Diesel & Caboose Set With Proto-Sound 3.0 30-20800-1 \$459.95

Features

Locomotive 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
- 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
- Operating LED Ditch Lights
- Operating LED Charging Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder

- Locomotive Speed Control In Scale MPH Increments
- Measures: 17" x 2 1/2" x 3 3/4"
- Operates On O-31 Curves

Caboose Features

- Intricately Detailed, Durable ABS Body
- Stamped Metal Floor
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Operating Die-Cast Metal Couplers
- Caboose Interior With Overhead Lighting
- Separate Metal Handrails

Election Cars and Trolleys



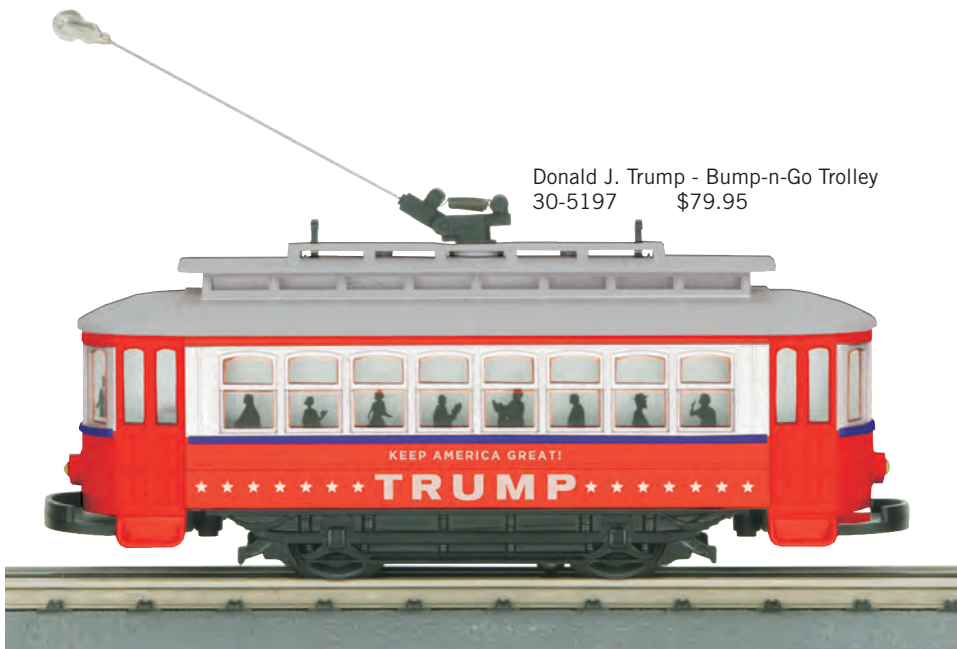
Donald J. Trump - Flat Car w/40' Trailer
30-76839 \$69.95



Donald J. Trump - Box Car
30-71043 \$59.95



Donald J. Trump - Flat Car w/ Billboard
30-76837 \$49.95



Donald J. Trump - Bump-n-Go Trolley
30-5197 \$79.95



Donald J. Trump - Modern Tank Car
30-73585 \$64.95



Joe Biden - Box Car
30-71042 \$59.95



Joe Biden - Bump-n-Go Trolley
30-5198 \$79.95



Joe Biden - Flat Car w/ Billboard
30-76838 \$49.95



Joe Biden - Flat Car w/40' Trailer
30-76840 \$69.95



Joe Biden - Modern Tank Car
30-73586 \$64.95

Subways



Features

Powered Car Features

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

- (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 Station Stop Proto-Effects
- Each Car Measures:
14 5/8" x 2 1/4" x 3 1/8"
- Operates On O-31 Curves

Non-Powered Car Features

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

RailKing subway sets feature transit stop simulation available only from M.T.H., allowing you to program the train to stop automatically at designated station stops. When configured to run on automatic, the subway stops itself at locations you define and calls out accurate station names that you select in advance; the subway essentially runs itself.



Metropolitan Transportation - Q Type 3-Car Subway Set with Proto-Sound 3.0
30-20427-1 \$439.95

Metropolitan Transportation - Q Type 3-Car Subway Add-On Set (Non-Powered) (Not Shown)
30-20427-3 \$219.95



Metropolitan Transportation - Q Type 3-Car Subway Set with Proto-Sound 3.0
30-20428-1 \$439.95

Metropolitan Transportation - Q Type 3-Car Subway Add-On Set (Non-Powered) (Not Shown)
30-20428-3 \$219.95

New York City Q-Type

In the late 1930s, the Brooklyn-Manhattan Transit Corporation rebuilt 90 turn-of-the-century wooden elevated cars for service to the 1939-40 World's Fair. Steel ends replaced the original open wood platforms and the BMT shops installed new doors and control systems. The cars were semi-permanently coupled into three-car sets, with two motorized units flanking an unpowered trailer. Bright blue and orange "World's Fair" colors adorned their sides and ends, and roofs were a bright silver. The Q (for "Queens") cars served on the Flushing Line until 1949 and the following year began a new career on the Third Avenue Elevated. The BMT Q-types were among the last cars running on the last IRT elevated line in Manhattan, when the Third Avenue El ceased Manhattan operations in 1955.

Like the proverbial phoenix, the cars — now more than half a century old — began yet another life in 1957, on the Myrtle Avenue Elevated back in Brooklyn. When the Q-Types were finally retired in 1969 with the closure of much of the Myrtle Avenue line, the oldest cars had been in continuous service for 66 years — the longest career of any New York City transit car.

New York City LO-V Cars

The LO-V cars arrived in New York from 1916-1924, to satisfy the Interborough Rapid Transit's need for more capacity as the system expanded. Typical of subway equipment of their day, the steel-sided cars featured rattan seating and rather dim overhead lighting.

From the motorman's point of view, the LO-V cars (for "low voltage") were a dramatic improvement in job safety. In previous HI-V cars, the motorman had his hand on a controller directly connected to 600 volts of direct current on the third rail — whereas the new LO-V cars used a low voltage controller, or throttle, to control the high voltage that actually powered the car. The LO-V cars enabled the motorman to drive the car without fear of electrocution. They ran well into the 1960s before being replaced by new cars with plush seating and bright fluorescent lighting.



Metropolitan Transportation Authority - LO-V 4-Car Subway Set w/Proto-Sound 3.0
30-20581-1 \$499.95



Metropolitan Transportation Authority - LO-V 2-Car Subway Add-On Set (Non-Powered)
30-20581-3 \$179.95

RailKing Rolling Stock



Combining the rugged construction of traditional O Gauge trains with the heightened realism allowed by modern production methods, RailKing rolling stock offers one of the best values in O Gauge — at prices competitive with other O Gauge manufacturers.

Every RailKing freight and passenger car in this catalog easily negotiates O-31 curves or smaller, to meet the needs of hobbyists ranging from beginners to seasoned operators who prefer traditionally sized equipment. Offered in paint schemes ranging from prototypical to whimsical, RailKing rolling stock allows you to model prototype railroading or just simply have fun (or both!).

Unlike many competitive products, the RailKing line is designed with features that ensure your models will operate smoothly as long as you — or your children or grandchildren — are enjoying our hobby:

- Die-cast metal trucks with metal wheels and axles
- Die-cast operating couplers
- Detailed passenger car interiors with overhead lighting

No matter what era or part of the country you're modeling, RailKing is sure to have something for you.



Modern Tank Car



Isopropyl Alcohol - Modern Tank Car
30-73578 \$64.95



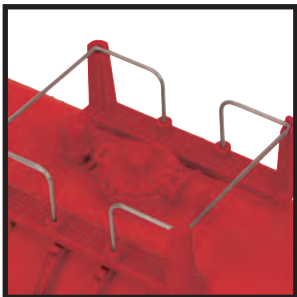
Allied Chemical - Modern Tank Car
30-73579 \$64.95



Long Island - Modern Tank Car
30-73580 \$64.95



Glycerine - Modern Tank Car
30-73581 \$64.95



Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Metal Chassis
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Separate Metal Handrails
- Measures: 10 7/8" x 2 3/8" x 3 7/8" 3/4
- Operates On O-27 Curves

Ore Car



Bessemer & Lake Erie - Ore Car
30-75671 \$54.95



Duluth Missabe & Iron Range - Ore Car
30-75672 \$54.95



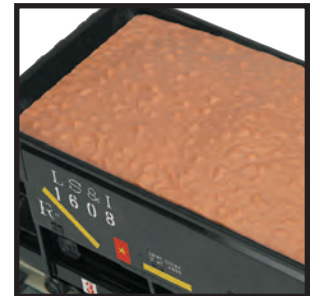
Lake Superior & Ishpeming Railroad - Ore Car
30-75674 \$54.95



Long Island - Ore Car
30-75673 \$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 Scheme
- Detailed Brake Wheel
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Measures: 7 1/4" x 2 9/16" x 3 1/8"
- Operates On O-27 Curves



Airslide Hopper



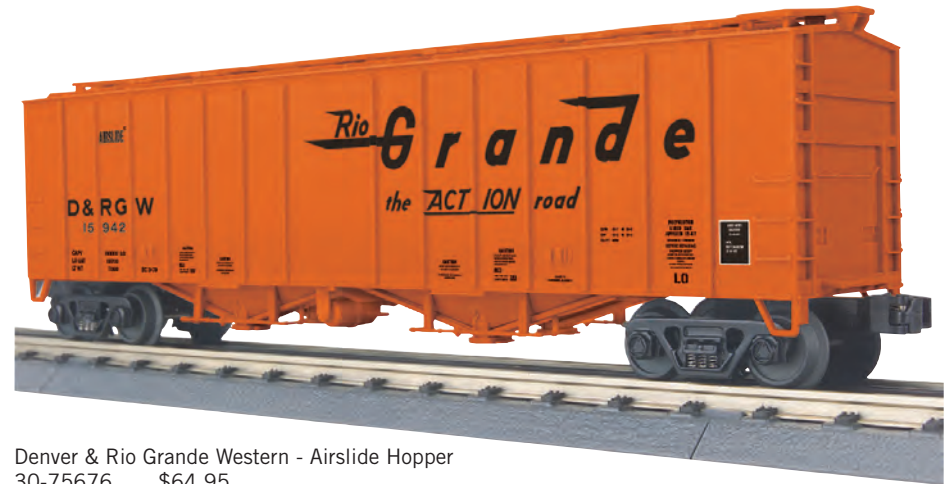
Reading & Northern - Airslide Hopper
30-75675 \$64.95



CSX - Airslide Hopper
30-75677 \$64.95



Norfolk Southern - Airslide Hopper
30-75678 \$64.95



Denver & Rio Grande Western - Airslide Hopper
30-75676 \$64.95



Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Detailed Brake Wheel
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Measures: 13" x 2 7/16" x 3 5/8"
- Operates On O-31 Curves

4-Bay Cylindrical Hopper



Canada - 4-Bay Cylindrical Hopper
30-75679 \$64.95



Union Pacific - 4-Bay Cylindrical Hopper
30-75680 \$64.95



Grand Trunk Western - 4-Bay Cylindrical Hopper
30-75681 \$64.95



Canadian National - 4-Bay Cylindrical Hopper
30-75682 \$64.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Measures: 10 3/8" x 2 3/8" 3 13/16"
- Operates On 0-27 Curves



Depressed Center Flat Car with Transformer Load



TTX - Depressed Center Flat Car w/Transformer Load
30-76826 \$59.95



Reading - Depressed Center Flat Car
w/Transformer Load
30-76827 \$59.95



Monon - Depressed Center Flat Car w/Transformer Load
30-76828 \$59.95



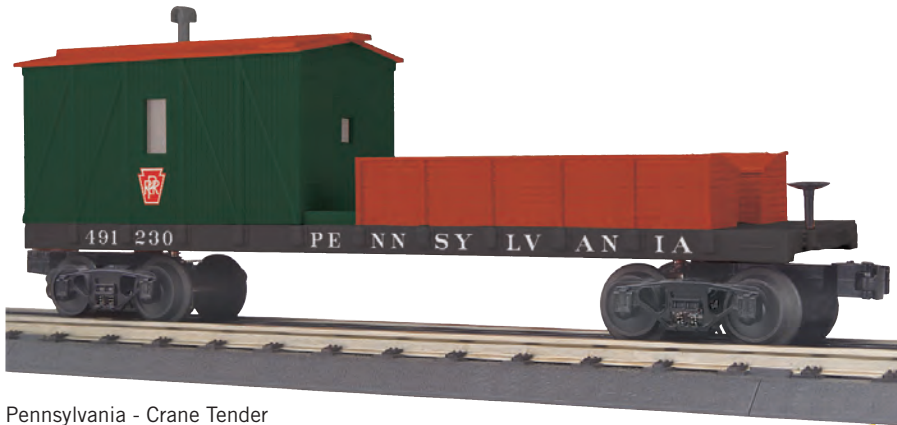
Richmond Fredericksburg & Potomac -
Depressed Center Flat Car w/Transformer Load
30-76829 \$59.95



Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Removable Transformer Load
- Measures: 12 7/8" x 2 1/4" x 3 1/8"
- Operates On O-27 Curves

Crane and Crane Tender



Pennsylvania - Crane Tender
30-79653 \$64.95



Pennsylvania - Crane
30-79649 \$74.95



Norfolk Southern - Crane
30-79650 \$74.95



Norfolk Southern - Crane Tender
30-79654 \$64.95

Features

- Intricately Detailed, Durable ABS Bodies
- Die-Cast Metal Crane Chassis
- Movable Crane Cab, Hook and Boom
- Interior Illumination on Crane Tender
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Measures: 12 1/4" x 2 1/2" x 4 1/2"
- Operates On O-31 Curves

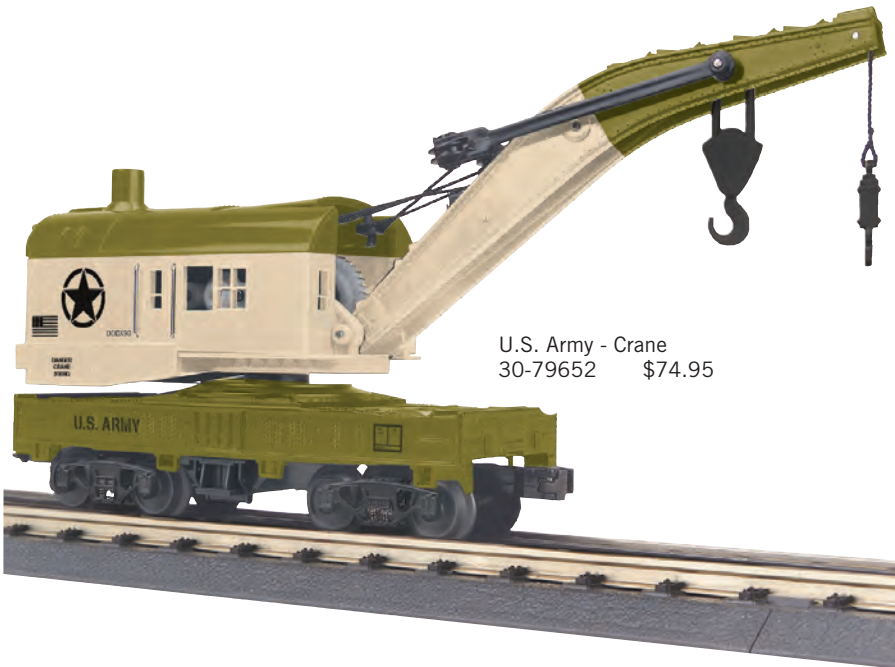




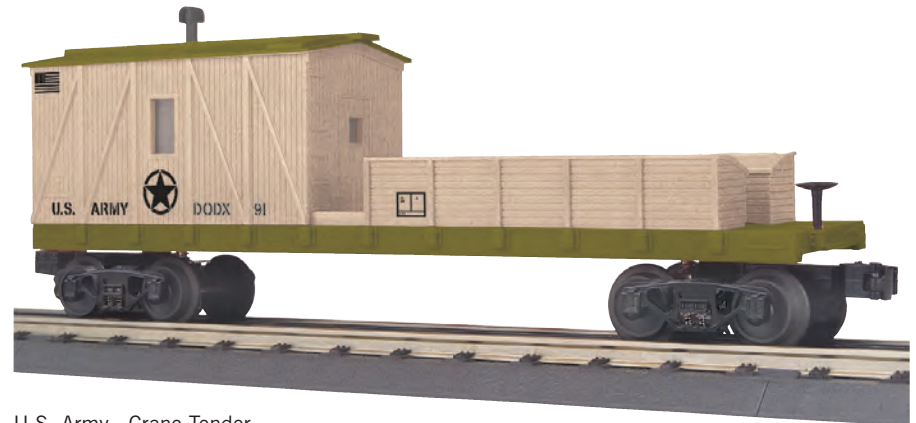
New York Central - Crane Tender
30-79655 \$64.95



New York Central - Crane
30-79651 \$74.95



U.S. Army - Crane
30-79652 \$74.95



U.S. Army - Crane Tender
30-79656 \$64.95

Military Flat Car



U.S. Army (Desert) - Flat Car w/(1) Humvee Vehicle
30-76835 \$89.95

U.S. Army (Desert) - 4-Car Flat Car w/Humvee Vehicle Set
30-70116 \$319.95



U.S. Army - Flat Car w/(1) Humvee Vehicle
30-76830 \$89.95



U.S. Army - 4-Car Flat Car w/Humvee Vehicle Set
30-70114 \$319.95

*Die-cast Armor Series
vehicles also available
separately - see page 158*



U.S. Army - Flat Car w/(1) Stryker Vehicle
30-76831 \$89.95



U.S. Army - 4-Car Flat Car w/Stryker Vehicle Set
30-70115 \$319.95



U.S. Army - Flat Car w/(1) Stryker Vehicle
30-76836 \$89.95

U.S. Army - 4-Car Flat Car w/Stryker Vehicle Set
30-70117 \$319.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Detailed Brake Wheel
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Removable Die-Cast 1:48 Scale Humvee or Stryker Vehicle Load
- Measures: 11 3/4" x 2 5/16" x 1 15/16"
- Operates On O-27 Curves



N5c Caboose



Pennsylvania - N5c Caboose
30-77357 \$69.95



Pennsylvania - N5c Caboose
30-77358 \$69.95



Long Island - N5c Caboose
30-77359 \$69.95



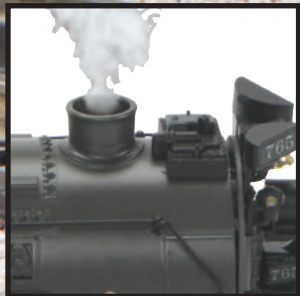
Conrail - N5c Caboose
30-77360 \$69.95



Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Scheme
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Overhead Interior Lighting
- Detailed Caboose Interior
- Separate Metal Handrails
- Measures: 9 1/8" x 2 5/8" x 4 1/4"
- Operates On O-27 Curves

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.

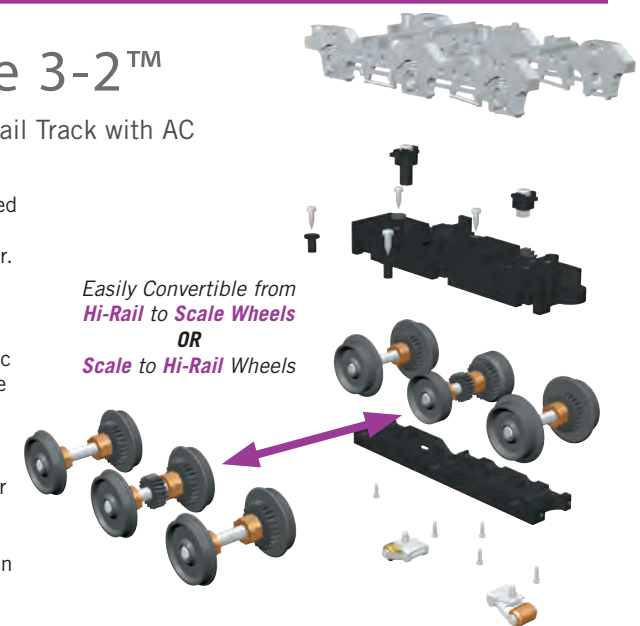
PROTO-SCALE™ 3-2

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 150 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*

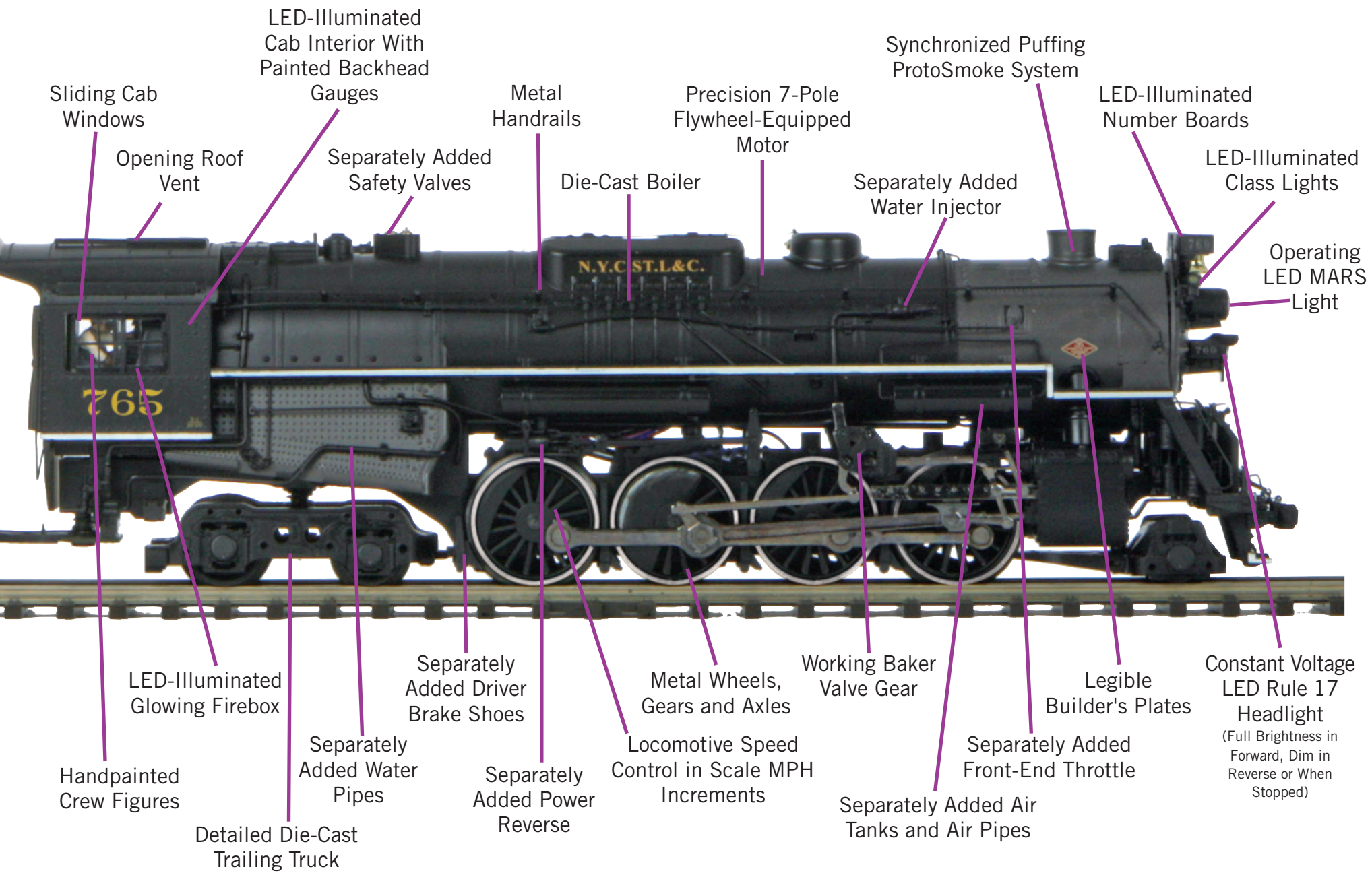
Anatomy of a Premier Steam Engine

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 Nickel Plate Berkshire shown here, are as detailed as we can reasonably make them, and feature a large number of added-on details. Premier engines also offer more elaborate lighting effects than RailKing models.

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

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





- Sliding Cab Windows
- Opening Roof Vent
- LED-Illuminated Cab Interior With Painted Backhead Gauges
- Separately Added Safety Valves
- Metal Handrails
- Die-Cast Boiler
- Precision 7-Pole Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- LED-Illuminated Number Boards
- LED-Illuminated Class Lights
- Operating LED MARS Light
- Separately Added Water Injector
- Handpainted Crew Figures
- LED-Illuminated Glowing Firebox
- Detailed Die-Cast Trailing Truck
- Separately Added Water Pipes
- Separately Added Driver Brake Shoes
- Separately Added Power Reverse
- Metal Wheels, Gears and Axles
- Locomotive Speed Control in Scale MPH Increments
- Working Baker Valve Gear
- Separately Added Air Tanks and Air Pipes
- Legible Builder's Plates
- Separately Added Front-End Throttle
- Constant Voltage LED Rule 17 Headlight (Full Brightness in Forward, Dim in Reverse or When Stopped)

Reading T-1 4-8-4 Northern



Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Painted Cab Backhead Gauges
- Legible Builders Plates
- Metal Handrails, Whistle and Bell
- Tender Truck Safety Chains
- 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 Glowing Firebox
- LED-Illuminated Class Lights
- LED-Illuminated Number Boards
- LED-Illuminated Cab Interior
- Operating Tender LED Back-up Light
- Powerful Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Steaming Quillable Whistle
- 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 or Freight Yard Proto-Effects
- Measures: 28" x 3 7/8" x 2 3/4"
- Hi-Rail Wheels Operate on O-54 Curves
- Scale Wheels Operate on 54" Radius Curves





Reading - 4-8-4 T-1 Steam Locomotive w/Proto-Sound 3.0, Cab No. 2100
 20-3786-1 Hi-Rail Wheels \$1199.95
 22-3786-2 Scale Wheels \$1199.95



Reading (Ramble) - 4-8-4 T-1 Steam Locomotive w/Proto-Sound 3.0, Cab No. 2101
 20-3787-1 Hi-Rail Wheels \$1199.95
 22-3787-2 Scale Wheels \$1199.95

**Add a Matching Passenger Set
 See Pages 136-137**



Chessie Steam Special - 4-8-4 T-1 Steam Locomotive w/Proto-Sound 3.0, Cab No. 2101
 20-3791-1 Hi-Rail Wheels \$1199.95
 22-3791-1 Scale Wheels \$1199.95

Now with Steaming Quillable Whistle



Blue Mountain & Reading - 4-8-4 T-1 Steam Locomotive w/Proto-Sound 3.0, Cab No. 2102
 20-3788-1 Hi-Rail Wheels \$1199.95
 22-3788-2 Scale Wheels \$1199.95



Blue Mountain & Reading (Blue) - 4-8-4 T-1 Steam Locomotive w/Proto-Sound 3.0, Cab No. 2102
 20-3789-1 Hi-Rail Wheels \$1199.95
 22-3789-2 Scale Wheels \$1199.95



Blue Mountain & Reading (We The People) - 4-8-4 T-1 Steam Locomotive w/Proto-Sound 3.0, Cab No. 2102
 20-3790-1 Hi-Rail Wheels \$1199.95
 22-3790-2 Scale Wheels \$1199.95

Handsome and powerful examples of steam's last hurrah, the Reading's thirty T-1 Northern had a rather humble birth. In need of faster, more modern freight power, the Reading rebuilt thirty old 2-8-0 Consolidations into new 4-8-4's in its own shops between 1945 and 1947, using a combination of reclaimed Consolidation parts and new parts from Baldwin Locomotive Works and other vendors. The new engines retained the Reading's characteristic wide Wooten firebox, originally designed for the hard, slow-burning culm that was readily available in the region as a cheap by-product of anthracite coal mining; by the 1940s, however, the Reading's Wooten fireboxes had been converted to burn softer bituminous coal like the steamers on other American roads.

While the T-1s served the Reading well until the end of steam in 1956, their real fame came after the railroad had dieselized. In 1959 the Reading revived an old tradition of "Reading Rambles" and, to the delight of railfans and the general public, began running steam-powered rambles through the Pennsylvania countryside. With three restored "T-hogs" and another as standby power, the Reading ran fifty rambles before the program ended in October, 1964.

While all four engines survive to this day, the most famous of the group is no. 2101. A plaque on the engine, which now resides in the Baltimore & Ohio Railroad Museum in Baltimore, MD, tells her story after the rambles: "... She was saved from the scrapper's torch by E.L. Striegel [a scrap dealer] of Baltimore, MD. She lay idle until 1975 when purchased by American Freedom Train founder Ross E. Rowland, Jr. Two hundred men and women, largely volunteers, rebuilt her in 32 days to pull the American Freedom Train... She is a living example of the finest in American mechanical genius."

Looking for an assignment for 2101 after the Freedom Train, Ross Rowland sold the Chessie System on the idea of using her to celebrate the 150th anniversary of the Baltimore and Ohio. Dressed up in Chessie System colors, she served in excursion service until 1979, when she was badly damaged in a roundhouse fire. No longer road-worthy, the 2101 was cosmetically restored and retired to the B&O Museum.

Designed from scale drawings supplied by the Reading Company Technical & Historical Society, our die-cast model features numerous added-on details, including opening sand dome hatches, as well as the accurate sound of a T-1 whistle. For 2020, the T-hogs return to the Premier lineup in their original garb and the excursion colors they wore in the 1970s and beyond. The 2101 wears her Chessie Steam Special garb, and the 2102, rescued from the scrapper by Bill Benson of Steam Tours Inc., wears the Blue Mountain & Reading name she wore in fan trip service from 1985 into the early 1990s.



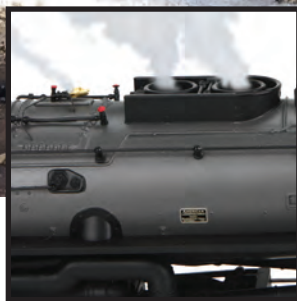
American Freedom Train - 4-8-4 T-1 Steam Locomotive w/Proto-Sound 3.0, Cab No. 1
 20-3792-1 Hi-Rail Wheels \$1199.95
 22-3792-2 Scale Wheels \$1199.95

**Add a Matching Passenger Set
 See Page 137**



American Freedom Train (1976 Scheme) - 4-8-4 T-1 Steam Locomotive w/Proto-Sound 3.0, Cab No. 1
 20-3793-1 Hi-Rail Wheels \$1199.95
 22-3793-2 Scale Wheels \$1199.95

UP 4-8-8-4 Big Boy



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
- Operating Chassis Inspection Lights
- Real Tender Coal Load (Except No. 4014)
- Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Quillable, Variable Intensity Steaming Whistle
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:48 Scale Proportions
- Onboard DCC/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 Freight Yard Proto-Effects
- Measures: 35" x 2 7/8" x 4 1/8"
- Hi-Rail Wheels Operate on 0-72 Curves
- Scale Wheels Operate on 54" Radius Curves

**Hi-Rail Models Only*



Union Pacific - 4-8-8-4 Big Boy Steam Engine (Oil Burner) No. 4014 (Restoration) With Proto-Sound 3.0
 20-3775-1 Hi-Rail Wheels \$1699.95
 22-3775-2 Scale Wheels \$1699.95



Union Pacific - 4-8-8-4 Big Boy (Original) Steam Engine No. 4014 With Proto-Sound 3.0
 20-3776-1 Hi-Rail Wheels \$1699.95
 22-3776-2 Scale Wheels \$1699.95



Union Pacific - 4-8-8-4 Big Boy (Original) Steam Engine No. 4000 With Proto-Sound 3.0
 20-3777-1 Hi-Rail Wheels \$1699.95



Union Pacific - 4-8-8-4 Big Boy (Original) Steam Engine No. 4012 With Proto-Sound 3.0
 20-3778-1 Hi-Rail Wheels \$1699.95
 22-3778-2 Scale Wheels \$1699.95



Union Pacific - 4-8-8-4 Big Boy (Original) Steam Engine No. 4005 With Proto-Sound 3.0
 20-3779-1 Hi-Rail Wheels \$1699.95

New! Features Actual Sounds of Restored No. 4014

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.

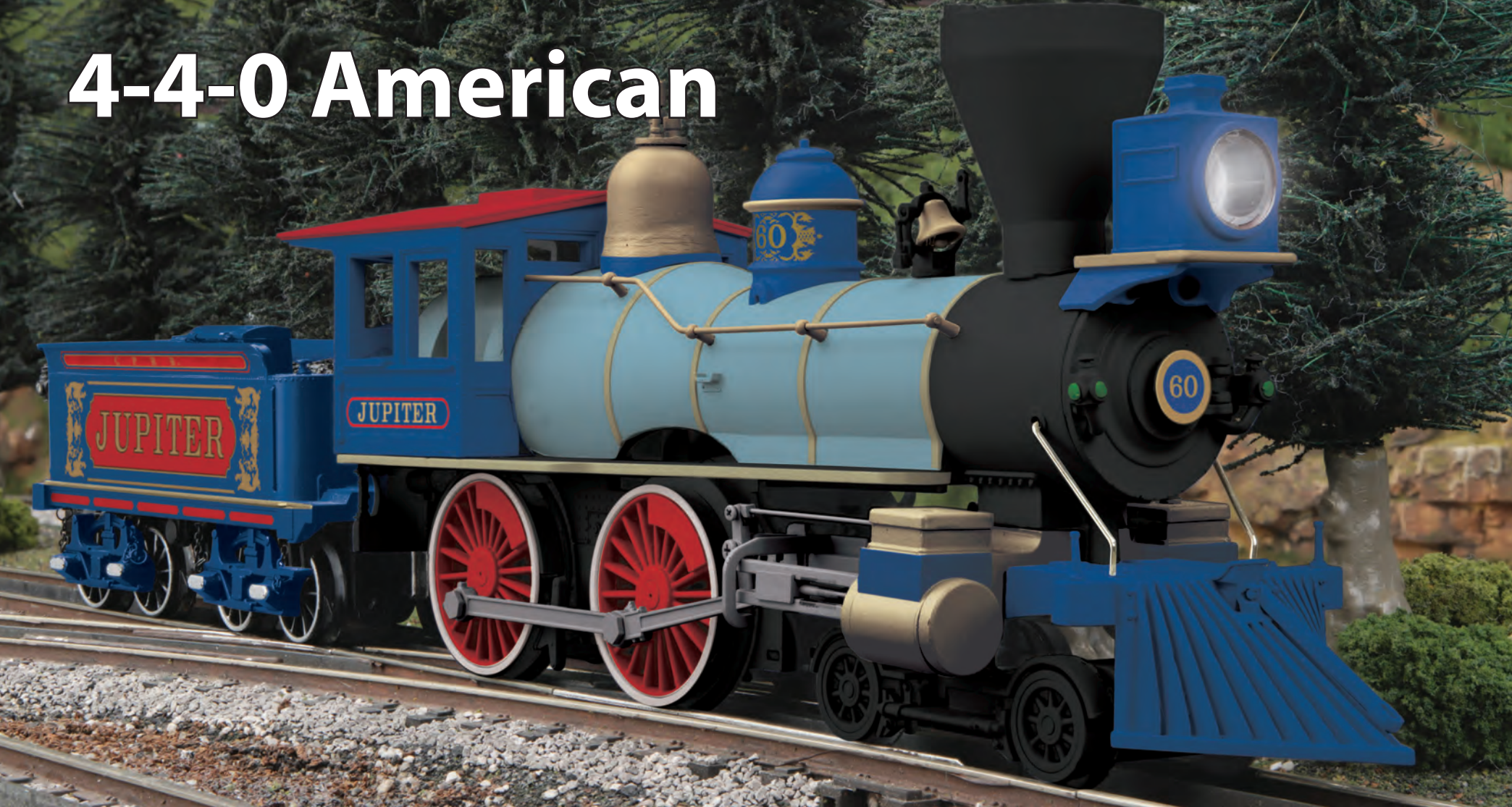
Writer Henry Comstock beautifully described the Big Boy's place at the apex of steam engine history: "A Union Pacific 'Big Boy' was 604 tons and 19,000 cubic feet of steel and coal and water, poised upon 36 wheels spaced no wider apart than those of an automobile. That it could thunder safely over undulating 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 2020, complete with quillable, variable intensity steaming whistle. Blow the whistle from your DCS or DCC handheld controller, or the DCS App on your smartphone or tablet, and watch the whistle steam output vary as you "play" the whistle like a prototype engineer.

The 2020 Preservation Series features cab numbers from existing Big Boys currently on display in museums around the United States, as well as restored No. 4014 with the unique markings it wore on its inaugural trip in May 2019. 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.

Features Quillable, Variable Intensity Steaming Whistle

4-4-0 American



Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load or Simulated Wood 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*
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- LED-Illuminated Cab Interior
- LED-Illuminated Class and Marker Lights
- 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-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: 16 3/4" x 3 3/4" x 2 1/2"
- Hi-Rail Wheels Operate on 0-42 Curves
- Scale Wheels Operate on 31" Radius Curves

Did You Know?

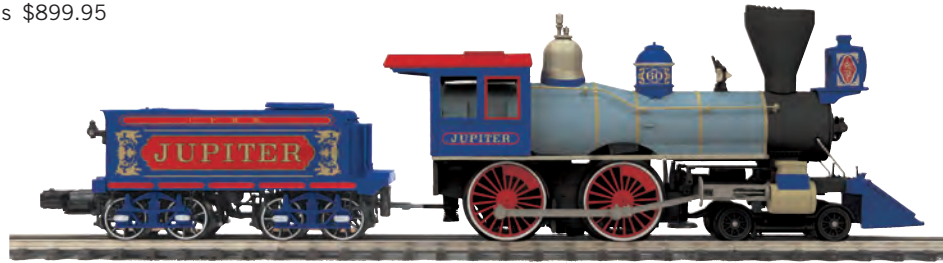
The railroad-owned cars in *Royal Blue* service all wore the same elaborate paint scheme, except for a state seal indicating ownership: Maryland for B&O-owned cars (a feature duplicated on our models), Pennsylvania for the Reading's cars, and New Jersey for the Jersey Central's cars.

**Hi-Rail Models Only*

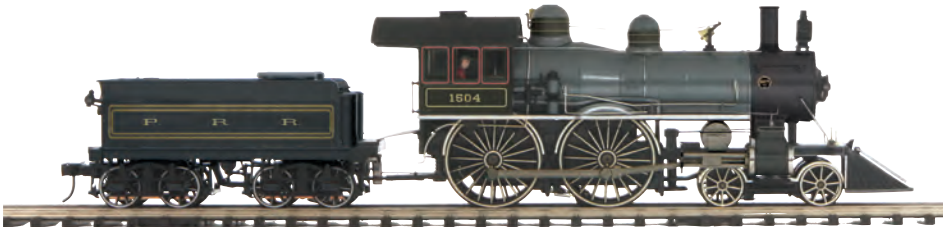


New York Central - 4-4-0 Empire State Express Steam Engine w/Proto-Sound 3.0, Cab. No. 999
20-3785-1 86" Hi-Rail Wheels \$899.95

**Add a Matching
Passenger Set
See Pages 138-139**



Central Pacific - 4-4-0 American Steam Engine w/Proto-Sound 3.0, Cab No. 60
20-3780-1 70" Hi-Rail Wheels \$899.95

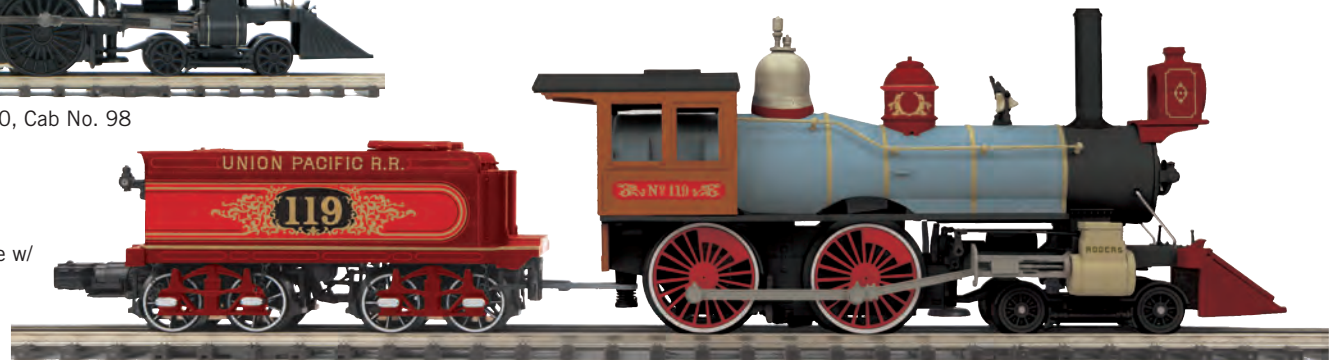


Pennsylvania - 4-4-0 American Steam Engine w/Proto-Sound 3.0, Cab No. 1504
20-3784-1 86" Hi-Rail Wheels \$899.95



Strasburg - 4-4-0 American Steam Engine w/Proto-Sound 3.0, Cab No. 98
20-3783-1 70" Hi-Rail Wheels \$899.95

Union Pacific - 4-4-0 American Steam Engine w/
Proto-Sound 3.0, Cab No. 119
20-3781-1 70" Hi-Rail Wheels \$899.95



Baltimore & Ohio (Royal Blue) - 4-4-0 American Steam Engine w/Proto-Sound 3.0, Cab No. 858
20-3782-1 86" Hi-Rail Wheels \$899.95

Connecting the nation's capital to its largest city, the Washington – New York corridor was a hotly contested route for nearly a century. To compete with the almost limitless resources of the Pennsylvania Railroad, the underdog Baltimore & Ohio relied on Southern hospitality, great cooking and, at the beginning, an aura of European royalty.

Launched in 1890 as the *Royal Blue Line* with six trains daily in each direction, the B&O's premier service offered American travelers comforts fit for a European monarch. Its elegant, Pullman-built cars featured seats upholstered in old-gold plush, leaded glass windows and mahogany paneling. French-trained chefs prepared elaborate dining car meals with delicacies like terrapin and canvasback duck. (In later years, the *Royal Blue* would become famous for its Maryland cuisine.) Completing the European theme, the cars' exteriors were finished in "Royal Saxony Blue" with gold leaf trim. And they were fast. The mid-day trains covered the route in 5 hours flat, powered by Baldwin-built Class M-1 4-4-0s that the B&O had purchased expressly for *Royal Blue* service.

Because its tracks went only as far north as Philadelphia, the B&O partnered with the Reading and the Jersey Central to reach Jersey City, where passengers boarded a ferry to cross the Hudson River into Manhattan. (It would be another two decades before the mighty Pennsy tunneled under the river and offered the first direct rail service to the island borough.) Each railroad owned a share of the *Royal Blue's* luxurious day coaches, combines and baggage cars, while the B&O provided the diners and Pullman supplied parlor cars and sleepers.

NKP 2-8-4 Berkshire



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 Bell
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Kadee Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED MARS Light
- LED-Illuminated Glowing Firebox
- LED-Illuminated Class and Marker Lights
- LED-Illuminated Number Boards
- LED-Illuminated Cab Interior
- Operating Tender LED Backup Light
- 7-Pole Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:48 Scale Proportions
- Onboard DCC/DCS Decoder
- Proto-Sound 3.0 with the Digital Command System Featuring Quillable Whistle With Passenger Station or Freight Yard Proto-Effects
- Measures: 26" x 2 1/2" x 3 7/8"
- Hi-Rail Version Operates On O-54 Curves
- Scale Wheel Version Operates on 54" Radius Curves



Nickel Plate Road - 2-8-4 Berkshire Steam Engine w/Proto-Sound 3.0, Cab No. 763
 20-3796-1 Hi-Rail Wheels \$1199.95
 22-3796-2 Scale Wheels \$1199.95



Nickel Plate Road - 2-8-4 Berkshire Steam Engine w/Proto-Sound 3.0, Cab No. 765 (Early Lettering)
 20-3797-1 Hi-Rail Wheels \$1199.95
 22-3797-2 Scale Wheels \$1199.95

Add Complementing Passenger Cars — See Page 136



Nickel Plate Road - 2-8-4 Berkshire Steam Engine w/Proto-Sound 3.0, Cab No. 765 (Late Lettering)
 20-3798-1 Hi-Rail Wheels \$1199.95
 22-3798-2 Scale Wheels \$1199.95



Pere Marquette - 2-8-4 Berkshire Steam Engine w/Proto-Sound 3.0, Cab No. 1223
 20-3799-1 Hi-Rail Wheels \$1199.95
 22-3799-2 Scale Wheels \$1199.95

The Nickel Plate's 2-8-4 Berkshires belonged to one of steam's finest family trees. The first 2-8-4, Lima Locomotive Works A-1, inaugurated the superpower era in 1925. A four-wheel trailing truck allowed the A-1 to have a larger firebox and boiler, producing a combination of power and speed never seen before in a steam locomotive. Initially tested on the Boston and Albany Railroad, the new wheel arrangement was dubbed the Berkshire after the mountain range it conquered on the B&A.

At about the same time, the Van Sweringen brothers of Cleveland, Ohio assembled a group of railroads under their control, including the Chesapeake & Ohio, the Nickel Plate Road, the Pere Marquette, and the Erie Railroad. Under the leadership of talented designer John Black, an Advisory Mechanical Committee was formed to design engines for the Van Sweringen roads. The group turned out some of the finest locomotives of the super power era, and perhaps its crowning achievement was the "Nickel Plate Berk," a 2-8-4 introduced in 1934 and called by steam historian Eugene Huddleston "the greatest 2-8-4 ever to take to the rails."

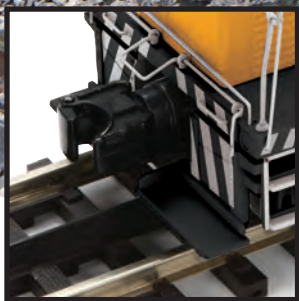
Alco won the bid to construct the initial 15 S-Class Berks in 1934. But the Pere Marquette's 1937 order for near-identical engines went to Lima, which also built subsequent orders in the 1940s for 65 more Nickel Plate 2-8-4s, classes S-1 through S-3. Delivered in 1949, the final engine in the group, No. 779, would also prove to be the last Lima-built steamer.

Engineers as well as railfans loved the 700-series Berkshires for their looks, speed, power, and wonderful sound. As one engineer recalled, "It was a thrill to operate them." Intended for fast freight, they could also take off with an 18-20 car WWII troop train. After the war, the eighty S-Class steamers played a major role in transforming the Nickel Plate into a highly efficient railroad known for fast speeds and high traffic density. Officially known as the New York, Chicago, and St. Louis, the road offered the shortest route between the Chicago area and Buffalo, with lots of flat, straight track where the Berks could just buckle down and run.

While these are not the only O Scale models of these iconic steamers, we believe they are surely the best, with superb detailing, die cast construction for great pulling power, synchronized puffing smoke, steady speeds down to three scale miles per hour, and great sounds that include the actual bell and whistle from restored No. 765.

Learn more about No. 765 at the Fort Wayne Railroad Historical Society's Web site, www.fortwaynerailroad.org.

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



Chesapeake & Ohio - G.E. 44 Ton Phase 3 Diesel Engine w/ Proto-Sound 3.0,
20-21394-1 Cab No. 8303 \$449.95



Northern Pacific - G.E. 44 Ton Phase 3 Diesel Engine w/Proto-Sound 3.0
20-21389-1 Cab No. 98 \$449.95



Washington and Old Dominion - G.E. 44 Ton Phase 1 Diesel Engine
w/Proto-Sound 3.0
20-21387-1 Cab No. 49 \$449.95
20-21388-1 Cab No. 47 \$449.95



Denver & Rio Grande Western - G.E. 44 Ton Phase 1 Diesel Engine
w/Proto-Sound 3.0
20-21385-1 Cab No. 38 \$449.95
20-21386-1 Cab No. 39 \$449.95



New York Dock Railroad - G.E. 44 Ton Phase 3 Diesel Engine w/
Proto-Sound 3.0
20-21392-1 Cab No. 52 \$449.95
20-21393-1 Cab No. 55 \$449.95



Pittsburgh Allegheny & McKees Rocks - G.E. 44 Ton Phase 1 Diesel
Engine w/Proto-Sound 3.0
20-21391-1 Cab No. 75 \$449.95



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



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

Alco S-2



Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated 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 0-31 Curves





Long Island - Alco S-2 Switcher Diesel Engine w/Proto-Sound 3.0
 20-21397-1 Cab No. 455 \$479.95
 20-21398-1 Cab No. 460 \$479.95



Chesapeake & Ohio - Alco S-2 Switcher Diesel Engine w/Proto-Sound 3.0
 20-21405-1 Cab No. 5000 \$479.95
 20-21404-1 Cab No. 5002 \$479.95



Nickel Plate Road - Alco S-2 Switcher Diesel Engine w/Proto-Sound 3.0
 20-21399-1 Cab No. 40 \$479.95
 20-21400-1 Cab No. 45 \$479.95



Brooklyn Eastern District Terminal - Alco S-2 Switcher Diesel Engine w/Proto-Sound 3.0
 20-21396-1 Cab No. 25 \$479.95

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

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

Introduced just in time for World War II's crush of traffic, the S-2 became a best-seller. Rare was the Class 1 railroad that did not own a fleet of them, and short lines coast-to-coast rostered them as well. By the end of production in 1950, more than 1500 S-2s had been

delivered. The engines proved extremely durable, with many earning their keep into the 1970s and '80s, and a number still operating today in tourist railroad and short line service.

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 two handpainted 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. 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.



Boston & Maine (Blue Bird) - Alco S-2 Switcher Diesel Engine w/Proto-Sound 3.0
 20-21401-1 Cab No. 1274 \$479.95

EMD GP7



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
- O Scale Kadee-Compatible Coupler Mounting Pads
- (2) Remote-Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- LED-Illuminated Class and Marker Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Locomotive Speed Control In Scale MPH Increments
- Onboard DCC/DCS Decoder
- 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 O-31 Curves

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.

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 GP7 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; wind-shield 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.



Baltimore & Ohio - GP7 Diesel Engine With Proto-Sound 3.0
 20-21415-1 Cab No. 3403 \$499.95
 Baltimore & Ohio - GP7 Diesel Engine With Proto-Sound 3.0
 20-21416-1 Cab No. 3405 \$499.95



New Haven - GP7 Diesel Engine With Proto-Sound 3.0
 20-21417-1 Cab No. 1204 \$499.95
 New Haven - GP7 Diesel Engine With Proto-Sound 3.0
 20-21418-1 Cab No. 1212 \$499.95



Milwaukee Road - GP7 Diesel Engine With Proto-Sound 3.0
 20-21409-1 Cab No. 289 \$499.95
 Milwaukee Road - GP7 Diesel Engine With Proto-Sound 3.0
 20-21410-1 Cab No. 291 \$499.95



Chicago & North Western - GP7 Diesel Engine With Proto-Sound 3.0
 20-21407-1 Cab No. 1712 \$499.95
 Chicago & North Western - GP7 Diesel Engine With Proto-Sound 3.0
 20-21408-1 Cab No. 1713 \$499.95



Santa Fe (Blue & Yellow) - GP7 Diesel Engine With Proto-Sound 3.0
 20-21411-1 Cab No. 2802 \$499.95
 Santa Fe (Blue & Yellow) - GP7 Diesel Engine With Proto-Sound 3.0
 20-21412-1 Cab No. 2799 \$499.95



Northern Pacific - GP7 Diesel Engine With Proto-Sound 3.0
 20-21413-1 Cab No. 220 \$499.95
 Northern Pacific - GP7 Diesel Engine With Proto-Sound 3.0
 20-21414-1 Cab No. 224 \$499.95

EMD SD45 Low Hood



Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Moveable Roof Fans
- Metal Body Side Grilles
- Detachable Snow Plow
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- O Scale Kadee-Compatible Coupler Mounting Pads
- (2) Remote-Controlled Proto-Couplers*
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- LED-Illuminated Class And Marker Lights
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- 1:48 Scale Proportions
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Proto-Sound 3.0 with the Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 17 1/4" x 3 3/4" x 2 3/4"
- Hi-Rail Version Operates On 0-42 Curves
- Scale Wheel Version Operates On 42" Radius Curves

**Hi-Rail Models Only*





Santa Fe - SD45 Low Hood Diesel Engine
w/Proto-Sound 3.0, Cab No. 5513
20-21419-1 Hi-Rail Wheels \$519.95
22-21419-2 Scale Wheels \$519.95

Santa Fe - SD45 Low Hood Diesel Engine
w/Proto-Sound 3.0, Cab No. 5516
20-21420-1 Hi-Rail Wheels \$519.95
22-21420-2 Scale Wheels \$519.95



Reading - SD45 Low Hood Diesel Engine
w/Proto-Sound 3.0, Cab No. 7603
20-21421-1 Hi-Rail Wheels \$519.95
22-21421-2 Scale Wheels \$519.95

Reading - SD45 Low Hood Diesel Engine
w/Proto-Sound 3.0, Cab No. 7604
20-21422-1 Hi-Rail Wheels \$519.95
22-21422-2 Scale Wheels \$519.95



Great Northern - SD45 Low Hood Diesel Engine
w/Proto-Sound 3.0, Cab No. 400
20-21423-1 Hi-Rail Wheels \$519.95
22-21423-2 Scale Wheels \$519.95

Great Northern - SD45 Low Hood Diesel Engine
w/Proto-Sound 3.0, Cab No. 408
20-21424-1 Hi-Rail Wheels \$519.95
22-21424-2 Scale Wheels \$519.95



Maryland Midland - SD45 Low Hood Diesel
Engine w/Proto-Sound 3.0, Cab No. 3451
20-21425-1 Hi-Rail Wheels \$519.95
22-21425-2 Scale Wheels \$519.95

Maryland Midland - SD45 Low Hood Diesel
Engine w/Proto-Sound 3.0, Cab No. 3449
20-21426-1 Hi-Rail Wheels \$519.95
22-21426-2 Scale Wheels \$519.95



Denver & Rio Grande - SD45 Low Hood Diesel
Engine w/Proto-Sound 3.0, Cab No. 5322
20-21427-1 Hi-Rail Wheels \$519.95
22-21427-2 Scale Wheels \$519.95

Denver & Rio Grande - SD45 Low Hood Diesel
Engine w/Proto-Sound 3.0, Cab No. 5333
20-21428-1 Hi-Rail Wheels \$519.95
22-21428-2 Scale Wheels \$519.95

Like the Pontiac GTO, the SD45 was a mid-60s General Motors muscle car. Stuffed under its brick-like hood was the largest diesel motor made up to that time, a turbo-charged, 20-cylinder, Electro-Motive Division model 645E. The Great Northern took delivery of the first SD45 in May of 1966 and promptly painted the nickname "Hustle Muscle" on its flanks. The name said it all: the SD45 was heavy freight power, intended for long trains and high speeds. And it had the muscular looks to match, with flared radiators capping a long body that filled every inch of its frame — as opposed to its baby brother, the SD40, which had an open "porch" at each end of the engine.

Unfortunately, the 20-cylinder motor turned out to have a major flaw: a tendency to break its own crankshaft. Even so, a large number of Class 1 railroads rostered the engine, with 1,260 units sold between 1966 and 1971. The Santa Fe, Burlington Northern, Pennsy, and Southern Pacific each owned more than 100 of the heavy freighters. Looking at the order quantities, one can see that the SD45 marked the beginning of a large-scale shift toward six-axle freight engines on American railroads. Before the mid '60s, adding a third axle to a truck was mainly an expedient to spread out an engine's weight for service on lighter rail, particularly branch lines. But with the SD45 and its contemporaries, railroads began favoring the six-axle engine as a way to get more power on the rails for heavier mainline trains. Despite the initial crankshaft problems, many SD45s served their original owners for decades, as well as successor railroads like Conrail and the BNSF, and later went on to new lives at smaller, secondary roads.

Our Premier model of this heavy hauler offers an outstanding combination of detail, realism, and performance. Added-on detail parts include windshield wipers, lift rings, metal grab irons and handrails, see-thru rooftop fan housings, and walkways with safety tread. Thanks to Proto-Speed Control, this model can dig in and haul long trains at any speed from a crawl to full throttle. And in command mode with the DCS system, you can create a lashup combining one or more SD45s with any other Proto-Sound 2.0 or 3.0 locomotives, and run them all from a single throttle just like the prototype.

Did You Know?

Several SD45s have been preserved, including engine 400, the original GN Hustle Muscle. Repainted in its original Omaha Orange and Pullman Green, it resides today in working condition at the Minnesota Transportation Museum in St. Paul.

EMD SD35



Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- 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
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- LED-Illuminated Class and Marker Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Onboard DCC/DCS Decoder
- 1:48 Scale Proportions
- Proto-Sound 3.0 with the Digital Command System Featuring Quillable Horn (Where Prototypical) and Freight Yard Proto-Effects
- Measures: 17 1/2" x 2 1/2" x 4 5/16"
- Hi-Rail Wheels Operate on O-42 Curves
- Scale Wheels Operate on 31" Radius

**Hi-Rail Models Only*



Southern (High Nose) - SD35 Diesel Engine
w/Proto-Sound 3.0, Cab No. 3001L
20-21429-1 Hi-Rail Wheels \$519.95
22-21429-2 Scale Wheels \$519.95

Southern (High Nose) - SD35 Diesel Engine
w/Proto-Sound 3.0, Cab No. 3004x
20-21430-1 Hi-Rail Wheels \$519.95
22-21430-2 Scale Wheels \$519.95



Wisconsin Central - SD35 Diesel Engine
w/Proto-Sound 3.0, Cab No. 2500
20-21431-1 Hi-Rail Wheels \$519.95
22-21431-2 Scale Wheels \$519.95

Wisconsin Central - SD35 Diesel Engine
w/Proto-Sound 3.0, Cab No. 2502
20-21432-1 Hi-Rail Wheels \$519.95
22-21432-2 Scale Wheels \$519.95



Pennsylvania - SD35 Diesel Engine
w/Proto-Sound 3.0, Cab No. 6005
20-21433-1 Hi-Rail Wheels \$519.95
22-21433-2 Scale Wheels \$519.95

Pennsylvania - SD35 Diesel Engine
w/Proto-Sound 3.0, Cab No. 6003
20-21434-1 Hi-Rail Wheels \$519.95
22-21434-2 Scale Wheels \$519.95



Southern Pacific - SD35 Diesel Engine
w/Proto-Sound 3.0, Cab No. 6917
20-21437-1 Hi-Rail Wheels \$519.95
22-21437-2 Scale Wheels \$519.95

Southern Pacific - SD35 Diesel Engine
w/Proto-Sound 3.0, Cab No. 6912
20-21438-1 Hi-Rail Wheels \$519.95
22-21438-2 Scale Wheels \$519.95

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

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

While our Premier model is not the first O gauge version of this heavy hauler, it offers the best combination of detail, realism, and performance of any 1/48 scale SD35. Added-on detail parts include windshield wipers, metal see-thru body grilles, lift rings, metal grab irons and handrails, see-thru rooftop fan housings, and truck-mounted brake cylinders and air pipes. Thanks to Proto-Speed Control, this model can dig in and haul heavy loads at low speeds just like the prototype, or highball down the main line with a fast freight. And in command mode with the DCS system, you can create a lashup combining one or more SD35s with any other Proto-Sound 2.0 and 3.0 locomotives, and run them from a single throttle just like the prototype.



Baltimore & Ohio - SD35 Diesel Engine
w/Proto-Sound 3.0, Cab No. 7402
20-21435-1 Hi-Rail Wheels \$519.95
22-21435-2 Scale Wheels \$519.95

Baltimore & Ohio - SD35 Diesel Engine
w/Proto-Sound 3.0, Cab No. 7407
20-21436-1 Hi-Rail Wheels \$519.95
22-21436-2 Scale Wheels \$519.95



Norfolk & Western (High Nose) -
SD35 Diesel Engine
w/Proto-Sound 3.0, Cab No. 1559
20-21439-1 Hi-Rail Wheels \$519.95
22-21439-2 Scale Wheels \$519.95

Norfolk & Western (High Nose) -
SD35 Diesel Engine
w/Proto-Sound 3.0, Cab No. 1561
20-21440-1 Hi-Rail Wheels \$519.95
22-21440-2 Scale Wheels \$519.95

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
- Handpainted Engineer and Fireman Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- O Scale Kadee-Compatible Coupler Mounting Pads
- (2) Remote-Controlled Proto-Couplers*
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- LED-Illuminated Class and Marker Lights (Where Prototypical)
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Locomotive Speed Control In Scale MPH Increments
- Onboard DCC/DCS Decoder
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- Proto-Sound 3.0 with the Digital Command System Featuring Quillable Horn with Freight Yard Proto-Effects
- Measures: 15 1/2" x 2 3/4" x 4"
- Hi-Rail Wheels Operate on O-31 Curves
- Scale Wheels Operate on 31" Radius Curves

**Hi-Rail Models Only*





CP Rail - GP38-2 Diesel Engine w/Proto-Sound 3.0
 20-20900-1 Cab No. 4406 \$499.95
 20-20901-1 Cab No. 4404 \$499.95



Norfolk Southern - GP38-2 Diesel Engine w/Proto-Sound 3.0
 20-21221-1 Cab No. 5636 \$499.95
 20-21222-1 Cab No. 5639 \$499.95



Toledo, Peoria & Western - GP38-2 Diesel Engine w/Proto-Sound 3.0
 20-21223-1 Cab No. 2001 \$499.95
 20-21224-1 Cab No. 2003 \$499.95



Elgin, Joliet & Eastern - GP38-2 Diesel Engine w/Proto-Sound 3.0
 20-21228-1 Cab No. 702 \$499.95

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

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

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

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

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



East Penn Railroad - GP38-2 Diesel Engine w/Proto-Sound 3.0
 20-21225-1 Cab No. 2800 \$499.95
 20-21226-1 Cab No. 2801 \$499.95



Central Texas & Colorado River Railroad GMTX - GP38-2 Diesel Engine w/Proto-Sound 3.0
 20-21231-1 Cab No. 2203 \$499.95
 20-21232-1 Cab No. 2223 \$499.95

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
- O Scale Kadee-Compatible Coupler Mounting Pads
- (2) Remote Controlled Proto-Couplers*
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- LED-Illuminated Class 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: 13" x 2 5/8" x 3 3/4"
- Hi-Rail Version Operates On 0-42 Curves
- Scale Wheel Version Operates On 42" Radius Curves

* Hi-Rail Wheel Models Only



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.

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 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.

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.



- Jersey Central - F3 A-Unit Diesel Engine w/Proto-Sound 3.0, Cab No. 53
- 20-21453-1 Hi-Rail Wheels \$469.95
- 22-21453-2 Scale Wheels \$469.95
- Jersey Central - F3 B-Unit Non-Powered Diesel Engine, Cab No. A
- 20-21453-3 Hi-Rail Wheels \$199.95
- Jersey Central - F3 A-Unit Diesel Engine w/Proto-Sound 3.0, Cab No. 58
- 20-21454-1 Hi-Rail Wheels \$469.95
- 22-21454-2 Scale Wheels \$469.95



- Jersey Central - F3 B-Unit Non-Powered Diesel Engine, Cab No. D
- 20-21454-3 Hi-Rail Wheels \$199.95
- 22-21454-3 Scale Wheels \$199.95
- Jersey Central - F3 A-Unit Non-Powered Diesel Engine, Cab No. 56
- 20-21454-4 Hi-Rail Wheels \$229.95



- Minneapolis & St. Louis - F3 A-Unit Diesel Engine w/Proto-Sound 3.0, Cab No. 84A
- 20-21455-1 Hi-Rail Wheels \$469.95
- 22-21455-2 Scale Wheels \$469.95
- Minneapolis & St. Louis - F3 B-Unit Non-Powered Diesel Engine, Cab No. 84B
- 20-21455-3 Hi-Rail Wheels \$199.95
- Minneapolis & St. Louis - F3 A-Unit Diesel Engine w/Proto-Sound 3.0, Cab No. 84D
- 20-21456-1 Hi-Rail Wheels \$469.95
- 22-21456-2 Scale Wheels \$469.95



- Minneapolis & St. Louis - F3 B-Unit Non-Powered Diesel Engine, Cab No. 84C
- 20-21456-3 Hi-Rail Wheels \$199.95
- 22-21456-3 Scale Wheels \$199.95
- Minneapolis & St. Louis - F3 A-Unit Non-Powered Diesel Engine, Cab No. 82A
- 20-21456-4 Hi-Rail Wheels \$229.95

EMD F3



Erie - F3 A-Unit Diesel Engine w/Proto-Sound 3.0, Cab No. 708A
 20-21459-1 Hi-Rail Wheels \$469.95
 22-21459-2 Scale Wheels \$469.95
 Erie - F3 B-Unit Non-Powered Diesel Engine, Cab No. 708B
 20-21459-3 Hi-Rail Wheels \$199.95
 Erie - F3 A-Unit Diesel Engine w/Proto-Sound 3.0, Cab No. 708D
 20-21460-1 Hi-Rail Wheels \$469.95
 22-21460-2 Scale Wheels \$469.95
 Erie - F3 B-Unit Non-Powered Diesel Engine, Cab No. 708C
 20-21460-3 Hi-Rail Wheels \$199.95
 22-21460-3 Scale Wheels \$199.95
 Erie - F3 A-Unit Non-Powered Diesel Engine, Cab No. 706A
 20-21460-4 Hi-Rail Wheels \$229.95

Maine Central - F3 A-Unit Diesel Engine w/Proto-Sound 3.0, Cab No. 681
 20-21457-1 Hi-Rail Wheels \$469.95
 22-21457-2 Scale Wheels \$469.95
 Maine Central - F3 B-Unit Non-Powered Diesel Engine, Cab No. 671
 20-21457-3 Hi-Rail Wheels \$199.95
 Maine Central - F3 A-Unit Diesel Engine w/Proto-Sound 3.0, Cab No. 686
 20-21458-1 Hi-Rail Wheels \$469.95
 22-21458-2 Scale Wheels \$469.95
 Maine Central - F3 B-Unit Non-Powered Diesel Engine, Cab No. 672
 20-21458-3 Hi-Rail Wheels \$199.95
 22-21458-3 Scale Wheels \$199.95
 Maine Central - F3 A-Unit Non-Powered Diesel Engine, Cab No. 683
 20-21458-4 Hi-Rail Wheels \$229.95





New York Central - F3 A-Unit Diesel Engine w/Proto-Sound 3.0, Cab No. 1617

20-21461-1 Hi-Rail Wheels \$469.95

22-21461-2 Scale Wheels \$469.95

New York Central - F3 B-Unit Non-Powered Diesel Engine, Cab No. 1633

20-21461-3 Hi-Rail Wheels \$199.95

New York Central - F3 A-Unit Diesel Engine w/Proto-Sound 3.0, Cab No. 1619

20-21462-1 Hi-Rail Wheels \$469.95

22-21462-2 Scale Wheels \$469.95

New York Central - F3 B-Unit Non-Powered Diesel Engine, Cab No. 1635

20-21462-3 Hi-Rail Wheels \$199.95

22-21462-3 Scale Wheels \$199.95

New York Central - F3 A-Unit Non-Powered Diesel Engine, Cab No. 1616

20-21462-4 Hi-Rail Wheels \$229.95

Santa Fe - F3 A-Unit Diesel Engine w/Proto-Sound 3.0, Cab No. 35L

20-21497-1 Hi-Rail Wheels \$499.95

22-21497-2 Scale Wheels \$499.95

Santa Fe - F3 B-Unit Non-Powered Diesel Engine, Cab No. 35A

20-21497-3 Hi-Rail Wheels \$219.95

Santa Fe - F3 A-Unit Diesel Engine w/Proto-Sound 3.0, Cab No. 35C

20-21498-1 Hi-Rail Wheels \$499.95

22-21498-2 Scale Wheels \$499.95

Santa Fe - F3 B-Unit Non-Powered Diesel Engine, Cab No. 35B

20-21498-3 Hi-Rail Wheels \$219.95

22-21498-3 Scale Wheels \$219.95

Santa Fe - F3 A-Unit Non-Powered Diesel Engine, Cab No. 33C

20-21498-4 Hi-Rail Wheels \$249.95

**Santa Fe Units
Feature
Stainless Steel
Plated Finish**



EMD GP40



Features

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

*Hi-Rail Models Only



Detroit Toledo & Ironton - GP40 Diesel Engine
w/Proto-Sound 3.0, Cab No. 401
20-21463-1 Hi-Rail Wheels \$519.95
22-21463-2 Scale Wheels \$519.95

Detroit Toledo & Ironton - GP40 Diesel Engine
w/Proto-Sound 3.0, Cab No. 404
20-21464-1 Hi-Rail Wheels \$519.95
22-21464-2 Scale Wheels \$519.95



Boston & Maine (Guilford) - GP40 Diesel Engine
w/Proto-Sound 3.0, Cab No. 342
20-21465-1 Hi-Rail Wheels \$519.95
22-21465-2 Scale Wheels \$519.95

Boston & Maine (Guilford) - GP40 Diesel Engine
w/Proto-Sound 3.0, Cab No. 337
20-21466-1 Hi-Rail Wheels \$519.95
22-21466-2 Scale Wheels \$519.95



U.S. Air Force - GP40 Diesel Engine
w/Proto-Sound 3.0, Cab No. 4902
20-21469-1 Hi-Rail Wheels \$519.95
22-21469-2 Scale Wheels \$519.95

U.S. Air Force - GP40 Diesel Engine
w/Proto-Sound 3.0, Cab No. 4903
20-21470-1 Hi-Rail Wheels \$519.95
22-21470-2 Scale Wheels \$519.95



Richmond Fredericksburg & Potomac - GP40 Diesel Engine
w/Proto-Sound 3.0, Cab No. 125
20-21467-1 Hi-Rail Wheels \$519.95
22-21467-2 Scale Wheels \$519.95

Richmond, Fredericksburg & Potomac - GP40 Diesel Engine
w/Proto-Sound 3.0, Cab No. 121
20-21468-1 Hi-Rail Wheels \$519.95
22-21468-2 Scale Wheels \$519.95



Illinois Central Gulf - GP40 Diesel Engine
w/Proto-Sound 3.0, Cab No. 3011
20-21471-1 Hi-Rail Wheels \$519.95
22-21471-2 Scale Wheels \$519.95

Illinois Central Gulf - GP40 Diesel Engine
w/Proto-Sound 3.0, Cab No. 3015
20-21472-1 Hi-Rail Wheels \$519.95
22-21472-2 Scale Wheels \$519.95



Southwest Pennsylvania Railroad - GP40 Diesel Engine
w/Proto-Sound 3.0, Cab No. 4005
20-21473-1 Hi-Rail Wheels \$519.95
22-21473-2 Scale Wheels \$519.95

Southwest Pennsylvania Railroad - GP40 Diesel Engine
w/Proto-Sound 3.0, Cab No. 4006
20-21474-1 Hi-Rail Wheels \$519.95
22-21474-2 Scale Wheels \$519.95

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

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

A design problem with turbochargers is "turbo lag": because the turbo's air compressor is powered by engine exhaust gas, the turbo doesn't become effective until the engine gets up to speed. In Alco diesels, this issue produced thick black smoke as the motors ramped up, earning them the nickname "honorary steam engines." In the 645 motor, EMD's engineers solved the problem with a gear train and over-running clutch, which drove the turbo at low engine speeds until the exhaust gas took over.

While the GP40 heralded the introduction of a new motor, it also marked the beginning of a long goodbye to the four-axle road diesel. Under the frame, railroads were seeing that six-wheel trucks, once an expedient for spreading out engine weight on lighter-duty track, were more suited to the increasing tonnage and speed of modern freight service. The GP40 and its successor, the GP40-2, were the last high-horsepower, four-axle Geeps to sell in large quantities. During a six-year production run that began in 1965, over 1200 GP40s were sold to U.S., Canadian and Mexican railroads. Notably absent from the list of original owners, however, were western heavy haulers Santa Fe and Union Pacific; both roads purchased fleets of six-axle EMD SD40s and SD40-2s. Although the lighter-duty, four-axle GP38 series continued to be a strong seller, the transition to the six axle, high-horsepower unit — which would become the standard road diesel of the 21st century — began in the era of the GP40.

EMD SD40-2



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
- Hand-Painted Engineer and Fireman 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 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 Quillable Horn with Freight Yard Proto-Effects
- Unit Measures: 17 1/2" x 2 5/8" x 3 7/8"
- Operates On O-42 Curves





Chesapeake & Indiana - SD40-2 Diesel Engine w/Proto-Sound 3.0
 20-21166-1 Cab No. 6321 \$519.95
 20-21167-1 Cab No. 6322 \$519.95



Ontario Northland - SD40-2 Diesel Engine w/Proto-Sound 3.0
 20-21168-1 Cab No. 1734 \$519.95
 20-21169-1 Cab No. 1733 \$519.95



Illinois Central - SD40-2 Diesel Engine w/Proto-Sound 3.0
 20-21170-1 Cab No. 6250 \$519.95
 20-21171-1 Cab No. 6200 \$519.95



Chessie - SD40-2 Diesel Engine w/Proto-Sound 3.0
 20-21172-1 Cab No. 7507 C&O \$519.95
 20-21173-1 Cab No. 7502 C&O \$519.95

Cataloged from 1972–1986, the SD40-2 was the last hurrah of EMD’s reign as *the* locomotive builder for America’s railroads — a dynasty that began in the 1930s and vanquished Alco, Baldwin, Lima and Fairbanks-Morse. For more than a decade, the six-axle, 3000 hp SD40-2 was virtually the standard new-purchase engine for North American freight service, until General Electric dethroned EMD as the top-selling diesel builder in 1983.

Tasked with creating an upgrade to the already-solid SD40, EMD’s designers created a locomotive that looked a lot like its predecessor but was better in almost every way. The major visual change from the SD40 was a three-foot longer frame with distinctive front and rear “porches,” required to accommodate the new high-adhesion HT-C trucks — which improved both tracking and pulling power. Under the hood, upgraded traction motors and alternator — along with tougher pistons, piston rings and bearings in the 16-cylinder turbocharged model 645 motor — made the SD40-2 10-15% more reliable than the SD40 it replaced.

The most significant change, however, was a major advance in diesel technology: solid state electronics. Gone were the hardwired circuitry and the maze of switches, contacts, interlocks and relays that had characterized all earlier diesels and led to a well-known saying in locomotive shops: “With a steam engine, it took five minutes to find a problem and five hours to fix it; with the new diesels, it takes five hours to find the problem and five minutes to fix it.” The transistors, printed circuit boards and other solid-state components that formed the electrical guts of the new -2 engines were both easier to maintain and more reliable, and paved the way for the computerized controls that would later introduce the third generation of diesel technology.

The SD40-2 turned out to be the apex of second-generation diesels, and the perfection of EMD’s 645 diesel motor. Viewed as an industry benchmark for reliability, the SD40-2 became EMD’s all-time best seller, with 3,949 regular SD40-2’s delivered. Including variations — like Southern Pacific’s famed “tunnel motors” and units with elongated noses that housed remote-control electronics — total production exceeded 5,700 locomotives, sold to 24 American and 6 Canadian roads, plus railroads in Brazil and Mexico. Even today, more than three decades after the last SD40-2 was delivered, more than 1,000 units are still rostered by the Big Six Class 1 railroads in North America.

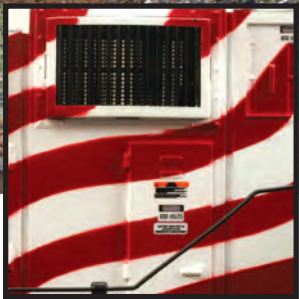


BNSF - SD40-2 Diesel Engine w/Proto-Sound 3.0
 20-21174-1 Cab No. 6957 \$519.95
 20-21175-1 Cab No. 6951 \$519.95

EMD SD70ACe



Kansas City Southern (Veteran's) - SD70ACe Diesel Engine
w/Proto-Sound 3.0, Cab No. 4006
20-21157-1 Hi-Rail Wheels \$519.95



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) Hand-Painted Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- O Scale Kadee-Compatible Coupler Mounting Pads
- (2) Remote Controlled Proto-Couplers*
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- Operating LED Ditch Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- 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 Quillable Horn with Freight Yard Proto-Effects
- Measures: 18 1/2" x 2 5/8" x 4"
- Hi-Rail Wheels Operate on O-42 Curves
- Scale Wheels Operate on 42" Radius Curves

*Hi-Rail Models Only



Canadian Pacific (CP Heritage) - SD70ACe Diesel Engine w/Proto-Sound 3.0, Cab No. 7010
 20-21487-1 Hi-Rail Wheels \$519.95
 22-21487-2 Scale Wheels \$519.95
 Canadian Pacific (CP Heritage) - SD70ACe Diesel Engine w/Proto-Sound 3.0, Cab No. 7013
 20-21502-1 Hi-Rail Wheels \$519.95
 22-21502-2 Scale Wheels \$519.95



Wabash (Norfolk Southern Heritage Diesel) - SD70ACe Diesel Engine w/Proto-Sound 3.0, Cab No. 1070
 20-21488-1 Hi-Rail Wheels \$519.95
 22-21488-2 Scale Wheels \$519.95



Canadian Pacific (Military - Dark Green) - SD70ACe Diesel Engine w/Proto-Sound 3.0, Cab No. 6644
 20-21499-1 Hi-Rail Wheels \$519.95
 22-21499-2 Scale Wheels \$519.95



Canadian Pacific (Military - Gray) - SD70ACe Diesel Engine w/Proto-Sound 3.0, Cab No. 7022
 20-21500-1 Hi-Rail Wheels \$519.95
 22-21500-2 Scale Wheels \$519.95

By the turn of the 21st century, the diesel horsepower race was over. The third generation of freight engines had found its sweet spot: a six-axle, computer-assisted, 4000–4400 horsepower locomotive with a wide, comfortable cab. Railroads viewed this as the perfect building block for multi-engine lashups to power virtually any size train. Development of the next generation of power would be born not out of railroad needs, but due to government regulations.

On January 1, 2005, the Environmental Protection Agency's Tier 2 emissions requirements for railroad locomotives went into effect, significantly reducing the pollutants that diesels could exhaust into the atmosphere. Electro-Motive Diesel's SD70ACe, along with its General Electric rival, the ES44AC, inaugurated the fourth generation of diesel power in response to those regulations.

Rather than just upgrade its existing SD70MAC to Tier 2 standards, EMD took the opportunity to design a new locomotive from the rails up. Emissions turned out to be the easy part. Only slight modifications were needed to make EMD's 4300 horsepower model 710 motor 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 was re-thought 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 cupholder for the engineer.

The SD70ACe also offers, in EMD's words, "outstanding improvements in maintainability." All electrical wires are on the right side of the locomotive and all piping is on the left, with most pipes and wires routed under the frame so they can be serviced by a man standing outside the engine — rather than crawling around at the bottom of the engine room.

After a year of testing on the road and at the Association of American Railroads' test track in Pueblo, CO, the first SD70ACe's ('e' stands for "enhanced") were delivered to CSX Transportation in 2004. Six of North America's seven major Class 1 railroads, along with a number of smaller lines, ponied up to buy the new locomotives. When stricter Tier 3 emissions rules went into effect in 2012, compliance was relatively easy. By the end of production in 2014 — after new Tier 4 requirements dictated a new locomotive design — nearly 2000 SD70ACe's were and still are hauling freight across the U.S., Canada and Mexico.



Canadian Pacific (Military - Sand) - SD70ACe Diesel Engine w/Proto-Sound 3.0, Cab No. 7021
 20-21501-1 Hi-Rail Wheels \$519.95
 22-21501-2 Scale Wheels \$519.95



Union Pacific (Powered by Our People) - SD70ACe Diesel Engine w/Proto-Sound 3.0, Cab No. 1111
 20-21264-1 Hi-Rail Wheels \$519.95

EMD SD70M



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) Hand-Painted 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
- 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 Quillable Horn with Freight Yard Proto-Effects
- Unit Measures: 18 1/2" x 2 5/8" x 4"
- Operates On O-42 Curves





CSX - SD70M Diesel Engine w/Proto-Sound 3.0

20-21276-1 Cab No. 4699 \$519.95

20-21277-1 Cab No. 4688 \$519.95



Norfolk Southern - SD70M Diesel Engine w/Proto-Sound 3.0

20-21274-1 Cab No. 2797 \$519.95

20-21275-1 Cab No. 2799 \$519.95



Southern Pacific - SD70M Diesel Engine w/Proto-Sound 3.0

20-21343-1 Cab No. 9816 \$519.95

20-21344-1 Cab No. 9818 \$519.95



Union Pacific - SD70M Diesel Engine w/Proto-Sound 3.0

20-21272-1 Cab No. 4014 \$519.95

In 1992, GM's Electro-Motive Division (EMD) introduced its new SD70 series of third-generation, computerized diesels. The standard DC-motored version was the SD70M, while the SD70MAC offered AC traction motors — a technology that would later become the new standard for mainline diesels. One glance at the design of the new SD70 series revealed enormous technological gains in railroading.

The engines boasted a 32-bit 16MHz control microprocessor named the EM2000. This computer worked with an Integrated Cab Electronics (ICE) system to collect, analyze, and display a range of accurate-to-the-second information, including speed, amps, throttle position, air brake operation, and cab signals. All of this information was displayed on full-color LCD displays that replaced the gauges and indicators on earlier diesels.

The 70 Series also employed an HTRC (high-traction three-axle radial) truck that reduced lateral loads and rolling resistance in curves — increasing wheel life by up to 20 percent.

By far the largest owner of SD70Ms was, and still is, the Union Pacific, which set a record for the largest single diesel order by purchasing 1000 engines — and later increasing the order by another 500 units. Production of the SD70M ended in 2004, as new EPA Tier 2 environmental regulations led to an upgraded design, the new SD70ACe.



Union Pacific (Flag) - SD70M Diesel Engine w/Proto-Sound 3.0

20-21273-1 Cab No. 4884 \$519.95



Did You Know?

In April 2014, Big Boy 4014 was brought east from California to the UP's Cheyenne, Wyoming shops for restoration — towed by SD70Ms No. 4014, which shared the Big Boy's road number, and No. 4884, which honored the Big Boy's 4-8-8-4 wheel arrangement. Almost exactly five years later, diesel 4014 was renumbered 4479 to make room for Big Boy 4014 on UP's active engine roster.

EMD SD70MAC



Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Moveable Roof Fans
- Metal Body Side Grilles
- Detachable Snow Plow
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- Flashing LED Ditch Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Locomotive Speed Control In Scale MPH Increments
- Onboard DCC/DCS Decoder
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- Proto-Sound 3.0 with the Digital Command System Featuring Quillable Horn With Freight Yard Proto-Effects
- Measures: 18 1/2" x 2 5/8" x 4"
- Operates On 0-36 Curves



Norfolk Southern - SD70MAC Diesel Engine w/Proto-Sound 3.0
 20-21193-1 Cab No. 1800 \$519.95
 20-21194-1 Cab No. 1801 \$519.95



Alaska - SD70MAC Diesel Engine w/Proto-Sound 3.0
 20-21195-1 Cab No. 4002 \$519.95
 20-21196-1 Cab No. 4004 \$519.95



BNSF - SD70MAC Diesel Engine w/Proto-Sound 3.0
 20-21197-1 Cab No. 9839 \$519.95
 20-21198-1 Cab No. 9846 \$519.95



CSX - SD70MAC Diesel Engine w/Proto-Sound 3.0
 20-21199-1 Cab No. 700 "Spirit of Cumberland" \$519.95
 20-21200-1 Cab No. 789 "Spirit of Nashville" \$519.95

From the dawn of dieselization to the early 1990s, every diesel electric was powered by DC traction motors. Today, however, virtually all new road diesels have AC traction motors, which are more reliable, simpler to build and maintain, and can start a heavier train with the same horsepower. That revolution began in earnest with the SD70MAC.

In 1991–92, after years of research and development, EMD fielded America's first production AC road engines, a quartet of 3800 horsepower SD60MACs. Burlington Northern stepped up as a test site for the engines and fell in love with them. A year later, it placed a sight-unseen order for 350 new 4000 hp SD70MACs — despite the additional half-million dollars or more that AC electronics added to each engine's price — and the AC revolution was on. Slightly late to the party, General Electric introduced its first AC engine, the AC4400CW the same year, but production would not ramp up until a year later.

From 1993 through 2004, when new environmental regulations produced the upgraded SD70ACe, EMD sold 1,109 SD70MACs. The largest fleets were and still are owned by BN (now BNSF), which ultimately bought over 800, and CSX, with over 200 purchased. In addition to AC traction, a big selling point of the SD70MAC, and the entire SD70 series, was its self-steering trucks, a feature GE could not match at the time. EMD's HTRC ("high traction, three-axle, radial") truck could steer into curves, greatly reducing wear on both track and wheels; it was widely recognized as superior to the trucks on competitive GE diesels.

About Norfolk Southern Nos. 1800 and 1801

When an automobile is recycled, nothing much remains but molten metal. When a modern diesel locomotive is recycled, however, the frame and much of the exterior are re-used, while internal organs are replaced or upgraded. In an era when a new freight locomotive can cost upwards of \$2 million, recycling old power makes both economic and ecological sense.

Begun in 2015, Norfolk Southern's "DC to AC" program upgrades 20-year-old diesels with more horsepower, lower emissions, more comfortable cabs, and conversion to AC electric motors. Outshopped in September 2018, engine nos. 1800 and 1801 are the lead engines in a group of 25 1990's-era SD70s rebuilt as SD70ACCs by Progress Rail in Muncie Indiana. Their yellow color symbolizes Caterpillar, the parent company of Progress Rail; the other engines in their group wear NS's black and white Thoroughbred paint scheme.

GE ES44AC



Features

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





BNSF - ES44AC Diesel Engine
w/Proto-Sound 3.0, Cab No. 6115
20-21347-1 Hi-Rail Wheels \$519.95
22-21347-2 Scale Wheels \$519.95

BNSF - ES44AC Diesel Engine
w/Proto-Sound 3.0, Cab No. 6112
20-21348-1 Hi-Rail Wheels \$519.95
22-21348-2 Scale Wheels \$519.95



Nickel Plate Road (NS Heritage Unit) - ES44AC Diesel Engine w/Proto-Sound 3.0, Cab No. 8100
20-21349-1 Hi-Rail Wheels \$519.95
22-21349-2 Scale Wheels \$519.95



Norfolk Southern (NS Heritage Unit) - ES44AC Diesel Engine w/Proto-Sound 3.0, Cab No. 8114
20-21350-1 Hi-Rail Wheels \$519.95
22-21350-2 Scale Wheels \$519.95



Pennsylvania (NS Heritage Unit) - ES44AC Diesel Engine w/Proto-Sound 3.0, Cab No. 8102
20-21351-1 Hi-Rail Wheels \$519.95
22-21351-2 Scale Wheels \$519.95

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

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

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



CSX (First Responders) - ES44AC Diesel Engine w/Proto-Sound 3.0, Cab No. 911
20-21352-1 Hi-Rail Wheels \$519.95
22-21352-2 Scale Wheels \$519.95



CSX (Veterans) - ES44AC Diesel Engine w/Proto-Sound 3.0, Cab No. 1776
20-21353-1 Hi-Rail Wheels \$519.95
22-21353-2 Scale Wheels \$519.95



CSX (Spirit of Law Enforcement) - ES44AC Diesel Engine w/Proto-Sound 3.0, Cab No. 3194
20-21354-1 Hi-Rail Wheels \$519.95
22-21354-2 Scale Wheels \$519.95

CSX Rolling Stock



CSX (First Responders) - Extended Vision Caboose
20-91700 \$74.95



CSX (First Responders) - Tank Car
20-96377 \$69.95



CSX (First Responders) - 50' PS-1 Box Car w/Youngstown Standard Door
20-93927 \$69.95



CSX (First Responders) - 2-Bay Centerflow Hopper
20-97961 \$69.95



CSX (Veterans) - Extended Vision Caboose
20-91701 \$74.95



CSX (Veterans) - 50' PS-1 Box Car w/Youngstown Standard Door
20-93928 \$69.95



CSX (Spirit of Law Enforcement) - Extended Vision Caboose
20-91702 \$74.95



CSX (Spirit of Law Enforcement) - Tank Car
20-96379 \$69.95



CSX (Spirit of Law Enforcement) - 50' PS-1 Box Car w/Youngstown Standard Door
20-93929 \$69.95



CSX (Spirit of Law Enforcement) - 2-Bay Centerflow Hopper
20-97963 \$69.95



CSX (Veterans) - 2-Bay Centerflow Hopper
20-97962 \$69.95



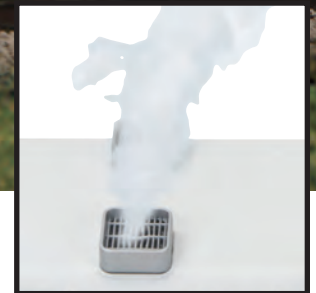
CSX (Veterans) - Tank Car
20-96378 \$69.95

TurboTrain



Features

- (2) Powered Locomotives
- Non-Powered Passenger Car
- Directionally Controlled LED Headlights
- Intricately Detailed, Durable ABS Bodies
- Metal Wheels, Gears and Axles
- Die-Cast Truck Sides
- Authentic Paint Scheme
- Metal Chassis
- Metal Handrails and Horn
- (2) Precision Flywheel-Equipped Motors
- LED-Illuminated Marker Lights
- (2) Handpainted Engineer Cab Figures
- 12 Passenger Figures In Each Car
- Overhead Interior LED Lighting
- (2) Operating ProtoSmoke Turbine Exhaust Units
- Locomotive Speed Control In Scale MPH Increments
- Onboard DCC/DCS Decoder
- 1:48 Scale Proportions
- Proto-Sound 3.0 with the Digital Command System Featuring Passenger Station Proto-Effects
- 3-Unit Set Measures: 50 5/8" x 3 1/2" x 2 5/8"
- Operates on O-72 Curves





Amtrak - TurboTrain Passenger Set w/Proto-Sound 3.0
 20-21492-1 \$799.95
 Amtrak - TurboTrain Passenger Car
 20-61064 \$109.95



VIA Rail - TurboTrain Passenger Set w/Proto-Sound 3.0
 20-21493-1 \$799.95
 VIA Rail - TurboTrain Passenger Car
 20-61065 \$109.95



New Haven - TurboTrain Passenger Set w/Proto-Sound 3.0
 20-21494-1 \$799.95
 New Haven - TurboTrain Passenger Car
 20-61066 \$109.95



Penn Central - TurboTrain Passenger Set w/Proto-Sound 3.0
 20-21495-1 \$799.95
 Penn Central - TurboTrain Passenger Car
 20-61067 \$109.95



Canadian National - TurboTrain Passenger Set w/Proto-Sound 3.0
 20-21496-1 \$799.95
 Canadian National - TurboTrain Passenger Car
 20-61068 \$109.95



The TurboTrain was largely the brainchild of one man, Alan R. Cripe. Fresh out of college in the 1950s, Cripe joined the Chesapeake & Ohio's Train X project. He eventually led the development of plans for a high-speed, diesel powered train with cars that would tilt outward on curves, much like a pendulum, to allow higher speeds on existing track. The train was never built, however, and Cripe moved on, only to be approached years later by United Aircraft Corp. (UAC) to resuscitate his ideas. Armed with tilting train patents purchased from the C&O, United and Cripe won a government contract to build demonstration trains under the High Speed Ground Transportation Act of 1965.

Introduced in 1967, the TurboTrain was, according to UAC, "a modern, streamlined, high-speed intercity passenger train designed by aerospace engineers and based on the principles of flight." There was little exaggeration in those claims. The tilting cars allowed passengers to comfortably cruise through curves 30% to 40% faster than conventional trains. Power was provided by up to seven (depending on configuration) Pratt & Whitney aircraft-style gas turbine engines. The engines and many other components were designed to be changed out quickly for ease of maintenance. Seating was comparable to first-class airplane accommodations and, according to famed railroad writer William D. Middleton, "The over-the-engineer's-shoulder, straight-ahead view from the forward dome represents the best railfan seating since the Electroliner."

Owned by the Department of Transportation, the TurboTrains went into U.S. service in 1968 between Boston and New York, operated first by the New Haven and then by Penn Central and finally Amtrak. Canadian versions, purchased by Canadian National Railways and assembled by Montreal Locomotive Works, served briefly in 1968-1969 and later entered Montreal-Toronto service in 1973.

Why was the TurboTrain ultimately a failure, with no more units built, the U.S. trains retired in 1976, and the Canadian Turbos out of service by 1982? The conventional wisdom is that they were trouble-prone — but in fact the Canadian trains, after some initial teething problems, boasted a 97% availability record on CN and VIA Rail. Perhaps the greater truth is that the railroads involved could not get comfortable with a jet-powered land vehicle, and that the U.S. government and the railroads were simply not ready to make a commitment to providing competitive passenger service.

Today's Acela seems confirmation that Alan Cripe indeed had the right idea. With its low-slung aerodynamic design, tilting cars, and double-ended trainsets, the Acela is in many respects an electric-powered TurboTrain — but without the magnificent view from the domes. Forty years and billions of dollars later, the Acela's best Boston-New-York time is only nine minutes faster than the Turbo's schedule, and the Acela has yet to beat the 170.8 mph speed record set by the TurboTrain in 1967.

For 2020, the only O Scale model of the magnificent experiment that was the TurboTrain returns to the Premier lineup. Imagine what might have been, as you run this superbly detailed model in its original U.S. 3-car configuration — or add a car to simulate the trains as they were expanded to meet passenger demand.

P5a Box Cab

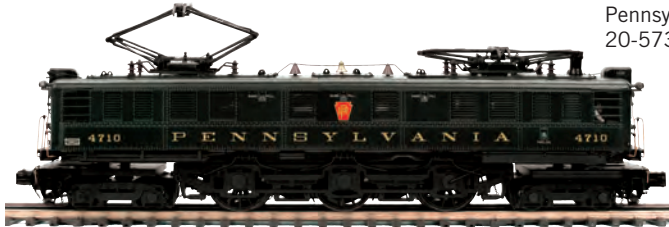


Features

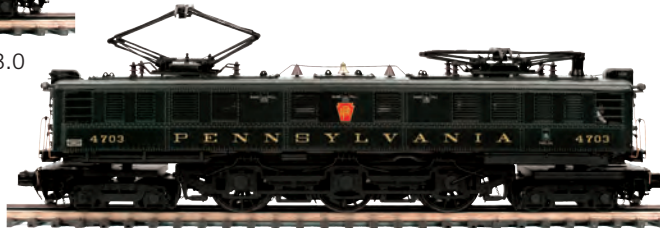
- Intricately Detailed, Die-Cast Metal Body
- Die-Cast Truck Sides & Pilots
- Metal Chassis
- Metal Handrails and Horn
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Marker Lights
- LED-Illuminated Number Boards
- (2) Precision Flywheel-Equipped Motors
- Operating Mechanical 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 Freight Yard Proto-Effects
- Measures: 20" x 2 5/8" x 4"
- Operates On 0-72 Curves



Pennsylvania - P5a Box Cab Electric Engine With Proto-Sound 3.0
20-5736-1 Cab No. 4763 \$849.95



Pennsylvania - P5a Box Cab Electric Engine With Proto-Sound 3.0
20-5737-1 Cab No. 4710 \$849.95



Pennsylvania - P5a Box Cab Electric Engine With Proto-Sound 3.0
20-5738-1 Cab No. 4703 \$849.95



Pennsylvania - P5a Modified Electric Engine With Proto-Sound 3.0
20-5739-1 Cab No. 4789 \$849.95



Pennsylvania - P5a Modified Electric Engine With Proto-Sound 3.0
20-5740-1 Cab No. 4747 \$849.95



Pennsylvania - P5a Modified Electric Engine With Proto-Sound 3.0
20-5741-1 Cab No. 4786 \$849.95

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

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

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

The P5a Boxcab rejoins the Premier Line in 2020. This model is equally at home hustling passenger varnish or dragging a long freight — and thanks to Proto-Sound 3.0, you can easily double- or triple-head boxcab and modified versions just like the prototype.

Did You Know?

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

Automatic Pantograph Operation Explained

Users operating the P5a in conventional mode will find that by depressing the transformer's direction button to stop the locomotive, the rear pantograph will remain in the up position while the lead pantograph slowly rises up. Once the lead pantograph is in its up position, the rear pantograph will slowly lower into the down position. At this point another press of the direction button will cause the locomotive to reverse, making the lead pantograph now the rear pantograph and in the up position.

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

Premier Freight



BNSF - Extended Vision Caboose
20-91672 \$74.95

Corrugated Auto Carrier



Union Pacific - Corrugated Auto Carrier
20-95445 \$84.95



BNSF - Corrugated Auto Carrier
20-95446 \$84.95



Kansas City Southern - Corrugated Auto Carrier
20-95448 \$84.95



Canadian Pacific - Corrugated Auto Carrier
20-95447 \$84.95

Easily Convert to 2-Rail!

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



Features

- Intricately Detailed, Durable ABS Body
- Authentic Paint Scheme
- Stamped Metal Floor
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Operating Die-Cast Metal Couplers
- Kadee-Compatible Coupler Mounting Pads
- Detailed Brake Wheel
- Separate Metal Handrails
- 1:48 Scale Dimensions
- Each Car Available in 2 Road Numbers
- Measures: 20 1/8" x 2 5/8" x 5 1/16"
- Operates On O-54 Curves

50' PS-1 Single Door Box Car



Richmond Fredericksburg & Potomac - 50' PS-1 Box Car w/Youngstown Standard Door
20-93917 \$69.95



Rock Island - 50' PS-1 Box Car w/Youngstown Standard Door
20-93918 \$69.95



Chessie - 50' PS-1 Box Car w/Youngstown Standard Door
20-93919 \$69.95



Illinois Central - 50' PS-1 Box Car w/Youngstown Standard Door
20-93920 \$69.95

Features

- Intricately Detailed, Durable ABS Body
- Authentic Paint Scheme
- Stamped Metal Floor
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- O Scale Kadee-Compatible Coupler Mounting Pads
- Operating Die-Cast Metal Couplers
- Detailed Brake System
- Separately Added Grab Irons and Steps
- Sliding Car Doors
- 1:48 Scale Dimensions
- Each Car Available in 2 Road Numbers
- Unit Measures:
14 1/2" x 2 5/8" x 4 3/16"
- 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



50' Waffle-Side Box Car



Illinois Terminal - 50' Waffle Box Car
20-93913 \$69.95



Norfolk Southern - 50' Waffle Box Car
20-93914 \$69.95



Richmond Fredericksburg & Potomac - 50' Waffle Box Car
20-93915 \$69.95



Pullman Standard - 50' Waffle Box Car
20-93916 \$69.95

Collect the third in our series of Pullman-Standard demonstrator boxcars. The first two have been offered exclusively to M.T.H. Railroaders Club members; see the second in the series on page 160.



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
- Authentic Paint Scheme
- Stamped Metal Floor
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- O Scale Kadee-Compatible Coupler Mounting Pads
- Needle-Point Axles
- Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Separate Metal Handrails
- Sliding Car Doors
- 1:48 Scale Dimensions
- Each Car Available in 2 Road Numbers (Except Pullman Standard Demonstrator)
- Unit Measures: 14 1/8" x 2 3/4" x 3 7/8"
- Operates On O-31 Curves

55' All-Door Box Car



Brooks-Scanlon - 55' All-Door Box Car
20-93921 \$69.95



Hampton Lumber - 55' All-Door Box Car
20-93922 \$69.95



Arcata & Mad River Railroad - 55' All-Door Box Car
20-93923 \$69.95



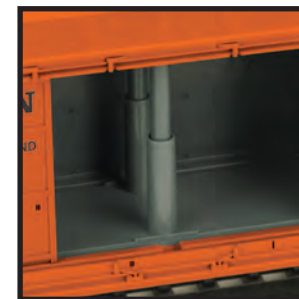
Netherlands - 55' All-Door Box Car
20-93924 \$69.95

Features

- Intricately Detailed, Durable ABS Body
- Authentic Paint Scheme
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Operating Die-Cast Metal Couplers
- Detailed Brake Wheel
- Separate Metal Handrails
- Sliding Car Doors
- 1:48 Scale Dimensions
- Each Car Available in 2 Road Numbers
- Unit Measures:
15 1/8" x 2 9/16" x 4 1/16"
- 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



Landmark - PS-2CD High-Sided Hopper
20-97389 \$69.95



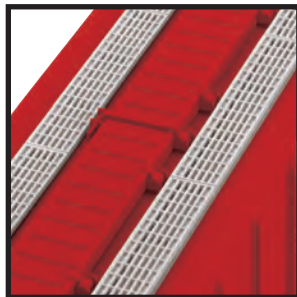
Chicago & North Western - PS-2CD High-Sided Hopper
20-97390 \$69.95



NFM Grain - PS-2CD High-Sided Hopper
20-97391 \$69.95



Bunge Corporation - PS-2CD High-Sided Hopper
20-97392 \$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
- Authentic Paint Scheme
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- O Scale Kadee-Compatible Coupler Mounting Pads
- Operating Die-Cast Metal Couplers
- Detailed Brake System
- Separate Metal Handrails
- See-Through Roof Walks
- 1:48 Scale Dimensions
- Each Car Available in 2 Road Numbers
- Measures: 14" x 2 11/16" x 3 13/16"
- Operates On O-31 Curves

Flat End Offset-Side Hopper

NEW TOOLING!



Baltimore & Ohio - Flat End Offset-Side Hopper

20-97949 \$64.95

Baltimore & Ohio - 6-Car Flat End Offset-Side Hopper Set

20-92254 \$349.95

20-92255 \$349.95



Monon - Flat End Offset-Side Hopper

20-97950 \$64.95

Monon - 6-Car Flat End Offset-Side Hopper Set

20-92256 \$349.95

20-92257 \$349.95



U.S. Army - Flat End Offset-Side Hopper

20-97951 \$64.95

U.S. Army - 6-Car Flat End Offset-Side Hopper Set

20-92258 \$349.95

20-92259 \$349.95



Nickel Plate Road - Flat End Offset-Side Hopper

20-97952 \$64.95

Nickel Plate Road - 6-Car Flat End Offset-Side Hopper Set

20-92260 \$349.95

20-92261 \$349.95

Features

- Intricately Detailed, Durable ABS Body
- Authentic Paint Scheme
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- O Scale Kadee-Compatible Coupler Mounting Pads
- Operating Die-Cast Metal Couplers
- Detailed Brake System
- Separate Metal Handrails
- 1:48 Scale Dimensions
- Each Car Available in 2 Road Numbers, Plus 6 Unique Numbers in Each Set (14 Road Numbers Total)
- Measures: 9 1/2" x 2 1/2" x 3"
- 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-Bay Fish Belly Hopper



Pennsylvania - 2-Bay Fish Belly Hopper
20-97385 \$64.95

Pennsylvania - 6-Car 2-Bay Fish Belly Hopper Set
20-92262 \$349.95
20-92263 \$349.95



Norfolk & Western - 2-Bay Fish Belly Hopper
20-97386 \$64.95

Norfolk & Western - 6-Car 2-Bay Fish Belly Hopper Set
20-92264 \$349.95
20-92265 \$349.95



Western Maryland - 2-Bay Fish Belly Hopper
20-97387 \$64.95

Western Maryland - 6-Car 2-Bay Fish Belly Hopper Set
20-92266 \$349.95
20-92267 \$349.95



Chesapeake & Ohio - 2-Bay Fish Belly Hopper
20-97388 \$64.95

Chesapeake & Ohio - 6-Car 2-Bay Fish Belly Hopper Set
20-92268 \$349.95
20-92269 \$349.95

Easily Convert to 2-Rail!

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



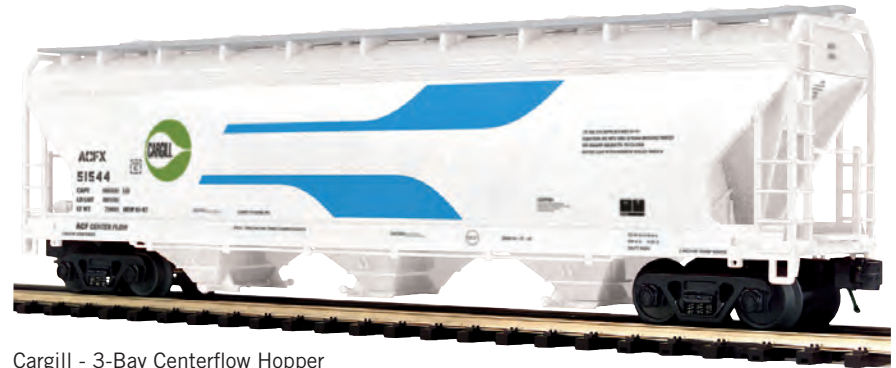
Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Authentic Paint Scheme
- Fast-Angle Wheel Sets
- Needle-Point Axles
- O Scale Kadee Compatible Coupler Mounting Pads
- 1:48 Scale Dimensions
- Detailed Brake System
- Separate Metal Handrails
- Each Car Available in 2 Road Numbers, Plus 6 Unique Numbers in Each Set (14 Road Numbers Total)
- Measures: 9 1/2" x 2 1/2" x 3"
- Operates On O-31 Curves

3-Bay Centerflow Hopper



ADM - 3-Bay Centerflow Hopper
20-97957 \$69.95



Cargill - 3-Bay Centerflow Hopper
20-97958 \$69.95



Kansas City Southern - 3-Bay Centerflow Hopper
20-97959 \$69.95



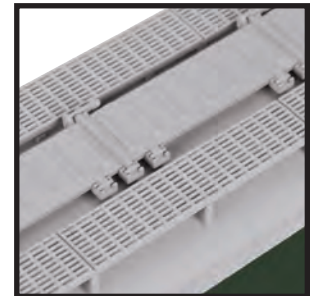
Tenite Plastics, Eastman Chemical - 3-Bay Centerflow Hopper
20-97960 \$69.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Authentic Paint Scheme
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Detailed Brake System
- Separate Metal Handrails
- 1:48 Scale Dimensions
- O Scale Kadee Compatible Coupler Mounting Pads
- Each Car Available in 2 Road Numbers
- Measures: 13 7/8" x 2 11/16" x 3 7/8"
- 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



2-Bay Centerflow Hopper



Monon - 2-Bay Centerflow Hopper
20-97953 \$69.95



Blue Circle Cement - 2-Bay Centerflow Hopper
20-97954 \$69.95



CSX - 2-Bay Centerflow Hopper
20-97955 \$69.95



Southdown Cement Products - 2-Bay Centerflow Hopper
20-97956 \$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
- Authentic Paint Scheme
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Operating Die-Cast Metal Couplers
- Detailed Brake System
- O Scale Kadee-Compatible Coupler Mounting Pads
- Separate Metal Handrails
- 1:48 Scale Dimensions
- Each Car Available in 2 Road Numbers
- Measures: 10 1/8" x 2 11/16" x 3 3/4"
- Operates On O-31 Curves

Military 60' Flat Car with Vehicle Load



U.S. Army (Desert) - 60' Flat Car w/(2) Stryker Vehicles
20-95464 \$109.95

U.S. Army (Desert) - 4-Car 60' Flat Car Set w/(2) Stryker Vehicles
20-92276 \$399.95
20-92277 \$399.95



U.S. Army (Desert) - 60' Flat Car w/(2) Humvee Vehicles
20-95463 \$109.95

U.S. Army (Desert) - 4-Car 60' Flat Car Set w/(2) Humvee Vehicles
20-92274 \$399.95
20-92275 \$399.95



U.S. Army - 60' Flat Car w/(2) Humvee Vehicles
20-95461 \$109.95

U.S. Army - 4-Car 60' Flat Car Set w/(2) Humvee Vehicles
20-92270 \$399.95
20-92271 \$399.95



U.S. Army - 60' Flat Car w/(2) Stryker Vehicles
20-95462 \$109.95

U.S. Army - 4-Car 60' Flat Car Set w/(2) Stryker Vehicles
20-92272 \$399.95
20-92273 \$399.95

Vehicles Also Sold Separately - See Page 158

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Authentic Paint Scheme
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Detailed Brake System
- Separate Metal Handrails
- 1:48 Scale Dimensions
- Removable, Die-Cast, 1:48 Scale Humvee or Stryker Vehicle Load
- O Scale Kadee Compatible Coupler Mounting Pads
- Single Cars Available in 2 Road Numbers, Plus 4 Unique Road Numbers in Each Set (10 Road Numbers Total)
- Each Car 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



60' Flat Car w/Trash Containers



East Carbon Development - 60' Flat Car w/Trash Containers
20-95449 \$89.95



Covanta Sustainable Solutions - 60' Flat Car w/Trash Containers
20-95450 \$89.95



Regus Industries - 60' Flat Car w/Trash Containers
20-95451 \$89.95



USA Waste Services - 60' Flat Car w/Trash Containers
20-95452 \$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
- Authentic Paint Scheme
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Detailed Brake System
- Separate Metal Handrails
- 1:48 Scale Dimensions
- (3) Removable Trash Containers
- O Scale Kadee Compatible Coupler Mounting Pads
- Each Car Available in 2 Road Numbers
- Unit Measures: 16" x 2 5/8" x 4 1/2"
- Operates On O-42 Curves

Twin Stacks



SOO Line - 2-Car Twin Stack Container Set
 20-92244 Car No. 54571 \$179.95
 SOO Line - 5-Car Twin Stack Container Set
 20-92242 Car No. 54569 \$399.95
 20-92243 Car No. 54570 \$399.95



Southern Pacific - 2-Car Twin Stack Container Set
 20-92250 Car No. DTTX 63130 \$179.95
 Southern Pacific - 5-Car Twin Stack Container Set
 20-92248 Car No. DTTX 63138 \$399.95
 20-92249 Car No. DTTX 63163 \$399.95



Burlington Northern - 2-Car Twin Stack Container Set
 20-92253 Car No. 63914 \$179.95
 Burlington Northern - 5-Car Twin Stack Container Set
 20-92251 Car No. 63912 \$399.95
 20-92252 Car No. 63918 \$399.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Authentic Paint Scheme
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Removable 48' Containers on Each Car
- 1:48 Scale Dimensions
- Each End Car Measures: 14 3/4" X 2 3/4" X 3"
- Each Middle Car Measures: 13 5/16" X 2 3/4" X 3"
- Operates On O-54 Curves

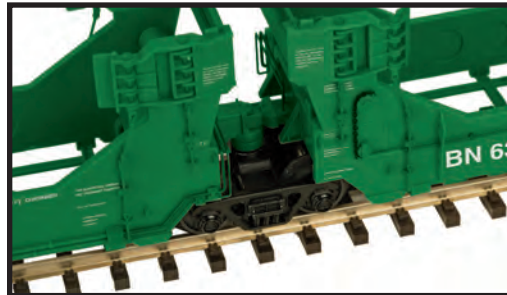




TTX - 2-Car Twin Stack Container Set
 20-92247 Car No. DTTX 63183 \$179.95
 TTX - 5-Car Twin Stack Container Set
 20-92245 Car No. DTTX 63180 \$399.95
 20-92246 Car No. DTTX 63188 \$399.95

Easily Convert to 2-Rail!

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



20' Tank Container Set (3)
 20-95376 \$54.95
 Each Container Measures
 5" x 2 1/16" x 2 3/8"



20' Container Set (3)
 20-95377 \$54.95
 Each Container Measures
 5" x 2 1/16" x 2 3/8"

40' Container Set (3)
 20-95378 \$59.95
 Each Container Measures
 10" x 2 1/16" x 2 3/8"



48' Container Set (3)
 20-95379 \$59.95
 Each Container Measures
 12" x 2 1/16" x 2 3/8"

Tank Car



Trinity Industries - Tank Car
20-96300 \$69.95



Union Carbide - Tank Car
20-96301 \$69.95



Procor - Tank Car
20-96302 \$69.95



Cargill - Tank Car
20-96303 \$69.95

Features

- Intricately Detailed, Durable ABS Body
- Authentic Paint Scheme
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- O Scale Kadee-Compatible Coupler Mounting Pads
- Operating Die-Cast Metal Couplers
- Detailed Brake System
- Separate Metal Ladders and Handrails
- 1:48 Scale Dimensions
- Each Car Available in 2 Road Numbers
- Measures: 12" x 2 3/4" x 4 3/16"
- Operates On O-27 Curves

Easily Convert to 2-Rail!

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



Coil Car



Chicago South Shore & South Bend - Coil Car
20-95433 \$69.95



Wheeling & Lake Erie - Coil Car
20-95434 \$69.95



CSX - Coil Car
20-95435 \$69.95



Indiana Harbor Belt - Coil Car
20-95436 \$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
- Authentic Paint Scheme
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Operating Die-Cast Metal Couplers
- O Scale Kadee-Compatible Coupler Mounting Pads
- Detailed Brake Wheel
- Separate Metal Handrails
- (4) Removable Individual Coil Spools
- Removable Coil Cover
- 1:48 Scale Dimensions
- Each Car Available in 2 Road Numbers
- Measures: 13" x 2 1/2" x 3 3/4"
- Operates On O-31 Curves

Crane and Crane Tender



Pennsylvania - O Scale Crane
20-95453 \$79.95



Pennsylvania - O Scale Crane Tender
20-95454 \$69.95



New York Central - O Scale Crane
20-95455 \$79.95



New York Central - O Scale Crane Tender
20-95456 \$69.95

Features

- Intricately Detailed, Durable ABS Body
- Die-Cast Crane Cab, Hook and Boom
- Colorful, Attractive Paint Scheme
- Metal Wheels and Axles
- Die-Cast 6-Wheel (Crane) or 4-Wheel (Tender) Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Operating Die-Cast Metal Couplers
- Separate Metal Handrails
- Movable Crane Cab, Hook and Boom
- Interior Illumination on Crane Tender
- 1:48 Scale Dimensions
- Crane Measures:
18 1/2" x 2 5/8" x 4 1/8"
- Tender Measures:
14 1/2" x 2 5/8" x 3 15/16"
- Operates On O-31 Curves





Chesapeake & Ohio - O Scale Crane
20-95457 \$79.95



Chesapeake & Ohio - O Scale Crane Tender
20-95458 \$69.95



Richmond Fredericksburg & Potomac - O Scale Crane
20-95459 \$79.95



Richmond Fredericksburg & Potomac - O Scale Crane Tender
20-95460 \$69.95



Easily Convert to 2-Rail!

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



Bay Window Caboose



Santa Fe - Bay Window Caboose
20-91692 \$74.95



Chicago South Shore & South Bend - Bay Window Caboose
20-91693 \$74.95



CSX - Bay Window Caboose
20-91694 \$74.95



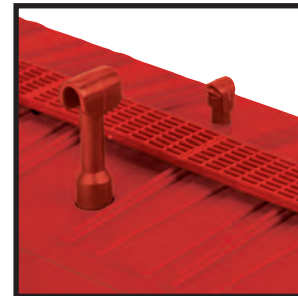
Pittsburgh & Lake Erie - Bay Window Caboose
20-91695 \$74.95

Features

- Intricately Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- O Scale Kadee-Compatible Coupler Mounting Pads
- Operating Die-Cast Metal Couplers
- Detailed Caboose Interior
- Overhead Interior Lighting
- Detailed Brake System
- Separate Metal Handrails and Ladders
- Brakeman Figure in Bay Window
- 1:48 Scale Dimensions
- Measures: 10 7/8" x 2 15/16" x 3 13/16"
- Operates On O-31 Curves

Easily Convert to 2-Rail!

2-Rail Die-Cast Roller Bearing Caboose
Two-Truck Pack
20-89016 \$24.95



Extended Vision Caboose



Santa Fe - Extended Vision Caboose
20-91696 \$74.95



Alaska - Extended Vision Caboose
20-91697 \$74.95



Chesapeake & Ohio - Extended Vision Caboose
20-91698 \$74.95



Burlington - Extended Vision Caboose
20-91699 \$74.95



Easily Convert to 2-Rail!

2-Rail Die-Cast Roller Bearing Caboose
Two-Truck Pack
20-89016 \$24.95



Features

- Intricately Detailed, Durable ABS Body
- Stamped Metal Floor
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Operating Die-Cast Metal Couplers
- O Scale Kadee-Compatible Coupler Mounting Pads
- Needle-Point Axles
- Detailed Caboose Interior
- Overhead Interior Lighting
- Detailed Brake System
- Separate Metal Handrails and Ladders
- Brakeman Figure in Cupola
- 1:48 Scale Dimensions
- Measures: 10 3/4" x 2 3/4" x 4"
- Operates On O-31 Curves

Passenger Cars

Features

- Intricately Detailed, Durable ABS Bodies
- Stamped Metal Floor
- 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
- O Scale Kadee-Compatible Coupler Mounting Pads
- Constant Voltage Overhead LED Interior Lighting
- End-of-Car Diaphragms
- Separate Metal Handrails
- Detailed Car Interior with Passenger Figures
- 4-Car Sets Feature: (1) Baggage, (2) Coaches or (1) Coach and (1) Vista-Dome, (1) Observation
- Each Car Measures: 19" x 2 7/16" x 3 1/2"
- Operates On O-42 Curves



Chessie Steam Special - 2-Car 70' Streamlined Sleeper/Diner Passenger Set (Smooth Sided)
20-64204 \$199.95



Chessie Steam Special - 70' Streamlined RPO Passenger Car (Smooth Sided)
20-64207 \$99.95

Chessie Steam Special - 70' Streamlined Full Length Vista Dome Passenger Car (Smooth Sided)
20-64206 \$119.95



Chessie Steam Special - 2-Car 70' Streamlined Baggage/Coach Passenger Set (Smooth Sided)
20-64205 \$199.95



Chessie Steam Special - 4-Car 70' Streamlined Passenger Set (Smooth Sided)
20-64203 \$379.95



Nickel Plate Road - 2-Car 70' Streamlined Sleeper/Diner Passenger Set (Ribbed Sides)
20-64233 \$199.95



Nickel Plate Road - 70' Streamlined Full Length Vista Dome Passenger Car (Ribbed Sides)
20-64235 \$99.95



Nickel Plate Road - 70' Streamlined RPO Passenger Car (Ribbed Sides)
20-64236 \$99.95



Nickel Plate Road - 2-Car 70' Streamlined Baggage/Coach Passenger Set (Ribbed Sides)
20-64234 \$199.95



Nickel Plate Road - 4-Car 70' Streamlined Passenger Set (Ribbed Sides)
20-64232 \$379.95



American Freedom Train - 4-Car 70' Streamlined Passenger Set (Smooth Sided)
20-64213 \$379.95



American Freedom Train - 70' Streamlined Full Length Vista Dome Passenger Car (Smooth Sided)
20-64216 \$119.95



American Freedom Train - 2-Car 70' Streamlined Baggage/Coach Passenger Set (Smooth Sided)
20-64215 \$199.95



American Freedom Train - 2-Car 70' Streamlined Sleeper/Diner Passenger Set (Smooth Sided)
20-64214 \$199.95



Reading - 4-Car 70' Streamlined Passenger Set (Smooth Sided)
20-64208 \$379.95



Reading - 2-Car 70' Streamlined Sleeper/Diner Passenger Set (Smooth Sided)
20-64209 \$199.95



Reading - 70' Streamlined Full Length Vista Dome Passenger Car (Smooth Sided)
20-64211 \$119.95



Reading - 70' Streamlined RPO Passenger Car (Smooth Sided)
20-64212 \$99.95



Reading - 2-Car 70' Streamlined Baggage/Coach Passenger Set (Smooth Sided)
20-64210 \$199.95

Passenger Cars



New York Central - 3-Car 64' Woodsided Passenger Coach Set
20-62077 \$289.95



New York Central - 3-Car 64' Woodsided Passenger Add-On Set
20-62078 \$289.95



New York Central - 64' Woodsided Coach
20-62079 \$99.95



Baltimore & Ohio - 64' Woodsided Coach
20-62082 \$99.95



Baltimore & Ohio - 3-Car 64' Woodsided Passenger Coach Set
20-62080 \$289.95



Baltimore & Ohio - 3-Car 64' Woodsided Passenger Add-On Set
20-62081 \$289.95



Central Pacific - 3-Car 64' Woodsided Passenger Coach Set
20-62083 \$289.95



Central Pacific - 3-Car 64' Woodsided Passenger Add-On Set
20-62084 \$289.95

Features

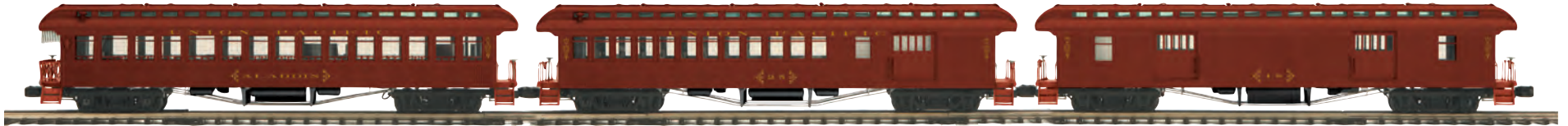
- Intricately Detailed, Durable ABS Bodies
- Detailed Car Undercarriage
- Authentic Paint Scheme
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- O Scale Kadee-Compatible Coupler Mounting Pads
- Constant Voltage Overhead LED Interior Lighting
- Separate Metal Handrails
- Detailed Car Interiors
- Detailed Brake System
- Each Passenger Car Contains 12 Hand-Painted Figures
- 3-Car Add-On Sets Include (1) Baggage Car, (1) Combine, (1) Observation Car
- 1:48 Scale Proportions
- 3-Car Set Measures: 51 5/8" x 2 1/2" x 3 5/8"
- Operates On O-42 Curves



Central Pacific - 64' Woodsided Coach
20-62085 \$99.95



Union Pacific - 64' Woodsided Coach
20-62088 \$99.95



Union Pacific - 3-Car 64' Woodsided Passenger Add-On Set
20-62087 \$289.95



Union Pacific - 3-Car 64' Woodsided Passenger Coach Set
20-62086 \$289.95



Pennsylvania - 3-Car 64' Woodsided Passenger Coach Set
20-62089 \$289.95



Pennsylvania - 64' Woodsided Coach
20-62091 \$99.95



Pennsylvania - 3-Car 64' Woodsided Passenger Add-On Set
20-62090 \$289.95



Strasburg - 64' Woodsided Coach
20-62094 \$99.95



Strasburg - 3-Car 64' Woodsided Passenger Coach Set
20-62092 \$289.95



Strasburg - 3-Car 64' Woodsided Passenger Add-On Set
20-62093 \$289.95

POWER UP

with the Best Transformers in O Gauge



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-560 56 Watt Power Supply
40-560 \$44.95

Small DC fixed power supply (56 Watts) for powering the DCS Explorer (and any Proto-Sound 2.0 or 3.0 equipped locomotive), the DCS TIU Auxiliary Port or the DCS Remote Commander Receiver)

- U.L. Approved
- 56 Watts Max Power Output
- Built-In Circuit Breaker Protection



100-Watt Accessory AC Power Supply
40-1000a \$89.95

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



AA NiCad Proto-Sound Battery
50-1024 \$11.95



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



Proto-Sound Battery
50-1008 \$11.95



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



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



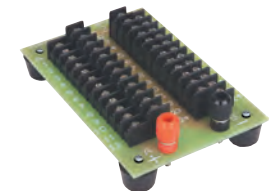
TIU/Barrel Jack Female Adapter Cable
50-1017 \$10.95



Transformer/Barrel Jack Male Adapter Cable
50-1037 \$10.95



DCS Wifi Companion Digital Book - 2nd Edition
Digital Version
60-1406 \$29.95



24-Port Terminal Block
50-1020 \$37.95
12-Port Terminal Block
50-1014 \$27.95

400 Watts!

The Most Powerful Listed Transformer!

Learn More About It

The instruction manual for every M.T.H. transformer is available at www.mthtrains.com.

Just look up the transformer in our Product Search feature.

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

Overload indicator

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

Bell and whistle/horn buttons compatible with all AC engines

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

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

Z-4000® Transformer
40-4000 \$ 499.95

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

Internal cooling fan

Direction button for each channel

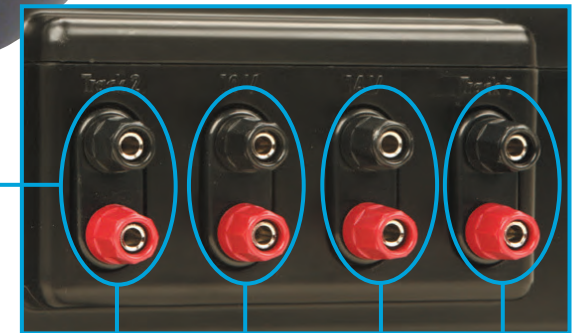
On-off switch with Accidental Startup Protection: If throttles are not in Off position when Z-4000 is turned on, no power will be applied to the track.

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

Power-on indicator

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

Rear Panel Outputs



0~22 Volts
Track Power
(10 AMP)

10-Volt
Accessory
Power
(3 AMP)

14-Volt Ac-
cessory Power
(3 AMP)

0~22 Volts
Track Power
(10 AMP)

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

WHY THE OR LISTING?

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

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

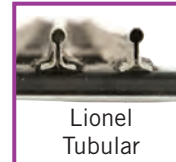
- Solid, rust-proof nickel silver rails
- Durable ties for years of use
- Easy, snap-together assembly
- Built-in electrical connections eliminate need for rail joiners or track pins
- Built-in Lockon receptacle in every track section
- Non-derailing switches
- Snap-in, reversible switch motors work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

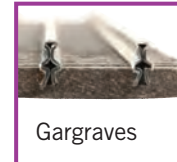


More Realism

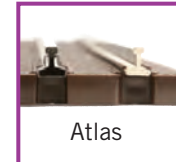
Prototypically scaled, lower profile rail and ties make your locomotives and rolling stock look more massive on ScaleTrax.



Lionel
Tubular



Gargraves



Atlas



ScaleTrax

Lower Cost

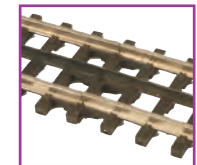
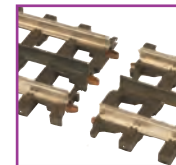
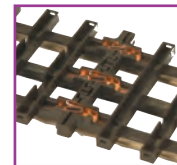
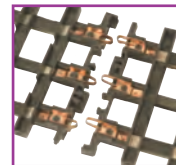
ScaleTrax track and switches are more affordable than comparable Atlas and Ross products.

Smaller Third Rail

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

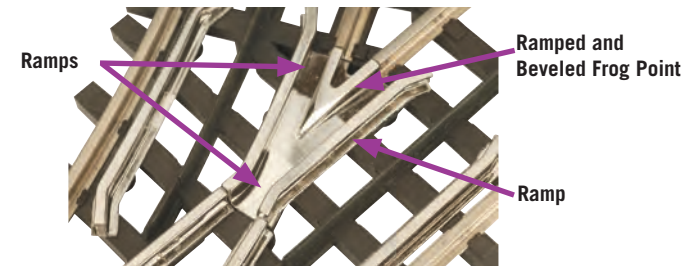
Better Electrical Contact

Concealed, large, spring-loaded contacts deliver more secure electrical connections between track sections.



Smoother Switches

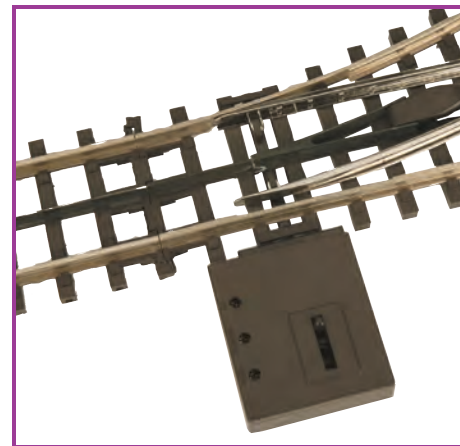
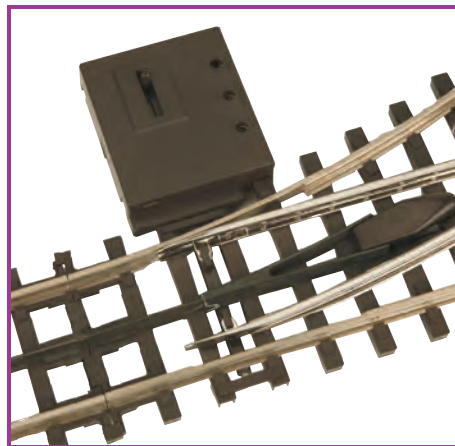
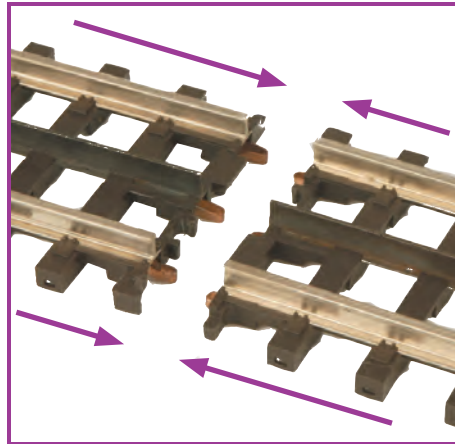
Thanks to our ramped and beveled frog and lower profile rail, ScaleTrax offers the smoothest-rolling switches in O gauge.



Easier-To-Use Flex Track

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





STRAIGHT, FLEX & OPERATING TRACK SECTIONS

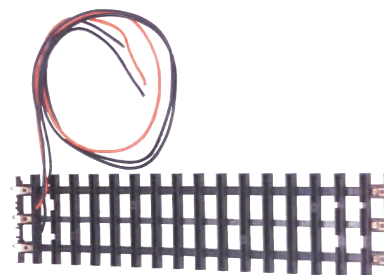
ScaleTrax™ - 1.75" Track Section
45-1011 \$2.99
ScaleTrax™ - 1.75" Track Section 4-Pack
45-1011-4 \$12.99

ScaleTrax™ - 5.0" Track Section
45-1013 \$4.99

ScaleTrax™ - 4.25" Track Section
45-1012 \$4.49
ScaleTrax™ - 4.25" Track Section 2-Pack
45-1012-2 \$9.99

ScaleTrax™ - 5.5" Track Section
45-1014 \$4.49
ScaleTrax™ - 5.5" Track Section 2-Pack
45-1014-2 \$8.99

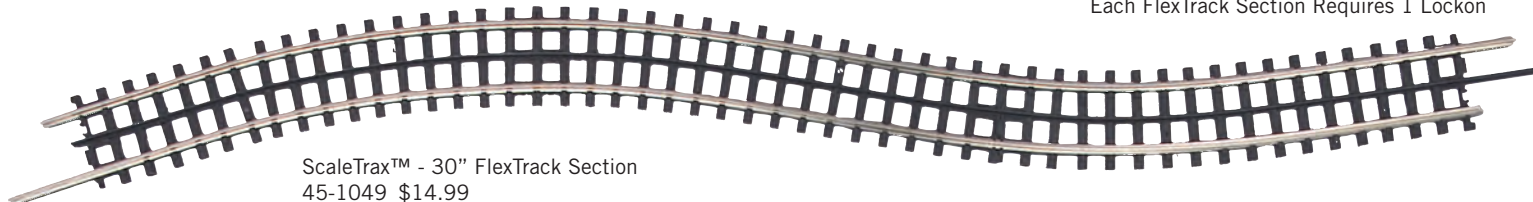
ScaleTrax™ - 10" Straight Track Section
45-1001 \$4.99



ScaleTrax™ - Lockon (Track Not Included)
45-1033 \$4.99
Each FlexTrack Section Requires 1 Lockon



ScaleTrax™ - 30" Track Section
45-1019 \$14.99

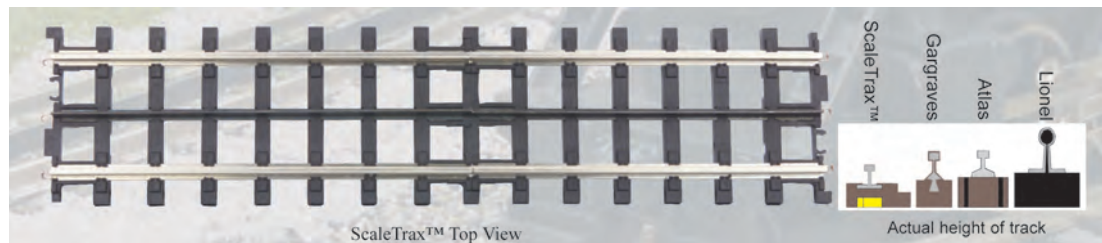


ScaleTrax™ - 30" FlexTrack Section
45-1049 \$14.99



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

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



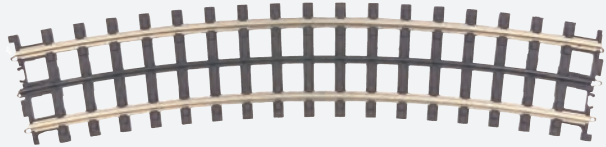
ScaleTrax™ Top View

Actual height of track

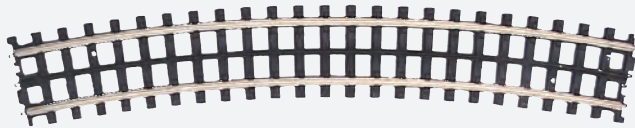
Curved Track Sections



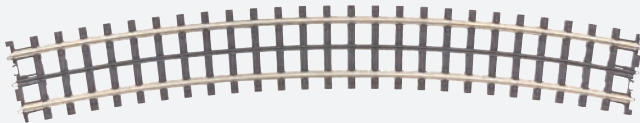
ScaleTrax™ - 0-31 Curved Track Section
45-1002 \$4.99
It takes **EIGHT 0-31 CURVES** to make a circle.



ScaleTrax™ - 0-54 Curved Track Section
45-1007 \$5.99
It takes **SIXTEEN 0-54 CURVES** to make a circle.

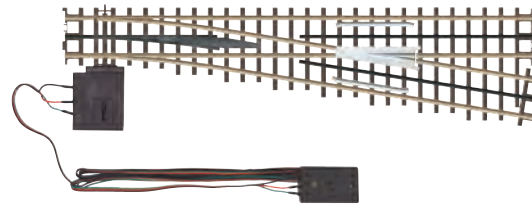


ScaleTrax™ - 0-72 Curved Track Section
45-1010 \$6.99
It takes **SIXTEEN 0-72 CURVES** to make a circle.

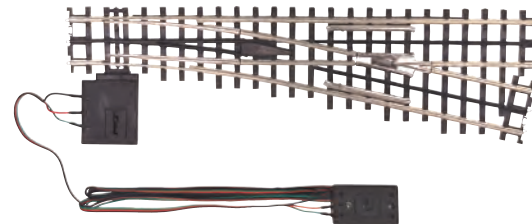


ScaleTrax™ - 0-80 Curved Track Section
45-1034 \$7.49
It takes **SIXTEEN 0-80 CURVES** to make a circle.

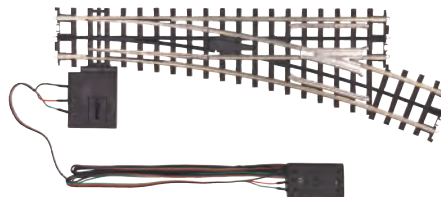
Switches



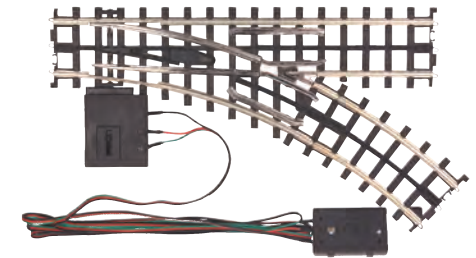
ScaleTrax™ - No. 6 Right Hand Switch
45-1053 \$89.95
ScaleTrax™ - No. 6 Left Hand Switch
45-1052 \$89.95



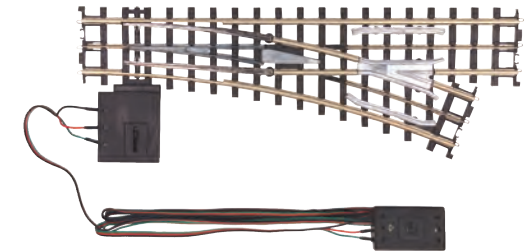
ScaleTrax™ - No. 4 Right Hand Switch
45-1051 \$89.95
ScaleTrax™ - No. 4 Left Hand Switch
45-1050 \$89.95



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

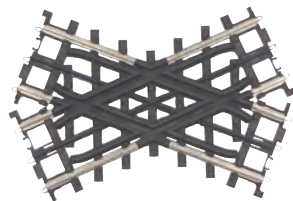


ScaleTrax™ - 0-54 Right Hand Switch
45-1009 \$79.95
ScaleTrax™ - 0-54 Left Hand Switch
45-1008 \$79.95

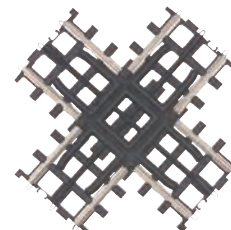
Crossovers



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



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



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

Accessories



ScaleTrax™ - Bumper
45-1025 \$15.95



ScaleTrax™ - ITAD
45-1028 \$39.95
(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.

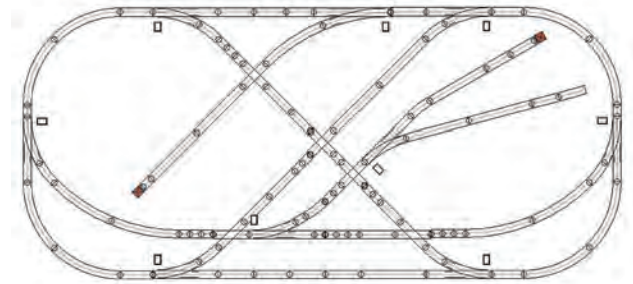
4x8 M.T.H. Tradeshow Layout

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

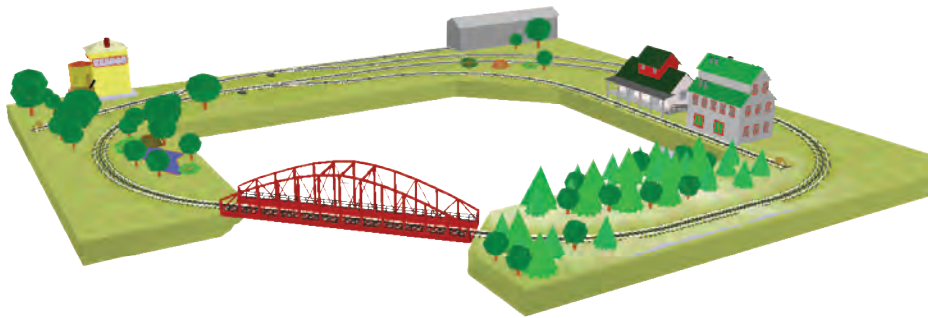
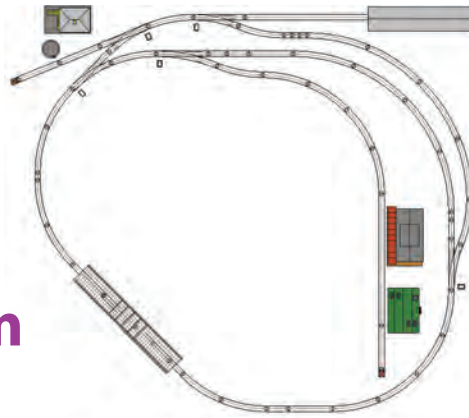
Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	8	\$39.92
45-1002	0-31 curve	\$4.99	8	\$39.92
45-1003	0-31 LH switch	\$49.95	4	\$199.80
45-1004	0-31 RH switch	\$49.95	4	\$199.80
45-1005	90 deg crossing	\$19.95	3	\$59.85
45-1006	45 deg crossing	\$19.95	2	\$39.90
45-1007	0-54 curve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



ScaleTrax™ Pieces

45-1105

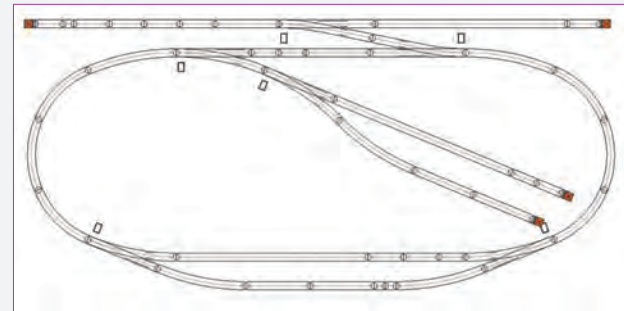
Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	9	\$44.91
45-1007	0-54 curve	\$5.29	19	\$100.51
45-1008	0-54 LH switch	\$79.95	1	\$79.95
45-1009	0-54 RH switch	\$79.95	3	\$239.85
45-1010	0-72 curve	\$5.99	7	\$41.93
45-1011	1.75 inch straight	\$2.49	5	\$12.45
45-1012	4.25 inch straight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

Roosevelt Junction

Roosevelt Junction starts small at just 4 ft. by 8 ft., but can grow in four phases to reach an awesome 8 ft. by 16 ft. railroading empire. Each 4 ft. by 8 ft. phase adds new operating possibilities. As you grown in the O Gauge railroading hobby, your layout can grow with you.

Roosevelt Junction - Phase 1

Roosevelt Junction begins as a small railroad with lots of fun. Sidings on both sides of the mainline allow for interesting switching operations between an engine yard and freights sidings. The mainline allows for continuous running when you want to sit back and watch the trains. The passing siding is long enough to accomidate most starter set trains, allowing two trains to pass each other.



The O gauge layout that grows!

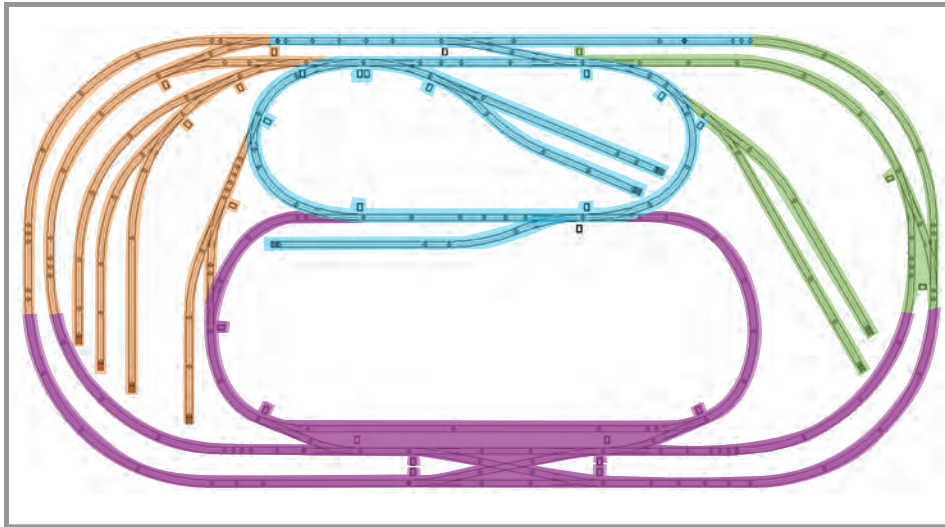
Build Roosevelt Junction in four phases.

ScaleTrax™ Pieces

45-1101

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	6	\$29.94
45-1002	0-31 curve	\$4.99	6	\$29.94
45-1010	0-72 curve	\$5.99	5	\$29.95
45-1011	1.75 inch straight	\$2.49	3	\$7.47
45-1012	4.25 inch straight	\$3.99	6	\$23.94
45-1013	5 inch straight	\$3.99	1	\$3.99
45-1014	5.5 inch straight	\$3.99	6	\$23.94
45-1019	30 inch straight	\$13.99	3	\$41.97
45-1020	0-72 RH switch	\$79.95	3	\$239.85
45-1021	0-72 LH switch	\$79.95	1	\$79.95
45-1025	bumper	\$15.95	4	\$63.80
45-1033	lock-on	\$4.25	6	\$25.50
45-1051	#4 RH switch	\$89.95	2	\$179.90
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			

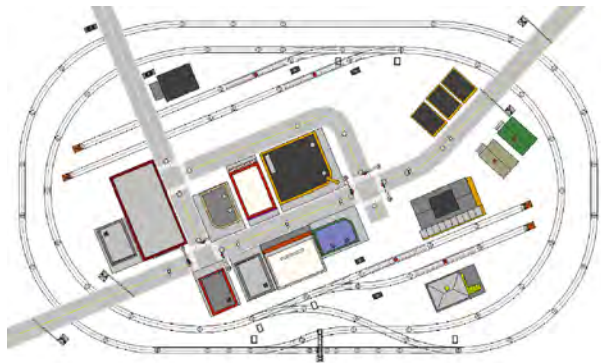
Roosevelt Junction - Phase 4

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			

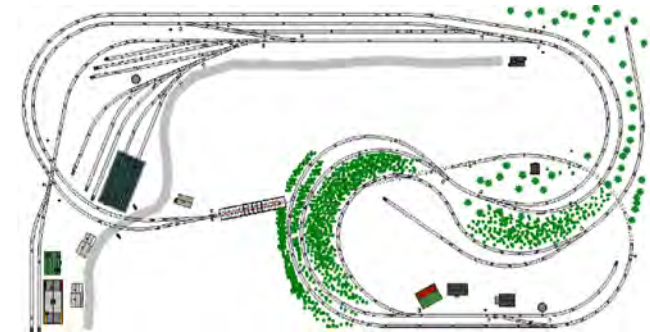
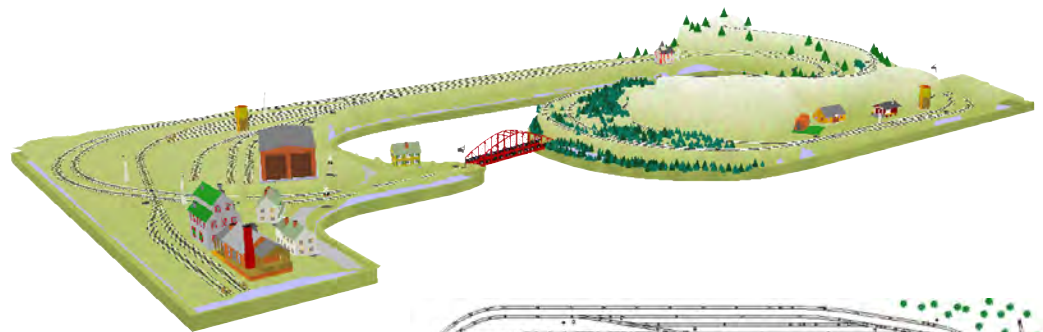
6x10 Main Street



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			

O Gauge or 2-Rail O Scale Couplers & Trucks

End-Of-Train-Device Roller Bearing Freight Truck

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

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

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



Features:

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

White End-of-Train-Device Roller Bearing Freight Truck
20-89013 \$24.95

Yellow End-of-Train-Device Roller Bearing Freight Truck
20-89010 \$24.95

Kadee Couplers

No. 804 Kadee Coupler & Draft Gear
Box Set (Plastic)

20-89018 \$4.75

No. 805 Kadee Coupler & Draft Gear Box Set (Metal)

20-89019 \$4.75



Conversion Wheel Kits

Ps2 Proto-Scale 3-2™ 4-Wheel Truck Scale Wheel Set Kit
20-89005 \$39.95

Ps2 Proto-Scale 3-2™ 6-Wheel Truck Scale Wheel Set Kit
20-89006 \$59.95

Ps2 Proto-Scale 3-2™ 4-Wheel Truck Hi-Rail Wheel Set Kit
20-89008 \$39.95

Ps2 Proto-Scale 3-2™ 6-Wheel Truck Hi-Rail Wheel Set Kit
20-89009 \$59.95

Locomotive Drawbar Sets

Proto-Sound 3.0 6-Pin Wireless Drawbar Set 1
20-89020 \$29.95

Contains 3 Drawbar Sizes: 25mm, 30mm, 45mm
Proto-Sound 3.0 6-Pin Wireless Drawbar Set 2
20-89021 \$29.95

Contains 3 Drawbar Sizes: 30mm, 35mm, 50mm



Proto-Sound 2.0 Wireless Drawbar Set
20-89011 \$29.95

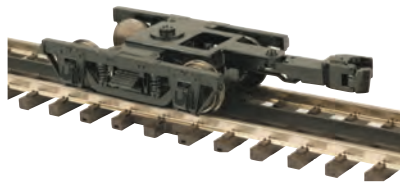
Contains 3 Drawbar Sizes: 30mm, 35mm, 40mm

Premier 2-Rail

2-Rail Die-Cast Sprung Metal Lightweight Passenger Car
Two-Truck Pack
20-89007 \$29.95



2-Rail 64' Woodsided Passenger Car Two-Truck Pack*
20-89012 \$29.95



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



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



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 CA-1 Caboose 2-Truck Pack
20-89017 \$29.95



**Includes Removable 3-Rail Couplers*

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



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

3-Rail Die-Cast Weaver Bettendorf Freight Car Two-Truck Pack
20-89022 \$29.95 (not shown)

3-Rail Die-Cast Weaver Roller Bearing Freight Car Two-Truck Pack
20-89023 \$29.95 (not shown)

REALTRAX
BY M.T.H. ELECTRIC TRAINS

It takes **EIGHT 0-31 CURVES** to make a circle.
 It takes **TWELVE 0-42 CURVES** to make a circle.
 It takes **TWELVE 0-54 CURVES** to make a circle.
 It takes **SIXTEEN 0-72 CURVES** to make a circle.
 It takes **SIXTEEN 0-82 CURVES** to make a circle.

At M.T.H. we believe a track system should allow your model railroad empire to grow. The RealTrax system includes 72 different components for maximum expansion capabilities. You'll find bridges, curves of all sizes, elevated and graduated trestles, crossovers, and every straight and curved configuration you'll need to create your own model railroad empire. And every piece of RealTrax is rugged, realistic, and reliable so you can have fun running your trains.

Rugged

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

Realistic

With its realistic cross-ties and ballasted roadbed, RealTrax looks like the mainline track used by heavy freights and high-speed passenger trains. Unlike older O gauge track with a round cross section, RealTrax uses flat-top "T"-rail like a real railroad.

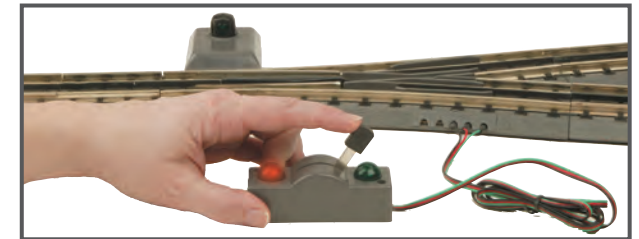
Reliable

Nickel silver rail ensures that RealTrax will never rust. Spring-loaded phosphor bronze contacts provide superior electrical connections between track sections.

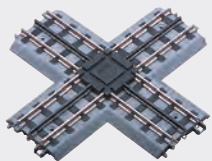


The contacts are spring loaded to maintain a solid connection over time and are highly resistant to corrosion of any kind. Similar materials are used in many electrical connections around your home, such as lamps, battery-operated appliances, and electrical outlets.

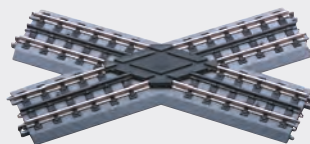
RealTrax switches feature the same durable construction as regular RealTrax sections and utilize long-lasting switch motors that provide precise throws every time. The reversible motor mechanism quickly snaps onto the other side of the switch if space is a problem. No disassembly of the switch is required!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



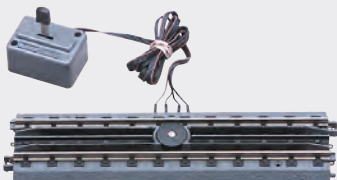
Crossovers & Operating Sections



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

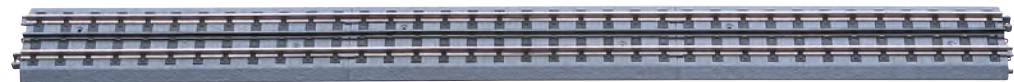


RealTrax - 45° Cross-over Track
40-1007 \$24.95



RealTrax - Operating Track Section
40-1008 \$34.95

Straight & Curved Track Sections



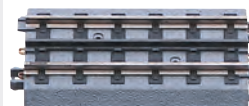
RealTrax - 30" Straight Track Section
40-1019 \$14.99



RealTrax - 10" Ground Track (2 pieces per pack)
40-1068-2 \$11.99
(features removable jumper connecting 2 outer rails)



RealTrax - 10" Straight Track Section
40-1001 \$5.39
RealTrax - 10" Straight Track Section (4 Pcs)
40-1001-4 \$22.99



RealTrax - 5.0" Track Section
40-1016 \$4.69
40-1016-2 (2 Pcs) \$9.99

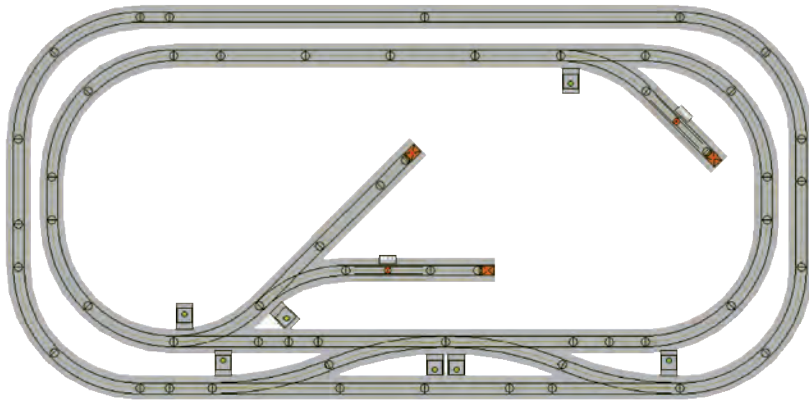


RealTrax - 5.5" Track Section
40-1012 \$4.69
40-1012-2 (2 Pcs) \$9.99

RealTrax[®]

Layout Packages

DOUBLE TRACK IN 4x8 FEET

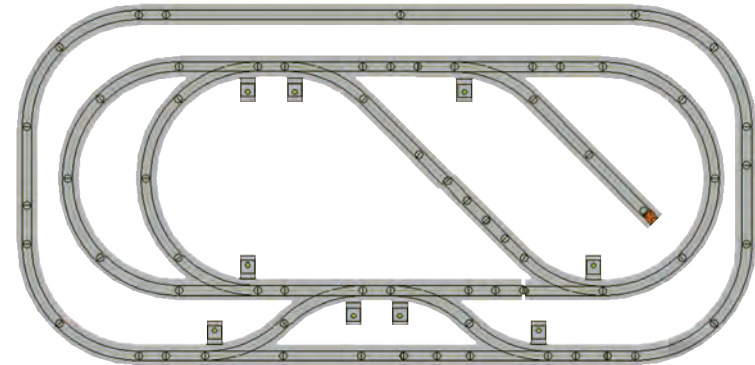


This layout strikes a nice balance between action and scenery. Create a contrast between town and country by using scenic separation to stretch the 4x8 feet into a whole countryside. Your town might have an attractive station (complete with street clock and American flag) and a coal loader, as well as a water tank for your engines. Add a lake and a farm on the opposite shore, with a siding for picking up milk cans in the morning and unloading empties in the evening. And with two tracks, you can run two trains at a time, ensuring constant movement.

TRACK REQUIRED

- (16) MTH 40-1002 0-31 curve
- (1) MTH 40-1005 031 lefthand switch
- (2) MTH 40-1004 031 righthand switch
- (4) MTH 40-1018 3.5 in straight
- (9) MTH 40-1001 10 inch straight
- (2) MTH 40-1012 5.5 inch half straight
- (3) MTH 40-1017 4.25 in straight
- (6) MTH 40-1016 5.0 in straight
- (2) MTH 40-1019 30 in straight
- (2) MTH 40-1020 072 righthand switch
- (2) MTH 40-1021 072 lefthand switch
- (3) MTH 40-1024 track bumper
- (2) MTH 40-1008 uncoupling track
- (2) MTH 40-1014 10 inch girder bridge

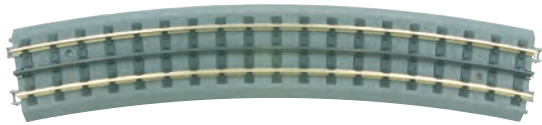
MAX ACTION IN 4x8 FEET



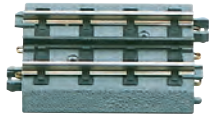
Just as the name implies, this track plan really packs in the activity! As many tracks as will fit, plus all the operating accessories to keep them humming, make this a great plan for the modeler who likes to keep their freight trains busy. With two tracks, you can keep a train rolling at all times while another works its way around serving the many industries in this town. Accessorize this layout with lighted Rail-Town buildings and an operating coaling tower, water tower, freight transfer dock, or crossing gates, and you and your visitors will have plenty to see and do!

TRACK REQUIRED

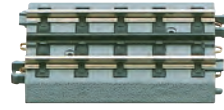
- (18) MTH 40-1002 0-31 curve
- (2) MTH 40-1019 30 in straight
- (6) MTH 40-1001 10 inch straight
- (5) MTH 40-1016 5.0 in straight
- (6) MTH 40-1004 031 righthand switch
- (16) MTH 40-1018 3.5 in straight
- (2) MTH 40-1012 5.5 inch half straight
- (3) MTH 40-1017 4.25 in straight
- (3) MTH 40-1005 031 lefthand switch
- (1) MTH 40-1024 track bumper



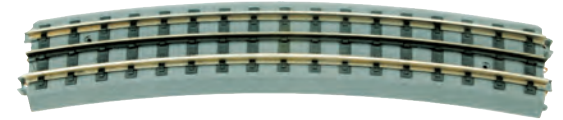
RealTrax - O-82 Curved Track Section
40-1082 \$7.49



RealTrax - 3.5" Track Section
40-1018 \$4.69
40-1018-2 (2 Pcs) \$9.99



RealTrax - 4.25" Track Section
40-1017 \$4.69
40-1017-2 (2 Pcs) \$9.99



RealTrax - O-72 Curved Track Section
40-1010 \$7.29



RealTrax - O-42 Half Curve Track
40-1045 \$4.99
40-1045-2 (2 Pcs) \$10.99



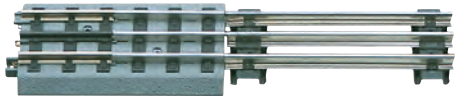
RealTrax - O-54 Half Curve Track
40-1057 \$5.49
40-1057-2 (2 Pcs) \$11.49



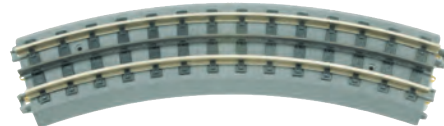
RealTrax - O-31 Half Curve Track
40-1022 \$4.69
40-1022-2 (2 Pcs) \$9.99



RealTrax - O-54 Curved Track Section
40-1054 \$6.49



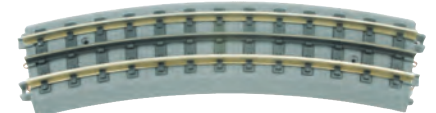
RealTrax - Adapter Track Section
40-1011 \$8.99
Tubular track not included



RealTrax - O-31 Curved Track Section
40-1002 \$5.39
40-1002-4 (4 Pcs) \$22.99

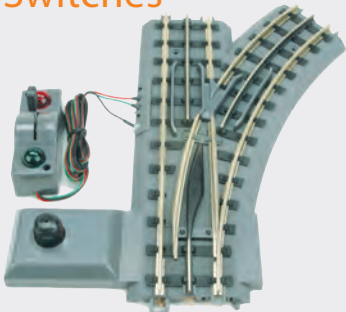


RealTrax - O-72 Half Curved Track Section
40-1049 \$5.99

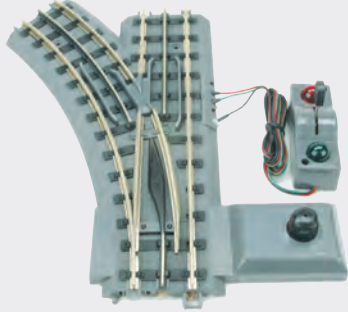


RealTrax - O-42 Curved Track Section
40-1042 \$5.99
40-1042-2 (2 Pcs) \$11.99

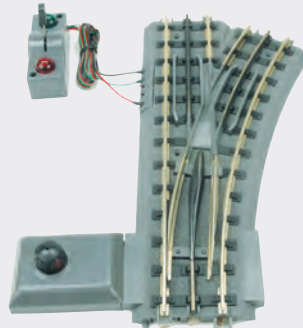
Switches



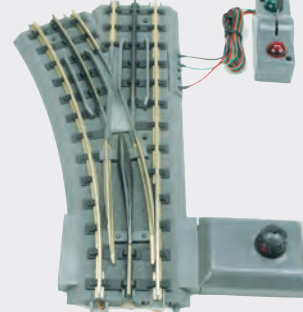
RealTrax - O-31 Switch (RH)
40-1004 \$89.95



RealTrax - O-31 Switch (LH)
40-1005 \$89.95



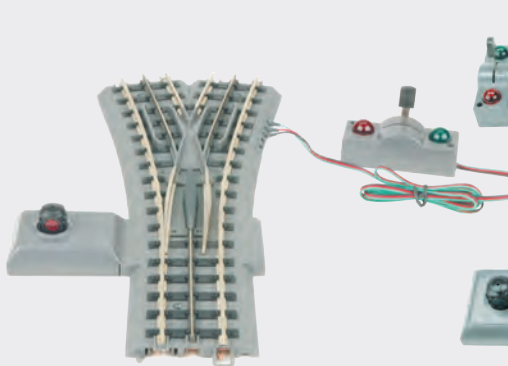
RealTrax - O-42 Switch (RH)
40-1043 \$94.95



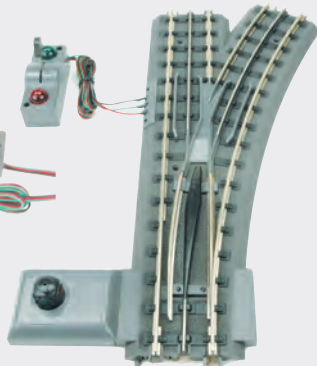
RealTrax - O-42 Switch (LH)
40-1044 \$94.95



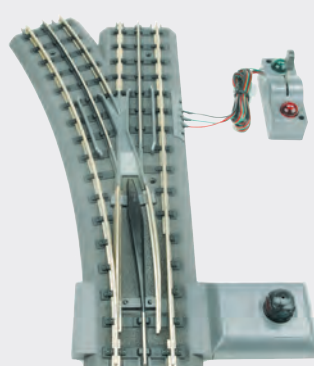
RealTrax - 10" Insulated Straight Track
Section Set
40-1029 \$10.99



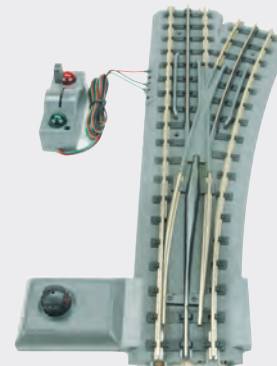
RealTrax - O-72 Wye Switch
40-1068 \$99.95



RealTrax - O-54 Switch (RH)
40-1055 \$99.95



RealTrax - O-54 Switch (LH)
40-1056 \$99.95



RealTrax - O-72 Switch (RH)
40-1020 \$99.95



RealTrax - O-72
Switch (LH)
40-1021 \$99.95

RealTrax[®]



O Steel Arch Bridge - Rust
40-1103 \$89.95
O Steel Arch Bridge - Silver
40-1101 \$89.95
O Steel Arch Bridge - Black
40-1105 \$89.95

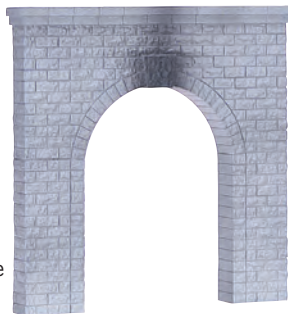


O Girder Bridge - Rust
40-1104 \$39.95
O Girder Bridge - Silver
40-1102 \$39.95
O Girder Bridge - Black
40-1106 \$39.95



O 2-Track Girder Bridge - Rust
40-1110 \$44.95
O 2-Track Girder Bridge - Silver
40-1108 \$44.95
O 2-Track Girder Bridge - Black
40-1112 \$44.95

**Bridges Now
Compatible with
Lionel[®] Fastrack[™]**



Tunnel Portal - Single
40-9014 \$14.95



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 \$129.95
O 2-Track Steel Arch Bridge - Silver
40-1107 \$129.95
O 2-Track Steel Arch Bridge - Black
40-1111 \$129.95



Tunnel Portal - Double
40-9015 \$19.95



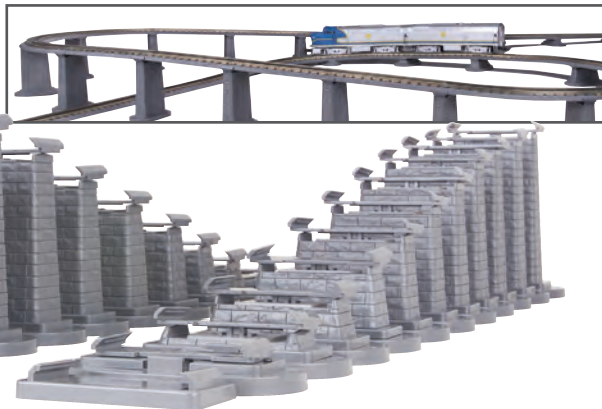
O Subway
Trestle Bridge
40-1148 \$34.95



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



RealTrax - 24-Piece Graduated Trestle System
40-1033 \$69.95



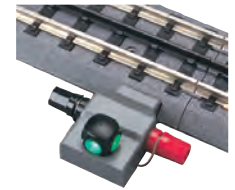
RealTrax - 24-Piece Graduated Trestle System For Lionel Fastrack
40-1113 \$69.95



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 \$7.49



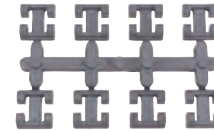
RealTrax - Track Activation Device (I.T.A.D.)
40-1028 \$29.95
(Allows passing train to activate signals or trackside accessories)



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

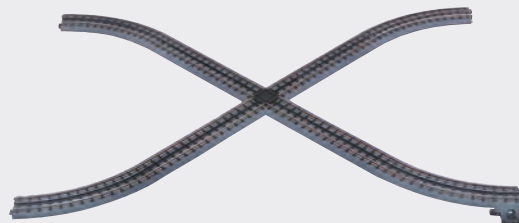


RealTrax - Non-Slip Track Pads (50/pack)
40-1046 \$7.95

Layout Builders



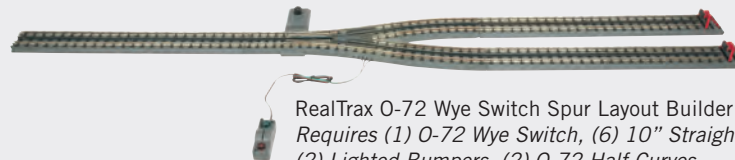
RealTrax - Right Hand Track Siding Layout Builder
Requires (1) Right-Hand O-31 Switch, (4) 10" Straights, (1) O-31 Curve, (1) RealTrax Bumper



RealTrax - Figure 8 Layout Builder
Requires (4) O-31 Curves, (4) 10" Straights, (1) Lighted Lockon, (1) 90 Degree Crossover



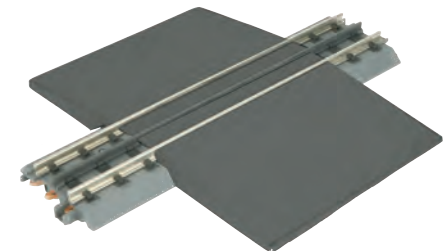
RealTrax - Left Hand Track Siding Layout Builder
Requires (1) Left-Hand O-31 Switch, (4) 10" Straights, (1) O-31 Curve, (1) RealTrax Bumper



RealTrax O-72 Wye Switch Spur Layout Builder
Requires (1) O-72 Wye Switch, (6) 10" Straights, (2) Lighted Bumpers, (2) O-72 Half Curves



RealTrax - Lighted Bumper
40-1024 \$14.95

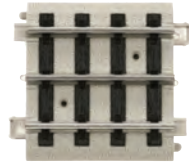


RealTrax - Grade Crossing
40-1009 \$9.95

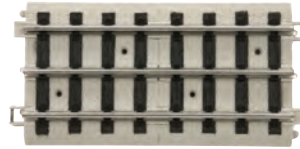
Tinplate Standard Gauge Track

M.T.H. Tinplate Traditions RealTrax® standard gauge track is a durable track system ready-to-use right on your carpet, wood floor or dedicated layout benchwork. There are no plastic or metal pins to lose or confuse. Better yet, RealTrax performs efficiently and proficiently.

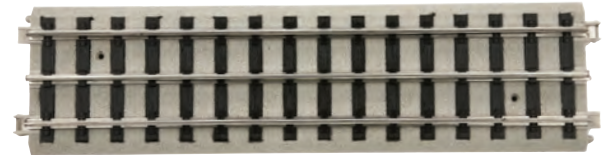
Tinplate Traditions RealTrax is constructed of sturdy ABS plastic, durable extruded nickel silver rails and simple yet sturdy electrical connectors. With its ruggedness and slim styling, RealTrax gives you years of trouble-free operation on either your RealTrax or your tubular rail Standard Gauge model railroad.



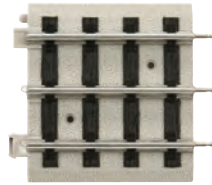
Std. Gauge RealTrax -
3.5" Straight
10-99018 \$5.49



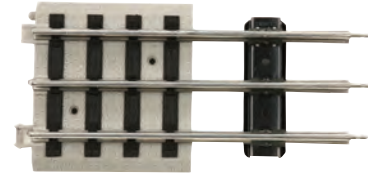
Std. Gauge Track w/Roadbed -
7" Straight
10-99002 \$5.99



Std. Gauge Track w/Roadbed - 14" Straight
10-99001 \$7.49



Std. Gauge w/Roadbed Adapter
Track Section
10-99010 \$8.99



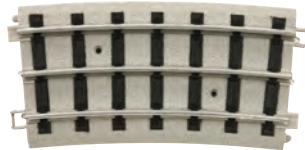
Std. Gauge RealTrax- Switch Adapter
Track Section
10-99011 \$8.99



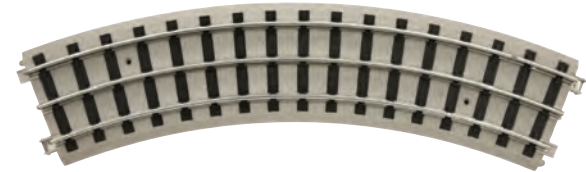
Std. Gauge Track w/Roadbed - 72" Diam. Curve
10-99072 \$7.99



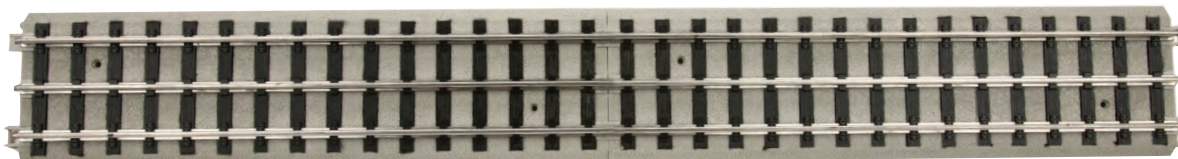
Std. Gauge Track w/Roadbed - 1/2
72" Diam. Curve
10-99073 \$6.49



Std. Gauge Track w/Roadbed -
1/2 42" Diam. Curve
10-99043 \$5.99



Std. Gauge Track w/Roadbed - 42" Diam. Curve
10-99042 \$7.49



Std. Gauge Track w/Roadbed - 28" Straight
10-99003 \$14.99



Std. Gauge Track w/Roadbed - Lighted Lockon
10-99004 \$7.99



Std. Gauge Track - 36" Extra Ties Straight
10-99099 \$11.99



Std. Gauge Track - 14" Straight w/Extra Ties
10-99092 \$6.99



Std. Gauge Track - 36" Straight
10-99098 \$10.99



O/Std. Gauge Tubular Track
Activation Device (TAD)
10-99090 \$17.99



Std. Gauge Track - 1/2 Reg. Straight
10-99096 \$4.99



Std. Gauge Track - 14" Straight
10-99091 \$5.99



O/Std. Gauge Tubular
Track Lighted Lockon
10-99021 \$5.99



Std. Gauge Track - 72" Dia. Wide Radius Curve
10-99094 \$6.99



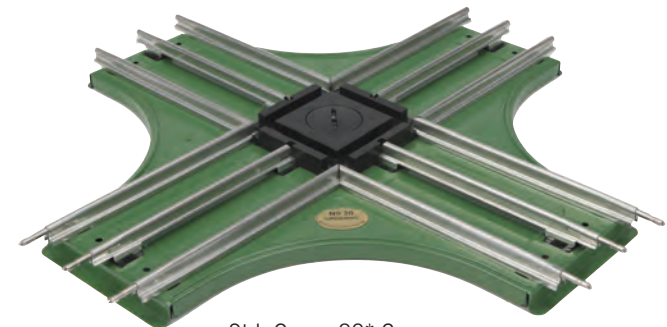
Std. Gauge Track - 42" Diam. 1/2 Curved
10-99097 \$4.99



Std. Gauge Track - 84" Dia. Curved
10-99095 \$7.99



Std. Gauge Track - 42" Dia. Reg. Curved
10-99093 \$5.99



Std. Gauge 90° Crossover
10-4006 \$49.95

1:48 Scale Military Vehicles

Die-Cast Metal Construction



Stryker Fighting Vehicle (Desert)
23-10006 \$49.95



M1a Abrams Tank
23-10002 \$49.95



M2 Bradley Fighting Vehicle
23-10001 \$49.95



Humvee (Desert)
23-10005 \$49.95



Stryker Fighting Vehicle
23-10004 \$49.95



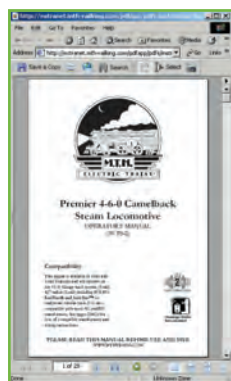
Humvee
23-10003 \$49.95



ARMOR-SERIES

DIE-CAST BY M.T.H. ELECTRIC TRAINS

M.T.H. Online



HOW DOES IT WORK?

Misplaced an instruction manual or just want to know how a product works? Use Product Search to look up the item and view its instruction manual.



HOW CAN I LEARN MORE ABOUT DCS?

Head over to mthtrains.com/dcs for DCS and Proto-Sound information, including operator manuals, tutorial videos and links to products.

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.

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?

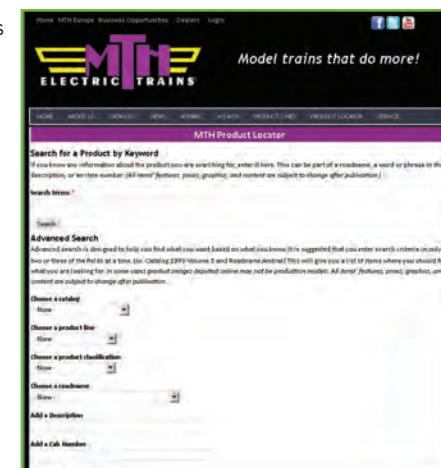
View the last several M.T.H. Catalogs online. Or click on Video to see M.T.H. products in action.

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.



To get the news as it happens, sign up for our free weekly electronic newsletter, with information on new M.T.H. products, industry news, and sneak peeks at upcoming specials!

Just go to mthtrains.com and click on Newsletter Signup.

www.mthtrains.com

M.T.H. Railroaders Club

Join The M.T.H. Railroaders Club

There are **THREE** different types of memberships, based on the style of model railroading that most interests you.

RailKing Membership



30-71017 M.T.H. Electric Trains (40th Anniversary) - Box Car
RailKing Membership is \$50.00



MTHRC 2018 - 40' High Cube Box Car
30-74921 \$35.00

Premier Membership



20-93900 Pullman Standard - 40' Box Car
Premier Membership is \$55.00

The second in our series of Pullman-Standard demonstrator box cars, this model of the first PS-1 box car is the product of more than a year of research to determine the correct colors. To our knowledge, this model and our HO version are the first models of this car in any scale.

For the third car in this series, see our model of Pullman-Standard's 1,000,000th box car on page 119.

Basic Membership

60-1000 - The Basic Club Membership does not include a club car
Basic Membership is \$25.00

Get The Most From Model Railroading
JOIN ONLINE! IT'S EASY — JUST GO TO WWW.MTHTRAINS.COM



As a member of the M.T.H. RailRoders Club you'll receive:

Limited-Edition Club Car



Each year we produce beautifully decorated cars exclusively for our Club members. Members automatically receive the car that matches their Club membership and have the option to collect other Club cars as well.

1st Class Mailing of M.T.H. Catalogs



Club Members get all M.T.H. catalogs earlier than other mailing list members, via First-Class mailings, so they can order from their local train store before the best items are sold out.

Club Card & Lapel Pin



Show the world your membership in this elite group of model railroaders with your high-quality embossed membership card & beautiful enameled lapel pin.

Unique Club Products & Discounts



You'll have the option to purchase uncataloged members-only engines and rolling stock, and take advantage of members-only discounts on select cataloged items.

Proto-Sound 3.0 Upgrade Kits

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

Club Web Site

Visit www.mthtrains.com and type in your member number to gain access to the Club web site. Here you can exchange messages with other Club members, and even build your own homepage.

Not all products depicted in this catalog are production models. In some cases, the items pictured may be models in HO scale, O scale, or another scale that have been altered digitally. Each item's graphic features and content are subject to change after publication. All product features may be verified on their retail packages.

M.T.H. Electric Trains is in no way affiliated with any of the railroads featured in this catalog.

©2020, M.T.H. Electric Trains, 7020 Columbia Gateway Drive, Columbia Maryland 21046-1532 • www.mthtrains.com • 410-381-2580

M.T.H. Trademarks: M.T.H. Electric Trains®, M.T.H.®, M.T.H. Railroaders Club™, CrossingGate™, Ives®, Loco-Sound™, Proto-Sound® 2.0, Proto-Sound® 3.0, Proto-Speed Control™, Proto-Doppler™, Proto-Dispatch™, Proto-Cast™, ProtoSmoke™, Proto-Coupler™, Proto-Effects™, Proto-Scale 3-2™, RailKing®, Rugged Rails®, RailKing One-Gauge™, RailTown™, Tinplate Traditions™, ScaleTrax™, RealTrax®, Z-750™, Z-4000®, Z-1000™, DCS™, DCS™, Simply The Best Way to Run a

Railroad™, Build a World of Your Own in Three Dimensions™, a World of Your Own in Three Dimensions™, and the M.T.H. Numbering System and all others indicated throughout this catalog.

M.T.H.'s DCS Digital Command System has received U.S. Patent No. 6,457,681. M.T.H.'s Proto-Sound® 2.0 system has received U.S. Patent No's 6,457,681 B1 (sound system), 6,457,681 B1 (Proto-Speed Control™), 6,604,641 (Proto-Coupler™), 7,210,656 (Sound), 6,662,917 (2/3Rail), 7,210,656 (Internet Downloads, Music & Doppler), 6,655,640 (Smoke Synchronization), 7,694,834 (HO Coupler), 8,262,034 (Bi-Directional Communication). 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.

Kadee® is a registered Trademark of Kadee Quality Products Co.

Some images used in this publication © 2013 www.clipart.com

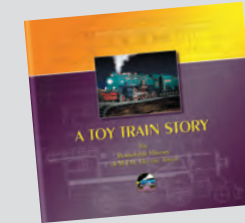
Carry on the M.T.H. Tradition with Memorabilia and Collectibles

Previous Year Club Cars

MTHRRC members can still obtain earlier produced MTHRRC cars by visiting the MTHRRC pages on the website. Only MTHRRC members can get these cars!



A Toy Train Story



This comprehensive history of M.T.H. is a must for collectors & other lovers of toy trains. 350 pages & 1900 color photos, hard cover. Add this book to your membership for only \$25.00 (50% off the \$49.95 cover price)!

Lionel is a registered trademark of Lionel Trains LLC. Lionel®, American Flyer®, FasTrack™, TMCC, and TMCC-2 Legacy are registered trademarks of Lionel® Trains LLC. Lionel Corporation Tinplate is licensed by Lionel® LLC

LENZ is a Trademark of Lenz Electronics GMBH.

RealTrax® layouts created with RR-Track™ which is a registered trademark of R&S Enterprises.

Products bearing Chicago and North Western, Denver & Rio Grande, Denver & Rio Grande Western, MKT/Katy, Missouri Pacific, Southern Pacific, Union Pacific, and Western Pacific paint schemes are made under trademark license from Union Pacific Railroad Company.



...SIMPLY THE BEST WAY TO RUN A RAILROAD™

**DOWNLOAD THE APP
FOR FREE**

from Google Play
or the Apple App Store

**VISIT YOUR LOCAL
M.T.H. RETAILER**

and run Proto-Sound 2.0
or 3.0 locomotives with
your phone.

SEE FOR YOURSELF

why DCS Is Simply The
Best Way To Run A
Railroad

*Operates With Digital Remote
or Any iOS or Android
Smartphone or Tablet*



20-21225-1 GP38-2 Diesel Engine
w/Proto-Sound 3.0

Take your favorite Proto-Sound 2.0 or 3.0 Locomotive to any M.T.H. Authorized Retailer
and experience the additional features your engine has with DCS Control

WWW.MTHTRAINS.COM

