

M.T.H. Electric Trains

2018 European Models



Model Trains That Do More

O, HO and No. 1 Gauge Models

Model Trains That Do More



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

DCC On Board

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

Compatibility with all AC and DC operating systems

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



Proto-Scale 3-2™

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



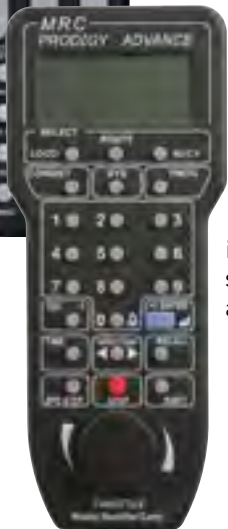
Scale Detailing

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



Vivid Engine Sounds

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



**Operate your rail road
with your Smart Phone
or Tablet**





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



Great Smoke

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



Extraordinary Slow Speed Capability

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

Speed Control


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

Choice of Couplers

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

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

See it in Action!

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



Who Is M.T.H.?

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

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

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

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



Visit Us Online at
www.mthtrains.com/europe



Class 141P Mikado



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

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

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

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

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

Features:

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

** Hi-Rail Wheel Models Only*





Argentan - Class 141P Mikado Steam Engine with DCC/DCS Proto-Sound 3.0

20-3487-1 Hi-Rail Wheels
20-3487-2 Fine Scale Wheels



Chaumont - Class 141P Mikado Steam Engine with DCC/DCS Proto-Sound 3.0

20-3488-1 Hi-Rail Wheels
20-3488-2 Fine Scale Wheels



Le Mans - Class 141P Mikado Steam Engine with DCC/DCS Proto-Sound 3.0

20-3489-1 Hi-Rail Wheels
20-3489-2 Fine Scale Wheels



Noisy Le Sec - Class 141P Mikado Steam Engine with DCC/DCS Proto-Sound 3.0

20-3490-1 Hi-Rail Wheels
20-3490-2 Fine Scale Wheels



Venissieux - Class 141P Mikado Steam Engine with DCC/DCS Proto-Sound 3.0

20-3491-1 Hi-Rail Wheels
20-3491-2 Fine Scale Wheels

E94 Crocodile Electric



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

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

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

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

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

Features:

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

** Hi-Rail Wheel Models Only*



Wooden Stationary Display Base Included





German DB Green - E94 Crocodile Electric Engine with DCC/DCS Proto-Sound 3.0

20-5673-1 Hi-Rail Wheels

20-5673-2 Fine Scale Wheels



Austrian OBB Orange E94 Crocodile Electric Engine with DCC/DCS Proto-Sound 3.0

20-5672-1 Hi-Rail Wheels

20-5672-2 Fine Scale Wheels



German DB Blue E94 Crocodile Electric Engine with DCC/DCS Proto-Sound 3.0

20-5674-1 Hi-Rail Wheels

20-5674-2 Fine Scale Wheels



Austrian OBB Green E94 Crocodile Electric Engine with DCC/DCS Proto-Sound 3.0

20-5671-1 Hi-Rail Wheels

20-5671-2 Fine Scale Wheels

Passenger Cars



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



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



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



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

Features:

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 2-Wheel Trucks
- Operating Die-Cast Metal Couplers (Hi-Rail Only)
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:43.5 Scale Dimensions
- O Scale Kadee Compatible Coupler Mounting Pads
- Sprung Bumpers
- CE Rated
- European NEM Fine Scale Couplers Included
- NEM 365 Coupler Pocket
- NEM 362 Lenz® Compatible Coupler Included
- Hi-Rail Wheels Operate On O-42 Curves
- NEM 310/311 Standard Fine Scale Wheels Operate On 84" Radius Curves



Taurus ES64 U2 Electric



Introduced to the European market by Siemens in 2000, the Taurus ES64 (ES for EuroSprinter, 64 for 6,400 kW of power) was developed as a universal electric locomotive, topping out at a speed of 230km/h. This multipurpose engine has become one of the most influential representatives of Dispolok GmbH, a Siemens Transportation System subsidiary, making leasing options available to a host of different rail operators.

Thanks to liberalization, the freight market had created the ability for anyone to start their own rail company, thus increasing competition and dropping prices. Leasing thrived as the market for cheaper secondhand vehicles expanded. Due to this increase, Siemens came up with an appealing alternative for operators — allowing them to lease the newest, most state-of-the-art locomotives on a flexible basis.

Dispolok was sold in 2006 to Mitsui of Japan, and now 60 yellow and silver painted locomotives are running for various customers across central and Eastern Europe. With two standard pantographs each with 1950mm contacts, these engines can run on the networks of the DB/Germany, OBB/Austria, MAV/Hungary, GySE Hungary, HZ/Croatia, CFR/Romania, ZS/Serbia and Montenegro, ZFBH/ Bosnia-

Herzegovina, MZ/Macedonia and OSE/Greece. While the original 60 Dispolok GmbH locomotives were painted in the distinct bright yellow and silver livery, customers can place their own corporate logos and colors on any of the silver surfaces. If a company leases the engine for over seven years, it may then repaint the engine in its own railways colors if so desired.

New for 2010, the Taurus ES 64 U2 Electric engine comes superbly detailed in the paint schemes of Dispolok (Silver/Yellow), HUPAC (Silver/Black), DB (Red), and OBB (Red). With features such as European NEM fine scale couplers, Proto-Sound 3.0 with the digital command system featuring: German speaking passenger station Proto-Effects, (2) precision flywheel equipped motors, and directionally operating pantographs, this engine is realistic replica of Siemens Euro Sprinter.

- 1:45 scale proportions
- DCC-equipped (all versions)
- Durable, Intricately Detailed ABS Body with Metal Chassis and Die-Cast Metal Truck Sides
- Motorized operating pantographs
- Minimum curve:
 - O-42 with hi-rail wheels
 - 42" radius with scale wheels

DB Railion - Taurus ES64 U2 Electric Engine
with DCC/DCS Proto-Sound 3.0
20-5651-2 Fine Scale Wheels



Dispolok.com - Taurus ES64 U2 Electric Engine
with DCC/DCS Proto-Sound 3.0
20-5649-2 Fine Scale Wheels

OBB - Taurus ES64 U2 Electric Engine
with DCC/DCS Proto-Sound 3.0
20-5652-2 Fine Scale Wheels



HUPAC - Taurus ES64 U2 Electric Engine
with DCC/DCS Proto-Sound 3.0
20-5650-2 Fine Scale Wheels

TRAXX Electric



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

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

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



Veolia Transport Germany - TRAXX P160 AC2 Electric Engine

20-5633-1 Hi-Rail Wheels
20-5633-2 Fine Scale Wheels



Railion - TRAXX F140 AC-1 Electric Engine

20-5656-1 Hi-Rail Wheels
20-5656-2 Fine Scale Wheels
20-5656-6 Non-Powered Fine Scale Wheels

- 1:45 scale proportions
- 16 3/16" x 2 1/2" x 4 5/16" (411mm x 64mm x 110mm)
- DCC-equipped (all versions)
- Durable, Intricately Detailed ABS Body with Metal Chassis and Die-Cast Metal Truck Sides

- Motorized operating pantographs
- Minimum curve:
O-42 with hi-rail wheels
42" radius with fine scale wheels

Modern Kesselwagen

On Rail - 6-Car European Modern Kesselwagen
(Tank Car) Set
22-90951 Fine Scale Wheels



Wascosa - European Modern Kesselwagen (Tank Car)
20-99019 Hi-Rail Wheels

GATX - European Modern Kesselwagen (Tank Car)
20-99018 Hi-Rail Wheels



BP - European Modern Kesselwagen (Tank Car)
20-99021 Fine Scale Wheels

BP - 6-Car European Modern Kesselwagen (Tank Car) Set
20-90916 Hi-Rail Wheels



Wascosa OMV - European Modern Kesselwagen (Tank Car)
 20-99020 Hi-Rail Wheels
 20-99024 Fine Scale Wheels

Wascosa OMV - 6-Car European Modern Kesselwagen (Tank Car) Set
 20-90919 Hi-Rail Wheels



Wascosa Petroplus - European Modern Kesselwagen (Tank Car)
 20-99033 Hi-Rail Wheels
 22-99033 Fine Scale Wheels



VTG - 6-Car European Modern Kesselwagen (Tank Car) Set
 20-90933 Hi-Rail Wheels

Shell - European Modern Kesselwagen (Tank Car)
 22-99036 Fine Scale Wheels

Shell - 6-Car European Modern Kesselwagen (Tank Car) Set
 20-90935 Hi-Rail Wheels



Jet - European Modern Kesselwagen (Tank Car)
 22-99035 Fine Scale Wheels

Jet - 6-Car European Modern Kesselwagen (Tank Car) Set
 20-90934 Hi-Rail Wheels



Modern Offener Güterwagen



Niederlandischen Eisenbahnen - European Modern Offener Güterwagen (Gondola)

20-99026 Hi-Rail Wheels

20-99030 Fine Scale Wheels

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

20-90929 Fine Scale Wheels

Railion - European Modern Offener Güterwagen (Gondola)

20-99027 Hi-Rail Wheels

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

20-90930 Fine Scale Wheels



SBB-CFF - European Modern Offener Güterwagen (Gondola)

20-99028 Hi-Rail Wheels

DB Cargo - European Modern Offener Güterwagen (Gondola)

20-99025 Hi-Rail Wheels

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

20-90928 Fine Scale Wheels



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

22-90939 Fine Scale Wheels

Gedeckter Güterwagen



SBB-CFF - European Gedeckter Güterwagen (Box Car) Car
No. 20 85 114 4947-1
20-99012 Hi-Rail Wheels

SBB-CFF - 6-Car European Gedeckter Güterwagen Set
20-90915 Fine Scale Wheels



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



SBB CFF - European Gedeckter Güterwagen (Box Car)
Car No. 20 85 111 7650-4
20-99011 Hi-Rail Wheels
20-99015 Fine Scale Wheels

SBB CFF - 6-Car European Gedeckter Güterwagen Set
20-90913 Fine Scale Wheels



SBB CFF - 6-Car European Gedeckter Güterwagen Set
22-90944 Fine Scale Wheels



SBB CF- 6-Car European Gedeckter Güterwagen Set
22-90947 Fine Scale Wheels

Bierwagen



Biere Beauregard - European Bierwagen (Beer Reefer)
20-99005 Fine Scale Wheels



Brasserie du Cardinal - European Bierwagen (Reefer Car)
20-99006 Fine Scale Wheels

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



Brauerei Loewengarten - European Bierwagen (Beer Reefer)
20-99003 Hi-Rail Wheels
20-99007 Fine Scale Wheels

Brauerei Loewengarten - 6-Car European Bierwagen (Beer Reefer) Set
20-90906 Fine Scale Wheels



Feldschloesschen - European Bierwagen (Reefer Car)
20-99004 Hi-Rail Wheels
20-99008 Fine Scale Wheels

Feldschloesschen - 6-Car European Bierwagen (Beer Reefer) Set
20-90903 Hi-Rail Wheels
20-90907 Fine Scale Wheels



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



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



Badische Brauerei - BadStB - European Bierwagen
22-94004 Fine Scale Wheels



Eichbaum Bier - BadStB - European Bierwagen
22-94003 Fine Scale Wheels



Brauerei Ganter - BadStB -European Bierwagen
22-94002 Fine Scale Wheels



Bilger - Brauerei zur Sonne - BadStB - European Bierwagen
22-94001 Fine Scale Wheels

M.T.H. HO Trains

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



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

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



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

PROTO-SOUND

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

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

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

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

** Requires any DCC controller with 28 function capability*

*** Requires DCS System*



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

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

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



2-8-0 H10 2-8-0



The H10 was the last and largest in a line of Pennsy Consolidations that stretched back to 1875. Nearly 500 H10s constructed by Alco, Baldwin, Lima, and the railroad's own shops represented Pennsy's premier fast freight power in the era just before World War I. With a good engine crew, an H10 could hustle about 50 cars along level track, or considerably more cars in drag service hauling coal or iron ore.

When the H10 engines were constructed, the Pennsy was still divided into Lines West — all of its affiliated railroads west of Pittsburgh — and Lines East. The H10 was strictly a Lines West phenomenon, built from a standard boiler common to the H8, H9, and H10 classes, but possessing the largest cylinders of any Pennsy "Consol." When a 1920 reorganization abolished the division between Lines East and West, the railroad owned over three thousand 2-8-0's, a majority of them having a common boiler design. It was a measure of the Pennsylvania Railroad's conservative management that in the early 1920s, its entire front line freight fleet consisted of a wheel arrangement deemed obsolete by other railroads. By the mid- and late-1920s, however, the H10s and their older siblings were pushed into secondary and branch line service by the arrival of larger, more modern power: Mikados, Decapods, and Mountains. Many Consolidations sat out the Depression years in storage, until recalled to service by the crush of World War II traffic. From the war years though the end of steam, H10s could be found all over the Pennsy, the Long Island Railroad, and the Pennsylvania Reading Seashore Lines in switching, work train, branch line, and occasionally main line service.

Our die-cast H-10 features the extraordinary level of detail you've come to expect in an M.T.H. HO steamer. Virtually all piping and boiler appliances are separate, added-on parts. Rods and valve gear have a prototypically darkened, grimy appearance, and the ProtoSound 3.0 sound and control system features an accurate Pennsy whistle. If you model any period from the Woodrow Wilson era to the Eisenhower years, there's an appropriate chore on your railroad for this rugged, muscular-looking steamer.



Pennsylvania - H10 2-8-0 Steam Engine, Cab No. 7103
80-3240-1 DCC/DCS Proto-Sound 3.0
Pennsylvania - H10 2-8-0 Steam Engine, Cab No. 7099
80-3241-1 DCC/DCS Proto-Sound 3.0
Pennsylvania - H10 2-8-0 Steam Engine, Cab No. 7122
80-3242-1 DCC/DCS Proto-Sound 3.0



Long Island - H10 2-8-0 Steam Engine, Cab No. 103
80-3243-1 DCC/DCS Proto-Sound 3.0
Long Island - H10 2-8-0 Steam Engine, Cab No. 107
80-3244-1 DCC/DCS Proto-Sound 3.0

Features:

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Engineer and Fireman Figures
- Metal Handrails and Bell
- Metal Whistle
- RP25 Metal Wheels
- Interchangeable RP25 Metal Drive Wheels w/o Traction Tires
- NEM 340 Metal Wheels*
- Sprung Drivers
- Operating Kadee-Compatible Remote Controlled Proto-Coupler
- (2) #158 Scale Kadee Whisker Couplers
- NEM 360/362 Coupler and Pocket Assembly*
- #18 U.S. Kadee® Coupler Compatible*
- Prototypical Rule 17 Lighting
- Constant Voltage Headlight
- Operating Marker Lights
- Operating Numberboard Lights
- Lighted Cab Interior
- Operating Tender Back-up Light
- Powerful 5-Pole Precision Flywheel-Equipped Skew-Wound Motor
- Synchronized Puffing ProtoSmoke™ System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar w/Close Coupling Option
- 1:87 Scale Proportions
- Operates On Code 70, 83 and 100 Track
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle And Freight Yard Proto-Effects
- Unit Measures: 9 1/16" x 1 1/2" x 2"
- Operates On 18" Radius Curves
- 3E+ Model Operates On R1 (360mm) Radius Curves

S 3/6 Express



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

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

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

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



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



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



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



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

Features:

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

EMD GP38-2



Produced from 1972 to 1986, the GP38-2 helped inaugurate Electro-Motive's "Dash-2" series of locomotives and became one of EMD's all-time best sellers. With over 2200 engines sold throughout North America, rare was the railroad that did not roster these reliable, second-generation EMD workhorses. Building on the success of the GP38 introduced in 1966, the Dash-2 model looked almost identical on the outside but incorporated a host of internal upgrades that lowered exhaust emissions and improved reliability, ease of maintenance, and tractive effort. Most significant was the replacement of the maze of hard-wired circuits, switches, interlocks, and relays — which had characterized first-generation diesels and had been the source of many of their service issues — with modular, solid-state electronics. Other improvements toughened the pistons, rings, and bearings of the 2000-horsepower, non-turbocharged model 645 prime mover.

The result was an engine so hard working and dependable that it became as common on American railroads as the F-unit was in the 1950s and '60s. Trains magazine recognized this in 1982 by designating B&O GP38 #3802 (a pre-Dash-2 model) as the All American Diesel; the engine now resides at the Baltimore & Ohio Railroad Museum, repainted in its 1982 Chessie System colors.

While today many GP38-2s have moved on to second careers on short line and regional railroads, others have soldiered on for more than three decades with their original owners. As of late 2013, for example, Union Pacific and Norfolk Southern still rostered more than 500 GP38-2s apiece.

This accurately modeled GP38-2 joins our economically priced Ready2Rail lineup in 17 prototypical paint schemes. Our versatile tooling includes provisions for inclusion of dynamic brakes where prototypical. All Proto-Sound 3.0 versions feature the prototypical sounds and 28-function DCC capability found in every Proto-Sound 3.0 engine in the M.T.H. lineup. DCC-Ready versions feature an NMRA 7-pin DCC socket.

In command mode, you can operate this second-generation stalwart with any other DCC or M.T.H. DCS-equipped models. With the DCS system, you can create a lashup with just a few keystrokes, combining one or more GP38-2s with other ProtoSound 3.0 first-, second-, or third-generation diesels — and run them all from a single throttle just like the prototype.

Norfolk Southern (First Responders) - GP38-2 Diesel, Cab No. 5642
85-2054-1 DCC/DCS Proto-Sound 3.0
85-2054-0 DCC-Ready



Canadian National - GP38-2 Diesel, Cab No. 4704
85-2039-1 DCC/DCS Proto-Sound 3.0
85-2039-0 DCC-Ready
Canadian National - GP38-2 Diesel, Cab No. 4715
85-2040-1 DCC/DCS Proto-Sound 3.0
85-2040-0 DCC-Ready
Canadian National - GP38-2 Diesel, Cab No. 7507
85-2041-1 DCC/DCS Proto-Sound 3.0
85-2041-0 DCC-Ready



CSX - GP38-2 Diesel, Cab No. 2651
85-2055-1 DCC/DCS Proto-Sound 3.0
85-2055-0 DCC-Ready

CSX - GP38-2 Diesel, Cab No. 2653
85-2056-1 DCC/DCS Proto-Sound 3.0
85-2056-0 DCC-Ready

CSX - GP38-2 Diesel, Cab No. 2656
85-2057-1 DCC/DCS Proto-Sound 3.0
85-2057-0 DCC-Ready



CP Rail - GP38-2 Diesel, Cab No. 4404
85-2058-1 DCC/DCS Proto-Sound 3.0
85-2058-0 DCC-Ready

CP Rail - GP38-2 Diesel, Cab No. 4406
85-2059-1 DCC/DCS Proto-Sound 3.0
85-2059-0 DCC-Ready

CP Rail - GP38-2 Diesel, Cab No. 4437
85-2060-1 DCC/DCS Proto-Sound 3.0
85-2060-0 DCC-Ready

Features:

- Intricately Detailed Durable ABS Body
- Detailed Truck Sides & Pilots
- Metal Chassis
- Metal Handrails and Horn
- Authentic Paint Scheme
- Hand-Painted Crew Figures
- With or Without Dynamic Brakes, Per Prototype
- Large or Small Fuel Tank, Per Prototype
- RP-25 Metal Wheels, Metal Axles and Metal Gears
- (2) #158 Scale Kadee Whisker Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Class and Marker Lights
- Powerful 5-Pole Precision Flywheel-Equipped Skew-Wound Balanced Motor
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- Operates On Code 70, 83 and 100 Track
- 1:87 Scale Proportions
- Proto-Sound 3.0 with the Digital Command System
- Featuring: Freight Yard Proto-Effects
- NMRA 7-Pin DCC Socket (DCC-Ready Versions Only)
- Measures: 8" x 1 3/8" x 2.5"
- Operates On 18" Radius Curves



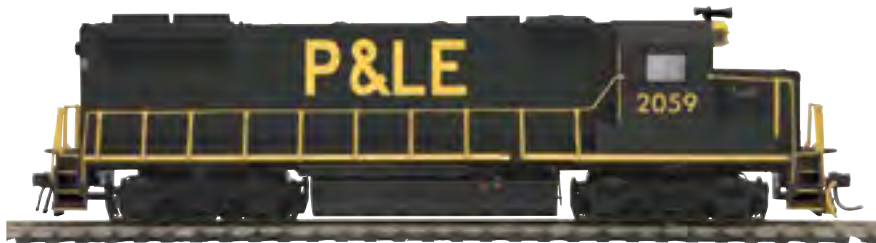
Florida East Coast - GP38-2 Diesel, Cab No. 510
 85-2061-1 DCC/DCS Proto-Sound 3.0
 85-2061-0 DCC-Ready
 Florida East Coast - GP38-2 Diesel, Cab No. 505
 85-2062-1 DCC/DCS Proto-Sound 3.0
 85-2062-0 DCC-Ready
 Florida East Coast - GP38-2 Diesel, Cab No. 502
 85-2063-1 DCC/DCS Proto-Sound 3.0
 85-2063-0 DCC-Ready

BNSF - GP38-2 Diesel, Cab No. 2007
 85-2016-1 DCC/DCS Proto-Sound 3.0
 85-2016-0 DCC-Ready
 BNSF - GP38-2 Diesel, Cab No. 2015
 85-2017-1 DCC/DCS Proto-Sound 3.0
 85-2017-0 DCC-Ready
 BNSF - GP38-2 Diesel, Cab No. 2019
 85-2018-1 DCC/DCS Proto-Sound 3.0
 85-2018-0 DCC-Ready



Conrail - GP38-2 Diesel, Cab No. 8042
 85-2045-1 DCC/DCS Proto-Sound 3.0
 85-2045-0 DCC-Ready
 Conrail - GP38-2 Diesel, Cab No. 8044
 85-2046-1 DCC/DCS Proto-Sound 3.0
 85-2046-0 DCC-Ready
 Conrail - GP38-2 Diesel, Cab No. 8056
 85-2047-1 DCC/DCS Proto-Sound 3.0
 85-2047-0 DCC-Ready

Chessie - GP38-2 Diesel, Cab No. 4801
 85-2042-1 DCC/DCS Proto-Sound 3.0
 85-2042-0 DCC-Ready
 Chessie - GP38-2 Diesel, Cab No. 4804
 85-2043-1 DCC/DCS Proto-Sound 3.0
 85-2043-0 DCC-Ready
 Chessie - GP38-2 Diesel, Cab No. 4817
 85-2044-1 DCC/DCS Proto-Sound 3.0
 85-2044-0 DCC-Ready



Pittsburgh & Lake Erie - GP38-2 Diesel, Cab No. 2057
 85-2033-1 DCC/DCS Proto-Sound 3.0
 85-2033-0 DCC-Ready
 Pittsburgh & Lake Erie - GP38-2 Diesel, Cab No. 2059
 85-2034-1 DCC/DCS Proto-Sound 3.0
 85-2034-0 DCC-Ready
 Pittsburgh & Lake Erie - GP38-2 Diesel, Cab No. 2060
 85-2035-1 DCC/DCS Proto-Sound 3.0
 85-2035-0 DCC-Ready

New York & Atlantic - GP38-2 Diesel, Cab No. 270
 85-2028-0 DCC-Ready

New York & Atlantic - GP38-2 Diesel, Cab No. 271
 85-2029-1 DCC/DCS Proto-Sound 3.0
 85-2029-0 DCC-Ready



Norfolk Southern - GP38-2 Diesel, Cab No. 5304
 85-2030-1 DCC/DCS Proto-Sound 3.0
 85-2030-0 DCC-Ready
 Norfolk Southern - GP38-2 Diesel, Cab No. 5296
 85-2031-1 DCC/DCS Proto-Sound 3.0
 85-2031-0 DCC-Ready
 Norfolk Southern - GP38-2 Diesel, Cab No. 5291
 85-2032-1 DCC/DCS Proto-Sound 3.0
 85-2032-0 DCC-Ready



Southern Pacific - GP38-2 Diesel, Cab No. 4850
 85-2051-1 DCC/DCS Proto-Sound 3.0
 85-2051-0 DCC-Ready
 Southern Pacific - GP38-2 Diesel, Cab No. 4848
 85-2052-1 DCC/DCS Proto-Sound 3.0
 85-2052-0 DCC-Ready
 Southern Pacific - GP38-2 Diesel, Cab No. 4846
 85-2053-1 DCC/DCS Proto-Sound 3.0
 85-2053-0 DCC-Ready

Union Pacific - GP38-2 Diesel, Cab No. 307
 85-2036-1 DCC/DCS Proto-Sound 3.0
 85-2036-0 DCC-Ready
 Union Pacific - GP38-2 Diesel, Cab No. 315
 85-2037-1 DCC/DCS Proto-Sound 3.0
 85-2037-0 DCC-Ready
 Union Pacific - GP38-2 Diesel, Cab No. 322
 85-2038-1 DCC/DCS Proto-Sound 3.0
 85-2038-0 DCC-Ready



CSX - GP38-2 Diesel, Cab No. 2722
 85-2019-1 DCC/DCS Proto-Sound 3.0
 85-2019-0 DCC-Ready
 CSX - GP38-2 Diesel, Cab No. 2736
 85-2020-1 DCC/DCS Proto-Sound 3.0
 85-2020-0 DCC-Ready
 CSX - GP38-2 Diesel, Cab No. 2729
 85-2021-1 DCC/DCS Proto-Sound 3.0
 85-2021-0 DCC-Ready

Indiana Rail Road - GP38-2 Diesel, Cab No. 3806
 85-2022-1 DCC/DCS Proto-Sound 3.0
 85-2022-0 DCC-Ready
 Indiana Rail Road - GP38-2 Diesel, Cab No. 3802
 85-2023-1 DCC/DCS Proto-Sound 3.0
 85-2023-0 DCC-Ready
 Indiana Rail Road - GP38-2 Diesel, Cab No. 3803
 85-2024-1 DCC/DCS Proto-Sound 3.0
 85-2024-0 DCC-Ready



Long Island - GP38-2 Diesel, Cab No. 254
 85-2048-1 DCC/DCS Proto-Sound 3.0
 85-2048-0 DCC-Ready
 Long Island - GP38-2 Diesel, Cab No. 255
 85-2049-1 DCC/DCS Proto-Sound 3.0
 85-2049-0 DCC-Ready
 Long Island - GP38-2 Diesel, Cab No. 256
 85-2050-1 DCC/DCS Proto-Sound 3.0
 85-2050-0 DCC-Ready

Maryland Midland - GP38-2 Diesel, Cab No. 301
 85-2025-1 DCC/DCS Proto-Sound 3.0
 85-2025-0 DCC-Ready
 Maryland Midland - GP38-2 Diesel, Cab No. 305
 85-2026-1 DCC/DCS Proto-Sound 3.0
 85-2026-0 DCC-Ready
 Maryland Midland - GP38-2 Diesel, Cab No. 303
 85-2027-1 DCC/DCS Proto-Sound 3.0
 85-2027-0 DCC-Ready



4-6-2 K-4s



On perhaps the greatest railroad ever, no steam locomotive was more revered than the legendary Pennsylvania K4s Pacific. Evolving from a program begun in 1914 to develop heavy freight and passenger classes utilizing common boiler designs, the K4s was an instant success. From 1917 to 1928, a total of 425 units were built at the Pennsy's Juniata shops and Baldwin Locomotive Works.

The 4-6-2 K4s became the Pennsylvania's principal passenger hauler, possessing a consummate blend of speed and power. Often double headed on east coast limiteds in front of a Pullman consist, the K4s was a common and beautiful sight on the Pennsylvania's rails, and became synonymous with that railroad's steam power.

Later, after World War II concluded, the Pennsy's needs changed and the K4's appearance underwent a series of changes to better serve those needs. The most apparent changes showed up on the 1947 Post-war or Modern version of the K4s and included a solid drop-coupler pilot, repositioned boiler-top headlight, and moving the steam generator below the headlight.

M.T.H. Electric Trains is proud to offer both prewar and modern versions of the signature locomotive of the Standard Railroad of the World, in all die-cast construction. Featuring all of the craftsmanship and detail that make an M.T.H. steam locomotive the industry's best value, this K4s will be the pride of your layout or your collection for years to come.

Did You Know?

No. 1737 was the first K4s produced for the Pennsylvania Railroad. No. 1361, formerly displayed at Horseshoe Curve currently resides in Scranton, Pennsylvania at Steamtown, awaiting a hoped-for restoration to operating condition.



Pennsylvania 4-6-2 K4s Steam Locomotive with DCC/DCS Proto-Sound 3.0, Cab No. 719
80-3236-1 DCC/DCS Proto-Sound 3.0



Pennsylvania 4-6-2 K4s Steam Locomotive with DCC/DCS Proto-Sound 3.0, Cab No. 5497
80-3237-1 DCC/DCS Proto-Sound 3.0



Pennsylvania 4-6-2 K4s Modern Steam Locomotive with DCC/DCS Proto-Sound 3.0, Cab No. 3681
80-3238-1 DCC/DCS Proto-Sound 3.0



Pennsylvania 4-6-2 K4s Modern Steam Locomotive with DCC/DCS Proto-Sound 3.0, Cab No. 3752
80-3239-1 DCC/DCS Proto-Sound 3.0

Features:

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Engineer and Fireman Figures
- Metal Handrails, Whistle and Bell
- RP25 Metal Wheels
- Interchangeable RP25 Metal Drive Wheels w/o Traction Tires
- NEM 340 Metal Wheels*
- Sprung Drivers
- (2) #158 Scale Kadee Whisker Couplers
- Operating Kadee-Compatible Remote Controlled Proto-Coupler On Tender
- NEM 360/362 Coupler and Pocket Assembly*
- #18 U.S. Kadee® Coupler Compatible*
- Prototypical Rule 17 Lighting
- Constant Voltage Headlight
- Operating Firebox Glow
- Lighted Cab Interior
- Operating Tender Back-up Light
- Powerful 5-Pole Precision Flywheel-Equipped Skew-Wound Motor
- Synchronized Puffing ProtoSmoke™ System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar w/Close Coupling Option
- Operates On Code 70, 83 and 100 Track
- 1:87 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle And Passenger Station Proto-Effects
- Unit Measures: 11 1/2" x 1 3/8" x 2 1/8"
- Operates On 18" Radius Curves
- 3E+ Model Operates On R1 (360 mm) Radius Curves

2-6-6-6 Allegheny



The biggest engines east of the Mississippi were not rostered by the biggest railroads. There were no legendary articulateds racing along the NYC's Water Level Route or charging over the Pennsy's Horseshoe Curve. It was the smaller, scrappier eastern roads dedicated to wrestling coal out of Appalachia — the C&O, N&W, Virginian, Clinchfield, Western Maryland — that owned articulateds rivaling anything in the West. And the king of them all was the Chesapeake & Ohio's Class H-8 Allegheny.

With four fewer drivers than a Union Pacific Big Boy, an Allegheny could deliver nearly a thousand more horsepower to the rails. Its massive firebox was big enough to host a board meeting — so big it required a unique 6-wheel trailing truck to support it. Its drivers carried the highest axle load of any steam engine, ever. To make the Allegheny fit the C&O's existing 115-foot turntables, its tender was made taller at the rear, to accommodate 25 tons of coal and 25,000 gallons of water. This required a unique 4-wheel rear truck on the tender.

The Allegheny was the brainchild of Lima Locomotive Works, where the superpower steam concept had been invented in the 1920s. Like the Big Boy, it was designed to lift monstrous loads over one specific piece of railroad: the 80 miles between Hinton, West Virginia and Clifton Forge, Virginia, a coal route from the mines over the summit of the Allegheny Mountains toward tidewater ports. The engine took its name from the mountain range it traversed. Delivery of the initial order of 10 locomotives began just days after Pearl Harbor and a few months after the first Big Boy; the C&O was so pleased with the giant engines that it ordered 50 more over the next seven years. Fellow coal hauler Virginian took delivery of eight copies in early 1945, naming them Class AG Blue Ridge types.

Our die-cast model replicates all the features that made the prototype Allegheny as powerful visually as it was physically: high pilot deck for access to its smokebox-mounted air pumps; huge twin sandboxes located fore and aft of the steam dome; massive steam delivery pipes for both front and rear engines; torpedo-like air tanks ahead of the cab; and more. Like all M.T.H. articulateds, our Allegheny features puffing smoke and authentic articulated chuff sounds, with the front and rear engines going in and out of sync. It senses what type of power is on the rails and automatically adjusts to operate on analog DC, DCC command control, our own DCS digital command system, or (in the 3E+ version), Märklin command control. And when operating with DCS, just a few keystrokes will setup two H-8s to operate together as a lashup, with one at the head of your train and one at the rear, just like the prototype heading east over the Alleghenies.



Chesapeake & Ohio - 2-6-6-6 Allegheny Steam Engine, Cab No. 1601
80-3249-1 Proto-Sound 3.0



Chesapeake & Ohio - 2-6-6-6 Allegheny Steam Engine, Cab No. 1604
80-3250-1 Proto-Sound 3.0
Chesapeake & Ohio - 2-6-6-6 Allegheny Steam Engine, Cab No. 1610
80-3251-1 Proto-Sound 3.0
Chesapeake & Ohio - 2-6-6-6 Allegheny Steam Engine, Cab No. 1618
80-3252-1 Proto-Sound 3.0

Features:

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive Trucks
- Engineer and Fireman Figures
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- RP25 Metal Wheels
- Interchangeable RP25 Metal Drive Wheels w/o Traction Tires
- Sprung Drivers
- (2) #158 Scale Kadet Whisker Couplers
- Prototypical Rule 17 Lighting
- Constant Voltage Headlight
- Lighted Cab Interior
- Operating Tender Back-up Light
- Powerful 5-Pole Precision Flywheel Equipped Skew-Wound Motor
- Synchronized Puffing ProtoSmoke® System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:87 Scale Proportions
- Operates On Code 70, 83 and 100
- Proto-Sound 3.0 With The Digital Command System Featuring: Quillable Whistle With Freight Yard Proto-Effects Quillable Whistle w/Freight Yard Proto-Effects
- Measures: 18" x 1 5/8" x 2 1/4"
- Operates On 22" Radius Curves

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



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

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

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

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



Southern Pacific - 4-8-8-2 AC-6 Cab Forward
Steam Engine w/ Proto-Sound 3.0, Cab 4129
20-3707-1 Hi-Rail Wheels
20-3707-2 Scale Wheels

Features Include:

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Die-Cast Locomotive and Tender Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- Remote-Controlled Proto-Coupler*
- O Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- LED-Illuminated Class Lights
- LED-Illuminated Numberboard Lights
- LED-Illuminated Cab Interior
- Operating Tender LED Back-up Light
- Powerful 5-Pole Precision Flywheel Equipped Skew-Wound Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Quillable Whistle
- Wireless Drawbar
- Onboard DCC/DCS Decoder
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Dimensions
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Freight Yard Proto-Effects
- Measures: 31" x 2 5/8" x 4 3/8"
- Hi-Rail Version Operates on O-72 Curves
- Scale Wheel Version Operates on 54" Radius Curves



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



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

GE ES44AC



BNSF - ES44AC Diesel Engine, Cab No. 7023
80-2365-1 DCC/DCS Proto-Sound 3.0
80-2365-0 DCC-Ready

BNSF - ES44AC Diesel Engine, Cab No. 7025
80-2366-1 DCC/DCS Proto-Sound 3.0
80-2366-0 DCC-Ready

BNSF - ES44AC Diesel Engine, Cab No. 7039
80-2367-1 DCC/DCS Proto-Sound 3.0
80-2367-0 DCC-Ready

With a wave of consolidation behind it, North American railroading is once again a good business to be in — despite a recent downturn in coal and oil traffic. The horsepower race that characterized much of the diesel era is over, with 4300-4400 hp now the standard for main line power. Over the past decade, much of the locomotive fleet has been replaced with so-called fourth generation diesels, computercontrolled and built to the latest Environmental Protection Agency emissions requirements. And the two remaining diesel builders are locked in a battle to become the locomotive supplier for the 21st century. Caterpillar®-owned EMD, no longer a division of General Motors, is represented by the SD70ACe. General Electric's standard bearer is the Evolution Series ES44AC. GE claims the EVOs are "the most fuel-efficient, most environmentally friendly diesel locomotives in history... If every freight train in North America were pulled by an Evolution Series Locomotive, the reduction of smog-producing pollutants would be

like removing 48 million cars from the road each year." Everything about these locomotives has been examined, questioned, and re-thought, generating 25 new U.S. patents in the process. Before they went on sale in 2005, 52 preproduction units were tested in revenue service across the continent for more than a year. Every U.S. Class 1 railroad has ponied up to buy the ES44, with the BNSF rostering the largest EVO fleet. Around the world, over 3,700 Evolution Series diesels are operating in 10 countries. Like all M.T.H. locomotives, our ES44AC offers HO scale's finest combination of detail, realism, and performance. Listen to the chant of an authentic GEVO-12 motor in the Proto-Sound 3 versions, 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, flashing ditch lights, windshield wipers, body and truck air brake piping, and a host of other separately applied details. Activate the couplers from

anywhere on the layout using any DCC controller or the DCS Digital Command System. For the ultimate in power and sound, operate these diesels in multiple-unit lashups under DCC or DCS digital command control. If you're running under the M.T.H. DCS system, you can double- or even triple-head the ES44AC with virtually any combination of Proto-Sound 3.0 locomotives.



Union Pacific - ES44AC Diesel Engine, Cab No. 7933
80-2319-0 DCC-Ready

Canadian Pacific - ES44AC Diesel Engine, Cab No. 9362
80-2324-1 DCC/DCS Proto-Sound® 3.0
80-2324-0 DCC-Ready
Canadian Pacific - ES44AC Diesel Engine, Cab No. 9366
80-2325-1 DCC/DCS Proto-Sound® 3.0
80-2325-0 DCC-Ready
Canadian Pacific - ES44AC Diesel Engine, Cab No. 9372
80-2326-1 DCC/DCS Proto-Sound® 3.0
80-2326-0 DCC-Ready



G.E. Evolution - ES44AC Diesel Engine, Cab No. 2010
80-2350-1 DCC/DCS Proto-Sound 3.0



CSX - ES44AC Diesel Engine, Cab No. 3020
80-2359-1 DCC/DCS Proto-Sound 3.0
80-2359-0 DCC-Ready

CSX - ES44AC Diesel Engine, Cab No. 3027
80-2360-1 DCC/DCS Proto-Sound 3.0
80-2360-0 DCC-Ready

CSX - ES44AC Diesel Engine, Cab No. 3017
80-2361-1 DCC/DCS Proto-Sound 3.0
80-2361-0 DCC-Ready

Ferrosur - ES44AC Diesel Engine, Cab No. 4706
80-2330-1 DCC/DCS Proto-Sound 3.0
Ferrosur - ES44AC Diesel Engine, Cab No. 4714
80-2331-1 DCC/DCS Proto-Sound 3.0
80-2331-0 DCC-Ready
Ferrosur - ES44AC Diesel Engine, Cab No. 4722
80-2332-1 DCC/DCS Proto-Sound 3.0
80-2332-0 DCC-Ready



Kansas City Southern - ES44AC Diesel Engine, Cab No. 4770
80-2316-1 DCC/DCS Proto-Sound 3.0
80-2316-0 DCC-Ready

Norfolk & Western - ES44AC Diesel Engine, Cab No. 8103
80-2343-1 DCC/DCS Proto-Sound 3.0
80-2343-0 DCC-Ready



Norfolk Southern - ES44AC Diesel Engine, Cab No. 8114
80-2342-0 DCC-Ready

Conrail - ES44AC Diesel Engine, Cab No. 8098
80-2336-0 DCC-Ready



Features Include:

- Intricately Detailed, Durable ABS Body
- Die-Cast Metal Chassis
- Metal Handrails and Horn
- Metal Body Side Grilles
- Detachable Snow Plow
- (2) Hand-Painted Crew Figures
- Authentic Paint Scheme
- RP-25 Metal Wheels, Metal Axles and Metal Gears
- (2) Operating Kadee-Compatible Remote Controlled Proto-Couplers***
- (2) #158 Scale Kadee Whisker Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage

- LED Headlights
- LED-Illuminated Number Boards
- Flashing LED Ditch Lights
- Flashing Underbody LED Charging Lights**
- Powerful 5-Pole Precision Flywheel-Equipped Skew-Wound Balanced Motor
- Locomotive Speed Control In Scale MPH Increments
- Onboard 28-Function DCC Receiver
- NMRA-Compliant 7-Pin DCC Decoder Plug*
- Operates On Code 70, 83 and 100 Track
- 1:87 Scale Proportions
- Proto-Sound 3.0 With The Digital Command

- System Featuring Freight Yard Proto-Effects***
- Unit Measures: 10 9/16" x 1 7/16" x 2 3/16"
- Operates On 18" Radius Curves

* DCC-Ready Model Only
** Evolution Hybrid, Christmas and Halloween Models Only
*** Proto-Sound 3.0 Models Only



Monongahela - ES44AC Diesel Engine, Cab No. 8025
80-2340-0 DCC-Ready

Lehigh Valley - ES44AC Diesel Engine, Cab No. 8104
80-2339-0 DCC-Ready



Norfolk Southern - ES44AC Diesel Engine, Cab No. 8127
80-2362-1 DCC/DCS Proto-Sound 3.0
80-2362-0 DCC-Ready
Norfolk Southern - ES44AC Diesel Engine, Cab No. 8113
80-2363-1 DCC/DCS Proto-Sound 3.0
80-2363-0 DCC-Ready
Norfolk Southern - ES44AC Diesel Engine, Cab No. 8120
80-2364-1 DCC/DCS Proto-Sound 3.0
80-2364-0 DCC-Ready

Central of Georgia - ES44AC Diesel Engine, Cab No. 8101
80-2337-0 DCC-Ready



Interstate - ES44AC Diesel Engine, Cab No. 8105
80-2338-0 DCC-Ready

Pennsylvania - ES44AC Diesel Engine, Cab No. 8102
80-2334-0 DCC-Ready



Southern - ES44AC Diesel Engine, Cab No. 8099
80-2335-0 DCC-Ready

Nickel Plate Road - ES44AC Diesel Engine, Cab No. 8100
80-2341-0 DCC-Ready



GE Dash 9-44CW



For the first six decades of the diesel era, the main goal of locomotive design was higher horsepower. Introduced in 1993, GE's 4400 hp Dash 9 and its AC-motored sibling, the AC4400CW, were three times as powerful as a typical first-generation diesel and had 10% more horsepower than their immediate predecessor, the Dash 8. A couple years later, GE and then EMD introduced 6000 hp engines, the first single-unit diesels to equal the power of the last and best steamers. But what was thought to be a breakthrough turned out to be a flop. By the late 1990s, North American railroads had rejected the 6000 hp concept and concluded that the 4300-4400 hp diesel was the Goldilocks locomotive — not too big, not too small, but a versatile, just-right building block for multiple-unit lashups. The horsepower race was over.

The Dash 9, accordingly, turned out to be a best-seller. More than 3600 engines were sold by the end of production in 2004, and most are still hauling freight today. The Dash 9 was the last and best of GE's third-generation diesels, the generation in which computers were integrated into nearly every locomotive function, from engine management to traction control to spotting and reporting maintenance issues. Instead of looking at dials and gauges, a modern engineer monitors

computer screens. The Dash 9's successor, today's GE Evolution Series, helped usher in the diesel era's fourth generation: still 4400 hp, but a 21st century "green machine" with a much smaller carbon footprint.

The Dash 9 exemplified the modern locomotive at the turn of the 20th century, with microprocessors ensuring that its 4400 horses were working as efficiently and as often as possible. It rode on GE's brand-new HiAd™ trucks (for high adhesion), with computerized wheelslip control. Also new was a split cooling system that reduced temperatures and prolonged engine life. The Dash 9's wide-nosed North American cab, an option on earlier diesels, was standard equipment, solidifying the new look in road diesels.

While this new model is not the first HO replica of the Dash 9, we believe it is the best. From the shock absorbers and brake lines on its HiAd trucks, to its windshield wipers, MU hoses, and metal grilles, our Dash 9 is loaded with accurate, added-on detail parts. Proto-Sound 3 models include flashing ditch lights; smooth performance from a three-scale-mile-per-hour crawl to full throttle; "cruise control" for steady speeds regardless of curves, switches and grades; built-in decoders for DCC and the M.T.H. Digital Command System

(DCS); remote uncoupling anywhere on the layout; and a full range of sounds recorded from actual prototype engines. Our Proto-Sound models are more fun to operate than any other HO locomotives.



BNSF (Warbonnet) - Dash 9 Diesel Engine, Cab No. 4704*
 80-2287-1 DCC/DCS Proto-Sound® 3.0
 80-2287-0 DCC-Ready
 BNSF (Warbonnet) - Dash 9 Diesel Engine, Cab No. 4719*
 80-2288-1 DCC/DCS Proto-Sound® 3.0
 80-2288-0 DCC-Ready
 BNSF (Warbonnet) - Dash 9 Diesel Engine, Cab No. 4707*
 80-2289-1 DCC/DCS Proto-Sound® 3.0
 80-2289-0 DCC-Ready

* Before its merger into BNSF in 1995, the Santa Fe specified a unique notch on the side of its Dash 9 cab roofs for clearance reasons, particularly at its York Canyon, New Mexico coal loadout. Known as a gull wing cab roof, this feature was carried over into subsequent BNSF Dash 9 orders, and is accurately rendered on our Santa Fe, transition period, and BNSF models.

Features:

- Intricately Detailed ABS Body
- Die-Cast Metal Chassis
- Metal Handrails and Horn
- Metal Body Side Grilles
- Detachable Snow Plow
- (2) Engineer Cab Figures
- Authentic Paint Scheme
- RP-25 Metal Wheels, Metal Axles and Metal Gears
- (2) Operating Kadee-Compatible Remote Controlled Proto-Couplers**
- (2) #158 Scale Kadee Whisker Couplers
- Prototypical Rule 17 Lighting

- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Number Boards
- Flashing LED Ditch Lights
- Powerful 5-Pole Precision Flywheel-Equipped Skew-Wound Balanced Motor
- Locomotive Speed Control In Scale MPH Increments
- Onboard 28-Function DCC Receiver
- 7-Pin DCC Decoder Plug*
- Operates On Code 70, 83 and 100 Track
- 1:87 Scale Proportions

- Proto-Sound 3.0
- With The Digital Command System Featuring Freight Yard Proto-Effects**
- Unit Measures: 10 9/16" x 1 7/16" x 2 3/16"
- Operates On 18" Radius Curves

* DCC-Ready Model Only
 ** Proto-Sound 3.0 Models Only



Canadian National - Dash 9 Diesel Engine, Cab No. 2604	Canadian National - Dash 9 Diesel Engine, Cab No. 2610	Canadian National - Dash 9 Diesel Engine, Cab No. 2617
80-2290-1 DCC/DCS Proto-Sound@ 3.0	80-2291-1 DCC/DCS Proto-Sound@ 3.0	80-2292-1 DCC/DCS Proto-Sound@ 3.0
80-2290-0 DCC Ready	80-2291-0 DCC Ready	80-2292-0 DCC Ready



Santa Fe - Dash 9 Diesel Engine, Cab No. 620*

80-2302-1 DCC/DCS Proto-Sound@ 3.0
80-2302-0 DCC Ready
Santa Fe - Dash 9 Diesel Engine, Cab No. 624*
80-2303-1 DCC/DCS Proto-Sound@ 3.0
80-2303-0 DCC Ready
Santa Fe - Dash 9 Diesel Engine, Cab No. 629*
80-2304-1 DCC/DCS Proto-Sound@ 3.0
80-2304-0 DCC Ready



Southern Pacific - Dash 9 Diesel Engine, Cab No. 8101

80-2305-1 DCC/DCS Proto-Sound@ 3.0
80-2305-0 DCC Ready
Southern Pacific - Dash 9 Diesel Engine, Cab No. 8116
80-2306-1 DCC/DCS Proto-Sound@ 3.0
80-2306-0 DCC Ready
Southern Pacific - Dash 9 Diesel Engine, Cab No. 8121
80-2307-1 DCC/DCS Proto-Sound@ 3.0
80-2307-0 DCC Ready



Chicago & North Western (OPLS Logo) - Dash 9 Diesel Engine, Cab No. 8727

80-2293-1 DCC/DCS Proto-Sound@ 3.0
80-2293-0 DCC Ready



Chicago & North Western - Dash 9 Diesel Engine, Cab No. 8669	Chicago & North Western - Dash 9 Diesellokomotive, Betriebs-Nr. 8672	Chicago & North Western - Dash 9 Diesellokomotive, Betriebs-Nr. 8676
80-2294-1 DCC/DCS Proto-Sound@ 3.0	80-2295-1 DCC/DCS Proto-Sound@ 3.0	80-2296-1 DCC/DCS Proto-Sound@ 3.0
80-2294-0 DCC Ready	80-2295-0 Für DCC vorbereitet	80-2296-0 Für DCC vorbereitet



Norfolk Southern - Dash 9 Diesel Engine, Cab No. 9197
80-2299-1 DCC/DCS Proto-Sound® 3.0

Norfolk Southern - Dash 9 Diesel Engine, Cab No. 9156
80-2300-1 DCC/DCS Proto-Sound® 3.0

Norfolk Southern - Dash 9 Diesel Engine, Cab No. 9183
80-2301-1 DCC/DCS Proto-Sound® 3.0



Norfolk Southern (Black OPLS logo) - Dash 9 Diesel Engine, Cab No. 9250
80-2297-1 DCC/DCS Proto-Sound® 3.0
80-2297-0 DCC Ready



Norfolk Southern (Black Horse logo) - Dash 9 Diesel Engine, Cab No. 9171
80-2298-1 DCC/DCS Proto-Sound® 3.0

Did You Know?

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



Union Pacific (CNW Flaggen-Logo) - Dash 9 Diesel Engine, Cab No. 9807
80-2308-1 DCC/DCS Proto-Sound® 3.0 \$299.95
80-2308-0 DCC Ready \$199.95

(Models an ex-Chicago & North Western unit acquired in the UP takeover.)



Union Pacific (Red Stripe) - Dash 9 Diesel Engine, Cab No. 9800
80-2309-1 DCC/DCS Proto-Sound® 3.0
80-2309-0 DCC Ready

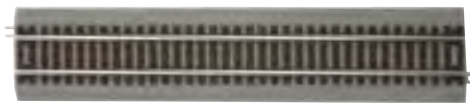
Union Pacific (Red Stripe) - Dash 9 Diesel Engine, Cab No. 9812
80-2310-1 DCC/DCS Proto-Sound® 3.0
80-2310-0 DCC Ready

Union Pacific (Red Stripe) - Dash 9 Diesel Engine, Cab No. 9820
80-2311-1 DCC/DCS Proto-Sound® 3.0
80-2311-0 DCC Ready

Track

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

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



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



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



HO
gauge



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



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



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



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

SCALETRAX™

BY M.T.H. ELECTRIC TRAINS

HO
gauge



HO ScaleTrax 9" Straight Code 83 Track
80-1001
HO ScaleTrax 9" Straight Code 83 Track (6 Pack)
80-1002



HO ScaleTrax 22" Code 83 Radius Curve Track
80-1022
HO ScaleTrax 22" Radius Code 83 Curve Track (6 Pack)
80-1023
HO ScaleTrax 18" Radius Curve Code 83 Track
80-1018
HO ScaleTrax 18" Radius Curve Code 83 Track (6 Pack)
80-1019

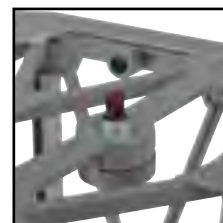
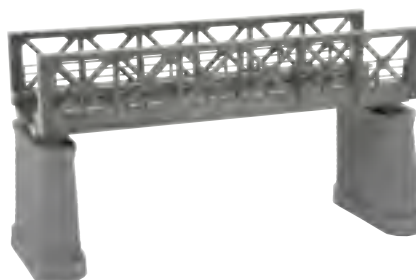
HO ScaleTrax 36" Code 83 Flex Track
80-1036

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

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



HO Arch Bridge Kit - Black
80-1040
HO Arch Bridge Kit - Silver
80-1042



Flashing Warning Beacon Kit
80-1044

HO Girder Bridge Kit - Silver
80-1043
HO Girder Bridge Kit - Black
80-1041

Heavyweight Passenger



Pennsylvania - 5-Car Heavyweight Passenger Set
80-40001



Pennsylvania - 2-Car Heavyweight Baggage/Sleeper Passenger Set
80-40002



Pennsylvania - 2-Car Heavyweight Sleeper/Sleeper Passenger Set
80-40003



Union Pacific - 5-Car Heavyweight Passenger Set
80-40004



Pullman - 5-Car Heavyweight Passenger Set
80-40007



Milwaukee Road - 2-Car Heavyweight Sleeper/Sleeper Passenger Set
80-40012



Milwaukee Road - 2-Car Heavyweight Baggage/Sleeper Passenger Set
80-40011



Milwaukee Road - 5-Car Heavyweight Passenger Set
80-40010



Union Pacific - 2-Car Heavyweight Sleeper/Sleeper Passenger Set
80-40006



Union Pacific - 2-Car Heavyweight Baggage/Sleeper Passenger Set
80-40005



Pullman - 2-Car Heavyweight Sleeper/Sleeper Passenger Set
80-40009



Pullman - 2-Car Heavyweight Baggage/Sleeper Passenger Set
80-40008



RK1 Gauge Big Boy Steamer



RAILKING
ONE-GAUGE TRAINS

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

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

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

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

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

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

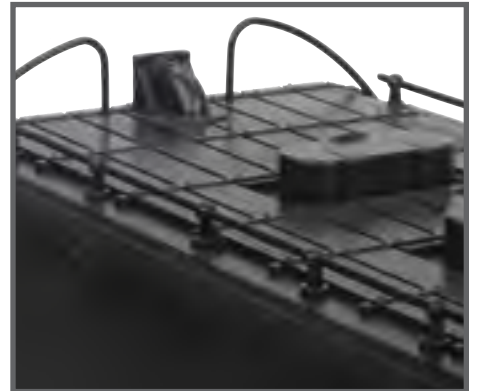


Union Pacific - 4-8-8-4 Big Boy Steam Engine (Oil Burner)
70-3026-1 Proto-Sound 3.0

Measures over 53 Inches Long!

Features:

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



4-8-4 GS-4 Northern



In 1937 the Southern Pacific trumpeted a new train in fullpage magazine ads:

Let us stand by the tracks of Southern Pacific's Coast Line, as thousands now do every day and listen... Suddenly from far off comes a musical note, rising. Round a curve flashes a streak of color. Here comes the Daylight, the most beautiful train in the West!

The Daylights linked Los Angeles and San Francisco "in a glorious daylight trip, streaking along the Pacific Ocean for more than a hundred breathless miles." Travelers were invited to "Step inside the Daylight and see the beauty and luxury that have already won the West. Notice the wide, soft seats in the coaches. They are cushioned with sponge rubber and turn to face the extraordinarily large windows." Presenting a glorious streak of orange and red from locomotive to observation car, the Daylights were a sharp departure from the SP's normal dark olive passenger cars.

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



Southern Pacific (Daylight - Large Letters) - 4-8-4 Gs-4 Northern Steam Engine w/Proto-Sound 3.0
70-3028-1 Cab No. 4449
70-3030-1 Cab No. 4444



BNSF - 4-8-4 Gs-4 Northern Steam Engine w/Proto-Sound 3.0
70-3035-1 Cab No. 4449

Features:

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



Southern Pacific (Daylight - Small Letters) - 4-8-4 Gs-4 Northern Steam Engine w/Proto-Sound 3.0
70-3029-1 Cab No. 4449
70-3031-1 Cab No. 4434



Southern Pacific (Black) - 4-8-4 Gs-4 Northern Steam Engine w/Proto-Sound 3.0
70-3032-1 Cab No. 4449



American Freedom - 4-8-4 Gs-4 Northern Steam Engine w/Proto-Sound 3.0
70-3033-1 Cab No. 4449



Western Pacific - 4-8-4 Gs-4 Northern Steam Engine w/Proto-Sound 3.0
70-3034-1 Cab No. 486



Pacific Fruit Express - 40' Reefer
 70-78048 Car Number 19938
 70-78047 Car Number 19936



BNSF - 40' Reefer
 70-78043 Car Number 793457
 70-78044 Car Number 793462



Santa Fe - 40' Reefer
 70-78049 Car Number 10285
 70-78050 Car Number 10287



Hamm's - 40' Reefer
 70-78046 Car Number 31225
 70-78045 Car Number 31228

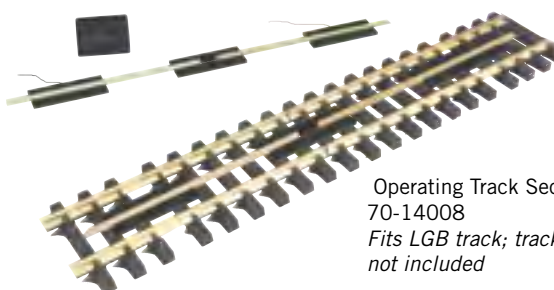


Channel 4 News - Operating Helicopter Car
 70-79013



**When activated,
 rotors spin,
 helicopter takes
 off and flies up to
 20' into
 the sky!**

*Requires
 Operating Track Kit
 70-14008*



Operating Track Section Kit
 70-14008
*Fits LGB track; track section
 not included*



Red Cross - Operating Helicopter Car
 70-79012

Märklin® Leipzig Tinplate Station

The “Leipzig” Station Story

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

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

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

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

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

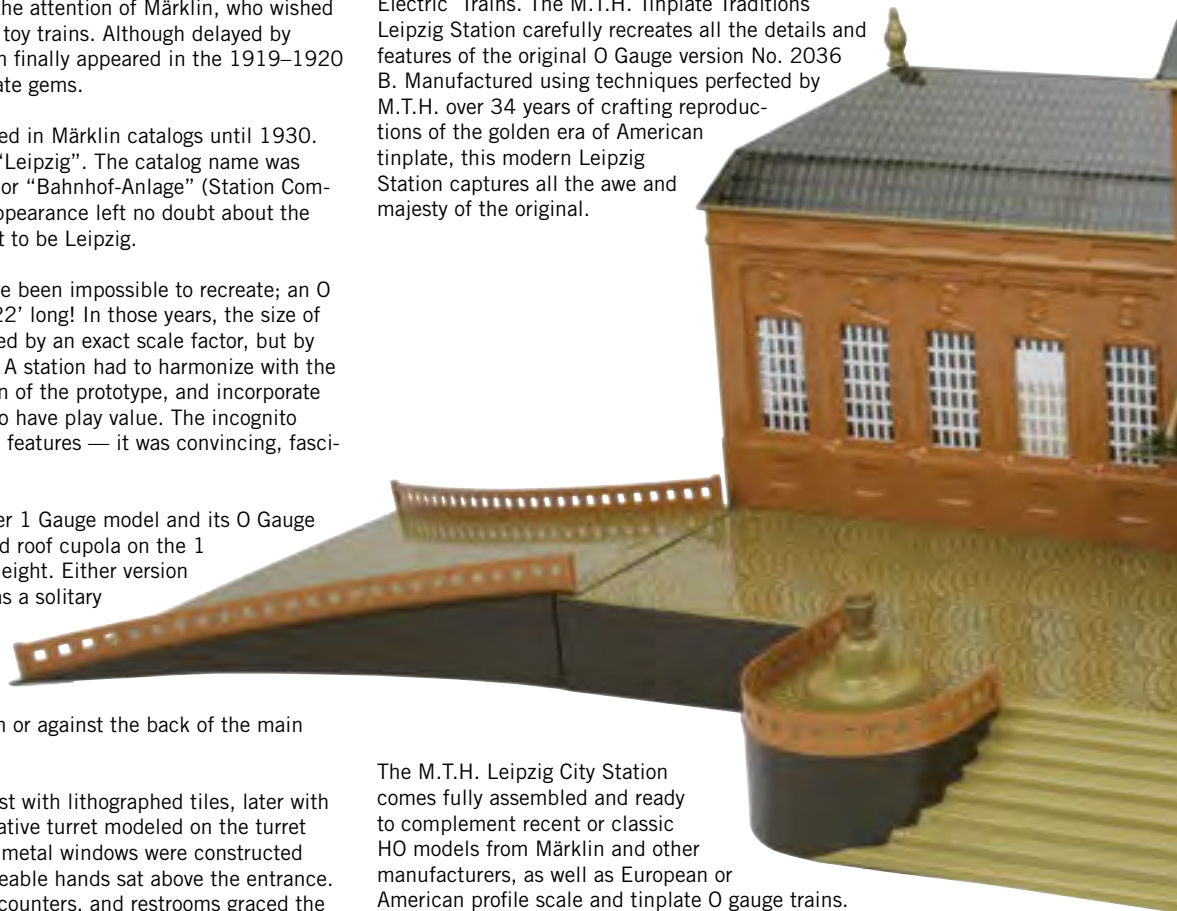
The roof was elegantly decorated — first with lithographed tiles, later with stamped ones — and featured a decorative turret modeled on the turret that crowned the Märklin factory. Fine metal windows were constructed with celluloid panes. A clock with moveable hands sat above the entrance. Waiting rooms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

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

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

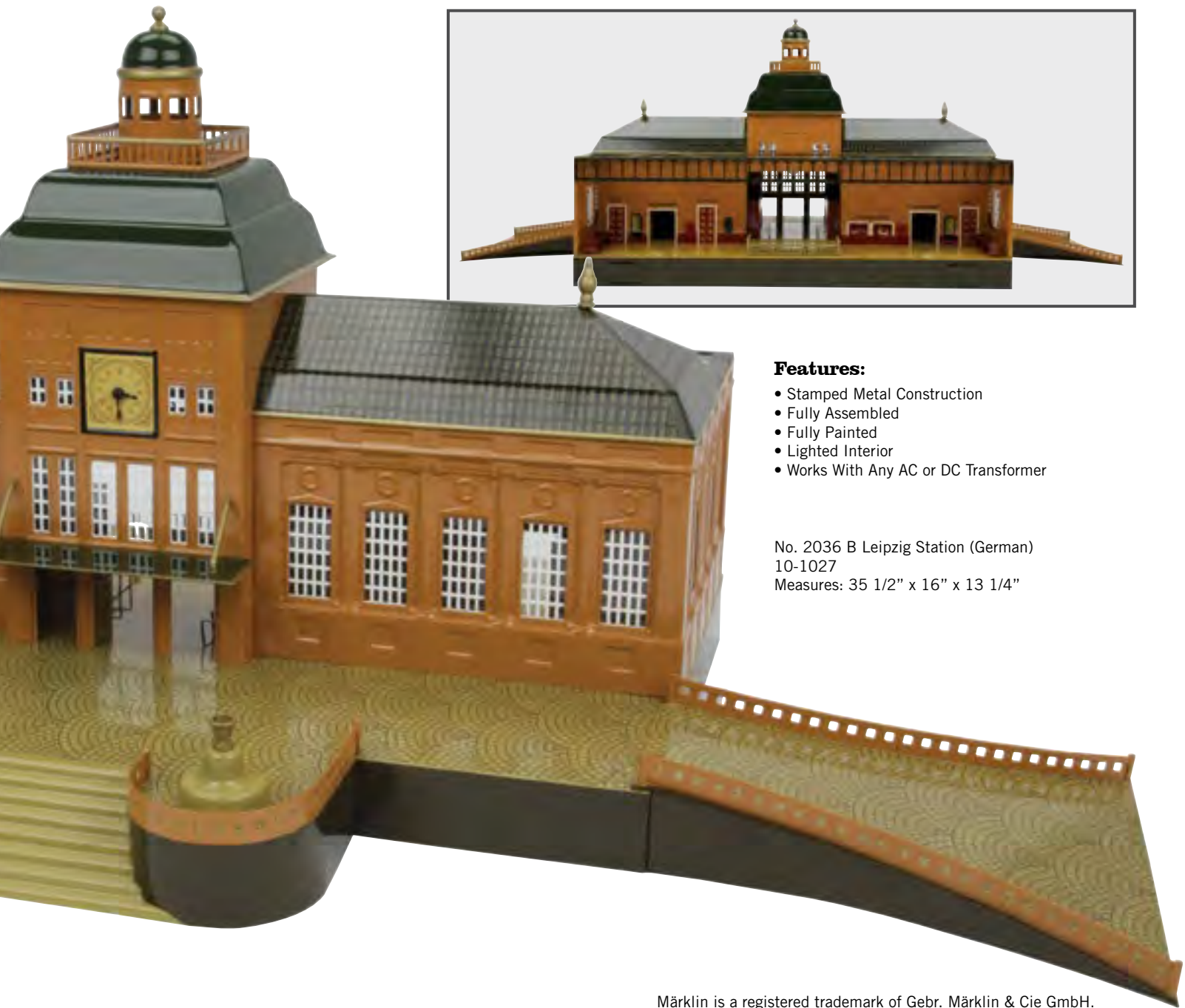
After WWII, the Leipzig stations became more and more a favorite of collectors. Most lucky owners still refuse to part with them, so locating one today in good condition is difficult. As a result, their value has steadily increased. In recent years, some complete sets have been sold at auction for over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

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



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





Features:

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

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

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Märklin No. 2036 GB

Leipzig Station Platform Hall

In 1915, construction on Europe's largest terminal station was completed in the center of Leipzig City (Saxony). The new Main Station was in fact, a double station operated by two State Railroads before they were merged into the German Reichsbahn. The structure was huge, measuring 298 m (326 yd) in length and featured platform access to 26 tracks.

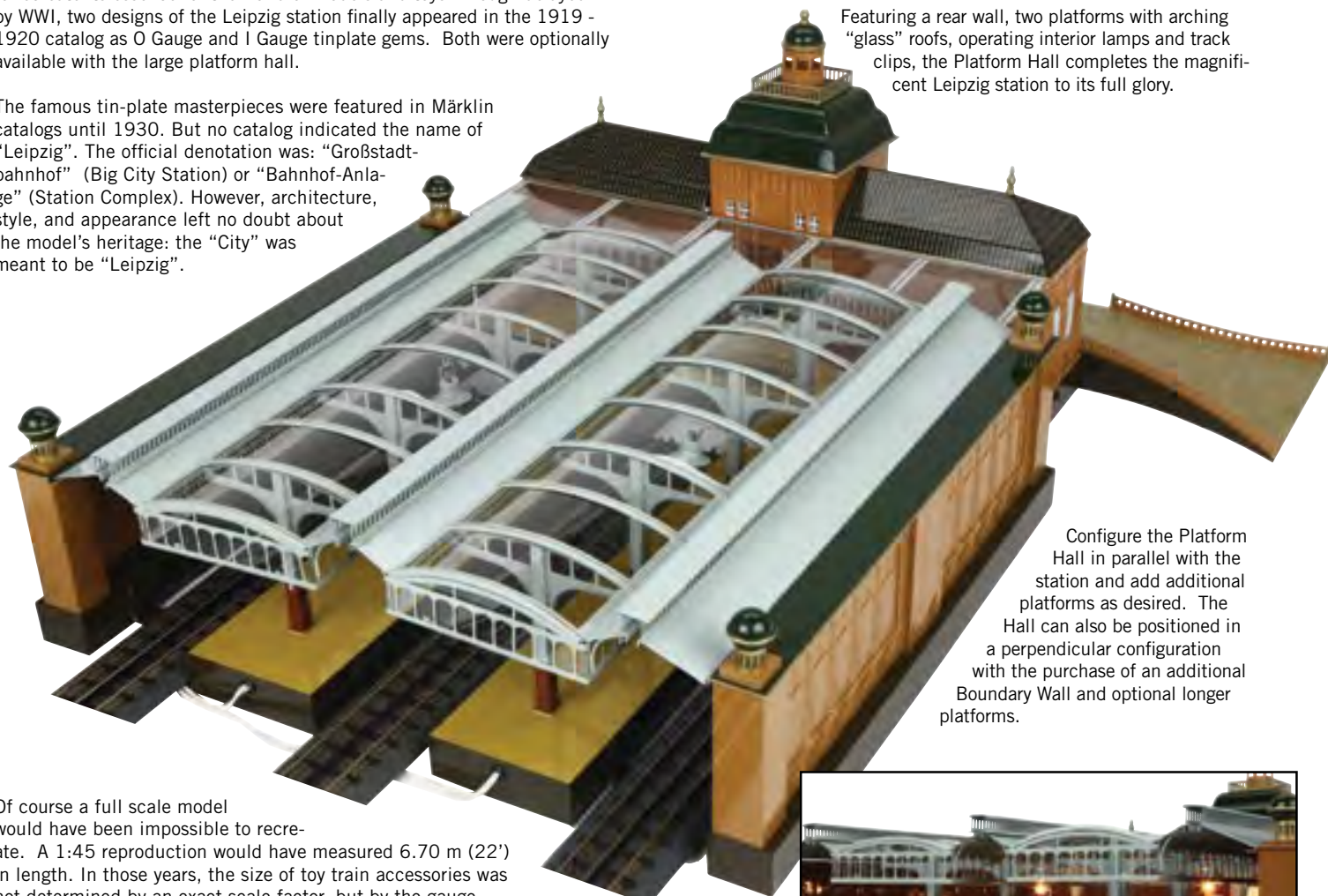
Naturally, this real-life station caught the attention of Märklin who wished to recreate its essence for the world of models and toys. Though delayed by WWI, two designs of the Leipzig station finally appeared in the 1919 - 1920 catalog as O Gauge and I Gauge tinplate gems. Both were optionally available with the large platform hall.

The famous tin-plate masterpieces were featured in Märklin catalogs until 1930. But no catalog indicated the name of "Leipzig". The official denotation was: "Großstadt-bahnhof" (Big City Station) or "Bahnhof-Anlage" (Station Complex). However, architecture, style, and appearance left no doubt about the model's heritage: the "City" was meant to be "Leipzig".

After WWII, the "Leipzig" Stations became more and more a favorite of collectors. Most lucky owners refuse to part with it so locating one today in good condition is difficult. As a result, their value has steadily increased. In recent years, some complete sets were sold at auction for over 20,000 Euro.

Owners of the legendary "Leipzig" Station or its reproduction from M.T.H. Electric Trains can now expand the station with the Station Platform Hall.

Featuring a rear wall, two platforms with arching "glass" roofs, operating interior lamps and track clips, the Platform Hall completes the magnificent Leipzig station to its full glory.



Configure the Platform Hall in parallel with the station and add additional platforms as desired. The Hall can also be positioned in a perpendicular configuration with the purchase of an additional Boundary Wall and optional longer platforms.

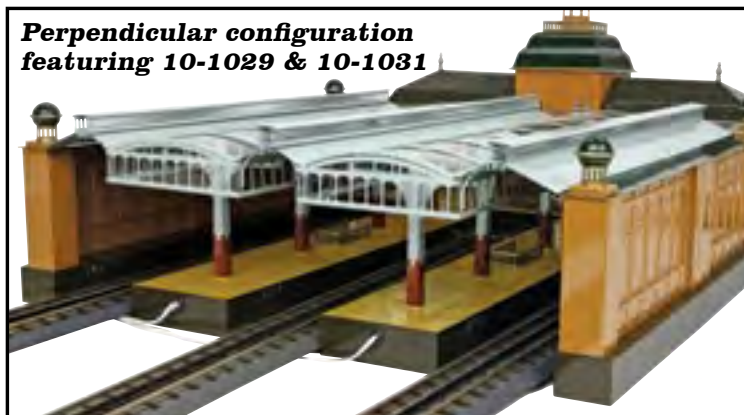
Of course a full scale model would have been impossible to recreate. A 1:45 reproduction would have measured 6.70 m (22') in length. In those years, the size of toy train accessories was not determined by an exact scale factor, but by the gauge and the size of the railways. A station had to match the track and the trains and it had to give an impression of the prototype. And it had to show the harmony of the original by incorporating unique details of real life and play value within the world of toy trains. And the incognito "Leipzig" City Station had all these features - it was convincing and fascinating.

All "Leipzig" models were made from high-class materials and hand assembled. Original catalog descriptions included: "Sterling models in durable design" and "Fine handpainting" to help reinforce the value of every single item manufactured. The 1929 price of the full-feature I Gauge version was 250 Reichsmark. This was about 1/10 of a contemporary German compact car like the Opel 4/18 (Greenback) or the BMW 3/15 (DIXI). Long considered precious, expensive and unattainable for many customers, the "Leipzig" Station was exclusive and layouts with it were respectfully admired.



Platform Hall Features (10-1029)

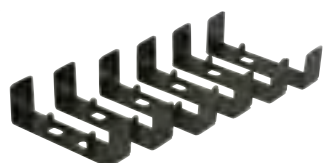
- Stamped Metal Construction
- Fully Painted
- Operating Lights
- Works With Any AC Transformer
- Contains (2) Platform Sections, (3) Roof Sections, (1) Wall, (6) Track Clips, (2) Lighting Kits
- Measures: 21" x 20 1/2" x 7"



No. 2036 GB Leipzig Station
Platform Hall
10-1029 \$839.95



No. 2036 GB Leipzig Station
Boundary Wall
10-1031 \$209.95



No. 2036 GB Leipzig Station Fastening
Bracket With Track Support Set
10-1033 \$64.95



No. 2036 GB Leipzig Station
Add-On Platform
10-1030 \$299.95

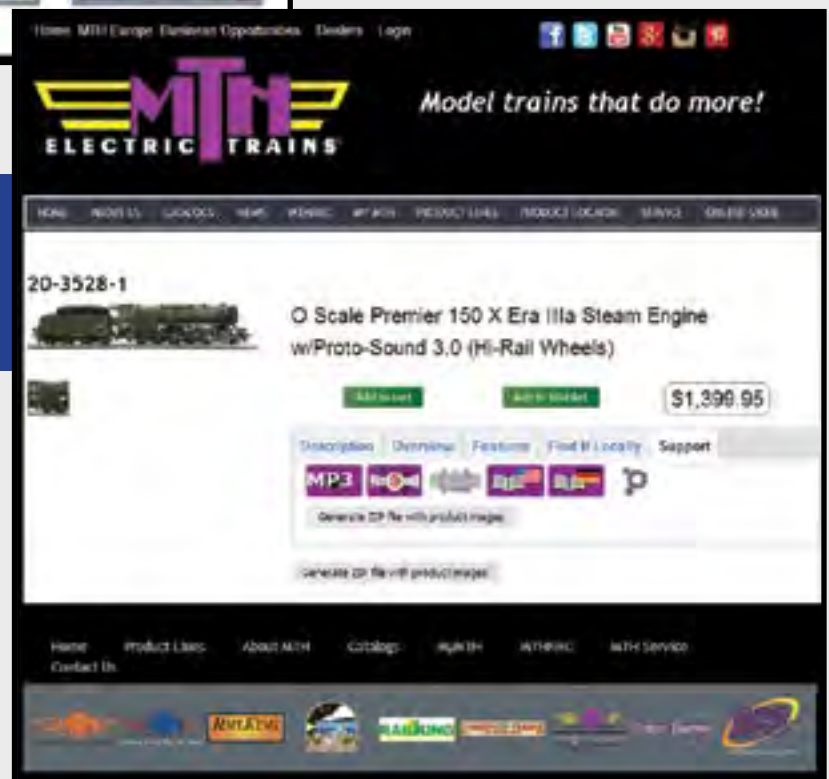
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