

RAILKING

GAUGE
ONE-GAUGE TRAINS



2019-20

ONE-GAUGE
Trains & Accessories Catalog



The Most True to Scale, Operate One-Gauge

More than any other One-Gauge trains, M.T.H. RailKing One-Gauge models capture the drama of mainline American railroading. Whether you're a garden railroader or prefer to operate indoors, the Proto-Sound® 3.0 sound and control system built into every locomotive in this catalog, as well as our optional DCS™ command control system, allow you to duplicate in miniature the sights and sounds of Class 1 American railroads.

True to Scale

While One-Gauge manufacturers offer trains in a variety of scales, only 1:32 models such as the RailKing One-Gauge line are correctly

proportioned to represent standard gauge American trains. Models built to 1:29 scale, for example, are slightly oversized for One-Gauge track.

RailKing One-Gauge 1:32 trains, however, are fully compatible with your existing equipment and can be intermixed with 1:29 and other One-Gauge models. RailKing One-Gauge engines and cars run on standard 2-rail 45mm DC-powered

or AC-powered track systems, including the code 250 rail used by finescale railroaders. All RailKing One-Gauge engines and cars are supplied with truck-mounted

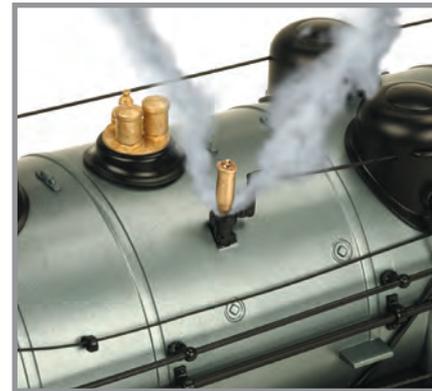
operating knuckle couplers, hook & loop couplers, and body mounting pads for Kadee® couplers — so they can mate with virtually any other garden-sized train system.

Realistic

RailKing One-Gauge models don't just look like the real thing — they sound and perform like real trains. All RailKing One-Gauge locomotives feature crystal-clear digital steam chuff or diesel prime mover sounds, horn or

whistle, bell, squealing brakes, and a host of other prototypical train sounds. Wherever possible, we have recorded the actual sounds of the engine we're modeling. Passenger locomotives feature accurate station announcements for the route traveled by the prototype; freight engines reproduce a symphony of freight yard sounds.

Our steam engines feature puffing smoke synchronized to the chuff sounds and driver revolutions, along with a quillable, variable intensity steaming whistle that you can "play" — just like a real engineer pulling on the whistle cord.* In addition,



Realistic, Fun to Trains You Can Buy

RailKing One-Gauge engines have a full complement of LED lighting, including firebox glow on steam engines, for vivid nighttime running.**

Fun to Operate

The features that make our trains dramatic and fun to operate are standard in all RailKing One-Gauge equipment — not costly options or add-ons. Our patented speed control system allows you to throttle down to speeds as low as three scale miles per hour — and maintain that speed regardless of load, track curvature, or variations in terrain. When you just want to sit back and watch your trains run, M.T.H. speed control ensures the throttle won't need your attention.



When you have guests, each visitor can use their Apple or Android smart phone or tablet as a DCS command throttle, by downloading the free version of our DCS App. Outdoor railroading doesn't get any more fun than this!

Quality

RailKing One-Gauge locomotives and rolling stock are designed and built for the challenges of outdoor railroading. All locomotive and car bodies are molded in polycarbonate, a plastic engineered to endure extremes of heat and cold and constant exposure to sunlight. We use only UV-resistant paint to protect colors from fading. And every RailKing One-Gauge engine and car rolls on metal wheels and axles for smooth, long-lasting operation in any environment.

We invite you now to turn the page and see for yourself what we have to offer. 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.

** Requires DCS Digital Command System*

*** Steam chuff, diesel prime mover sounds, brake sounds, atmospheric sounds, synchronized puffing smoke, lighting effects, and speed control operate with any DC or AC transformer. Whistle, horn, bell, station sounds,*

Contents

Proto-Sound® 3.0	2
DCS™ Command Control	4
Steam Locomotives	8
Diesels	16
Freight Cars	32
Passenger Cars	42
Transformers	46
M.T.H. RailRoders Club™	48



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See Them In Action!

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

and remote uncoupling require an AC transformer with bell and whistle buttons, any DCC controller or the M.T.H. DCS system running on either DC or AC.

For a list of compatible DC and AC power supplies, go to mthtrains.com/news/069

Every RailKing One-Gauge locomotive is also equipped for wireless handheld command control, with either our own DCS Digital Command System or NMRA-standard DCC (Digital Command Control). With our DCS App, you can run Proto-Sound 2.0 or 3.0 locomotives from any Apple or Android smart

device. Or choose the more traditional DCS handheld controller or any manufacturer's DCC controller. Just like the prototype, you can double- or triple-head any combination of Proto-Sound 2.0 and 3.0 locomotives, and add or drop helper engines.



Proto-Sound® 3.0

The Richest Set of Features in Model Railroading

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 — with their headlights at full brightness when moving forward and dimmed when stopped or in reverse — and a variety of other realistic LED lighting effects. Depending on the locomotive, these may include illuminated number boards, lighted class and marker lamps, glowing firebox, illuminated cab interior, and alternating ditch lights. In DCS operation, many of these lighting effects can be individually controlled.

MULTIPLE UNIT CAPABILITY

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

GREAT SMOKE

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

SYNCHRONIZED CHUFF AND PUFF

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



PROTO-SOUND 3.0 DCC FUNCTIONALITY

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



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. engines built since 2000, when we introduced Proto-Sound 2.0, can be run from the same

control. This means you can use your existing DCC controller to independently control your other DCC-equipped locomotives in addition to your Proto-Sound 3.0 locomotives on the same track at the same time.

FULL COMPATIBILITY WITH ALL OPERATING SYSTEMS

Right out of the box, every One-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.

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.

RECORD/PLAYBACK

In DCS command mode, you can record an entire operating session up to 90 minutes long and play it back anytime for visitors to your layout. Run your Proto-Sound 2.0 and 3.0 locomotives, stop for stations, signals or other trains, activate bells, horns, whistles and station announcements, even throw switches and operate accessories. Then press a few buttons on your smart device or DCS handheld, and watch your railroad operate automatically. If you like, you can even run trains manually on another portion of your layout.

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.

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 (1)
- 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
- Labor Chuff
- Drift Chuff
- Doppler Effect
- Coupler Slack
- Coupler Close
- Single Horn Blast
- Engine Sounds
- Brake Sounds
- Cab Chatter
- Feature Reset

(1) If Equipped

Diesel Features

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



Simply the Best Way

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

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

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

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

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

It can **RUN ALMOST 7800* 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 ONE-GAUGE ACCESSORY OR SWITCH**. It can **CREATE SCENES AND ROUTES** that are triggered with one push of a button.

What can your remote do?

* Number of different Proto-Sound 2.0 and 3.0 engines cataloged through the 2019 RailKing One-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.



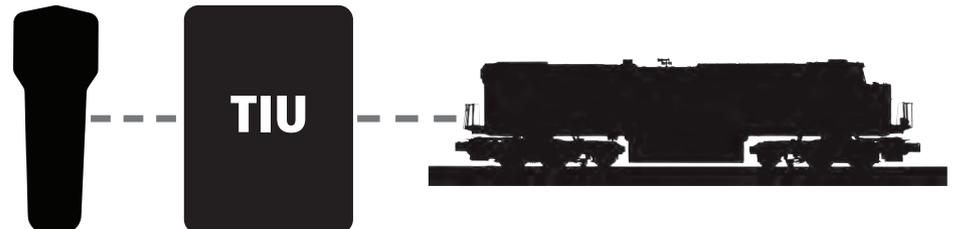
Command Control Explained

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.

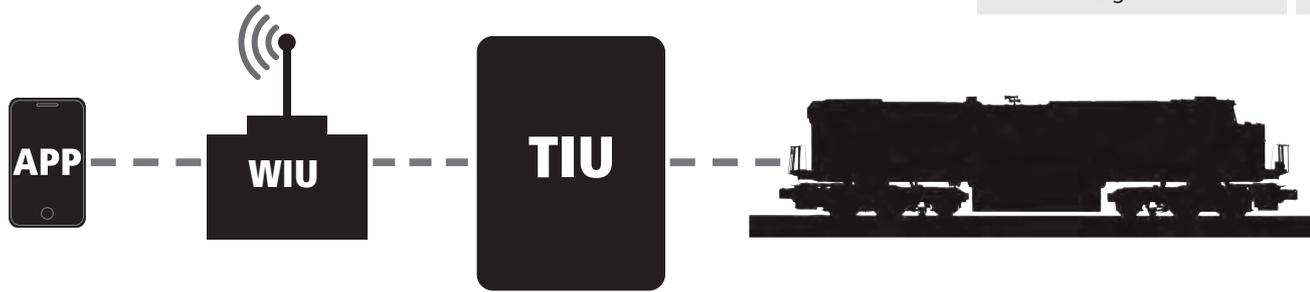
Our App isn't limited to just DCS control either. With it, you can access special pages on the M.T.H. website, see the latest news and catalogs, and shop for M.T.H. products.

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	<ul style="list-style-type: none">- Control up to 99 locomotives simultaneously- Control all Free features- Adjust engine-specific sounds and features- Configure maximum speeds	<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



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



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 with multiple Apple and Android smartphones and tablets at the same time

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

Choose from nearly 7,800 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 WiFi Companion
Digital Book - 2nd Edition
60-1411 \$14.95



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

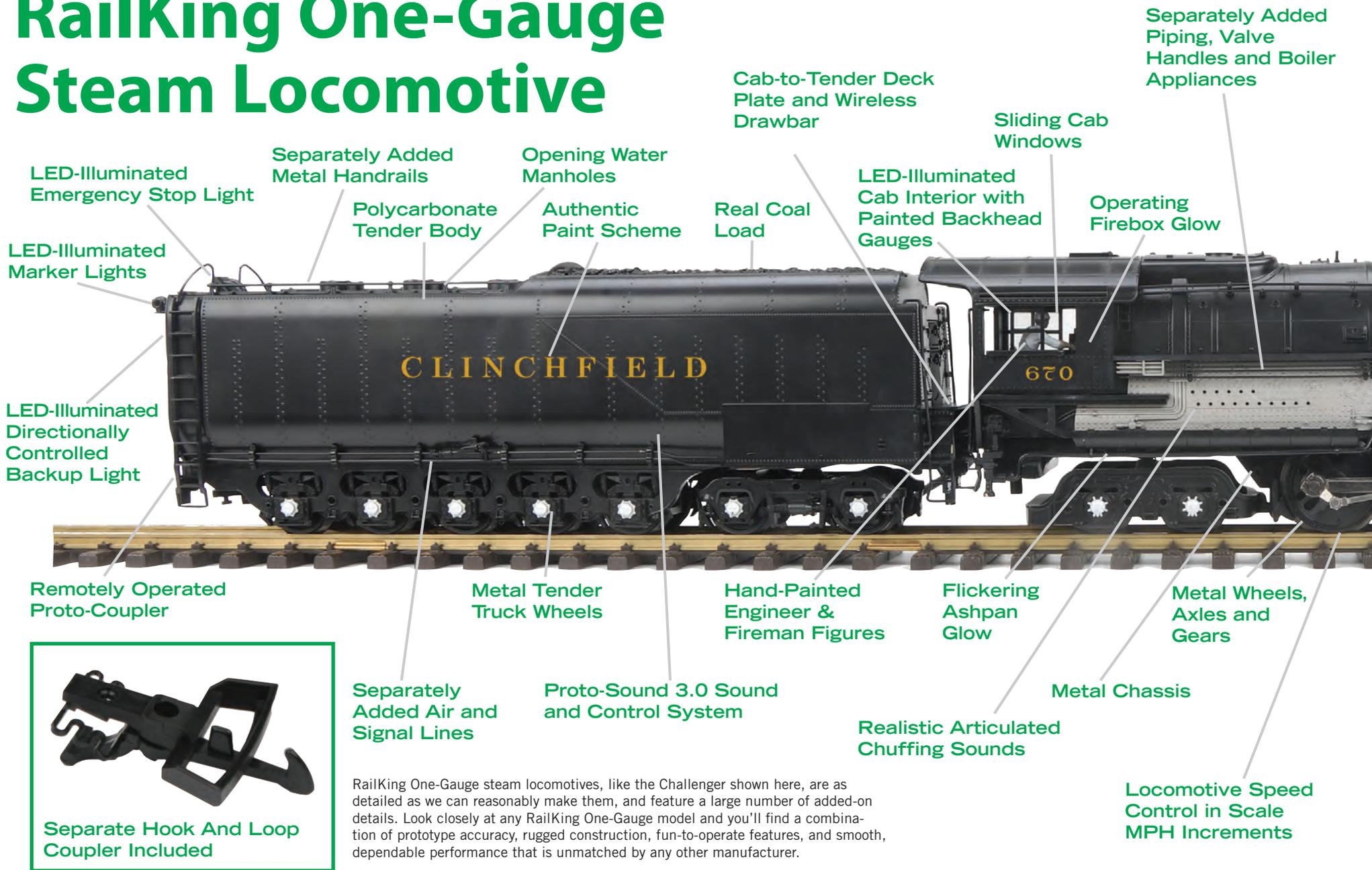


DCS Accessory Interface Unit (AIU)
50-1004 \$119.95
Operates switches and accessories

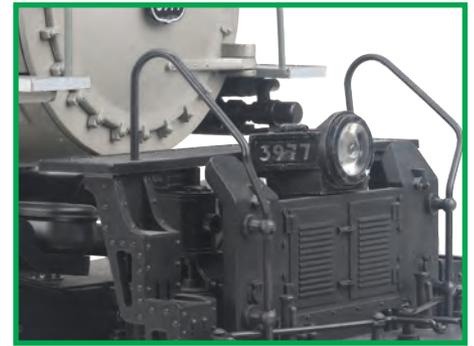
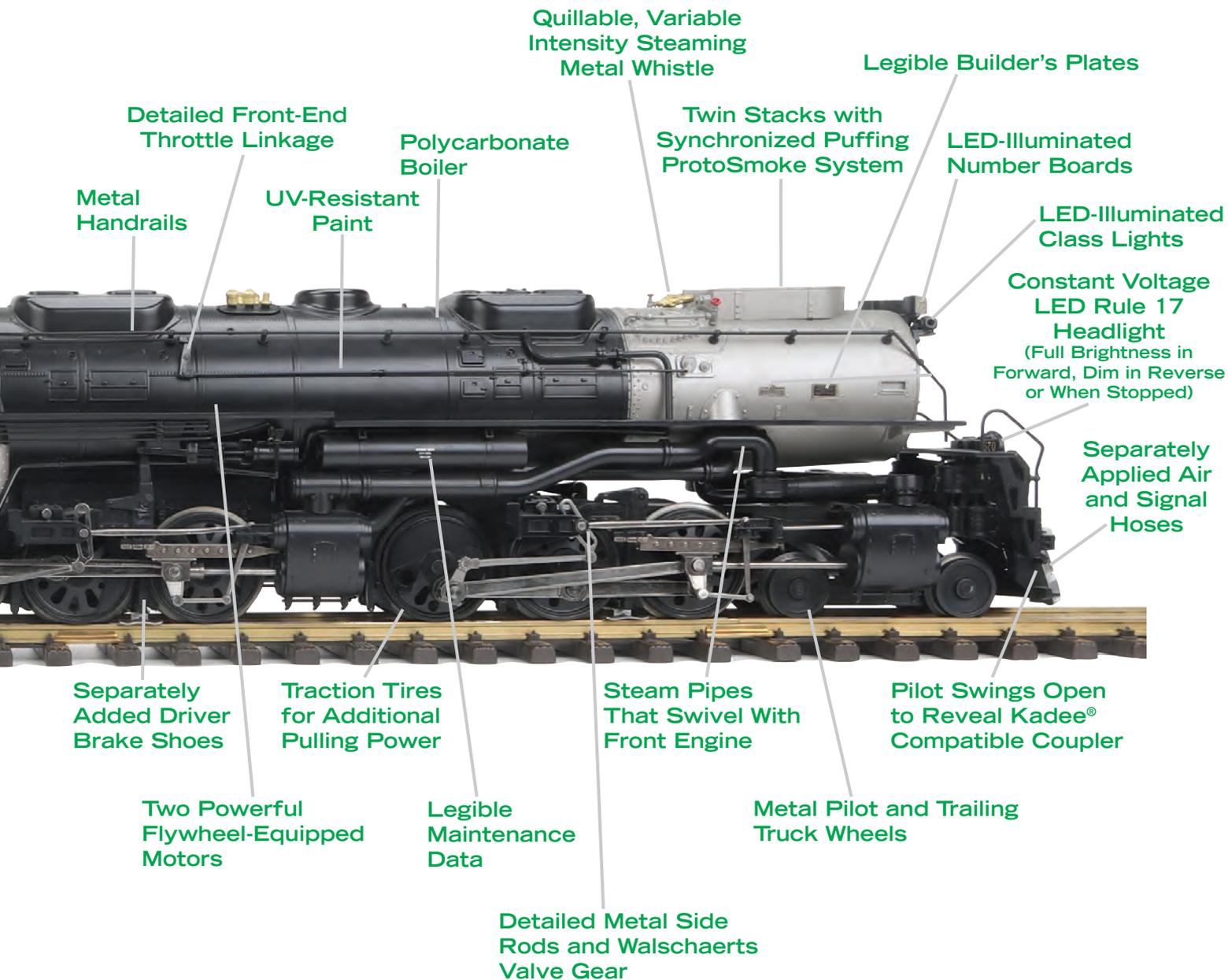


DCS Remote Control - Handheld Unit
50-1002 \$179.95

Anatomy of a RailKing One-Gauge Steam Locomotive



RailKing One-Gauge steam locomotives, like the Challenger shown here, are as detailed as we can reasonably make them, and feature a large number of added-on details. Look closely at any RailKing One-Gauge model and you'll find a combination of prototype accuracy, rugged construction, fun-to-operate features, and smooth, dependable performance that is unmatched by any other manufacturer.



Now Equipped with Steaming Quillable Whistle with Variable Intensity Smoke

UP 4-6-6-4 Challenger



Features

- Polycarbonate Boiler and Tender Body
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Detailed Locomotive and Tender Trucks
- Engineer and Fireman Figures
- Metal Handrails and Bell
- Steaming Quillable Whistle With Variable Intensity Smoke*
- Synchronized Puffing ProtoSmoke System
- Metal Wheels, Axles and Gears
- Remote Controlled Proto-Coupler
- Kadee Coupler Mounting Pads
- Hook and Loop Coupler Also Included
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- LED-Illuminated Glowing Firebox
- Flickering LED Ashpan Glow
- LED-Illuminated Number Boards
- LED Illuminated Engine Class Lights and Tender Marker Lights
- LED-Illuminated Cab Interior
- LED-Illuminated Tender Backup Light and Emergency Stop Light
- 2 Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Onboard DCC/DCS Decoder
- 1:32 Scale Proportions
- Proto-Sound 3.0 with the Digital Command System Featuring Quillable Whistle With Freight Yard Proto-Effects
- Measures: 46 1/2" x 4 1/4" x 6 1/2"
- Operates On R3 (2390mm/94.0" Diameter) Curves

* Requires DCS Digital Command System





Union Pacific - 4-6-6-4 Challenger Steam Engine w/Proto-Sound 3.0
70-3043-1 Cab No. 3985 \$1499.95

Part of the UP's Heritage Fleet, No. 3985 was taken out of service in 2010 and stored at the railroad's steam shops in Cheyenne, Wyoming. It is next in line to be returned to service.



Union Pacific (Two-Tone Gray w/Silver Stripes) - 4-6-6-4 Challenger Steam Engine w/Proto-Sound 3.0
70-3044-1 Cab No. 3978 \$1499.95



Union Pacific (Two-Tone Gray w/Yellow Stripes)
4-6-6-4 Challenger Steam Engine w/Proto-Sound 3.0
70-3045-1 Cab No. 3977 \$1499.95

Along with No. 3985, No. 3977 is one of only two surviving Challengers of 105 that were built. It is currently on static display in North Platte, Nebraska.

Features Quillable, Variable Intensity Steaming Whistle



Clinchfield - 4-6-6-4 Challenger Steam Engine w/Proto-Sound 3.0
70-3046-1 Cab No. 670 \$1499.95



Denver & Rio Grande Western - 4-6-6-4 Challenger Steam Engine w/Proto-Sound 3.0
70-3047-1 Cab No. 3801 \$1499.95

The first Challengers were conceived in 1936 as fast freight engines to replace the Union Pacific's fleet of three-cylinder 4-12-2 locomotives. With an extra center cylinder for added power and a top speed of 45 mph, the 4-12-2s had been successful freight engines when built in 1926. But a decade later they were considered slow and difficult to maintain. So American Locomotive Works (Alco) was commissioned to build what became one of the most successful fleets of articulated engines on any railroad. Forty Challengers were built in the 1930s. The pressure of wartime traffic brought an order for 65 more with bigger tenders and many minor improvements.

The Challengers were steam power at its zenith. They incorporated all the technology that represented super-power steam, including roller bearings on all axles and drive rods — but none of the foolishness that characterized some of the desperate efforts to save steam in the post-war years. Most Challengers were assigned to freight duty, but a number were designated for passenger service, hustling 20-car trains across mountains and deserts to California and Oregon at speeds up to 70 mph.

It was in a roundabout way that six Challengers ordered by the UP ended up hauling coal through the Appalachians for the Clinchfield Railroad. In the midst of World War II, the War Production Board refused the Rio Grande's request to order new articulateds of its own design from Baldwin Locomotive Works. Instead, the Board diverted the last six Challengers in UP's order to the Rio Grande — which turned up its nose at the locos and decided to lease them for the duration rather than buying them. After war's end, the Rio Grande returned the unwanted engines to the government. In 1947, the War Assets Administration sold the orphan locos to the Atlantic Coast Line and Louisville & Nashville Railroads, which put the Challengers to work on their jointly-owned subsidiary, the Clinchfield, Carolina & Ohio. Thus a group of engines intended to speed over western deserts and mountains ended up thundering through Appalachia.

Our replica of this iconic engine returns to the RailKing lineup for 2019, newly updated with wireless drawbar, LED lighting, DCC as well as DCS command receivers, and all the additional features of Proto-Sound 3.0.

Did You Know?

The UP apparently expected to get the remaining six Challengers they had ordered after the war — but the U.S. government, who owned them, stored them in Salt Lake City until striking the deal that sent them to the Clinchfield.



See it in action!

SP GS-4 4-8-4 Northern



Features

- Polycarbonate Boiler and Tender Body
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Detailed Locomotive and Tender Trucks
- Hand-Painted 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
- Flashing LED Mars Light
- LED-Illuminated Glowing Firebox
- LED-Illuminated Cab Interior
- LED-Illuminated Engine Class Lights
- LED-Illuminated Number Boards
- LED-Illuminated Tender Backup Light
- Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Quillable, Variable Intensity Steaming 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: 43 1/2" x 4" x 6"
- Operates On R3 (2390mm/94.0" Diameter) Curves



See it in action!



Southern Pacific (Daylight - Large Letters) - 4-8-4 GS-4 Northern Steam Engine w/Proto-Sound 3.0

70-3028-1	Cab No. 4449	\$1199.95
70-3030-1	Cab No. 4444	\$1199.95

Features Quillable, Variable Intensity Steaming Whistle

In 1937 the Southern Pacific trumpeted a new train in full-page 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") Northern, arguably among the handsomest steam engines ever built. Constructed by Lima Locomotive Works, inventor of the super-power concept, the *Daylight* 4-8-4s had the combination of power and speed that characterized steam power at its zenith. Class GS-4 engines, delivered in 1941 and 1942, were among the last and best-looking of the breed, with tall 80" drivers and enclosed all-weather cabs. In addition to handling premier passenger trains, the Golden State 4-8-4s were regularly used on the SP's famed *Overnight* high-speed freight service. Long before FedEx existed, it provided overnight business deliveries between San Francisco and Los

Angeles, carrying everything from groceries to replacement car engines.

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



Southern Pacific Lines (Daylight - Small Letters) - 4-8-4 GS-4 Northern Steam Engine w/Proto-Sound 3.0

70-3029-1	Cab No. 4449	\$1199.95
70-3031-1	Cab No. 4434	\$1199.95

GS-4 4-8-4 Northern



Southern Pacific Lines - 4-8-4 GS-4 Northern Steam Engine With Proto-Sound 3.0 and LED Lights
70-3042-1 Cab No. 4449 \$1399.95



Southern Pacific Celebrates Christmas

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

Features Quillable, Variable Intensity Steaming Whistle



American Freedom - 4-8-4 GS-4 Northern Steam Engine w/Proto-Sound 3.0
70-3033-1 Cab No. 4449 \$1199.95



Southern Pacific - 3-Car Streamlined Passenger Car Set (Smooth-Sided)
70-65033 \$599.95



Southern Pacific - Streamlined Coach (Smooth-Sided)
70-67033 \$199.95



Southern Pacific - Streamlined Observation Car (Smooth-Sided)
70-68033 \$199.95



Southern Pacific Lines - 3-Car Streamlined Passenger Car Set (Ribbed-Sided)
70-65034 \$599.95



Southern Pacific Lines - Streamlined Coach (Ribbed-Sided)
70-67034 \$199.95



Southern Pacific Lines - Streamlined Observation Car (Ribbed-Sided)
70-68034 \$199.95



Southern Pacific - Streamlined Baggage Car (Smooth-Sided)
70-66033 \$199.95



Southern Pacific Lines - Streamlined Baggage Car (Smooth-Sided)
70-66034 \$199.95

Anatomy of a RailKing One-Gauge Diesel

RailKing One-Gauge diesels, like the Santa Fe Dash 8 shown here, are as detailed as we can reasonably make them, and feature a large number of added-on details. Look closely at any RailKing One-Gauge model and you'll find a combination of prototype accuracy, rugged construction, fun-to-operate features, and smooth, dependable performance that is unmatched by any other manufacturer.



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

Legible Warning Placards

Supplied with Articulated And Fixed-Body Pilots For Additional Realism

See-Through Safety Tread on End Steps

Metal Handrails

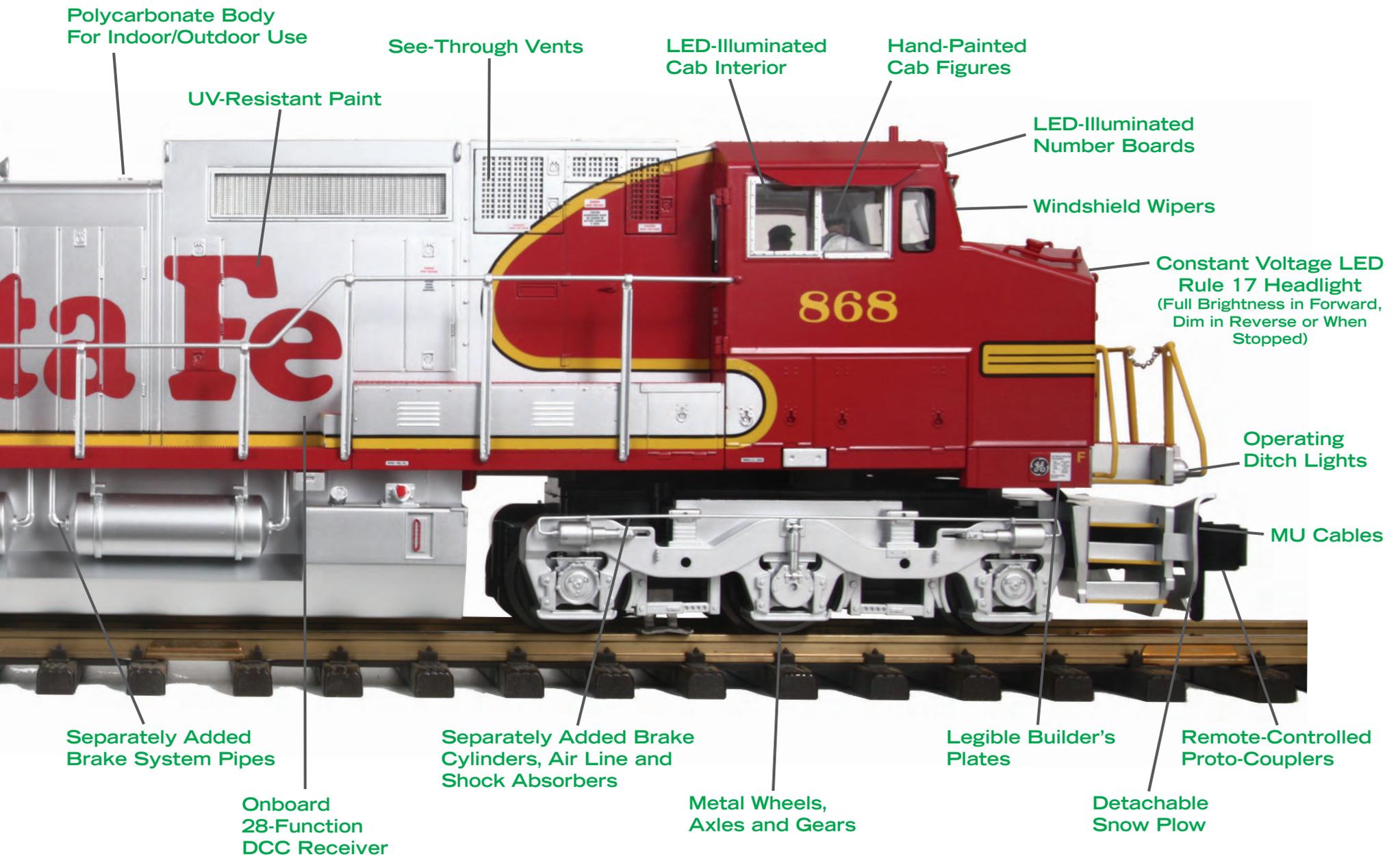
Traction Tires for Additional Pulling Power

Authentic Paint Scheme

Two Powerful Flywheel-Equipped Motors

Separate Hook And Loop Couplers Included





GE Dash 8



Features

- Intricately Detailed Polycarbonate Body
- Detailed Truck Sides, Pilots and Fuel Tank
- Metal Body Side Grilles
- (2) Engineer Cab Figures
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- (2) Hook & Loop Coupler Assemblies
- Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlight
- Detailed, LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- Flashing LED Ditch Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard 28-Function DCC Receiver
- Locomotive Speed Control In Scale MPH Increments
- 1:32 Scale Proportions
- Proto-Sound 3.0 with the Digital Command System Featuring Passenger Station or Freight Yard Proto-Effects
- Measures: 28" x 3 3/4" x 6 1/4"
- Operates On R1 (1560mm/61.5" Diameter) Curves





Canadian National - Dash 8 Diesel Engine w/Proto-Sound 3.0 (6-Wheel Trucks, Comfort Cab)

70-2125-1	Cab No. 2527	\$649.95
70-2126-1	Cab No. 2530	\$649.95

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

After extensive testing of several prototypes, GE delivered its first production units in 1984, models B32-8 and B39-8 — “B” for two-axle trucks, “32” or “39” for 3200 or 3900 horsepower, and -8 to indicate the new model, succeeding the second-generation -7

lineup. In part due to the recession of the early 1980s, orders didn’t really heat up until late 1987, when GE uprated its prime mover to 4000 horsepower and changed the model’s name to “Dash 8.” In the ensuing years, as GE took the lead from EMD in North American locomotive sales, the Dash 8 series became a best seller, with over 1500 units delivered by the end of production in 1994.

From the beginning, the Dash 8 was offered in both four-axle (Dash 8-40B) and six-axle (Dash 8-40C) versions. With six-axle units outselling four-axle units almost seven to one, the sales numbers told the story of what was happening out on the road: as engine power increased, twelve wheels were proving superior to eight in getting all that muscle onto the rails. A 1991 Santa Fe order for 83 Dash 8s would prove to be the last four-axle road freight diesels GE ever built.

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

Did You Know?

The microprocessor in the prototype Dash 8 recognizes whether the engine is overheating in a tunnel, as opposed to a malfunction on the open rails, and allows it to keep operating at full power for ten minutes, so the crew doesn’t find itself stranded in a tunnel.



See it in action!

Dash 8 diesel



CSX (Box) - Dash 8 Diesel Engine w/Proto-Sound 3.0 (6-Wheel Trucks, Comfort Cab)
70-2123-1 Cab No. 7903 \$649.95
70-2124-1 Cab No. 7917 \$649.95



Southern Pacific - Dash 8 Diesel Engine w/Proto-Sound 3.0 (6-Wheel Trucks, Standard Cab)
70-2127-1 Cab No. 8002 \$649.95
70-2128-1 Cab No. 8033 \$649.95



Conrail (Quality) - Dash 8 Diesel Engine w/Proto-Sound 3.0 (6-Wheel Trucks, Comfort Cab)
70-2119-1 Cab No. 6065 \$649.95
70-2120-1 Cab No. 6163 \$649.95



See it in action!



Chicago & North Western - Dash 8 Diesel Engine w/Proto-Sound 3.0 (6-Wheel Trucks, Standard Cab)

70-2129-1 Cab No. 8554 \$649.95

70-2130-1 Cab No. 8572 \$649.95



Amtrak - Dash 8 Diesel Engine w/Proto-Sound 3.0 (4-Wheel Trucks, Comfort Cab)

70-2131-1 Cab No. 501 \$649.95

70-2132-1 Cab No. 518 \$649.95



CSX (Presidential) - Dash 8 Diesel Engine w/Proto-Sound 3.0 (6-Wheel Trucks, Comfort Cab)

70-2121-1 Cab No. 1992 \$649.95

70-2122-1 Cab No. 7812 \$649.95

Alco PA



Features

- Intricately Detailed, Durable ABS Body
- Detailed Truck Sides, Fuel Tank & Pilot
- Metal Handrails and Horn
- Moveable Roof Fans
- Metal Body Side Grilles
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- (2) Hook & Loop Coupler Assemblies
- (2) Remote-Controlled Proto-Couplers
- Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- LED-Illuminated Number Boards
- LED-Illuminated Class Lights
- LED-Illuminated Cab Interior
- (2) Powerful 5-Pole Precision-Flywheel Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- 1:32 Scale Proportions
- Proto-Sound 3.0 with the Digital Command System Featuring Passenger Station Proto-Effects
- Measures: 26" x 5 5/8" x 4"
- Operates On R3 (2390mm/94.0" Diameter) Curves





Pennsylvania (Tuscan) - Alco PA A-Unit Diesel With Proto-Sound 3.0
 70-2148-1 Cab No. 5756 \$649.95
 70-2149-1 Cab No. 5758 \$649.95
 Pennsylvania (Tuscan) - Alco PA A-Unit Diesel (Non-Powered)
 70-2148-4 Cab No. 5759 \$399.95



See it in action!

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 cabless PB's built between 1946 and 1953 powered some of America's most famous name trains, from the Pennsylvania's *Broadway Limited* 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 early 1990's.

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 these RailKing Alco PA locomotives and matching passenger sets. Our ProtoSound 3.0 sound and control system brings you the authentic sounds of an Alco prime mover and station announcements for name trains of the 1940s and '50s — along with 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.

Alco PA



Santa Fe - Alco PA A-Unit Diesel With Proto-Sound 3.0
70-2141-1 Cab No. 51L \$649.95
70-2142-1 Cab No. 52L \$649.95
Santa Fe - Alco PA A-Unit Diesel (Non-Powered)
70-2141-4 Cab No. 51B \$399.95



Santa Fe (Gold Bonnet) - Alco PA A-Unit Diesel With Proto-Sound 3.0
70-2143-1 Cab No. 53 \$649.95
Santa Fe (Gold Bonnet) - Alco PA A-Unit Diesel (Non-Powered)
70-2143-4 Cab No. 54 \$399.95



Southern Pacific - Alco PA A-Unit Diesel With Proto-Sound 3.0

70-2144-1 Cab No. 6009 \$649.95

70-2145-1 Cab No. 6010 \$649.95

Southern Pacific - Alco PA A-Unit Diesel (Non-Powered)

70-2144-4 Cab No. 6011 \$399.95

*Add Matching Passenger Cars
See pages 42-45*



Union Pacific - Alco PA A-Unit Diesel With Proto-Sound 3.0

70-2146-1 Cab No. 605 \$649.95

70-2147-1 Cab No. 606 \$649.95

Union Pacific - Alco PA A-Unit Diesel (Non-Powered)

70-2146-4 Cab No. 603 \$399.95



See it in action!

EMD SD70ACe



Features

- Intricately Detailed Polycarbonate Body
- Detailed Truck Sides, Pilots and Fuel Tank
- Metal Body Side Grilles
- (2) Engineer Cab Figures
- Metal Wheels, Axles and Gears
- (2) Remote Controlled Proto-Couplers
- (2) Hook & Loop Coupler Assemblies
- Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlight
- Detailed, LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- Flashing LED Ditch Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard 28-Function DCC Receiver
- Locomotive Speed Control In Scale MPH Increments
- 1:32 Scale Proportions
- Proto-Sound 3.0 with the Digital Command System Featuring Passenger Station or Freight Yard Proto-Effects
- Unit Measures: 28" x 3 3/4" x 6 1/4"
- Operates On R2 (1560mm/61.5" Diameter) Curves





George Bush - SD70ACe Diesel Engine w/Proto-Sound 3.0
70-2133-1 Cab No. 4141 \$749.95

New Tooling!



Union Pacific - SD70AH Diesel Engine w/Proto-Sound 3.0
70-2134-1 Cab No. 9096 \$749.95

New Tooling!

On October 18, 2005, at the George Bush Presidential Library and Museum in College Station, Texas, the Union Pacific Railroad unveiled locomotive 4141. It was only the sixth time in UP history that a diesel had been decorated in colors other than the road's signature Armour Yellow paint.

Based on the paint scheme of Air Force One, the brand-new EMD SD70ACe engine honored the 41st president and his library, on the occasion of a new exhibit celebrating America's railroads,

Tracks of the Iron Horse. Among the artifacts on display was the original golden spike that had marked the completion of the first transcontinental railroad in 1869.

In the ensuing ceremonies, the former president himself took a turn at the throttle, and 4141 later pulled freight across the UP system. When rail traffic declined in the 2008 financial crisis, 4141 went into storage as part of the UP's Heritage Fleet.

After George Herbert Walker Bush passed away on November 30, 2018, UP 4141 came out of storage to bring him back to College Station on December 6, assisted by SD70ACe No. 9096. Baggage car *Council Bluffs* carried his flag-draped casket, with the doors open to allow the thousands at trackside to pay their respects. To allow others to honor the former president, vice-president, congressman, ambassador, CIA director and naval aviator, engine 4141 later went on a system-wide Union Pacific tour.

EMD SD70ACe



Norfolk Southern - SD70M-2 Diesel Engine w/Proto-Sound 3.0
70-2137-1 Cab No. 2662 \$749.95

New Tooling!



BNSF - SD70ACe Diesel Engine w/Proto-Sound 3.0
70-2136-1 Cab No. 9370 \$749.95



Reading - SD70ACe Diesel Engine w/Proto-Sound 3.0 (Norfolk Southern Heritage Program)
70-2140-1 Cab No. 1067 \$749.95



Denver & Rio Grande Western - SD70ACe Diesel Engine w/Proto-Sound 3.0 (Union Pacific Heritage Program)
70-2138-1 Cab No. 1989 \$749.95



EMD - SD70ACe Diesel Engine w/Proto-Sound 3.0
70-2139-1 Cab No. 1201 \$749.95

New Tooling!

Electro-Motive Diesel's SD70ACe, along with its General Electric rival, the ES44AC, inaugurated the fourth generation of diesel power. By the turn of the 21st century, the horsepower race was over and the third generation of freight diesels 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. Rather than just upgrade its existing SD70MAC to meet Tier 2 requirements, 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.

Upgrade your railroad to 21st century power with our new RailKing One-Gauge SD70ACe, the first One-Gauge model of this fourth-generation pioneer. Our accurate, full 1:32 scale model is loaded with added-on details, including separate grab irons and windshield wipers, hand-painted crew figures, see-through metal grilles and moveable roof fans.

Under the hood are powerful twin motors and our Proto-Sound 3.0 sound and control system, featuring sounds recorded from an actual Union Pacific SD70ACe; conventional and DCS control as well as full 28-function DCC operation; variable intensity diesel exhaust smoke; and LED lighting effects that include directionally controlled headlights, cab illumination, and flashing ditch lights. And in DCS operation, you can easily double- or even triple-head an SD70ACe with any other M.T.H. steam or diesel locomotive. If you're looking for realism and a lot of fun in a modern locomotive, it doesn't get any better than this!

EMD SD70ACe



Union Pacific (Spirit of UP) - SD70AH Diesel Engine w/Proto-Sound 3.0
70-2135-1 Cab No. 1943 \$749.95

In 1943, in the midst of World War II, thousands of Union Pacific employees voluntarily increased their War Bond payroll deductions to fund the construction of a heavy bomber. To honor their efforts, a new Boeing B-17 was christened *Spirit of the Union Pacific*. Nearly three-quarters of a century later, in October 2017, the Union Pacific unveiled SD70AH diesel No. 1943 (an SD70ACe with extra weight to improve traction), in tribute to the United States armed forces.

Named after that original B-17, No. 1943's paint scheme was created in collaboration with UP veterans and honors every branch of the U.S. armed forces. The front of the locomotive is painted in

Air Force Silver, emblazoned with the blue "nose sash" of the former Strategic Air Command. The lettering inside the sash is the original hand-drawn font used on the Spirit B-17. In contrast, all engine numbers are in a military-style block font. Behind the cab is the Coast Guard's "Racing Stripe," followed by the Navy's Battleship Gray, framing the Union Pacific's traditional American flag. The military camouflage in the radiator area honors the Army and Marines, and the final message on the rear of the engine is the POW/MIA symbol and its motto, "You Are Not Forgotten."



Union Pacific (Air Force - UP Spirit) - 40' Box Car
70-74105 \$139.95



Union Pacific (Army - UP Spirit) - 40' Box Car
70-74110 \$139.95



Union Pacific (Marines - UP Spirit) - 40' Box Car
70-74108 \$139.95



Union Pacific (Coast Guard - UP Spirit) - 40' Box Car
70-74106 \$139.95



Union Pacific (Navy - UP Spirit) - 40' Box Car
70-74107 \$139.95



Union Pacific (POW/MIA - UP Spirit) - 40' Box Car
70-74109 \$139.95



Union Pacific (UP Spirit) - Offset Steel Caboose
70-77041 Car Number 1943 \$149.95

*Detailed, Illuminated
Interior with
Brakeman Figure*

Anatomy of a RailKing One-Gauge Freight Car



Unibody Tank Car



CSX (Safety Train) - Unibody Tank Car
70-73056 Car Number 79116 \$139.95
70-73057 Car Number 79117 \$139.95

Norfolk Southern (First Responders) - Unibody Tank Car
70-73051 Car Number 490112 \$139.95
70-73052 Car Number 490113 \$139.95



Norfolk Southern (Veterans) - Unibody Tank Car
70-73054 Car Number 490115 \$139.95
70-73055 Car Number 490116 \$139.95

4-Bay Hopper

Waddell Coal - 4-Bay Hopper
70-75058 Car Number 107 \$139.95
70-75059 Car Number 108 \$139.95
70-75060 Car Number 109 \$139.95



Union Pacific - 4-Bay Hopper
70-75076 Car Number 44046 \$139.95

Canadian National - 4-Bay Hopper
70-75067 Car Number 330215 \$139.95
70-75068 Car Number 330218 \$139.95
70-75069 Car Number 330222 \$139.95



Peabody Coal - 4-Bay Hopper
70-75074 Car Number 1030 \$139.95



BNSF - 4-Bay Hopper
70-75077 Car Number \$139.95

Indianapolis Power & Light - 4-Bay Hopper
70-75075 Car Number 10074 \$139.95



40' Plug-Door Reefer



TTX - 40' Reefer
70-78053 Car Number 661807 \$139.95



Tropicana - 40' Reefer
70-78052 Car Number 500 \$139.95



Reading - 40' Reefer
70-78054 Car Number 17119 \$139.95



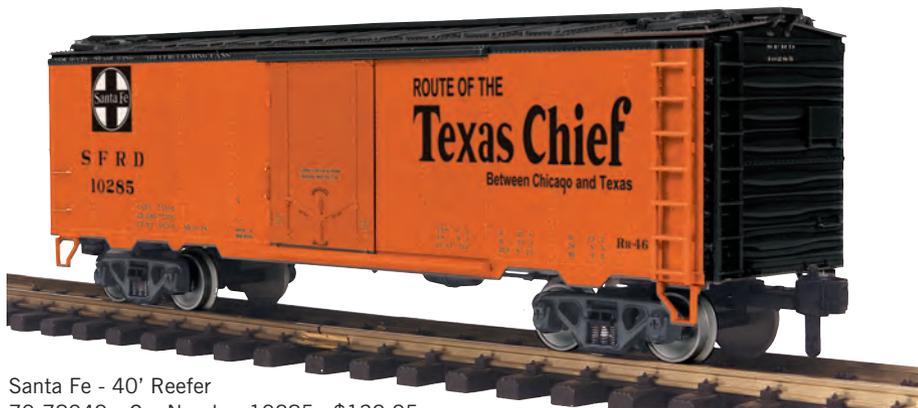
State of Maine - 40' Reefer
70-78055 Car Number 2573 \$139.95



Pacific Fruit Express - 40' Reefer
 70-78048 Car Number 19938 \$139.95
 70-78047 Car Number 19936 \$139.95



BNSF - 40' Reefer
 70-78043 Car Number 793457 \$139.95
 70-78044 Car Number 793462 \$139.95



Santa Fe - 40' Reefer
 70-78049 Car Number 10285 \$139.95
 70-78050 Car Number 10287 \$139.95



Opposite side has different lettering



Hamm's - 40' Reefer
 70-78046 Car Number 31225 \$139.95
 70-78045 Car Number 31228 \$139.95

40' PS-1 Box Car



CSX (Safety Train) - 40' Box Car
 70-74096 Car Number 361308 \$139.95
 70-74097 Car Number 361309 \$139.95
 70-74098 Car Number 361310 \$139.95



Norfolk Southern (First Responders) - 40' Box Car
 70-74092 Car Number 490911 \$139.95



Southern Pacific (Hydra-Cushion) - 40' Box Car
 70-74103 Car Number 693351 \$139.95
 70-74104 Car Number 693355 \$139.95



Norfolk Southern (Veterans) - 40' Box Car
 70-74094 Car Number 2016442 \$139.95
 70-74095 Car Number 2016082 \$139.95

Offset Steel Caboose

*Operating
Interior
Lighting*



Southern Pacific - Offset Steel Caboose
70-77036 Car Number 1003 \$149.95



Union Pacific - Offset Steel Caboose
70-77035 Car Number 25843 \$149.95



BNSF - Offset Steel Caboose
70-77042 Car Number 999471 \$149.95

*Detailed Car
Interior With
Brakeman
Figure*



Santa Fe - Offset Steel Caboose
70-77040 Car Number 999075 \$149.95

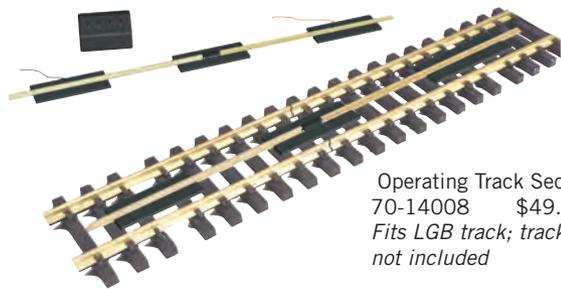


CSX - Offset Steel Caboose
70-77037 Car Number 21195 \$149.95

Operating Helicopter Car



Channel 4 News - Operating Helicopter Car
70-79013 \$199.95



Operating Track Section Kit
70-14008 \$49.95
Fits LGB track; track section
not included



Red Cross - Operating Helicopter Car
70-79012 \$199.95

Christmas Rolling Stock



*Lighted Christmas
Trees and Flatcar*

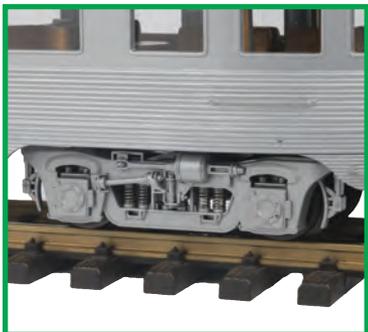
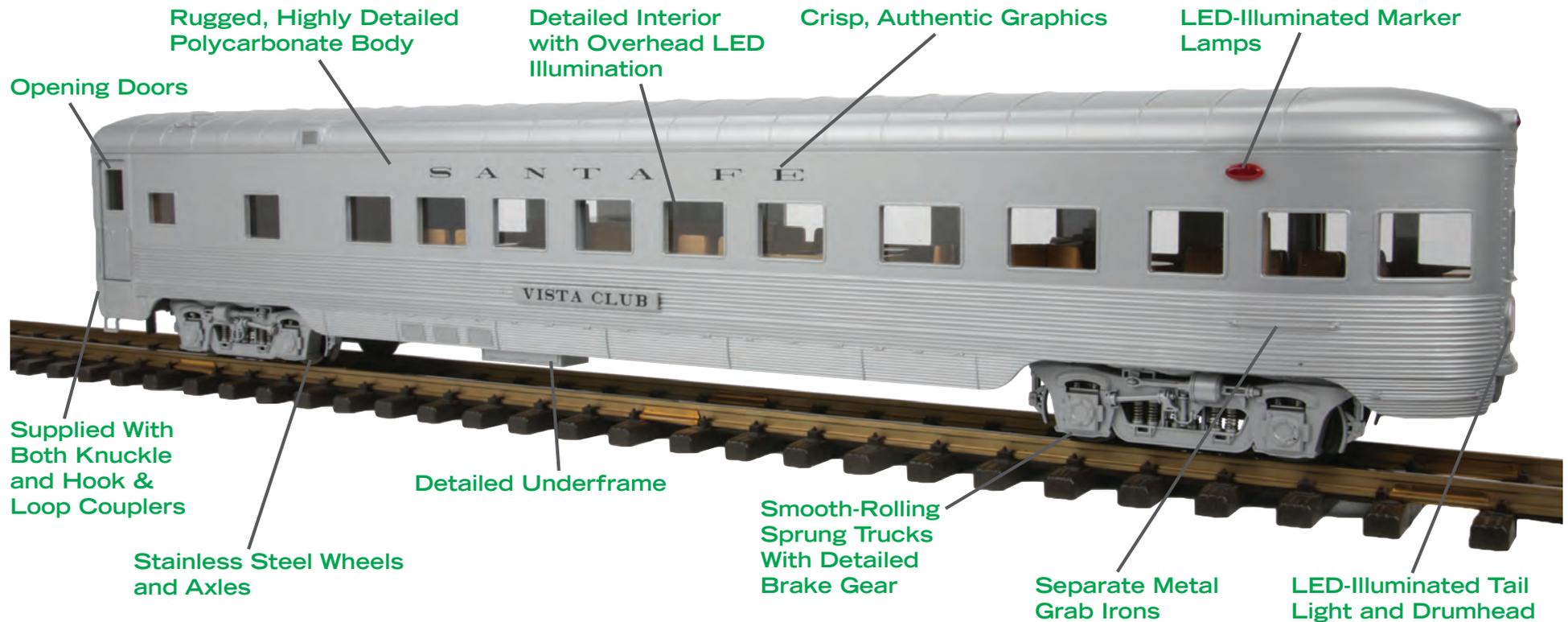
Christmas - Flat Car w/Lighted Christmas Trees
70-76059 \$199.95



*Snowmen Light,
Blink and Change
Colors*

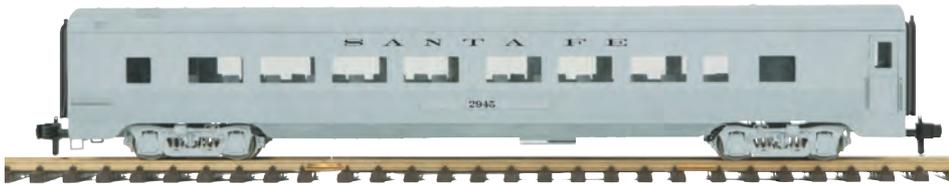
Christmas - Flat Car w/Lighted Snowmen
70-76060 \$169.95

Anatomy of a RailKing One-Gauge Passenger Car

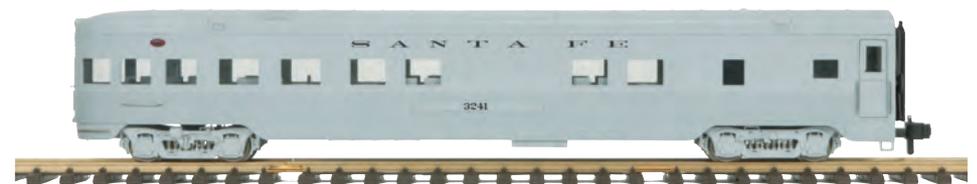




Santa Fe - 3-Car Streamlined Passenger Car Set (Ribbed-Sided)
70-65040 \$599.95



Santa Fe - Streamlined Coach (Ribbed-Sided)
70-67040 \$199.95



Santa Fe - Streamlined Observation Car (Ribbed-Sided)
70-68040 \$199.95



American Freedom - 3-Car Streamlined Passenger Car Set (Smooth-Sided)
70-65035 \$599.95



American Freedom - Streamlined Coach (Smooth-Sided)
70-67035 \$199.95



American Freedom - Streamlined Observation Car (Smooth-Sided)
70-68035 \$199.95

Passenger Cars



American Freedom - Streamlined Baggage Car (Smooth-Sided)
70-66035 \$199.95



Baltimore & Ohio - Streamlined Baggage Car (Smooth-Sided)
70-66009 \$199.95



Pennsylvania - Streamlined Baggage Car (Smooth-Sided)
70-66038 \$199.95



Canadian National - Streamlined Baggage Car (Smooth-Sided)
70-66017 \$199.95



Union Pacific - Streamlined Baggage Car (Smooth-Sided)
70-66039 \$199.95



Union Pacific - Bush Funeral Casket Car (Smooth-Sided)
70-66036 \$199.95



Union Pacific - 3-Car Streamlined Passenger Car Set (Smooth-Sided)
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Pennsylvania - 3-Car Streamlined Passenger Car Set (Ribbed-Sided)
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Pennsylvania - Streamlined Coach (Ribbed-Sided)
70-67037 \$199.95



Pennsylvania - Streamlined Observation Car (Ribbed-Sided)
70-68037 \$199.95



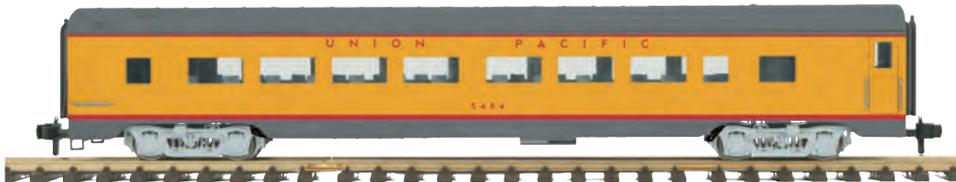
Pennsylvania - 3-Car Streamlined Passenger Car Set (Smooth-Sided)
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with High-Quality, UL-approved Transformers



100 Watts

Z-1000™ AC Transformer
40-1000 \$129.95
With 14 Volt Accessory Port

Whether you operate with conventional AC power or the M.T.H. Digital Command System (DCS), our UL-approved transformers offer the best way to power your layout. Choose the 100-watt Z-1000™ for a small- to medium-sized layout, or step up to the 400-watt, feature-laden Z-4000®, the most powerful UL-approved transformer in the hobby. All M.T.H. transformers offer:

- Incredibly smooth, wide range throttle for precise speed control
- Bell and whistle/horn buttons that work with all makes of locomotives
- Fast-acting circuit breakers to protect your equipment
- Continuous useable wave power output compatible with all AC-powered engines



RailKing Controller Set
40-750C \$59.95

Includes Z-500/Z-750 transformer controller, RealTrax lock-on (40-1003), RealTrax wire harness (40-1015)

Z-DC1 Transformer
40-200 \$29.95



A perfect small DC power supply to power up accessory lights, the ZDC1 includes a smooth-feeling power knob atop its UL-approved enclosure.

- UL-approved
- 20 Watts DC Max Power Output
- Smooth Operating Throttle Knob
- Built-In Circuit Breaker Protection

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



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

- UL-approved
- 56 Watts Max Power Output
- Built-In Circuit Breaker Protection



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

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



Proto-Sound 2.0 Battery Charger
50-1019 \$19.95



6' Mini-to-Mini Cable
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AA NiCad Proto-Sound Battery
50-1024 \$11.95



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



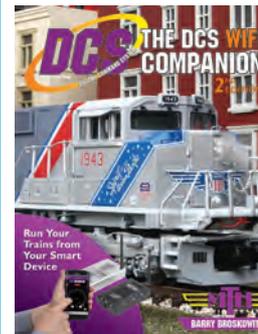
Z-DC24 24-Watt Power Supply
50-240 \$17.95



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



DCS WiFi Companion
2nd Edition

Digital Version
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Soft Cover
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Learn More About It

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

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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



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

Power-on indicator

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

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.

Rear Panel Outputs



0~22 Volts Track Power (10 AMP)

10-Volt Accessory Power (3 AMP)

14-Volt Accessory 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.

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70-75073 Bessemer & Lake Erie (MTHRC)
4-Bay Hopper
One-Gauge Membership is \$100.00

RailKing O Gauge Membership



30-75634 MTHRC
PS-2 Discharge Hopper
RailKing Membership is \$50.00

Premier O Gauge Membership



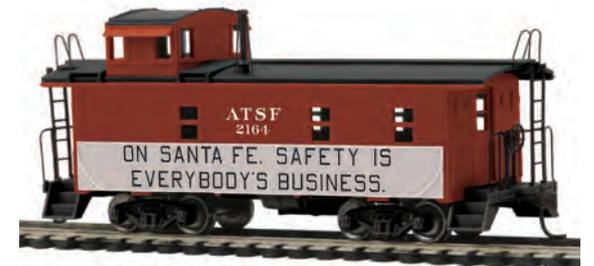
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4-Bay Hopper
Premier Membership is \$55.00

S-Gauge Membership



35-74025 Pullman Standard (MTHRC)
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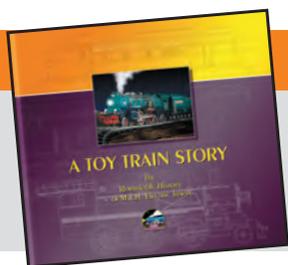
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No. 216 Std. Gauge Coal Car
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Railroad™, Build a World of Your Own in Three Dimensions™, a World of Your Own in Three Dimensions™, and the M.T.H. Numbering System and all others indicated throughout this catalog.

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

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