

RAILKING

GAUGE
ONE-GAUGE TRAINS



2015 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 M.T.H. locomotive, 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

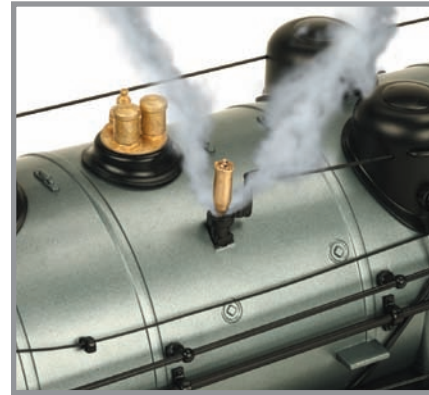


American trains. Models built to 1:29 scale, for example, are slightly oversized for One-Gauge track.

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 fine scale 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 sound and drive wheels, and our massive 4-8-8-4 Big Boy even features a smoking whistle. In addition, RailKing One-Gauge engines have a full complement of 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.

Every RailKing One-Gauge locomotive is also equipped for wireless handheld command control. Locomotives equipped with Proto-Sound 2.0 can be remotely controlled with any of our Digital Command System (DCS) control packages. Locomotives equipped with our Proto-Sound 3.0 system take remote control one step further, thanks to the included DCC (Digital Command Control)



Realistic, Fun to Trains You Can Buy

receiver built into every PS 3.0 locomotive we produce. Compatibility with all of our DCS systems as well as with any manufacturer's DCC controllers, ensures that Proto-Sound 3.0-equipped locomotives are the most fully featured locomotives you can buy today. Just like the prototype, you can double-head locomotives and add or drop helper engines. When you have guests, give each visitor a DCS or DCC handheld and let them control their own engine. Or with our new smartphone app and DCS WiFi adapter, they can run trains with their iOS or Android cell phones. Outdoor railroading doesn't get any more fun than this!



Quality

RailKing One-Gauge locomotives are designed and built for the challenges of outdoor railroading. All locomotive 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 our locomotive 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.

** 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, and remote uncoupling require an AC transformer with bell and whistle buttons, any DCC controller (for Proto-Sound 3.0-equipped models) 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

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www.mthtrains.com

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RAILKING
ONE-GAUGE TRAINS

See Them In Action!

When you see this  icon, click on it to see a video of the item in action.



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, and the correct motor sounds for each manufacturer's diesels. With the optional DCS system, you can tune each engine to your preference by individually adjusting bell, horn or whistle, and steam chuff or diesel motor volume — and play a steam engine quillable whistle as if you were pulling the whistle cord!

STATION SOUNDS

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

ATMOSPHERIC SOUNDS

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

EXTRAORDINARY SLOW SPEED CAPABILITY

Proto-Sound engines can throttle down as slow as three scale miles per hour, highball down the main line, and maintain any speed in between. With certain DCC controllers, and any DCS controller, you can set engine speed in one-scale-mile-per-hour increments up to 120 smph. Go ahead, get out your stop watch and ruler and see how accurate our scale speeds are.

UNMATCHED SPEED CONTROL

The Proto-Speed Control™ built into Proto-Sound 3.0 acts like the cruise control on a car, keeping your train moving at the speed you select, regardless of hills and curves. You can even switch off the speed control if you prefer.

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.



LIGHTING EFFECTS

Proto-Sound locomotives feature prototypical Rule 17 lighting — with the headlight dimming in reverse mode — and a variety of realistic LED lighting effects. Depending on the locomotive, these may include illuminated number boards, lighted class and marker lamps, glowing firebox on steamers and alternating ditch lights on diesels. 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.

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.

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.

FULL COMPATIBILITY WITH ALL OPERATING SYSTEMS

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

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



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 DCS controller and watch your railroad operate automatically. If you like, you can even run trains manually on another portion of your layout.

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.

PROTO-SOUND 3.0 DCC FUNCTIONALITY

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

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 **SIMPLE** to use.

It's **ACCESSABLE** from any iOS or Android smart phone, tablet or the included remote.

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

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

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

It can run over 5300* Proto-Sound® 2.0 & 3.0 engines and every TMCC®, EOB, or Legacy™ engine ever made — and run 99 of them at the same time, on the same track, independently, in command mode.

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

With the addition of an Accessory Interface Unit (AIU), it can **OPERATE ONE-GAUGE ACCESSORIES AND SWITCHES**. It can **CREATE SCENES AND ROUTES** that are triggered with one push of a button.

* Number of different Proto-Sound 2.0 and 3.0 engines cataloged through the 2015 One-Gauge Catalog.

While all Lionel TMCC features can be accessed by the DCS handheld remote, at present some Legacy features cannot be accessed by a DCS remote.



DCS Remote Control System
50-1001 \$349.95
Includes handheld and TIU

DCS Remote Control Handheld Unit
50-1002 \$169.95



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



DCS WiFi Module
50-1034 \$179.95



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

to Run a Railroad™

Command Control Explained

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

In the DCS system, commands such as speed, direction, and sound control are sent as radio signals from the handheld throttle to a TIU (track interface unit). The TIU translates those radio signals into digital information that is sent through the rails and picked up by a receiver in the appropriate engine — telling it to go, for example, 37 miles per hour, blow the whistle, smoke more heavily, or any other command. DCS locomotives can also send information back to the handheld to let the operator know what they're doing.



Learn More About It

Request a Complimentary DVD on DCS and M.T.H. technology. Log on to the DCS Web site, www.protosound2.com

TRY IT at your local DCS Demo Center

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

DCS COMMANDER: Get into DCS on a budget

Ideal for small layouts running two or three Proto-Sound 2.0 or 3.0 locomotives. Learn more about it using our online Product Search feature to see more information and read the instruction manual.



DCS Commander System w/100 Watt Power Supply
50-1029 \$249.95

DCS Commander Controller (without power supply)
50-1028 \$169.95



DCS Remote Commander Set
50-1033 \$49.95
Controls one Proto-Sound 2.0 or 3.0 locomotive in command mode.

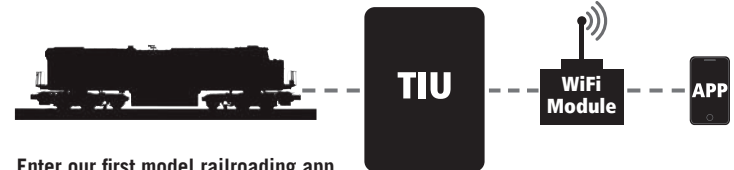
WHAT CAN YOUR REMOTE DO?

M.T.H. Railroading App

Technology continues to expand in all aspects of our lives; we believe it must continue to do so in our products and our control systems if we want our hobby to remain relevant in the world of smart phones, tablets and wearable technology.



Why put a remote control in the hands of an operator when he or she probably has an even more powerful device in their pocket? Why shouldn't a modeler control their layout with their phone, when they can already use that phone to run their television, adjust their thermostat, and activate their home alarm system? More importantly, how many new members can we attract into our hobby when we bundle that hobby with technology they use every day?



Enter our first model railroading app

In 2015, M.T.H. will release smart phone and tablet apps that will allow operators to run their trains from Apple iOS or Android phones or tablets. That means your Apple iPhone or Samsung Galaxy can do one more thing we only dreamed about fifteen years ago when we introduced DCS. Your favorite Android tablet or Apple iPad will bring the DCS Digital Command System to life in a way you never thought possible when you first picked up a DCS remote control. Any of these smart devices can run our new app. That means anybody who visits your layout can run trains — the days of fighting over the remote control are over!

Whether you're running Android or iOS, our DCS app will allow you to control your entire layout in command or conventional modes without using a DCS handheld remote. You'll still need a TIU (Track Interface Unit) along with a new, separately sold DCS WiFi module. Simply plug the module into the TIU, search for its WiFi signal on your phone or tablet, and you'll be running your layout in command mode in no time. Everything the DCS handheld remote can do, the app can do — but your experience will be better and in full color!

Our new app isn't limited to just DCS control either. With it, you'll be able to access special pages on the M.T.H. website, see the latest catalogs and news articles, and shop for M.T.H. products. Look for the app this year — it's gonna be fun.



See a demo at www.mthtrains.com

UP 4-8-8-4 Big Boy



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*
- Synchronized Puffing ProtoSmoke System
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Kadee Coupler Mounting Pads
- Hook and Loop Coupler Also Included
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Firebox Glow
- Flickering LED Ashpan Glow
- Operating LED Number Board Lights
- LED-Illuminated Cab Interior
- Operating LED Tender Back-up Light
- 2 Precision Flywheel-Equipped Motors
- 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

** Requires DCS Digital Command System*

Steaming Whistle With Variable Intensity

New for 2015, our Big Boy features the quillable, variable intensity, steaming whistle pioneered in the RailKing One-Gauge Triplex. Blow the whistle from your DCS handheld controller, and watch the whistle steam output vary as you "play" the whistle like a prototype engineer.



Union Pacific - 4-8-8-4 Big Boy Steam Engine, Cab No. 4014
70-3026-1 Proto-Sound 3.0 \$1499.95



Union Pacific - 4-8-8-4 Big Boy Steam Engine, Cab No. 4012
70-3027-1 Proto-Sound 3.0 \$1499.95

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

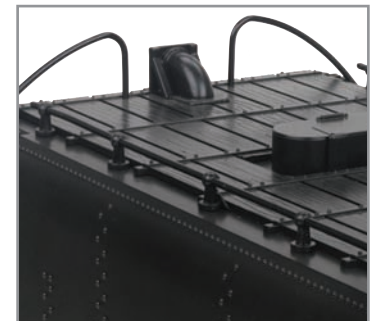
But in the battle for hearts and minds, the Big Boy won. Perhaps it was the name, simple and direct, scrawled on a locomotive under construction by an Alco shop worker. Maybe it was timing, as the Big Boys hit the road just when America needed symbols to rally around. Maybe the UP's publicity department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

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

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

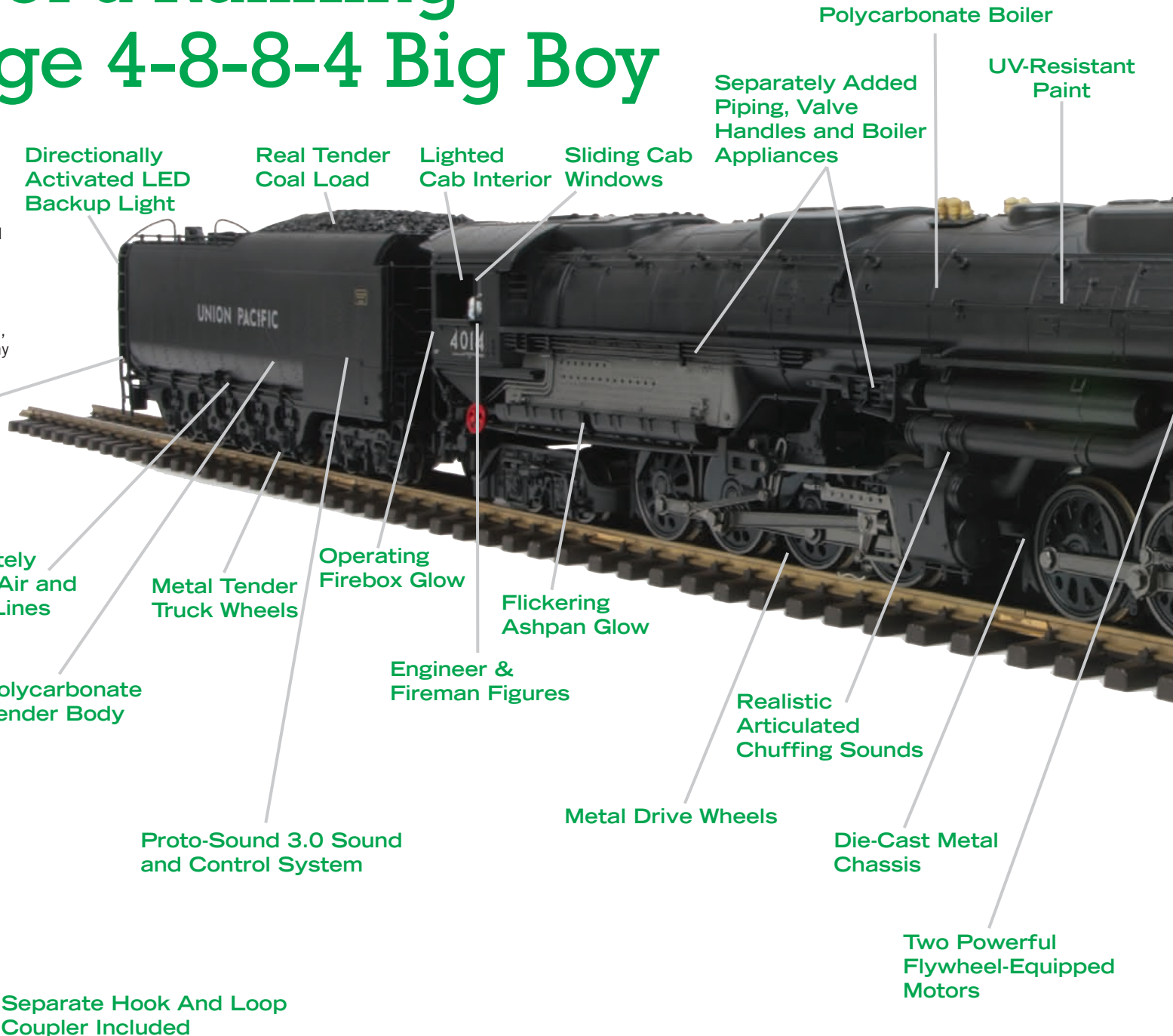
Joseph Harrison; and a French technical writer, Anatole Mallet, first thought to couple two driving units heel to toe below one boiler in 1874."

This enduring symbol of American railroading returns to the rails for 2015, updated with Proto-Sound 3.0 and our quillable, variable intensity, steaming whistle. This model also features industry-leading speed control and smoke output, as well as authentic articulated chuffing sounds with the front and rear engines drifting in and out of sync. And when the Union Pacific Railroad finishes its restoration of prototype Big Boy No. 4014, which is currently taking place, we'll record No. 4014 in action and issue a free replacement sound set that you can download into our 2015 model — or any other M.T.H. One-Gauge, O Gauge or HO Gauge Big Boy with Proto-Sound 2.0 or 3.0.

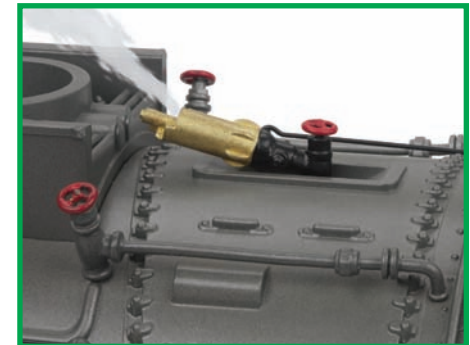
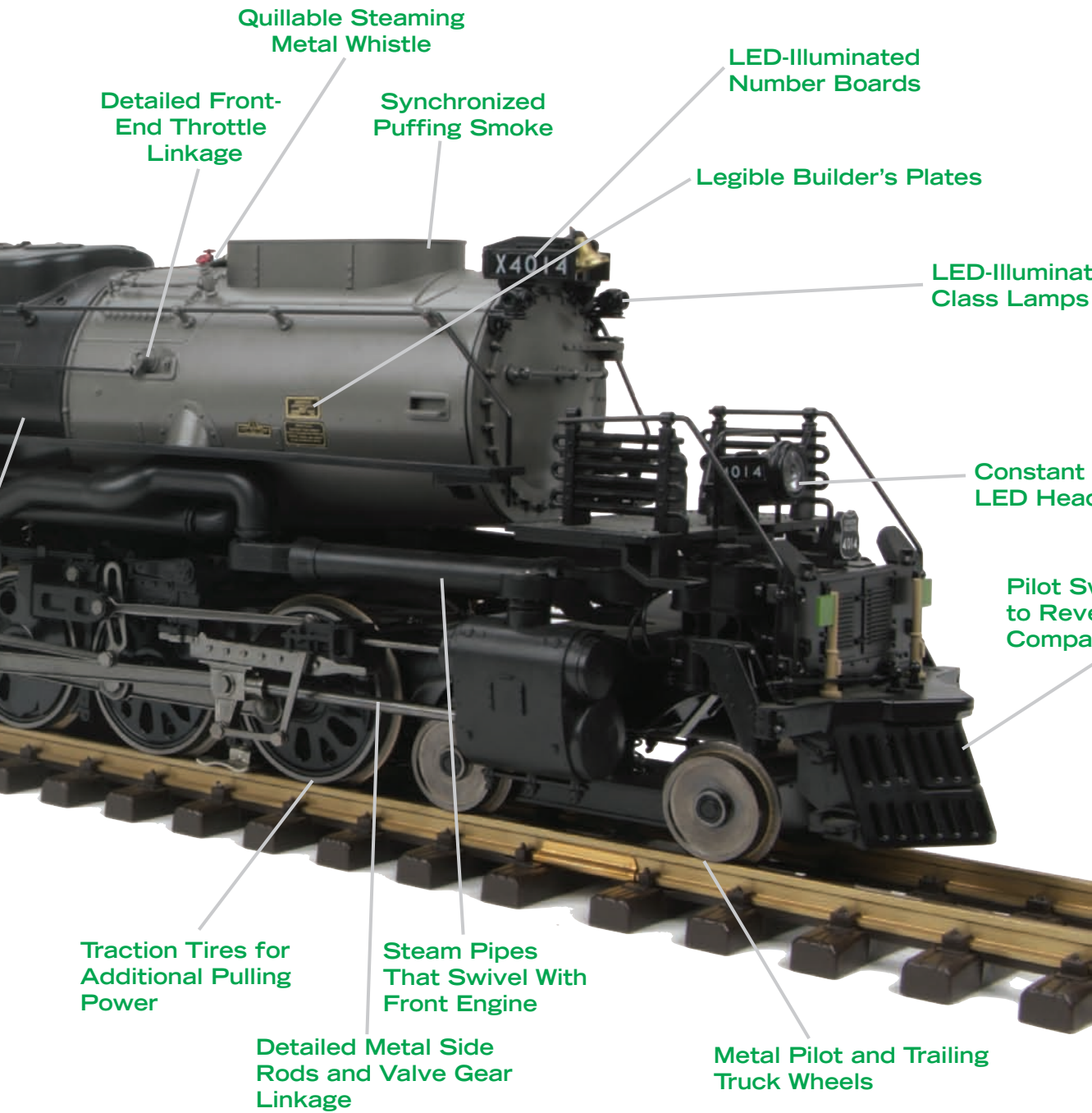


Anatomy of a RailKing One-Gauge 4-8-8-4 Big Boy

RailKing One-Gauge steam locomotives, like the Union Pacific Big Boy shown here, are as detailed as we can reasonably make them, and feature a large number of added-on details. 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.



Separate Hook And Loop Coupler Included



Traction Tires for Additional Pulling Power

Steam Pipes That Swivel With Front Engine

Detailed Metal Side Rods and Valve Gear Linkage

Metal Pilot and Trailing Truck Wheels

LED-Illuminated Class Lamps

Constant Voltage LED Headlight

Pilot Swings Open to Reveal Kadee® Compatible Coupler



Click here for a video of the Big Boy in action!

Now Equipped With Steaming Quillable Whistle With Variable Intensity Smoke

EMD F7

diesel



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 Headlights
- Detailed, LED-Illuminated Cab Interior
- LED-Illuminated Number Boards
- LED-Illuminated Class Lights
- Operating LED MARS Light**
- (2) Precision Flywheel-Equipped Motors In Each A-Unit
- Operating ProtoSmoke Diesel Exhaust In Each A-Unit
- 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 Proto-Effects
- A-A Set Measures: 39" x 3 3/4" x 5 1/4"
- Operates On R2 Curves

* A-A sets have one Proto-Coupler on the nose of each A-Unit; separate-sale single A-Units have two Proto-Couplers; non-powered B-Units have two dummy knuckle couplers that mate with Proto-Couplers.

** Where prototypical





Norfolk Southern Executive Train - F7 A-A Diesel Set
 70-2103-1 Proto-Sound 3.0 \$999.95
 70-2104-1 Proto-Sound 3.0 A-Unit \$599.95
 70-2105-3 Non-Powered B-Unit \$299.95



Santa Fe - F7 A-A Diesel Set
 70-2109-1 Proto-Sound 3.0 \$999.95
 70-2110-1 Proto-Sound 3.0 A-Unit \$599.95
 70-2111-3 Non-Powered B-Unit \$299.95



Southern Pacific - F7 A-A Diesel Set
 70-2112-1 Proto-Sound 3.0 \$999.95
 70-2113-1 Proto-Sound 3.0 A-Unit \$599.95
 70-2114-3 Non-Powered B-Unit \$299.95



Ontario Northland - F7 A-A Diesel Set
 70-2106-1 Proto-Sound 3.0 \$999.95
 70-2107-1 Proto-Sound 3.0 A-Unit \$599.95
 70-2108-3 Non-Powered B-Unit \$299.95

The F7 was the zenith of the “covered wagon,” or carbody-style diesel. With 3,849 units built between 1949 and 1953, the F7 was both the most popular carbody diesel and its last hurrah. By 1954 U.S. railroads had virtually stopped ordering F-units in favor of hood units like EMD’s GP9 and Alco’s RS-3. The side walkways of hood units offered better access for maintenance and better visibility for backup moves, making them truly universal locomotives useful for both mainline runs and road switching.

The F-unit, however, was, in *Trains* magazine editor David P. Morgan’s words, “the diesel that did it” — retired the steam engine and changed railroading forever. The F-unit and its contemporaries were also the first standardized locomotive designs bought by American railroads since USRA steam engines. Whereas the steam engines of most railroads had a distinctive and easily-recognized “look,” F-units were the same everywhere. But they had one great visual advantage over steam: their flat sides were like rolling billboards. Artists at EMD and the railroads responded with distinctive color schemes and, for the first time since the late 1800’s, American locomotives became a riot of color in the postwar era.

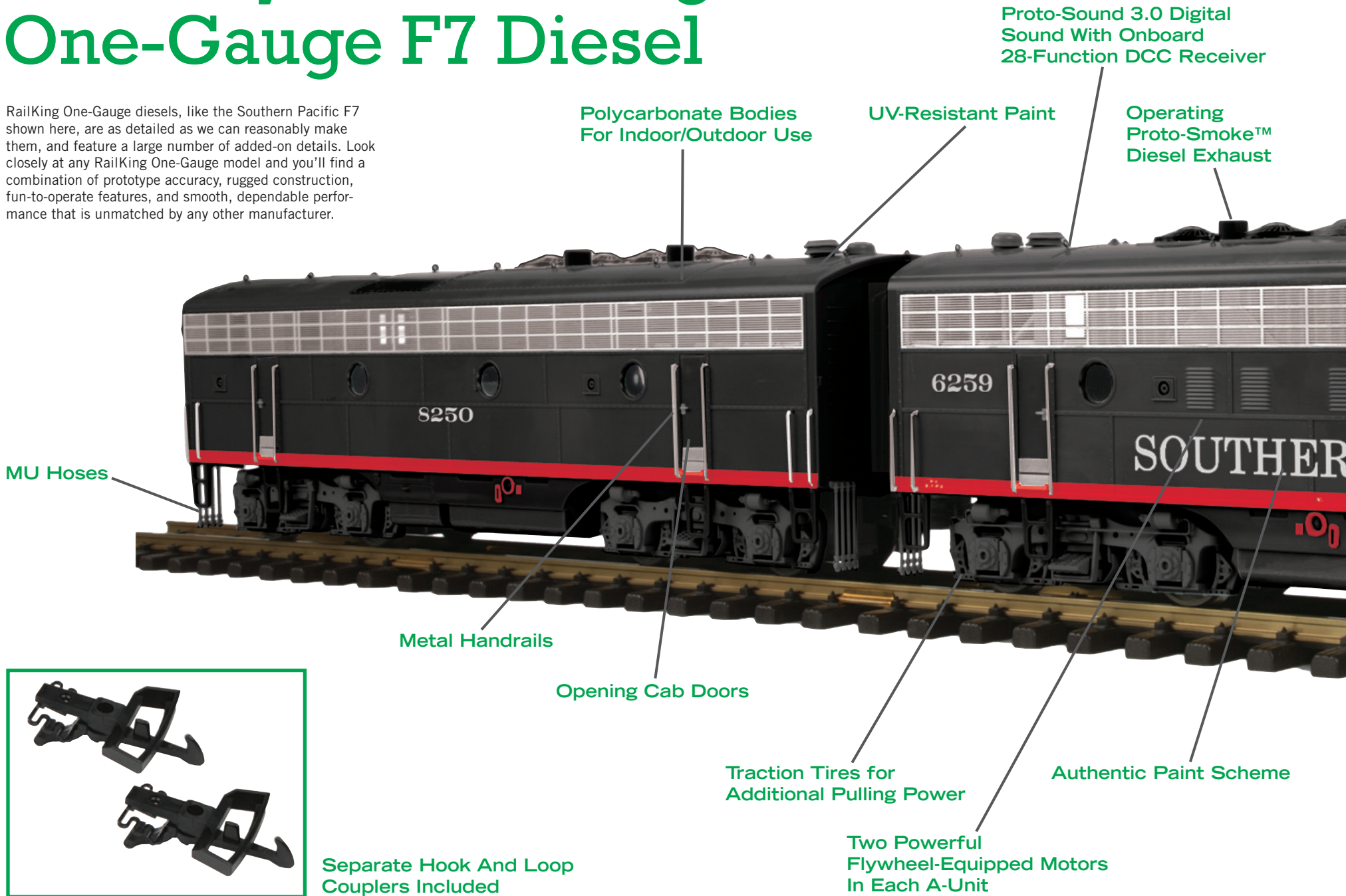
Externally, the F7 was very similar to the earlier F3. The key spotting features that distinguished an F7 were its stainless steel upper body grilles that replaced the “chicken wire” worn by most F3s, and the rooftop dynamic brake fan that replaced the F3’s rectangular roof vents just behind the cab. Internally, the F7 was also an evolution of the F3. While horsepower was the same, new D27 traction motors allowed the F7 to handle a heavier load.

Relive the sights, sounds, and drama of postwar railroading with this four-motored, full-scale 1:32 A-A set. Throttle down to speeds as low as 3 scale miles per hour with any load, or roll along at the prototype’s maximum speed of 102 mph with passenger gearing. Proto-Sound 3.0 offers authentic EMD 567 prime mover sounds, a first-generation diesel horn and bell, crew and station sounds, and adjustable smoke volume. The RailKing F7 features added-on details that include legible builder’s plates, grab irons, multiple-unit hoses, rooftop lift rings, see-through rooftop fan housings, steam generator exhaust stack (for passenger car heating), windshield wipers, and trucks with separately-applied spring hangers, brake cylinders, and air pipes. Each A-unit is supplied with two sets of pilots: a fully-detailed pilot with narrow coupler opening for wide-radius curves, and a less-detailed pilot with wide coupler opening for operation on tighter curves.

See Matching Passenger Cars On Pages 29-31

Anatomy of a RailKing One-Gauge F7 Diesel

RailKing One-Gauge diesels, like the Southern Pacific F7 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.



Proto-Sound 3.0 Digital Sound With Onboard 28-Function DCC Receiver

Polycarbonate Bodies For Indoor/Outdoor Use

UV-Resistant Paint

Operating Proto-Smoke™ Diesel Exhaust

MU Hoses

Metal Handrails

Opening Cab Doors

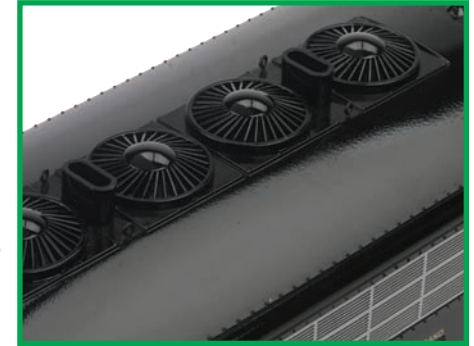
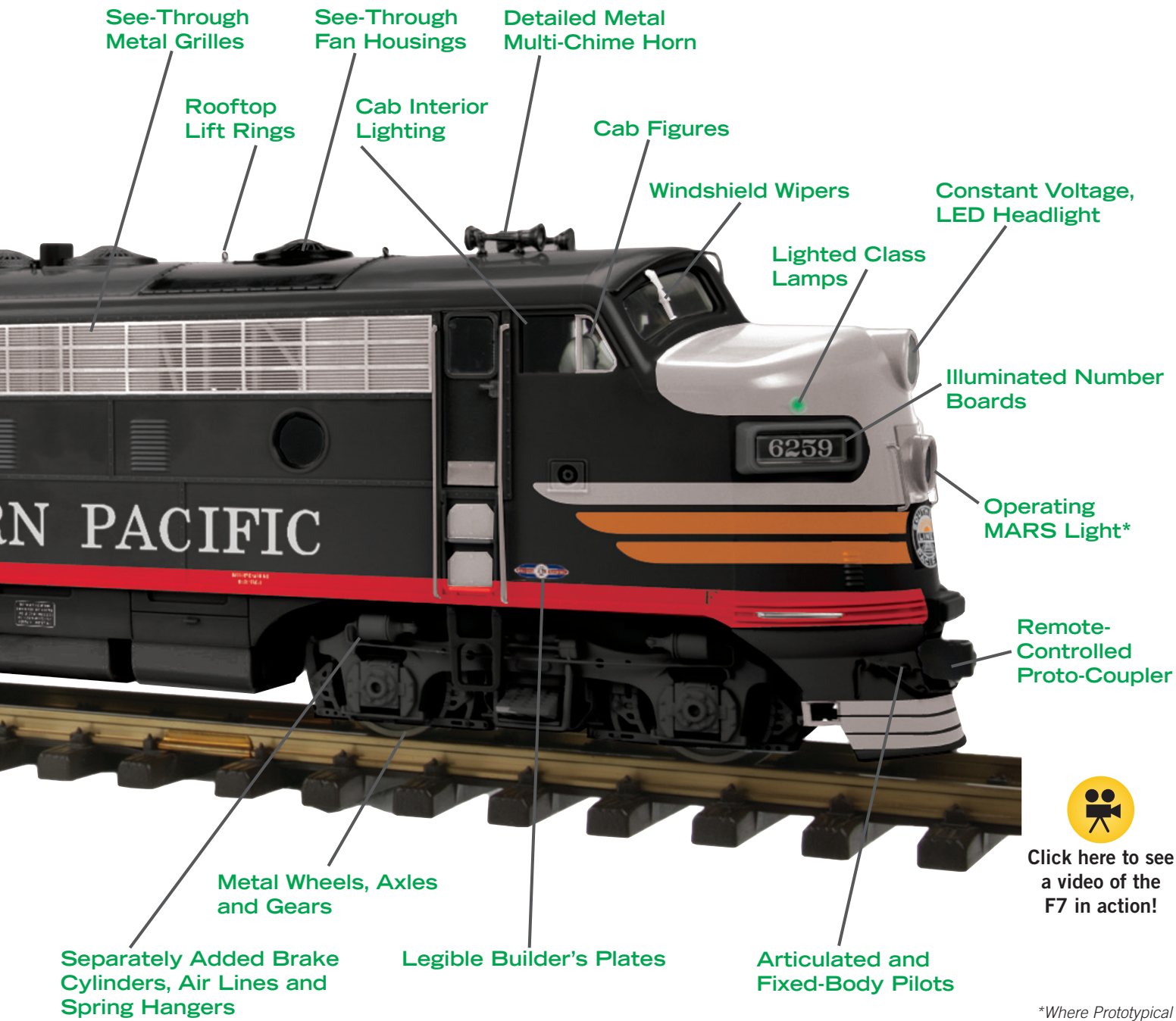
Traction Tires for Additional Pulling Power

Authentic Paint Scheme



Separate Hook And Loop Couplers Included

Two Powerful Flywheel-Equipped Motors In Each A-Unit



Click here to see a video of the F7 in action!

**Where Prototypical*

GE Dash 8

diesel



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 Curves





BNSF - Narrow-Nose Dash 8 Diesel Engine (4-Wheel Trucks)
70-2096-1 Proto-Sound 3.0 \$749.95

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.



Santa Fe - Narrow-Nose Dash 8 Diesel Engine (4-Wheel Trucks)
70-2097-1 Proto-Sound 3.0 \$749.95

Dash 8

diesel



Union Pacific - Wide-Nose Dash 8 Diesel Engine (6-Wheel Trucks)
70-2099-1 Proto-Sound 3.0 \$749.95



CSX - Wide-Nose Dash 8 Diesel Engine (6-Wheel Trucks)
70-2101-1 Proto-Sound 3.0 \$749.95



Amtrak - Wide-Nose Dash 8 Diesel Engine (4-Wheel Trucks)
70-2100-1 Proto-Sound 3.0 \$749.95

See Matching Passenger Cars
On Page 31



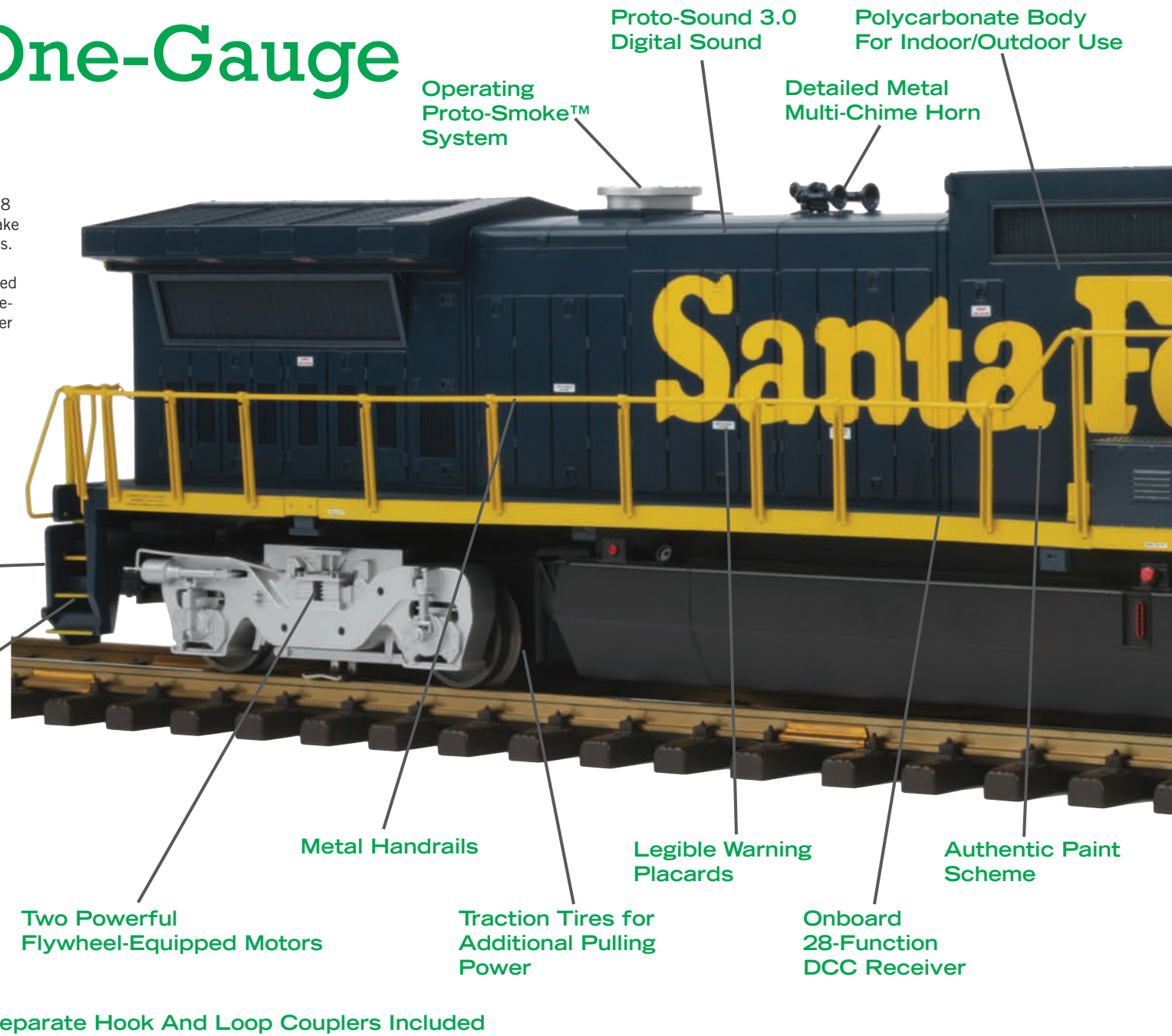
BNSF - Wide-Nose Dash 8 Diesel Engine (6-Wheel Trucks)
70-2098-1 Proto-Sound 3.0 \$749.95

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.

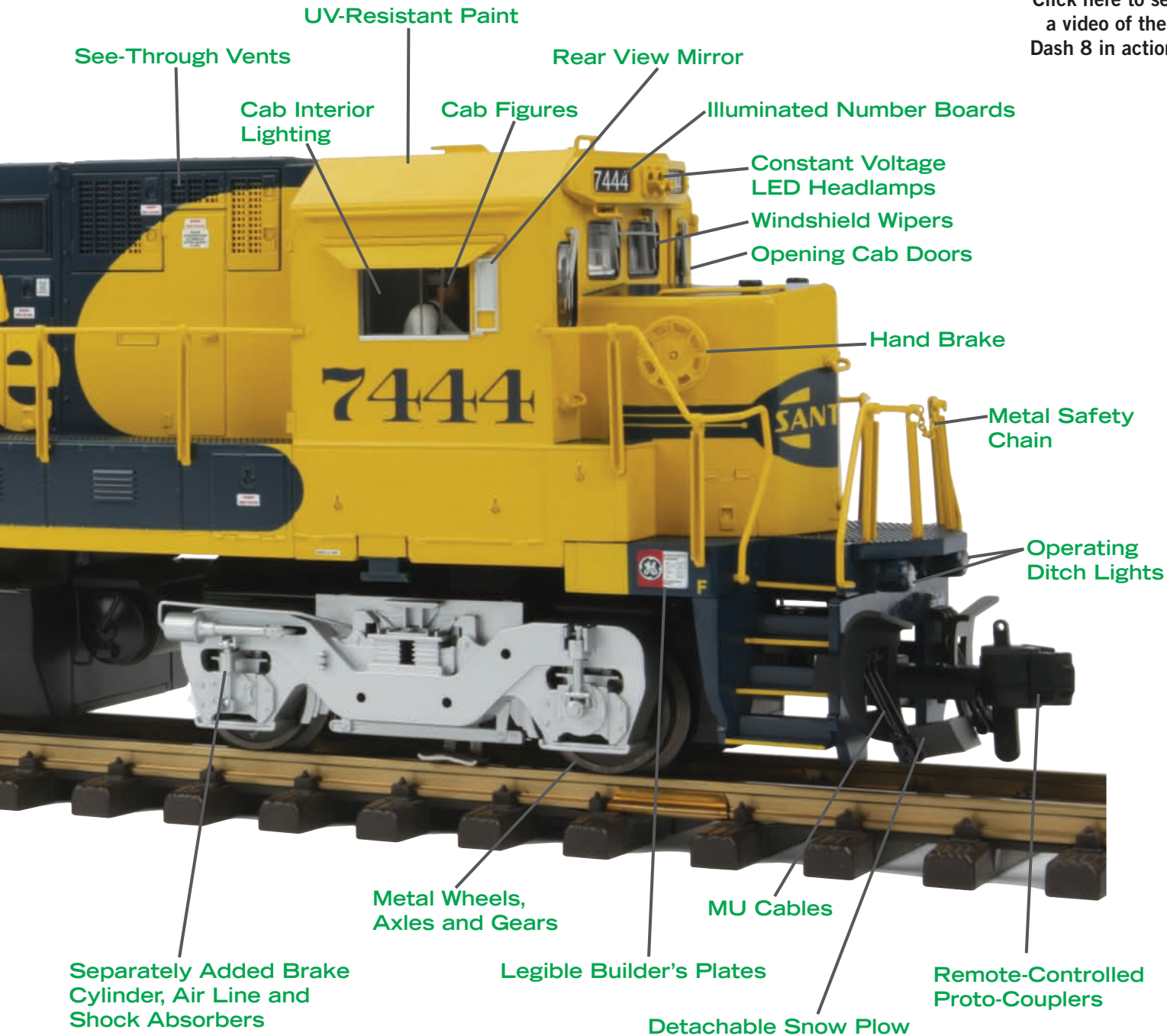
Anatomy of a RailKing One-Gauge Dash 8

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.

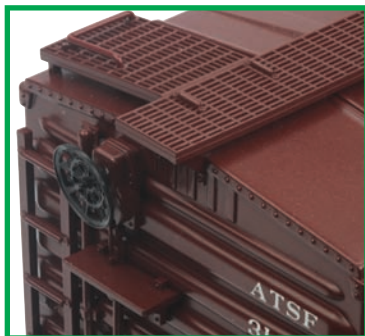
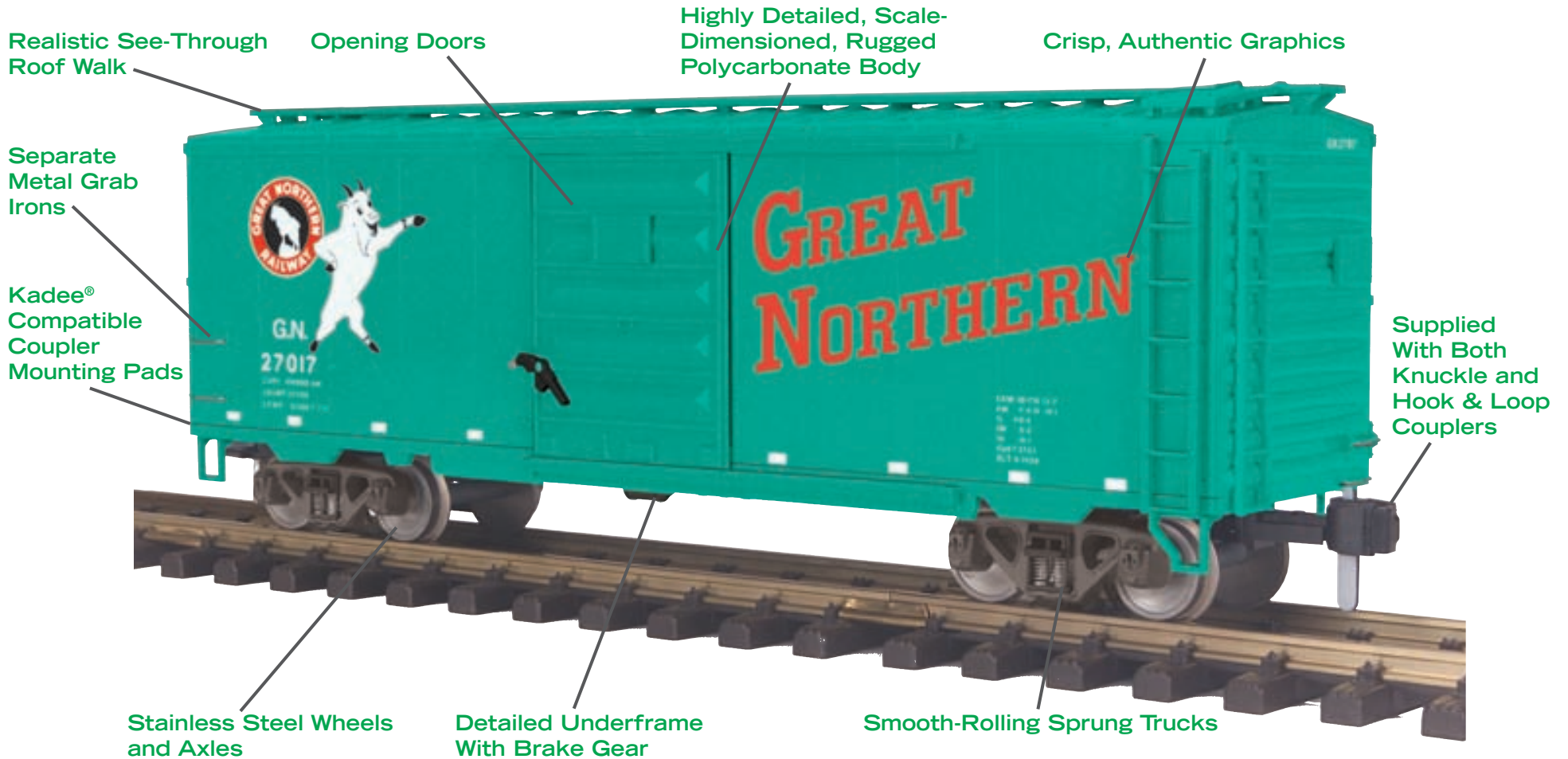




Click here to see a video of the Dash 8 in action!



40' Box Car





Great Northern - 40' Box Car
 70-74085 Car Number 27017 \$139.95
 70-74084 Car Number 27010 \$139.95



New Haven - 40' Box Car
 70-74081 Car Number 32189 \$139.95
 70-74080 Car Number 32183 \$139.95



Burlington - 40' Box Car
 70-74082 Car Number 35020 \$139.95
 70-74083 Car Number 35037 \$139.95



Pennsylvania - 40' Box Car
 70-74079 Car Number 105039 \$139.95
 70-74078 Car Number 105034 \$139.95

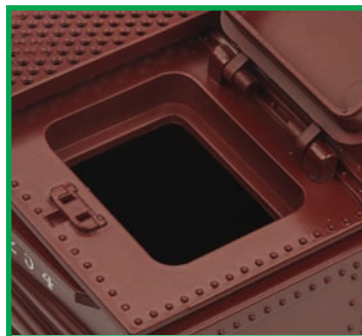
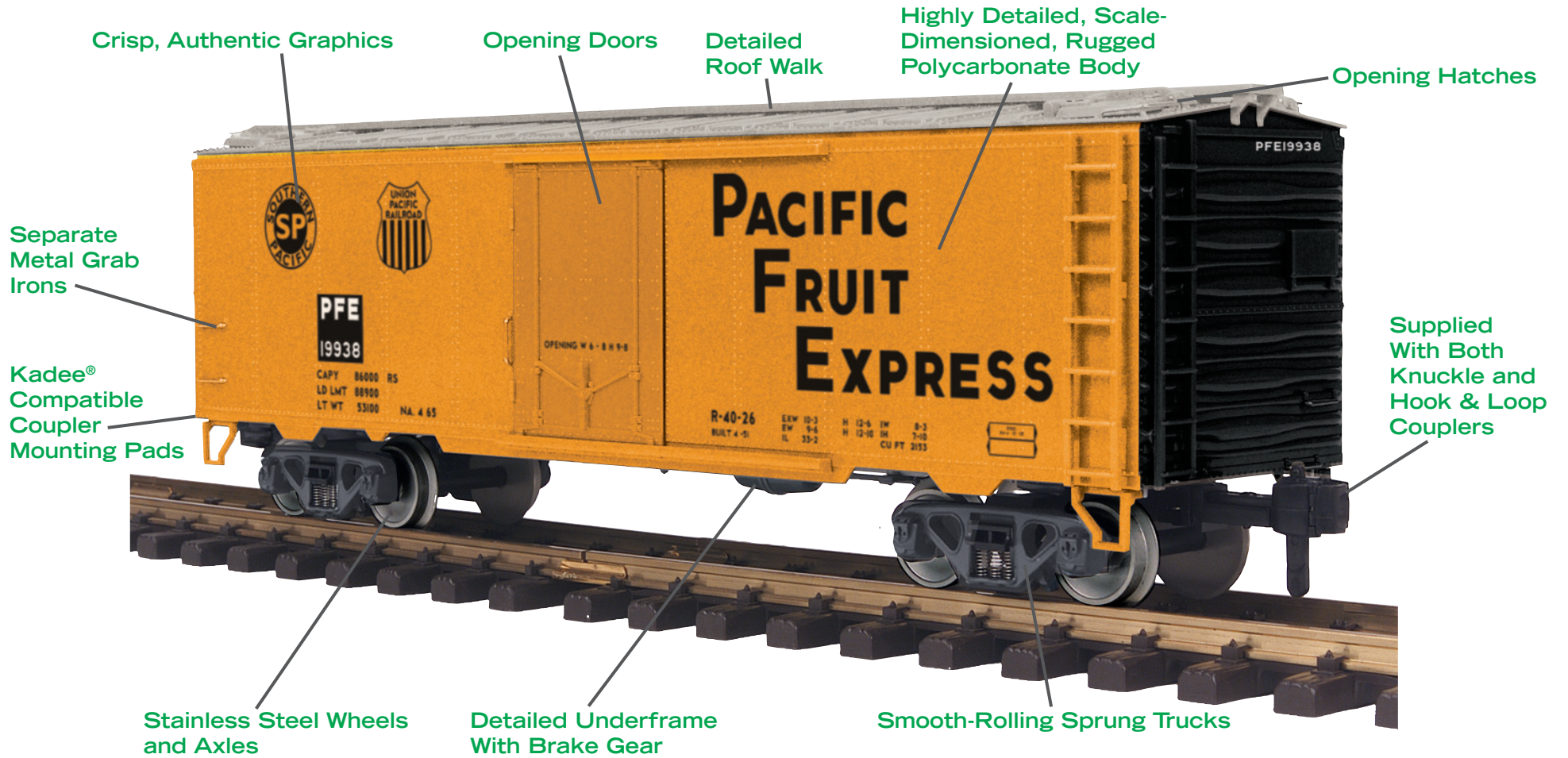


Santa Fe - 40' Box Car
 70-74087 Car Number 38527 \$139.95
 70-74086 Car Number 38524 \$139.95



Western Pacific - 40' Box Car
 70-74089 Car Number 20957 \$139.95
 70-74088 Car Number 20954 \$139.95

40' Reefer





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



Tropicana - 40' Reefer
 70-78039 Car Number 728 \$139.95
 70-78040 Car Number 732 \$139.95



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



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



Union Pacific - 40' Reefer
 70-78041 Car Number 922993 \$139.95
 70-78042 Car Number 992028 \$139.95



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

Unibody Tank Car





Union Pacific - Unibody Tank Car
70-73047 Car Number 70108 \$139.95



Sunoco - Unibody Tank Car
70-73045 Car Number 48452 \$139.95
70-73046 Car Number 48479 \$139.95



Hercules - Unibody Tank Car
70-73039 Car Number 86062 \$139.95
70-73040 Car Number 86068 \$139.95



Procor - Unibody Tank Car
70-73041 Car Number 60178 \$139.95
70-73042 Car Number 60182 \$139.95

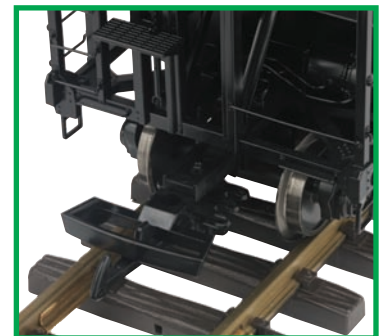
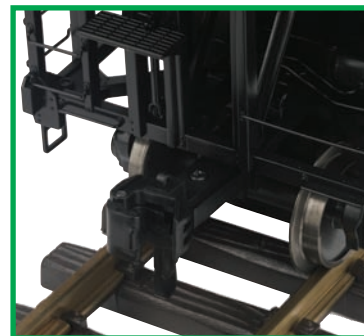
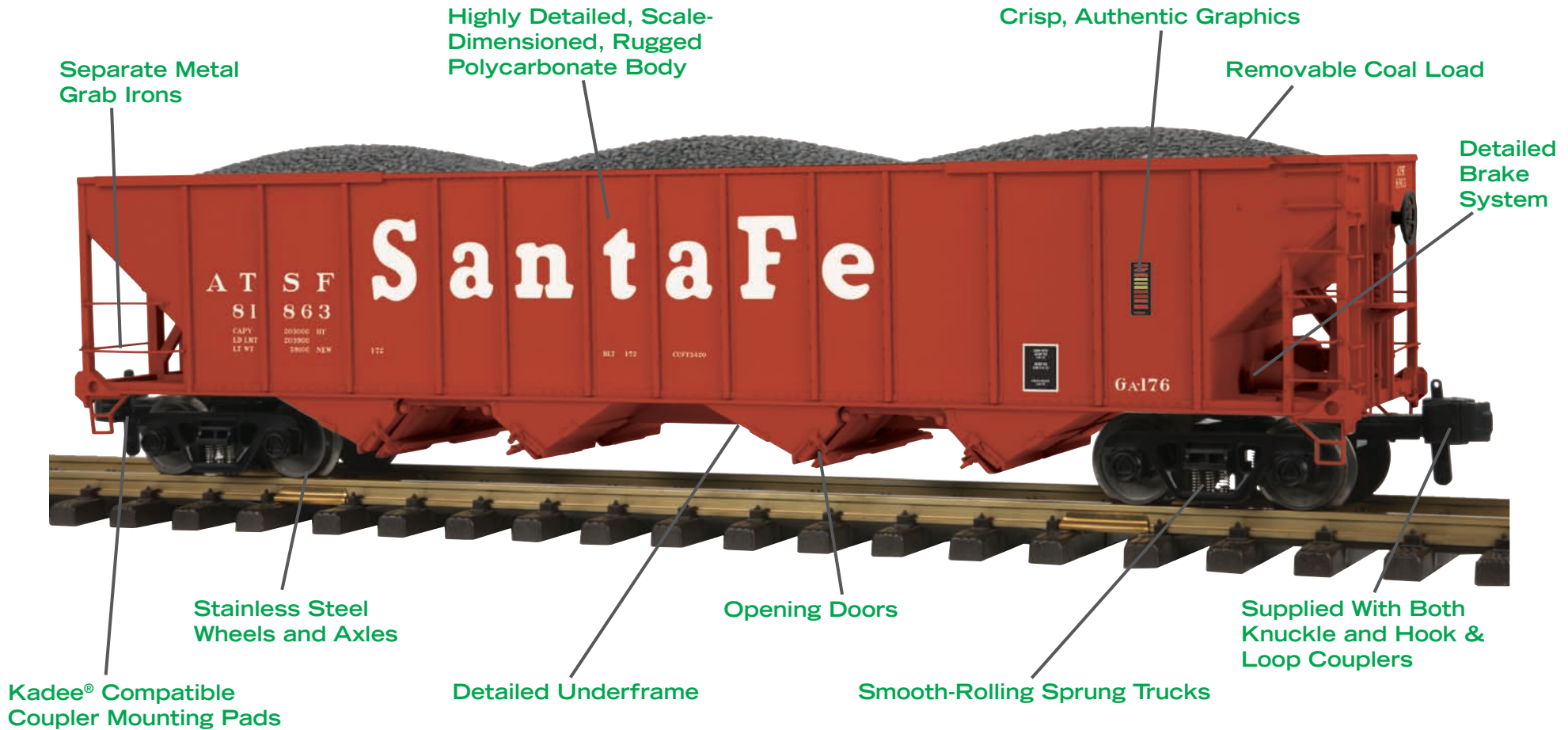


ADM - Unibody Tank Car
70-73038 Car Number 15379 \$139.95
70-73037 Car Number 15308 \$139.95



Shell - Unibody Tank Car
70-73043 Car Number 2382 \$139.95
70-73044 Car Number 2395 \$139.95

4-Bay Hopper



Union Pacific - 4-Bay Hopper
 70-75048 Car Number 18208 \$139.95
 70-75049 Car Number 18220 \$139.95



Santa Fe - 4-Bay Hopper
 70-75044 Car Number 81863 \$139.95
 70-75042 Car Number 81847 \$139.95
 70-75043 Car Number 81856 \$139.95

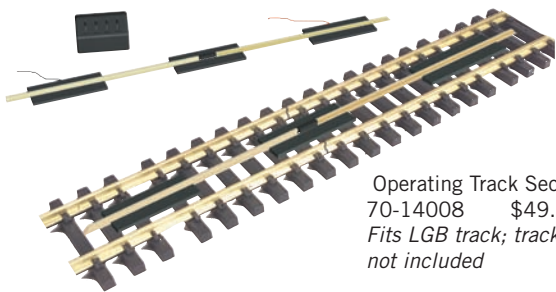
CSX - 4-Bay Hopper
 70-75040 Car Number 349871 \$139.95



Operating Helicopter Car



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

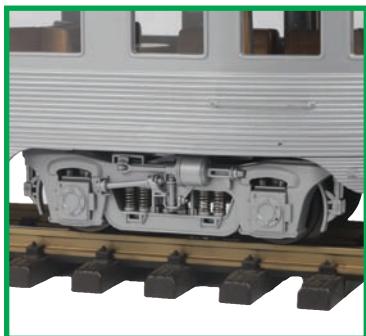
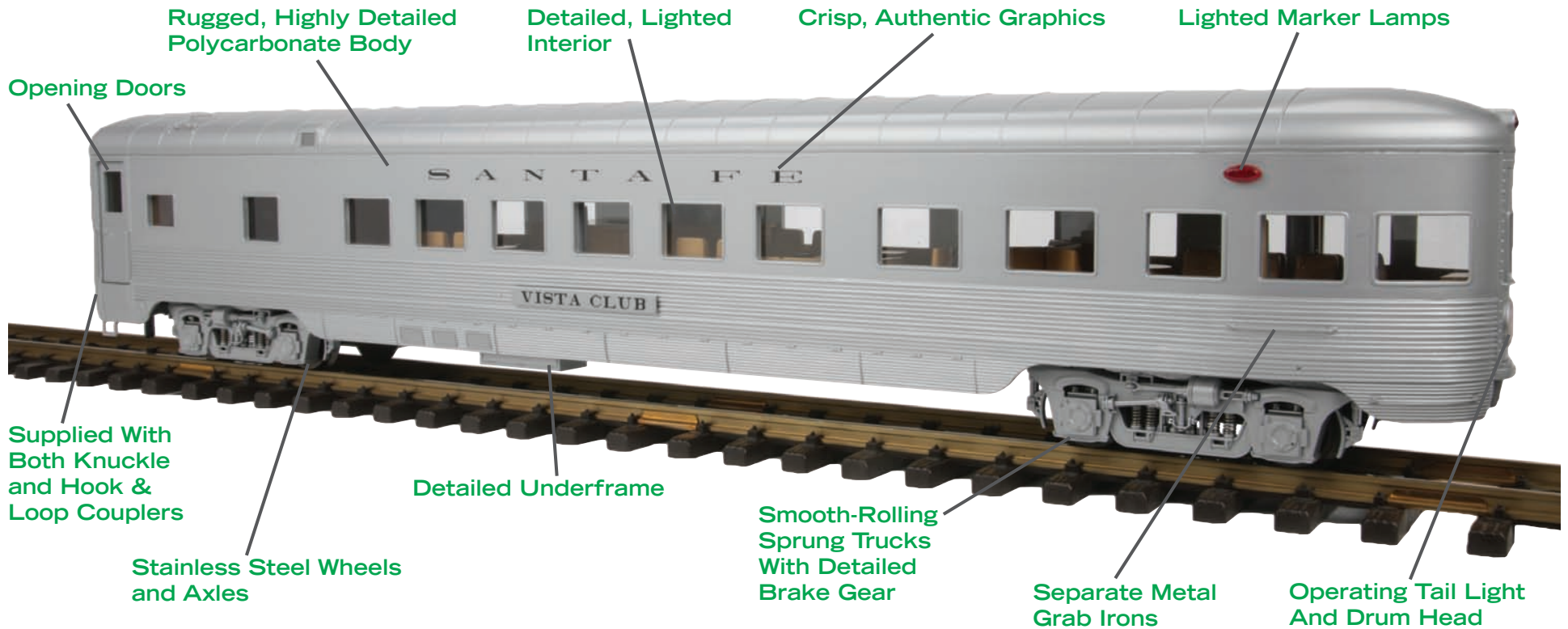


Operating Track Section Kit
70-14008 \$49.95
Fits LGB track; track section not included



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

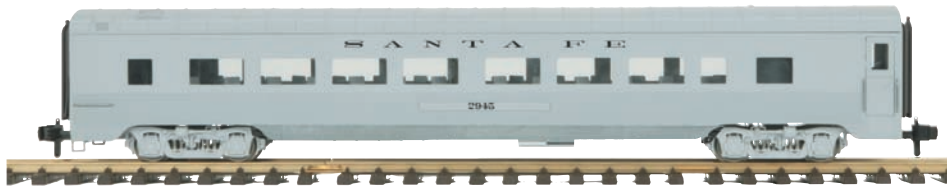
Anatomy of a RailKing One-Gauge Passenger Car



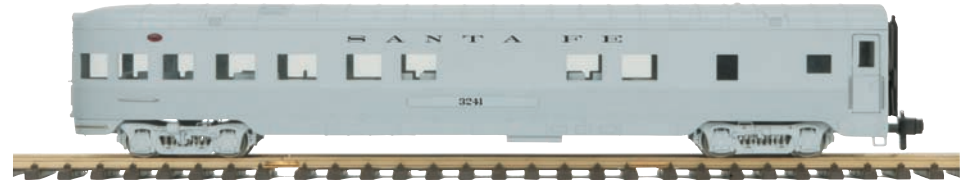
Passenger Cars



Santa Fe - 3-Car Streamlined Passenger Car Set (Ribbed Sides)
70-65031 \$599.95



Santa Fe - Streamlined Coach (Ribbed Sides)
70-67031 \$199.95



Santa Fe - Streamlined Observation Car (Ribbed Sides)
70-68031 \$199.95



Southern Pacific - 3-Car Streamlined Passenger Car Set (Smooth Sides)
70-65028 \$599.95



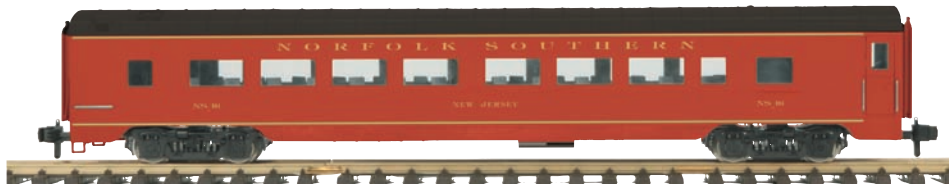
Southern Pacific - Streamlined Coach (Smooth Sides)
70-67028 \$199.95



Southern Pacific - Streamlined Observation Car (Smooth Sides)
70-68028 \$199.95



Norfolk Southern Executive Train - 3-Car Streamlined Passenger Car Set (Smooth Sides)
70-65029 \$599.95



Norfolk Southern Executive Train - Streamlined Coach (Smooth Sides)
70-67029 \$199.95



Norfolk Southern Executive Train - Streamlined Observation Car (Smooth Sides)
70-68029 \$199.95



Ontario Northland - 3-Car Streamlined Passenger Car Set (Smooth Sides)
70-65030 \$599.95



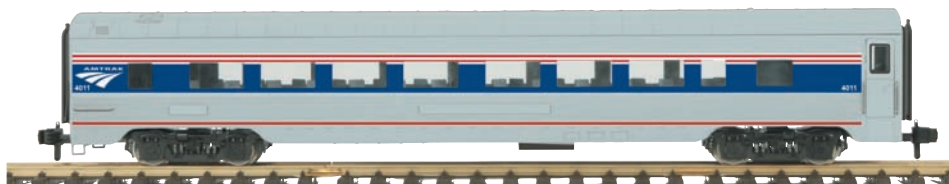
Ontario Northland - Streamlined Coach (Smooth Sides)
70-67030 \$199.95



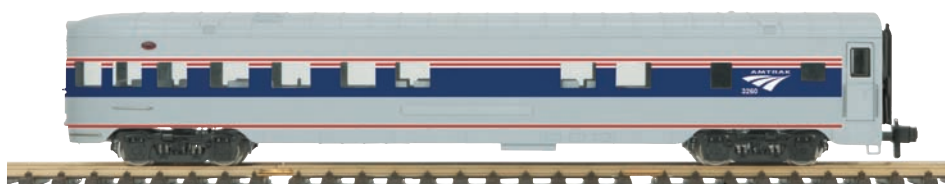
Ontario Northland - Streamlined Observation Car (Smooth Sides)
70-68030 \$199.95



Amtrak - 3-Car Streamlined Passenger Car Set (Ribbed Sides)
70-65032 \$599.95



Amtrak - Streamlined Coach (Ribbed Sides)
70-67032 \$199.95



Amtrak - Streamlined Observation Car (Ribbed Sides)
70-68032 \$199.95

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Z-1000™ AC Transformer
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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

Z-500™ AC Transformer
40-500 \$69.95

Designed for smaller layouts, the Z-500 offers the same control features as the Z-1000 but with less power.



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-operating power knob atop its UL-approved enclosure.

- U.L. Approved
- 20 Watts DC Max Power Output
- Smooth Operating Throttle Knob
- Built-In Circuit Breaker Protection



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

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



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



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



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



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



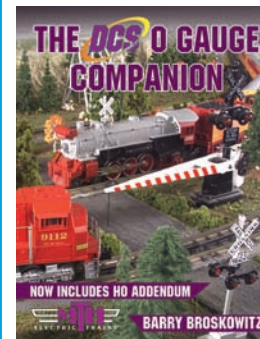
Proto-Sound Battery
50-1008 \$11.95



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

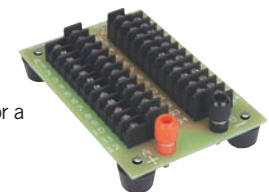


TIU/Barrel Jack Adapter Cable
50-1017 \$10.95



DCS Companion
60-1279

Digital Version \$12.95
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24-Port Terminal Block
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400 Watts!

The Most Powerful UL Listed Transformer!

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

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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.

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

Internal cooling fan

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If throttles are not in Off position when Z-4000 is turned on, no power will be applied to the track.

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

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

Power-on indicator

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

Rear Panel Outputs



0~22 Volts Track Power (10 AMP)

10-Volt Accessory Power (3 AMP)

14-Volt 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 UL OR SP LISTING?

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

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There are **TEN** different types of memberships, based on the style of model railroading that most interests you.

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30-75514 MTHRC 4-Bay Hopper
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w/(4) ScaleTrax 10" Straights
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Lionel Corp. Std. Gauge Membership



11-30190 Lionel Corporation No. 212 Std. Gauge Gondola Car
Lionel Corp. 200 Series Membership is \$120.00

Tinplate O Gauge Membership



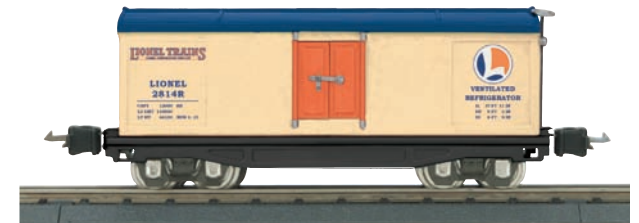
10-8086 MTHRC No. 2814R O Gauge Refrigerator Car
Tinplate 2800 Series Membership is \$90.00

Tinplate Std. Gauge Membership



10-2246 MTHRC No. 212 Std. Gauge Gondola
Tinplate 200 Series Membership is \$120.00

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Lionel Corp. 2800 Series Membership is \$90.00

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S-Gauge Membership is \$55.00

One-Gauge Membership



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HO Membership



80-97085 DM&R Employees Assoc.
70-Ton Center Discharge Ore Car
HO Membership is \$30.00

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Basic Membership is \$25.00

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Each year we produce beautifully decorated cars exclusively for our Club members. Members automatically receive the car that matches their Club membership (RailKing, Premier, Tinplate Traditions or One-Gauge) and have the option to collect other Club cars as well.

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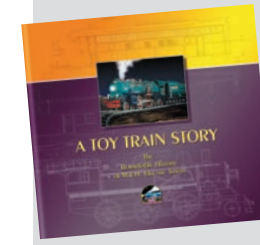
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Proto-Scale 3-2™, RailKing®, Rugged Rails®, RailKing One-Gauge™, RailTown™, Tinplate Traditions™, ScaleTrax™, RealTrax®, Z-750™, Z-4000®, Z-1000™, DCS™ and the MTH Numbering System and all others indicated throughout this catalog.

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



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