

RAILKING

ONE-GAUGE TRAINS



Trains & Accessories Catalog
2011 One-Gauge
FACTORY DIRECT SALE



The Most True to Scale, Operate One-Gauge Trains

More than any other One-Gauge trains, M.T.H. RailKing® models capture the drama of mainline American railroading. Whether you're a garden railroader or prefer to operate indoors, the Proto-Sound 2.0 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 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 1:32 trains, however, are fully compatible with your existing equipment and can be intermixed with 1:29 and other One-Gauge models. RailKing engines and cars run on standard 2-rail 45mm DC-powered track systems, including

the code 250 rail used by fine scale railroaders. All RailKing 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 models don't just look like the real thing — they sound and perform like real trains. All RailKing locomotives feature CD-quality 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 2-8-8-2 Triplex even features a smoking whistle. In addition, RailKing 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 equipment — not costly options or add-ons. Our patented cruise control system allows you to throttle down to speeds as low as three scale mile 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, cruise control ensures the throttle won't need your attention.

Every RailKing locomotive is also equipped for wireless handheld command control, using our optional Digital Command System (DCS). Just like the prototype, you can double-head locomotives and add or drop helper engines.

When you have guests, give each visitor a DCS handheld and let them control their own engine. Outdoor railroading doesn't get any more fun than this!



Realistic, Fun to You Can Buy

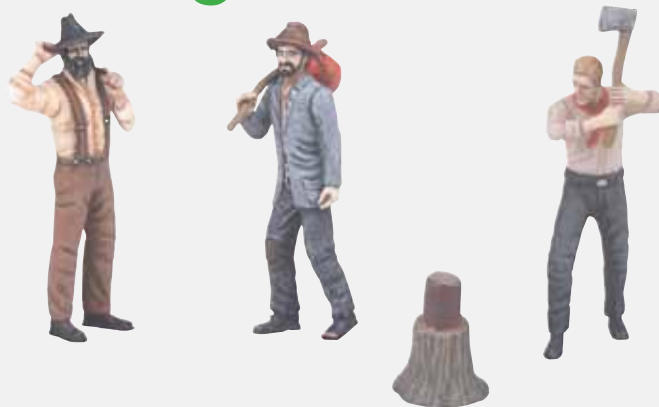


Quality

RailKing models are designed and built for the challenges of outdoor railroading. All locomotive and rolling stock 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 colors from fading. And every RailKing engine and car rolls on metal wheels and axles for smooth, long-lasting operation in any environment.

If you haven't already done so, 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 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, 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 www.railking1gauge.com and click on "Support/Service"



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www.mthtrains.com

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RAIL¹KING
ONE-GAUGE TRAINS



Proto-Sound

The Richest Set of Features in Model Railroading

Whether you operate with a conventional DC or AC transformer, or in command mode with DCS™ (M.T.H.'s Digital Command System), the Proto-Sound® 2.0 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 digital recordings with CD-quality playback. We strive to make our sounds as authentic as possible, using the characteristic whistle for a particular steam engine, for example, and the correct prime mover sound 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 chuff or diesel motor volume.

STATION SOUNDS

Proto-Sound passenger engines offer Passenger Station Proto-Effects™, a complete arrival and departure sequence that you can activate from your AC transformer or DCS handheld. 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 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. In DCS mode 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.

SPEED CONTROL

The Proto-Speed Control™ built into Proto-Sound 2.0 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.

MULTIPLE UNIT CAPABILITY

In DCS command mode, all locomotives set to the same speed — 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 locomotives.

LIGHTING EFFECTS

Proto-Sound locomotives feature a variety of prototypical lighting effects. Depending on the locomotive, these may include constant-brightness headlights, illuminated number boards, marker lamps, firebox glow in steam locomotives, and operating Mars lights or oscillating ditch lights (where appropriate) on diesels. In DCS operation, many of these lighting effects can be individually controlled.



GREAT SMOKE

Proto-Sound steam engines and diesels 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 a DCS handheld.

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.

REMOTE UNCOUPLING

Proto-Sound steam and diesel engines offer remote uncoupling anywhere on your layout, controlled from your AC transformer or DCS remote. The opening of the coupler is accompanied by the hiss of air hoses parting and the clank of the coupler knuckle opening.

UPDATED ENGINE FEATURES

Using a DCS system, any Proto-Sound 2.0 engine can be updated with new sounds or features without ever taking the engine apart or even off the track. Simple downloads of new Proto-Sound sound sets from the M.T.H. Web site mean your engine will never be obsolete. It can change from a passenger loco to a freight loco or get a new whistle or horn in just minutes.

BI-DIRECTIONAL COMMUNICATION

Proto-Sound 2.0 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. Imagine querying a Proto-Sound 2.0 locomotive to find out how many scale miles it's run or how many hours it's been powered up. How about checking out the strength of the DCS signal on the track or measuring the track voltage at a trouble spot? What about learning how long your track is in scale miles? All of this is possible today, but only in a Proto-Sound 2.0 equipped locomotive when operated using the 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, and remote uncoupling require an AC transformer with bell and whistle buttons, or the M.T.H. DCS system running on either DC or AC.

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. And many M.T.H. diesels feature exhaust smoke output based on speed, just like the real thing!

COMMAND CONTROL

Add the M.T.H. Digital Command System (DCS) to your railroad and enjoy the command control capability built into every Proto-Sound 2.0 locomotive. Operate up to 99 engines on the same track at the same time with individual control over each engine. For more information on command control and DCS, see the next page or go to www.protosound2.com.





This remote is **SIMPLE**.

It speaks **ENGLISH,**
NOT ICONS.

It can be **OPERATED**
EASILY WITH ONE HAND.

It can be
UPGRADED FOR FREE
over the Internet.

Simply to **Run**

It can run over 1300* Proto-Sound® 2.0 & 3.0 engines and every Lionel®, Atlas, Weaver, and Third Rail 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 ANY O SCALE ACCESSORY OR SWITCH**. It can create scenes and routes that are triggered with one push of a button.

WHAT CAN YOUR REMOTE DO?

* Number of different Proto-Sound® 2.0 and 3.0 engines cataloged through the 2011 Volume 2 Catalog.

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

Remote Shown
Actual Size



the Best Way 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



TRY IT at your local DCS Demo Center

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

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 locomotives**. Learn more about it in the 2011 RailKing Train Set catalog — or use our online Product Search feature to see more information and read the instruction manual.



DCS Commander System w/100 Watt Power Supply
50-1029 \$229.95

DCS Commander Controller (with out power supply)
50-1028 \$149.95



DCS Remote Commander Set
50-1033 \$39.95

**Requires Proto-Sound 2.0 locomotives with onboard 3-volt system, which can be identified by their square battery-charging jack; see the operator's manual for exact jack location.



DCS Remote Control System
50-1001 \$299.95

DCS Remote Control Handheld Unit
50-1002 \$149.95



DCS Track Interface Unit (TIU)
50-1003 \$179.95



DCS Accessory Interface Unit (AIU)
50-1004 \$99.95



Proto-Sound 2.0 Battery Charger
50-1019 \$14.95



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



Proto-Sound Battery
50-1008 \$11.95



TIU/TMCC-Legacy 6' Connector Cable
50-1032 \$19.95



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



TIU/Barrel Jack Adapter Cable
50-1017 \$9.95



DCS Companion \$12.95
A 168-page illustrated guide available as a PDF download



24-Port Terminal Block
50-1020 \$29.95
12-Port Terminal Block
50-1014 \$19.95

Anatomy of a RailKing One-Gauge Locomotive

RailKing One-Gauge locomotives, like the General Electric Dash-8 diesel 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 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.

**Supplied with
Optional Fixed Pilots
for Additional Realism**

**See-Through Safety
Tread on End Steps**

**Two Powerful
Flywheel-Equipped Motors**

Metal Handrails

**Traction Tires for
Additional Pulling
Power**

Legible Warning Placards

Authentic Paint Scheme

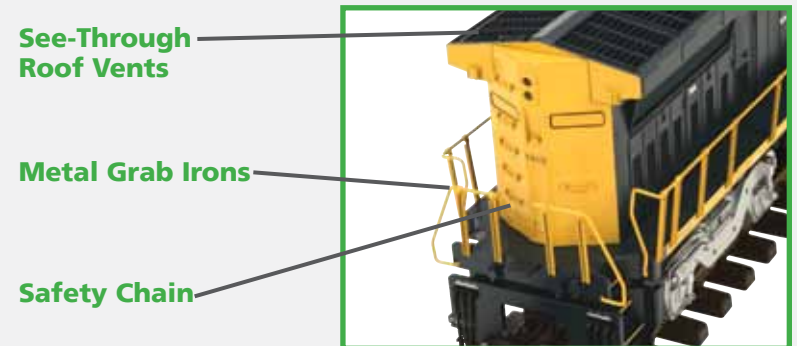
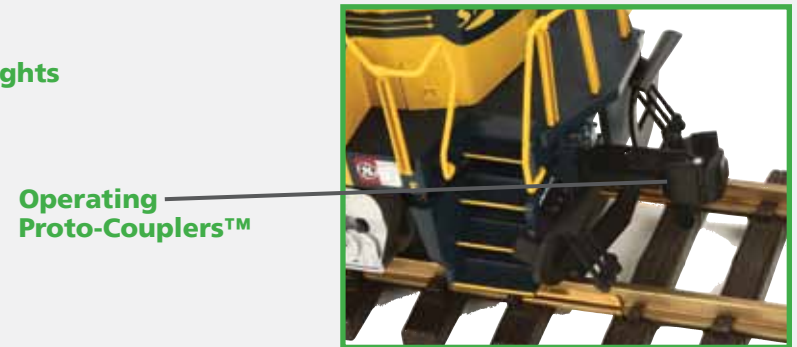
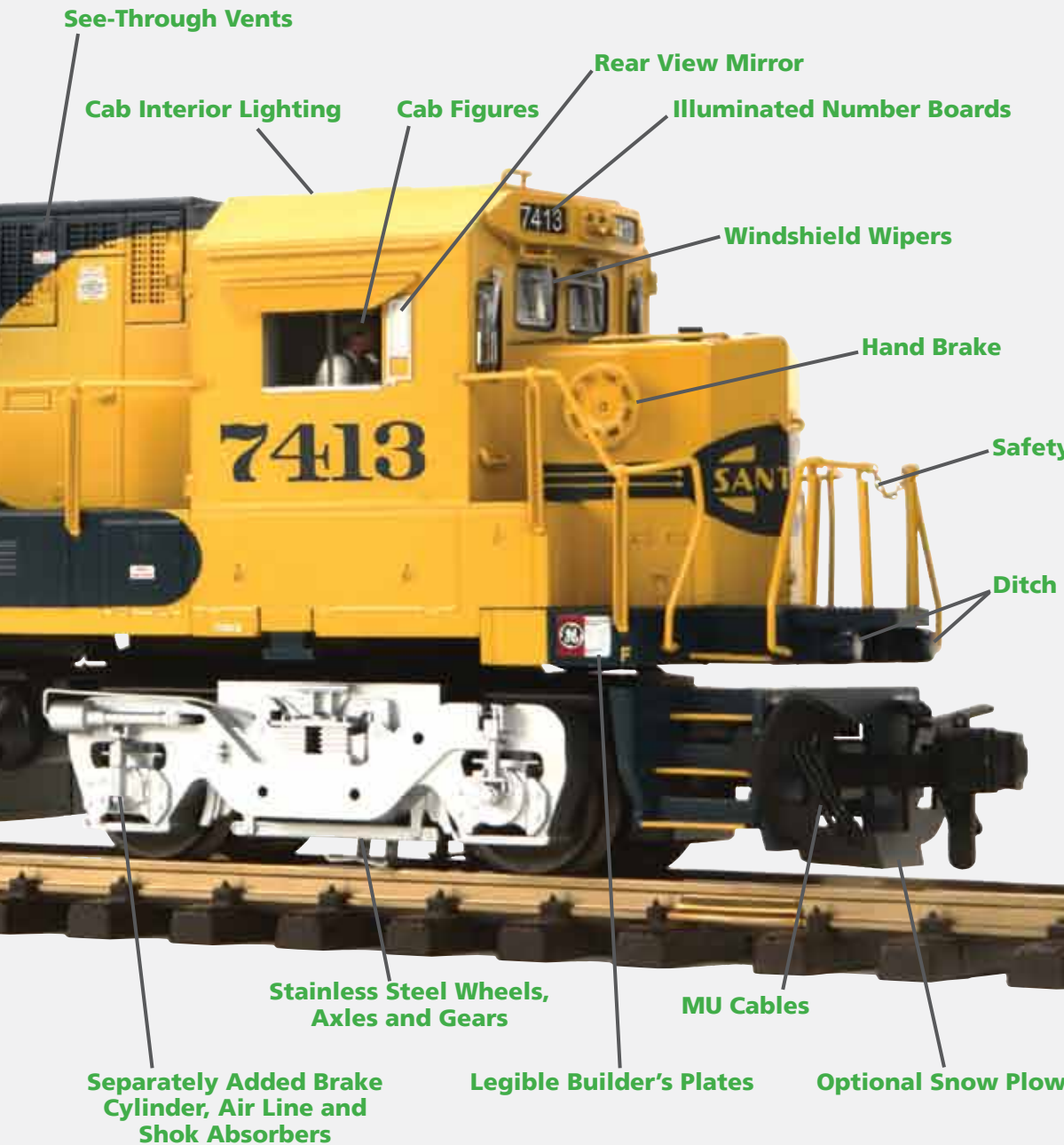
**See-Through Metal
Grilles**

**Operating
Proto-Smoke™
System**

**Detailed Metal
Multi-Chime Horn**

Indoor/Outdoor Use





Triplex

steam engine



Features

- Detailed Polycarbonate Boiler and Tender Body
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- Detailed Truck Sides
- (2) Precision Pittman® Flywheel Equipped Motors
- Supplied with Remote Controlled Proto-Coupler™, hook & loop coupler, and drilled mounting pad for Kadee coupler
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Operating Marker Lights
- Lighted Cab Interior
- Numerous added-on details including piping, ladders, front end throttle, builder's plates, air pumps, pilot radiators, and metal bell, whistle, and handrails
- Synchronized Puffing ProtoSmoke™ System In Boiler & Tender
- Locomotive Speed Control
- With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 41" x 6 3/8" x 4 1/2"
- Operates On R3 Curves





Virginian - 2-8-8-2 Triplex Steam Engine
70-3024-1 Proto-Sound 2.0 M.S.R.P. \$1299.95 **Sale Price: \$799.95**



Erie - 2-8-8-2 Triplex Steam Engine
70-3023-1 Proto-Sound 2.0 M.S.R.P. \$1299.95 **Sale Price: \$799.95**



Erie - 2-8-8-2 Triplex Steam Engine
70-3022-1 Proto-Sound 2.0 M.S.R.P. \$1299.95 **Sale Price: \$799.95**

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

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

New for 2006, the RailKing One Gauge Triplex recreates the sound, the smoke, and the flamboyance of the original design - but runs much better than the prototype ever did. Only MTH engineering could make such a complex model run smoothly and steadily at speeds from a barely perceptible crawl to wide-open throttle. Add the Triplex to your roster and experience the sheer visual drama of one of the grand experiments in early twentieth century heavy machinery.

Did You Know?

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

4-8-4 Gs-2

steam engine



Features

- Detailed Polycarbonate Boiler and Tender Body
- Authentic Paint Scheme
- Metal Wheels and Axles
- Operating Knuckle Coupler
- Lighted Number Boards
- Lighted Marker Lights
- Interchangeable Hook & Loop Coupler
- Constant Voltage Locomotive Headlight
- Engineer and Fireman Figures
- Operating Firebox Glow
- Operating Ashpan Flicker
- Metal Handrails and Decorative Whistle
- Synchronized Puffing ProtoSmoke™ System
- Operating Tender Back-up Light
- Indoor/Outdoor Use
- 1:32 Scale Proportions
- Locomotive Speed Control
- Precision Flywheel Equipped Motor
- With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 43 1/2" x 4" x 6"
- Operates On R2 Curves

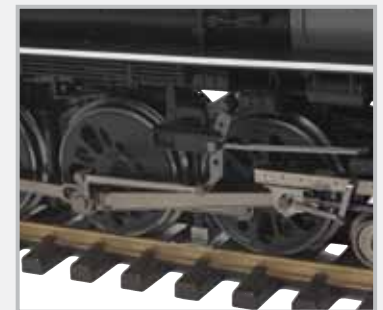


Western Pacific - 4-8-4 Gs-2 Steam Engine
70-3012-1 Proto-Sound 2.0 M.S.R.P. \$1099.95 **Sale Price: \$699.95**



In the 1920s, Southern Pacific rethought the standard approach to motive power; rather than changing engines at division points, they wanted to develop an engine for use on extended runs. Their famous 4-8-4 GS-series of locomotives resulted. 4-8-4 Northerns originated with the Northern Pacific railroad in 1926 and quickly became popular on other roads. The eight drivers allowed the engines to generate more power than engines with fewer driving wheels, and the four trailing wheels supported a larger firebox, increasing boiler capacity. This combination allowed 4-8-4s to best even larger 2-10-2-types by sustaining higher speeds over longer distances.

Southern Pacific's famous GS-4 was introduced in the 1930s specifically for the glamorous new "Daylight" passenger train that ran between San Francisco and Los Angeles. The engine had to be able to pull a 12-car, 626-ton train at high speeds, over long distances and grades. A 4-8-4 was the perfect solution to the problem.



Alco PA

diesel engine



Features

- (2) Remotely Controlled Proto-Couplers™
- Metal Chassis
- Illuminated Number Boards
- Directionally Controlled Headlights
- Detailed Truck Sides, Pilots and Fuel Tank
- Authentic Paint Scheme
- Metal Handrails and Decorative Horn
- Lighted Marker Lights
- Spinning Roof Fans
- Metal Body Side Grilles
- Intricately Detailed Polycarbonate Bodies
- Metal Wheels, Axles and Gears
- (2) Precision Flywheel Equipped Motors In Each A Unit
- Lighted Cab Interiors
- (2) Engineer Cab Figures In Each A Unit
- (2) Operating Smoke Units
- Locomotive Speed Control
- With The Digital Command System Featuring Passenger Station Proto-Effects™
- Measures: 48 11/16" x 5 5/8" x 3 7/8"
- Operates On R3 Curves



Rio Grande - Alco PA AA Diesel Set

70-2037-1 Proto-Sound 2.0 M.S.R.P. \$699.95 **Sale Price: \$549.95**

70-2037-3 Non-Powered B-Unit M.S.R.P. \$199.95 **Sale Price: \$159.95**



Santa Fe - Alco PA AA Diesel Set

70-2033-1 Proto-Sound 2.0 M.S.R.P. \$699.95 **Sale Price: \$549.95**

70-2033-3 Non-Powered B-Unit M.S.R.P. \$199.95 **Sale Price: \$159.95**



Delaware & Hudson - Alco PA AA Diesel Set

70-2034-1 Proto-Sound 2.0 M.S.R.P. \$699.95 **Sale Price: \$549.95**

70-2034-3 Non-Powered B-Unit M.S.R.P. \$199.95 **Sale Price: \$159.95**



The PA was Alco's glamour girl. While Electro-Motive's E-units easily beat Alco's passenger engine in terms of popularity, the PA is widely regarded as the most beautiful first-generation diesel - period. Perhaps no other locomotive looked so right at the head of the streamlined trains of the late forties and fifties that were the last hurrah of American long-distance passenger service. The 294 PA's and 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. You can follow the progress of Doyle's labor on the Web site www.nkp190.com.

Recreate the excitement of first-class passenger travel with RailKing One Gauge Alco PA locomotives and matching passenger sets. Our Proto-Sound® 2.0 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

diesel engine



Union Pacific - Alco PA AA Diesel Set

70-2039-1 Proto-Sound 2.0 M.S.R.P. \$699.95 **Sale Price: \$549.95**

70-2039-3 Non-Powered B-Unit M.S.R.P. \$199.95 **Sale Price: \$159.95**



Southern Pacific - Alco PA AA Diesel Set

70-2038-1 Proto-Sound 2.0 M.S.R.P. \$699.95 **Sale Price: \$549.95**

70-2038-3 Non-Powered B-Unit M.S.R.P. \$199.95 **Sale Price: \$159.95**





New Haven - Alco PA AA Diesel Set

70-2035-1 Proto-Sound 2.0 M.S.R.P. \$699.95 **Sale Price: \$549.95**

70-2035-3 Non-Powered B-Unit M.S.R.P. \$199.95 **Sale Price: \$159.95**



Pennsylvania - Alco PA AA Diesel Set

70-2036-1 Proto-Sound 2.0 M.S.R.P. \$699.95 **Sale Price: \$549.95**

70-2036-3 Non-Powered B-Unit M.S.R.P. \$199.95 **Sale Price: \$159.95**



Dash-8

diesel engine



Features

- Detailed Polycarbonate Body
- Authentic Paint Scheme
- (2) Uninstalled Hook & Loop Couplers
- Constant Voltage Directionally Controlled Headlights
- (2) Precision Flywheel-Equipped Motor
- Detailed Cab Interior
- Metal Handrails and Decorative Horn
- Opening Cab Doors
- Operating ProtoSmoke System
- Operating Cab Interior Lighting
- Indoor/Outdoor Use
- (2) Remotely Controlled Proto-Couplers
- Locomotive Speed Control In Scale MPH Increments
- Metal Wheels, Axles and Gears
- (2) Engineer Cab Figures
- Illuminated Number Boards
- Operating Ditch Lights
- With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 29" x 3 3/4" x 5 7/8"
- Operates On R1 Curves





Santa Fe - Dash-8 Diesel Engine (6-Wheel Truck)
70-2074-1 Proto-Sound 2.0 M.S.R.P. \$429.95 **Sale Price: \$379.95**



Conrail - Dash-8 Diesel Engine (Narrow Nose/4-Wheel Truck)
70-2077-1 Proto-Sound 2.0 M.S.R.P. \$429.95 **Sale Price: \$379.95**



Union Pacific - Dash-8 Diesel Engine (6-Wheel Truck)
70-2075-1 Proto-Sound 2.0 M.S.R.P. \$429.95 **Sale Price: \$379.95**

In the late 1980s, as General Electric and General Motors' Electro-Motive Division engaged in heated competition (that continues today) for marketshare in the high horsepower category, GE announced the Dash-8 class of diesel locomotives. Although the first demonstrator version had only 3,200 hp, most of the Dash-8s had 4,000 hp when delivered. Because GE builds its diesel locomotives in five modules, it was able to customize its Dash-8s for each buyer to an unusual degree. Some railroads ordered their Dash-8s with the conventional narrow cabs, while other opted for the wider safety or comfort cabs. Some Dash-8s have 4-wheel trucks, and other have 6-wheel trucks. All this variety means that these diesels, which were designed for fast freight duty, are also well suited for Amtrak's passenger service. Despite their many differences, all Dash-8s share microprocessor control. The microprocessor, a small computer, regulates rpm, fuel injection volume, generator excitation, and many other operational features to make the engines run more efficiently than any diesel ever had before them.

M.T.H. is proud to make this rugged American prototype available to garden railroaders in a variety of roadnames in a narrow nose body that are sure to please. These highly detailed 1:32 scale models provide realistic operation and the long list of features shown.

Did You Know?

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

Dash-8

diesel engine



BNSF - Dash-8 Diesel Engine (Narrow Nose/4-Wheel Truck)
70-2079-1 Proto-Sound 2.0 M.S.R.P. \$429.95 **Sale Price: \$379.95**



CSX - Dash-8 Diesel Engine (Narrow Nose/4-Wheel Truck)
70-2078-1 Proto-Sound 2.0 M.S.R.P. \$429.95 **Sale Price: \$379.95**



BNSF - Dash-8 Diesel Engine (6-Wheel Truck)
70-2072-1 Proto-Sound 2.0 M.S.R.P. \$429.95 **Sale Price: \$379.95**



Santa Fe - Dash-8 Diesel Engine (Narrow Nose/4-Wheel Truck)
70-2076-1 Proto-Sound 2.0 M.S.R.P. \$429.95 **Sale Price: \$379.95**

F-3 AA

diesel engine



Features

- Detailed Polycarbonate Bodies
- Authentic Paint Scheme
- Metal Wheels and Axles
- (2) Operating Knuckle Couplers
- (2) Uninstalled Hook & Loop Couplers
- Constant Voltage Directionally Controlled Headlights
- (2) Precision Flywheel Equipped Motor
- Engineer and Fireman Figures
- Detailed Cab Interiors
- Metal Handrails and Decorative Horn
- Opening Cab Doors
- Operating Cab Interior Lighting
- Indoor/Outdoor Use
- Locomotive Speed Control
- (2) Operating Smoke Units
- With The Digital Command System Featuring Passenger Station Proto-Effects™
- Unit Measures: 39" x 3 3/4" x 5 1/4"
- Operates On R2 Curves



Western Pacific - F-3 AA Diesel Set
70-2012-1 Proto-Sound 2.0 M.S.R.P. \$699.95 **Sale Price: \$549.95**

World War II had called for locomotive manufacturers to adhere to production guidelines as set by the War Production Board. With the war's end in 1945, EMD, like other major competitors, worked hard to meet industry demand after four years of restricted supply. In the freight cab market, EMD released their F-series. The F-3 headlined the series, debuting in the summer of 1945, a few months before the official end of the war.

The F-3 emerged with a new generator that supplied both direct and alternating current, an important upgrade for EMD's initial F-unit design. Because of the addition of the

dual generator, AC-powered fans and blowers could be operated electrically, boosting the locomotives' ability to stay in top form. The 1,500-h.p. rated F-3, with its bulldog nose and dual capabilities set a standard in railroading. In test runs, No. 291, a demonstrator unit, logged over 125,000 miles in sixteen months pulling freight and passenger loads. Railroads were impressed with the tests and hundreds of advanced orders for the F-3s poured in.

EMD and One Gauge fans will no doubt want to order this stellar replica of the F-3 perfectly proportioned in 1/32 scale. The RailKing One-Gauge F-3 represents the bulldog

tenacity of the prototype with its inclusion of the awesome sounds and features of Proto-Sound 2.0.

Did You Know?

F-3s assigned for freight duty utilized a "wedge" pilot rather than the smooth pilot found on passenger service assignments.



F-7 AA

diesel engine



Features

- Directionally Controlled Headlights
- Metal Wheels, Axles and Gears
- Detailed Truck Sides, Pilots and Fuel Tank
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Decorative Horn
- Illuminated Number Boards
- Lighted Marker Lights
- Metal Body Side Grilles
- Spinning Roof Fans
- (1) Operating Proto-Coupler
- (2) Precision Flywheel Equipped Motors In Each A Unit
- Lighted Cab Interiors
- (2) Operating Smoke Units
- Intricately Detailed Polycarbonate Bodies
- Locomotive Speed Control
- (2) Engineer Cab Figures In Each A Unit With The Digital Command System Featuring Passenger Station Proto-Effects™
- Unit Measures: 39" x 3 3/4" x 5 1/4"
- Operates On R2 Curves





Canadian National - F-7 AA Diesel Set

70-2040-1 Proto-Sound 2.0 \$699.95 **Sale Price: \$549.95**

70-2040-3 Non-Powered B-Unit \$199.95 **Sale Price: \$159.95**



Chicago NorthWestern - F-7 AA Diesel Set

70-2041-1 Proto-Sound 2.0 \$699.95 **Sale Price: \$549.95**



Northern Pacific - F-7 AA Diesel Set

70-2042-1 Proto-Sound 2.0 \$699.95 **Sale Price: \$549.95**

The F-7 was the zenith of the “covered wagon,” or carbody-style diesel. With 3,849 units built between 1949 and 1953, the F-7 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 F-7 was very similar to the earlier F-3. The key spotting features that distinguished an F-7 were its stainless steel upper body grilles that replaced the “chicken wire” worn by most F-3s, and the rooftop dynamic brake fan that replaced the F-3’s rectangular roof vents just behind the cab. Internally, the F-7 was also an evolution of the F-3. While horsepower was the same, new D27 traction motors allowed the F-7 to handle a heavier load.

Relive the sights, sounds, and drama of postwar railroading with this four-motored, full-scale 1:32 model. 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 2.0 offers authentic EMD 567 prime mover sounds, a first-generation diesel horn and bell, crew and station sounds, and adjustable smoke volume. The RailKing F-7 features the same level of superb detailing that characterizes our F-3, with added-on details that include legible builder’s plates, grab irons, multiple-unit hoses, rooftop lift rings, see-through rooftop fans, steam generator exhaust stack (for passenger car heating), windshield wipers, and trucks with separately-applied spring hangers, brake cylinders, and air pipes. As with the F-3, 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.

F-7 AA

diesel engine



M&M's Brand - F-7 Diesel

70-2080-3	Non-Powered B-Unit	\$199.95	Sale Price: \$159.95
70-2080-4	Non-Powered A-Unit	\$249.95	Sale Price: \$199.95



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Union Pacific - F-7 Diesel

70-2090-1	Proto-Sound 2.0 A-Unit	\$429.95	Sale Price: \$379.95
70-2090-3	Non-Powered B-Unit	\$199.95	Sale Price: \$159.95
70-2090-4	Non-Powered A-Unit	\$249.95	Sale Price: \$199.95





Santa Fe - F-7 Diesel

70-2088-1	Proto-Sound 2.0 A-Unit	\$429.95	Sale Price: \$379.95
70-2088-3	Non-Powered B-Unit	\$199.95	Sale Price: \$159.95
70-2088-4	Non-Powered A-Unit	\$249.95	Sale Price: \$199.95



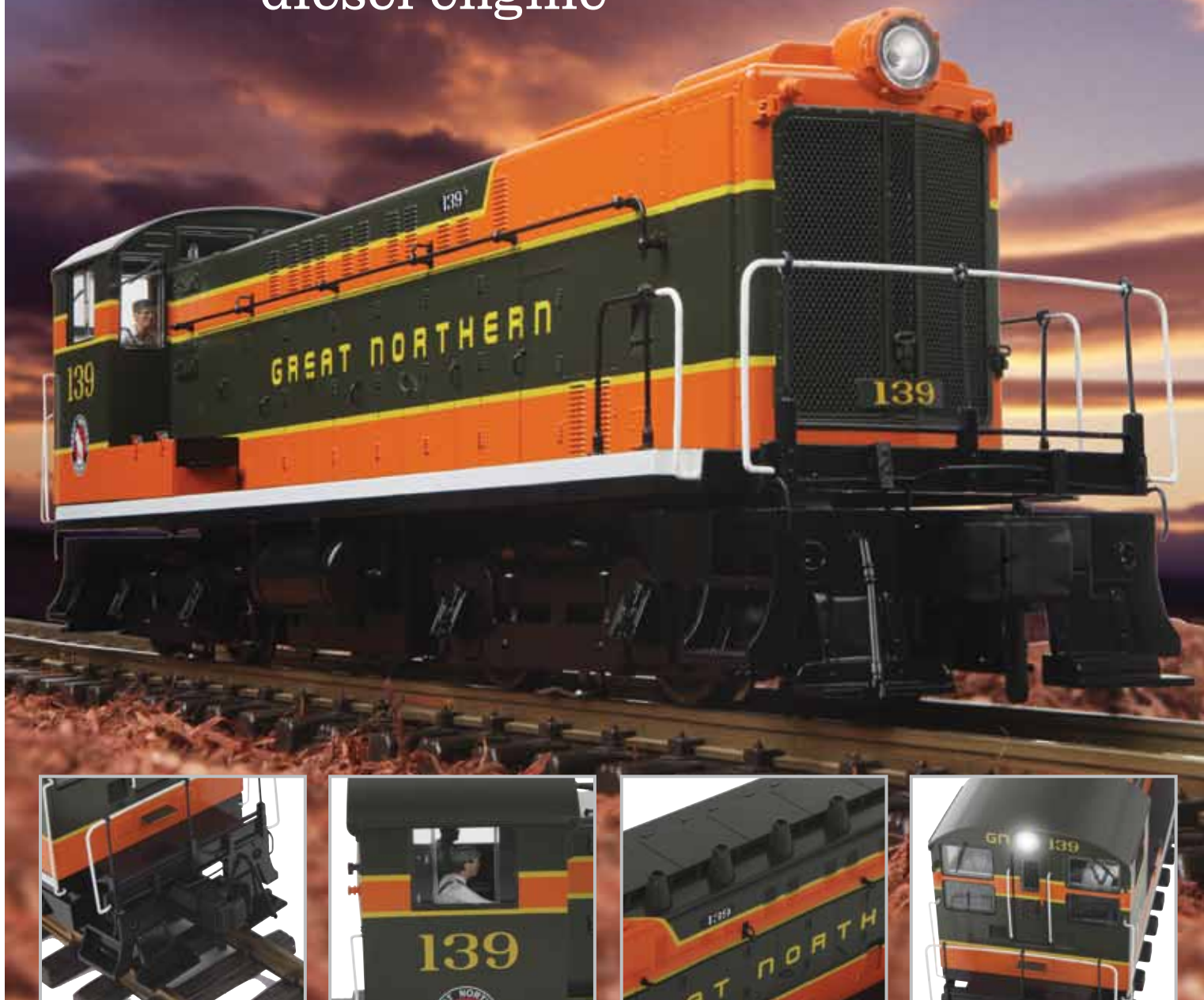
Great Northern - F-7 Diesel

70-2091-1	Proto-Sound 2.0 A-Unit	\$429.95	Sale Price: \$379.95
70-2091-3	Non-Powered B-Unit	\$199.95	Sale Price: \$159.95
70-2091-4	Non-Powered A-Unit	\$249.95	Sale Price: \$199.95



VO 1000

diesel engine



Features

- Intricately Detailed Polycarbonate Body
- Colorful Paint Scheme
- Die-Cast Metal Chassis
- Detailed Truck Sides, Pilots and Fuel Tank
- Directionally Controlled Headlights
- Metal Wheels, Axles and Gears
- (2) Remotely Controlled Proto-Couplers™
- (2) Precision Flywheel Equipped Motors
- Locomotive Speed Control
- (2) Cab Figures
- Lighted Cab Interior
- Illuminated Number Boards
- Lighted Front Marker Lights
- Metal Body Front Grilles
- Operating Smoke Unit
- With The Digital Command System
- Featuring Freight Yard Proto-Effects™
- Measures: 18 5/16" x 5 7/16" x 3 11/16"
- Operates On R1 Curves





New York Central - VO 1000 Diesel Engine
70-2045-1 Proto-Sound 2.0 \$429.95 **Sale Price: \$379.95**



Santa Fe - VO 1000 Diesel Engine
70-2046-1 Proto-Sound 2.0 \$429.95 **Sale Price: \$379.95**



Reading - VO 1000 Diesel Engine
70-2049-1 Proto-Sound 2.0 \$429.95 **Sale Price: \$379.95**



Great Northern - VO 1000 Diesel Engine
70-2065-1 Proto-Sound 2.0 \$429.95 **Sale Price: \$379.95**

The Baldwin Locomotive Works had been building steam engines for a century before it sold its first production diesel in 1937. While most of Baldwin's diesels were ultimately disappointments to its customers, the engines' unique looks won the hearts of American railfans and modelers. Nothing else on rails looked like the baby-faced 24-wheeled Centipedes or the Raymond Loewy-styled Sharknoses. The distinctive VO-1000, perhaps the most muscular looking of all first-generation diesel switchers, was Baldwin's most successful product. The U.S. military and over 30 class one railroads bought 548 copies of the 1000 hp. engine between 1939 and 1946.

All Baldwin diesels were powered by variations of the same De La Vergne diesel motor. Acquired by Baldwin in 1931, the De La Vergne Engine Company had started life in 1880 making mechanical refrigeration machines for breweries. Its power plant for Baldwin's locomotives was rather unique among diesels of its time. In order to make the fuel burn slower and give their 4-cycle engine a longer power stroke, De La Vergne's designers used massive cylinders more than a foot in diameter and added a separate combustion chamber above each cylinder. To allow the fuel more time to burn, they ran the engine at a maximum speed of 625 rpm — just over half the speed of most competitive diesels. In the October 1936 issue of Baldwin Locomotives Magazine, the company claimed that "slow combustion gives low fuel consumption, absence of smoke, quick pick-up, and smooth idling."

Ultimately the massive De La Vergne motor proved to be both a blessing and a curse. Teamed up with equally heavy-duty traction motors supplied by Westinghouse, Baldwin's prime mover found its niche in low-speed lugging assignments, which it handled relatively well. But those were just the types of assignments in which crews tended to abuse equipment and push an engine to its limits. As a result, Baldwin engines eventually developed a reputation for high maintenance costs. The VO-1000 switcher, with its normally aspirated 8-cylinder engine, was actually one of Baldwin's most dependable locomotives, and many served for decades. The turbocharged models that succeeded the VO-1000, however, were plagued with problems that included excessive piston wear. By 1956 it was clear that Baldwin was no longer a contender in the diesel business, and the nation's oldest locomotive builder threw in the towel.

Relive the excitement and variety of the early diesel years with the RailKing VO-1000. Thanks to Proto-Sound 2.0, our model features authentic Baldwin prime mover sounds and the ability to duplicate the low-speed lugging power of its prototype — as well as the ability to hustle along virtually as fast as you care to run it.

VO 1000

diesel engine



Baltimore & Ohio - VO 1000 Diesel Engine
70-2070-1 Proto-Sound 2.0 \$429.95 **Sale Price: \$379.95**



Western Maryland - VO 1000 Diesel Engine
70-2051-1 Proto-Sound 2.0 \$429.95 **Sale Price: \$379.95**



Northern Pacific - VO 1000 Diesel Engine
70-2067-1 Proto-Sound 2.0 \$429.95 **Sale Price: \$379.95**



Southern - VO 1000 Diesel Engine
70-2068-1 Proto-Sound 2.0 \$429.95 **Sale Price: \$379.95**



Coors - VO 1000 Diesel Engine
70-2064-1 Proto-Sound 2.0 \$429.95 **Sale Price: \$379.95**



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Seaboard Coast Line - VO 1000 Diesel Engine
70-2050-1 Proto-Sound 2.0 \$429.95 **Sale Price: \$379.95**



Southern Pacific - VO 1000 Diesel Engine
70-2069-1 Proto-Sound 2.0 \$429.95 **Sale Price: \$379.95**

Anatomy of a One-Gauge Freight Car

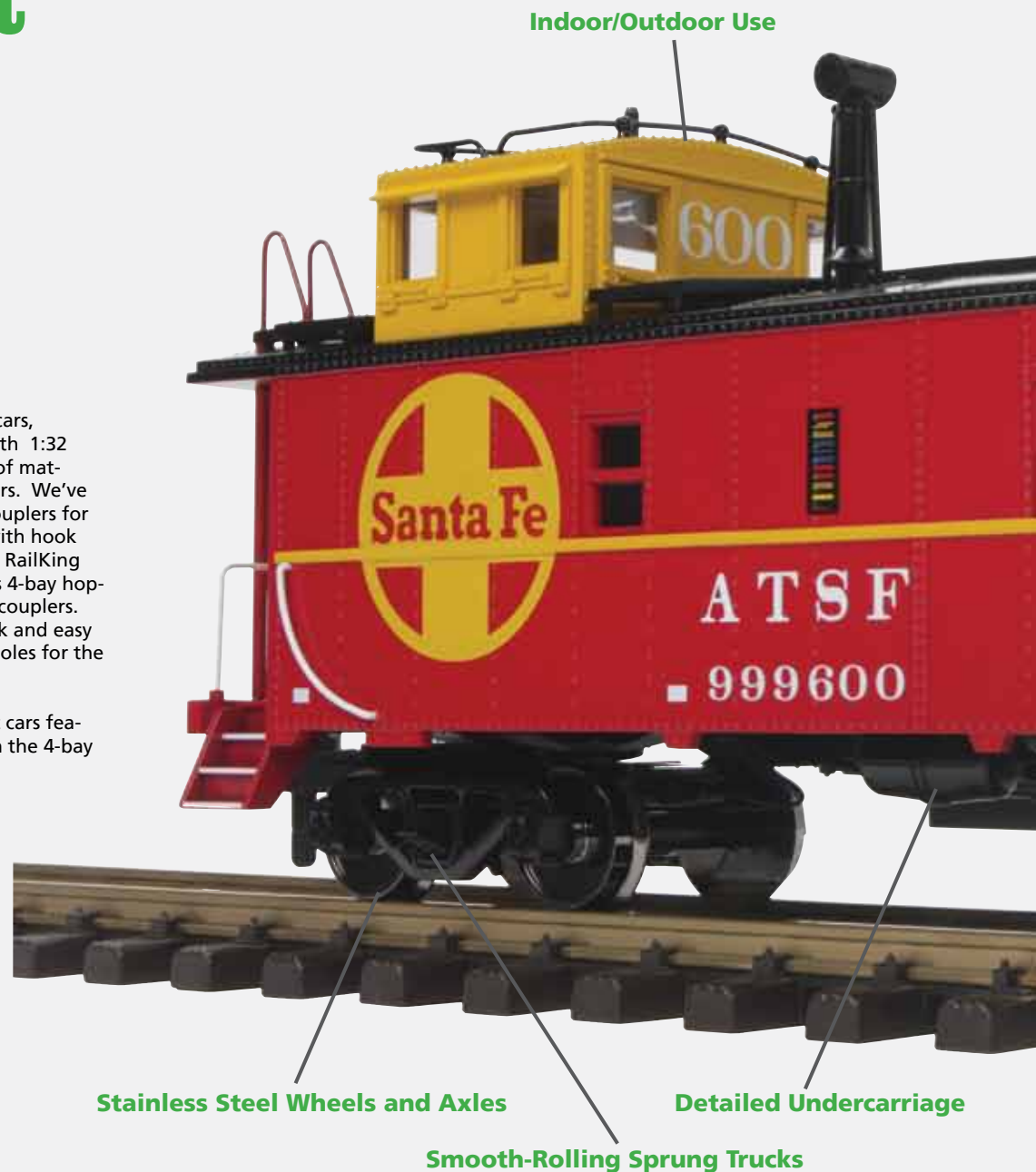
At last 1:32 modelers can enjoy detailed scale rolling stock built to last and available at an affordable price. We've heard the clamoring for this type of equipment and RailKing One-Gauge is proud to deliver. As always, M.T.H. works hard to satisfy the needs of our customers and we're confident that you'll find the value in our rolling stock to be unmatched by others and worthy additions to your One-Gauge roster.

Each of the exciting cars featured on the following pages will add a level of realism previously missing in large scale model railroading. More importantly, each car's standard features are often extras on other manufacturer's cars. Only M.T.H. gives you stainless steel wheels and axles, two types of couplers, and polycarbonate bodies for indoor and outdoor use as standard equipment.

This 1:32 scale 4-bay hopper car features intricately detailed grab irons, handrails, steps and operating hopper doors. Riding atop smooth-rolling sprung trucks with all-metal wheels and axles, our RailKing One-Gauge Hopper Cars* are affordable, long-lasting and a perfect match for any 1:32 motive power you might already own.

Like all RailKing One-Gauge freight cars, the 4-bay hopper comes outfitted with 1:32 operating knuckle couplers capable of mating with other manufacturers couplers. We've also included a set of hook & loop couplers for those who wish to mate these cars with hook & loop-fitted cars. In addition, every RailKing One-Gauge freight car, including this 4-bay hopper, is prefitted for Kadee 1:32 scale couplers. Conversion to Kadee couplers is quick and easy thanks to the pre-drilled mounting holes for the Kadee draft gear box.

* Not all RailKing One Gauge freight cars feature similar details as those found on the 4-bay hopper.





Smooth-Rolling
Sprung Trucks

Stainless Steel
Wheels and Axles



Operating Freight Cars



Channel 4 News - Operating Helicopter Car
70-79013 \$179.95 **Sale Price: \$99.95**



Red Cross - Operating Helicopter Car
70-79012 \$179.95 **Sale Price: \$99.95**



Hillcrest Lumber - Operating Log Car
70-79003 \$149.95 **Sale Price: \$99.95**

Rolling Stock



Miller - 40' Reefer Car
70-78030 \$99.95 **Sale Price: \$74.95**



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M&M'S® Brand - Flat Car w/45' Trailer
70-76051 \$99.95 **Sale Price: \$74.95**



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Lionel Corporation - 4-Bay Hopper Car
70-75030 \$89.95 **Sale Price: \$69.95**

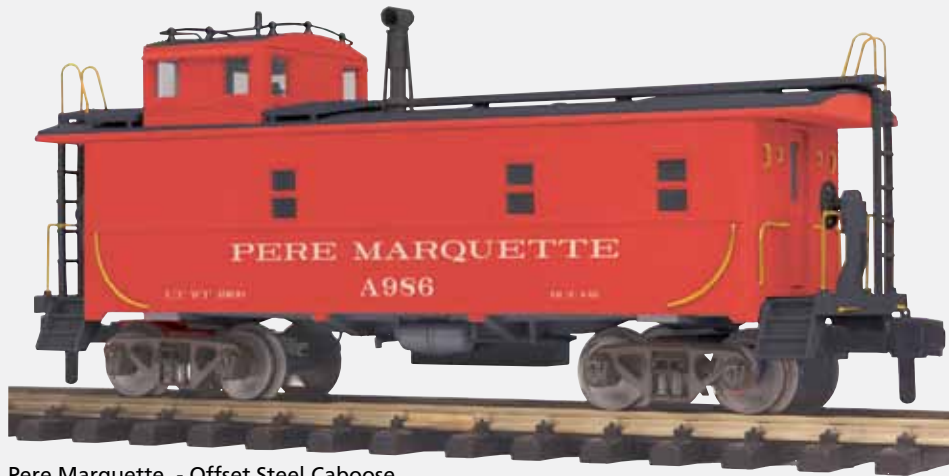


M.T.H. Electric Trains - 4-Bay Hopper Car
70-75031 \$89.95 **Sale Price: \$69.95**



TTX - Flat Car w/(2) CAT Racing Cars
70-76058 \$129.95 **Sale Price: \$89.95**

Rolling Stock



Pere Marquette - Offset Steel Caboose
70-77014 \$129.95 **Sale Price: \$89.95**



Chicago NorthWestern - Offset Steel Caboose
70-77020 \$129.95 **Sale Price: \$89.95**



Harley-Davidson® - Offset Steel Caboose
70-77022 \$129.95 **Sale Price: \$89.95**



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Great Northern - Offset Steel Caboose
70-77031 \$129.95 **Sale Price: \$89.95**



New York Central - Offset Steel Caboose
70-77032 \$129.95 **Sale Price: \$89.95**



Union Pacific - Offset Steel Caboose
70-77033 \$129.95 **Sale Price: \$89.95**

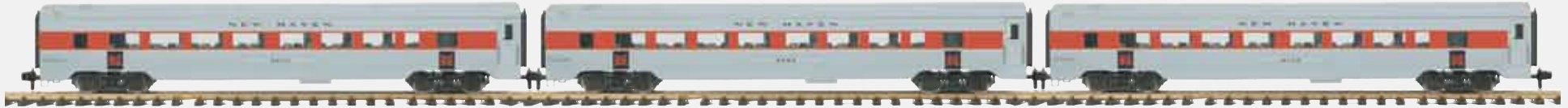
Features

- Intricately Detailed Polycarbonate Body
- Metal Wheels and Axles
- Decorative Brake Wheels
- Detailed Caboose Interior
- Operating Caboose Interior Lights
- Opening Caboose Doors
- (2) Detailed Caboose Figures
- Operating Marker Light
- Separate Metal Handrails
- Detailed 4-Wheel Trucks
- Choice of Operating Knuckle or Hook & Loop Couplers
- Colorful, Attractive Indoor/Outdoor Paint
- 1:32 Scale Dimensions
- Unit Measures: 15 x 3 13/16 x 6
- Operates On R1 Curves



Santa Fe - Offset Steel Caboose
70-77034 \$129.95 **Sale Price: \$89.95**

Passenger Cars



New Haven - 3-Car Streamlined Passenger Car Set (Ribbed)
70-65014 \$399.95 **Sale Price: \$299.95**



New Haven - Streamlined Passenger Coach (Ribbed)
70-67014 \$149.95 **Sale Price: \$99.95**



New Haven - Streamlined Passenger Observation Car (Ribbed)
70-68014 \$149.95 **Sale Price: \$99.95**



Rio Grande - 3-Car Streamlined Passenger Car Set (Ribbed)
70-65015 \$399.95 **Sale Price: \$299.95**



Rio Grande - Streamlined Passenger Coach (Ribbed)
70-67015 \$149.95 **Sale Price: \$99.95**



Rio Grande - Streamlined Passenger Observation Car (Ribbed)
70-68015 \$149.95 **Sale Price: \$99.95**



Delaware & Hudson - Streamlined Passenger Coach (Ribbed)
70-67013 \$149.95 **Sale Price: \$99.95**



Delaware & Hudson - Streamlined Passenger Observation Car (Ribbed)
70-68013 \$149.95 **Sale Price: \$99.95**



Southern Pacific - 3-Car Streamlined Passenger Car Set (Smooth)
70-65020 \$399.95 **Sale Price: \$299.95**



Southern Pacific - Streamlined Passenger Coach (Smooth)
70-67020 \$149.95 **Sale Price: \$99.95**



Southern Pacific - Streamlined Passenger Observation Car (Smooth)
70-68020 \$149.95 **Sale Price: \$99.95**



Santa Fe - 3-Car Streamlined Passenger Car Set (Ribbed)
70-65026 \$399.95 **Sale Price: \$299.95**



Santa Fe - Streamlined Passenger Coach (Smooth)
70-67026 \$149.95 **Sale Price: \$99.95**



Santa Fe - Streamlined Passenger Observation Car (Smooth)
70-68026 \$149.95 **Sale Price: \$99.95**



New York Central - 3-Car Streamlined Passenger Car Set (Ribbed)
70-65025 \$399.95 **Sale Price: \$299.95**



New York Central - Streamlined Passenger Coach (Ribbed)
70-67025 \$149.95 **Sale Price: \$99.95**



Pennsylvania - Streamlined Passenger Coach (Smooth)
70-67019 \$149.95 **Sale Price: \$99.95**

Accessories



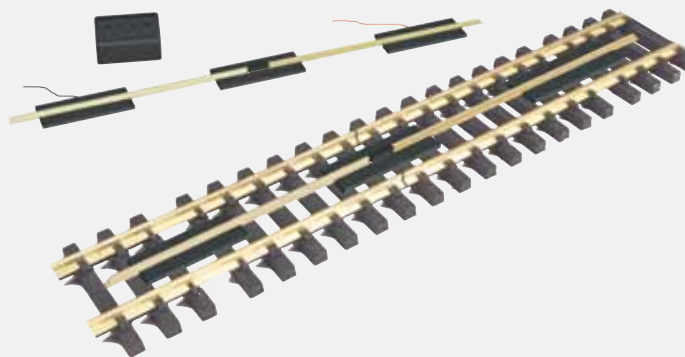
Z-4000 Transformer
40-4000 \$429.95

RailKing One Gauge locomotives can operate on AC or DC power so if you want to max out your power potential, the 400-watt Z-4000 is the most powerful transformer to receive the UL-Listing in the model railroading hobby. The Z-4000 has two separate throttles to let you power two different tracks using AC power*, and it has two fixed power outputs you can use for operating accessories. A single Z-4000 will power a lot of layout!

* Do NOT use the Z-4000 to power non-RailKing One Gauge locomotives as the AC power can harm other manufacturer's DC only locomotives.

Features

- U.L. Listed to U.S. & Canadian Standards
- Pure Sine Wave Power Signal
- (2) 21 Volt Variable Track Outputs
- (1) 14 Volt Fixed Output
- (1) 10 Volt Fixed Output
- Internal Cooling Fan
- On/Off Power Switch
- Power and Overload Indicator Lights
- Compatible As A Power Source For All O Gauge AC-Powered Locomotives & Accessories
- Circuit Breaker Protection For Each Output
- Voltage LED Displays
- Amperage LED Displays
- Unit Measures: 8 3/4" x 14 3/4" x 11 1/8"



Operating Track Section Kit
70-14008 \$49.95 **Sale Price: \$39.95**



Maintenance Kit
30-50010 \$14.95

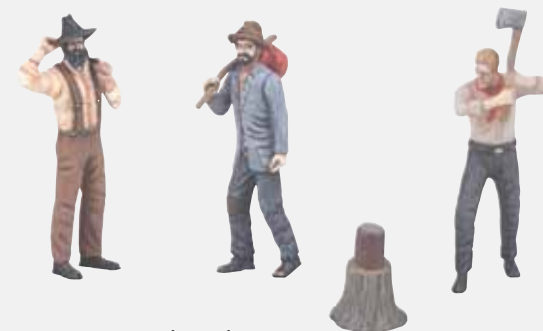


Track Cleaning Block
40-1099 \$17.99



2 oz. ProtoSmoke™ Fluid		
Christmas	60-1051a	\$4.99
Coal	60-1051b	\$4.99
Diesel	60-1051c	\$4.99
Wood Burning (Hickory)	60-1051d	\$4.99
Coffee	60-1051e	\$4.99
Eggs & Bacon	60-1051f	\$4.99
Vanilla	60-1051g	\$4.99
Candy Cane	60-1051h	\$4.99
Barbeque	60-1051i	\$4.99
Pipe Smoke	60-1051j	\$4.99
Cinnamon Roll	60-1051k	\$4.99
Apple Pie	60-1051l	\$4.99

Unscented - 7 oz. ProtoSmoke™ Fluid	
60-1045	\$9.95
Christmas Scent - 7 oz. ProtoSmoke™ Fluid	
60-1046	\$12.95
Coal Scent - 7 oz. ProtoSmoke™ Fluid	
60-1047	\$12.95
Diesel Scent - 7 oz. ProtoSmoke™ Fluid	
60-1048	\$12.95
Woodburning Scent - 7 oz. ProtoSmoke™ Fluid	
60-1049	\$12.95
2 oz. ProtoSmoke™ Fluid Assortment - 3 each of 12 Different Scents (36 Total)	
60-1051	\$179.95



Outdoor Group #2 - 3-Piece Figure Set
70-10002 \$19.95 **Sale Price: \$14.95**

Join the Club

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

RAILKING MEMBERSHIP



30-73348 MTHRRRC Modern Tank Car
RailKing Membership is \$50.00

PREMIER MEMBERSHIP



20-93524 New York Central 40' AAR Box Car
Premier Membership is \$50.00

LIONEL CORP. STD. GAUGE MEMBERSHIP



11-30106 Lionel Corp. 512 Std. Gauge Gondola Car
Lionel Corp. 500 Series Membership is \$120.00

TINPLATE O GAUGE MEMBERSHIP



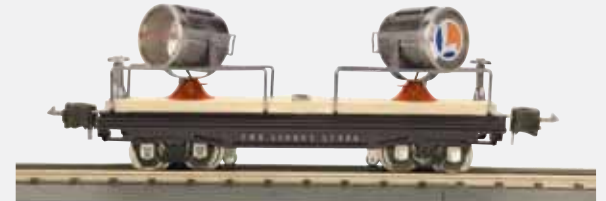
10-8082 MTHRRRC 2800 Series O Gauge Searchlight Car
Tinplate 2800 Series Membership is \$90.00

TINPLATE STD. GAUGE MEMBERSHIP



10-2241 MTHRRRC 500 Series Std. Gauge Gondola Car
Tinplate 500 Series Membership is \$120.00

LIONEL CORP. O GAUGE MEMBERSHIP



11-70063 Lionel Corp. 2820 O Gauge Searchlight Car
Lionel Corp. 2800 Series Membership is \$90.00

BASIC MEMBERSHIP

60-1000 - The Basic Club Membership does not include a club car
Basic Membership is \$25.00

ONE-GAUGE MEMBERSHIP



70-74072 40' Box Car
One-Gauge Membership is \$100.00

HO MEMBERSHIP



81-94021 R40-2 Woodside Reefer Car
HO Membership is \$30.00



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experience the additional features your engine has with DCS Control.

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