



## Features

- Intricately Detailed Polycarbonate Body
- Durable Polycarbonate Truck Sides, Pilots and Fuel Tank
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Decorative Horn
- (2) Cab Figures
- Spinning Roof Fans

- Metal Body Side Grilles
- Directionally Controlled Headlights
- Metal Wheels, Axles and Gears
- (2) Remotely Controlled Proto-Couplers™
- (2) Precision Flywheel Equipped Motors
- Locomotive Speed Control
- Lighted Cab Interior
- Illuminated Number Boards

- Operating Ditch Lights
- Operating Smoke Unit
- Proto-Sound® 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 28 1/4" x 6" x 3 3/4"
- Operates On R1 Curves



# Dash-8



**CSX** - Dash-8 Diesel Engine (Narrow Nose/4-Wheel Truck)  
70-2019-1   Proto-Sound® 2.0   \$429.95



**Chicago NorthWestern** - Dash-8 Diesel Engine (Narrow Nose)  
70-2021-1   Proto-Sound® 2.0   \$429.95



**Santa Fe** - Dash-8 Diesel Engine (Narrow Nose/4-Wheel Truck)  
70-2022-1   Proto-Sound® 2.0   \$429.95



**BNSF** - Dash-8 Diesel Engine (6-Wheel Truck)  
70-2024-1   Proto-Sound® 2.0   \$429.95



**Canadian Pacific** - Dash-8 Diesel Engine (Wide Nose/6-Wheel Truck)  
70-2025-1   Proto-Sound® 2.0   \$429.95



**Canadian National** - Dash-8 Diesel Engine (6-Wheel Truck)  
70-2026-1   Proto-Sound® 2.0   \$429.95



**Union Pacific** - Dash-8 Diesel Engine (Narrow Nose/4-Wheel Truck)  
70-2031-1   Proto-Sound® 2.0   \$429.95



**Alaska** - Dash-8 Diesel Engine (6-Wheel Truck)  
70-2029-1   Proto-Sound® 2.0   \$429.95

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 others 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.

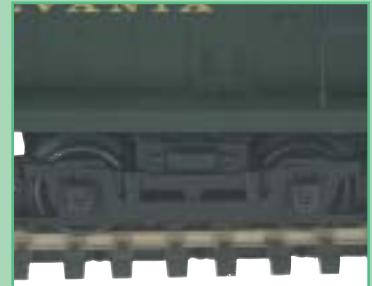


## Features

- 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 Side Grilles
- Operating Smoke Unit

- Proto-Sound® 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 18 5/16" x 5 7/16" x 3 11/16"
- Operates On R1 Curves



# VO 1000



**Reading - VO 1000 Diesel Engine**  
70-2049-1   Proto-Sound® 2.0   \$429.95



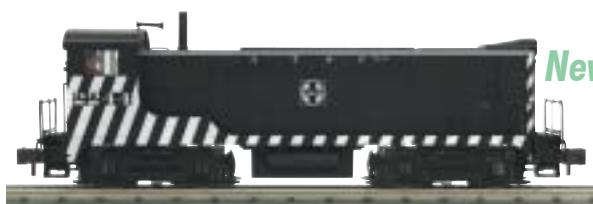
**Western Maryland - VO 1000 Diesel Engine**  
70-2051-1   Proto-Sound® 2.0   \$429.95



**New York Central - VO 1000 Diesel Engine**  
70-2045-1   Proto-Sound® 2.0   \$429.95



**Seaboard Coast Line - VO 1000 Diesel Engine**  
70-2050-1   Proto-Sound® 2.0   \$429.95



**Santa Fe - VO 1000 Diesel Engine**  
70-2046-1   Proto-Sound® 2.0   \$429.95



**Union Pacific - VO 1000 Diesel Engine**  
70-2048-1   Proto-Sound® 2.0   \$429.95



**Pennsylvania - VO 1000 Diesel Engine**  
70-2047-1   Proto-Sound® 2.0   \$429.95

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 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."

Relive the excitement and variety of the early diesel years with the RailKing One-Gauge VO-1000. Thanks to Proto-Sound 2.0, our model features authentic Baldwin prime mover sounds and the ability to duplicate the low-speed lugger power of its prototype — as well as the ability to hustle along virtually as fast as you care to run it. For 2007 this new addition to the RailKing One-Gauge lineup is offered in seven authentic railroad paint schemes.



## Features

- Directionally Controlled Headlights
- Metal Wheels, Axles and Gears
- Detailed Truck Sides, Pilots and Fuel Tank
- (2) Remotely Controlled Proto-Couplers™
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Decorative Horn
- Illuminated Number Boards
- Lighted Marker Lights
- Metal Body Side Grilles
- Spinning Roof Fans
- (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
- Proto-Sound® 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 39" x 3 3/4" x 5 1/4"
- Operates On R2 Curves

# F3



Pennsylvania - F3 AA Diesel Set

70-2007-1	Proto-Sound® 2.0	\$699.95
70-2007-3	Non-Powered B-Unit	\$199.95



New York Central - F3 AA Diesel Set

70-2008-1	Proto-Sound® 2.0	\$699.95
70-2008-3	Non-Powered B-Unit	\$199.95



Western Pacific - F3 AA Diesel Set

70-2012-1	Proto-Sound® 2.0	\$699.95
70-2012-3	Non-Powered B-Unit	\$199.95



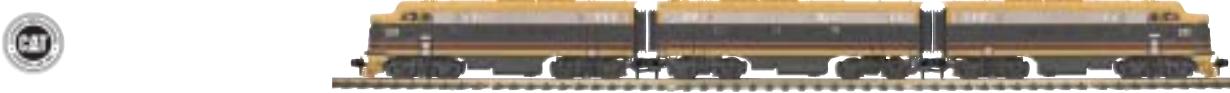
Texas Special - F3 AA Diesel Set

70-2016-1	Proto-Sound® 2.0	\$699.95
70-2016-3	Non-Powered B-Unit	\$199.95



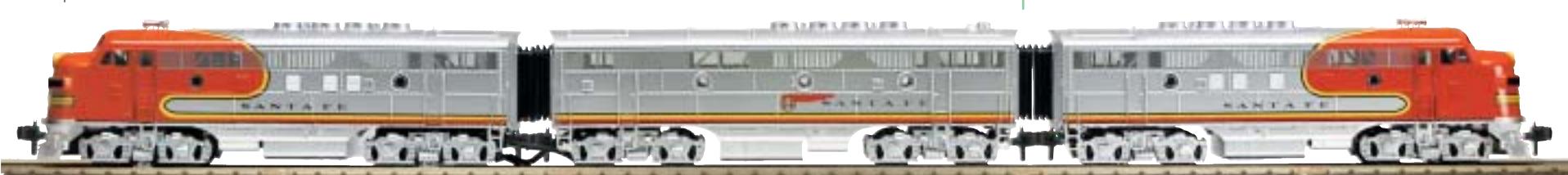
Baltimore & Ohio - F3 AA Diesel Set

70-2014-1	Proto-Sound® 2.0	\$699.95
70-2014-3	Non-Powered B-Unit	\$199.95



Caterpillar® - F3 AA Diesel Set

70-2015-1	Proto-Sound® 2.0	\$699.95
70-2015-3	Non-Powered B-Unit	\$199.95



Santa Fe - F3 AA Diesel Set

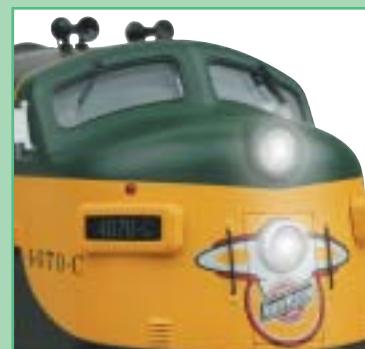
70-2013-1	Proto-Sound® 2.0	\$699.95
70-3013-3	Non-Powered B-Unit	\$199.95

From 1942-1945, Electro Motive Division's F-unit was the only road freight diesel built in America. While the War Production Board limited competitors Alco and Baldwin to diesel switcher and steam locomotive production during World War II, EMD's 1,350 hp FT became a runaway best-seller. By war's end, Electro Motive had a lead over its competitors that would last until they closed their doors.

With production restrictions lifted and the U.S. economy humming with pent-up demand, railroads clamored for new diesels to replace a steam fleet exhausted by wartime traffic. In July 1946 EMD introduced a new model F-unit, the F3. Horsepower was upgraded to 1,500 and lessons learned on the FT gave the F3 better reliability and lower maintenance. Under the hood throbbed an improved 567-series V-12 engine. With 567 inches of displacement per cylinder, this same engine would power virtually the entire first generation of EMD diesel locomotives.

The F3 hit the market in an era when almost every boy in America wanted toy trains for Christmas, and F3 models quickly became a hot topic in letters to Santa. Such was the desire of railroads for publicity that Lionel convinced the Santa Fe, the New York Central, and EMD to share the tooling costs for its top-of-the line F3. Even today, half a century later, the Santa Fe F-unit remains an icon of railroading to the American public.

Capture the excitement of the early diesel era with this full-scale 1:32 model. With four flywheel-equipped motors, the RailKing One-Gauge F3 duplicates the bulldog tenacity of its prototype. Proto-Sound 2.0 offers authentic EMD 567 prime mover sounds, a first-generation diesel horn and bell, crew and station sounds, adjustable smoke volume, and the ability to maintain any speed down to 3 scale miles per hour. Our model features the see-through "chicken wire" screens and rectangular rooftop dynamic brake grilles that characterize most F3s, as well as a host of added-on details - including legible builder's plates, grab irons, multiple-unit hoses, rooftop lift rings, see-through rooftop fans, steam generator exhaust stack (for passenger car heating), windshield wipers, and trucks with separately-applied spring hangers, brake cylinders, and air pipes. Each A-unit is also 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.



## Features

- Directionally Controlled Headlights
- Metal Wheels, Axles and Gears
- Detailed Truck Sides, Pilots and Fuel Tank
- (2) Remotely Controlled Proto-Couplers™
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Decorative Horn
- Illuminated Number Boards

- Lighted Marker Lights
- Metal Body Side Grilles
- Spinning Roof Fans
- (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
- Proto-Sound® 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 39" x 3 3/4" x 5 1/4"
- Operates On R2 Curves

# F-7



**Canadian National - F7 AA Diesel Set**

70-2040-1	Proto-Sound® 2.0	\$699.95
70-2040-3	Non-Powered B-Unit	\$199.95

**New!**



**Northern Pacific - F7 AA Diesel Set**

70-2042-1	Proto-Sound® 2.0	\$699.95
70-2042-3	Non-Powered B-Unit	\$199.95

**New!**



**Santa Fe - F7 AA Diesel Set**

70-2043-1	Proto-Sound® 2.0	\$699.95
70-2043-3	Non-Powered B-Unit	\$199.95

**New!**



**Chicago NorthWestern - F7 AA Diesel Set**

70-2041-1	Proto-Sound® 2.0	\$699.95
70-2041-3	Non-Powered B-Unit	\$199.95

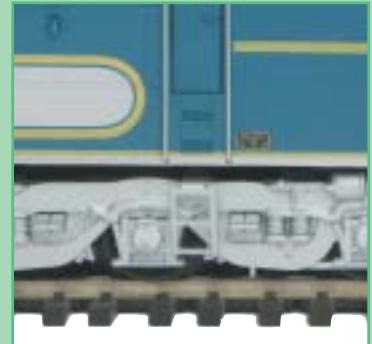
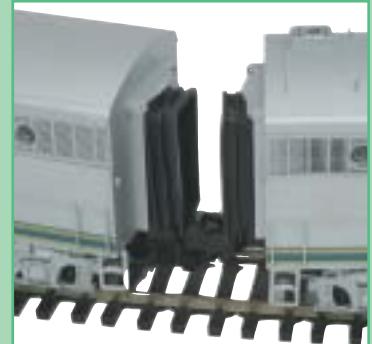
**New!**

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 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 F7 features the same level of superb detailing that characterizes our F3, 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 F3, 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.



# 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
- Proto-Sound® 2.0 With The Digital Command System Featuring: Passenger Station Proto-Effects™
- Set Measures: 48 11/16" x 5 5/8" x 3 7/8"
- B Unit Measures: 24 5/16" x 5 5/8" x 3 7/8"
- Operates On R2 Curves



**Santa Fe - Alco PA AA Diesel Set**  
 70-2033-1 Proto-Sound® 2.0 \$699.95  
 70-2033-3 Non-Powered B-Unit \$199.95

**New!**

# Alco PA



**Delaware & Hudson - Alco PA AA Diesel Set**  
 70-2034-1 Proto-Sound® 2.0 \$699.95  
 70-2034-3 Non-Powered B-Unit \$199.95



**New Haven - Alco PA AA Diesel Set**  
 70-2035-1 Proto-Sound® 2.0 \$699.95  
 70-2035-3 Non-Powered B-Unit \$199.95

**New!**

**Pennsylvania - Alco PA AA Diesel Set**  
 70-2036-1 Proto-Sound® 2.0 \$699.95  
 70-2036-3 Non-Powered B-Unit \$199.95



**Rio Grande - Alco PA AA Diesel Set**  
 70-2037-1 Proto-Sound® 2.0 \$699.95  
 70-2037-3 Non-Powered B-Unit \$199.95

**New!**

**Southern Pacific - Alco PA AA Diesel Set**  
 70-2038-1 Proto-Sound® 2.0 \$699.95  
 70-2038-3 Non-Powered B-Unit \$199.95



**Union Pacific - Alco PA AA Diesel Set**  
 70-2039-1 Proto-Sound® 2.0 \$699.95  
 70-2039-3 Non-Powered B-Unit \$199.95

**New!**

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

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.



## Features

- Directionally Controlled Headlights
- Intricately Detailed Polycarbonate Body
- Metal Wheels, Axles and Gears
- Remotely Controlled Operating Pantographs
- Enhanced Detail Truck Sides & Pilots
- (2) Remotely Controlled Proto-Couplers™

- Authentic Paint Scheme
- Metal Chassis
- (2) Precision Flywheel Equipped Motors
- Lighted Cab Interior
- See-Through Metal Body Side Grills
- Opening Doors
- Opening Hatches

- Illuminated Number Boards
- Lighted Marker Lights
- Locomotive Speed Control
- (2) Engineer Cab Figures
- Operating Smoke Unit
- Operates On AC or DC Power

- Proto-Sound® 2.0 With The Digital Command System Featuring Passenger Station Proto-Effects™
- Unit Measures: 28 3/4" x 5 7/8" x 3 7/8"
- Operates On R2 Curves

# GG-1



**New!**

Pennsylvania - GG-1 Electric Engine  
70-5004-1 Proto-Sound® 2.0

\$799.95



**New!**

Amtrak - GG-1 Electric Engine  
70-5006-1 Proto-Sound® 2.0

\$799.95



**New!**

Pennsylvania - GG-1 Electric Engine  
70-5003-1 Proto-Sound® 2.0

\$799.95



**New!**

Pennsylvania - GG-1 Electric Engine  
70-5002-1 Proto-Sound® 2.0

\$799.95



**New!**

Pennsylvania - GG-1 Electric Engine  
70-5005-1 Proto-Sound® 2.0

\$799.95



**New!** Pennsylvania - GG-1 Electric Engine  
70-5001-1 Proto-Sound® 2.0

\$799.95

If there were a Locomotive Hall of Fame, the Pennsylvania Railroad GG1 would surely be one of the first inductees. Built from 1934 through 1943, the GG1's stats were superior to virtually any locomotive of their era, and they still look impressive today. Horsepower: 4,620. Short-term horsepower (available for starting a heavy train): 8,500. Top speed in regular service (with 18 Pullmans in tow): 90-100 mph. Acceleration: zero to 100 in 65 seconds, faster than almost any steam locomotive. Fleet size: 139 engines, more than any other American electric fleet. Service life: Forty-nine years in regular mainline service, 1935-1983, more than any other American locomotive design. Many GG1s racked up more than five million miles.

For five decades the GG1 fleet hustled passenger traffic of all types, including the famed Congressional and Broadway Limited. A number of GG1s were also regeared for freight service. Run as double-headers, a pair of them could provide about the same continuous tractive effort as a Union Pacific Big Boy, with virtually no noise, no smoke, much less wear on the track, and significantly less maintenance.

New for 2007, M.T.H. introduces the most fully-featured, fun-to-operate GG1 in one gauge. Built to full 1:32 scale proportions, the RailKing GG1 captures the sounds, the power, and the drama of the Pennsy's premier electric. Proto-Sounds 2.0® provides an authentic GG1 horn and bell, cooling fan sounds, crew talk, and station announcements for actual Pennsylvania name trains. Pantographs slowly raise and lower each time you change direction, ensuring the rear pantograph is always up. The train heat boiler emits periodic bursts of smoke. Speed control provides the same smoothness as the prototype, at speeds from 3 scale miles per hour to full throttle. Enjoy the M.T.H. GG1 in five authentic paint schemes, including Raymond Loewy's original pinstripes, the single broad stripe introduced in 1955, and Amtrak's 1975 passenger scheme.

## Automatic Pantograph Operation Explained

Users operating the GG-1 in conventional mode will find that by depressing the transformer's direction button to stop the locomotive, the rear pantograph will remain in the up position while the lead pantograph slowly rises up. Once the lead pantograph is in its up position, the rear pantograph will slowly lower into the down position. At this point another press of the direction button will cause the locomotive to reverse making the lead pantograph now the rear pantograph and in the up position.

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