



Features

- Detailed weather-resistant polycarbonate boiler and tender body
- Weather-resistant, Authentic Paint Scheme
- Indoor/Outdoor Use
- Metal Wheels and Axles
- Supplied with operating Proto-Coupler™, hook & loop coupler, and drilled mounting pad for Kadee coupler
- Lighted Number Boards
- Lighted Marker Lights
- Constant Voltage Locomotive Headlight
- (2) Precision Flywheel-Equipped Motors
- Engineer and Fireman Figures
- Operating Firebox Glow
- Operating Ashpan Flicker
- Numerous added-on details including piping, ladders, builder's plates, air pumps, pilot radiators, and metal bell, whistle, and handrails
- Synchronized Puffing ProtoSmoke™ System
- Operating Tender Back-up Light
- 1:32 Scale Proportions
- Locomotive Speed Control
- Proto-Sound® 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Challenger Measures: 50" x 4 1/8" x 6"
- Big Boy Measures: 53" x 4 3/8" x 6"
- Operates On R3 Curves

4-6-6-4 Challenger & 4-8-8-4 Big Boy



Denver Rio Grande - 4-6-6-4 Challenger Steam Engine
70-3014-1 Proto-Sound® 2.0 \$1299.95



Union Pacific - 4-6-6-4 Challenger Steam Engine
70-3016-1 Proto-Sound® 2.0 \$1299.95



Northern Pacific - 4-6-6-4 Challenger Steam Engine
70-3015-1 Proto-Sound® 2.0 \$1299.95



Western Maryland - 4-6-6-4 Challenger Steam Engine
70-3017-1 Proto-Sound® 2.0 \$1299.95



Union Pacific - 4-8-8-4 Big Boy Steam Engine
70-3009-1 Proto-Sound® 2.0 \$1299.95

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

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

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.

These enduring symbols of American railroading grace the RailKing One Gauge line for 2007, complete with the industry-leading speed control, smoke output, and range of accurate sounds that characterize all our one-gauge locomotives. Each model features two motors and four traction tires for pulling power and speed that rival the real-life originals - as well as authentic articulated chuffing sounds with the two engines drifting in and out of sync.



Features

- Detailed weather-resistant polycarbonate boiler and tender body
- Weather-resistant, Authentic Paint Scheme
- Indoor/Outdoor Use
- Metal Wheels and Axles
- Supplied with operating knuckle coupler, hook & loop coupler, and drilled mounting pad for Kadee coupler
- Lighted Number Boards
- Lighted Marker Lights
- Constant Voltage Locomotive Headlight
- Precision Flywheel Equipped Motor
- Numerous added-on details including piping, ladders, front end throttle, builder's plates, air pumps, pilot radiators, and metal horn, and handrails
- Engineer and Fireman Figures
- Operating Firebox Glow
- Synchronized Puffing ProtoSmoke™ System
- Operating Tender Back-up Light
- 1:32 Scale Proportions
- Locomotive Speed Control
- Proto-Sound® 2.0 With The Digital Command System Featuring Passenger Station or Freight Yard Proto-Effects™
- Unit Measures: 43 1/2" x 4" x 6"
- Operates On R2 Curves

4-8-4 GS-4



American Freedom - 4-8-4 GS-4 Steam Engine
70-3006-1 Proto-Sound® 2.0 \$1099.95



Southern Pacific - 4-8-4 GS-4 Steam Engine
70-3011-1 Proto-Sound® 2.0 \$1099.95



Western Pacific - 4-8-4 GS-4 Steam Engine
70-3012-1 Proto-Sound® 2.0 \$1099.95

In 1937 the Southern Pacific trumpeted a new train in full-page magazine ads: Let us stand by the tracks of Southern Pacific's Coast Line, as thousands now do every day and listen... Suddenly from far off comes a musical note, rising. Round a curve flashes a streak of color. Here comes the Daylight, the most beautiful train in the West!

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

Leading the trains were the Southern Pacific's class GS (for "Golden State") Northerns, arguably among the handsomest steam engines ever built. Constructed by Lima Locomotive Works, inventor of the super-power concept, the Daylight 4-8-4s had the combination of power and speed that characterized steam power at its zenith. Class GS-4 engines, delivered in 1941 and 1942, were among the last and best-looking of the breed, with tall 80" drivers and enclosed all-weather cabs. In addition to handling premier passenger trains, the Daylight 4-8-4s were regularly used in high-speed freight service on the San Francisco-Los Angeles Overnight. The last GS Northerns, delivered in 1943, were ten GS-6 engines painted in plain black and built without steamlined shrouding due to wartime material restrictions. No. 4449, the sole surviving GS-4, was restored to operation in 1975 to help power the American Freedom Train. Repainted in her original Daylight colors, she still runs in occasional excursion service today.



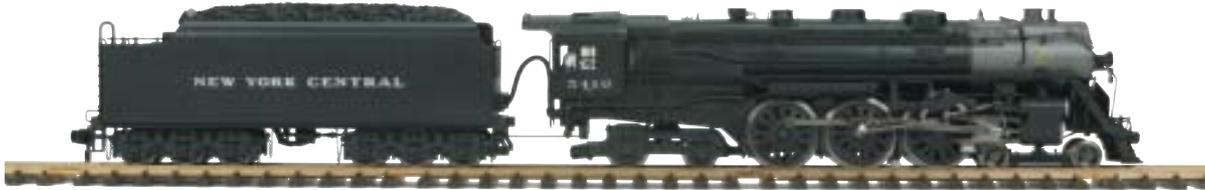
Features

- Detailed weather-resistant polycarbonate boiler and tender body
- Weather-resistant, Authentic Paint Scheme
- Indoor/Outdoor Use
- Metal Wheels and Axles
- Supplied with operating Proto-Coupler™ hook & loop coupler, and drilled mounting pad for Kadee coupler
- Lighted Number Boards
- Constant Voltage Locomotive Headlight
- Precision Flywheel-Equipped Motor
- Engineer and Fireman Figures
- Operating Firebox Glow
- Numerous added-on details including piping, ladders, front end throttle, builder's plates, air pumps, and metal bell, whistle, and handrails
- Synchronized Puffing ProtoSmoke™ System
- Operating Tender Back-up Light
- 1:32 Scale Proportions
- Locomotive Speed Control
- Proto-Sound® 2.0 With The Digital Command System Featuring: Freight Yard Proto-Effects™
- Unit Measures: 39" x 4 1/8" x 5 1/2"
- Operates On R2 Curves

4-6-4 Hudson



Pere Marquette - 4-6-4 J3a Hudson Steam Engine
70-3020-1 Proto-Sound® 2.0 \$799.95



New York Central - 4-6-4 J3a Hudson Steam Engine
70-3019-1 Proto-Sound® 2.0 \$799.95



Unlettered - 4-6-4 J3a Hudson Steam Engine
70-3021-1 Proto-Sound® 2.0 \$799.95

In *Thoroughbreds*, Alvin Stauffer and Edward May's definitive book on the New York Central Hudsons, Al summarizes the attraction of this engine in a few perhaps-biased but nonetheless eloquent words: "The Hudsons had it all: looks, performance, and timing. ... The forte of all Hudsons was power at speed. ... That the NYC Hudson was the first of her wheel arrangement in the United States matters not nearly as much as what she hauled and how she hauled it. The Hudsons were designed to haul the Great Steel Fleet on the Water Level Route [the NYC's raceway from New York to Chicago, home of the 20th Century Limited and the Empire State Express, and the bane of rival Pennsylvania Railroad, whose route lay over the Allegheny Mountains]. The Hudsons were a New York Central phenomenon. They were a special machine for that special road. They were synonymous with the best. They were the best."

The J3a "Super Hudsons" were the last and finest of the breed, with nearly 20% more horsepower than the earlier J1's and roller bearings on all wheels. Delivered in 1937 and 1938, the fifty J3a's also represented the largest single steam engine order in the depths of the Great Depression.

Our 1:32 scale model of this famous engine exemplifies the best in today's one-gauge locomotives. Relive the drama of the original Hudsons with synchronized puffing smoke and a full range of authentic steam sounds. A powerful flywheel-equipped motor and twin traction tires ensure the RailKing Hudson duplicates the magnificent performance of the New York Central original.

Did You Know?

Built mainly in Alco's Schenectady shops in the late 1920s and 1930s, the NYC Hudsons were part of the "super-power" era of steam technology that began with Lima's A1 Berkshire in 1924. Super power engines were the external combustion engine refined to its finest form, with technological advances such as bigger fireboxes supported by four-wheel trailing trucks; higher pressure, more efficient boilers; superheaters to increase the heat of the steam so it could do more work; and larger drivers for speed and power (79" on the Hudsons).



Features

- Detailed Polycarbonate Boiler and Tender Body
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- (2) Precision Pittman® Flywheel Equipped Motors
- Detailed Truck Sides
- 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
- Numerous added-on details including air, steam, and sand pipes, builder's plates, air pumps, metal bell, whistle, and handrails
- Synchronized Puffing ProtoSmoke™ System In Boiler & Tender
- Operating Marker Lights
- Lighted Cab Interior
- Locomotive Speed Control
- Proto-Sound® 2.0 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

2-8-8-8-2 Triplex



Virginian - 2-8-8-8-2 Triplex Steam Engine
70-3024-1 Proto-Sound® 2.0 \$1299.95

New!



Erie - 2-8-8-8-2 Triplex Steam Engine
70-3022-1 Proto-Sound® 2.0 \$1299.95

New!



Erie - 2-8-8-8-2 Triplex Steam Engine
70-3023-1 Proto-Sound® 2.0 \$1299.95

New!

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 2007, 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.