

EMD GP20 Diesel Engine



Features

- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Horn
- Intricately Detailed ABS Body
- Locomotive Speed Control in Scale MPH Increments
- (2) Precision Flywheel-Equipped Motors
- (2) Remotely Controlled Proto-Couplers™
- (2) Engineer Cab Figures
- Operating Smoke Unit
- Directionally Controlled Headlights
- Proto-Sound 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Measures: 14 7/8" x 2 3/4" x 4"
- Operates On O-31 Curves

Non-Powered Features

- Die-Cast Truck Sides, Pilots and Fuel Tank
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Horn
- Intricately Detailed ABS Body
- (2) Operating Metal Couplers
- (2) Engineer Cab Figures
- Metal Wheels and Axles
- Measures: 14 7/8" x 2 3/4" x 4"
- Operates On O-31 Curves



In the late '50s, railroads were looking for units with high-horsepower output. General Electric and Alco obliged by releasing units with 2,400 and 2,500-h.p. capability. General Motor's Electro-Motive Division, at first, was reluctant to chime in. They figured that turbocharging their 567 engine would drive up maintenance costs, and that was to be avoided. Yet, in 1959, EMD outshopped the GP20, a 16-cylinder, 2,000-h.p. road switcher, with its turbocharged 567D2 engine.

Union Pacific fostered EMD's change of heart. For it was only after the road experimented with and found success with turbocharging EMD's 567 engine in the GP9s on their roster, that EMD rec-

ognized the engine's potential. GP20s, closely resembled earlier Geeps, such as the GP7, GP9 and GP18. The increased power made the difference. As a result of that power, one distinguishing feature of the GP20 from prior Geeps, was its short exhaust stack, located just aft of the first fan behind the cab. These units were produced until 1962.

These popular units come alive once again in the exciting RailKing Scale division in five exciting roadnames. Each locomotive is built to scale proportions and includes more detail than engines in the regular RailKing product line.



Wisconsin & Southern - GP20 Diesel Engine

30-2975-1 w/Proto-Sound 2.0 \$299.95
 30-2975-3 Non-Powered \$149.95



Norfolk Southern - GP20 Diesel Engine

30-2976-1 w/Proto-Sound 2.0 \$299.95
 30-2976-3 Non-Powered \$149.95



Maryland Midland - GP20 Diesel Engine

30-2973-1 w/Proto-Sound 2.0 \$299.95
 30-2973-3 Non-Powered \$149.95



Central New England - GP20 Diesel Engine

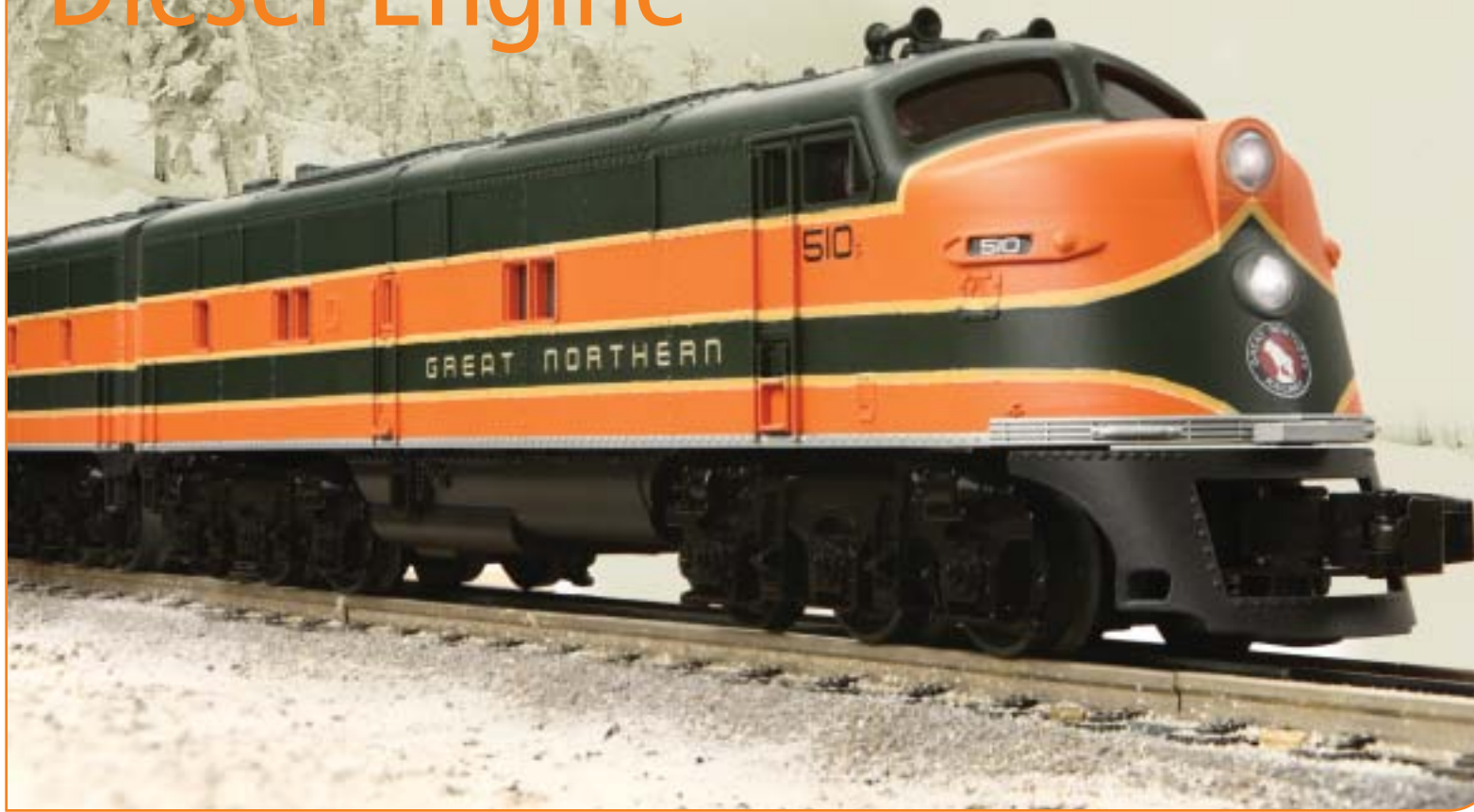
30-2974-1 w/Proto-Sound 2.0 \$299.95
 30-2974-3 Non-Powered \$149.95



Alaska - GP20 Diesel Engine

30-2977-1 w/Proto-Sound 2.0 \$299.95
 30-2977-3 Non-Powered \$149.95

EMD E3 A-A Diesel Engine



Features

- Intricately Detailed ABS Bodies
- Directionally Controlled Headlights
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Remotely Controlled Proto-Couplers™
- Colorful Paint Scheme
- Metal Chassis
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Proto-Sound 2.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Unit Measures:
29 1/4" x 2 1/2" x 3 5/8"
- Operates On O-31 Curves

B-Unit Features

- Intricately Detailed ABS Body
- Metal Wheels and Axles
- Colorful Paint Scheme
- Die-Cast Truck Sides
- Metal Chassis
- Unit Measures:
14 3/4" x 2 1/2" x 3 3/8"
- Operates On O-31 Curves



Did You Know?

EMD's hugely successful and long-lived 567 engine was first used in the E3. The 567 raised the engine's rating to 2000 horsepower instead of the 1800 horses that gave the original E-units their name, but the series kept the "E" designation as long as they were in production.



Pennsylvania - E3 A-A Diesel Engine

30-2967-1 w/Proto-Sound 2.0 \$349.95

30-2967-3 Non-Powered B-Unit \$119.95

Add a Matching Passenger Set!

See Page 58



Santa Fe - E3 A-A Diesel Engine

30-2968-1 w/Proto-Sound 2.0 \$349.95

30-2968-3 Non-Powered B-Unit \$119.95

Add a Matching Passenger Set!

See Page 58



Great Northern - E3 A-A Diesel Engine

30-2969-1 w/Proto-Sound 2.0 \$349.95

30-2969-3 Non-Powered B-Unit \$119.95

Add a Matching Passenger Set!

See Page 58



Richmond Fredericksburg & Potomac - E3 A-A Diesel Engine

30-2970-1 w/Proto-Sound 2.0 \$349.95

30-2970-3 Non-Powered B-Unit \$119.95

Add a Matching Passenger Set!

See Page 59



For many railfans, EMD's E-Series symbolizes all that was right about the golden age of passenger service. In the middle of the Great Depression, General Motors asked its Detroit stylists to design a sleek streamlined engine to head up consists of the lightweight passenger cars that had become fashionable. And because diesels did not have the pulling power of steam engines, these new units needed to be equipped to run in multi-unit lash-ups when more horsepower was needed to pull a long train. In addition to their modern appearance and multiple-unit capabilities, the E-series engines were also safer for the cab crew than the earlier box cabs, which put too little protection between the enginemen and any foreign object that might appear on the track.

Fully outfitted with the power and performance of Proto-Sound 2.0, these streamlined workhorses may just be the pride of your passenger fleet. Marvel at sound and sights as these landmark engines streak by at the head of a glamorous passenger train in four colorful liveries.

EMD SW1 Diesel Switcher



Features

- Intricately Detailed ABS Body
- Colorful Paint Scheme
- Die-Cast Metal Chassis
- Directionally Controlled Headlight
- Metal Wheels, Axles and Gears
- Die-Cast Truck Sides, Pilots and Fuel Tank
- (2) Remotely Controlled Proto-Couplers™
- Metal Handrails and Horn
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- Proto-Sound 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 12" x 2 3/4" x 4"
- Operates On O-27 Curves





Norfolk Southern - SW1 Diesel Switcher
30-2963-1 w/Proto-Sound 2.0 \$299.95



Amtrak - SW1 Diesel Switcher
30-2964-1 w/Proto-Sound 2.0 \$299.95



Burlington - SW1 Diesel Switcher
30-2965-1 w/Proto-Sound 2.0 \$299.95



Chessie - SW1 Diesel Switcher
30-2966-1 w/Proto-Sound 2.0 \$299.95

The birth of the SW1 in January 1939 was a historic moment for the Electro-Motive Corporation. The tiny switcher ("S" for six hundred horsepower, "W" for welded frame) was EMC's first truly mass-produced loco, the first with Electro-Motive's own electrical gear, and the first mass-produced engine powered by the 567 diesel motor — which would become the backbone of first-generation American diesel power. Popular with railroads large and small, the SW1 stayed in production for 15 years, and many remained in service for three or more decades.

Our RailKing Scale SW1 offers Premier level details at a RailKing price. Separately added metal detail parts include front, side, and rear handrails; bell and horn; grab irons to allow access to the top of the hood; and handles for the sandbox lid on the front pilot (which doubled as a convenient seat for yard brakemen). Built to full 1/48 scale proportions, this model also offers authentic, legible EMD builder's plates and directionally operating front and rear headlights. Single or dual exhaust stacks, per individual prototypes, are also featured.

Our SW1 includes dual pickup rollers on each truck, making this model nearly stall-proof on any three-rail O gauge switches, despite its short wheelbase. Throttle down as low as three scale miles per hour to muscle a heavy cut of freight or passenger cars around your terminal — and maintain that speed as long as you wish, thanks to Proto-Speed Control and twin flywheel-equipped motors. Listen to the authentic chant of a first-generation EMD 567 motor. Pick up and drop off cars wherever you like, with remotely activated front and rear Proto-Couplers. Our full-scale, fully featured model of this tiny EMD workhorse offers everything you could want in a hard-working yard switcher.

Alco RS-3 Diesel Engine



Features

- Die-Cast Truck Sides, Pilots and Fuel Tank
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Horn
- Intricately Detailed ABS Body
- Locomotive Speed Control in Scale MPH Increments
- (2) Precision Flywheel-Equipped Motors
- (2) Remotely Controlled Proto-Couplers™
- Metal Wheels, Axles and Gears
- Directionally Controlled Headlights
- Proto-Sound 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures:
14 1/2" x 2 1/2" x 3 3/4"
- Operates On O-27 Curves

Non-Powered Features

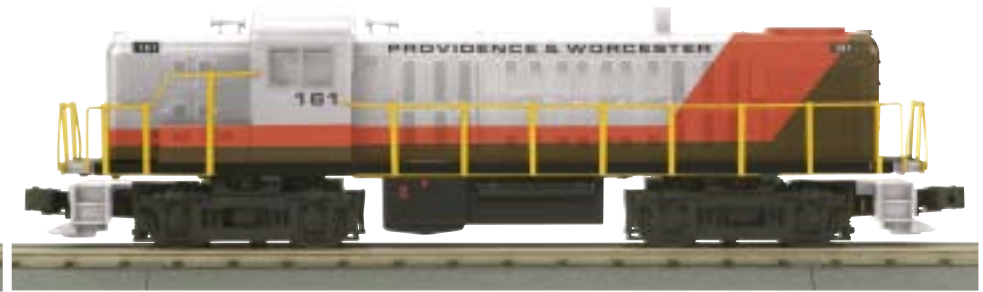
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Horn
- Intricately Detailed ABS Body
- Metal Wheels and Axles
- (2) Operating Metal Couplers
- Unit Measures:
14 1/2" x 2 1/2" x 3 3/4"
- Operates On O-27 Curves





Gulf, Mobile & Ohio - RS-3 Diesel Engine

30-2955-1 w/Proto-Sound 2.0 \$299.95
 30-2955-3 Non-Powered \$149.95



Providence & Worcester - RS-3 Diesel Engine

30-2956-1 w/Proto-Sound 2.0 \$299.95
 30-2956-3 Non-Powered \$149.95



Canadian National - RS-3 Diesel Engine

30-2957-1 w/Proto-Sound 2.0 \$299.95
 30-2957-3 Non-Powered \$149.95



Burlington Northern - RS-3 Diesel Engine

30-2958-1 w/Proto-Sound 2.0 \$299.95
 30-2958-3 Non-Powered \$149.95

By the time the first RS-3's rolled off the assembly line in 1950, Alco had refined its road switcher concept to create "a truly universal locomotive which could do anything and go almost anywhere," in the words of author J.W. Swanson in *New Haven Power*. In contrast with its predecessor, the 1000 hp RS-1, the 1600 hp RS-3 had all the power of a road diesel of its time and could boil along at up to 80 mph.

For awhile in the early 1950's, ALCO looked like a true contender in the burgeoning road switcher market. RS-3's could be found on a majority of class one railroads doing everything from switching and transfer duties to mainline freight and even passenger and commuter service.

Ultimately, however, the RS-3 took a distant second place to Electro-Motive's GP7 and GP9 in sales volume. Perhaps what doomed Alco was EMD's already-commanding lead in the road diesel market — in part

because EMD's FT was the only road diesel allowed to be produced during World War II, when diesels began their takeover of American railroads. Other builders were relegated to producing diesel switchers until the conflict ended.

There was also talk that Alcos were less dependable. In hindsight, however, that seems to have been a result of EMD's sales lead. Perhaps shop crews were simply less familiar with Alco's model 244 prime mover and how to service it. In fact, roads with primarily Alco fleets, such as the New Haven, found Alco products to be very reliable when maintained properly. With their power and flexibility, RS-3's proved their worth so successfully that many railroads kept them on active duty after other first-generation diesels had been retired. They survived on class 1 railroads until the Delaware & Hudson retired its last RS-3 in 1986 and remained active in shortline and industrial service for years afterward.

Bring the versatility of this do-anything/go-anywhere engine to your railroad with the RailKing Scale RS-3. Thanks to ProtoSound 2.0, our model features authentic Alco prime mover sounds, pulling power to match its hardy prototype, and a speed range from a slow crawl to full throttle.

Did You Know?

The first RS-3's were delivered with an air-cooled turbocharger that soon proved troublesome. Most engines were later refitted with a more dependable water-cooled unit. The crosswise exhaust stack on our model indicates it has the later water-cooled version. (A turbocharger is a blower, driven by exhaust gases, that pressurizes air coming into the engine and thereby increases horsepower.)

EMD NW2 Diesel Switcher



Features

- Directionally Controlled Headlight
- Intricately Detailed ABS Body
- Colorful Paint Scheme
- (2) Precision Flywheel-Equipped Motors
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Wheels, Axles and Gears
- (2) Remotely Controlled Proto-Couplers
- Metal Handrails and Horn
- Locomotive Speed Control In Scale MPH Increments
- Metal Chassis
- Proto-Sound 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures:
 - 12 3/8" x 2 1/2" x 3 7/8"
- Operates On O-27 Curves



Did You Know?

An interesting NW2 variation was the "calf." This cabless version was designed to be run in tandem with a normal NW2 for heavy-duty switching and transfer service between railroad yards. A number of railroads rostered TR2 cow-and-calf combinations, and the Chesapeake & Ohio owned two TR3 "herds" — a cow and two calves.

The NW2 was the big brother of the SW1 switcher shown elsewhere in this catalog. The longer hood of the NW2 housed a 12-cylinder diesel, twice as large as the prime mover in the SW1. The "N" in NW2 stood for nine hundred horsepower, the power output of the first Electro-Motive Corporation N-series switchers with Winton motors. Power increased to 1000 hp with the 1939 debut of the NW2, the first N-series locomotive with EMC's new 567 diesel motor — the prime mover that would power nearly all of the most successful first-generation diesels. Within a few years, EMC and Winton Engine, which had been owned by GM since 1930, would become the Electro-Motive Division of General Motors.

EMD cataloged the NW2 for a decade, except for a hiatus in production from 1942-1945, ordered by the War Production Board. While rival manufacturers were asked to produce switchers, EMD was the only firm allowed to produce road diesels — a situation that, in retrospect, gave GM a commanding lead in the diesel revolution after the war.

By the end of NW2 production in 1949, over 1100 engines had been sold in the United States and Canada, and the hardy N-series switchers were ubiquitous from coast to coast. A popular, near-scale Lionel model ensured the engine was familiar to almost any boy who grew up in the 1950s.

The NW2 returns to the RailKing lineup in 2010 with everything you need in a hard-working switcher: twin-motored pulling power down to 3 scale miles per hour, dual Proto-Couplers to drop off cars anywhere, and authentic EMD 567 engine sounds.



Northern Pacific - NW2 Diesel Switcher
30-2961-1 w/Proto-Sound 2.0 \$299.95



CSX - NW2 Diesel Switcher
30-2962-1 w/Proto-Sound 2.0 \$299.95



Clinchfield - NW2 Diesel Switcher
30-2959-1 w/Proto-Sound 2.0 \$299.95



New York Ontario & Western - NW2 Diesel Switcher
30-2960-1 w/Proto-Sound 2.0 \$299.95

RailKing Diesel Locomotives

The locomotives below were announced in previous catalogs and are currently in stock and available for delivery.

LEARN MORE ABOUT THEM: For more information on any M.T.H. locomotive, search its item number on our homepage, www.mthtrains.com.



Denver & Rio Grande - SD70ACe Imperial Diesel Engine
30-2877-1 w/Proto-Sound 2.0 \$299.95



Chicago & Northwestern - SD70ACe Imperial Diesel Engine
30-2876-1 w/Proto-Sound 2.0 \$299.95



**Canadian Pacific
MP15AC Diesel Engine**
30-2812-1 w/Proto-Sound 2.0 \$299.95



Western Pacific - SD70ACe Imperial Diesel Engine
30-2881-1 w/Proto-Sound 2.0 \$299.95



MKT - SD70ACe Imperial Diesel Engine
30-2879-1 w/Proto-Sound 2.0 \$299.95



CSX - MP15AC Diesel Engine
30-2813-1 w/Proto-Sound 2.0 \$299.95



Union Pacific - E-8 A-A Diesel Engine Set

30-2912-1 w/Proto-Sound 2.0 \$349.95
 30-2912-3 Non-Powered B-Unit \$119.95



Ontario Northland - E-8 A-A Diesel Engine Set

30-2836-1 w/Proto-Sound 2.0 \$349.95



Rio Grande Southern - Galloping Goose

30-2890-1 w/Proto-Sound 2.0 \$249.95



Long Island - RDC Budd Car Set

30-2843-1 w/Proto-Sound 2.0 \$399.95



Caterpillar® - F-3 A-B-A Diesel Engine Set

30-2849-1 w/Proto-Sound 2.0 \$499.95



Santa Fe - Alco PA A-A Diesel Set

30-2857-1 w/Proto-Sound 2.0 \$349.95
 30-2857-3 Non-Powered B-Unit \$119.95



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