CONTENTS

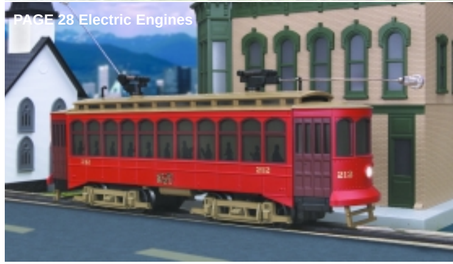
RailKing® is M.T.H.'s most popular line of trains and accessories. We offer a full line of high quality, traditionally sized models, including locomotives, freight and passenger cars, track, accessories, and electronics. Model railroaders who prefer to run their trains rather than collect and display them often find RailKing an attractive and affordable option.

Classifying Steam Engines

In the nineteenth-century, when many railroads designed their own, custom steam locomotives, it was difficult to find a standard way to classify steam engines. Frederick Methvyn Whyte, a mechanical engineer for the New York Central Railroad, developed an easy system for doing just that. The Whyte System calls for identifying engines by the number of wheels in each group: the lead truck, the drive wheels, and the trailing truck, with the number separated by hyphens. Therefore, an engine with two wheels on the lead truck, six drivers, and two wheels on the trailing truck would be a 2-6-2. Locomotives with the same Whyte System designation tended to share similar operating characteristics and be assigned to the same kinds of trains.

Most steamers were also given names associated in some way with the first appearance of that type of engine. For instance, the Northern Pacific Railroad was the first to design and use a 4-8-4 engine, so that type became known as the "Northern." These names were used by the public, the press, and railroads' marketing efforts, but rarely as official designations. M.T.H. typically uses both names when identifying our engines. The list below shows a selection of popular engines by Whyte System indicator and name.

0-6-0	*Six-wheel switcher*	*4-6-2*	*Pacific*
2-8-0	*Consolidation*	*4-8-4*	*Northern*
2-8-4	*Berkshire*	*4-6-6-4*	*Challenger*



PRR 2-10-0 Decapod Steam Locomotive

FACT
The 2-10-0 Steam Engine
Weighed 386,100 Pounds

Pennsylvania 2-10-0 Decapod

new!

30-1176-0	Loco-Sound™	$329.95
30-1176-1	Proto-Sound® 2.0	$429.95

Let's Talk About Scale

In O Gauge railroading, scale models, like those in our Premier Line, are 1:48 scale, or 1/4" scale, meaning that 1/4" on the model = 1 foot on the prototype. RailKing models are typically smaller, less precisely proportioned, and a bit less detailed than 1/4" scale, but some are "Near Scale" items, by which we mean that they are scale sized but have a RailKing level of detail and RailKing price. We make models of small prototypes, like the 0-8-0, Near Scale so that we can fit the electronics, motors, etc., into the model. This means those items are a bit larger in comparison to other RailKing items than their comparative prototype sizes would suggest. Look for the "Near Scale" tag to identify these items.

Features
• Die-Cast Boiler and Tender Body • Die-Cast Metal Chassis • Authentic Paint Scheme • Metal Wheels and Axles • Die-Cast Truck Sides • Precision Flywheel Equipped Motor • Metal Handrails and Decorative Bell • Decorative Metal Whistle • Operating ProtoSmoke® System • Track Voltage Operating Headlight • Operating Metal Coupler • Your choice of Loco-Sound™ Sound with Chuffing, Whistle and Bell Sounds or Proto-Sound® 2.0 with Freight Yard Proto-Effects™ ■ O-42 Curves
Unit Measures Approximate: 21 9/16" x 2 1/2" x 3 3/4"

2-10-0 Decapod Steam Locomotive

By the 1910s, the Pennsylvania Railroad was hauling coal and ore by the tons, and it sought a more efficient way to do so than double-heading 2-8-2 engines. Thus was born the monstrous I Class 2-10-0 Decapod. It dwarfed all previous 2-10-0s, weighing in at 386,100 pounds, with a power output 41% higher and steam consumption 12% lower than the Mikados that were previously assigned to coal and ore duty. Pennsy heartily approved of the new design and ultimately had the Baldwin and Juniata shops build 598 Class Is.

These hulking engines were designed specifically for use in the mountainous Allegheny region of western Pennsylvania, and they hauled freight through that area like nothing the PRR had seen before. The typical assignment called for two Decapods at each end of every freight train, and despite their enormous size and weight, they were allowed to move at up to fifty miles per hour.

M.T.H. is proud to bring the ground-shaking power of the Pennsylvania 2-10-0 to your railroad.

2-8-4 Berkshire Steam Locomotive

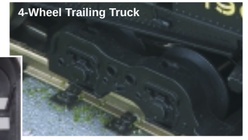
FACT
Larger firebox grate and other related elements necessitated the 4-wheel trailing truck.

■ **Virginian 2-8-4 Berkshire**

30-1177-0	Loco-Sound™	$299.95
30-1177-1	Proto-Sound® 2.0	$399.95

■ **Louisville & Nashville 2-8-4 Berkshire**

30-1178-0	Loco-Sound™	$299.95
30-1178-1	Proto-Sound® 2.0	$399.95



Features
• Die-Cast Boiler and Tender Body • Die-Cast Metal Chassis • Metal Wheels and Axles • Die-Cast Truck Sides • Precision Flywheel Equipped Motor • Metal Handrails and Decorative Bell • Decorative Metal Whistle • Operating ProtoSmoke® System • Track Voltage Operating Headlight • Operating Metal Coupler • Authentic Paint Scheme • Your choice of Loco-Sound™ Sound with Chuffing, Whistle and Bell Sounds or Proto-Sound® 2.0 with Freight Yard Proto-Effects™ ■ O-31 Curves
Measures: 22" x 2 5/8" x 3 1/2"

2-8-4 Berkshire Steam Locomotive

In the 1920s, increased competition meant that railroads had to come up with new ways of doing business if they hoped to remain successful. Up to that time, most freight was moved by connecting as many cars as possible to a locomotive and having the steam engine heave and drag them along (called "drag freight"). Some railroads decided to compete more effectively by increasing the speed, not the capacity, of their freight trains. The Lima Locomotive Works' 2-8-4 Berkshire steamer, introduced in 1924 and named for the Massachusetts mountains where it was demonstrated, helped make this happen.

The Berkshire was dubbed a "Super Power" engine because its larger firebox grate and other related elements (which necessitated the 4-wheel trailing truck) greatly increased the engine's steam-making capacity. And more steam capacity means more power and more speed. In all, 611 Berkshires were built for several railroads. They were a huge success and remained in service on U.S. rails until 1958, well into the diesel era.

M.T.H. brings this popular engine back to our RailKing line in two exciting roadnames: Louisville & Nashville and Virginian.

4-6-0 Camelback Steam Locomotive

FACT
Camelbacks' fireboxes are wider and shallower to allow anthracite coal to burn hot.

Lackawanna 4-6-0 Camelback

30-1179-0	Loco-Sound™	$299.95
30-1179-1	Proto-Sound® 2.0	$399.95

Pennsylvania Camelback

30-1180-0	Loco-Sound™	$299.95
30-1180-1	Proto-Sound® 2.0	$399.95

Features
• Die-Cast Boiler and Tender Body • Die-Cast Metal Chassis • Authentic Paint Scheme • Metal Wheels and Axles • Die-Cast Truck Sides • Precision Flywheel Equipped Motor • Metal Handrails and Decorative Bell • Decorative Metal Whistle • Operating ProtoSmoke® System • Operating Metal Coupler • Track Voltage Operating Headlight • Your choice of Loco-Sound™ Sound with Chuffing, Whistle and Bell Sounds or Proto-Sound® 2.0 with Freight Yard Proto-Effects™ ■ O-31 Curves
Measures: 18" x 2 1/2" x 4"

near scale

4-6-0 Camelback Steam Locomotive

Railroads that served the mines of eastern Pennsylvania had a cheap and abundant supply of anthracite coal. However, the traditional deep fireboxes of most steam locomotives were not suited to burning anthracite coal, which required a shallow box to reach high temperatures. The Camelback steamer was designed to allow eastern railroads efficient use of this fuel. It boasted a wider, shallower firebox that allowed coal to burn hot. However, this firebox displaced the cab, which had to be moved to the middle of the engine, straddling the boiler. While the engineer worked from this cramped cab, the fireman remained at the rear of a locomotive on an often unprotected deck.

Working conditions on a Camelback (so named because of the odd bulge of the center cab) were difficult at best. The engineer and fireman could communicate only with great difficulty, the small cab had little room for the controls, and the fireman had to do his difficult task of feeding an extra wide firebox with even less protection than traditional engines afforded.

M.T.H. is proud to make this unusual engine available in two new roadnames: Pennsylvania and Lackawanna.

GS-2 4-8-4 Northern Steam Locomotive

FACT
The engine can pull a 12-car, 626-ton train at high speeds, over long distances and grades.

■ **Western Pacific 4-8-4 GS-2 Northern**

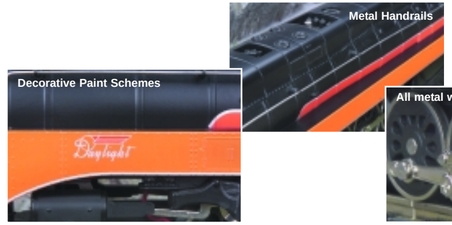
30-1185-0	Loco-Sound™	$329.95
30-1185-1	Proto-Sound® 2.0	$429.95

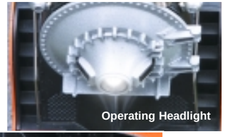
Add a Western Pacific 4-Car Passenger Set
See Page 44

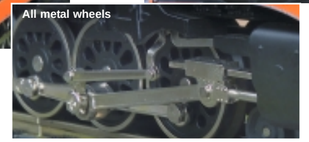
■ **Southern Pacific 4-8-4 GS-2 Northern**

30-1174-0	Loco-Sound™	$329.95
30-1174-1	Proto-Sound® 2.0	$429.95

Add a Southern Pacific 4-Car Passenger Set
See Page 45







Features
• Die-Cast Boiler and Tender Body • Die-Cast Metal Chassis • Authentic Paint Scheme • Metal Wheels and Axles • Die-Cast Truck Sides • Precision Flywheel Equipped Motor • Metal Handrails and Decorative Bell • Decorative Metal Whistle • Operating ProtoSmoke® System • Operating Metal Coupler • Track Voltage Operating Headlight • Your choice of Loco-Sound™ Sound with Chuffing, Whistle and Bell Sounds or Proto-Sound® 2.0 with Passenger Station Proto-Effects™ ■ O-31 Curves
Measures: 21 1/2" x 2 5/8" x 3 3/8"

4-8-4 GS-2 Northern Steam Locomotive

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-2 was introduced in 1937 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.

Western Pacific obtained their first 4-8-4s during World War II when the War Production Board restricted new locomotive purchases to pre-existing, proven designs. WP opted to use the SP's GS-series 4-8-4 design for their own service. The Northerns were the last of Western Pacific's steam power.

0-8-0 Steam Yard Switcher

FACT
0-8-0 Switcher took over the duties of the 0-6-0 due to its two extra drivers.

Southern 0-8-0
30-1181-0 Loco-Sound™ $299.95
30-1181-1 Proto-Sound® 2.0 $399.95

Erie 0-8-0
30-1182-0 Loco-Sound™ $299.95
30-1182-1 Proto-Sound® 2.0 $399.95

Burlington 0-8-0
30-1183-0 Loco-Sound™ $299.95
30-1183-1 Proto-Sound® 2.0 $399.95

Boston & Maine 0-8-0
30-1184-0 Loco-Sound™ $299.95
30-1184-1 Proto-Sound® 2.0 $399.95

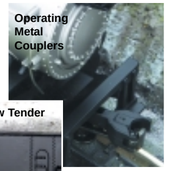
Features
• Die-Cast Boiler and Tender Body • Die-Cast Metal Chassis • Authentic Paint Scheme • Metal Wheels and Axles • Die-Cast Truck Sides • Precision Flywheel Equipped Motor • Metal Handrails and Decorative Bell • Decorative Metal Whistle • Operating ProtoSmoke® System • (2) Operating Metal Couplers • Track Voltage Operating Headlight • Your choice of Loco-Sound™ Sound with Chuffing, Whistle and Bell Sounds or Proto-Sound® 2.0 with Freight Yard Proto-Effects™ ■ O-31 Curves
Measures: 19" x 2 1/2" x 4"

near scale

0-8-0 Steam Locomotive

Switch engines were an essential, specialized piece of railroad equipment that looked quite different from their kin that work the mainline. Because of the nature of their work, moving cars around railroad yards, switch engines spent much of their time waiting for their assignments, so steam switchers needed smaller fireboxes, boilers, and tanks than road steamers. The cut out or sloping tanks on most steam switchers were designed to give good rear visibility, which was essential for these agile engines. Thanks to the two extra drivers, the 0-8-0 switcher was able to do much heavier work than its smaller 0-6-0 counterpart, so it generally took over switching duties in large yards.

The RailKing 0-8-0 is perfect for working the yard of any twentieth century steam-era layout. This sturdy model comes in the markings of the Boston & Maine, CB&Q, Erie, and Southern railroads.



RAILKING
By MTH Electric Trains

2-8-0 Steam Locomotive

The 2-8-0 steam engine was first developed in 1864 - 1865, to provide power for heavy trains, at a moderate speed, especially on steep grades. Alexander Mitchell, the chief mechanic for a coal hauler in eastern Pennsylvania, designed the original 2-8-0. The Pennsylvania Railroad (PRR) was the first to apply the 2-8-0 type engine by rebuilding a Baldwin flexible-beam engine to a 2-8-0 configuration. In the 1910s, the PRR ordered many of these Consolidation-type freight engines from commercial locomotive builders. Pennsy also built many of the 2-8-0s themselves in the Juniata, Pennsylvania Shops.

The PRR used the Class H10, which was the largest of the Pennsy Consolidations, on its lines west of Pittsburgh. The RailKing PRR 2-8-0 Steam Engine is a detailed model, available with the standard features and optional equipment.

FACT
Alexander Mitchell designed the original 2-8-0 Engine.

Pennsylvania 2-8-0

30-1159-1 Proto-Sound® 2.0 $249.95

Features
• Die-Cast Boiler and Chassis • ABS Detailed Tender Body • Die-Cast Metal Chassis • Authentic Paint Scheme • Metal Wheels and Axles • Track Voltage Operating Headlight • Die-Cast Truck Sides • Precision Flywheel Equipped Motor • Metal Coupler • Metal Handrails and Decorative Bell • Decorative Metal Whistle • Operating ProtoSmoke® System • Proto-Sound® 2.0 with Freight Yard Proto-Effects™ ■ O-31 Curves
Measures: 19" x 2 1/2" x 3 3/4"

near scale

6-8-6 Bantam Turbine Steam Locomotive

By the mid-1940s, the diesel revolution was beginning to take a foothold in America's railroad power rosters. Realizing that diesel power was proving to be quite cost effective on other railroads, the Pennsylvania Railroad experimented with ways to make steam power more competitive with the diesel. One bold new design deriving from the PRR's efforts was the S-2 6-8-6 Steam Turbine, a hybrid between the normal reciprocating steamer and a diesel or electric. While the S-2 still had a firebox and boiler and still generated steam, the pressure was run through a turbine instead of reciprocating cylinders to make power. The turbine design provided smooth and constant power to the drive wheels and proved to be much more efficient than traditional steam locomotives at higher speeds. Despite its high-speed efficiency, the S-2 still retained many of the high costs of operating a steam engine. And as we all know, the diesel eventually won out.

The Pennsylvania Railroad made only one S-2 6-8-6 turbine engine, and we are proud to make a reasonably-priced version available to model railroaders.

FACT
The Pennsylvania Railroad made only one S-2 6-8-6 turbine engine.

Pennsylvania 6-8-6 Bantam Turbine

30-1167-0 Loco-Sound™ $149.95
30-1167-1 Proto-Sound® 2.0 $249.95

Features
• Die-Cast Boiler and Tender Body • Precision Flywheel Equipped Motor • Operating Metal Coupler • Die-Cast Metal Chassis • Authentic Paint Scheme • Metal Wheels and Axles • Die-Cast Truck Sides • Track Voltage Operating Headlight • Metal Handrails and Decorative Bell • Decorative Metal Whistle • Operating ProtoSmoke® System • Your choice of Loco-Sound™ Sound with Chuffing, Whistle and Bell Sounds or Proto-Sound® 2.0 with Freight Yard Proto-Effects™ ■ O-31 Curves
Measures: 20" x 2 1/2" x 3 1/2"

Aerotrain "Train of the Future" Set

FACT
Aerotrain Passenger cars were dressed up modified intercity bus bodies riding on two axles.

Aerotrain Diesel Locomotive

Part of the post-World War II experimentation with "super lightweights," the Aerotrain is perhaps the most famous and certainly one of the most unusual attempts at resurrecting dwindling U.S. passenger revenues. Even its design is an example of cost-efficiency: the 1200 horsepower locomotive was basically a dressed-up version of an EMD switcher, and the passenger cars were modified intercity bus carbodies riding on two axles. But having these common mix-and-match parts did not mean the Aerotrain was generic! The distinctive outlines of the turret-cab carbody are unmistakable.

Only two Aerotrain sets were built in 1956, and they were leased to four railroads, including the Pennsylvania, for testing before they were finally sold to Rock Island in 1958. They saw service for only ten years before they were donated in 1966 to the National Transportation Museums in Green Bay and St. Louis.

This futuristic train is a fascinating part of U.S. railroading history, and M.T.H. is proud to make it available in the livery it wore while in service for the PRR.

Pennsylvania Aerotrain

30-2210-0	Loco-Sound™	$299.95
30-2210-1	Proto-Sound® 2.0	$399.95

new!


Car Diaphragms

Turretcab carbody


Metal Wheels and Axles

Whistle and Horn Signals

Railroaders rely on coded whistle and horn blasts to signal certain warnings or orders. Use the sampling of signals listed below to make your own operation more prototypical. O = a short blast; - =a long blast.

Codes:	***Meaning:***
O	*Apply brakes or stop*
- -	*Start or proceed*
- (very long)	*Approaching stations or junctions*
- -O	*Approaching meeting or waiting points (sounded 1 mile out)*
OOO	*When stopped, back up; when running, stop at the next station*
- O	*Warning whistle when approaching spots with an obscured view*
- OOO	*Flagman protect rear of the train*
- - - -	*Flagman return from West or South*
- - - - -	*Flagman return from East or North*
OOOOOO (no set number)	*Alarm for people or animals on the track*

Features
• Intricately Detailed ABS Bodies • Metal Wheels and Axles • Die-Cast Truck Sides • Authentic Paint Scheme
• Metal Chassis • Track Varied Operating Headlight • Precision Flywheel Equipped Motor • Lighted Interior
• Your choice of Loco-Sound™ Sound with Diesel Roar, Horn and Bell Sounds or Proto-Sound® 2.0 with Passenger Station Proto-Effects™ ■ O-31 Curves
Measures: 45 3/4" x 2 1/2" x 3 3/4"

Alco PA AA Diesel Set and B Unit

FACT
ALCO PA was suited for both freight and passenger use

Union Pacific ALCO PA AA Set

30-2218-0 Loco-Sound™ $179.95
30-2218-1 Proto-Sound® 2.0 $279.95

Ad a Union Pacific 4-Car Passenger Set
See Page 45

Erie Lackawanna ALCO PA AA Set

30-2219-0 Loco-Sound™ $179.95
30-2219-1 Proto-Sound® 2.0 $279.95

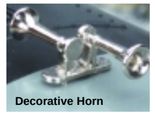
Ad a Erie Lackawanna 4-Car Passenger Set
See Page 45

Union Pacific ALCO PA B Unit

30-2218-3 Non-Powered $59.95

Erie Lackawanna ALCO PA B Unit

30-2219-3 Non-Powered $59.95



Features
• Intricately Detailed ABS Body • Metal Wheels and Axles • Die-Cast Truck Sides, Pilots and Fuel Tank • Colorful Paint Scheme • Metal Handrails and Decorative Horn • Two Precision Flywheel Equipped Motors • All Metal Wheels and Gears • Two Operating Metal Couplers • Your choice of Loco-Sound™ Sound with Diesel Roar, Horn and Bell Sounds or Proto-Sound® 2.0 with Passenger Station Proto-Effects™ ■ O-31 Curves
A Set Measures: 28 1/4" x 2 1/2" x 3 5/8"
B Unit Measures: 14" x 2 1/2" x 3 5/8"

ALCO PA AA
Diesel Locomotive Set

The post-World War II era was an exciting transition period for our nation's railroads. Practical, war-time productions gave way to more daring and glamorous streamlined diesels pulling newly equipped passenger trains. Introduced in 1946, the American Locomotive Company's PA-1 made an instant impact on our railroads and railfans.

Many railfans agree that the Alco PA is the most beautiful diesel locomotive ever produced. Its long, streamlined look certainly made it one of the best canvases for beautiful paint schemes—an opportunity that few railroads let pass. Measuring more than 65 feet long, the PA-1 featured 2000 hp and 100 mph gearing, creating an awesome combination of sleekness, speed, and power. Well suited for both passenger and fast freight service, the Alco PA-1 was a fixture on many of our most famous railroads for years after its introduction.

The RailKing Alco PA AA Diesel Set brings its sleek styling to your traditional-sized O-Gauge railroad in the markings of the Union Pacific and Erie Lackawanna railroads. You can add a non-powered B unit to the powered and non-powered AA set to achieve the traditional A-B-A diesel engine configuration.

SW 1500 Road Switcher

FACT
SW 1500 was used by mainline and industrial operators.

Chicago NorthWestern SW1500

30-2214-0	Loco-Sound™	$149.95
30-2214-1	Proto-Sound® 2.0	$249.95

Union Pacific SW1500

30-2215-0	Loco-Sound™	$149.95
30-2215-1	Proto-Sound® 2.0	$249.95

Conrail SW1500

30-2216-0	Loco-Sound™	$149.95
30-2216-1	Proto-Sound® 2.0	$249.95

New York Central SW1500

30-2217-0	Loco-Sound™	$149.95
30-2217-1	Proto-Sound® 2.0	$249.95

Features
• Intricately Detailed ABS Body • Metal Wheels and Axles • Die-Cast Truck Sides, Pilots and Fuel Tank • Colorful Paint Scheme • Metal Handrails and Decorative Horn • (2) Precision Flywheel Equipped Motors • All Metal Wheels and Gears • (2) Operating Metal Couplers • Your choice of Loco-Sound™ Sound with Diesel Roar, Horn and Bell Sounds or Proto-Sound® 2.0 with Freight Yard Proto-Effects™ ■ O-31 Curves
Measures: 12 7/8" x 3 1/2" x 4"

near scale

SW1500
Diesel Locomotive

The SW1500 burst upon the rail scene in 1966, marking the next step in the evolution of EMD switchers. Although it carried the same general styling as its earlier siblings, the mechanics of the engine were based on the evolution of the sound engineering the company was known for. The SW1500 had a 12-cylinder, 645-series engine that provided 1500 horsepower. Although the engine's standard equipment was usual for a yard switcher, the optional equipment--including a larger fuel tank, better quality trucks, and ballasting to add weight--suggests EMD expected the SW1500 to be used as a true road switcher.

The SW1500 was produced from 1966-74, and EMD sold 808 units. At the time, the only EMD engine that had sold better was the NW2, the 1940s counterpart to the SW1500. The engine was used by both mainline operators and industrial users, such as Tennessee Copper and Armco Steel, showing its versatility.

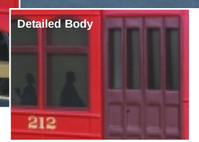
You can enjoy this versatile and reliable engine on you own railroad, in the markings of the Chicago NorthWestern, Union Pacific, Conrail, and New York Central railroads

Brill Semi-Convertible Trolley

In the early 1900s, as cities grew in size and complexity, so too did the traffic problems and transportation needs. A vehicle that could operate effectively and efficiently while transporting many people was required. Multi-passenger vehicles were initially horse-drawn. Because these cars were designed to be lightweight, they lacked traction when they were ultimately converted to electric streetcars.

Two things led to an almost universally accepted electric car design. First, Frank Sprague created a separate metal truck for these cars. Then John Albert Brill, the leading engineer of the J.G. Brill Company, developed the idea for the "Eureka Maximum Traction Truck," for a mass transit vehicle that was heavy enough to operate well. Thus was born the trolley car. The trolley went through several versions, as the open car, the convertible, and the semi-convertible. M.T.H. models the most popular design: the semi-convertible, which fared well in all kinds of weather.

Pennsylvania Brill Semi-Convertible Trolley
30-2512-1 Proto-Sound® $199.95



Features
• Directionally Controlled Headlights • Intricately Detailed ABS Body • Colorful Paint Scheme • Die-Cast Truck Sides • Precision Flywheel Equipped Motor • Lighted Marker Lights • Lighted Interior • Proto-Sound® with Squeaking Brakes and Station Stop Proto-Effects™ ■ O-27 Curves
Measures: 11 5/8" x 2 5/8" x 3 1/2"

near scale

TIME ZONES
The time zone system used in the U.S. was created by the railroads in 1883. Railroads needed a standard way of keeping time because trains traveled so far so fast and needed to maintain schedules across wide areas. Before the railroads standardized time zones, each community had its own time; for instance, 12:00 noon in Philadelphia did not coincide with 12:00 noon in Harrisburg or Pittsburgh.

PCC Electric Street Car

In the 1920s the great rise in the popularity of automobiles gave rise to a desperate effort to save the dying streetcar industry. The automobile's success dictated that any successful modern streetcar be designed both for comfort and for ease of travel in increasingly crowded streets. The Electric Railway Presidents' Conference Committee began in the early 1930s to develop a streetcar that could meet these criteria and save the flagging urban transit industry. These efforts resulted in the PCC (for Presidents' Conference Committee) Electric Street Car, which gave streetcars a new, progressive image.

Although most systems noticed an immediate increase in ridership and revenue, the PCC was ultimately unable to rescue an industry in crisis. While it was not a financial success in U.S. cities, the PCC car was a triumph of performance, efficiency and reliability. Its descendants are still in use in countries around the world.

The classic Pacific Electric colors grace the sides of this RailKing PCC car. The model is optionally outfitted with the Proto-Sound® Digital Sound and Train Control system, which includes PA announcements at each stop as well as the sounds of passengers embarking and disembarking.

Pacific PCC Electric Street Car
30-2513-0 $99.95
30-2513-1 Proto-Sound® $199.95

Features
• Directionally Controlled Headlights • Intricately Detailed ABS Body • Colorful Paint Scheme • Die-Cast Truck Sides • Precision Flywheel Equipped Motor • Lighted Marker Lights • Lighted Interior • Proto-Sound® with Squeaking Brakes and Station Stop Proto-Effects™ ■ O-27 Curves
Measures: 11 5/8" x 2" x 3 1/2"

near scale