Premier Steam Engines

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


**Norfolk & Western** - 4-8-4 J Steam Engine
20-3363-1 w/Proto-Sound 2.0 $1099.95

**Canadian Pacific** - 4-6-4 Royal Hudson Steam Engine
20-3315-1 w/Proto-Sound 2.0 $999.95

**Jersey Central** - 4-6-0 Camelback Steam Engine
20-3356-1 w/Proto-Sound 2.0 $899.95

**Reading** - 4-6-0 Camelback Steam Engine
20-3359-1 w/Proto-Sound 2.0 $899.95

**Pittsburgh Shawmut & Northern** - 2-10-0 Russian Decapod Steam Engine
20-3310-1 w/Proto-Sound 2.0 $999.95
Premier Steam Locomotives

Seaboard Air Line - 0-6-0 USRA Steam Engine
20-3268-1 w/Proto-Sound 2.0 $599.95

Pittsburgh & West Virginia - 0-6-0 USRA Steam Engine
20-3269-1 w/Proto-Sound 2.0 $599.95

Atlantic Coast Line - 0-6-0 USRA Steam Engine
20-3304-1 w/Proto-Sound 2.0 $599.95

Western Maryland - 2-10-0 Russian Decapod Steam Engine
20-3311-1 w/Proto-Sound 2.0 $999.95

New York Central - 0-6-0 USRA Steam Engine
20-3281-1 w/Proto-Sound 2.0 $599.95
4-6-2 USRA Heavy Pacific Steam Engine

Features
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Remote Controlled Proto-Coupler™
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Bell
- Metal Whistle
- Operating Class Lights
- Lighted Cab Interior
- Synchronized Puffing ProtoSmoke™ System
- Operating Tender Back-up Light
- Locomotive Speed Control in Scale MPH Increments
- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Real Coal Load
- 1:48 Scale Proportions
- Precision Flywheel-Equipped Motor
- Wireless Drawbar
- Proto-Sound 2.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station Proto-Effects™
- Unit Measures:
  24 5/16" x 2 9/16" x 3 15/16"
- Operates On O-42 Curves

Did You Know?
William E. Woodard, V.P. of Engineering at Lima Locomotive Works and one of the designers on the USRA Locomotive Committee, went on to inaugurate the "Super Power" concept that guided steam locomotive design from the mid-1920s to the end of the steam era.
During World War I, Uncle Sam nationalized the railroads when they proved unequal to the task of moving massive amounts of men and materiel for the war effort. The agency that ran the trains was the United States Railroad Administration, or USRA, and one of its chief accomplishments was the creation of 12 steam engine designs that lasted for decades. According to the American Society of Mechanical Engineers, USRA locomotives were "the first successful standardization of American motive power" — and the only standard designs until the diesel era.

In the World War I period, the 4-6-2 Pacific was the favored mainline passenger engine in relatively level territory, so the USRA designs included light and heavy 4-6-2s. The heavy version, designed for trackage that allowed a heavier axle load, was similar in most major dimensions to the existing Pennsylvania K4s and Chesapeake & Ohio F-17 Pacifics. Both had been designed around 1913 and were considered powerful and fast locomotives for their time.

Only 20 government-issue heavy Pacifics were actually built, all of them going to the Erie Railroad. But like most USRA designs, the heavy Pacific was so good that a number of railroads ordered copies after government control ended. The Erie bought 11 more, and at least three of the most successful heavy Pacifics built in the 1920s were based on the USRA design: the Baltimore & Ohio P-7d "President" class, the C&O F-19, and the Southern Railway Ps-4. A survivor of the latter class resides today in the Smithsonian Institution's National Museum of American History in Washington, D.C., resplendent in the Southern's famous green livery with gold striping.

The USRA heavy Pacific returns to the Premier line for 2010, upgraded with wireless drawbar, quillable whistle, cab-to-tender deck plate, and additional details (not all details are shown in photos). Relive the days when these high-steping Pacifics led mainline passenger runs, or their later years when they were relegated to local passenger trains and even freight service.
4-4-0 American Steam Engine

Features
- Die-Cast Boiler and Tender Body
- 1:48 Scale Proportions
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Engineer and Fireman Figures
- Metal Handrails and Bell
- Metal Whistle
- Locomotive Speed Control in Scale MPH Increments
- Synchronized Puffing ProtoSmoke™ System
- Lighted Cab Interior
- Precision Flywheel-Equipped Motor
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Remote Controlled Proto-Coupler™
- Proto-Sound 2.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station Proto-Effects™
- Measures: 16 ¾” x 3 ¾” x 2 ½”
- Hi-Rail Wheels Operate On O-42 Curves
- Scale Wheels Operate On 31” Radius Curves

Did You Know?
At the Golden Spike National Historic Site, in the desert of northeastern Utah, you can see where the Golden Spike was driven and enjoy a reenactment of the ceremony, performed by accurate replicas of the Jupiter and the No. 119. And a full-sized reproduction of Leviathan completed in 2009 is currently hailed as “America’s Newest Operating Steam Locomotive.”
Just a few years after the Civil War divided the country, the transcontinental railroad united it. At Promontory Summit, Utah Territory, the Golden Spike was driven and two brightly painted locomotives touched cowcatchers: the Central Pacific’s Jupiter and the Union Pacific’s No. 119. At 12:47 p.m. on May 10, 1869, the telegraphed message “DONE!” signaled an entire nation that the Pacific Railroad had joined the east and west coasts. As the former Union and Confederacy united in celebration, cannons boomed, firecrackers exploded, and the Liberty Bell and countless other bells pealed across the country. Chicago hosted a seven-mile-long parade. A coast-to-coast trip that had formerly taken months and cost over $1000 was suddenly reduced to a week, including stops, at a cost of $150 first class. The trip was said to be so fast “that you don’t even have time to take a bath.”

The locomotives that united the nation at Promontory Summit were, naturally, 4-4-0 Americans. The 4-4-0 was the passenger engine of the last half of the nineteenth century. Subject of dozens of Currier & Ives lithographs, the 4-4-0 carried the nation westward, transported millions of Americans out of their home towns for the first time, and hauled a good deal of freight as well. Beautifully colored and pinstriped in mid-century, and somewhat less colorfully decorated toward the end of the 1800s, the 4-4-0 steam engine became a symbol of U.S. railroading — which is why this wheel arrangement was named the “American.”

Continuing with our line of Premier nineteenth-century locomotives, M.T.H. announces replicas of Golden Spike engine Jupiter and Central Pacific sister engine Leviathan, in the glorious decoration they wore in the 1860s, as well as versions of our 4-4-0 in less flashy 1890s-era paint schemes. Also offered is the hot-rod 4-4-0 “999,” the first locomotive to break 100 mph (at least according to observers in 1893). These Americans are fully outfitted with the industry-leading smoke, slow-speed capability, and CD-quality sound of Proto-Sound 2.0, and are available in both scale-wheeled and hi-rail versions. Each is equipped with Proto-Scale 3-2™, which allows the user to quickly convert either version for operation on 2- or 3-rail track.

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**Central Pacific Jupiter - 4-4-0 American Steam Engine**

- 20-3389-1 Hi-Rail Wheels: $699.95
- 20-3389-2 Scale Wheels: $699.95

**Central Pacific Leviathan - 4-4-0 American Steam Engine**

- 20-3391-1 Hi-Rail Wheels: $699.95
- 20-3391-2 Scale Wheels: $699.95

**New York & New England - 4-4-0 American Steam Engine**

- 20-3392-1 Hi-Rail Wheels: $699.95
- 20-3392-2 Scale Wheels: $699.95

**Boston & Maine - 4-4-0 American Steam Engine**

- 20-3393-1 Hi-Rail Wheels: $699.95
- 20-3393-2 Scale Wheels: $699.95

**New York Central - 4-4-0 Empire State Express Steam Engine**

- 20-3386-1 70” Hi-Rail Wheels: $699.95
- 20-3386-2 70” Scale Wheels: $699.95

**New York Central - 4-4-0 Empire State Express Steam Engine**

- 20-3385-1 86” Hi-Rail Wheels: $699.95
- 20-3385-2 86” Scale Wheels: $699.95
LMS Duchess Class Steam Engine

Features
- Die-Cast Boiler and Tender Body
- 1:43.5 Scale Proportions
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Precision Flywheel-Equipped Motor
- Remote Controlled Proto-Coupler™; A Scale European-Style Coupler and Ace Trains-Compatible Coupler Are Also Supplied
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails
- Metal Whistle
- Lighted Cab Interior
- Locomotive Speed Control in Scale MPH Increments
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- Synchronized Puffing ProtoSmoke™ System
- Wireless Drawbar
- Proto-Sound 2.0 With The Digital Command System Featuring Passenger Station Proto-Effects™
- Unit Measures: 23 7/16” x 2 11/16” x 4 5/16”
- Hi-Rail Wheels Operate On O-54 Curves
- Scale Wheels Operate On 42” Radius Curves

Did You Know?
The Railways Act of 1921 mandated the merger of Britain’s myriad railways into four companies in 1923: the London, Midland & Scottish Railway (LMS), the London & North Eastern Railway (LNER), the Great Western Railway (GWR), and the Southern Railway (SR). In 1948, these four companies were nationalized to form British Railways.
In the years before World War II, Londoners had at least two ways to get to Scotland in style. From Kings Cross, one could speed up the East Coast main to Edinburgh on the LNER's *Flying Scotsman*, behind one of Nigel Gresley's handsome Pacifics — perhaps a streamlined A4 or maybe an older, apple-green A3. Or one could depart instead from Euston station on the LMS and fly northward to Glasgow on the *Coronation Scot* or the *Royal Scot* behind the most powerful steam locomotives in the land, William Stanier's Duchess Class (also known as Princess Coronation Class) 4-6-2's.

While the London, Midland & Scottish was the largest of England's four major railways, its motive power department had been hobbled by internal rivalries, a legacy from the several railways that combined in 1923 to form the LMS. Locomotive designer William Stanier, with a direct line to the president of the railroad, was hired in 1932 to resolve those problems. He brought the LMS from an also-ran to a leader in British engine design. Stanier's crowning achievement was the four-cylinder Duchess Class Pacifics, built from 1937-1948. In contrast with American designers, who generally shunned engines with more than two cylinders as being too hard to maintain, Europeans often used three or four cylinders to produce a more balanced engine that was easier on the track. In Stanier's design, the Walschaert's valve gear on the outside cylinders also drove the valves on the inside cylinders, located within the frame, through a set of rocker arms.

To Stanier's chagrin, the first examples of the class wore a streamlined shroud to match the *Coronation Scot* train they were designed to haul. Variously described as an upside-down bathtub or a sausage, the streamlining was omitted on later engines in the class, revealing muscular lines that looked particularly handsome in LMS crimson lake livery with gilt lining. In the British tradition, all of these passenger engines were named. No. 6234, *Duchess of Abercorn*, set an all-time record for British steam when she recorded 3,300 horsepower in February 1939.

Relive the glory days of LMS express passenger service with our superbly detailed Duchess Class Pacific, complete with synchronized puffing smoke with a correct eight chuffs per driver revolution, and station sounds for the appropriate British name trains.

Learn more about it: Search on the item number for this model on the M.T.H. Web site for links to additional information on this locomotive and prototype British railroading.
2-8-8-2 Great Northern R-2 Steam Engine

Engine Features
- Die-Cast Boiler and Tender Body
- 1:48 Scale Proportions
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Precision Flywheel-Equipped Motor
- Remote Controlled Proto-Coupler
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Bell
- Metal Whistle
- Lit Cab Interior
- Locomotive Speed Control In Scale MPH Increments
- Synchronized Puffing ProtoSmoke System
- Wireless Drawbar
- Proto-Sound 2.0 With The Digital Command System Featuring Quillable Whistle With Freight Yard Proto-Effects
- Unit Measures:
  - 30” x 2 3/4” x 4 1/4”
- Operates On O-72 Curves

Set Contents
- R-2 Steam Locomotive
- 5-Car Ore Set
- CA-1 Caboose

Car Features
- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Brake Wheels
- 1:48 Scale Dimensions
On James J. Hill’s transcontinental railroad, the massive R-2 was king of the road. Although often lumped with the “robber barons” of the late nineteenth century, Hill built the Great Northern Railway without the government land grants and political shenanigans used by many of his contemporaries. One of his crowning achievements, according to author Burton Folsom, was his conquest of the Rocky Mountains “by finding the legendary Marias Pass. Lewis and Clark had described a low pass through the Rockies back in 1805; but later no one seemed to know whether it really existed or, if it did, where it was. Hill wanted the best gradient so much that he hired a man to spend months searching western Montana for this legendary pass. He did in fact find it, and the ecstatic Hill shortened his route by almost 100 miles.”

Decades later, it was the Marias Pass that the R-2 was designed to roam, hustling freight over the easiest traverse of the Rockies enjoyed by any of the northern transcontinental railroads. Assembled in the Great Northern’s own shops in 1929 and 1930, the R-2s benefited from the “superpower” steam technology developed in the late 1920s; they were the largest 2-8-8-2s ever built and exerted more tractive effort (pulling force) than a Union Pacific Big Boy or a DM&IR Yellowstone. In fast freight service between Whitefish and Havre, Montana, the R-2s could handle trains of almost any length, limited only by the strength of couplers and draft gear and the response time of the air brake system. (As train length increases, it takes longer for a brake application by the engineer to reach the final car on the train.)

Hard use during World War II led to cracks in many R-2 boilers, and all 16 engines in the class received new ALCo boilers in 1947-48. Soon after, F-unit diesels replaced the articulateds on the Marias Pass route, and the R-2s moved east to haul iron ore from Minnesota’s mines. By 1958, when the final R-2s were retired, the Great Northern and the Norfolk & Western were the last American railroads to roster articulated power.

The R-2 returns to the Premier lineup, upgraded with additional details, wireless drawbar, quillable whistle, and cab-to-tender deck plate. Featuring authentic articulated engine sounds and pulling power to rival the prototype, our model captures all the signature Great Northern details — including pilot-mounted headlight, massive smokebox-mounted air pumps, all-weather cab, Vanderbilt-style oil tender, and Belpaire firebox.
Bavarian Class S 3/6 Express Locomotive

Features
- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlights
- Die-Cast Truck Sides
- Remote Controlled Proto-Coupler™; A Scale European-Style Coupler and Ace Trains-Compatible Coupler Are Also Supplied
- Sprung Buffers
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails
- Metal Whistle
- Lighted Cab Interior
- Synchronized Puffing ProtoSmoke™ System
- Operating Tender Back-up Lights
- Locomotive Speed Control In Scale MPH Increments
- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Precision Flywheel-Equipped Motor
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- Wireless Drawbar
- 1:43.5 Scale Proportions
- Proto-Sound 2.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station Proto-Effects™
- Hi-Rail Wheels Operate On O-54 Curves
- Scale Wheels Operate On 42" Radius Curves

Did You Know?
As reparations after World War I, three S 3/6 steamers went to Belgium and 16 were given to France.
In 1871, Germany became the last major European country to unify, combining a hodgepodge of kingdoms and duchies. But it would be another 50 years before the 11 provincial railroads were nationalized into the German Imperial Railway Company (DRG, with the logo DR). In the meantime, each road continued to develop its own locomotive designs. One of the best was the Class S 3/6 of the Royal Bavarian State Railways (abbreviated K. Bay. Sts. B. in German).

Regarded by European enthusiasts as one of the most beautiful and successful of all steam locomotives, the Class S 3/6 (“S” for schnellzuglok, indicating an express passenger engine, and 3/6 to indicate 3 powered axles, 6 axles total) was built by A G Maffei beginning in 1908 and showcased the talent of that firm’s chief designer, Heinrich Leppla. The stylish conical smokebox front of the S 3/6 was complemented by a handsome holly green paint scheme. Two inboard high pressure cylinders and two outboard low pressure cylinders drove the center axle. The S 3/6 was one of the first European engines to follow the American practice of casting the cylinders and smoke box saddle as one huge casting, which gave the engine a very distinctive look. The majority of the class were fitted with 74” drivers to conquer Bavaria’s mountainous terrain. A smaller group of S 3/6 engines, however, was built with 79” drivers for high-speed service on flatter routes and acquired the nickname “High Steppers.”

After nationalization in 1920, the engines were painted in the black and red Deutsche Reichsbahn (DR) scheme and became classes 18.3 through 18.5. While the DR intended to develop new standard engines of its own, the S 3/6 was deemed so good that the DR continued to order new engines of this 1908 design through 1931. The relatively light axle loading of the S 3/6, 18 tons, was also a plus, as the DR was behind schedule in upgrading main lines to its new 20-ton standard. So successful were the Bavarian Pacifics that they were chosen over more modern power to lead the glorious cream and blue Rheingold Express on part of its scenic route down the Rhine Valley, both before and after WWII. An S 3/6 could also be seen often on the point of the Orient Express.

Even after World War II, the aging engines continued to be great performers. A large number were modernized with new boilers and became the most economical steamer on the Deutsche Bundesbahn (DB), the new name for West Germany’s railroad system. By the 1960s however, the S 3/6 class, which originally numbered 159 locomotives, had been retired, with a number of engines preserved in museums or in operating condition. New for 2010, M.T.H. introduces this superbly detailed, smooth running model of one of Europe’s favorite steam engines, offered in original Royal Bavarian paint schemes as well as post-nationalization black and red.

NEW TOOLING! KBayStsB - Bavarian S 3/6 Express Steam Locomotive (Blue with Black Wheels)
20-3398-1 Hi-Rail Wheels $1195.95
20-3398-2 Scale Wheels $1195.95

NEW TOOLING! KBayStsB - Bavarian S 3/6 Express Steam Locomotive (Green with Red Wheels)
20-3399-1 Hi-Rail Wheels $1195.95
20-3399-2 Scale Wheels $1195.95

NEW TOOLING! KBayStsB - Bavarian S 3/6 Express Steam Locomotive (Green with Black Wheels)
20-3400-1 Hi-Rail Wheels $1195.95
20-3400-2 Scale Wheels $1195.95

NEW TOOLING! KBayStsB - German BR18 Steam Locomotive (Black with Red Wheels)
20-3401-1 Hi-Rail Wheels $1195.95
20-3401-2 Scale Wheels $1195.95

KBayStsB - Bavarian S 3/6 Express Steam Locomotive (Blue with Black Wheels)
KBayStsB - Bavarian S 3/6 Express Steam Locomotive (Green with Red Wheels)
KBayStsB - Bavarian S 3/6 Express Steam Locomotive (Green with Black Wheels)
KBayStsB - German BR18 Steam Locomotive (Black with Red Wheels)
EST Era II Class 241A Steam Engine

Features

- Authentic Paint Scheme
- Metal Wheels and Axles
- Constant Voltage Headlights
- Die-Cast Truck Sides
- Remote Controlled Proto-Coupler™; A Scale European-Style Coupler and Ace Trains-Compatible Coupler Are Also Supplied
- Sprung Buffers
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails
- Metal Whistle
- Lighted Cab Interior
- Synchronized Puffing ProtoSmoke™ System
- Operating Tender Back-up Light
- Locomotive Speed Control In Scale MPH Increments
- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Precision Flywheel-Equipped Motor
- Proto-Scale 3-2™ 3-Rail/2-Rail Conversion Capable
- Wireless Drawbar
- Proto-Sound 2.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station Proto-Effects™
- Hi-Rail Wheels Operate On O-54 Curves
- Scale Wheels Operate On 54” Radius Curves
The 4-8-2 wheel arrangement — 241 in French parlance, which counts axles rather than wheels — represented the largest regular-production passenger locomotives ever to serve in France. The first of the type were 41 engines of class 241A, built starting in 1925 for the Chemins de Fer de l’Est (Eastern Railway), which ran due east from Paris to cities such as Nancy and Strasbourg.

Like most French express engines, the 241A was a de Glehn compound, a design that would seem frighteningly complex to engineers or shop crews anywhere outside of France. To make more efficient use of steam, a compound engine uses steam twice. Boiler steam is fed to high-pressure cylinders and then exhausted into one or two larger, low-pressure cylinders to work again before going up the stack. Following in the footsteps of their countryman Anatole Mallet, one of the earliest advocates of compounding, Alfred de Glehn and Gaston du Bousquet at the end of the nineteenth century designed a four-cylinder compound system, with high-pressure cylinders outside the frames and low-pressure cylinders inside the frames.

The chauffeur of a de Glehn compound had five working possibilities: normal compounding; four-cylinder simple operation for starting (high-pressure boiler steam to all cylinders); compounding with some additional high-pressure steam to the low-pressure cylinders, for extra power on hills; and high-pressure steam to only the low-pressure or only the high-pressure cylinders, to limp home in case of mechanical failure. All of this was controlled by two throttles (one for each pair of cylinders), two reverse levers, and an intercepting valve to manage the flow of steam from high-pressure to low-pressure cylinders. In the 241A, an additional task was controlling the six-jet blast-pipe in the smokebox, which varied the firebox draft. In most countries, shop crews would have declared the de Glehn system a maintenance nightmare and engineers would have found it horribly complicated. But French shop crews appeared to thrive on its complexity. And French chauffeurs, trained as mécaniciens (engine mechanics) rather than firemen as in other countries, prided themselves on the throttle artistry needed to achieve the wonderful performance that a de Glehn compound could deliver.

The original 241As worked well enough that 49 more were ordered for the Chemins de Fer de l’État (State Railways). A series of trials in 1933, however, showed the 241A was inferior to the smaller, famous Pacifics of the Paris-Orleans Railway, as rebuilt by André Chapelon, “the genius of French steam.” As a result, the 241As — like several other classes of French steamers — were rebuilt along Chapelon lines, resulting in a 40% increase in horsepower with a 15% decrease in coal consumption. The rebuilt engines served the Est, Etat, and later the nationalized French railways (SNCF) into the 1960s. At least two are preserved: the prototype, No. 241A1, in the Cité du Train in Mulhouse, France, and 241A65, the largest hand-fired, operating steam engine in Europe (which barnstormed across Switzerland this past summer, doubleheading with postwar French steamer 241P17). New for 2010, M.T.H. introduces our superdetailed model of this premier French steamer — complete with French passenger station announcements and crew talk, and authentic French whistle — as it appeared in Era II after Chapelon had worked his magic.