

O GAUGE

SCALETRAX™

BY M.T.H. ELECTRIC TRAINS



**Trains Look Better — and Run Better —
on ScaleTrax™**

Three-Rail Trains Look — and



It's not about the track. Railroading is about huge machinery that makes the ground shake when it goes by. In model railroading, the track is just a stage setting that should make your trains look more real and more massive -- and no three-rail track does that better than ScaleTrax, the lowest-profile, best-running 3-rail O gauge track system.

Compare our track with 3-rail track systems from Atlas O and Ross Custom Switches, and check out the advantages of ScaleTrax:

More Realism

Prototypically scaled, lower profile rail and ties make your locomotives and rolling stock look more massive on ScaleTrax.



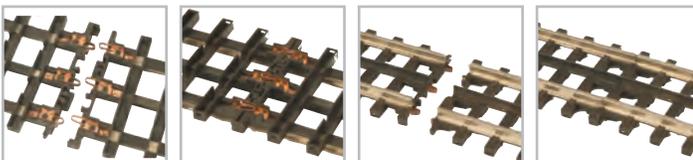
Lowest Profile 3-Rail O Gauge Track

Smaller Third Rail

The thinnest, lowest-profile center rail of any major track brand gives ScaleTrax a more realistic look without causing premature pick-up roller wear.

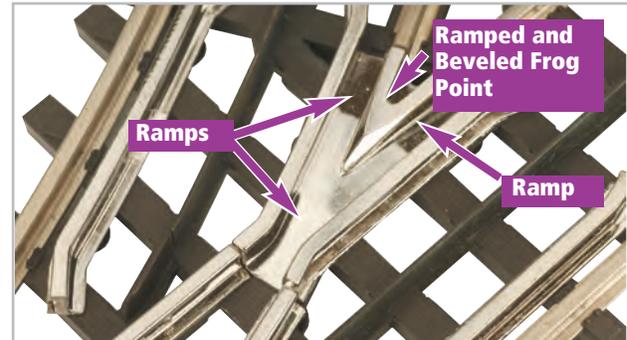
Better Electrical Contact

Concealed, large, spring-loaded contacts deliver more secure electrical connections between track sections.



Smoother Switches

Thanks to our ramped and beveled frog and lower profile rail, ScaleTrax offers the smoothest-rolling switches in O gauge.



Easier-To-Use Flex Track

Low-profile rail and ties make ScaleTrax flex easier to bend than other brands.



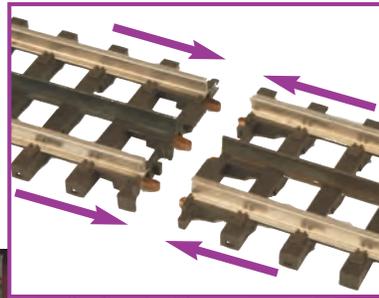
Lower Cost

ScaleTrax track and switches are more affordable than comparable Atlas and Ross products.

Run — Better on ScaleTrax™



Track Features

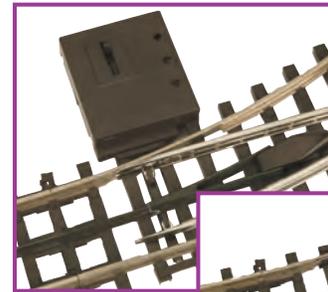


- Solid, rust-proof nickel silver rails
- Easy, snap-together assembly



- Durable ABS ties for years of use
- Built-in electrical connections eliminate need for rail joiners or track pins

- Snap-in, reversible switch motors work on either side of track



- Non-derailing switches

- Built-in Lockon receptacle in every track section



- Compatible with virtually all three-rail locomotives and cars



ScaleTrax F.A.Q. An interview with Rich Battista



In the following interview, Rich Battista, producer of the DVD *The Black Diamond Railway*, answers frequently asked questions on ScaleTrax installation and operation. To see how Rich built and operates the layout that appears in this brochure, and learn more about his techniques for using ScaleTrax, check out the DVD at Rich's Web site, www.toytrainsontracks.com, or at your local M.T.H. dealer.



Rich, what made you choose ScaleTrax for your layout?

I think it's the most realistic-looking three-rail track system. Granted, the tie spacing is a bit wide for a modern main line. But I don't think you notice it once the track is ballasted. The ScaleTrax running rails are lower, thinner, and closer to prototype cross-section than any of the other three-rail systems, and that makes a huge difference in appearance. Add to that a center rail that's very thin, and you have three-rail track that looks pretty close to the two-rail prototype. In fact, visitors to my layout who are not railroad hobbyists don't seem to notice the third rail.

In my experience, what happens with ScaleTrax is that the track becomes less prominent, making the locomotives and rolling stock appear more massive. Railroading is about huge machinery that makes the ground shake when it goes by, and the low profile of ScaleTrax helps me create that impression on my layout.

Will all 3-rail equipment run on ScaleTrax?

Yes. Although the running rails are low-profile, they're still tall enough that equipment with hi-rail and tinplate flanges runs very smoothly on ScaleTrax track and switches.

ScaleTrax doesn't use conventional rail joiners or pins. How are track sections mated together?

There is both a mechanical and an electrical connection. Each track section ends in a half tie

that snaps into a mating half tie in the next section; this locks the sections together mechanically. Out of sight, underneath the mating ties are sprung copper connectors that press together when the ties are snapped together. I've found these electrical connections to be more secure and dependable than slide-on rail joiners — such that I only need to use feeder wires every 6' - 10' along the track.

That leads to the next question: how do you make electrical connections to ScaleTrax?

M.T.H. has a lockon for attaching feeder wires to ScaleTrax, but in my opinion nothing beats a soldered connection. I solder feeder wires to

the track every 6' - 10' or so. When soldering to the blackened center rail, I remove the blackening first using an abrasive wheel in a Dremel rotary tool. [Editor's note: always wear eye protection when using a rotary tool.]

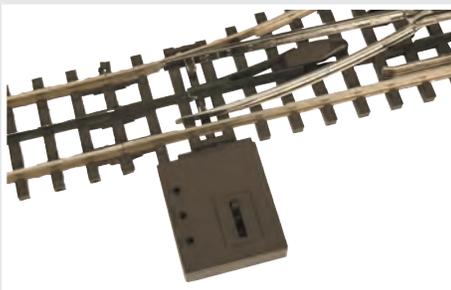
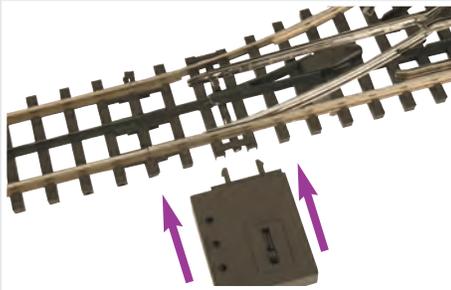
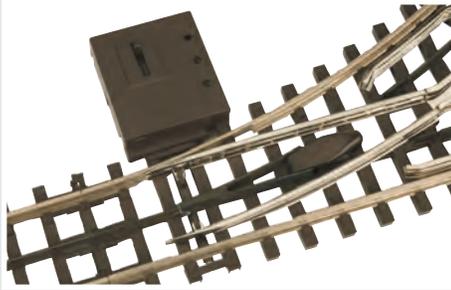
The smaller profile of ScaleTrax makes it easier to solder to, compared with thicker rail: less heat is needed, so you're less likely to melt the plastic ties while soldering a connection. In building my layout, I generally laid the track and then soldered to the side of the rail that's away from the viewer, so the connections were less apparent, and then routed the wire through the roadbed and the table to a connection. A more elegant but harder-to-build solution would be to solder wires to the underside of the rail before laying the track. Then you could drop the wires through holes in the roadbed and the wiring would be completely hidden.

Are there any particular advantages to ScaleTrax switches?

The biggest advantage is smoothness. Trains run through ScaleTrax switches more smoothly than any other track system I've used, and other ScaleTrax users on the O Gauge Railroading Forum (www.ogaugerr.com) have confirmed that observation. I think one reason for the smoothness is the design of the ScaleTrax frog. The frog is the one part of a switch where a train's wheels actually leave the rails for a short distance, so it's the toughest part of a switch for a wheel to negotiate. The ScaleTrax frog has built-in "ramps" to ease the wheel's transition in and out of the frog, and that really makes for smooth operation. In addition, the point of the frog is ramped and gently beveled, so a wheel won't "pick" the point and derail. I think the lower profile of the ScaleTrax rail also helps, because a wheel drops less when it moves off the rail and into the frog.



I've also found the switch machines to be very reliable, and I like how easy it is to install them on one side of the switch or the other: the machine snaps into the ties, and the switch throwbar connects to the machine with a magnet.



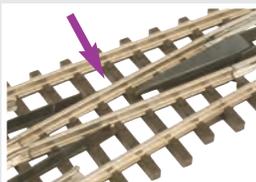
And for folks who like other switch machines, like the slow motion Tortoise, there are two notches on the underside of the throwbar where you can connect a different linkage.

Are Scaletrax switches non-derailing?

Yes, when used with the ScaleTrax switch machines. The switch machines are spring-loaded, so a train entering the switch from the "wrong" direction will simply push aside the spring-loaded rails and go through without derailing.

Have you had any problems with engines stalling on switches?

I do have a couple of engines that will stall on a particular size of switch at very slow speeds. On any three-rail switch, there's a short gap in each center rail where it crosses the running rails as the switch diverges. If that gap is long enough that both pickup rollers on an engine lose third-rail contact, and the engine doesn't have enough momentum to cross the gap, that engine will stall on that



switch. If the engine is part of a lashup, it may hesitate a bit, but the other engines in the lashup will keep it moving.

Happily, most three-rail engines have their rollers spaced far enough apart that you won't have this problem. But sometimes you get the "perfect storm" — usually a small-wheelbase engine with closely spaced rollers and one of the wider-radius switches, like a #6, with a longer gap in the third rail. FYI, I've noticed that the newer M.T.H. diesels now have dual pickup rollers on each truck, which eliminates the stalling issue.

What about equipment with scale wheels, like scale-wheeled Proto-Scale 3-2™ engines — how do those engines and cars perform on ScaleTrax switches?



Actually I've been switching to scale-wheeled diesels because I like the realism of smaller wheel flanges and fixed pilots rather than swinging pilots. Those engines look particularly nice on the lower profile of ScaleTrax.

In my experience, engines and cars with scale six-wheel trucks run very smoothly through ScaleTrax switches. Equipment with scale-wheeled four-wheel trucks tends to bounce a bit going over the switch frog but doesn't derail. I believe the reason is that frogs on most brands of three-rail switches are engineered so that hi-rail wheels will ride on their flanges when going through the frog. Thus, scale wheels with smaller flanges, particularly on shorter four-wheel trucks, drop into the frog just a bit when going through it. However, the drop is less pronounced with ScaleTrax than it is with other brands of switches with taller rail.

The center rail on ScaleTrax is so thin. Doesn't it put grooves in third-rail pickup rollers?



Not in my experience. I haven't found the ScaleTrax center rail to be any harder on pickup rollers than other brands of track. I think this fear comes from some folks' experience with postwar equipment, which often shows up with grooved center rollers after hard use. But today's center rollers, while not immune to wear, are made of harder material.

Does the blackening on the top of the center rail need to be removed for DCS™ operation?

Yes, I've found that if you don't remove the blackening on the very top of the rail, you tend to get sparking from pickup rollers in conventional or DCS operation. I use a mildly abrasive cloth to remove the blackening before laying track, so anything that comes off the rail or the cloth doesn't wind up on the layout. Any of the abrasive track cleaners available at hobby shops, such as a Bright Boy, or a mildly abrasive non-metallic kitchen scrubbing pad would do the job.

How do you create insulated track sections — to divide the layout into blocks or operate accessories, for instance?

While DCS operation doesn't require track blocks, it's a good idea to divide a layout into separate electrical blocks so you can isolate sections for troubleshooting. On my layout, I also isolated blocks for "parking" engines and trains on unpowered track sections when operating in conventional (non-DCS) mode. And some folks may want to isolate sections of an outer rail to operate signals or accessories.

I created electrical blocks by simply cutting small gaps in the center rail, using a fiberglass-reinforced cutoff wheel in a Dremel rotary tool. Then I put hot glue in the gaps to make sure the rails wouldn't accidentally touch. Although I didn't do this, if your layout is subject to large temperature changes, it might be a good idea to put a small piece of plastic or other insulator in the gap, followed by the hot glue, so the rails can't move back into contact if they expand in hot weather.

What kind of roadbed did you use, and is there a recommended way to fasten ScaleTrax to the roadbed?

I used cork roadbed on my layout, but any type of roadbed would be fine. An additional benefit I discovered is that the smaller cross section of ScaleTrax seems to make it run quieter. I think the more-flexible plastic ties and foundation absorb some of the vibrations from rolling trains.

As for fastening down the track, there are nailing spots every four ties or so. You can't see them from the top, but they're visible on the underside and you can open up the ones you want to use before laying the track. Personally, however, I found I could nail into any tie. I used #18 x 3/4" wire brads to fasten down my track.

For ballast I used Woodland Scenics coarse ballast on my foreground track, fastened down with Woodland Scenics' Scenic Cement. Before applying the ballast, I lightly sprayed it with black paint to darken it a bit and give it more variation in color, making it look more like prototype ballast. [Editor's note: Rich's video shows more details on how he laid track and ballasted it for realism.]

What materials is ScaleTrax made of?

The rail is nickel silver, which doesn't rust, and the ties are ABS plastic.

How do you work with ScaleTrax flex track, in terms of bending it, wiring it, and joining it to other track sections?

The nice thing about ScaleTrax flex is that the thinner cross-section of both the rails and ties makes it much easier to bend than some other types of three-rail flex — and the solid rail doesn't kink like hollow rail sometimes does.

Layout Design Software

Design a ScaleTrax layout on your computer with RR-Track™ track planning software, available with track libraries for M.T.H. ScaleTrax and M.T.H. RealTrax, as well as many M.T.H. RailTown™ buildings and accessories.



**MTH RR Track
Layout Software**
45-1100 \$49.95



When I transition from sectional track to an area of the layout that requires flex track, my technique is to fasten the first piece of flex to the last piece of sectional in the normal way, by snapping the ties together. Then I nail down the beginning of the flex and work it around the curve, nailing it in place as I go. Because you're curving the track, of course the

ends will not come out even and the ties probably won't end at the same place as the rails. I carefully remove the last few ties, with the mating snap-on end, trim the rail ends and remaining ties, and then slide the end tie section back on the rails. This gives me a connector to the next section of flex or a piece of sectional track.

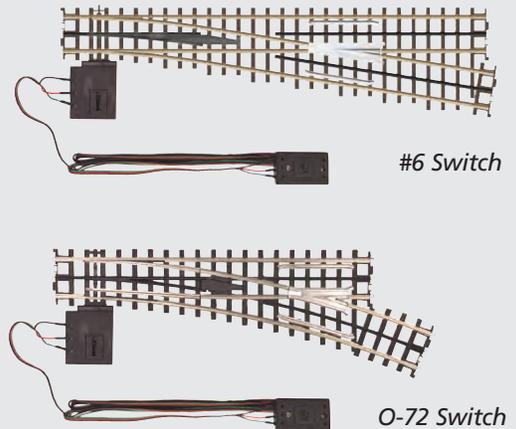
Unlike sectional ScaleTrax, the flex does not have built-in electrical connections to the next section of track. On my layout, I soldered the rail ends together after the flex was laid, to bring power from one section of flex to the next. When I first did this, I had some problems with the solder joints breaking as the rail expanded and contracted, and the solution turned out to be simply to use more solder. As mentioned earlier, the thinner cross section of ScaleTrax makes it relatively easy to solder to. As an alternative, you could just solder a power feed to each piece of flex track.

[Editor's note: While the flex track discussion here is limited due to space considerations,

Rich's video has the best demonstration we've seen yet on techniques for working with ScaleTrax flex.]

Rich, do you have any other tips or techniques for working with ScaleTrax?

I've found that putting two #6 switches back-to-back makes a great high-speed mainline crossover, and spaces two mainline tracks a perfect distance apart — at least for the equipment I run.



For those who are used to traditional three-rail switches, which have a diverging leg of a specific curve radius, numbered switches (#4 and #6 in the ScaleTrax line) are a bit different (and more prototypical) in that their diverging legs are straight track, and the number designation refers to the angle of their frog. No. 4 and No. 6 switches are designed to pair with flex track to give you ultra wide radius curves. No. 4 switches can give you O-80 or O-96 curves. No. 6 switches can give you enormous, sweeping O-120 curves. Any locomotive currently produced by M.T.H. can negotiate these switches.



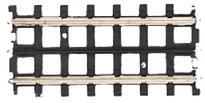
SCALETRAX™ Components

BY M.T.H. ELECTRIC TRAINS

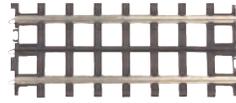
STRAIGHT TRACK SECTIONS



1.75" Track Section
45-1011 \$2.49
1.75" Track Section 4-Pack
45-1011-4 \$10.25



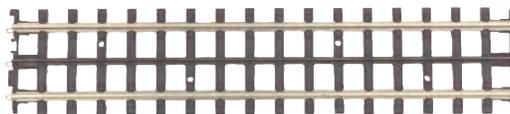
4.25" Track Section
45-1012 \$3.99
4.25" Track Section 2-Pack
45-1012-2 \$8.99



5.0" Track Section
45-1013 \$3.99
5.0" Track Section 2-Pack
45-1013-2 \$8.99



5.5" Track Section
45-1014 \$3.99
5.5" Track Section 2-Pack
45-1014-2 \$8.99



10" Straight Track Section
45-1001 \$4.99
10" Straight Track Section
4-Pack
45-1001-4 \$19.95



Lockon (Track Not Included)
45-1033 \$4.25
Each FlexTrack Section Requires 1 Lockon



15" Operating Track Section
45-1035 \$24.95



30" Track Section
45-1019 \$13.99

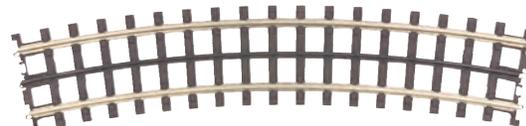


30" FlexTrack Section
45-1049 \$13.95

CURVED TRACK SECTIONS



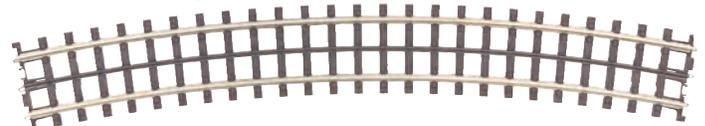
O-31 Curved Track Section
45-1002 \$4.99
O-31 Curved Track Section - 4 pack
45-1002-4 \$19.95



O-54 Curved Track Section
45-1007 \$5.29
O-54 Curved Track Section - 4 pack
45-1007-4 \$19.95



O-72 Curved Track Section (16 sections make a circle)
45-1010 \$5.99

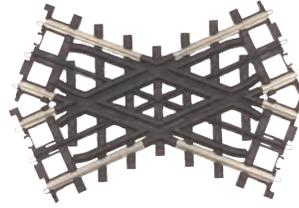


O-80 Curved Track Section (16 sections make a circle)
45-1034 \$6.99

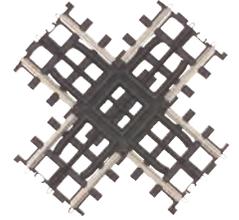
CROSSOVERS



22.5 Degree Crossing
45-1015 \$24.95

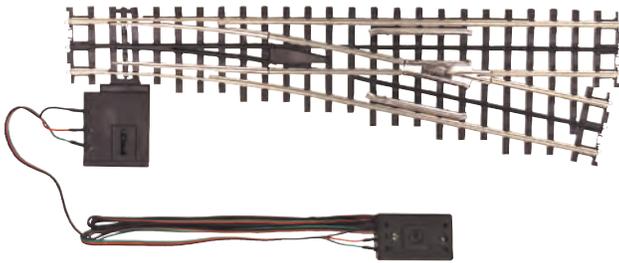


45 Degree Crossing
45-1006 \$19.95

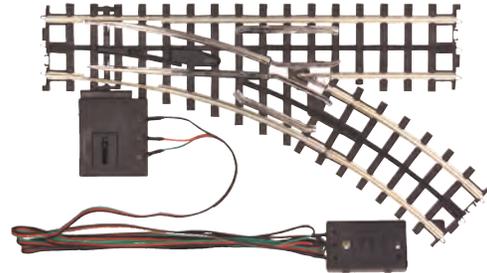


90 Degree Crossing
45-1005 \$19.95

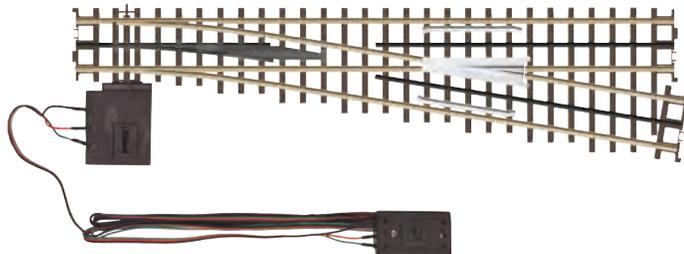
SWITCHES



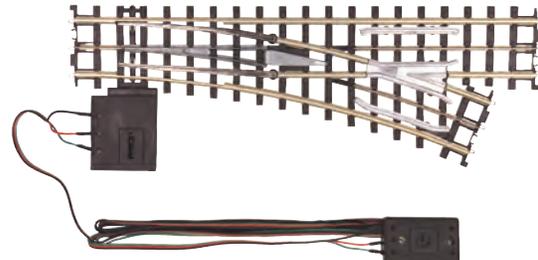
No. 4 Right Hand Switch
45-1051 \$89.95
No. 4 Left Hand Switch
45-1050 \$89.95



O-31 Right Hand Switch
45-1004 \$69.95
O-31 Left Hand Switch
45-1003 \$69.95



No. 6 Right Hand Switch
45-1053 \$89.95
No. 6 Left Hand Switch
45-1052 \$89.95



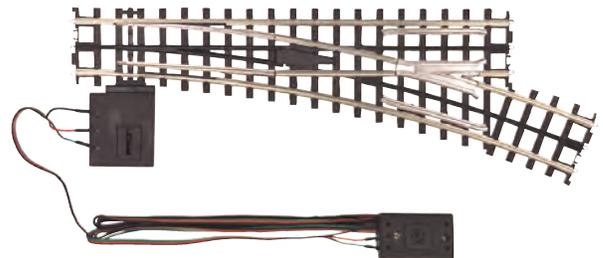
O-54 Right Hand Switch
45-1009 \$79.95
O-54 Left Hand Switch
45-1008 \$79.95

ACCESSORIES



Bumper
45-1025 \$15.95

ITAD
45-1028 \$34.95
(Infrared Track Activation Device
used to activate signals and
trackside accessories)



O-72 Right Hand Switch
45-1020 \$79.95
O-72 Left Hand Switch
45-1021 \$79.95

ScaleTrax Layout Packages

ScaleTrax™ by M.T.H. Electric Trains is the ultimate track system that detail-oriented 3-rail modelers have been looking for. No longer will an O Gauge modeler have to accept excessively tall or heavy-looking track, because ScaleTrax offers maximum accuracy and the exceptional quality of M.T.H. products. It's perfect for creating an authentic looking 3-rail layout. Don't have the time or inclination to design your own layout? Check out ScaleTrax layout packages, featuring track plans designed by Dave Hikel, renowned West Coast custom layout builder.

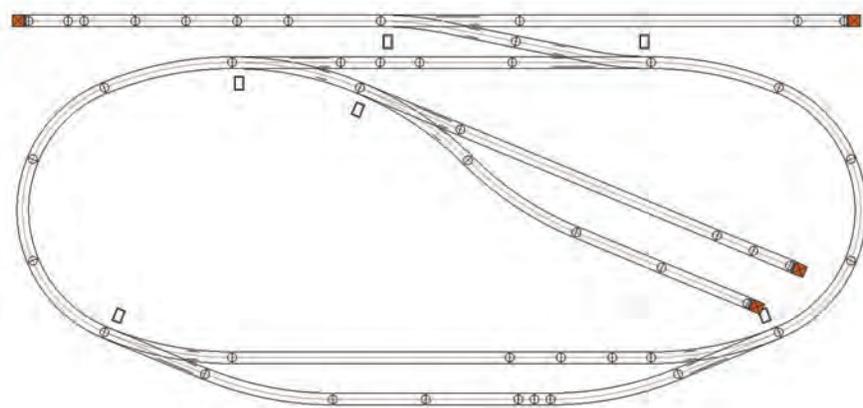


Each package includes all the track and switches needed to build a complete layout. For details and track plans read on or visit www.mthtrains.com/scaletrax/layouts to download these exciting plans.

Roosevelt Junction

Roosevelt Junction starts small at just 4 ft. by 8 ft., but can grow in four phases to reach an awesome 8 ft. by 16 ft. railroading empire. Each 4 ft. by 8 ft. phase adds new operating possibilities. As you grown in the O Gauge railroading hobby, your layout can grow with you.

4 x 8 Roosevelt Junction Phase One 45-1101



Roosevelt Junction begins as a small railroad with lots of fun. Sidings on both sides of the mainline allow for interesting switching operations between an engine yard and freights sidings. The mainline allows for continuous running when you want to sit back and watch the trains. The passing siding is long enough to accomidate most starter set trains, allowing two trains to pass each other.

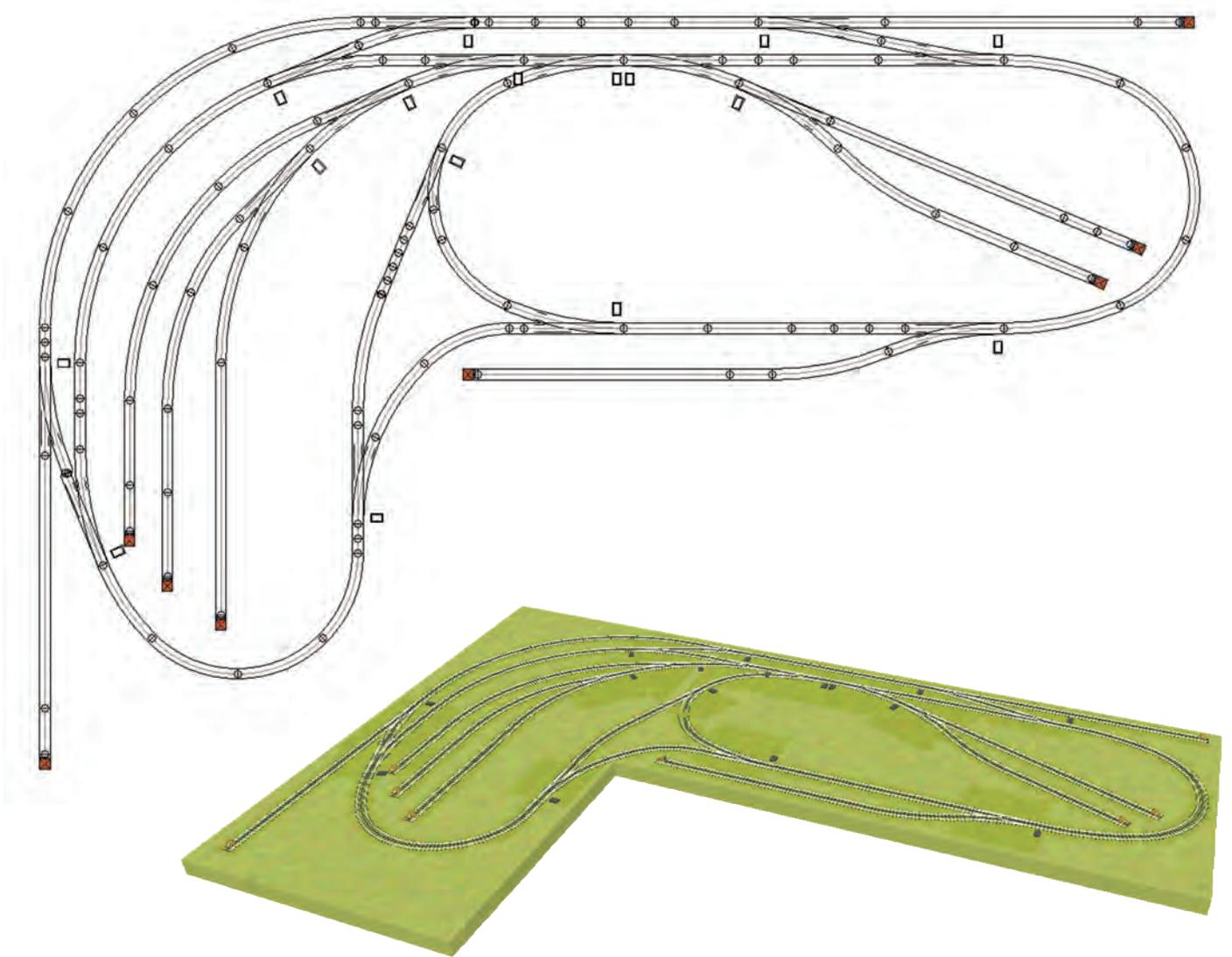
ScaleTrax Pieces

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	6	\$29.94
45-1002	O-31 curve	\$4.99	6	\$29.94
45-1010	O-72 curve	\$5.99	5	\$29.95
45-1011	1.75 inch straight	\$2.49	3	\$7.47
45-1012	4.25 inch straight	\$3.99	6	\$23.94
45-1013	5 inch straight	\$3.99	1	\$3.99
45-1014	5.5 inch straight	\$3.99	6	\$23.94
45-1019	30 inch straight	\$13.99	3	\$41.97
45-1020	O-72 RH switch	\$79.95	3	\$239.85
45-1021	O-72 LH switch	\$79.95	1	\$79.95
45-1025	bumper	\$15.95	4	\$63.80
45-1033	lock-on	\$4.25	6	\$25.50
45-1051	#4 RH switch	\$89.95	2	\$179.90
45-1101			TOTAL:	\$739.95

ScaleTrax Layouts



4 x 8 Roosevelt Junction Phase Two 45-1102



ScaleTrax Pieces

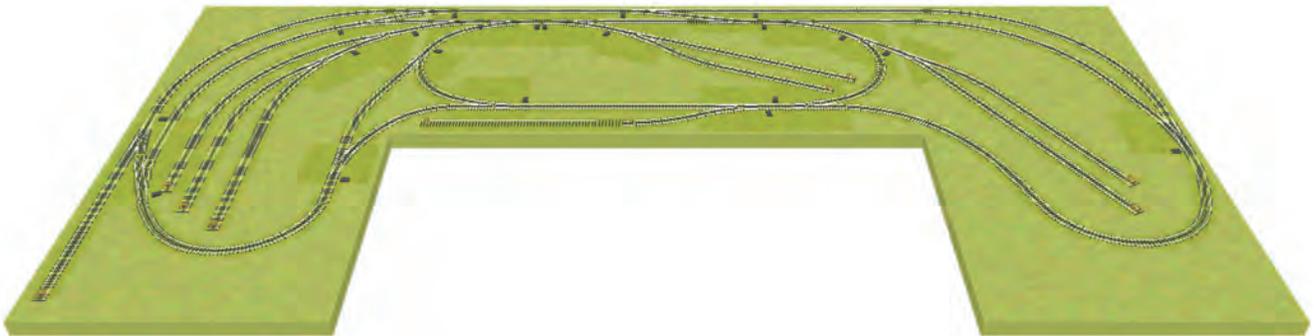
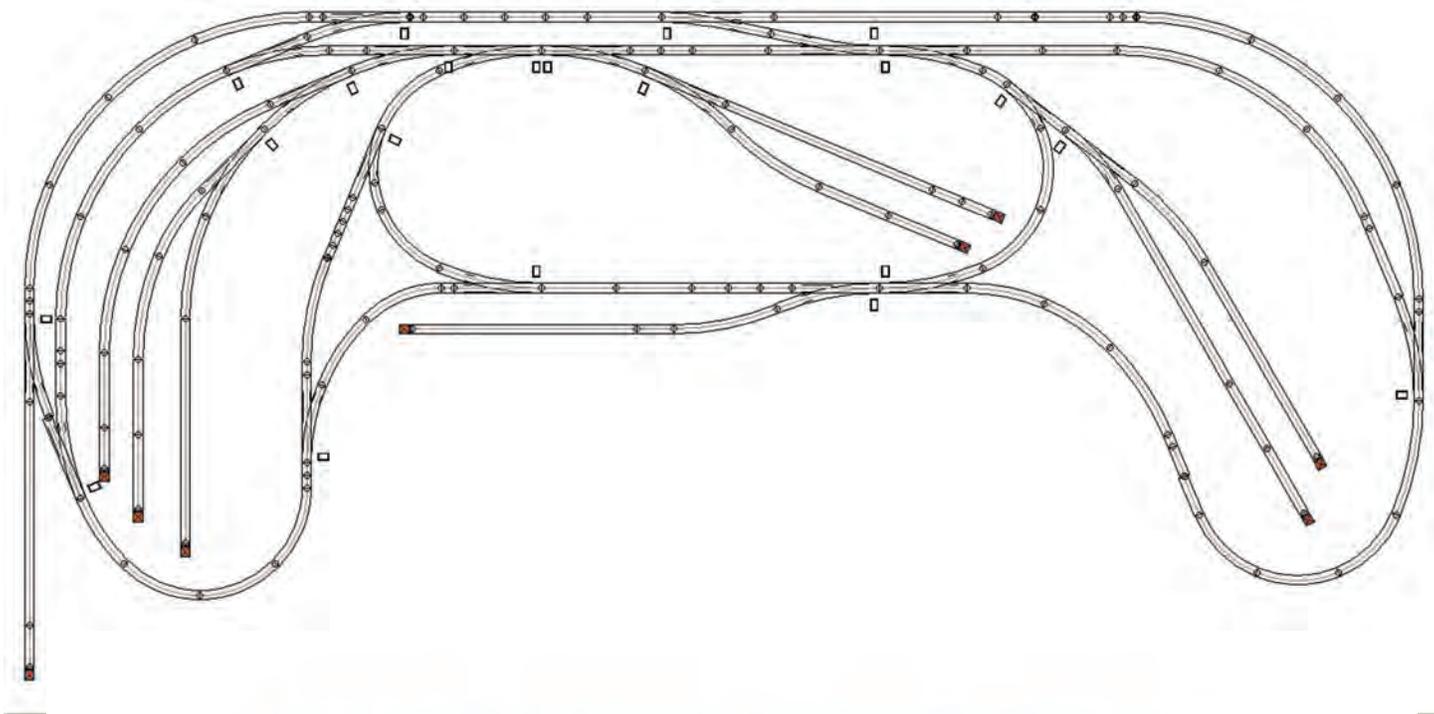
Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	3	\$14.97
45-1002	O-31 curve	\$4.99	3	\$14.97
45-1003	O-31 LH switch	\$49.95	1	\$49.95
45-1007	O-54 curve	\$5.29	3	\$15.87
45-1009	O-54 RH switch	\$79.95	1	\$79.95
45-1010	O-72 curve	\$5.99	11	\$65.89
45-1011	1.75 inch straight	\$2.49	11	\$27.39
45-1012	4.25 inch straight	\$3.99	2	\$7.98
45-1013	5 inch straight	\$3.99	3	\$11.97
45-1019	30 inch straight	\$13.99	2	\$27.98
45-1020	O-72 RH switch	\$79.95	6	\$479.70
45-1021	O-72 LH switch	\$79.95	2	\$159.90
45-1025	bumper	\$15.95	4	\$63.80
45-1033	lock-on	\$4.25	7	\$29.75
45-1034	O-80 curve	\$6.99	1	\$6.99
45-1102			TOTAL:	\$969.95

The second phase of Roosevelt junction adds numerous operating possibilities. The mainline doubles in length, yard capacity nearly triples, and a reversing wye allows entire trains to change direction.

ScaleTrax Layouts



4 x 8 Roosevelt Junction Phase Three 45-1103



The third phase of Roosevelt junction adds still more operating possibilities. The mainline again doubles in length and a long two-track spur is added making a perfect location for engine sheds or dead-end sidings.

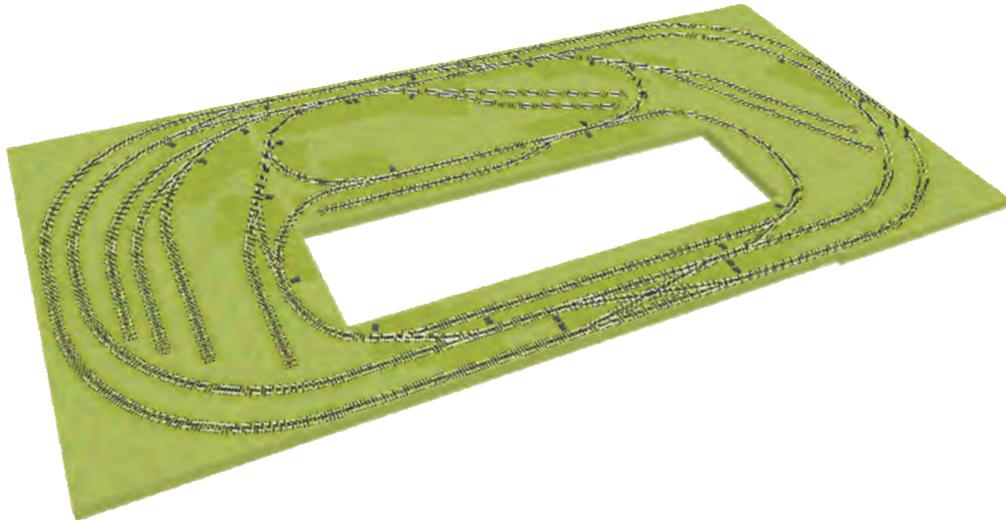
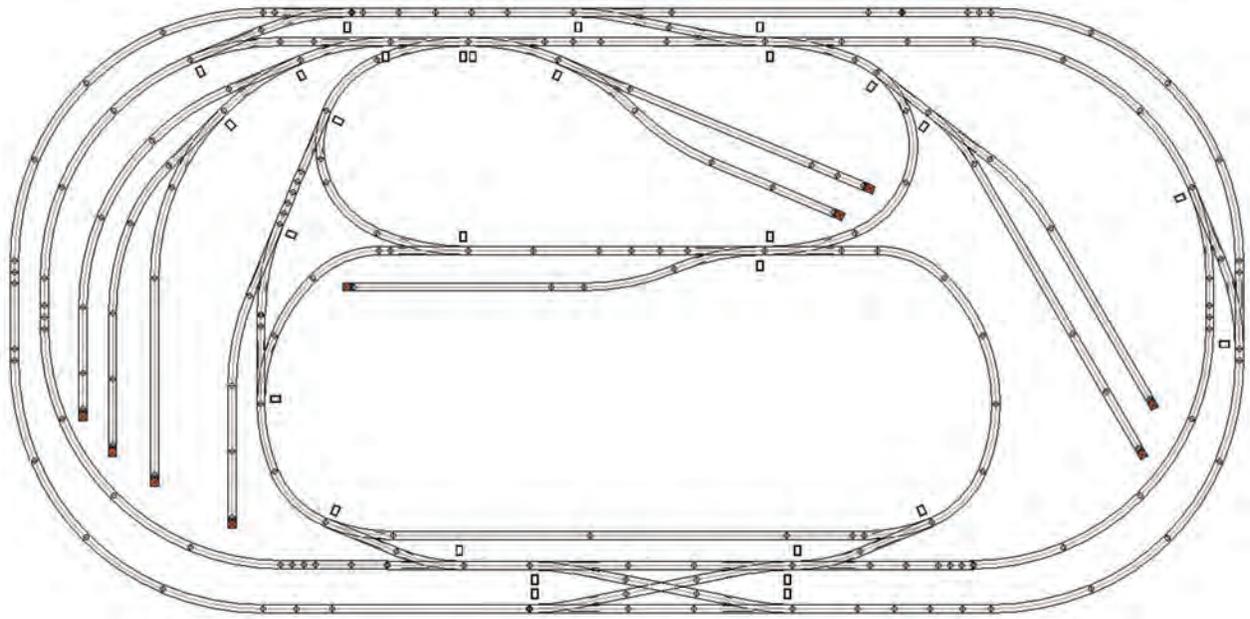
ScaleTrax Pieces

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	6	\$29.94
45-1002	O-31 curve	\$4.99	2	\$9.98
45-1004	O-31 RH switch	\$49.95	1	\$49.95
45-1007	O-54 curve	\$5.29	2	\$10.58
45-1009	O-54 RH switch	\$79.95	1	\$79.95
45-1010	O-72 curve	\$5.99	5	\$29.95
45-1011	1.75 inch straight	\$2.49	5	\$12.45
45-1012	4.25 inch straight	\$3.99	1	\$3.99
45-1014	5.5 inch straight	\$3.99	1	\$3.99
45-1019	30 inch straight	\$13.99	2	\$27.98
45-1020	O-72 RH switch	\$79.95	2	\$159.90
45-1021	O-72 LH switch	\$79.95	1	\$79.95
45-1025	bumper	\$15.95	1	\$15.95
45-1033	lock-on	\$4.25	3	\$12.75
45-1034	O-80 curve	\$6.99	3	\$20.97
45-1103			TOTAL:	\$519.95

ScaleTrax Layouts



4 x 8 Roosevelt Junction Phase Four 45-1104



ScaleTrax Pieces

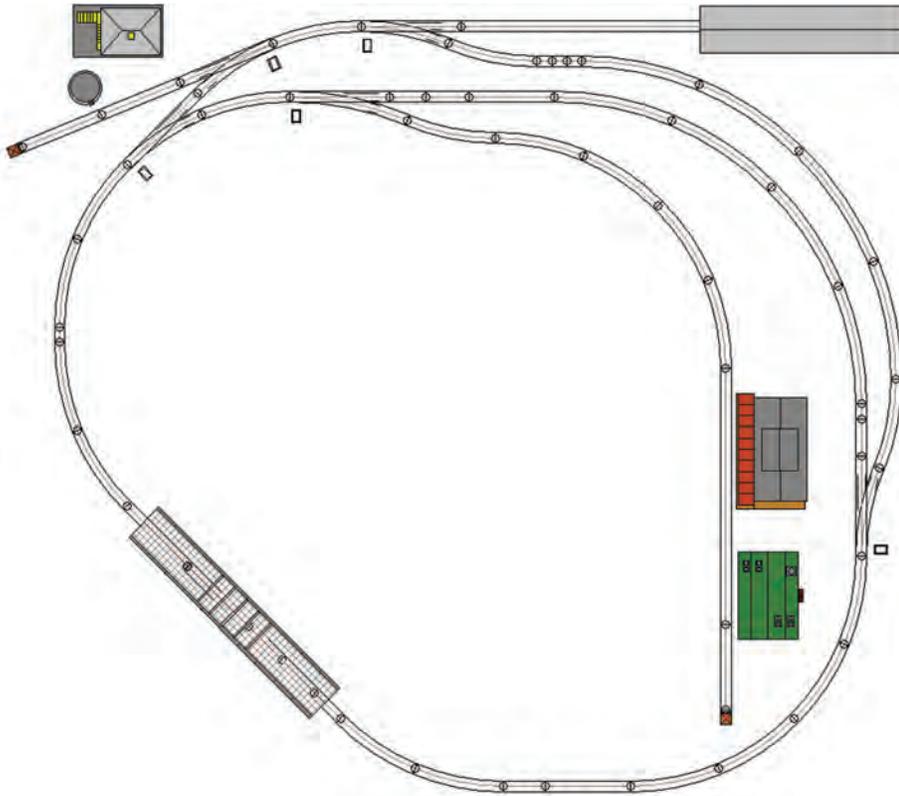
Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	5	\$24.95
45-1007	O-54 curve	\$5.29	1	\$5.29
45-1008	O-54 LH switch	\$79.95	2	\$159.90
45-1009	O-54 RH switch	\$79.95	2	\$159.90
45-1010	O-72 curve	\$5.99	10	\$59.90
45-1011	1.75 inch straight	\$2.49	8	\$19.92
45-1013	5 inch straight	\$3.99	3	\$11.97
45-1014	5.5 inch straight	\$3.99	5	\$19.95
45-1015	22.5 deg crossing	\$24.95	1	\$24.95
45-1019	30 inch straight	\$13.99	2	\$27.98
45-1033	lock-on	\$4.25	5	\$21.25
45-1034	O-80 curve	\$6.99	4	\$27.96
45-1050	#4 LH switch	\$89.95	2	\$179.90
45-1051	#4 RH switch	\$89.95	2	\$179.90
45-1104			TOTAL:	\$869.95

The fourth and final addition to Roosevelt Junction transforms the layout into a hi-rail empire. The layout now sports a double track mainline with minimum O-72 curves as well as an interior O-31 loop allowing independent operations of three trains. Carefully located crossovers permit east access from either O-72 mainline into the yards. Three yard spurs connect to the mains with O-72 or larger curves so that even the largest articulated locomotives will feel right at home in Roosevelt Junction.

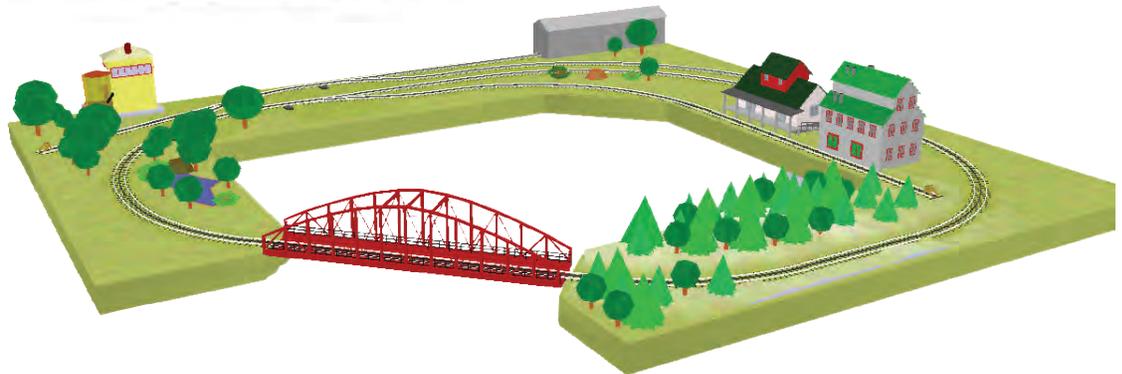
ScaleTrax Layouts



8 x 9 Spare Room and Pacific RR 45-1105



The Spare Room & Pacific Rail Road is designed to make the most of small rooms. It's "around the room" design allows for wider curves and longer sidings than a table layout designed to sit in the middle of the room. In the design shown the benchwork can be built with only two standard sheets of plywood. If your room is larger the design can easily be stretched to fit your space by purchasing extra straight track. Five equal length pieces can stretch the width (left to right dimension) and just four can stretch the depth (up and down dimension). The angled bridge is designed to provide clearance for up to a 32 inch entry door and provides a simple duck under entry to the middle of the layout. The bridge can also be lifted out or hinged for easier access.



ScaleTrax Pieces

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	9	\$44.91
45-1007	O-54 curve	\$5.29	19	\$100.51
45-1008	O-54 LH switch	\$79.95	1	\$79.95
45-1009	O-54 RH switch	\$79.95	3	\$239.85
45-1010	O-72 curve	\$5.99	7	\$41.93
45-1011	1.75 inch straight	\$2.49	5	\$12.45
45-1012	4.25 inch straight	\$3.99	3	\$11.97
45-1013	5 inch straight	\$3.99	2	\$7.98
45-1014	5.5 inch straight	\$3.99	2	\$7.98
45-1019	30 inch straight	\$13.99	2	\$27.98
45-1020	O-72 RH switch	\$79.95	1	\$79.95
45-1025	bumper	\$15.95	2	\$31.90
45-1033	lock-on	\$4.25	8	\$34.00
45-1034	O-80 curve	\$6.99	1	\$6.99
45-1105			TOTAL:	\$689.95

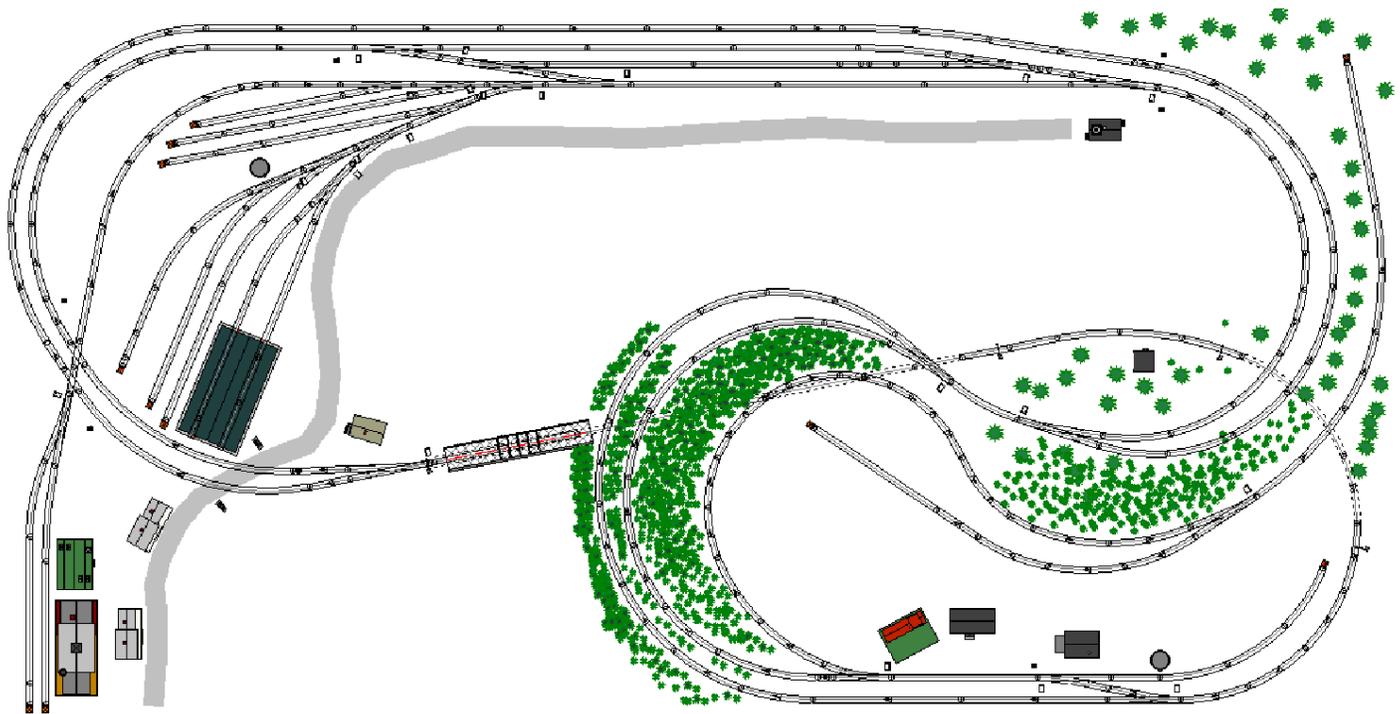
Railking Accessories

Item #	Description	MSRP	QTY	Extension
30-11028	Water Tower	\$99.95	1	\$99.95
30-9048	UP Switch Tower	\$49.95	1	\$49.95
30-90188	Grainery	\$69.95	1	\$69.95
30-90268	Single Stall Engine Shed	\$89.95	1	\$89.95
30-90273	Dry Goods Transfer Warehouse	\$69.95	1	\$69.95
40-1013	30 Inch Truss Bridge	\$69.95	1	\$69.95
			TOTAL:	\$449.70

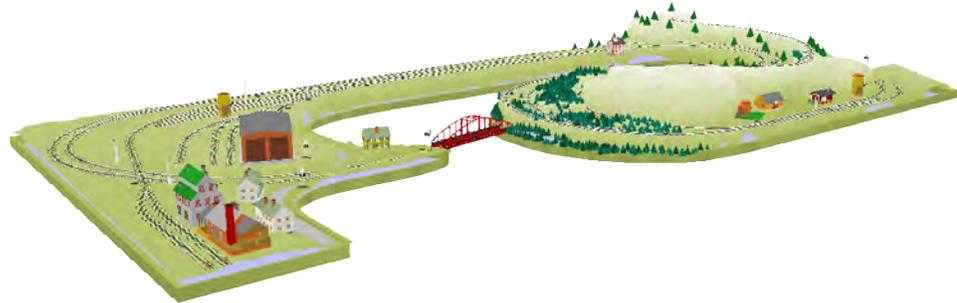
ScaleTrax Layouts



12 x 24 Tall Timber Mountain 45-1106



Take control of your own railroad empire on this Tall Timber layout. Broad curves traverse rugged terrain and grades to bring mountain lumber from the logging camp to town. The O-54 logging switchbacks are perfect for small steamers or diesels. This layout requires the builder to construct grades and lay flex track.



ScaleTrax Pieces

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	14	\$69.86
45-1006	45 deg crossing	\$19.95	2	\$39.90
45-1007	O-54 curve	\$5.29	10	\$52.90
45-1010	O-72 curve	\$5.99	41	\$245.59
45-1011	1.75 inch straight	\$2.49	4	\$9.96
45-1012	4.25 inch straight	\$3.99	5	\$19.95
45-1013	5 inch straight	\$3.99	1	\$3.99
45-1014	5.5 inch straight	\$3.99	2	\$7.98
45-1019	30 inch straight	\$13.99	30	\$419.70
45-1020	O-72 RH switch	\$79.95	1	\$79.95
45-1021	O-72 LH switch	\$79.95	5	\$399.75
45-1025	bumper	\$15.95	11	\$175.45
45-1033	lock-on	\$4.25	30	\$127.50
45-1034	O-80 curve	\$6.99	22	\$153.78
45-1049	30 inch flex	\$13.99	23	\$321.77
45-1050	#4 LH switch	\$89.95	3	\$269.85
45-1051	#4 RH switch	\$89.95	5	\$449.75
45-1052	#6 LH switch	\$89.95	4	\$359.80
45-1053	#6 RH switch	\$89.95	3	\$269.85
45-1106			TOTAL:	\$3299.95

RailKing Accessories

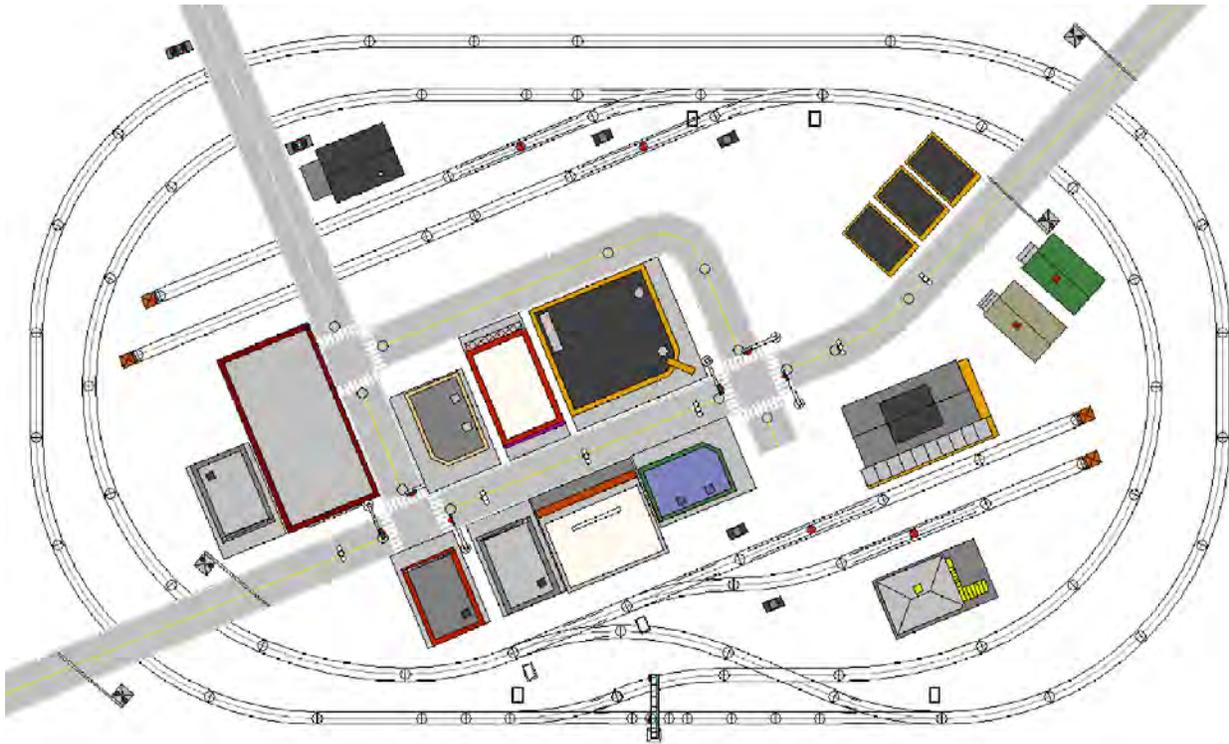
Item #	Description	MSRP	QTY	Extension
30-11014	Crossing Signals w/sound	\$69.95	1	\$69.95
30-11023	3-position Semaphore	\$49.95	6	\$299.70
30-11026	Tell Tale	\$19.95	1	\$19.95
30-11028	Water Tower	\$99.95	2	\$199.90
30-9057	Country Church	\$39.95	1	\$39.95
30-90004	Country Freight Station	\$39.95	1	\$39.95
30-90013	Yard Office	\$39.95	1	\$39.95
30-90014	Jail	\$29.95	1	\$29.95
30-90037	Elk River Logging Co.*	\$34.95	1	\$34.95
30-90083	PRR Engine Shed	\$99.95	1	\$99.95
30-90188	Grainery	\$69.95	1	\$69.95
30-90220	Coors brewery w/ smoke*	\$99.95	1	\$99.95
30-90241	Country House	\$39.95	2	\$79.90
30-90248	Row House #1	\$34.95	1	\$34.95
40-1013	30 Inch Truss Bridge	\$69.95	1	\$69.95
			TOTAL:	\$1228.90

*Discontinued item, may be substituted for like-item depending on availability.

ScaleTrax Layouts



6 x 10 Main Street 45-1107



Like towns across America this layout features a bustling Main Street that has grown up around it's railroads. Whether you want to see a movie, make a bank deposit, go shopping for model trains, pickup the latest railroad shipments at the freight warehouse, or have some documents shredded, this little town has it all.

RailKing Accessories

Item #	Description	MSRP	QTY	Extension
30-1089-1	Operating Traffic Light Set	\$29.95	3	\$89.85
30-11009	Cantilever Signal Bridge	\$59.95	1	\$59.95
30-11011	Dwarf Signal	\$29.95	4	\$119.80
30-11012	Operating Crossing Gates	\$74.95	2	\$149.90
30-11014	Operating Crossing Lights	\$69.95	1	\$69.95
30-11034	Triple Park Light Set	\$29.95	3	\$89.85
30-9048	UP Switch Tower	\$49.95	1	\$49.95
30-9054	Movie Theatre	\$119.95	1	\$119.95
30-90238	3 Story Town House	\$39.95	1	\$39.95
30-90239	3 Story Town House	\$39.95	1	\$39.95
30-90240	3 Story Town House	\$39.95	1	\$39.95
30-90004	Country Freight Station	\$39.95	1	\$39.95
30-90049	MTH 3-Story Building	\$69.95	1	\$69.95
30-90228	4-Story Building*	\$49.95	1	\$49.95
30-90229	4-Story Building*	\$49.95	1	\$49.95
30-90223	City Bank	\$79.95	1	\$79.95
30-90224	3-Story Building	\$39.95	1	\$39.95
30-90231	Corner Building	\$49.95	1	\$49.95
30-90233	Op. Corner Building	\$49.95	1	\$49.95
30-90247	Row House #1	\$34.95	1	\$34.95
30-90248	Row House #1	\$34.95	1	\$34.95
30-90273	Montrose Flouring Mill*	\$69.95	1	\$69.95
30-90317	3-Story City Building #1*	\$59.95	1	\$59.95
30-90319	3-Story City Building #1*	\$59.95	1	\$59.95
45-1107				TOTAL: \$1558.40

ScaleTrax Pieces

Item #	Description	MSRP	QTY	Extension
45-1001	10 inch straight	\$4.99	10	\$49.90
45-1007	O-54 curve	\$5.29	30	\$158.70
45-1008	O-54 LH switch	\$79.95	3	\$239.85
45-1009	O-54 RH switch	\$79.95	3	\$239.85
45-1010	O-72 curve	\$5.99	2	\$11.98
45-1011	1.75 inch straight	\$2.49	3	\$7.47
45-1012	4.25 inch straight	\$3.99	5	\$19.90
45-1013	5 inch straight	\$3.99	2	\$7.98
45-1015	22.5 deg crossing	\$24.95	1	\$24.95
45-1019	30 inch straight	\$13.99	3	\$41.97
45-1025	bumper	\$15.95	4	\$63.80
45-1034	O-80 curve	\$6.99	4	\$27.96
45-1035	15" uncoupling section	\$24.95	4	\$99.80
45-1107				TOTAL: \$939.95

*Discontinued item, may be substituted for like-item depending on availability.

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