

KATO
PRECISION RAILROAD MODELS

International Model Railroad Catalog



HO/N Scale
Manufacturing Since 1957



Dear Model Railroaders,

The new Bullet Train, or Shinkansen, operates on Japanese railroads today after being created by some of the most advanced technologies in the world. At KATO, we have been fully committed to developing our own technology in an effort to become the Shinkansen of the model railroad industry.

As a result of this commitment, we are very pleased to be able to present our fine models to supporters and enthusiasts around the world through this International Catalog.

Model railroading in Japan started at the beginning of this century. KATO was founded in Tokyo in 1957 and introduced N scale to the Japanese market in 1965. From the beginning, modelers accepted our products for their high levels of quality and performance at a reasonable price. We are proud to say that this was our start to popularize the hobby of model railroading. Since then, we have been exporting various models to several overseas markets, and have been fortunate to attain a strong reputation.

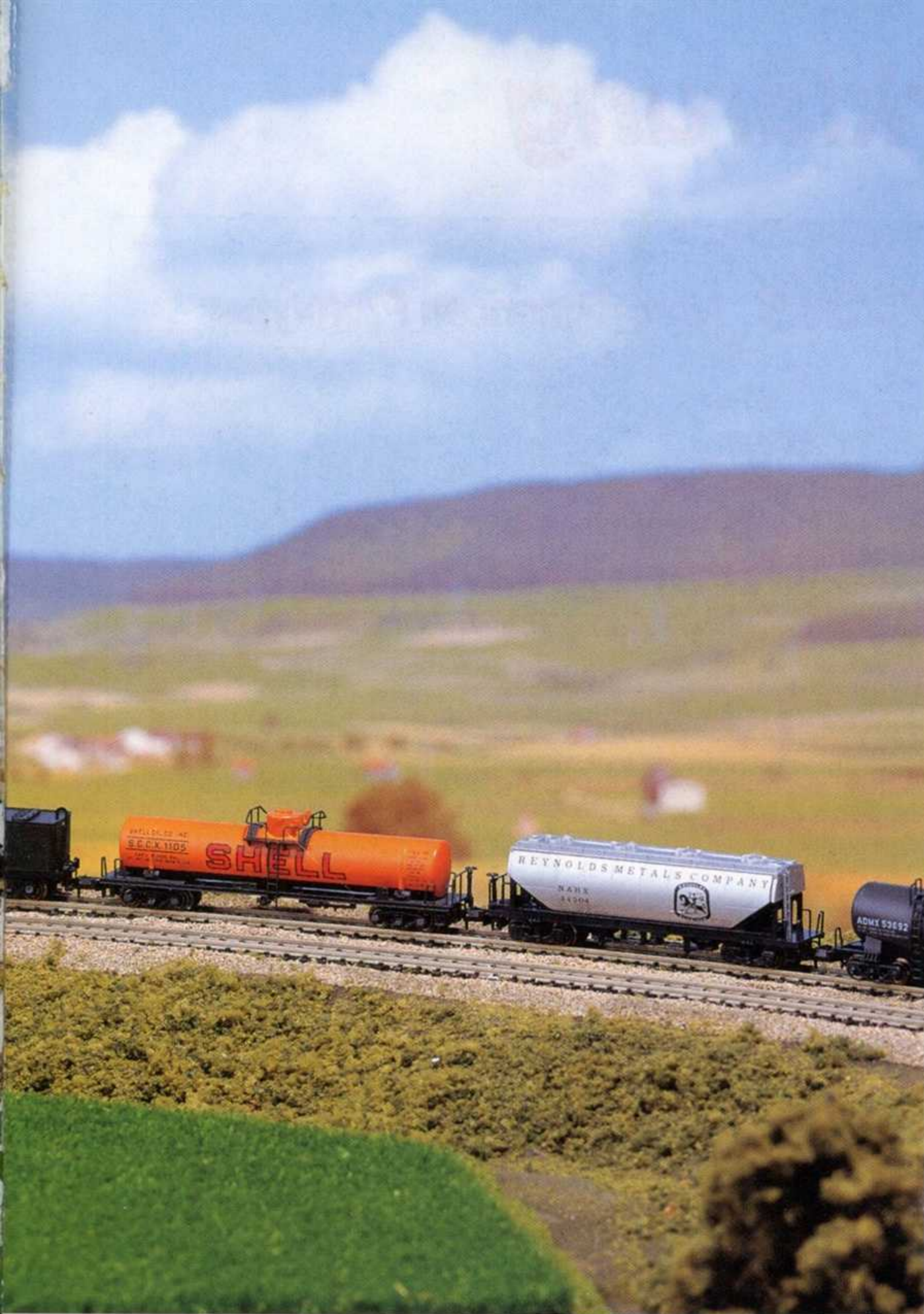
We, at KATO, will continue to endeavor to create models of the highest standards using our own philosophy and technology. Just as we have in the past, enabling all KATO enthusiasts to fully enjoy our models. Your continuing support of KATO brand railroad products is highly appreciated.

Yours sincerely,

加藤 祐治

Yuji Kato
President





INDEX

Lieber Modellbahner,

der neue Express-Zug, oder Shinkansen, wurde auf Basis der fortschrittlichsten Technologien der Welt entwickelt und fährt heute in Japan auf vielen Strecken. Wir bei KATO haben uns vollständig auf die Entwicklung einer eigenen Technologie konzentriert. Auf diese Weise wollen wir der Shinkansen der Modellbahnindustrie werden.

Wir freuen uns daher, den Modellbahn-Anhängern und -Enthusiasten der ganzen Welt unsere ausgezeichneten Modelle als Ergebnis unserer Anstrengungen in diesem internationalen Katalog präsentieren zu können.

Seit Anfang des Jahrhunderts hat das Modelleisenbahn-Hobby in Japan Freunde. 1957 wurde KATO in Tokyo gegründet und führte 1965 die Spur-N auf dem japanischen Markt ein. Von Anfang an schätzten die Modellbahner unsere Produkte wegen ihres hohen Qualitäts- und Leistungs-Standards und des günstigen Preises. Wir sind stolz darauf, behaupten zu können, daß wir diejenigen waren, die das Modellbahn-Hobby in Japan populär gemacht haben. Seitdem exportieren wir zahlreiche Modelle nach Übersee, wo wir das Glück haben, ebenfalls einen guten Ruf erlangt zu haben.

Wir von KATO wollen mit unserer Philosophie und Technologie weiterhin Modelle von höchstem Standard kreieren. Wie in der Vergangenheit sollen alle KATO Enthusiasten unsere Modelle "in vollen Zügen" genießen können. Wir freuen uns sehr über Ihr Interesse an unseren Modellen.

Mit freundlichen Grüßen,
Yuji Kato
Präsident

■ Key / Building for the Future	4
■ N-Scale Models	5
● North American Prototypes	6
● Special Section	
"Locomotives in North America"	9
● KATO U.S.A. 10 year N Scale History	11
● European Prototypes	25
● Japanese Prototypes	27
● Optional Components	29
● Accessories (Autos, Figures)	30
■ UNITRACK	
● N-Scale UNITRACK	32
● N-Scale Structures	39
● HO-Scale UNITRACK	42
● Special Section "Tehachapi Loop", in California	46
■ HO-Scale Models	47
● North American Prototypes	48
● KATO U.S.A. 10 year HO-Scale History	51
● European Prototypes	57
● Japanese Prototypes	58
● Optional Components	59
● Accessories (Autos, Figures)	60
■ Layout Plannings	
● N-Scale Plans	61
● HO-Scale Plans	64
■ 1/43 Scale Autos / Publications	66
■ KATO Worldwide Distribution	67

■ Zeichenerklärung / Aktuelles zur Firma KATO	4
■ Spur N-Modelle	5
● Modelle nach nordamerikanischen Vorbildern	6
● KATO Special: "Locomotives in Nordamerika"	9
● KATO U.S.A. : 10 Jahre Spur-N Geschichte	11
● Modelle nach europäischen Vorbildern	25
● Modelle nach japanischen Vorbildern	27
● Extras (gegen Aufpreis)	29
● Zubehör	30
■ UNITRACK	
● UNITRACK Spur-N	32
● Spur-N-Gebäude	39
● UNITRACK Spur-H0	42
● Sonderbericht : Die "Tehachapi" Schleife in den U.S.A.	46
■ Spur H0-Modelle	47
● Modelle nach nordamerikanischen Vorbildern	48
● KATO U.S.A. : 10 Jahre Spur-H0 Geschichte	51
● Modelle nach europäischen Vorbildern	57
● Modelle nach japanischen Vorbildern	58
● Extras (gegen Aufpreis)	59
● Zubehör (Autos, Figuren)	60
■ Anlagen-Pläne	
● Pläne für Spur-N	61
● Pläne für Spur-H0	64
■ Autos 1:43 / Publikationen	66
■ KATO Vertrieb weltweit	67

• All prices shown in this catalog are the Manufacturers Suggested Retail Price (MSRP) in the United State of America (U.S.A.) at the time of publication. The actual retail price may vary depending on the location of the dealer and applicable sales tax (if any). Prices, availability and specifications are subject to change without notice.

• The model can be special ordered through your local dealer.

• Alle im Katalog genannten Preise sind unverbindliche Verkaufspreise in den U.S.A. zur Zeit der Katalogveröffentlichung. Der aktuelle Verkaufspreis kann je nach Standort des Händlers variieren. Preisänderungen, Änderung der Verfügbarkeit und der Beschreibungen vorbehalten.

• Das Modell können Sie durch Ihren örtlichen Händler bestellen.

HO-Scale Models

Key / Zeichenerklärung

Color Code / Farb-Code

*Edge of page is color coded to indicate UNITRACK or model scale.

*Die Ecken der Seiten sind farbig gekennzeichnet und zeigen die jeweilige Spurweite an.

Model Type / Modelltyp

*The flag represents the country of origin for the prototype.

*Die Fahne zeigt das Herkunftsland des Prototyps an.

Prototype and Model Information / Prototyp- und Modell-Information

*Includes basic information about the prototype and models.

*Beinhaltet die Grunddaten von Prototyp und Modell.

N-Scale Models North American Prototypes

GE C44-9W

BUILDER General Electric Company
YEAR OF FIRST PRODUCTION 1993
LENGTH 85'-0"
WHEEL CONFIGURATION C-C
POWER 4,400hp diesel
PURPOSE High-horsepower road unit

Built by General Electric, the C44-9W (DASH 9) is a high-horsepower, hood type diesel locomotive utilized for mainline service. These locomotives are active with heavy cargo trains throughout the United States and Canada. KATO impressively reproduces the reality of the Dash 9 with accurate scale detail and the powerful running stability with a legendary five-pole motor equipped with high grade dual brass flywheels.



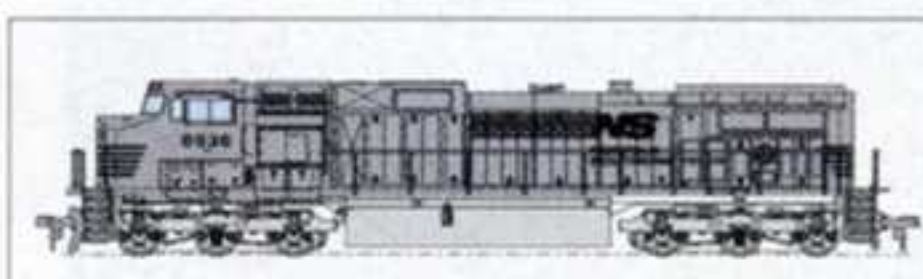
176-3504 Santa Fe #605 Gull Wing \$98.00 176-3505 Santa Fe #606 Gull Wing \$98.00

Differences in cab style, frame steps and numberboard position, specific to the individual roadname, are accurately replicated.

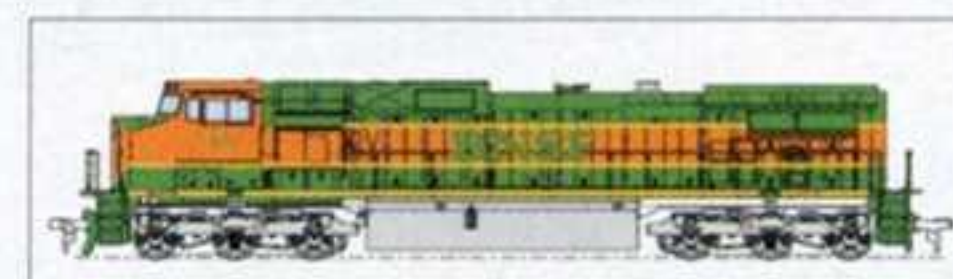
*Please see page 23 for description details and existing roadnames for this model.



176-3307 Chicago & North Western "Operation Lifesaver" #8659 \$98.00
 176-3308 Chicago & North Western "Operation Lifesaver" #8717 \$98.00
 176-3309 Chicago & North Western "Operation Lifesaver" Unnumbered \$98.00



176-3701 Norfolk Southern #8936 \$98.00
 176-3702 Norfolk Southern #8979 \$98.00
 176-3703 Norfolk Southern Unnumbered \$98.00



176-3801 BNSF #976 \$98.00
 176-3802 BNSF #1005 \$98.00
 176-3803 BNSF Unnumbered \$98.00

Item Number /
Artikel-Nummer

Roadname /
Gesellschaft

Locomotive Number /
Lokomotiv-Nummer

Price : Manufacturers Suggested Retail Price in U.S. Dollars
 Preis : unverbindlicher Verkaufspreis in US \$

*English and German descriptions are shown for several models. / *Englische und deutsche Beschreibungen existieren für mehrere Modelle.

KATO

PRECISION RAILROAD MODELS

Building for the Future/ Aktuelles zur Firma KATO



KATO has added a new building in Japan for increased capacity and improved supply stability for all modelers around the world. The seven story "earthquake proof" facility commences operations in November 1997.

Um die Kapazität zu erhöhen und die Lieferbereitschaft weiter zu verbessern, hat KATO nun für alle Modellbahner auf der ganzen Welt eine zusätzliche Produktionsstätte in Japan errichtet. In dem siebenstöckigen erdbebensicheren Gebäude wurde der Betrieb bereits im November 1997 aufgenommen.



N-Scale Models

North American Prototypes Modelle nach nordamerikanischen Vorbildern

- C44-9W6
- SD456
- F7 A/B7
- E819 A/B7
- Heavy MIKADO7
- Business Car8

LOCOMOTIVES in NORTH AMERICA Lokomotiven in Nordamerika ...9

KATO U.S.A. 10year N Scale History KATO U.S.A.: 10 Jahre Spur-N Geschichte11

- GP38/GP38-2.....12
- GP5012

- F3 A/B.....13
- U30C14
- SD4015
- F7 A/B.....16
- Smooth Side
Passenger Car18
- E819 A/B.....20
- C30 - 721
- SD4521
- Heavy MIKADO23
- C44 - 9W23
- Business Car24
(KATO U.S.A. 10th Anniversary)

European Prototypes Modelle nach europäischen Vorbildern

- BR8625
- Re4/4 460/46525

- RENFE26925
- TGV.....26
- Eurostar.....26
- ET2526
- VT04 Flying Hamburger /
Fliegender Hamburger26
- Tram Car /Straßenbahn26

Japanese Prototypes Modelle nach japanischen Vorbildern

- C1127
- C6227
- DD5127
- EF65₅₀₀27
- 100 Series Shinkansen27
- E1 Series " Max "27
- E2 Series Shinkansen27
- E351 Series28

- 205 Series28
- Odakyu 10000 Type28
- 20 Series PC28
- 43 Series PC28
- Taki 300028
- Wamu 8000028
- Ku 500028
- Yo 800028

Optional Components Extras (gegen Aufpreis)29

Accessories (Autos, Figures) Zubehör (Autos, Figuren)30

N-Scale Models North American Prototypes



GE C44-9W

BUILDER General Electric Company
YEAR OF FIRST PRODUCTION 1993
LENGTH 85'-0"
WHEEL CONFIGURATION C-C
POWER 4,400hp diesel
PURPOSE High-horsepower road unit

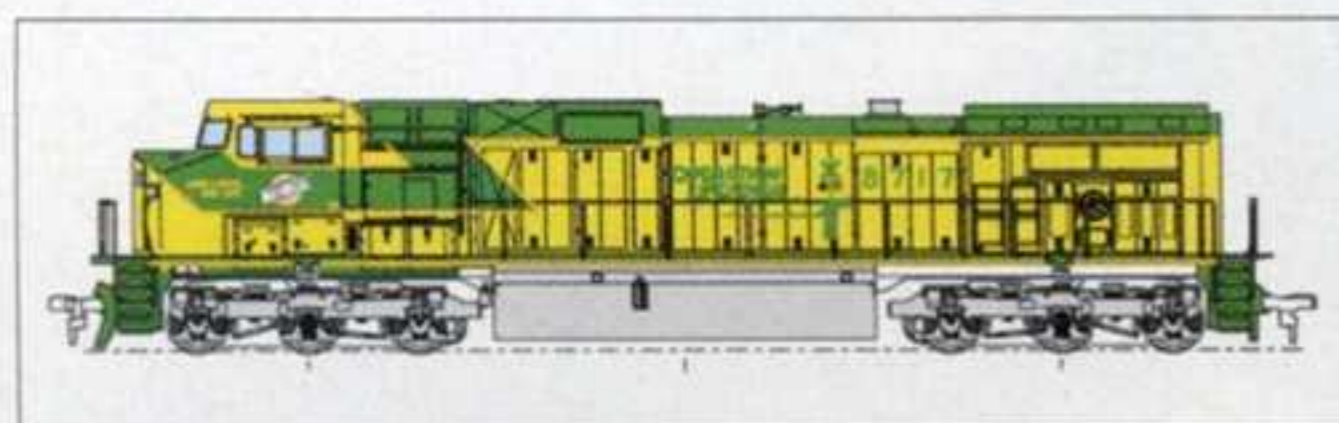
Built by General Electric, the C44-9W (DASH 9) is a high-horsepower, hood type diesel locomotive utilized for mainline service. These locomotives are active with heavy cargo trains throughout the United States and Canada. KATO impressively reproduces the reality of the Dash 9 with accurate scale detail and the powerful running stability with a legendary five-pole motor equipped with high grade dual brass flywheels.



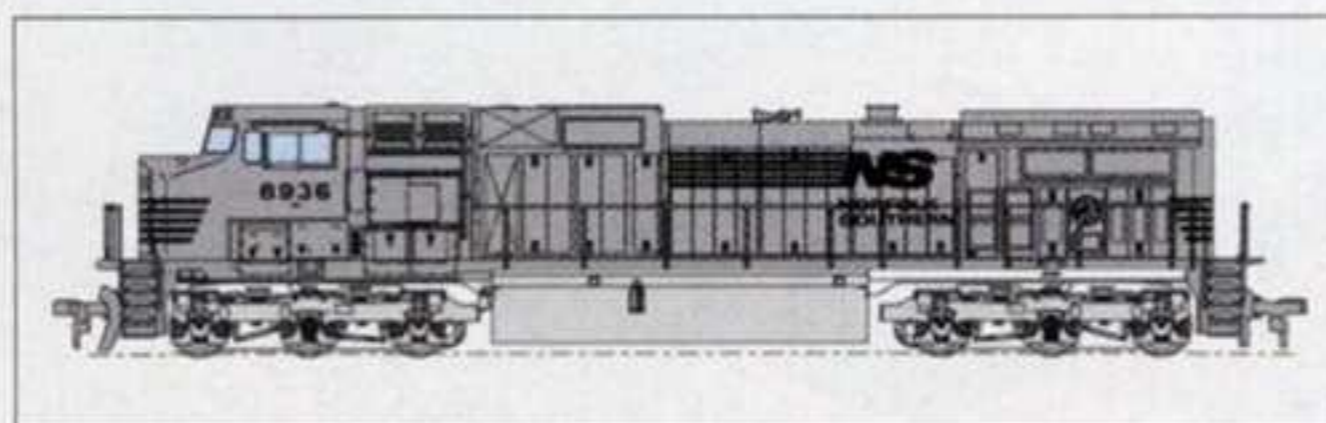
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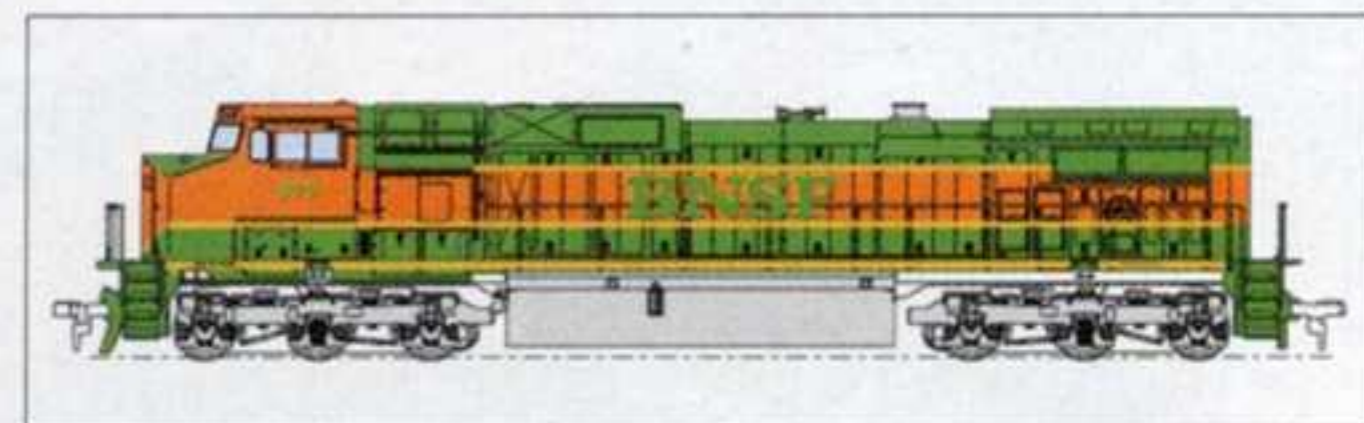
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 176-3803 BNSF Unnumbered \$98.00



SD45

BUILDER General Motors (Electro-Motive Division)
YEAR OF FIRST PRODUCTION 1966
LENGTH 65'-8"
WHEEL CONFIGURATION C-C
POWER 3600 HP Diesel
PURPOSE High-horsepower road unit

The SD45 is a large size diesel locomotive, used on many United States and Canadian railroads. One thousand, two hundred and sixty (1,260) of these locomotives were built by EMD.

The KATO SD45, as shown in these photos, is presently available in 7 different roadnames. This model features beautiful painting, fine detail and powerful running stability. It is

equipped with our legendary five-pole motor with high grade dual brass flywheels.

•Please see page 21 for description details and existing roadnames.



176-3106 Chicago & North Western #6527 \$95.00 176-3107 Chicago & North Western #6568 \$95.00



176-3108 CP Rail System #5493 \$95.00
 176-3109 CP Rail System #5494 \$95.00



176-3110 Erie Lackawanna #3613 \$95.00
 176-3111 Erie Lackawanna #3632 \$95.00



176-3112 Great Northern #410 \$95.00
 176-3113 Great Northern #415 \$95.00



176-3114 Reading #7601 \$95.00
 176-3115 Reading #7602 \$95.00



176-3116 Southern Pacific #8663 \$95.00
 176-3117 Southern Pacific #8665 \$95.00



176-3118 Union Pacific #6 \$95.00
 176-3119 Union Pacific #9 \$95.00



EMD F7 A/B

BUILDER General Motors (Electro-Motive Division)

YEAR OF FIRST PRODUCTION 1949

LENGTH 50'-0"

WHEEL CONFIGURATION B-B

POWER 1500 HP Diesel

PURPOSE Road freight and passenger service

The F7 is one of the typical dog nose type diesel locomotives. It was very active between 1950 and 1960 for both passenger and cargo transportation, from the express passenger car Santa Fe Super Chief to heavy cargo transportation. Some of these units are still working today on certain railroads for cargo transportation and sightseeing.



F7 A&B-Unit Set

106-0401	Erie Lackawanna	A-Unit : #6351	B-Unit : #6322	\$179.98
106-0402	Santa Fe(Freight)	A-Unit : #235	B-Unit : Unnumbered	\$179.98
106-0403	Soo Line	A-Unit : #214-A	B-Unit : #2203-C	\$179.98

The following 3 roadnames are have been recently added to the popular KATO F7 series. (All 3 roadnames are packaged as A+B-Unit Set.)

•Please see page 16 for description details, photos of the above roadnames and related information.



EMD E8/9 A/B

BUILDER General Motors (Electro-Motive Division)

YEAR OF FIRST PRODUCTION 1949

LENGTH 70'-3"

WHEEL CONFIGURATION A1A -A1A

POWER 2250 HP(E8) / 2400 HP (E9) Diesel

PURPOSE Passenger unit

The EMD-built E8/9, another dog nose type diesel locomotive, has 6 axles and a 2,250 horsepower capacity. These units routinely pulled continental express trains for various railroads in the early days of diesel locomotives.

The KATO E8/9 is a powerful locomotive model, equipped with our legendary five-pole motor with high grade dual brass flywheels and driven by



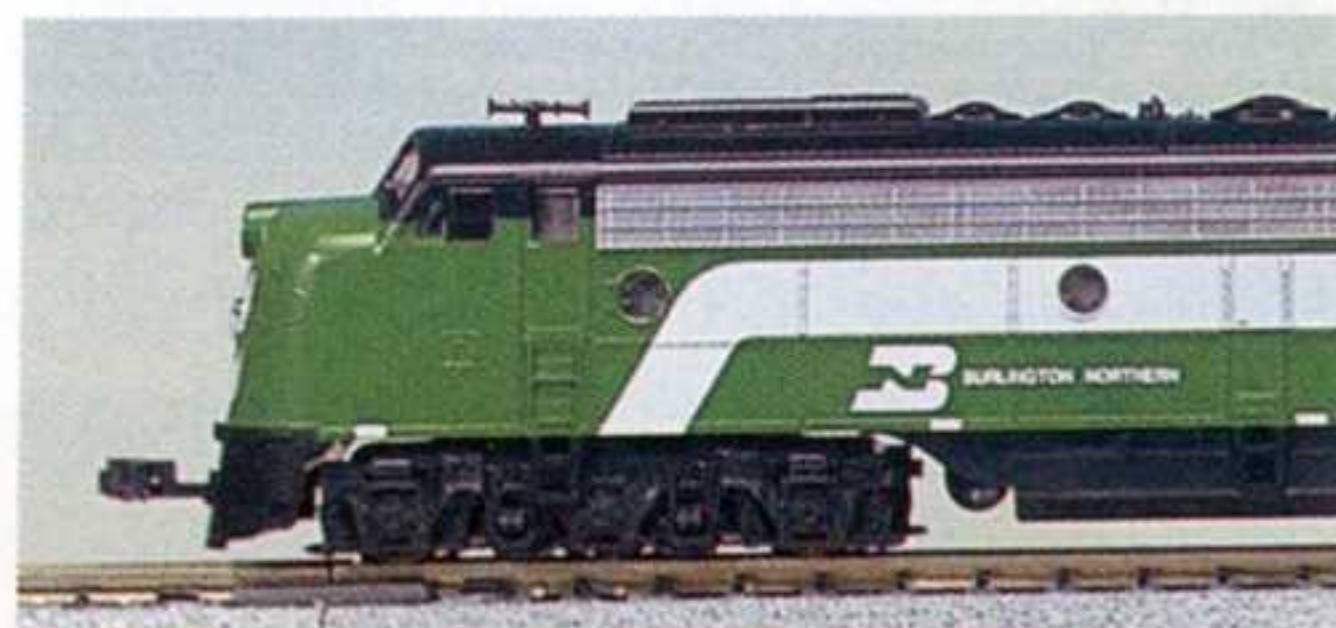
E8 A-Unit and B-Unit Locomotives

176-267	Burlington Northern	#9942	\$79.98	176-268	Burlington Northern	#9943	\$79.98
176-270	A-Unit Undecorated Freight. Pilot, Single Light		\$79.98	176-272	VIA RAIL	#1899	\$79.98
176-281	Southern Pacific(Daylight)	#6047	\$79.98	176-282	Southern Pacific(Daylight)	#6053	\$79.98
176-280	A-Unit Undecorated Freight. Pilot, Dual Light		\$79.98	176-290	B-Unit Undecorated		\$79.98

electrical pickup from all 6 axles.

Following are the roadnames most readily available now.

•Please see page 20 for description details, photos of the above roadnames and related information.



USRA 2-8-2 HEAVY MIKADO

One of the standard type steam locomotives established by the USRA (United States Railroad Administration) was the Heavy Mikado. With a 2-8-2 wheel configuration, the Mike first appeared in 1918. Eventually, nine hundred and fifty seven (957) of this style locomotive were built and utilized by various U.S. railroads.

The model is beautifully proportioned and reproduced, using some fine detail parts. The accurate and high level of detail realistically portrays the actual locomotive. Equipped with a five-pole motor with high grade brass flywheel, the Mikados performance is enhanced with electrical pickup from the tender as well as from the driver wheels.

Stock subject to availability presently existing in distribution channel.



126-0100~126-0116 2-8-2 Heavy MIKADO

\$159.98 each

•Please see page 23 for description details, photos of the above roadnames and related information.

You can upgrade the pulling power of your Mikado!!!

If the original No. 4 driver of the Mikado is replaced with the new Mikado Driver with Traction Tire (optional, sold separately), the pulling power of your model will be increased. This modification is recommended for use when operating long trains and/or on grades.

11-604 Mikado Driver with Traction Tire \$7.98



N-Scale Models North American Prototypes



Business Car

BUILDER Edward G. Budd Manufacturing Company

YEAR OF FIRST PRODUCTION 1952

LENGTH 85'-0"

WHEEL CONFIGURATION two General Steel Casting four-wheel roller-bearing trucks

POWER 25KW Waukesha Enginator

PURPOSE Private Car for Railroad Executives

The Chicago, Burlington & Quincy stainless steel streamlined "Burlington" is typical of modern (post-1940) business cars built for North American railroads. It contained a master bedroom, three staterooms, two roomettes, a kitchen, dining/conference table, and an eight seat observation room. The open-platform observation platform was the main entry to the

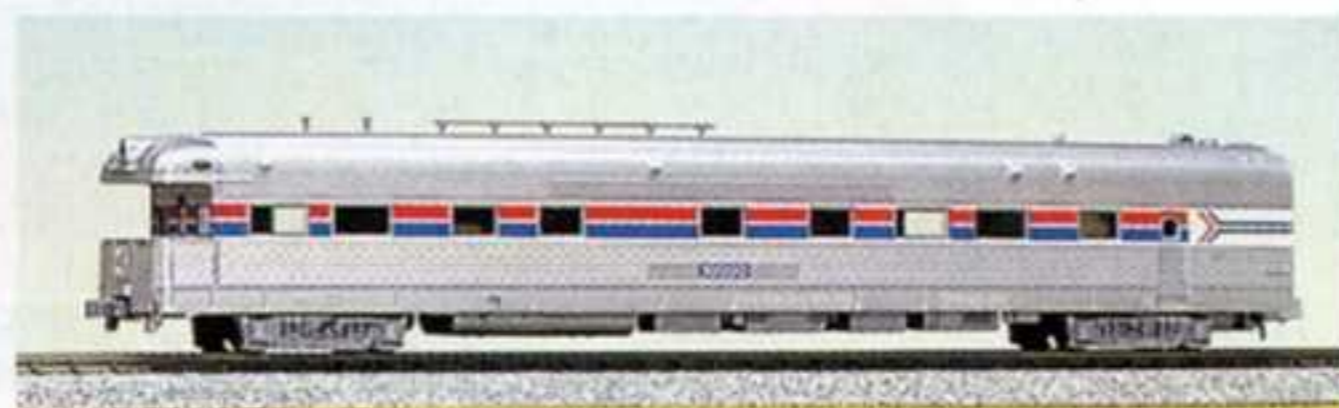
car and could be used for track inspections. An on-board propane-fueled generator and oil-fired steam generator made the car self-contained for operation in freight trains and during layovers at remote terminals. The "Burlington", now renamed "Mississippi", is part of today's Burlington Northern Santa Fe executive fleet.



156-0805 Chicago Burlington & Quincy Burlington \$29.98



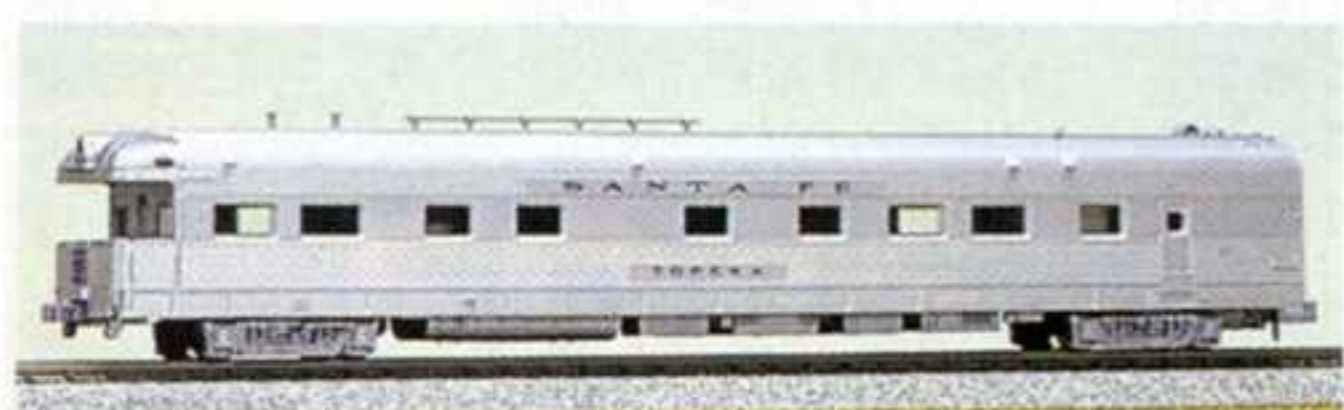
156-0800 Undecorated (silver) \$29.98



156-0801 Amtrak 10000 \$29.98



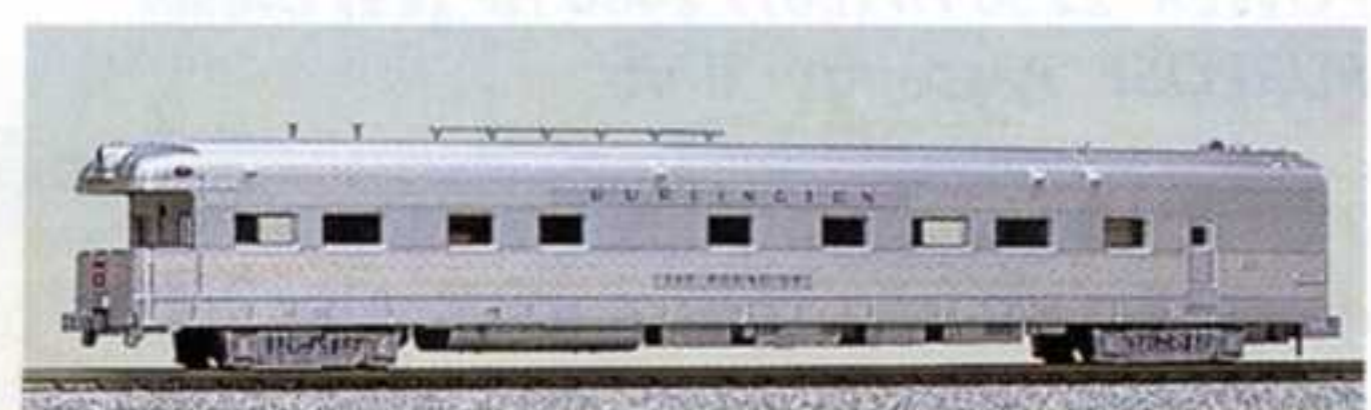
156-0802 Amtrak Beech Grove \$29.98



156-0803 Santa Fe Topeka \$29.98



156-0804 Santa Fe Santa Fe \$29.98



156-0806 Chicago Burlington & Quincy The Round-Up \$29.98



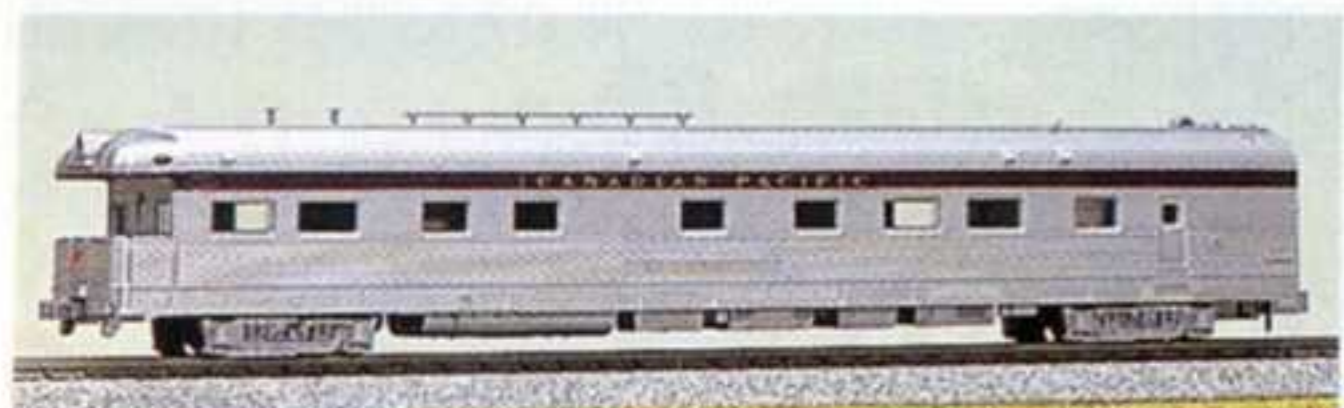
156-0807 Pennsylvania 1000 \$29.98



156-0808 Pennsylvania Philadelphia \$29.98



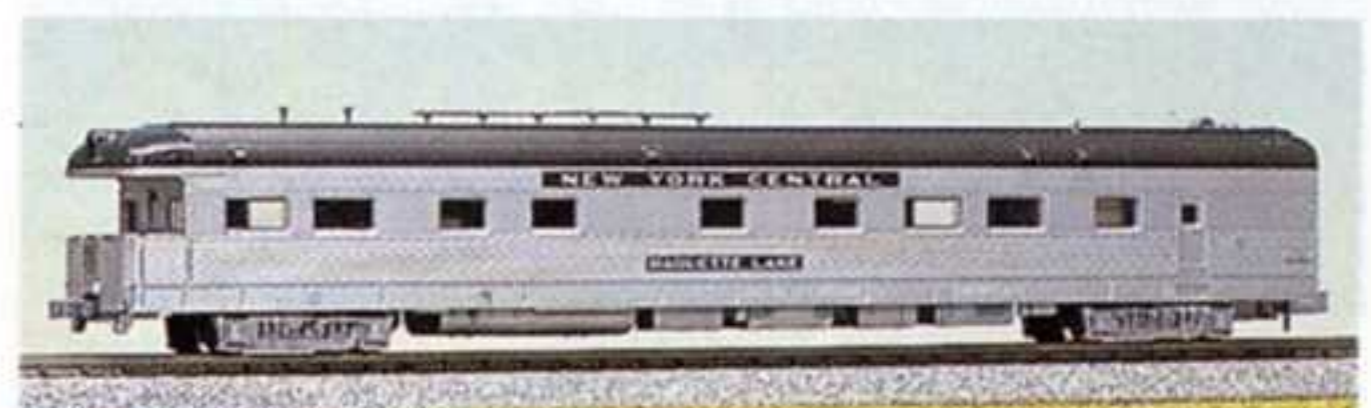
156-0809 Canadian Pacific Dominion \$29.98



156-0810 Canadian Pacific Algonquin \$29.98



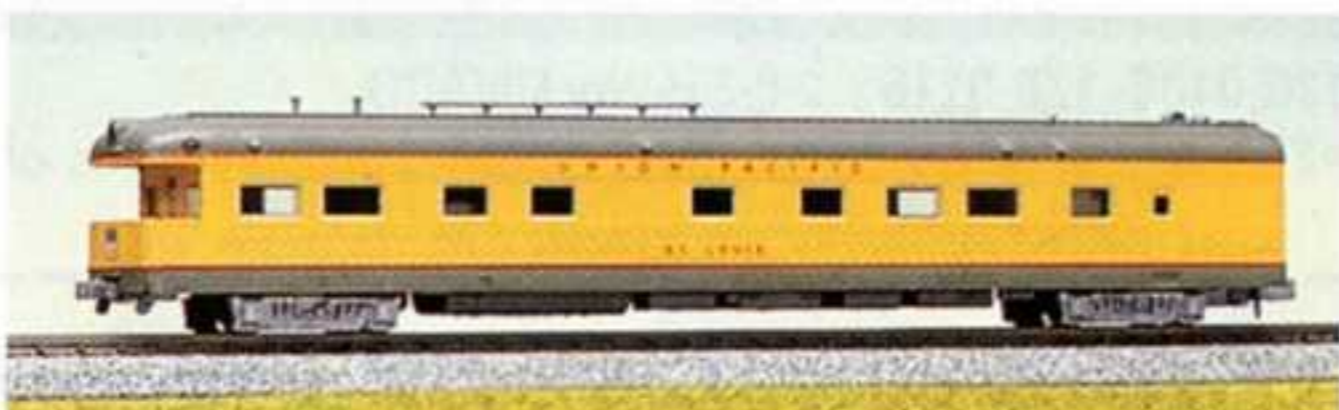
156-0811 New York Central Gotham \$29.98



156-0812 New York Central Raquette Lake \$29.98



156-0813 Union Pacific Cheyenne \$29.98



156-0814 Union Pacific St. Louis \$29.98



156-0815 Southern Robert B. Claytor \$29.98



156-0816 Southern Virginia \$29.98



156-0817 Southern Pacific SP150 \$29.98



156-0818 Southern Pacific Cottonland \$29.98

LOCOMOTIVES in NORTH AMERICA

1. Most locomotives in the US are diesel electric's - a diesel prime mover drives a Direct Current generator which powers DC electric motors.

2. Manufacturers build standard models for the market but offer options which allow individual railroads to order locomotives to meet their operating conditions (i.e., dynamic brakes).

3. Basic types of diesels:

* Covered Wagon - usually a multiple unit locomotive with a streamlined structural body enclosing the operating position and mechanical components.

* Hood Unit - a locomotive with a separate operating cab and non-structural hoods covering the mechanical components. Also referred to as road switchers.

* Cowl Unit - a locomotive with a full or partial streamlined body which is non-structural that encloses the operating position and mechanical components.

* Switcher - a hood-style unit usually with the cab on one end or in the center of the hood - usually used in low speed service close to yards.

4. Radiators & Dynamic Brakes

* Radiators are coils of pipe which have fans blowing air across them to cool water circulating back to the diesel engine block to reduce its temperature. On models they appear as grilles on the sides of the unit (fresh cool air intakes) and fans on the roof (heated exhaust air).

* Dynamic brakes are electric resistance grids which convert electricity into heat which is blown out of the locomotive by fans. They are used to reduce the speed of a train, especially on downgrades. The traction motors are switched from receiving power from the generator to being generators themselves and sending their energy to the dynamic grids. The energy of the rolling train thus is converted to heat and the train is slowed. They appear on models as a grill/fanhousing on top of units.

5. Major Manufacturers

* EMD - The Electro-Motive Division of General Motors. Originally the Electro-Motive Corporation (EMC) before becoming part of the automobile maker.

* ALCO - The American Locomotive Company was a long-time builder of steam locomotives that became the number two builder of diesel electric's until being pushed out of the market by its sometimes partner GE.

* GE - General Electric Company. Developed own line of diesels after providing electrical components to electric and

diesel electric builders for many years.

* BLW - The Baldwin Locomotive Works. This company was also a long-time builder of steam locomotives that got into the diesel business, but in spite of some excellent designs did not survive in the new market.

* FM - Fairbanks Morse was a farm equipment and scale manufacturer for many years before entering the locomotive market through the application of their opposed piston marine diesel to railroad use. This excellent company just did not have the strength to compete against EMD, ALCO, and GE.

* LIMA - Lima was one of the last builders to switch from steam to diesel. Their switcher and road switcher designs were most comparable to Baldwin.

6. Canadian Builders - Many locomotives identical or nearly identical to US designs were (and are - in fact, all EMD production is now in Canada!) built in Canada. Some Canada only models were also built.

* CLC - The Canadian Locomotive Company was the agent for Baldwin and Whitcomb, and later the licensee for Fairbanks-Morse.

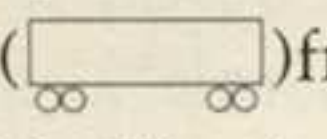
* MLW - The Montreal Locomotive Works was the Canadian partner of ALCO. They produced many designs for Canada and Mexico which were based on US locomotives.

* GMDL - General Motors Division Limited was originally an assembly plant used to complete Canadian orders, this London, Ontario facility is now the only active factory that EMD has (the roles have now been reversed and the old LaGrange, Illinois main plant is reduced to a parts and set-up facility for units built in Canada).

7. Other Manufacturers - There were smaller companies that built locomotives for the industrial markets that were too small for the major builders:

* WHITCOMB	* PLYMOUTH
* MIDWEST	* VULCAN
* PORTER	* INGALLS
* ST. LOUIS	* DAVENPORT

8. How to Read Model Designations

* F - ("Freight") EMD B-B () freight unit. Started with FT, went to F2, F3, F5, F7 & F9. Available in "A" units (cab equipped) and "B" booster (no cab) versions. All available with steam generators (indicated on models by vents and stacks on rear of roof). Also came as special passenger "A" units with extra length to allow for additional capacity for steam generator water for long-distance passenger service (FP7 and FP9).



LOCOMOTIVES in NORTH AMERICA

* E - EMD standard passenger A-1-A (☐☐) unit. Started with early model EA, went through E1, E2, E3, E4, E5, E6, E7, E8, and E9.

* FA / FB - ALCO B-B (☐☐) answer to the F unit. Models ran FA1, FB1, FA2, FB2, and (Canadian only) FPA4, FPB4 (special passenger units).

* PA/PB - ALCO A-1-A (☐☐) passenger units competitor to EMD E series. Models ran PA1, PB1, PA2, PB2, PA3, PA4. Predecessor was the DL109.

* GP - ("General Purpose") EMD B-B (☐☐) road switcher freight unit. Examples of some GP series models: GP7, GP9, GP18, GP30, GP38-2, GP40, GP50. Cowl B-B units include F40PH and F59PH.

* SD - ("Special Duty") EMD C-C (☐☐☐) unit. Series started with SD7 and some examples are SD9, SD24, SD40, SD40-2, SD50. Cowl units include F45, FP45, SDP40F, F40C.

* NW - EMD B-B (☐☐) switcher designation - originally a Nine hundred horsepower Welded frame; similar models were the SW series (Six hundred horsepower Welded frame) and their Cast frame counterparts (NC and SC). Later models had various horsepower ratings. Examples of EMD switcher models are NW, NW1, NW2, SC, SW7 SW900, SW1000, SW1500. Certain models were made in cabless versions for terminal and hump yard use (the cab unit is then called the "cow" and the booster the "calf").

* ALCO freight model designations are too complex to classify-some B-B (☐☐) road switcher models include RS1, RS2, RS3, RS11, RS27, C420, C424, C425. There are two examples of A-1-A (☐☐) units - RSC2, and RSC3. C-C (☐☐☐) units include RSD1, RSD4, RSD5, RSD7, RSD12, RSD15, C628, C630, C636. Switchers included HH600, HH660, HH1000, S1, S2, S3, S4, S5, S6, T6, C415.

* BALDWIN model designations include DR-12-8-1500/2 ("Centipede"), DR-6-4-20 ("Passenger Sharknose"), RF16 ("Freight Sharknose"). Switchers include VO1000, DS-4-4-10, S12; road switchers DRS-4-4-10, RS12, DRS-4-4-15, AS16, DRS-6-4-15, AS416; centercab transfer engines DT-6-6-20, RT-624.

* GE classifications are also complicated - some B-B (☐☐) road switcher models include U18B, U23B, U25B, U28B, U30B, U33B, U36B, C-C (☐☐☐) units include U23C, U25C, U28C, U30C, U33C, U36C, C30-7, C36-7, C32-8, C39-8, DASH8-40C, C44-9W. Cowl units include U30CG, P30CH, P32ACDM/B40-8PH(GENESIS). GE switchers were only intended for the industrial market but railroads did widely buy the GE "44 Tonner" centercab and GE "70 Tonner" end cab models for light duty.

* LIMA - Lima had no model designations and the end cab switcher, road switcher, and centercab transfer locomotives each shared similar carbodies differing only in detail according to the horsepower of the prime movers installed.

* FAIRBANKS MORSE - FM switcher designations include H-10-44, H-12-44, H-12-44TS. Among road switcher models H-15-44, H-16-44, H-20-44, H-16-66 (some called "Baby Trainmasters"), H-24-66 ("Trainmaster"). The A-1-A (☐☐) passenger unit was assembled in Erie, Pennsylvania and thus are called "Erie-builts" and were built in "A" and "B" unit configurations. Freight B-B (☐☐) covered wagon units were part of a modular series of locomotives called the "Consolidation Line" so they are referred to as "C-Liners" with model designations CFA16-4, CFB16-4, CFA20-4, CFB20-4, CPA16-4, CPB16-4. Unique B-A1A (☐☐☐) all passenger version of these units were designated CPA16-5, CPB16-5, CPA20-5, CPB20-5.



KATO U.S.A. 10 year N-Scale History

Dear N Scale Modelers,

Kato U.S.A. was established in 1986 in order to produce and distribute North American prototype models under the KATO brand name. Over the last decade, we have been faithfully serving the hobby of N scale model railroading. From the beginning, we have sought to deliver precision railroad models, possessing high levels of quality and craftsmanship, to the marketplace.

The N scale GP38-2 locomotive was our first North American model in 1987. Embarking on a quest to improve the quality of N scale products, we introduced with this model with dual precision flywheels, to enhance the smoothness of operation. The frictionless truck was first used on the production of the U30C model in 1989, to further advance the development of smooth running. The USRA 2-8-2 Heavy Mikado in 1996, exhibiting an unprecedented level of

detail, was our first North American steam locomotive. Most recently, the N scale C44-9W was the first to feature operating ditch lights and a DCC-ready mechanism design.

There are many memories that exist from the production of all of our N scale models. It is our privilege to present here the models we have produced during our first decade of history. We are honored to be able to share this celebration with our supporters.

Recognized today as one of the leading manufacturers in the industry, it is our responsibility to maintain, and improve, the high level of quality our products possess for the ultimate goal of fulfilling your enjoyment of model railroading. We thank you for your support.

Best regards,
Hiroshi Kato
Vice President, KATO U.S.A.

KATO U.S.A. 10 year N-Scale History



GP38/GP38-2

BUILDER General Motors (Electro-Motive Division)
YEAR OF FIRST PRODUCTION 1966
LENGTH 59'-2"
WHEEL CONFIGURATION B-B
POWER 2000 HP Diesel
PURPOSE Intermediate-horsepower road unit

The reliability of this unit made it very popular and it is still found on railroads today, although possibly demoted to yard switching or branchline / local service. No consistent external spotting differences exist between the GP38 and GP38-2; the main design change to the "Dash 2" being internal modular electronics.

Our first N Scale Kato U.S.A. locomotive for the North American market was produced in the dynamic brake (fan and housing on top of middle of hood) version.



① 176-011 (2nd) ② Burlington Northern
 ③ Dynamic Brake ④ #2150 ⑤ \$59.95 ⑥ Apr-88



① 176-014 (2nd) ② Santa Fe ③ Dynamic Brake
 ④ #3571 ⑤ \$59.95 ⑥ Apr-88



① 176-017 ② Milwaukee Road ③ Dynamic Brake
 ④ #365 ⑤ \$59.95 ⑥ Apr-88



① 176-010 (1st) ② Undecorated ③ Dynamic Brake
 ④ — ⑤ \$54.95 ⑥ Apr-87



① 176-012 (1st) ② Conrail ③ Dynamic Brake
 ④ #7940 ⑤ \$54.95 ⑥ Apr-87



① 176-014 (1st) ② Santa Fe ③ Dynamic Brake
 ④ #2370 ⑤ \$54.95 ⑥ Apr-87



① 176-012 (2nd) ② Conrail ③ Dynamic Brake
 ④ #8265 ⑤ \$59.95 ⑥ Apr-88



① 176-015 (2nd) ② Union Pacific ③ Dynamic Brake
 ④ #2059 ⑤ \$59.95 ⑥ Apr-88



① 176-018 ② Missouri Pacific ③ Dynamic Brake
 ④ #2334 ⑤ \$59.95 ⑥ Apr-88



① 176-030 ② Undecorated D/B ③ Dynamic Brake
 ④ — ⑤ \$64.95 ⑥ Aug-88



① 176-032 ② Burlington Northern ③ Dynamic Brake
 ④ #3107 ⑤ \$64.95 ⑥ Aug-88



① 176-034 ② Burlington Northern (Tiger Stripe)
 ③ Dynamic Brake ④ #3110 ⑤ \$64.95 ⑥ Aug-88



① 176-011 (1st) ② Burlington Northern
 ③ Dynamic Brake ④ #2078 ⑤ \$54.95 ⑥ Apr-87



① 176-013 (1st) ② CSX ③ Dynamic Brake
 ④ #2651 ⑤ \$54.95 ⑥ Apr-87



① 176-015 (1st) ② Union Pacific ③ Dynamic Brake
 ④ #2040 ⑤ \$54.95 ⑥ Apr-87



① 176-013 (2nd) ② CSX ③ Dynamic Brake
 ④ #6019 ⑤ \$59.95 ⑥ Apr-88



① 176-016 ② CP Rail ③ Dynamic Brake
 ④ #3085 ⑤ \$59.95 ⑥ Apr-88



① 176-019 ② Southern Pacific ③ Dynamic Brake
 ④ #4832 ⑤ \$59.95 ⑥ Apr-88



① 176-031 ② Santa Fe ③ Dynamic Brake ④ #3849
 ⑤ \$64.95 ⑥ Aug-88



① 176-033 ② Chicago & North Western
 ③ Dynamic Brake ④ #5050 ⑤ \$64.95 ⑥ Aug-88



① 176-035 ② Burlington Northern (White Face)
 ③ Dynamic Brake ④ #3114 ⑤ \$76.95 ⑥ Feb-89



GP50

BUILDER General Motors (Electro-Motive Division)
YEAR OF FIRST PRODUCTION 1980
LENGTH 59'-2"
WHEEL CONFIGURATION B-B
POWER 3500 HP Diesel
PURPOSE High-horsepower road unit

This modern locomotive was produced both dynamic brake (fan and housing on top of middle of hood) and non-dynamic (plain roof) versions. The main spotting feature is a very deep radiator grill on the rear of the long hood. It and a very similar successor, the GP60, mark (at least for now) the last of the B-B trucked (eight wheel) mainline road locomotive due to the railroad's renewed interest in ultra-high horsepower C-C units.

We can be sure to see the GP50 around for many years to come even if they are downgraded to yard switchers and branchline locos like the units they replaced.



① 176-040 ② Undecorated ③ — ④ — ⑤ \$64.95
⑥ Aug-88



① 176-041 ② Missouri Pacific ③ — ④ #3502
⑤ \$64.95 ⑥ Aug-88



① 176-042 ② Union Pacific ③ — ④ #50
⑤ \$64.95 ⑥ Aug-88



① 176-043 ② Missouri Pacific ③ — ④ #3528
⑤ \$64.95 ⑥ Feb-89



 **F3 A&B**

BUILDER General Motors (Electro-Motive Division)
YEAR OF FIRST PRODUCTION 1945
LENGTH 50-0"
WHEEL CONFIGURATION B-B
POWER 1500 HP Diesel
PURPOSE Road freight and passenger service

The EMD F-series (Freight) was actually utilized as a passenger unit as well as a freighter. The famous "covered wagon" carbody with its "bulldog" nose is one of the most recognizable designs on North American railroads. Spotting features include wire mesh grills on the sides above three portholes on both "A" (cab-equipped) and "B" (cabless booster) units.

The Kato U.S.A. model includes both single and dual headlight versions with and without steam generator equipment on the rear roof hatch for passenger train service. The phase I model displays the early design side-mounted numberboard / classification light housing on the "A" units, and the phase II "chicken wire" version has the newer 45 degree, numberboards angled.



A : ① 176-050 ② Undecorated ③ Sngl HL,S/G ④ — ⑤ \$69.95 ⑥ Dec-88
B : ① 176-060 ② Undecorated ③ S/G ④ — ⑤ \$69.95 ⑥ Dec-88



A : ① 176-051 ② Santa Fe ③ Sngl HL,S/G ④ — ⑤ \$69.95 ⑥ Dec-88
B : ① 176-061 ② Santa Fe ③ S/G ④ — ⑤ \$69.95 ⑥ Dec-88



A : ① 176-052 ② Southern ③ Sngl HL,S/G ④ #4128 ⑤ \$69.95 ⑥ Dec-88
B : ① 176-062 ② Southern ③ S/G ④ — ⑤ \$69.95 ⑥ Dec-88



A : ① 176-070 ② Undecorated ③ Sngl HL ④ — ⑤ \$69.95 ⑥ Dec-88
B : ① 176-080 ② Undecorated ③ — ④ — ⑤ \$69.95 ⑥ Dec-88



A : ① 176-071 ② Pennsylvania ③ Sngl HL ④ #9519 ⑤ \$69.95 ⑥ Dec-88
B : ① 176-081 ② Pennsylvania ③ — ④ — ⑤ \$69.95 ⑥ Dec-88



A : ① 176-072 ② Southern Pacific ③ Sngl HL ④ #6110 ⑤ \$69.95 ⑥ Dec-88
B : ① 176-082 ② Southern Pacific ③ — ④ — ⑤ \$69.95 ⑥ Dec-88



A : ① 176-073 ② Union Pacific ③ Sngl HL ④ #905 ⑤ \$69.95 ⑥ Dec-88
B : ① 176-083 ② Union Pacific ③ — ④ #905B ⑤ \$69.95 ⑥ Dec-88



① 176-074 ② Canadian National ③ Sngl HL ④ #9000 ⑤ \$69.99 ⑥ Jan-90
① 176-084 ② Canadian National ③ — ④ #9001 ⑤ \$69.95 ⑥ Feb-90
① 176-076 ② Canadian National ③ Sngl HL ④ #9002 ⑤ \$69.99 ⑥ Jan-90



① 176-075 ② New York Central ③ Sngl HL ④ #1617 ⑤ \$69.99 ⑥ Jan-90
① 176-085 ② New York Central ③ — ④ #2410 ⑤ \$69.95 ⑥ Feb-90
① 176-077 ② New York Central ③ Sngl HL ④ #1618 ⑤ \$69.99 ⑥ Jan-90

KATO U.S.A. 10 year N-Scale History



① 176-181 ② Great Northern ③ Sngl HL,S/G
④ #351 ⑤ \$69.99 ⑥ Jan-90

① 176-191 ② Great Northern ③ S/G ④ —
⑤ \$69.99 ⑥ Jan-90

① 176-182 ② Great Northern ③ Sngl HL,S/G
④ #353 ⑤ \$69.99 ⑥ Jan-90



① 176-184 ② Baltimore & Ohio ③ Sngl HL,S/G
④ #84 ⑤ \$89.98 ⑥ Nov-95

① 176-192 ② Baltimore & Ohio ③ S/G ④ —
⑤ \$89.98 ⑥ Nov-95

① 176-185 ② Baltimore & Ohio ③ Sngl HL,S/G
④ #87 ⑤ \$89.98 ⑥ Nov-95



① 176-187 ② Canadian National ③ Sngl HL,S/G
④ #9003 ⑤ \$89.98 ⑥ Nov-95

① 176-193 ② Canadian National ③ S/G ④ #9004
⑤ \$89.98 ⑥ Nov-95

① 176-188 ② Canadian National ③ Sngl HL,S/G
④ #9005 ⑤ \$89.98 ⑥ Nov-95



A : ① 176-189 ② Santa Fe ③ Sngl HL,S/G ④ — ⑤ \$89.98 ⑥ Nov-95
B : ① 176-194 ② Santa Fe ③ S/G ④ — ⑤ \$89.98 ⑥ Nov-95



① 176-183 ② Baltimore & Ohio ③ Sngl HL,S/G
④ #82 ⑤ F3 Train Set ⑥ Nov-95



① 176-186 ② Canadian National ③ Sngl HL,S/G
④ #9002 ⑤ F3 Train Set ⑥ Nov-95

F3 Train Set with UNITRACK



① 106-001 ② Baltimore & Ohio ③ A-Unit ④ #82 ⑤ \$149.98 ⑥ Nov-95
① 106-002 ② Canadian National ③ A-Unit ④ #9002 ⑤ \$149.98 ⑥ Nov-95

U30C

BUILDER General Electric Company
YEAR OF FIRST PRODUCTION 1967
LENGTH 67'-3"
WHEEL CONFIGURATION C-C
POWER 3000 HP Diesel
PURPOSE High-horsepower road unit

The U-series (Universal) GE locomotives were evolutionary, with the first U30Cs being externally identical to the late U28Cs. Spotting features include a plug nose and a relatively clean long hood. U30Cs were popular power at first for high speed priority service but settled into a coal-hauling role on most roads because of GE's superior adhesion (ability to pull without slipping).



① 176-170 ② Undecorated ③ — ④ — ⑤ \$69.99
⑥ Nov-89



① 176-171 ② Santa Fe ③ — ④ #7507 ⑤ \$69.99
⑥ Nov-89



① 176-172 ② Santa Fe ③ — ④ #7509 ⑤ \$69.99
⑥ Nov-89



① 176-173 ② Burlington Northern ③ — ④ #5394
⑤ \$69.99 ⑥ Nov-89



① 176-174 ② Chessie Systems ③ — ④ #3303
⑤ \$69.99 ⑥ Nov-89



① 176-175 ② Delaware & Hudson ③ — ④ #711
⑤ \$69.99 ⑥ Nov-89



① 176-176 ② Pennsylvania ③ — ④ #6535
⑤ \$69.99 ⑥ Nov-89



① 176-177 ② Rock Island ③ — ④ #4598
⑤ \$69.99 ⑥ Nov-89



① 176-178 ② Seaboard System ③ — ④ #7272
⑤ \$69.99 ⑥ Nov-89



① 176-179 ② Southern Pacific ③ — ④ #7912
⑤ \$69.99 ⑥ Nov-89



① 176-17A ② Southern Pacific ③ — ④ #7913
⑤ \$69.99 ⑥ Nov-89



① 176-17B ② Union Pacific ③ — ④ #2814
⑤ \$69.99 ⑥ Nov-89



① 176-17C ② Union Pacific ③ — ④ #2816
⑤ \$69.99 ⑥ Nov-89



① 176-17D ② Santa Fe (Blue/Yellow) ③ — ④ #7514
⑤ \$78.95 ⑥ Jun-91



① 176-17E ② Santa Fe (Blue/Yellow) ③ — ④ #7519
⑤ \$78.95 ⑥ Jun-91


SD40

BUILDER General Motors (Electro-Motive Division)
YEAR OF FIRST PRODUCTION 1966
LENGTH 65'-8"
WHEEL CONFIGURATION C-C
POWER 3000 HP Diesel
PURPOSE High-horsepower road unit

Sales of the SD40 were at first slow because railroads were caught up in the horsepower race, but they soon realized high horsepower sitting in the shop was less effective than slightly less powerful locomotives which were available to pull trains. The SD40 became a very popular model with its six traction motors giving good pulling power for coal service and higher speed general service.



① 176-200 ② Undecorated ③ — ④ — ⑤ \$92.98
⑥ May-94



① 176-201 ② Santa Fe ③ — ④ #5015 ⑤ \$82.95
⑥ Oct-90



① 176-202 ② Santa Fe ③ — ④ #5018 ⑤ \$82.95
⑥ Oct-90



① 176-203 ② Burlington Northern ③ — ④ #6335
⑤ \$82.95 ⑥ Oct-90



① 176-204 ② Burlington Northern ③ — ④ #6338
⑤ \$82.95 ⑥ Oct-90



① 176-205 ② Canadian Pacific ③ — ④ #5556
⑤ \$82.95 ⑥ Oct-90



① 176-206 ② Chessie System ③ — ④ #7551
⑤ \$82.95 ⑥ Oct-90



① 176-207 ② Chessie System ③ — ④ #7557
⑤ \$82.95 ⑥ Oct-90



① 176-208 ② Chicago & North Western ③ —
④ #928 ⑤ \$82.95 ⑥ Oct-90



① 176-209 ② CSX ③ — ④ #8323 ⑤ \$82.95
⑥ Oct-90



① 176-20A ② Pennsylvania ③ — ④ #6057
⑤ \$82.95 ⑥ Oct-90



① 176-20B ② Pennsylvania ③ — ④ #6086
⑤ \$82.95 ⑥ Oct-90



① 176-20C ② Southern Pacific ③ — ④ #7360
⑤ \$82.95 ⑥ Oct-90



① 176-20D ② Southern Pacific ③ — ④ #8469
⑤ \$82.95 ⑥ Oct-90



① 176-20E ② Union Pacific ③ — ④ #3024
⑤ \$82.95 ⑥ Oct-90



① 176-20F ② Union Pacific ③ — ④ #3054
⑤ \$82.95 ⑥ Oct-90



① 176-20G ② Santa Fe ③ — ④ #1705 ⑤ \$92.98
⑥ May-94



① 176-20H ② Santa Fe ③ — ④ #5008 ⑤ \$92.98
⑥ May-94

KATO U.S.A. 10 year N-Scale History



① 176-20J ② Burlington Northern (White Face) ③ —
④ #7306 ⑤ \$92.98 ⑥ May-94



① 176-20K ② Burlington Northern (White Face) ③ —
④ #7309 ⑤ \$92.98 ⑥ May-94



① 176-20L ② Canadian National ③ — ④ #5001
⑤ \$92.98 ⑥ May-94



① 176-20M ② Canadian National ③ — ④ #5006
⑤ \$92.98 ⑥ May-94



① 176-20N ② Burlington Route ③ — ④ #875
⑤ \$92.98 ⑥ May-94



① 176-20P ② Burlington Route ③ — ④ #882
⑤ \$92.98 ⑥ May-94



① 176-20Q ② Conrail ③ — ④ #6302 ⑤ \$92.98
⑥ May-94



① 176-20R ② Conrail ③ — ④ #6338 ⑤ \$92.98
⑥ May-94



① 176-20S ② CSX ③ — ④ #8485 ⑤ \$92.98
⑥ May-94



① 176-20T ② CSX ③ — ④ #8488 ⑤ \$92.98
⑥ May-94



① 176-20U ② Southern Pacific ③ — ④ #7319
⑤ \$92.98 ⑥ May-94



① 176-20V ② Southern Pacific ③ — ④ #7322
⑤ \$92.98 ⑥ May-94



① 176-20W ② Union Pacific ③ — ④ #3066
⑤ \$92.98 ⑥ May-94



① 176-20X ② Union Pacific ③ — ④ #3082
⑤ \$92.98 ⑥ May-94



F7 A+B

BUILDER General Motors (Electro-Motive Division)
YEAR OF FIRST PRODUCTION 1949
LENGTH 50-0"
WHEEL CONFIGURATION B-B
POWER 1500 HP Diesel
PURPOSE Road freight and passenger service

The F7 featured upgraded components but is the same basic locomotive as the earlier F3s. Some late F3s (sometimes referred to as F5s) use the F7 carbody. The main external spotting features are a new linear stainless steel grille on the upper side, two portholes with louvered vents on the "A" unit, three portholes on the "B" unit,

and low roof fans.

Both single and dual headlight versions were offered on Kato U.S.A. models with or without steam generator details. "A" units carry the newer style separate classification lights and 45° angled numberboards.



A : ① 176-090 ② Undecorated ③ Sngl HL ④ — ⑤ \$69.98 ⑥ Mar-92
B : ① 176-100 ② Undecorated ③ — ④ — ⑤ \$69.98 ⑥ Mar-92



① 176-091 ② Canadian National ③ Sngl HL
④ #9162 ⑤ \$69.98 ⑥ Mar-92

① 176-102 ② Canadian National ③ — ④ #9193
⑤ \$69.98 ⑥ Mar-92

① 176-092 ② Canadian National ③ Sngl HL
④ #9165 ⑤ \$69.98 ⑥ Mar-92



① 176-093 ② Pennsylvania ③ Sngl HL ④ #9646
⑤ \$69.98 ⑥ Mar-92

① 176-103 ② Pennsylvania ③ — ④ — ⑤ \$69.98
⑥ Mar-92

① 176-094 ② Pennsylvania ③ Sngl HL ④ #9661
⑤ \$69.98 ⑥ Mar-92



① **176-212** ② Burlington Northern ③ Dual HL ④ #724 ⑤ \$69.98 ⑥ Mar-92
 ① **176-101** ② Burlington Northern ③ — ④ #751 ⑤ \$69.98 ⑥ Mar-92
 ① **176-213** ② Burlington Northern ③ Dual HL ④ #732 ⑤ \$69.98 ⑥ Mar-92



① **176-214** ② Southern Pacific ③ Dual HL ④ #6396 ⑤ \$69.98 ⑥ Mar-92
 ① **176-104** ② Southern Pacific ③ — ④ #8295 ⑤ \$69.98 ⑥ Mar-92
 ① **176-215** ② Southern Pacific ③ Dual HL ④ #6440 ⑤ \$69.98 ⑥ Mar-92



① **176-216** ② Union Pacific ③ Dual HL ④ #1464 ⑤ \$69.98 ⑥ Mar-92
 ① **176-105** ② Union Pacific ③ — ④ #1488C ⑤ \$69.98 ⑥ Mar-92
 ① **176-217** ② Union Pacific ③ Dual HL ④ #1467 ⑤ \$69.98 ⑥ Mar-92



A : ① **176-210** ② Undecorated ③ Dual HL ④ — ⑤ \$69.98 ⑥ Mar-92
 B : ① **176-220** ② Undecorated ③ S/G ④ — ⑤ \$69.98 ⑥ Mar-92



A : ① **176-211** ② Santa Fe ③ Dual HL ④ — ⑤ \$69.98 ⑥ Mar-92
 B : ① **176-221** ② Santa Fe ③ S/G ④ — ⑤ \$69.98 ⑥ Mar-92



① **106-0401** ② Erie Lackawanna ③ — ④ A-Unit #6351 B-Unit #6322 ⑤ \$179.98 (2 Car Set) ⑥ Nov-96



① **106-0402** ② Santa Fe ③ — ④ A-Unit #235 B-Unit No# ⑤ \$179.98 (2 Car Set) ⑥ Nov-96



① **106-0403** ② Soo Line ③ — ④ A-Unit #214-A B-Unit #2203-C ⑤ \$179.98 (2 Car Set) ⑥ Nov-96



① **176-0908** ② Erie Lackawanna ③ Sngl HL ④ #7131 ⑤ \$89.98 ⑥ Nov-96



① **176-0910** ② Santa Fe ③ Sngl HL ④ #272 ⑤ \$89.98 ⑥ Nov-96



① **176-2110** ② Soo Line ③ Dual HL ④ #2227-A ⑤ \$89.98 ⑥ Nov-96



① **106-0004** ② Erie Lackawanna ③ — ④ #6114 ⑤ F7 Train Set ⑥ Nov-96



① **106-0005** ② Santa Fe ③ — ④ #226-C ⑤ F7 Train Set ⑥ Nov-96



① **106-0006** ② Soo Line ③ — ④ #214-B ⑤ F7 Train Set ⑥ Nov-96

F7 Train Set with UNITRACK



① **106-0004** ② Erie Lackawanna ④ #6114 ⑤ \$149.98 ⑥ Nov-96
 ① **106-0005** ② Santa Fe ④ #226-C ⑤ \$149.98 ⑥ Nov-96
 ① **106-0006** ② Soo Line ④ #214-B ⑤ \$149.98 ⑥ Nov-96



KATO U.S.A. 10 year N-Scale History



Smooth Side Passenger Cars

BUILDER Pullman Standard Car Manufacturing Company
American Car & Foundry
St. Louis Car Company

YEAR OF FIRST PRODUCTION varies
LENGTH 85'-0" (except baggage 73'-10")

WHEEL CONFIGURATION Two General Steel Casting four-wheel roller-bearing trucks
POWER Mechanical driven generators/batteries; steam heat and a/c supplied by locomotives
PURPOSE Streamlined Passenger Service



BAGGAGE - Lightweight smoothside baggage car built in 1957 by AC&F for the Union Pacific (nos. 5564-5678). Typical car used by most Class I railroads for handling baggage, express merchandise, newspapers and magazines, and mail storage. Most passenger trains handled two or more of this car type, often from connecting railroads. Along with mail contract provided the main source of revenue from passenger trains.



RAILWAY POST OFFICE - Lightweight smoothside postal mail storage car built by AC&F in 1949 for the Union Pacific (nos. 5900-5902). Car includes a 60' railway post office "apartment" (working mail sorting area) and a 21' mail storage area. Additional baggage cars would be coupled to either end of the RPO to provide additional mail storage for through mail and mail to be sorted by the Post Office clerks enroute. The hooks over the mail doors were used to pick up mail "on the fly" in bags hung from racks along the track.



COACH - Lightweight revolving and reclining chair car built in 1950 by Pullman for the Union Pacific (nos. 5400-5449). Seating for 44 passengers with a women's washroom on the vestibule (entry door) end and a men's washroom on the opposite end. Includes a space for the conductor's desk and chair and equipped with overhead luggage racks. A typical long-distance luxury coach.



DOMES - Dome cars were invented by the Burlington in 1944 and most were Budd corrugated stainless steel. Pullman built this smoothsided lightweight steel example in 1958 for the Union Pacific. Washroom/Smoking Lounges are located under the dome in a depressed floor area in the center of the car. The balance of the main level is devoted to 36 revolving and reclining seats and the dome has 24 fixed settee seats.



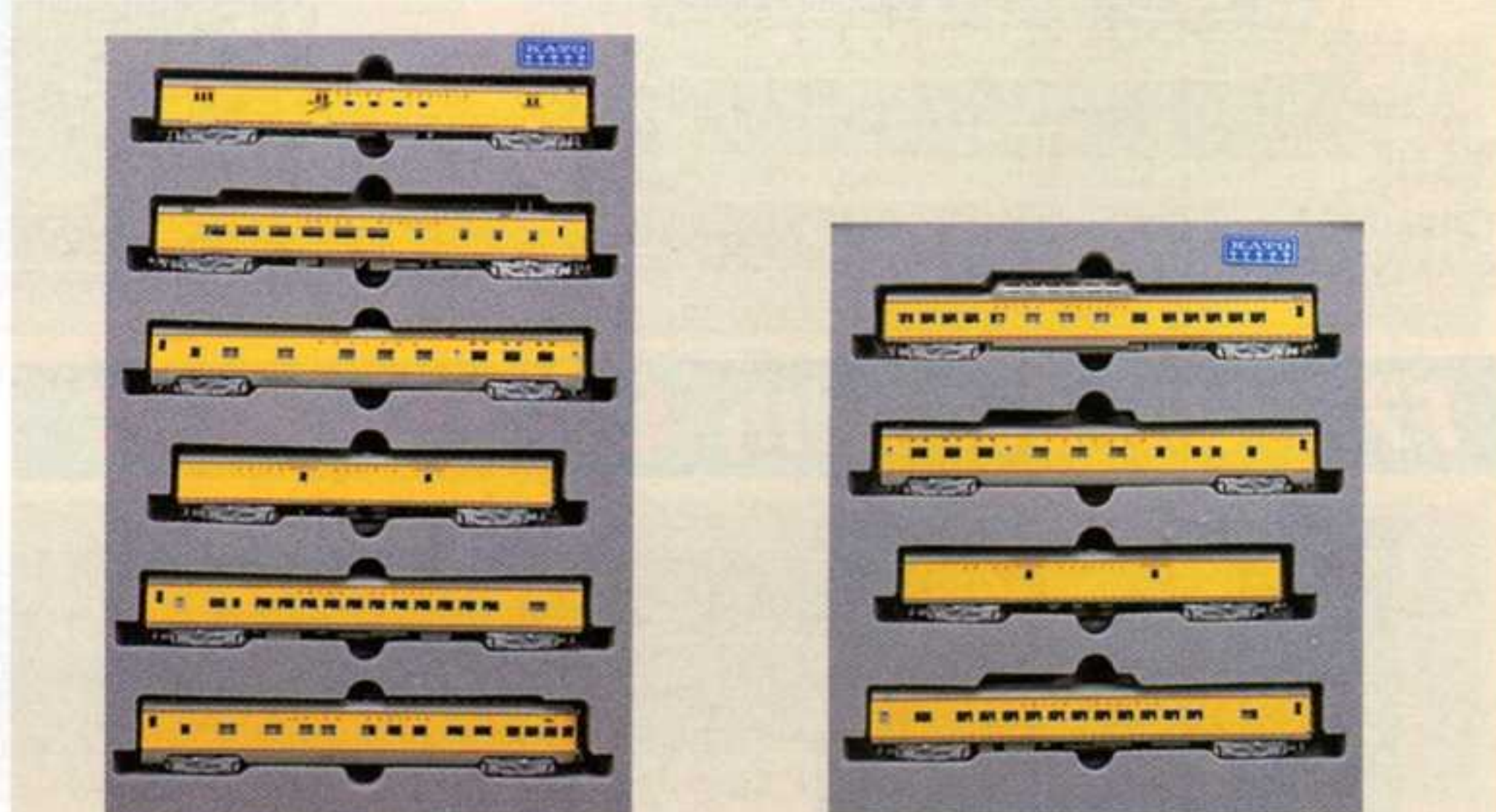
DINING CAR - A typical lightweight 48-seat diner was one of 17 cars built by AC&F for the UP in 1949 in their 4800-4816 series. The doors on the sides were used by the kitchen staff to load supplies at intermediate stops. Usually the kitchen end (with the vents on the roof) ran in the forward direction.



SLEEPER - Typical 6-6-4 Pullman Car (6 roomettes, 6 open sections, 4 double bedrooms) as operated on many railroads. Our example was built for the Union Pacific by AC&F in 1949 with car names in the "American" series (i.e., American Consulate). Often the "first class" section of a train was positioned to the rear of the diner so coach patrons did not have to walk through the Pullmans to get to the diner.



OBSERVATION CAR - Typical smoothside "Boat tail" observation built in 1939 to Pullman Plan 4082. Operated on the Southern Pacific LARK named American Milemaster and Muskingum River. Cars had 2 bedrooms, 1 compartment, 1 double bedroom and an observation buffet lounge for first class passengers.



① 106-014 ② Union Pacific ③ Streamliner ⑤ \$124.98 ⑥ Dec-92
① 106-024 ② Union Pacific ③ Streamliner ⑤ \$84.98 ⑥ Dec-92

①Item# ②Roadname ③Feature(s) ④No. ⑤Price ⑥Release Date

TOTAL RELEASE WAY OF AIGUO TRAIN



6 Car Set ① 106-010 ② Undecorated ③ — ⑤ \$124.98 ⑥ Dec-92 4 Car Add-On Set ① 106-020 ② Undecorated ③ — ⑤ \$84.98 ⑥ Dec-92



6 Car Set ① 106-011 ② Amtrak ③ Phase 1 ⑤ \$124.98 ⑥ Dec-92 4 Car Add-On Set ① 106-021 ② Amtrak ③ Phase 1 ⑤ \$84.98 ⑥ Dec-92



6 Car Set ① 106-012 ② Milwaukee ③ Streamliner ⑤ \$124.98 ⑥ Dec-92 4 Car Add-On Set ① 106-022 ② Milwaukee ③ Streamliner ⑤ \$84.98 ⑥ Dec-92



6 Car Set ① 106-013 ② New York Central ③ Light.Stripe ⑤ \$124.98 ⑥ Dec-92 4 Car Add-On Set ① 106-023 ② New York Central ③ Light.Stripe ⑤ \$84.98 ⑥ Dec-92



6 Car Set ① 106-015 ② VIA Rail ③ VIA Blue ⑤ \$124.98 ⑥ Dec-92 4 Car Add-On Set ① 106-025 ② VIA Rail ③ VIA Blue ⑤ \$84.98 ⑥ Dec-92



6 Car Set ① 106-016 ② Baltimore & Ohio ③ Capital Ltd ⑤ \$124.98 ⑥ Oct-93 4 Car Add-On Set ① 106-026 ② Baltimore & Ohio ③ Capital Ltd ⑤ \$84.98 ⑥ Oct-93



6 Car Set ① 106-017 ② Burlington Northern ③ Green,Black ⑤ \$124.98 ⑥ Oct-93 4 Car Add-On Set ① 106-027 ② Burlington Northern ③ Green,Black ⑤ \$84.98 ⑥ Oct-93



6 Car Set ① 106-018 ② Pennsylvania ③ Five Stripe ⑤ \$124.98 ⑥ Oct-93 4 Car Add-On Set ① 106-028 ② Pennsylvania ③ Five Stripe ⑤ \$84.98 ⑥ Oct-93



6 Car Set ① 106-019 ② Southern Pacific ③ Daylight ⑤ \$124.98 ⑥ Oct-93 4 Car Add-On Set ① 106-029 ② Southern Pacific ③ Daylight ⑤ \$84.98 ⑥ Oct-93

N Scale Models

KATO U.S.A. 10 year N-Scale History



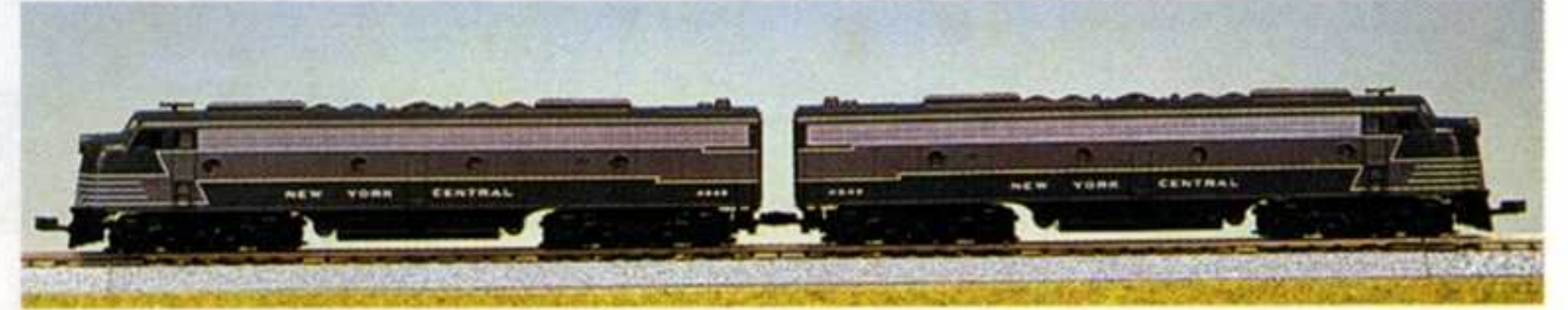
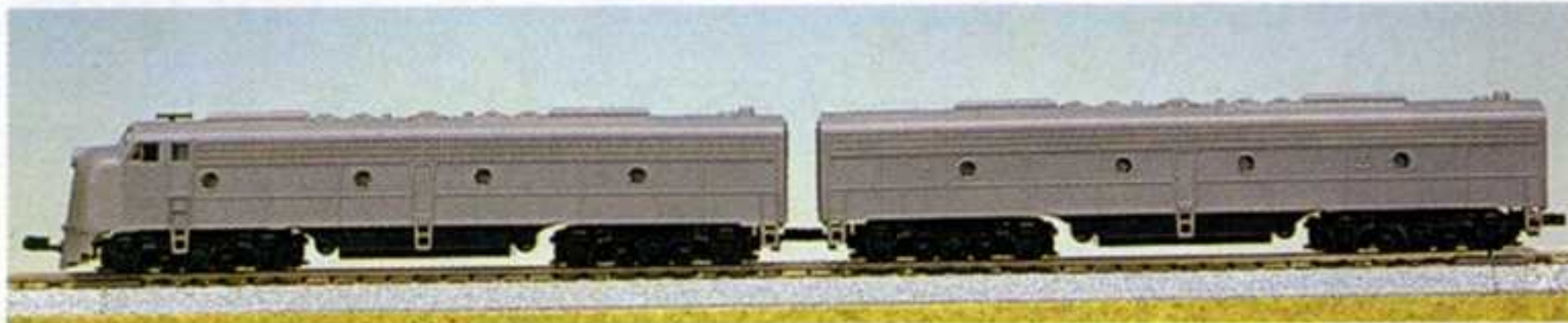
E8/9

BUILDER General Motors (Electro-Motive Division)
YEAR OF FIRST PRODUCTION 1949
LENGTH 70'-3"
WHEEL CONFIGURATION A1A -A1A
POWER 2250 HP(E8) / 2400 HP (E9) Diesel
PURPOSE Passenger unit

the same "bulldog" nose. The unit utilized two separate prime movers (diesel engines) and rode on A-1-A trucks (powered axle-idler-powered axle) that gave a exceptionally smooth ride favored by the crews.

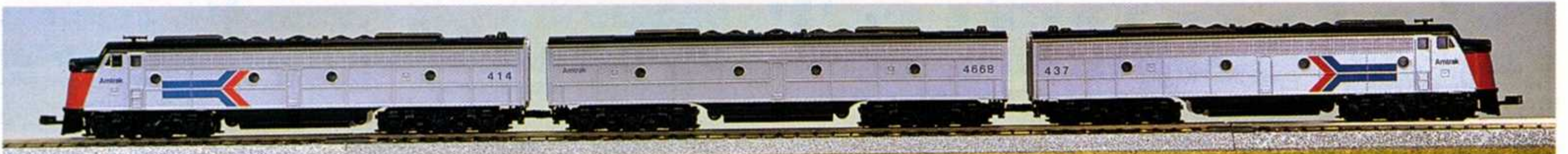
The Kato U.S.A. models feature the later style flush numberboard and single or double headlights and freight style or passenger style (flush streamlined) pilots on the "A" units.

The E8/9 A&B shared a carbody generally following the design of the dual service F7 with



① 176-250 ② Undecorated ③ Sngl HL,S/G ④ — ⑤ \$79.98 ⑥ Apr-93
 ① 176-290 ② Undecorated ③ S/G ④ — ⑤ \$79.98 ⑥ Apr-93

① 176-253 ② New York Central ③ Sngl HL,S/G ④ #4049 ⑤ \$79.98 ⑥ Apr-93
 ① 176-254 ② New York Central ③ Sngl HL,S/G ④ #4054 ⑤ \$79.98 ⑥ Apr-93



① 176-251 ② Amtrak ③ Sngl HL,S/G ④ #414 ⑤ \$79.98 ⑥ Apr-93
 ① 176-291 ② Amtrak ③ S/G ④ #466B ⑤ \$79.98 ⑥ Apr-93
 ① 176-252 ② Amtrak ③ Sngl HL,S/G ④ #437 ⑤ \$79.98 ⑥ Apr-93



① 176-255 ② Pennsylvania (Tuscan) ③ Sngl HL,S/G ④ #5706 ⑤ \$79.98 ⑥ Oct-94
 ① 176-256 ② Pennsylvania (Tuscan) ③ Sngl HL,S/G ④ #5802 ⑤ \$79.98 ⑥ Oct-94

① 176-260 ② Undecorated ③ Dual HL,S/G ④ — ⑤ \$79.98 ⑥ Apr-93



① 176-261 ② Milwaukee Road ③ Dual HL,S/G ④ #31C ⑤ \$79.98 ⑥ Apr-93
 ① 176-292 ② Milwaukee Road ③ S/G ④ #34B ⑤ \$79.98 ⑥ Apr-93
 ① 176-262 ② Milwaukee Road ③ Dual HL,S/G ④ #35A ⑤ \$79.98 ⑥ Apr-93



① 176-263 ② Union Pacific ③ Dual HL,S/G ④ #927 ⑤ \$79.98 ⑥ Apr-93
 ① 176-293 ② Union Pacific ③ S/G ④ #925B ⑤ \$79.98 ⑥ Apr-93
 ① 176-264 ② Union Pacific ③ Dual HL,S/G ④ #934 ⑤ \$79.98 ⑥ Apr-93

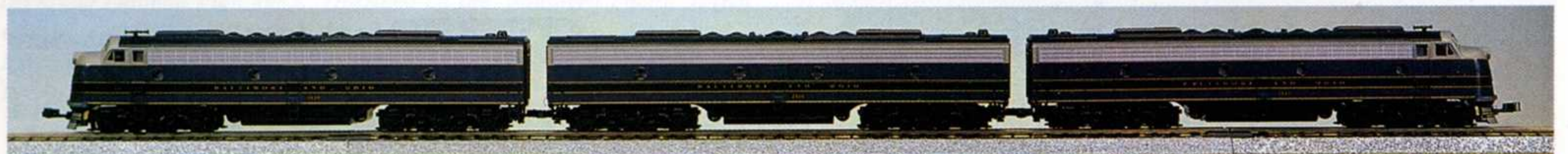


① 176-265 ② Union Pacific ③ Dual HL,S/G ④ #926 ⑤ \$79.98 ⑥ Oct-94
 ① 176-294 ② Union Pacific ③ S/G ④ #935B ⑤ \$79.98 ⑥ Oct-94
 ① 176-266 ② Union Pacific ③ Dual HL,S/G ④ #932 ⑤ \$79.98 ⑥ Oct-94



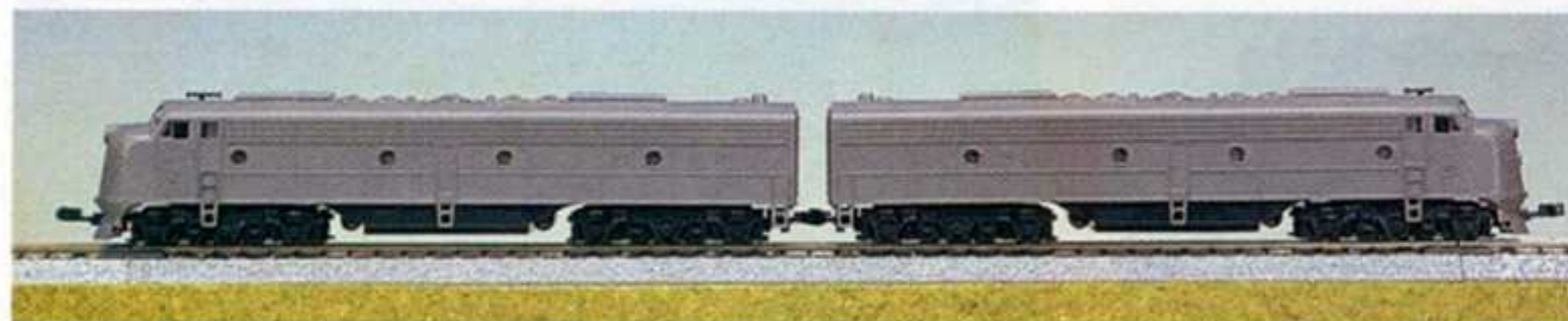
① 176-267 ② Burlington Northern ③ Dual HL,S/G ④ #9942 ⑤ \$79.98 ⑥ Oct-94
 ① 176-268 ② Burlington Northern ③ Dual HL,S/G ④ #9943 ⑤ \$79.98 ⑥ Oct-94

① 176-271 ② VIA Rail ③ Frt,Sngl HL,S/G ④ #1898 ⑤ \$79.98 ⑥ Apr-93
 ① 176-272 ② VIA Rail ③ Frt,Sngl HL,S/G ④ #1899 ⑤ \$79.98 ⑥ Apr-93



① 176-273 ② Baltimore & Ohio ③ Frt,Sngl HL,S/G ④ #1439 ⑤ \$79.98 ⑥ Oct-94
 ① 176-295 ② Baltimore & Ohio ③ S/G ④ #2416 ⑤ \$79.98 ⑥ Oct-94
 ① 176-274 ② Baltimore & Ohio ③ Frt,Sngl HL,S/G ④ #1441 ⑤ \$79.98 ⑥ Oct-94

N-Scale Models



① 176-270 ② Undecorated ③ Sngl HL,S/G ④ — ⑤ \$79.98 ⑥ Apr-93
 ① 176-280 ② Undecorated ③ Frt, Dual HL, S/G ④ — ⑤ \$79.98 ⑥ Oct-94



① 176-281 ② Southern Pacific ③ Frt,Dual HL,S/G ④ #6047 ⑤ \$79.98 ⑥ Oct-94
 ① 176-282 ② Southern Pacific ③ Frt,Dual HL,S/G ④ #6053 ⑤ \$79.98 ⑥ Oct-94



C30-7

BUILDER General Electric Company
YEAR OF FIRST PRODUCTION 1976
LENGTH 67'-3"
WHEEL CONFIGURATION C-C
POWER 3000 HP Diesel
PURPOSE High-horsepower road unit

The C30-7 is basically a completely redesigned U30C which incorporates almost a decade of design improvements, primarily modular electronics. The main spotting feature is the wide "wing" radiator which extends over the rear walkway to allow more cooling coil area. The six-axle GEs are popular in unit coal service on both eastern and western roads.



① 176-300 ② Undecorated ③ — ④ — ⑤ \$94.98 ⑥ Dec-94



① 176-301 ② Santa Fe (Blue & Yellow Warbonnet) ③ — ④ #8017 ⑤ \$94.98 ⑥ Dec-94



① 176-302 ② Santa Fe (Blue & Yellow Warbonnet) ③ — ④ #8028 ⑤ \$94.98 ⑥ Dec-94



① 176-303 ② Burlington Northern ③ — ④ #5516 ⑤ \$94.98 ⑥ Dec-94



① 176-304 ② Burlington Northern ③ — ④ #5558 ⑤ \$94.98 ⑥ Dec-94



① 176-305 ② Conrail ③ — ④ #6600 ⑤ \$94.98 ⑥ Dec-94



① 176-306 ② Conrail ③ — ④ #6602 ⑤ \$94.98 ⑥ Dec-94



① 176-307 ② CSX (Yellow Nose) ③ — ④ #7007 ⑤ \$94.98 ⑥ Dec-94



① 176-308 ② CSX (Yellow Nose) ③ — ④ #7012 ⑤ \$94.98 ⑥ Dec-94



① 176-309 ② Norfolk Southern ③ — ④ #8031 ⑤ \$94.98 ⑥ Dec-94



① 176-30A ② Norfolk Southern ③ — ④ #8050 ⑤ \$94.98 ⑥ Dec-94



① 176-30B ② Union Pacific ③ — ④ #2411 ⑤ \$94.98 ⑥ Dec-94



① 176-30C ② Union Pacific ③ — ④ #2419 ⑤ \$94.98 ⑥ Dec-94




SD45

BUILDER General Motors (Electro-Motive Division)
YEAR OF FIRST PRODUCTION 1966
LENGTH 65'-8"
WHEEL CONFIGURATION C-C
POWER 3600 HP Diesel
PURPOSE High-horsepower road unit

The most obvious spotting feature of the SD45 are the flared radiator panels on the back end of the carbody. The 20-cylinder power plant was prone to crankshaft failures at first but modifications and improved lubrication solved the problems. SD45s are now back in favor and are giving good service for their original, second, and sometimes even third owners!

modifications and improved lubrication solved the problems. SD45s are now back in favor and are giving good service for their original, second, and sometimes even third owners!



① 176-310 ② Undecorated ③ — ④ — ⑤ \$95.00 ⑥ May-95



① 176-311 ② Santa Fe ③ — ④ #5300 ⑤ \$95.00 ⑥ May-95

KATO U.S.A. 10 year N-Scale History



① 176-312 ② Santa Fe ③ — ④ #5426 ⑤ \$95.00
⑥ May-95



① 176-313 ② Burlington Northern ③ — ④ #6480
⑤ \$95.00 ⑥ May-95



① 176-314 ② Burlington Northern ③ — ④ #6497
⑤ \$95.00 ⑥ May-95



① 176-315 ② Conrail ③ — ④ #6072 ⑤ \$95.00
⑥ May-95



① 176-316 ② Conrail ③ — ④ #6152 ⑤ \$95.00
⑥ May-95



① 176-317 ② Delaware & Hudson ③ — ④ #802
⑤ \$95.00 ⑥ May-95



① 176-318 ② Delaware & Hudson ③ — ④ #803
⑤ \$95.00 ⑥ May-95



① 176-319 ② Southern Pacific ③ — ④ #7500
⑤ \$95.00 ⑥ May-95



① 176-31A ② Southern Pacific ③ — ④ #7514
⑤ \$95.00 ⑥ May-95



① 176-31B ② Union Pacific ③ — ④ #3605
⑤ \$95.00 ⑥ May-95



① 176-31C ② Union Pacific ③ — ④ #3633
⑤ \$95.00 ⑥ May-95



① 176-31D ② Wisconsin Central ③ — ④ #6582
⑤ \$95.00 ⑥ May-95



① 176-31E ② Wisconsin Central ③ — ④ #6585
⑤ \$95.00 ⑥ May-95



① 176-3106 ② Chicago & North Western ③ —
④ #6527 ⑤ \$95.00 ⑥ Jul-96



① 176-3107 ② Chicago & North Western ③ —
④ #6568 ⑤ \$95.00 ⑥ Jul-96



① 176-3108 ② CP Rail System ③ — ④ #5493
⑤ \$95.00 ⑥ Jul-96



① 176-3109 ② CP Rail System ③ — ④ #5494
⑤ \$95.00 ⑥ Jul-96



① 176-3110 ② Erie Lackawanna ③ — ④ #3613
⑤ \$95.00 ⑥ Jul-96



① 176-3111 ② Erie Lackawanna ③ — ④ #3632
⑤ \$95.00 ⑥ Jul-96



① 176-3112 ② Great Northern ③ — ④ #410
⑤ \$95.00 ⑥ Jul-96



① 176-3113 ② Great Northern ③ — ④ #415
⑤ \$95.00 ⑥ Jul-96



① 176-3114 ② Reading ③ — ④ #7601 ⑤ \$95.00
⑥ Jul-96



① 176-3115 ② Reading ③ — ④ #7602 ⑤ \$95.00
⑥ Jul-96



① 176-3116 ② Southern Pacific ③ — ④ #8663
⑤ \$95.00 ⑥ Jul-96



① 176-3117 ② Southern Pacific ③ — ④ #8665
⑤ \$95.00 ⑥ Jul-96



① 176-3118 ② Union Pacific ③ — ④ #6 ⑤ \$95.00
⑥ Jul-96



① 176-3119 ② Union Pacific ③ — ④ #9 ⑤ \$95.00
⑥ Jul-9



USRA Heavy MIKADO

BUILDER Baldwin Locomotive Works, American Locomotive Company, and others
YEAR OF FIRST PRODUCTION 1918
LENGTH 82'-1 7/8" (w/tender)
WHEEL CONFIGURATION 2-8-2
POWER Steam
PURPOSE Medium speed freight

The United States Railway Administration (U.S.R.A.) took over management of the nation's railroads in December 1917. Even though the war ended in November 1918, the U.S.R.A. was obligated to return railroad property to their owners in pre-war condition, so continued operating the railroads until 1920, supplying fleets of standard design locomotives and freight cars to replace equipment worn out by heavy war traffic. At first railroads resisted not receiving equipment built to their own favorite plans, but soon found the U.S.R.A. equipment to be excellent, the railroads continued to build copies through the next decade! The U.S.R.A. heavy mikado (at 320,000 lbs. weight vs. 292,000 lbs. for the light mikado) had 233 originals built for 12 first owners. Later about 880 copies were built for 16 railroads representing 1/8 of the mikado type locomotives operation in the United States.



① 126-0108 ② Great Northern ③ — ④ #3208
 ⑤ \$159.98 ⑥ Apr-96



① 126-0111 ② Pennsylvania ③ — ④ #1662
 ⑤ \$159.98 ⑥ Apr-96



① 126-0114 ② Southern Pacific ③ — ④ #3304
 ⑤ \$159.98 ⑥ Apr-96



① 126-0100 ② Undecorated ③ — ④ —
 ⑤ \$159.98 ⑥ Apr-96



① 126-0101 ② Santa Fe ③ — ④ #4016
 ⑤ \$159.98 ⑥ Apr-96



① 126-0102 ② Santa Fe ③ — ④ #4088
 ⑤ \$159.98 ⑥ Apr-96



① 126-0103 ② Canadian National ③ — ④ #3801
 ⑤ \$159.98 ⑥ Apr-96



① 126-0104 ② Canadian National ③ — ④ #3803
 ⑤ \$159.98 ⑥ Apr-96



① 126-0105 ② Burlington Route ③ — ④ #5506
 ⑤ \$159.98 ⑥ Apr-96



① 126-0106 ② Burlington Route ③ — ④ #5514
 ⑤ \$159.98 ⑥ Apr-96



① 126-0107 ② Great Northern ③ — ④ #3200
 ⑤ \$159.98 ⑥ Apr-96



① 126-0109 ② New York Central ③ — ④ #9505
 ⑤ \$159.98 ⑥ Apr-96



① 126-0110 ② New York Central ③ — ④ #9506
 ⑤ \$159.98 ⑥ Apr-96



① 126-0112 ② Pennsylvania ③ — ④ #2861
 ⑤ \$159.98 ⑥ Apr-96



① 126-0113 ② Southern Pacific ③ — ④ #3303
 ⑤ \$159.98 ⑥ Apr-96



① 126-0115 ② Union Pacific ③ — ④ #2708
 ⑤ \$159.98 ⑥ Apr-96



① 126-0116 ② Union Pacific ③ — ④ #2716
 ⑤ \$159.98 ⑥ Apr-96



C44-9W

BUILDER General Electric Company
YEAR OF FIRST PRODUCTION 1993
LENGTH 85'-0"
WHEEL CONFIGURATION C-C
POWER 4,400hp diesel
PURPOSE High-horsepower road unit

The "DASH9" is one of the latest evolutions of the GE Universal locomotive line. Each railroad has specified its own combinations of high or low numberboards on the cab/nose, wide or narrow front and rear handrails, and five or six

steps on the frame. The Santa Fe (now BNSF) even has its own cab style notched to clear coal loading structures! These versatile units can be seen today highballing double stacks or lugging unit coal all over the United States and Canada.



① 176-3200 ② Undecorated ③ — ④ — ⑤ \$98.00
 ⑥ May-97



① 176-3201 ② Canadian National (CN North America)
 ③ — ④ #2502 ⑤ \$98.00 ⑥ May-97

KATO U.S.A. 10 year N-Scale History



① 176-3202 ② Canadian National (CN North America)
③ — ④ #2503 ⑤ \$98.00 ⑥ May-97



① 176-3203 ② Canadian National (CN North America)
③ — ④ Unnumbered ⑤ \$98.00 ⑥ May-97



① 176-3300 ② Undecorated ③ — ④ — ⑤ \$98.00
⑥ May-97



① 176-3301 ② Chicago & North Western ③ —
④ #8626 ⑤ \$98.00 ⑥ May-97



① 176-3302 ② Chicago & North Western ③ —
④ #8633 ⑤ \$98.00 ⑥ May-97



① 176-3303 ② Chicago & North Western ③ —
④ Unnumbered ⑤ \$98.00 ⑥ May-97



① 176-3304 ② Union Pacific ③ — ④ #9702
⑤ \$98.00 ⑥ May-97



① 176-3305 ② Union Pacific ③ — ④ #9726
⑤ \$98.00 ⑥ May-97



① 176-3306 ② Union Pacific ③ — ④ Unnumbered
⑤ \$98.00 ⑥ May-97



① 176-3401 ② CSX ③ — ④ #9009 ⑤ \$98.00
⑥ May-97



① 176-3402 ② CSX ③ — ④ #9024 ⑤ \$98.00
⑥ May-97



① 176-3403 ② CSX ③ — ④ Unnumbered
⑤ \$98.00 ⑥ May-97



① 176-3501 ② Santa Fe ③ — ④ #600 ⑤ \$98.00
⑥ May-97



① 176-3502 ② Santa Fe ③ — ④ #650 ⑤ \$98.00
⑥ May-97



① 176-3503 ② Santa Fe ③ — ④ Unnumbered
⑤ \$98.00 ⑥ May-97



① 176-3601 ② Southern Pacific ③ — ④ #8100
⑤ \$98.00 ⑥ May-97



① 176-3602 ② Southern Pacific ③ — ④ #8105
⑤ \$98.00 ⑥ May-97



① 176-3603 ② Southern Pacific ③ —
④ Unnumbered ⑤ \$98.00 ⑥ May-97

Commemorating the First Decade



10th Anniversary Business Car

Commemorating its 10th Anniversary in 1997, KATO U.S.A. released two limited edition corrugated side business cars with "Chicago" and "Tokyo" printed on the nameplates and gold color window moldings. Located in suburban Chicago, the first model

was the N scale GP38/-2 introduced in 1987.

*See Business Cars details on page 8.



① 156-0898 ② KATO USA 10th ANNIVERSARY ③ — ④ TOKYO ⑤ \$27.00
⑥ May-97



① 156-0899 ② KATO USA 10th ANNIVERSARY ③ — ④ CHICAGO ⑤ \$27.00
⑥ May-97

N-Scale Models

 **DB / DRG
BR86**

'98 New **'98 Neuheiten**

The BR86 2-8-2T Tank locomotive was used for freight and passenger service in Germany and Austria.

Die BR 86 1'D1' Tenderlokomotive wurde in Deutschland und in Österreich im Güter- und Personenverkehr eingesetzt.



73500	BR86 200	DRG	\$119.98	73501	BR86 088	DRG (Photo-paint / Fotolackierung)	\$139.98
73502	BR86 217	DB	\$119.98	73505	BR86 106	ÖBB	\$119.98

 **Re 4/4 460
Re 4/4 465**

The Re 4/4 460 is the newest SBB CFF FFS (Swiss Federal Railway) locomotive, that can be recognized by its distinct wedge shaped body. The maximum speed is 230 km/h (143 mph). The Re 4/4 465 has the same outline as the Re 4/4 460, however, it is equipped with a lower gear ratio for service in mountainous districts.

Die Re 4/4-460 ist die neuste und modernste Universal-Lok der SBB CFF FFS / Schweizerischen Bundesbahn, klar erkennbar am stromlinienförmigen Lokkasten, entworfen vom berühmten Designer PINIFARINA. Die Höchstgeschwindigkeit der Loks liegt bei 230 km/h (143 mph).

Die Re 4/4 - 465 hat das gleiche äußere Erscheinungsbild, unterscheidet sich aber vor allem im technischen Bereich und läuft bei der BLS / Bern-Löschberg-Simplon-Bahn in blau/creme Farbgebung.



13709 Re 4/4 460 / Lok 2000 - SBB-CFF-FFS



13710 Re 4/4 465 / Lok 2000 - BLS

 **RENFE 269**

'98 New **'98 Neuheiten**

The RENFE 269 is a freight and express passenger locomotive of the Spanish National Railway. The locomotive livery varies with its intended service assignment.

Die E-Lok 269 der Spanischen Nationalbahn wurde sowohl bei Güter- als auch bei Personenzügen verwendet. Je nach Bestimmung variierte die Lackierung der Lokomotive.



137-1301	Brown Color	Braun	#269-326-5
137-1302	Gray / Yellow Color	Grau / Gelb	#269-092-3
137-1303	Gray / Yellow Color	Grau / Gelb	#269-304-2
137-1304	Talgo Color	Talgo	#269-297-8
137-1305	Talgo Color	Talgo	#269-248-1
137-1306	Yellow / Blue (Monster)	Gelb / Blau (Monster)	#269-601-1
137-1307	Yellow / Blue	Gelb / Blau	#269-222-6



TGV

The TGV (Train À Grande Vitesse) is one of the most famous express trains in the world. This product is modeled after the SNCF (French National Railway Company) TGV-PSE, which has operated between Paris and Lyon since 1981.

Der TGV ist einer der berühmtesten Expresszüge der Welt. Das Modell entspricht dem Vorbild, das den Betrieb 1981 auf der Strecke zwischen Paris und Lyon aufnahm.



- | | | |
|--------|---|----------|
| 10-091 | TGV Standard 6 Car Set /6-teilige Grundeinheit | \$162.00 |
| 10-092 | TGV Add-on 4 Car Set /4-teilige Ergänzungseinheit | \$70.00 |



Eurostar

The Eurostar is an international express train, which serves London, Paris and Brussels via the Euro Tunnel.

Der Eurostar ist ein internationaler Expresszug, der via Euro Tunnel zwischen den Städten London, Paris und Brüssel pendelt.



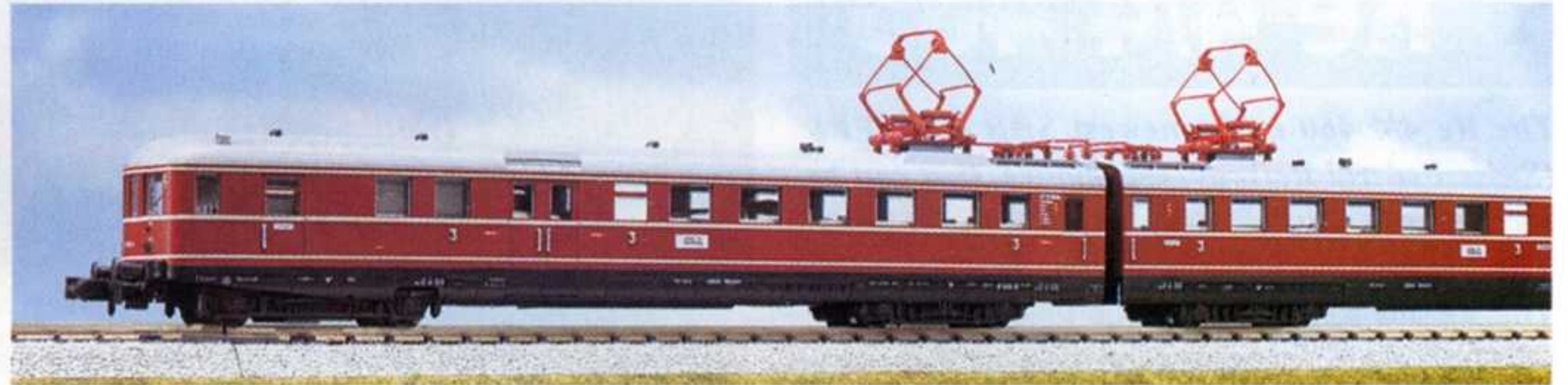
- | | | |
|--------|--|----------|
| 10-327 | Eurostar Standard 8 Car Set /8-teilige Grundeinheit | \$230.00 |
| 10-328 | Eurostar Add-on 4 Car Set /4-teilige Ergänzungseinheit | \$74.00 |



DB / DRG ET25

The ET25 was introduced for express commuter service in 1935 and ran until 1964. The model was produced in the DB (German Federal Railway) and DRG (German State Railway) versions.

Der ET25 wurde 1935 für den Nahverkehr eingeführt und war bis 1964 im Einsatz. Das Modell wurde in der DB- und in der DRG-Version produziert.



- | | | | |
|-------|------|-----|------------|
| 10708 | ET25 | DB | Epoche III |
| 10709 | ET25 | DRG | Epoche II |



DB / DRG Flying Hamburger Fliegender Hamburger

The SVT 877 or "Flying Hamburger" was developed by the DRG for express service between Berlin and Hamburg during the 1930's. Later, it would serve the DB as the VT 04.

In den 30-er Jahren wurde der "Fliegender Hamburger" von der DRG für den Expressverkehr zwischen Berlin und Hamburg entwickelt. Später fuhr er als VT 04 für die DB.



- | | | | | | | | |
|-------|--------|-----|--------|-------|--------|------|--------------|
| 10704 | SVT877 | DRG | 1.Ver. | 10706 | VT04 | SWDE | Rhein / Main |
| 10705 | VT04 | DB | | 10707 | SVT877 | DRG | 2.Ver. |



Tram Car Straßenbahn

This model represents a design first introduced during the 1930's and can be seen today in Germany, Austria and Switzerland.

Das Design dieses Modells wurde in den 30-er Jahren eingeführt. Es ist noch heute in Deutschland, Österreich und in der Schweiz zu sehen.

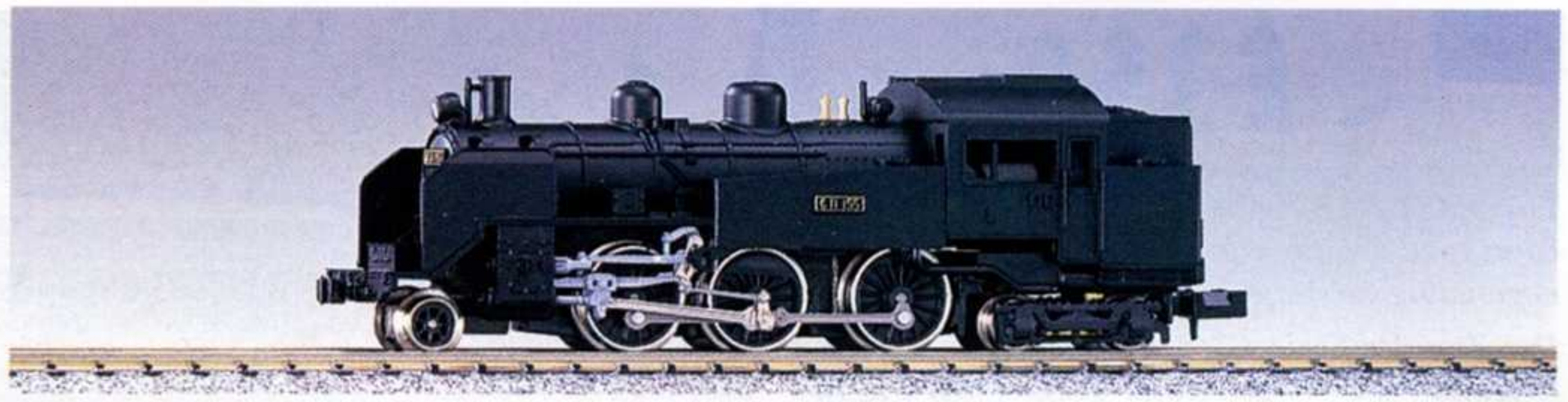


- | | |
|-------|--|
| 14600 | Düsseldorf, Standard 2 Car Set /2-teilige Grundeinheit |
| 14601 | Düsseldorf, Add-on Single Car /Beiwagen |
| 14603 | Tram Car, Orange (Maintenance car) /Straßenbahn, Orange (Arbeitswagen) |

C11

The Japanese C11 steam locomotive, designed primarily for switching, was introduced in 1932.

Die japanische Dampflokomotive C11, in erster Linie für Rangierarbeiten konstruiert, wurde 1932 in Betrieb genommen.



2002 C11 \$74.25

C62

The C62 steam locomotive was utilized primarily for passenger service since 1947.

Die Dampflokomotive C62 wurde ab 1947 vor allem im Personenverkehr eingesetzt.



2003 C62 \$94.50

EF65₅₀₀

The EF65₅₀₀ electric locomotive was used to pull the 20 Series Sleeper. This loco is still operated primarily for freight service.

Die Elektrolok EF65₅₀₀ wurde eingesetzt, um die Schlafwagen der 20-er Serie zu ziehen. Gegenwärtig wird sie vor allem im Güterverkehr verwendet.



3017-1 EF65500 \$72.90

DD51

Heavy duty Diesel Locomotive, still widely in service on unelectrified lines. Built 1962.

Die schwere Mehrzweckdiesellok ist seit 1962 im Einsatz und vor allem auf nicht elektrifizierten Strecken weit verbreitet.



7002-1 DD51 \$56.70

Shinkansen 100 Series

The 100 Series train operates on the Tokaido-Sanyo Shinkansen line, in the Hikari formation.

Der Zug der 100-er Serie fährt auf der Tokaido-Sanyo Shinkansen-Strecke, in der Hikari Formation.



10-354	100 Series Standard 6 Car Set / 100 Shinkansen 6-teilige Grundeinheit	\$189.00
10-355	100 Series Add-on 6 Car Set / 100 Shinkansen 6-teilige Ergänzungseinheit	\$121.50
10-356	100 Series Add-on 2 Car Set / 100 Shinkansen 2-teilige Ergänzungseinheit	\$40.50

Shinkansen E1 "Max"

The double-decker "Bullet" train, which currently operates on the Tohoku and Joetsu Shinkansen

Der Doppelstock Express-Zug verkehrt zur Zeit auf den Strecken von Tohoku und Joetsu.



10-340	E1"Max" Standard 4 Car Set / E1"Max" 4-teilige Grundeinheit	\$162.00
10-341	E1"Max" Add-on 4 Car Set / E1"Max" 4-teilige Ergänzungseinheit	\$81.00

Shinkansen E2 Series

The E2 Series appears on the Hokuriku Shinkansen line (Nagano to Tokyo) in Japan, in the "Asama" formation.

Die E2 Serie fährt auf der Strecke Nagano-Tokyo, in der "Asama" Formation.



10-377	Shinkansen E2 Series Standard 6 Car Set / Shinkansen E2 Serie 6-teilige Grundeinheit	\$195.75
10-378	Shinkansen E2 Series Add-on 2 Car Set / Shinkansen E2 Serie 2-teilige Ergänzungseinheit	\$40.50

The E351 Series

The E351 Super Azusa is "Pendulum Body Equipped", causing the model to tilt when negotiating curves just like the actual train.

Der Zug der Serie E351 ist - genauso wie das Original - mit Neigetechnik ausgestattet, d. h. die Triebköpfe als auch die Wagen neigen sich, wenn sie in eine Kurve fahren.



Pendulum Body Equipped
Wagen mit Neigetechnik ausgestattet

- 10-358 E351 "Super Azusa" Standard 8 Car Set / 8-teilige Grundeinheit \$260.55
- 10-359 E351 "Super Azusa" Add-on 4 Car Set / 4-teilige Ergänzungseinheit \$116.10

The 205 Series

The Series 205 stainless steel commuter trains have served Tokyo's public transportation system since 1985.

Die Züge der 205-er Serie aus rostfreiem Stahl werden seit 1985 im Nahverkehr von Tokyo eingesetzt.



- 10-331 205 Series 7 Car Set / 205-er Serie 7-teilige Grundeinheit \$186.30

Odakyu 10000 type

The Odakyu Type 10000 is an articulated limited express train, which operates between Tokyo and Hakone. The model features interior lighting and full width diaphragms.

Der Odakyu Typ 10000 ist ein Expresszug, der auf der Strecke Tokyo-Hakone verkehrt. Dieser Zug wird von KATO in limitierter Auflage gefertigt. Das Modell zeichnet sich durch Innenbeleuchtung und realistisch breite Bülge aus.

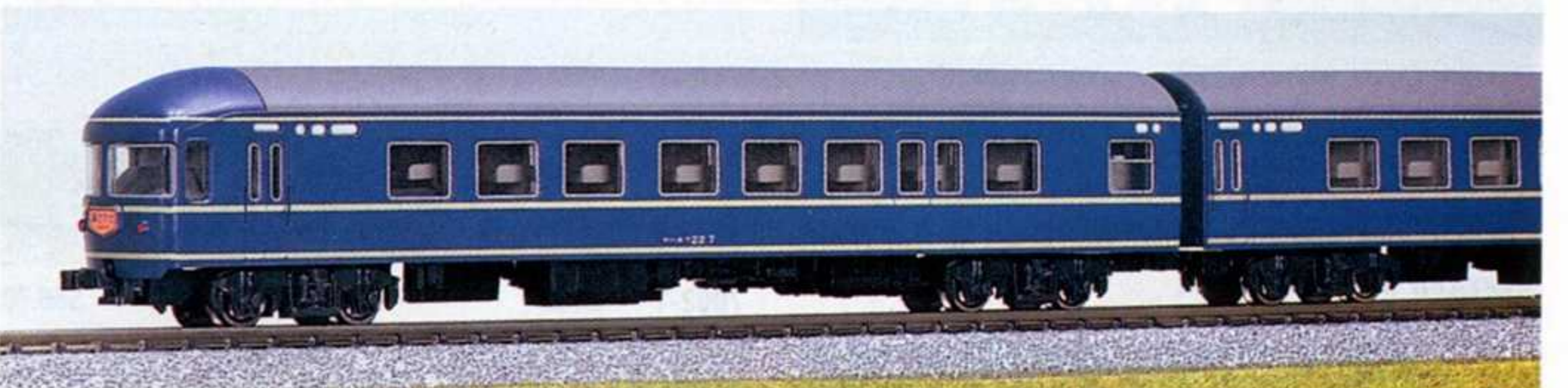


- 10-161 Odakyu 10000 Type 11 Car Set / Odakyu Typ 10000 11-teilige Garnitur \$229.50

The 20 Series

The 20 Series Super Express Sleepers primarily served lines between Tokyo and the southern island of Kyushu.

Die Super Express Schlafwagen der Serie 20 fuhren vor allem auf der Strecke zwischen Tokyo und der südlichen Insel Kyushu.



- 10-366 20 Series Standard 7 Car Set / 20 Serie 7-teilige Grundeinheit \$162.00

The Suha 43 Series

The Series 43 passenger cars were developed during the 1950's for service with the Japanese National Railways (JNR).

Die Personenzüge der 43-er Serie wurden in den 50-er Jahren entwickelt und von der JNR (Japanische Nationale Bahngesellschaft) in Betrieb genommen.



- | | | | | | | | |
|--------|-----------|---------------|---------|--------|-----------|-------------|---------|
| 5018-1 | Suha 43 | Brown / braun | \$16.20 | 5018-2 | Suha 43 | Blue / blau | \$16.20 |
| 5019-1 | Suhafu 43 | Brown / braun | \$16.20 | 5019-2 | Suhafu 43 | Blue / blau | \$16.20 |



- Taki 3000** Tank car, built 1946. / Tankwagen, Baujahr 1946.
- 8008 Taki 3000 (Black / Schwarz) \$10.80
 - 8008-1 Taki 3000 (Silver / Silber) \$10.80



- Wamu 8000** Covered goods wagon, built 1960. / Gedeckter Güterwagen, Baujahr 1960.
- 8007 Wamu 8000 \$6.75

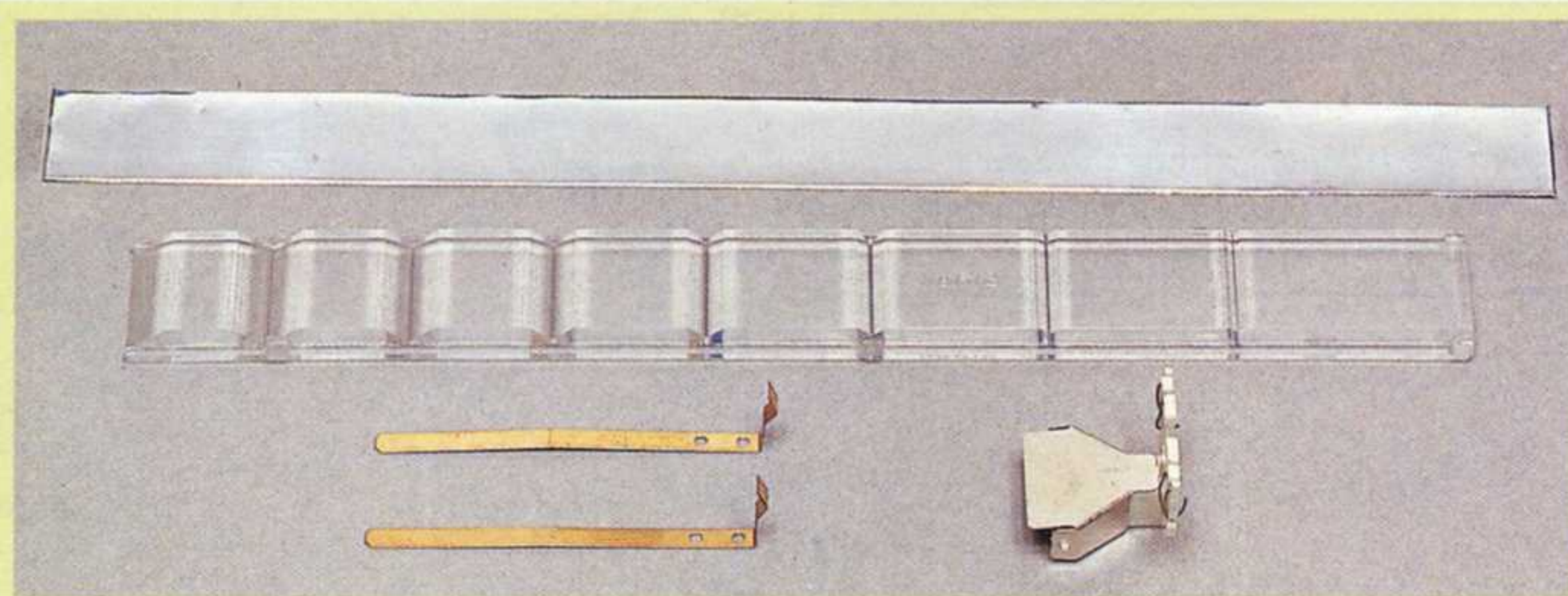


- Ku 5000** Double deck car carrier, built 1966. / Doppelstöckiger Autotransporter, Baujahr 1966.
- 8018 Ku 5000 \$12.15



- Yo 8000** Caboose, built 1975. / Zugbegleitwagen, Baujahr 1975.
- 8022 Yo 8000 \$6.75

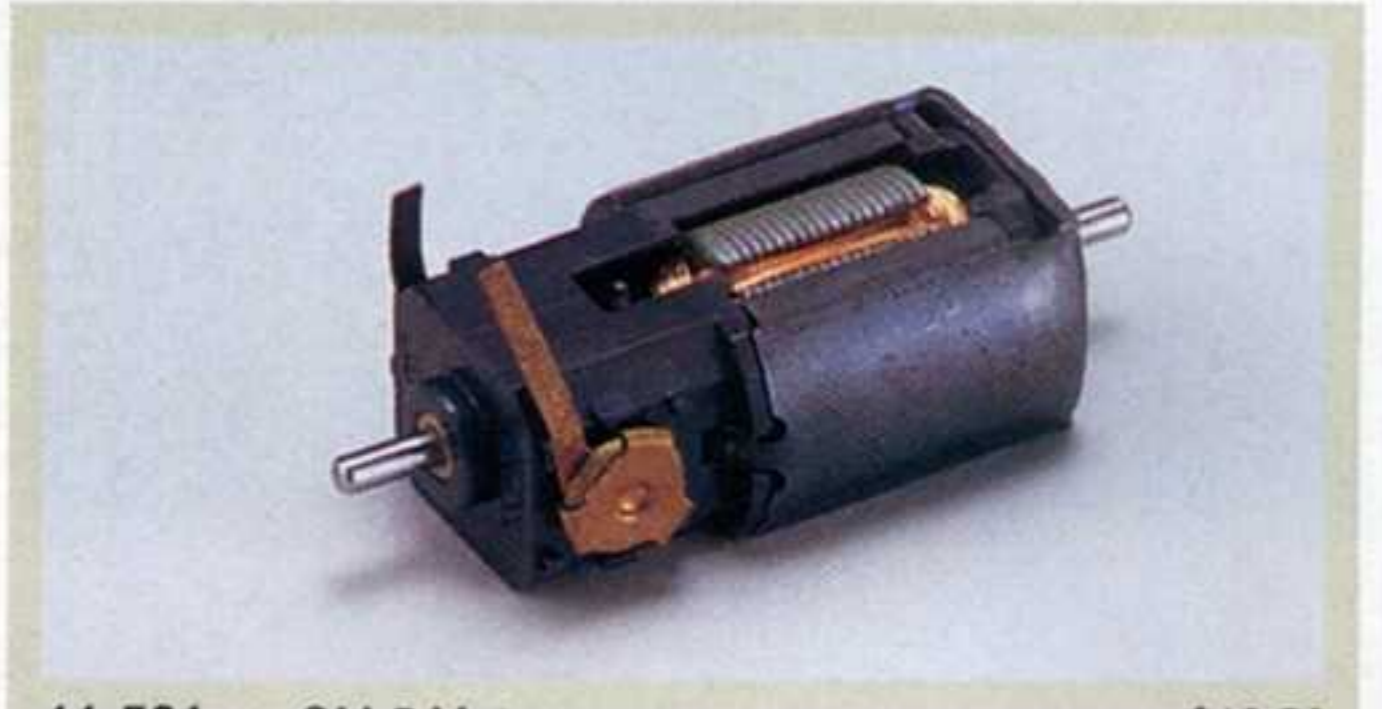
Optional Components for N-Scale



- 11-204** Passenger Car Lighting Kit / Innenbeleuchtungs-Set für Personenwagen \$5.98
11-206 Passenger Car Lighting Kit (6ea.) / Innenbeleuchtungs-Set für Personenwagen (6 Stück) \$29.98

Fits all North American passenger cars, most European and Japanese models.

Geeignet für alle nordamerikanischen Personenwagen und für die meisten europäischen und japanischen Modelle.



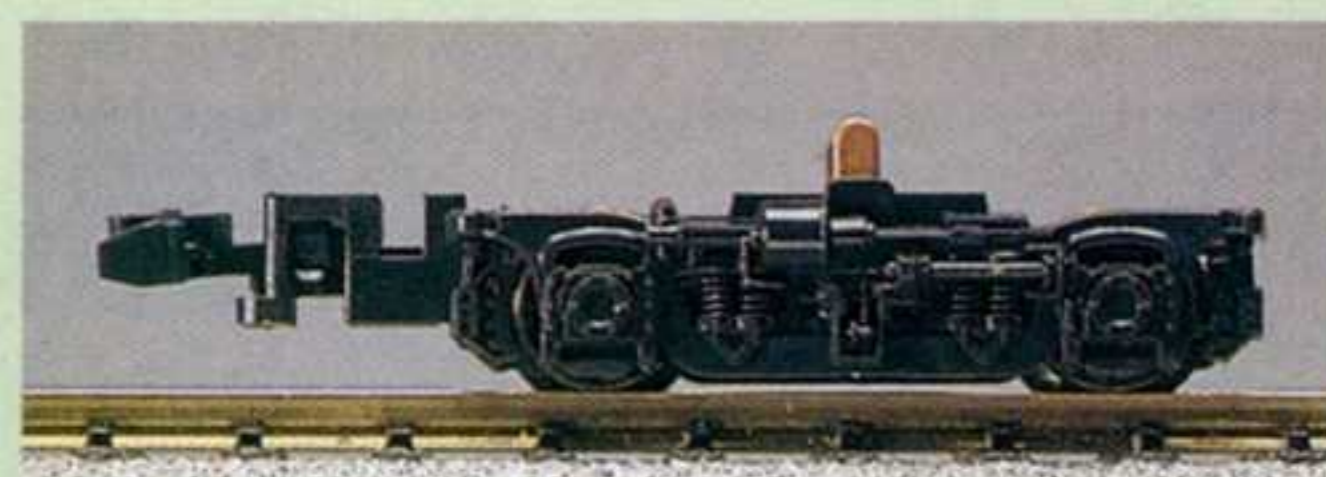
- 11-501** GM-5 Motor \$13.50

Double shaft motor for re-powering projects.

5-poliger Motor mit zwei Wellen.

**To replace motor in KATO products please refer to the parts catalog.*

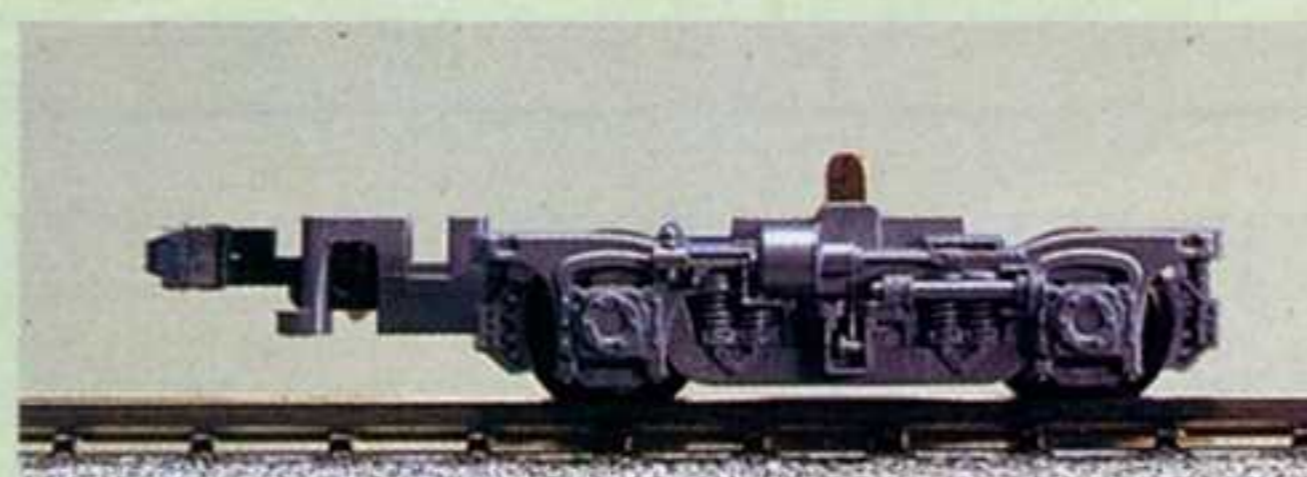
**Nähere Angaben zum Wechsel eines Motors entnehmen Sie bitte den Explosionszeichnungen im KATO Ersatzteil-Katalog.*



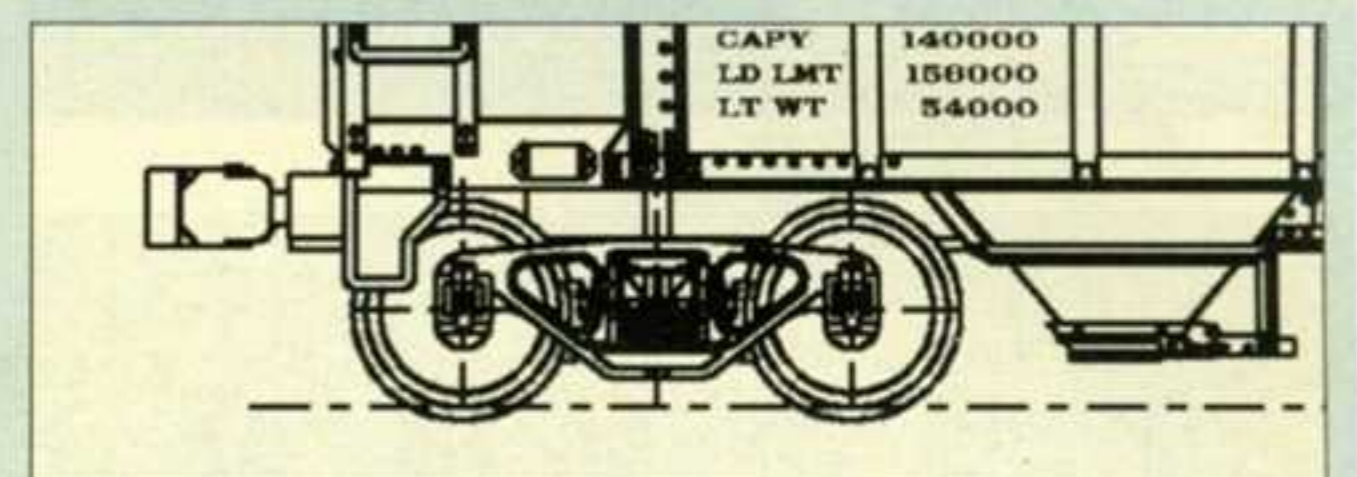
- 11-0601** Passenger Car Truck, Black (pair) \$6.00
 Drehgestell für Personenwagen,
 (5,6mm, schwarz vernickelt (1 Paar))

General Steel Casting four-wheel roller bearing truck. Smooth rolling truck with pick up contacts and KATO Couplers. For use with the KATO smooth side passenger cars series.

Die KATO Standard Drehgestelle mit 4 Stahlgußrädern und KATO Profi Kupplungen garantieren ein absolut ruhiges und gleichmäßiges Fahrverhalten und eine optimale Stromaufnahme. Geeignet für die KATO Leichtstahlwagen-Serie.



- 11-0602** Passenger Car Truck, Silver (pair) \$6.00
 Drehgestell für Personenwagen,
 (5,6mm, silberfarbig (1 Paar))



- 11-0611** ASF A-3 Ride Control Truck (pair) T.B.A.
 ASF A-3 "Ride Control" Drehgestell (1 Paar)

KATO plans to introduce this popular truck in 1998. Capable of improving operational characteristics and appearance, these trucks can be retro fitted onto most of your rolling stock.

KATO beabsichtigt, dieses sehr bekannte Drehgestell 1998 anzubieten. Es verbessert stark die Laufeigenschaften und optimiert das Aussehen. Es ist zur Nachrüstung für nahezu jedes rollende Material geeignet.

Enhance the performance of your Mikado!!

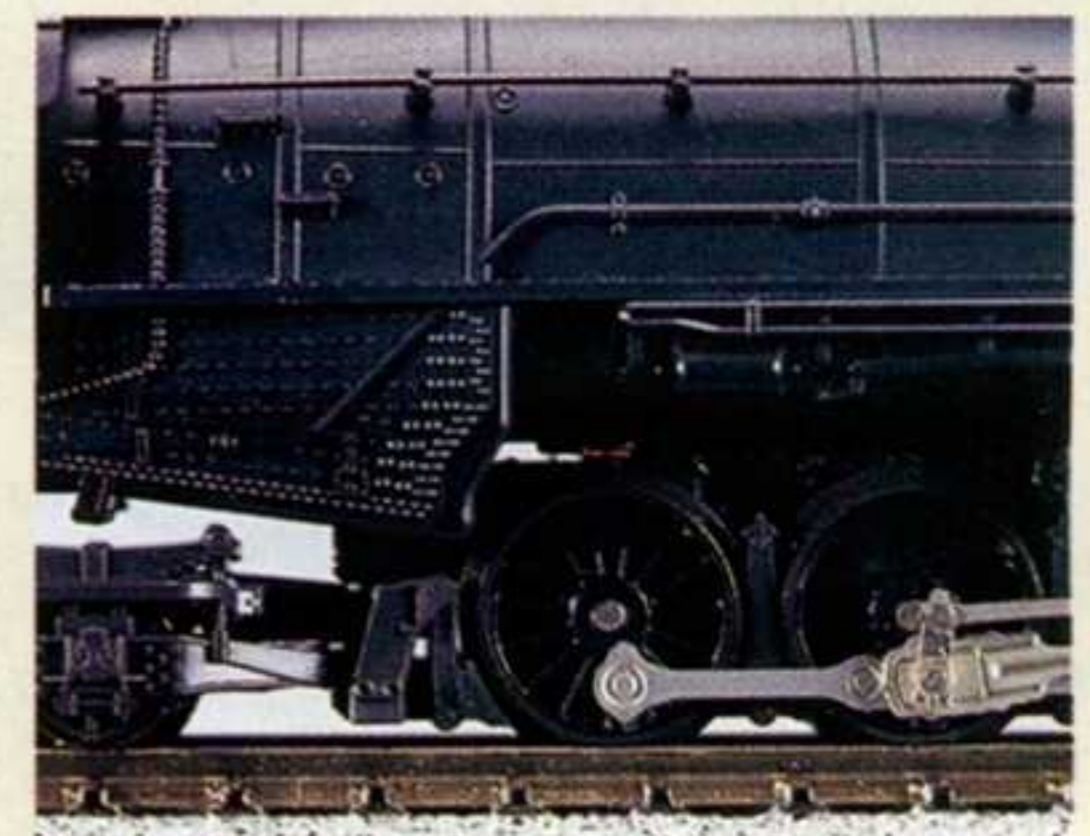
Retrofit the original No.4 driver of your Mikado model with the new Mikado Driver with Traction Tire. Sold separately from the model, this optional modification increases the performance of your Mikado model, especially when being used with long trains and/or on grades.

- 11-604** Mikado Driver with Traction Tire \$7.98

Erhöhen Sie die Leistung Ihrer Mikado!!

Sie können das Treibrad Ihrer Mikado durch das neue Treibrad mit Haftreifen austauschen. Besonders empfehlenswert für lange Züge und für Fahrten auf großen Steigungen.

- 11-604** Mikado Triebtrieb mit Haftreifen



- 11-700** Rapido Coupler (10ea.) \$2.25
 Kupplung (10 Stück)

Standard shank coupler for truck mounting.

Standard Klauenkupplung für Güterwagen.



- 11-702** KATO Coupler (20ea.) \$6.00
 KATO Profi Kupplung (20 Stück)

The KATO Coupler is designed for T-shank truck mount applications. Mates with all brands of N scale automatic and semi-automatic knuckle couplers.

Die KATO Profi Kupplung ist für Drehgestelle mit T-Schaft ausgerichtet und ist kompatibel zu allen automatischen und halbautomatischen Klauen-Kupplungen.



- 11-707** KATO Knuckle Coupler, T-Shank T.B.A.
 KATO Klauen-Kupplung, T-Schaft

- 11-708** KATO Knuckle Coupler, KATO Pilot Mount T.B.A.
 KATO Klauen-Kupplung, KATO "Pilot Mount"

The new KATO Knuckle Couplers are more prototypical in size and shape. Mates with the KATO Coupler (11-702) and other brands of knuckle couplers.

Die neuen KATO Klauen-Kupplungen zeichnen sich durch verbesserte Maßstabtreue in Größe und Form aus. Sie können problemlos zusammen mit der Kupplung (11-702) und allen anderen Klauen-Kupplungen verwendet werden.



- Parts Catalog** \$2.00
Ersatzteil-Katalog \$2.00

The current issue covers all KATO U.S.A. production through the N scale USRA Mikado and HO C44-9W. Contains production listing, exploded parts diagrams and numerical parts list.

Die aktuelle Ausgabe des Ersatzteil-Kataloges deckt die ganze Palette von KATO USA Produkten einschließlich der USRA Mikado (Spur N) und C44-9W (Spur H0) ab. Der Katalog beinhaltet eine Auflistung aller hergestellten Typen, Explosionszeichnungen und eine Liste aller Ersatzteil-Nummern.

Accessories for N-Scale

Autos

Toyota automobiles in assorted colors for use on layouts or Japanese Ku5000 auto transport car.
Toyota Modellautos in verschiedenen Farben für Modellbahnanlagen oder den japanischen Ku5000 PKW-Transporter.



23-500 Toyota Autos (6ea.) \$8.00
 Toyota (6-er Pack)

Figures

KATO has made arrangements with the German firm Preiser to produce figures with Japanese characteristics and authentic dress.

Unter Mitarbeit von Paul M. Preiser GmbH haben wir Modellfiguren mit japanischen Gesichtszügen und Kleidern kreiert.



24-201 Train crew / Zugpersonal \$12.50
Train crew includes engineers (drivers) and conductors.
Besteht aus Lokomotivführer und Schaffner.



24-202 Station attendants / Bahnwärter \$12.50
Station attendants with red flags.
Bahnwärter mit roter Flagge.



24-203 Maintenance workers / Gleisarbeiter \$12.50
Maintenance workers with yellow safety outfits.
Gleisarbeiter in gelben Sicherheitsanzügen.



24-204 Standing passengers / Passagiere im Stehen \$12.50
Standing passengers, for a platform, bus stop and street scenes.
Stehende Passagiere, für Bahnsteige, Bushaltestellen und Straßenszenen.



24-205 Seated passengers / Sitzende Passagiere \$12.50
Seated passengers in various poses.
Sitzende Passagiere im Gehen, in verschiedenen Posen.



24-207 Walking passengers / Passagiere im Gehen \$12.50
Walking passengers in various poses.
Passagiere im Gehen, in verschiedenen Posen.



24-209 Elementary school children / Grundschüler \$12.50
Elementary school children, boys and girls with school bags and umbrellas.
Grundschüler, Jungen und Mädchen mit Schulranzen und Regenschirmen.

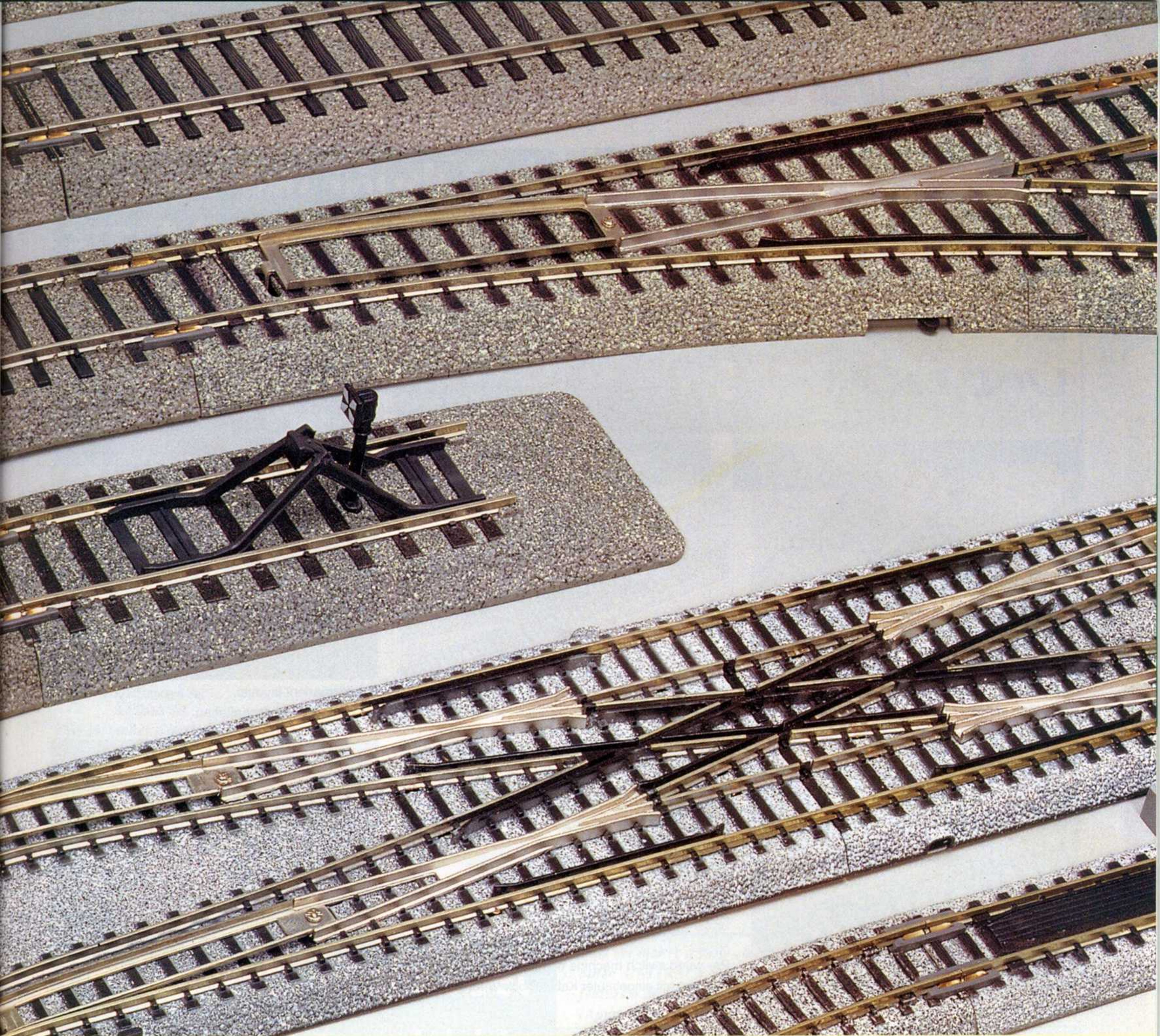


24-210 Students / Studenten \$12.50
High School students in uniforms.
High-School Studenten in Uniform.



◀ **Japanese Commuters.**
Japanische Pendler

- The color of the figures may vary from the illustrations.
- Price may change without notice.
- Farbabweichungen vom Katalogbild bei den Figuren und Preisänderungen vorbehalten.



UNITRACK & Structures

■ N-Scale UNITRACK

- Advantages of KATO UNITRACK System ...32
- Starter Set Modules (K Set Series) ...33
- Straight Tracks ...34
- Curved Tracks ...35
- Switches, Crossings & Bumpers ...36
- Signal & Crossing Gate ...37
- Accessories ...38

■ UNITRACK Spur N

- Die Vorteile des KATO UNITRACK Systems ...32
- Start-Sets-Bausteine (K Set Series) ...33
- Gerade Gleise ...34
- Gebogene Gleise ...35
- Weichen, Kreuzungen und Prellböcke ...36
- Signal & Bahnübergang ...37
- Zubehör ...38

■ N-Scale Structures

- Platforms ...39
- Factory and Railroad Buildings ...40
- Japanese Style Rural Structures ...41

■ HO-Scale UNITRACK

- Advantages of KATO HO-UNITRACK System ...42

■ Spur-N-Gebäude

- Bahnsteige ...39
- Fabrik- und Bahnhofsgebäude ...40
- Ländliche Häuser in japanischem Stil ...41

■ UNITRACK Spur HO

- Die Vorteile des KATO HO-UNITRACK Systems ...42

- Straights & Curves ...43
- Switches ...44
- Accessories ...45

■ Special Section

- "Tehachapi Loop", in California ...46

- Gerade und gebogene Gleise ...43
- Weichen ...44
- Zubehör ...45

■ Sonderbericht

- Die "Tehachapi" Schleife in den U.S.A. ...46

Advantages of KATO **UNITRACK** System

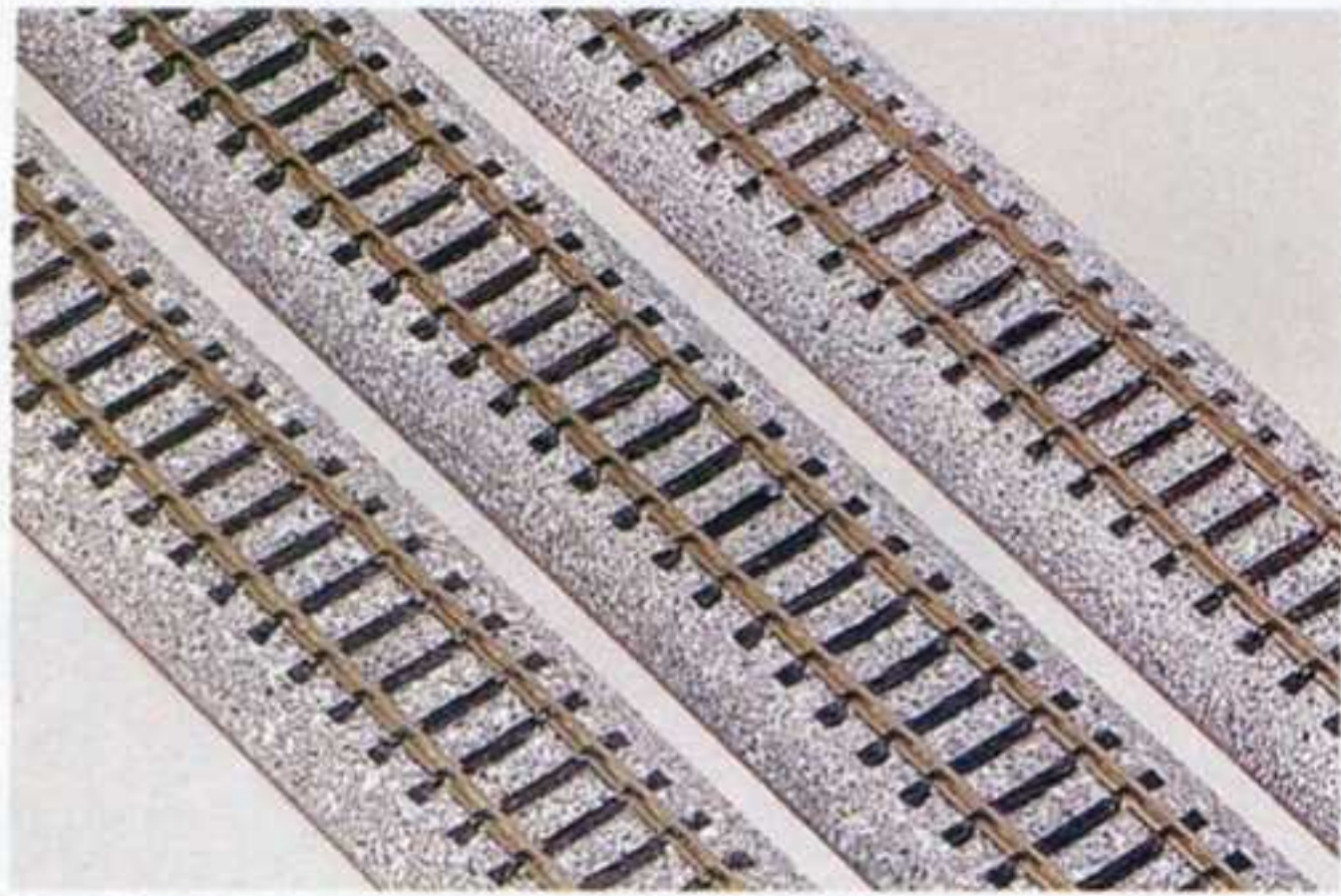
Die Vorteile des KATO **UNITRACK** Systems

UNITRACK's unique design substantially reduces the "work" in building your N scale model railroad layout. In N scale, UNITRACK lets you set up on a variety of surfaces and literally in minutes.

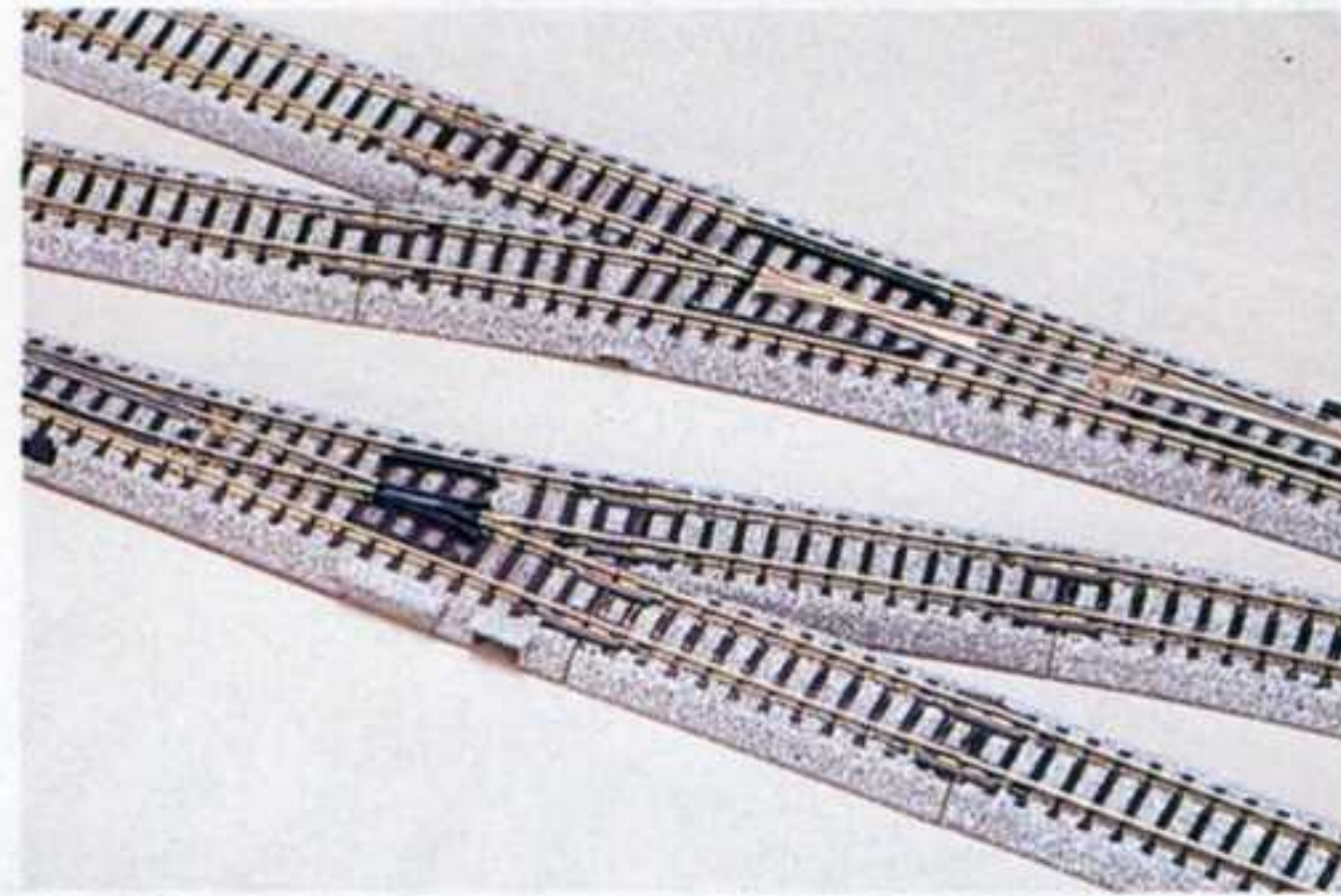
UNITRACK track items are available in a wide variety of surfaces and operational capabilities, offering far more versatility than other track with roadbed lines.

Die Passgenauigkeit und die Steckverbindungen von UNITRACK bringen wesentliche Erleichterung beim Verlegen der Gleise. Es ermöglicht den Gleisaufbau in Spur N auf unterschiedlichsten Unterlagen, und das innerhalb wenigen Minuten.

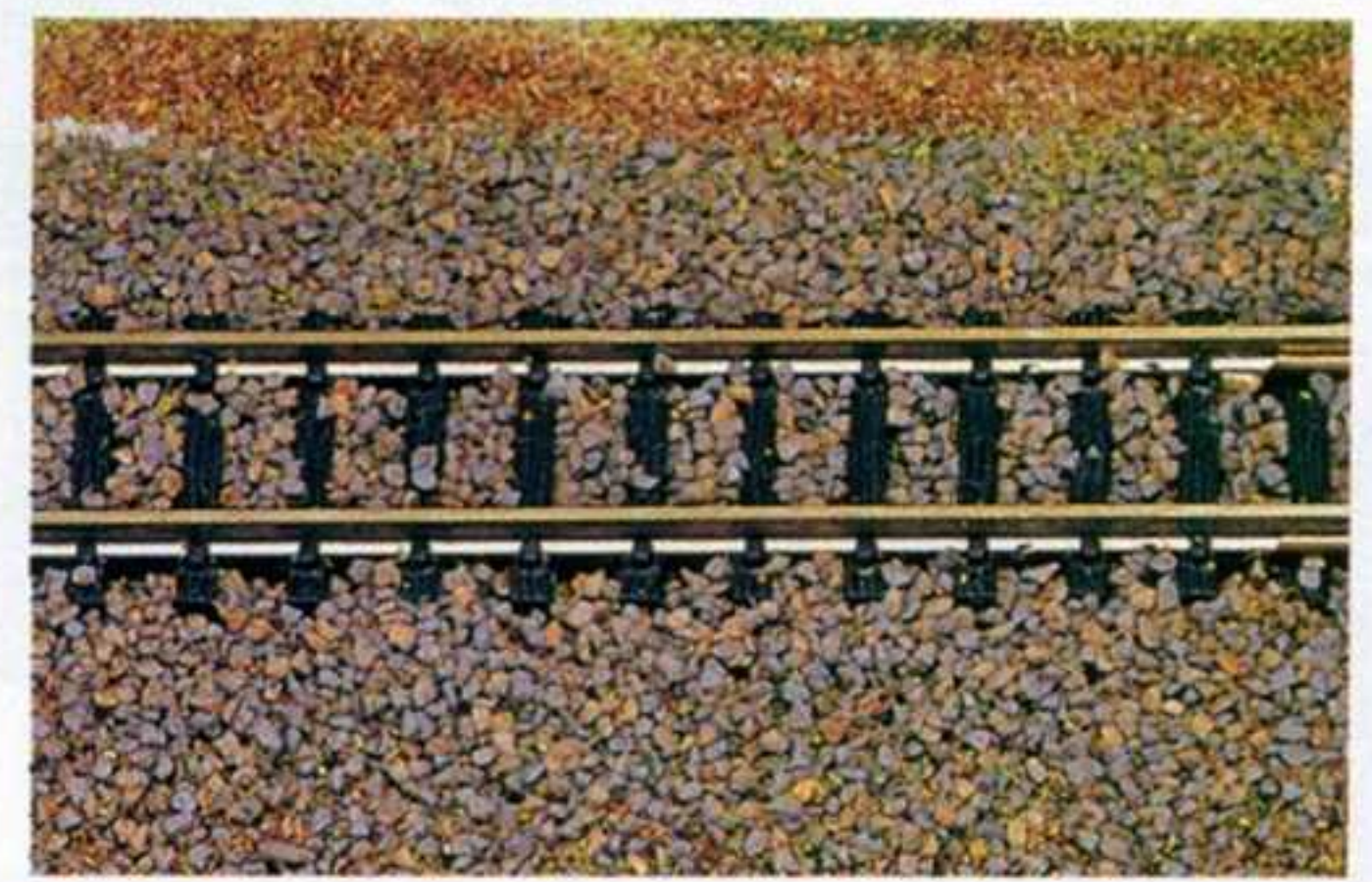
Das UNITRACK Gleismaterial ist sehr vielseitig und bietet weit mehr Einsatzmöglichkeiten als andere Gleise mit Gleisbettung.



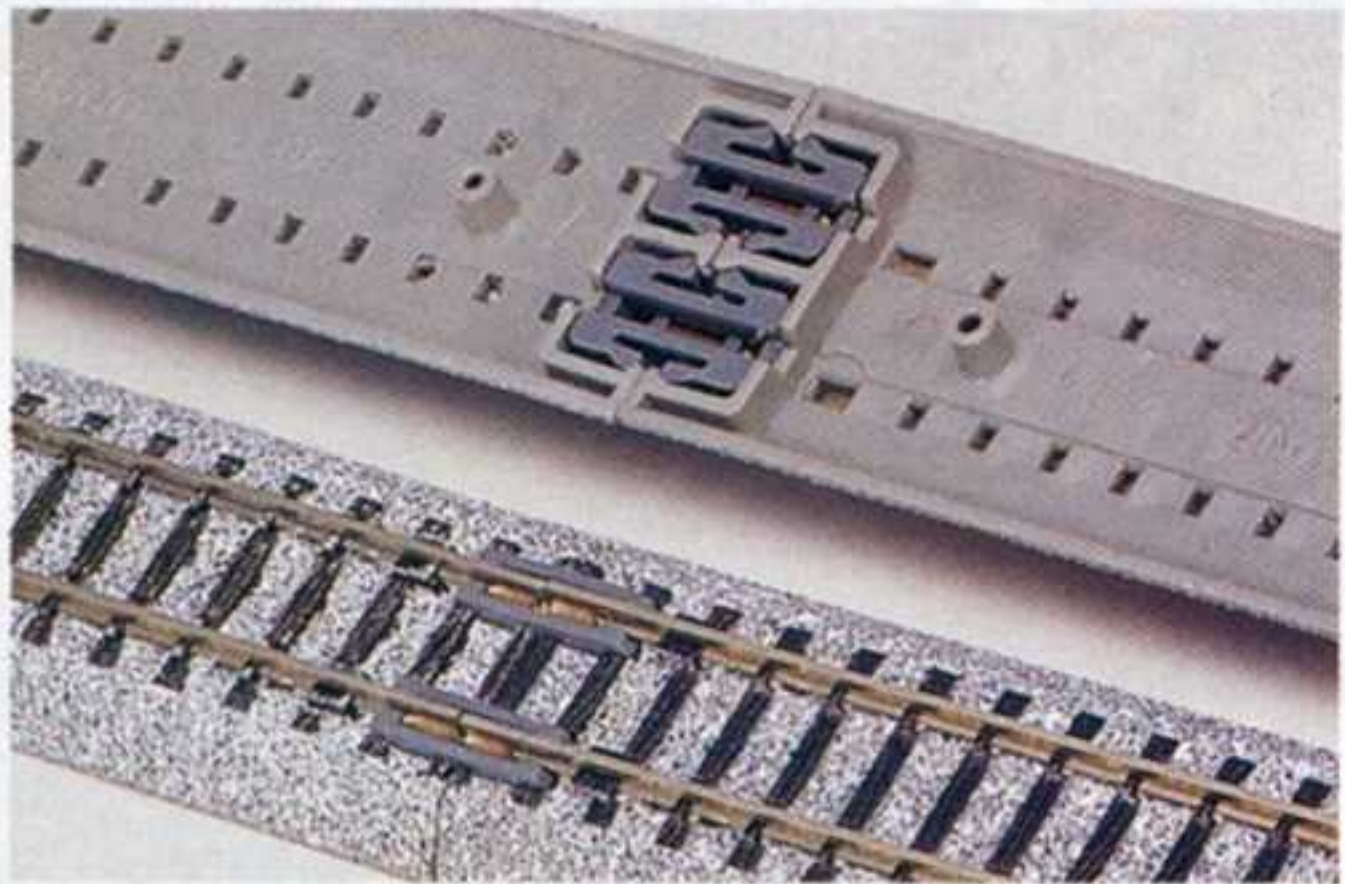
Realistic appearance and color.
Realistisch in Form und Farbe.



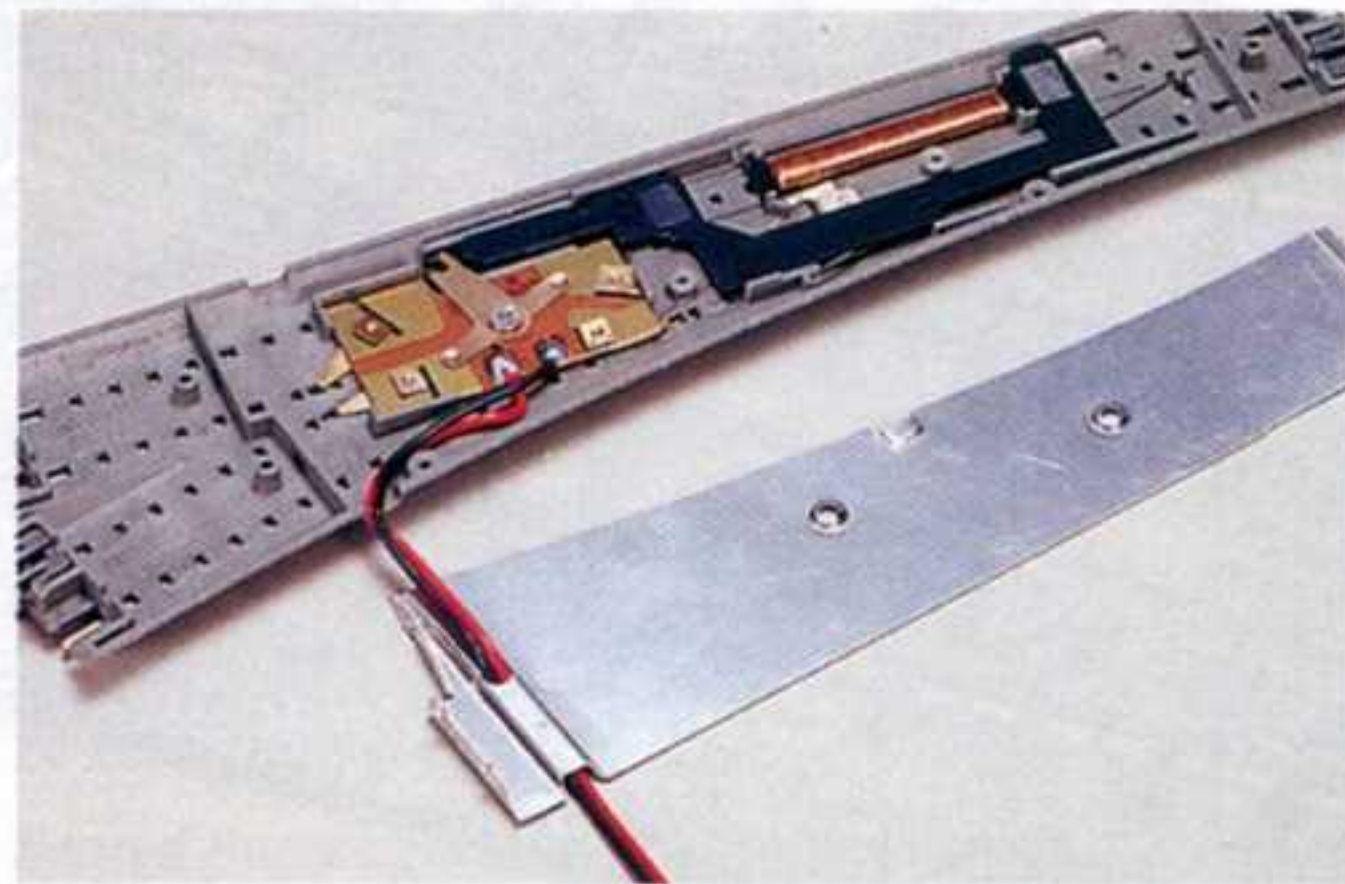
Precision turnouts.
Präzisionsweichen



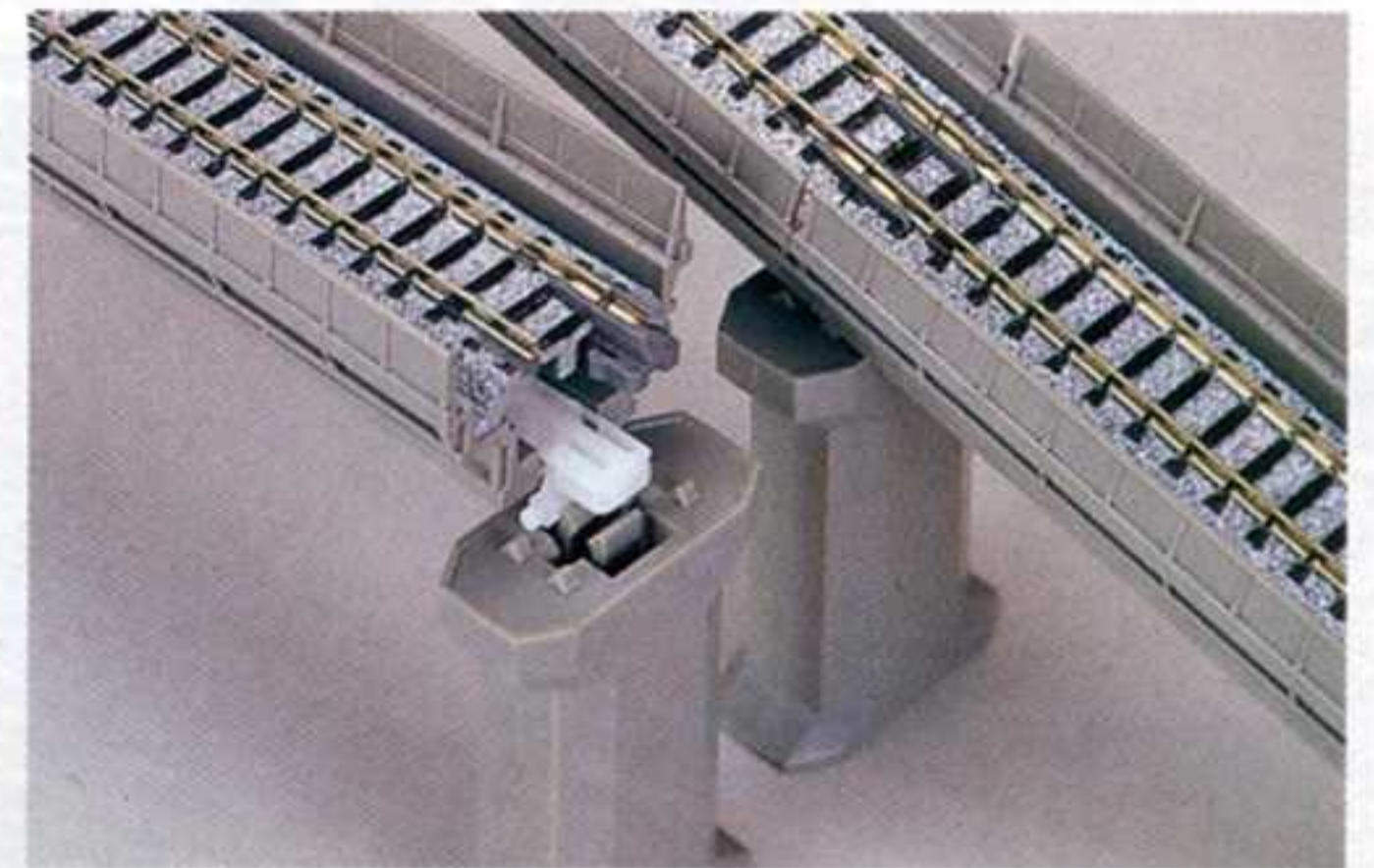
For permanent layouts.
Ideal für den Landschaftsbau



Solid connections with patented Unijoiners.
Stabile Verbindungen mit patentiertem Unijoiner.



Pre-wired switch machine built into turnouts.
Weichen mit eingebauter Kabel-Steck-Verbindung.

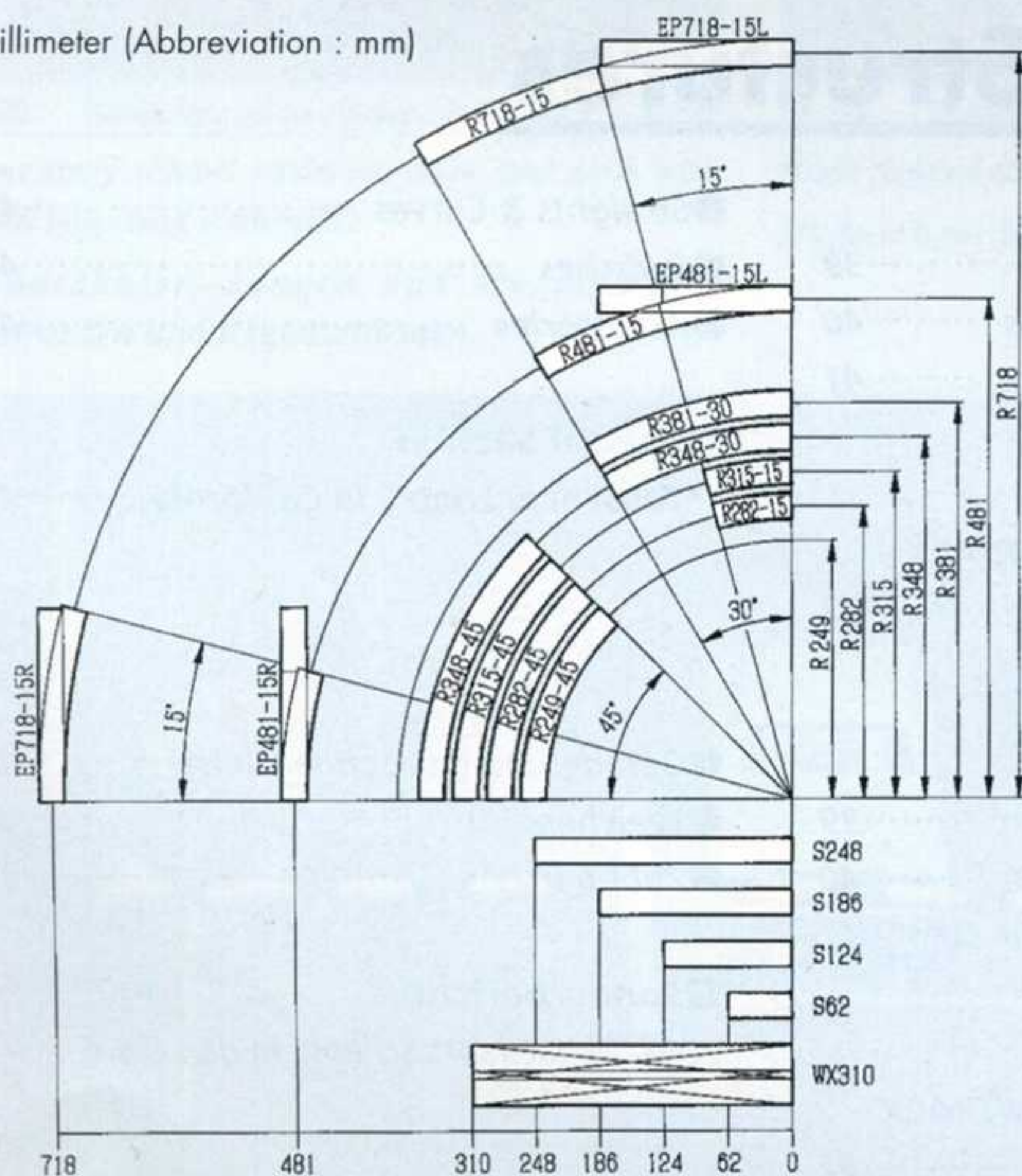


S-jointer securely attach viaducts to piers.
S-Joiner garantieren eine sichere Verbindung zwischen Brückengleisen und Pfeilern.

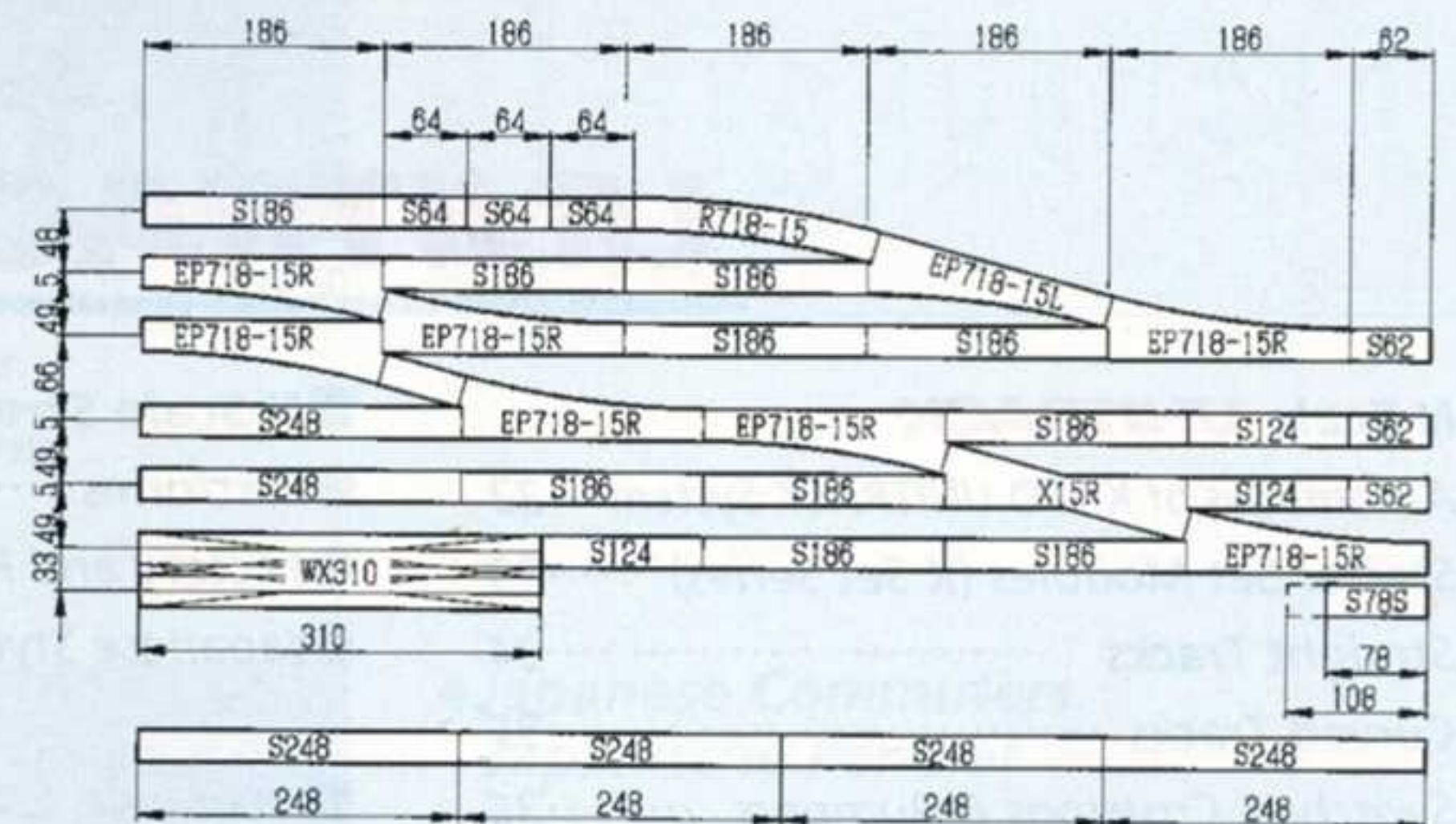
UNITRACK Standard

Das UNITRACK Standardprogramm

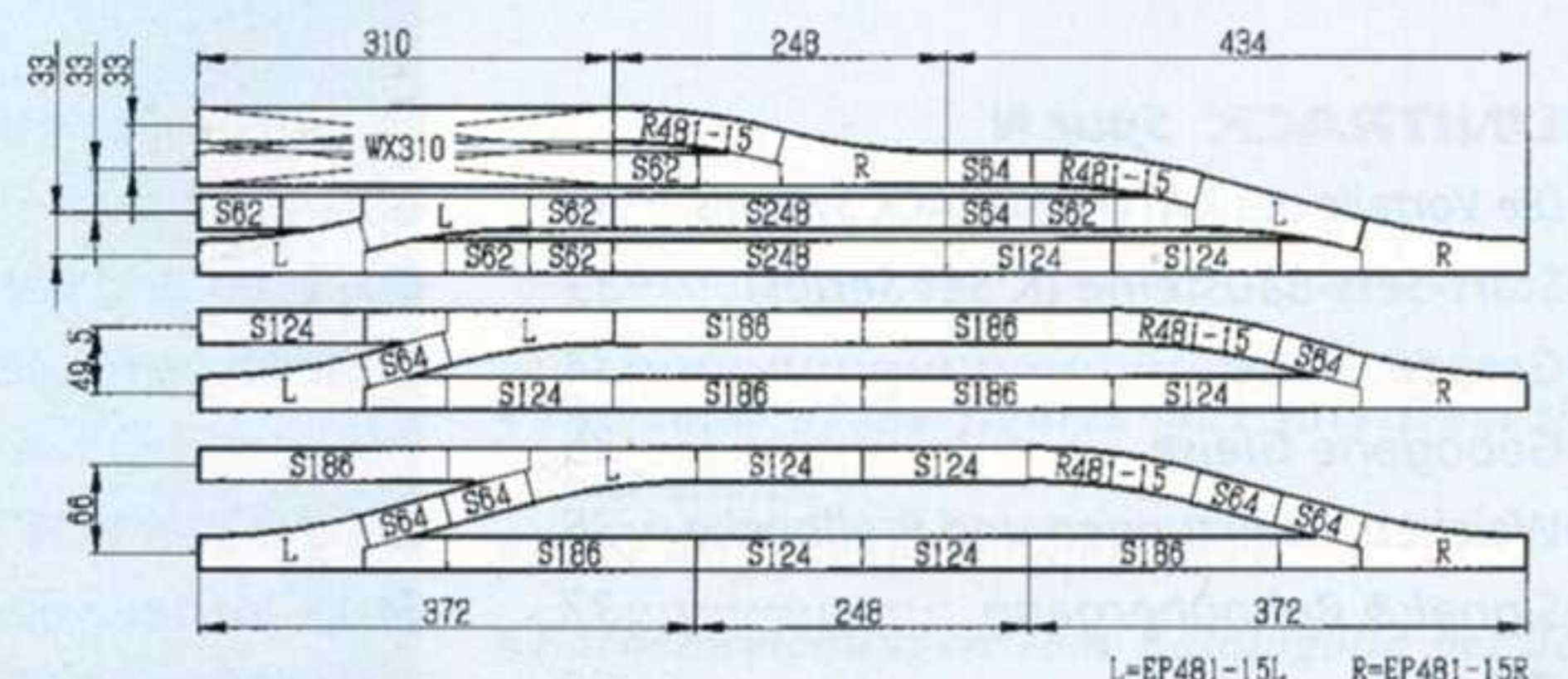
Millimeter (Abbreviation : mm)



#6 Turnout Configurations / 6-fache Weichenverbindung



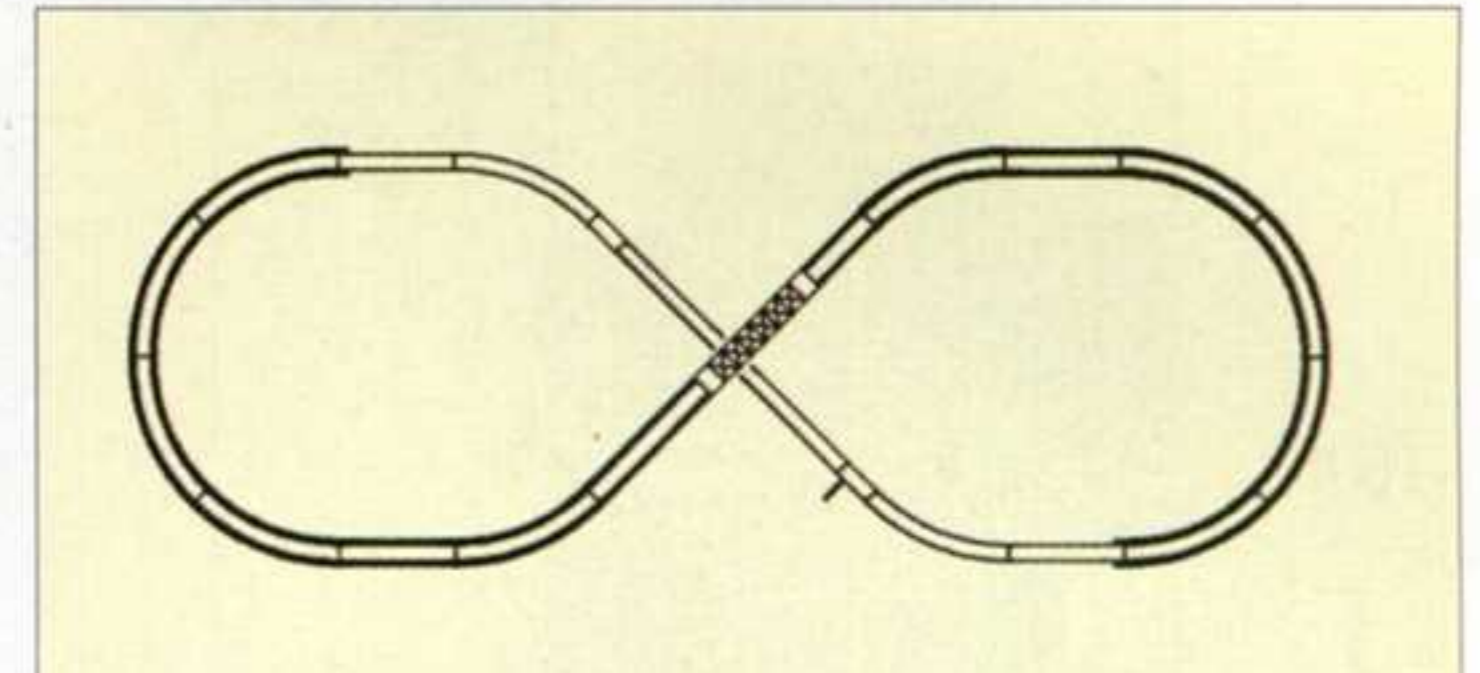
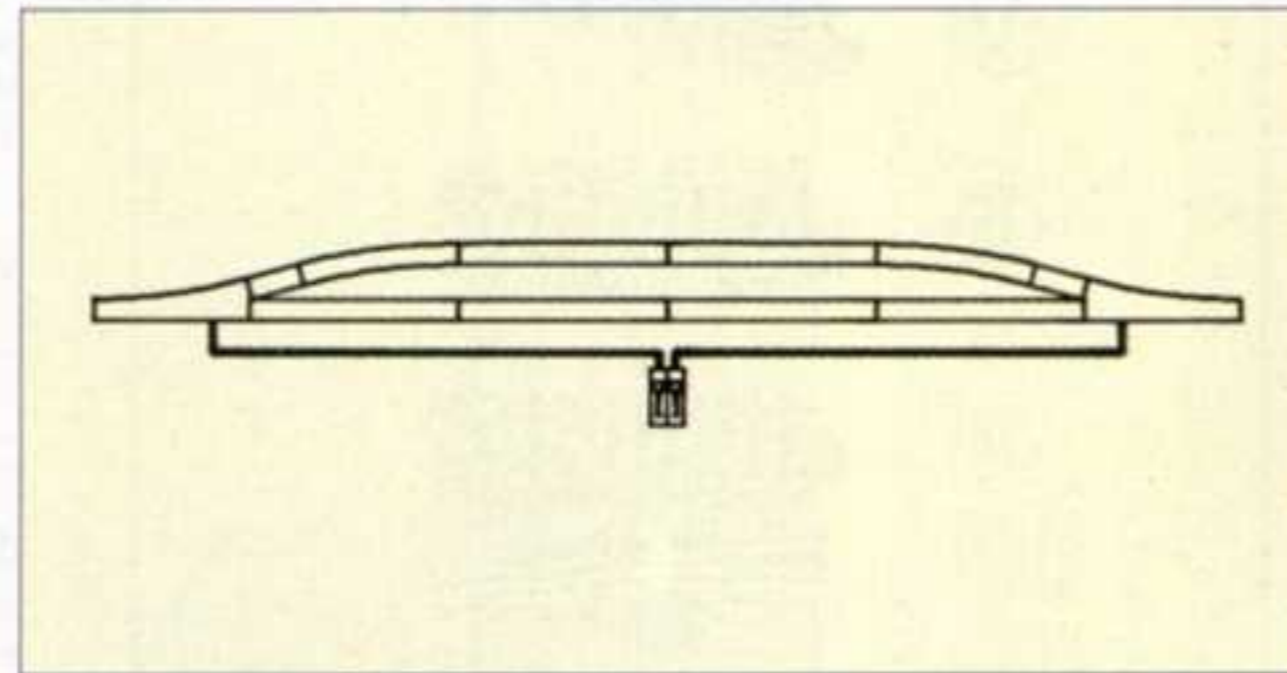
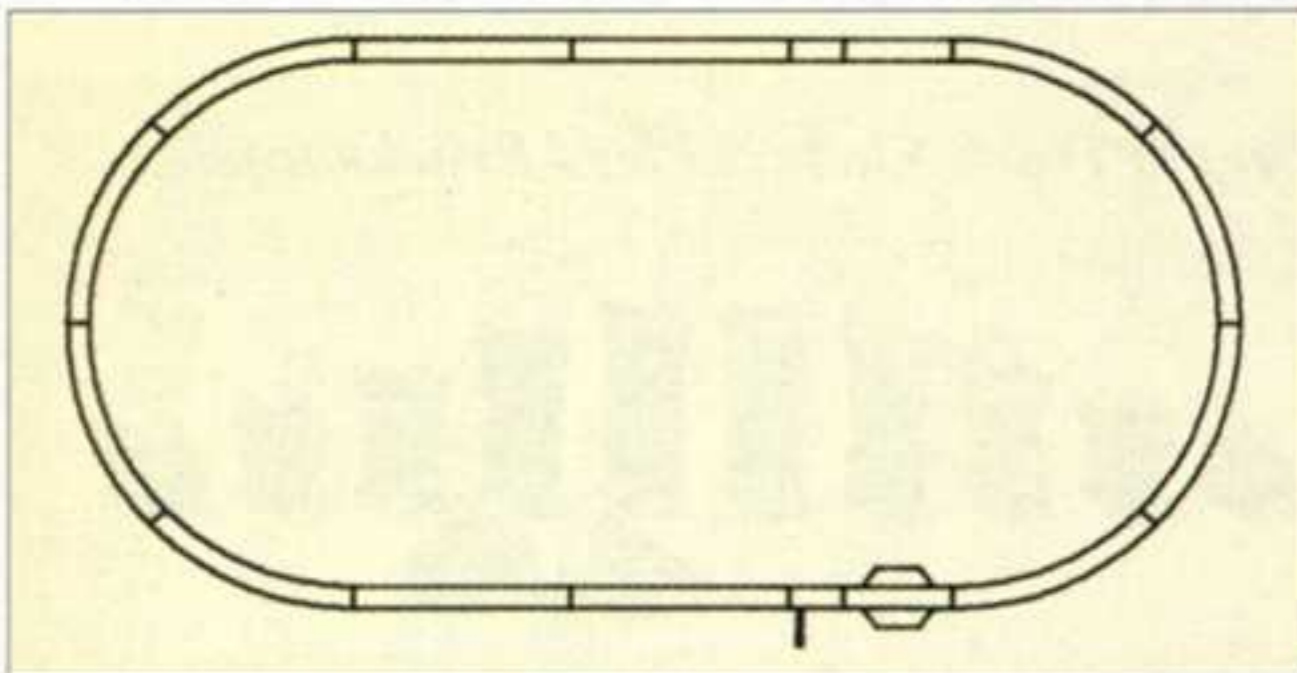
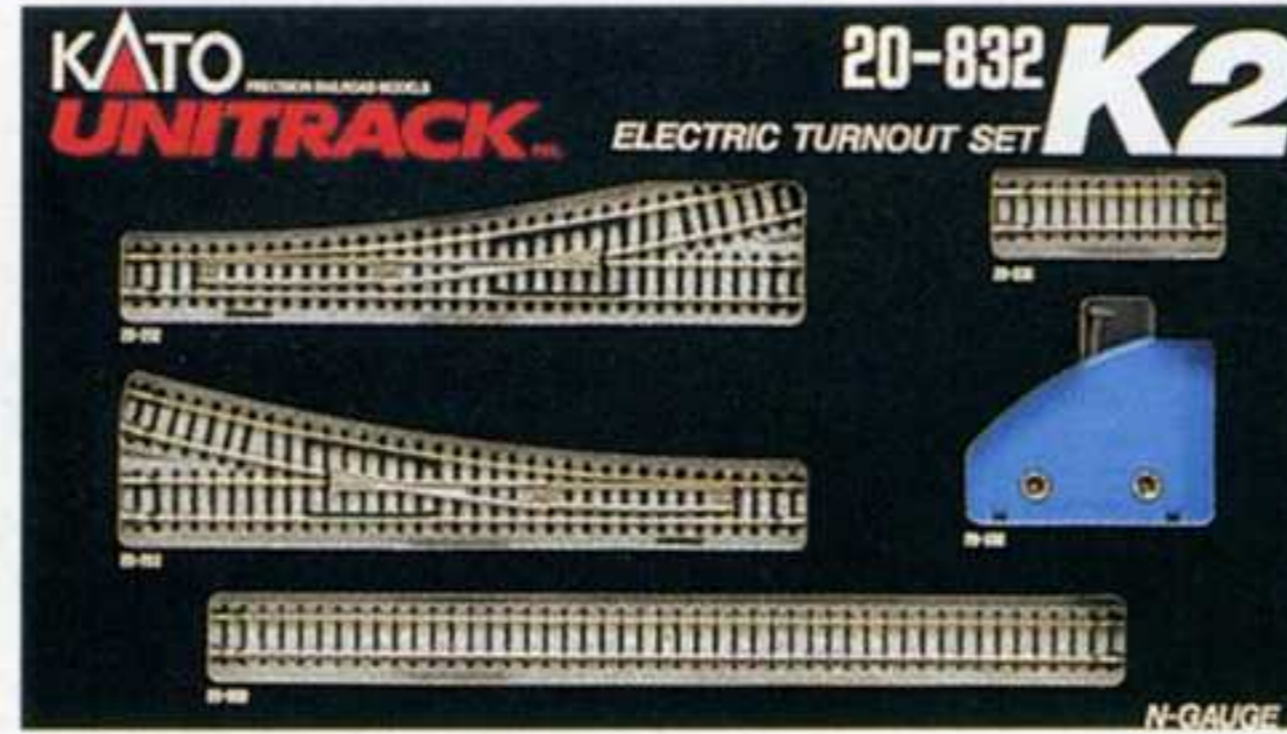
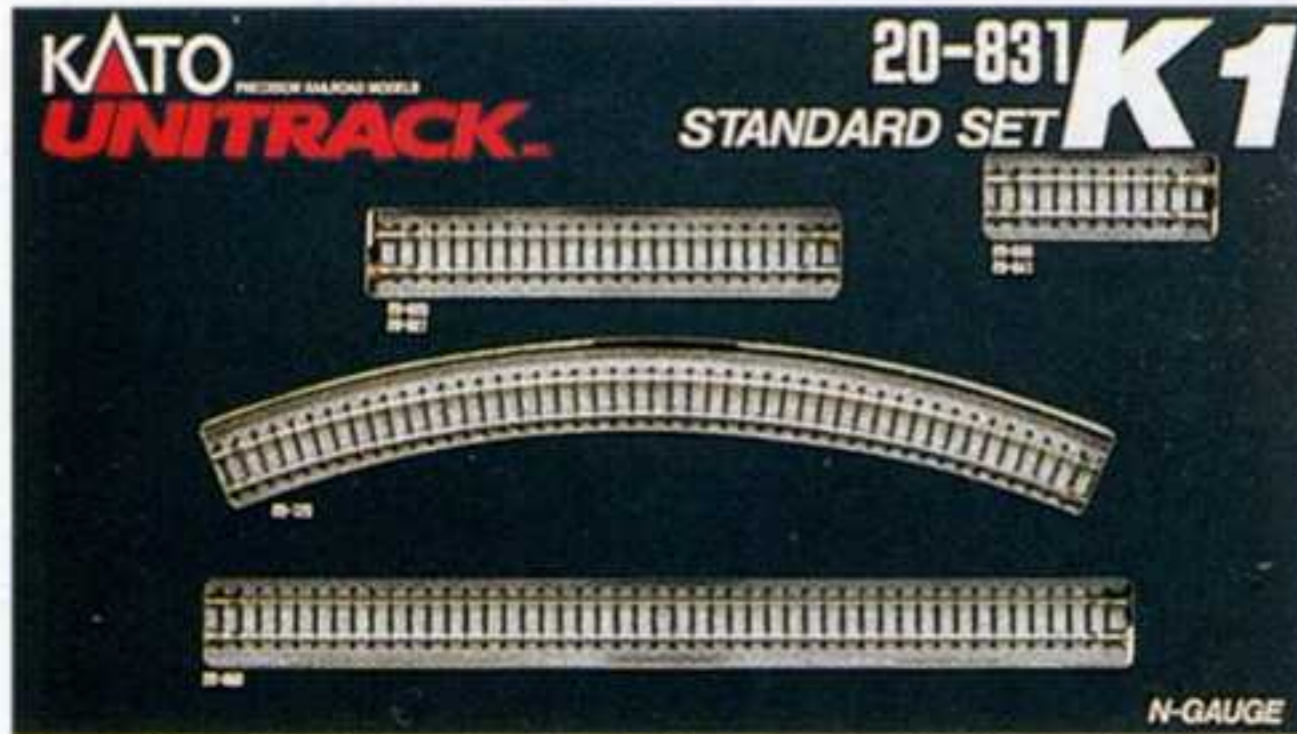
#4 Turnout Configurations / 4-fache Weichenverbindung



Starter Set Modules Start-Sets

The K1, K2 and K3 starter sets simplify UNITRACK operations. Use of the sets is the foundation for larger and better layouts.

Die Start-Sets K1, K2 und K3 vereinfachen den Aufbau mit UNITRACK und sind die ideale Grundlage für größere und anspruchsvollere Anlagen.



20-831 K-1 Standard Set \$39.00
K-1 Basis-Set

This set makes a basic loop layout.
(Approximate size : 4' 2" × 2' 2")

Das Set beinhaltet die Gleise für einen Kreis.
(133.70 cm × 67.70 cm)

20-832 K-2 Turnout Set \$82.00
K-2 Weichen-Set

This set contains two turnouts, turnout control switches and additional accessories to expand the K-1 set.

(Approximate size : 4' 6" × 4')

Das Set beinhaltet zwei Weichen, Weichenschalter und weiteres Zubehör für die Erweiterung des K1-Basis-Gleissets.
(136.40 cm × 9.10 cm)

20-833 K-3 Viaduct Set \$127.00
K-3 Brückengleis-Set

This set can be used to construct an elaborate "Figure 8" layout with the use of its truss bridge, viaduct sections and incline pier set.

(Approximate size : 6' 4" × 2' 2")

Dieses Set ermöglicht den Aufbau einer kunstvoll aufgebauten Gleisstrecke in 8-er Form mit Gitterbrücke, Brückengleisen und Brückenpfeilern.
(192.60 cm × 66.30 cm)

Double Track Viaduct Set Brückengleis-Set, zweigleisig

This set makes a fully elevated, basic loop layout. It can be used with all other UNITRACK components. The Double Track Viaduct track sections feature a Slab roadbed design.

(Approximate size : 5' 4" × 2' 11")

Das Brückengleis-Set ermöglicht den Aufbau eines Kreises auf Brückenpfeilern und kann mit allen anderen UNITRACK Teilen kombiniert werden (161.80 cm × 87.40 cm).



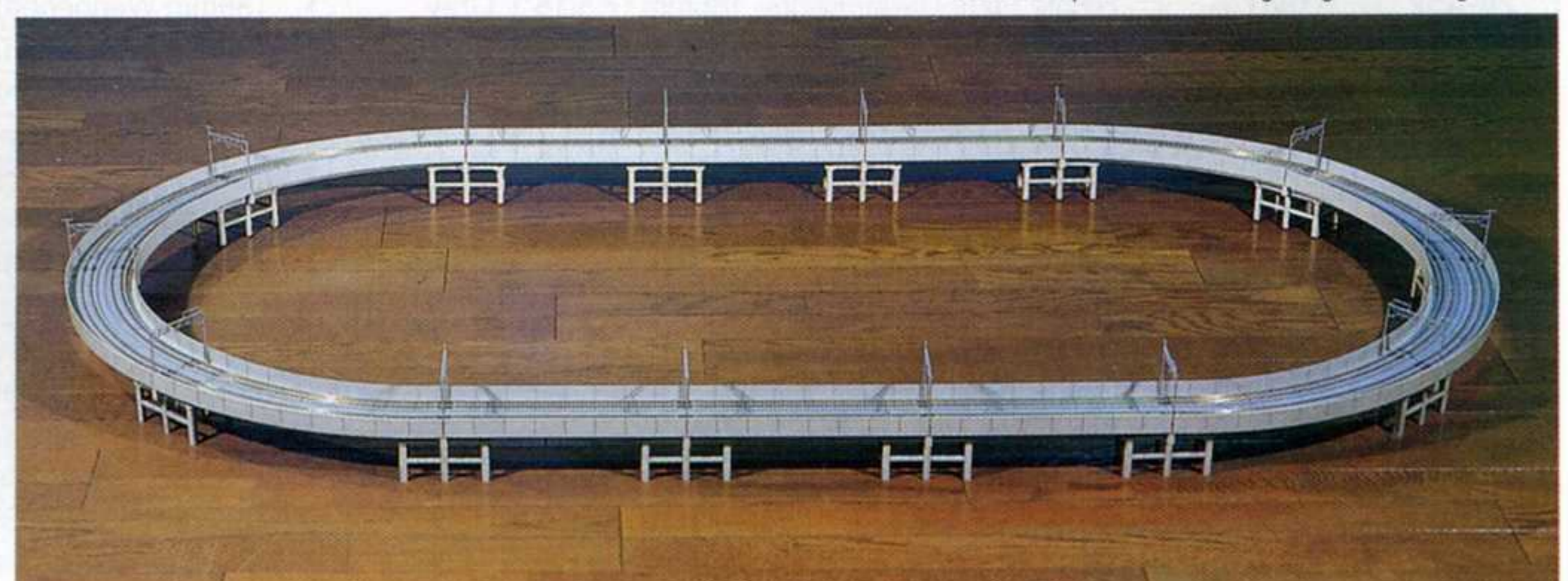
◀ Create your own scene with the Double Track Viaduct Set.

Bauen Sie eine Landschaft mit Hilfe des zweigleisigen Brückengleis-Sets nach Ihren Vorstellungen.

▼ Fully assembled Double Track Viaduct Set.

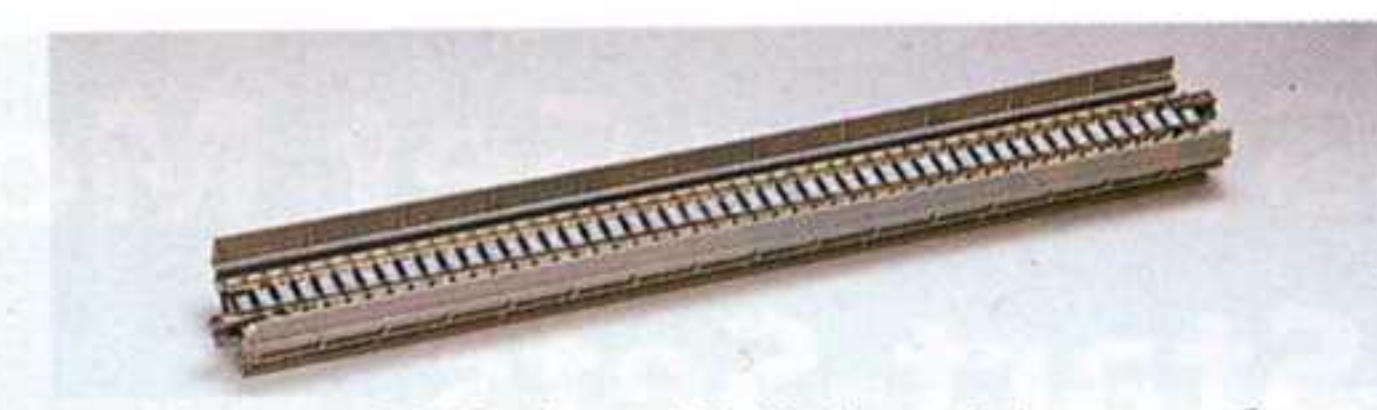
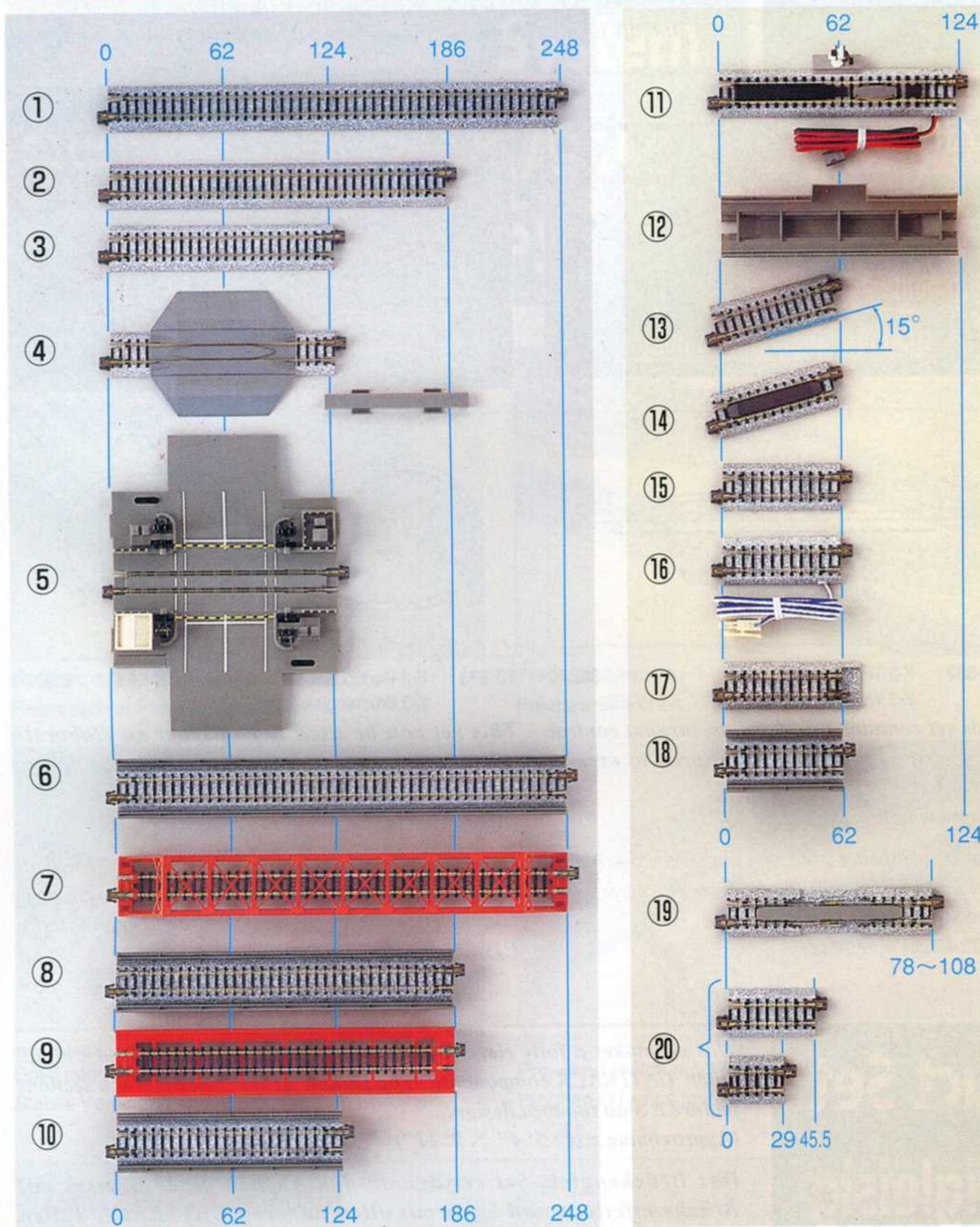
Aufbaubeispiel für das zweigleisige Brückengleis-Set

20-840 Double Track Viaduct Set \$139.00
Brückengleis-Set, zweigleisig



'97 New **'97 Neuheit**

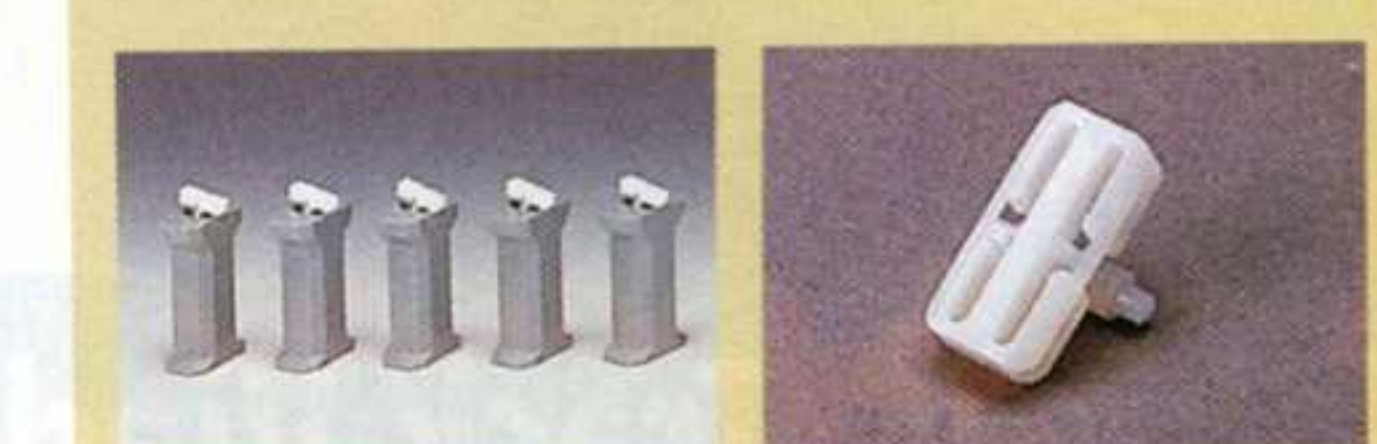
Straight / Gerade



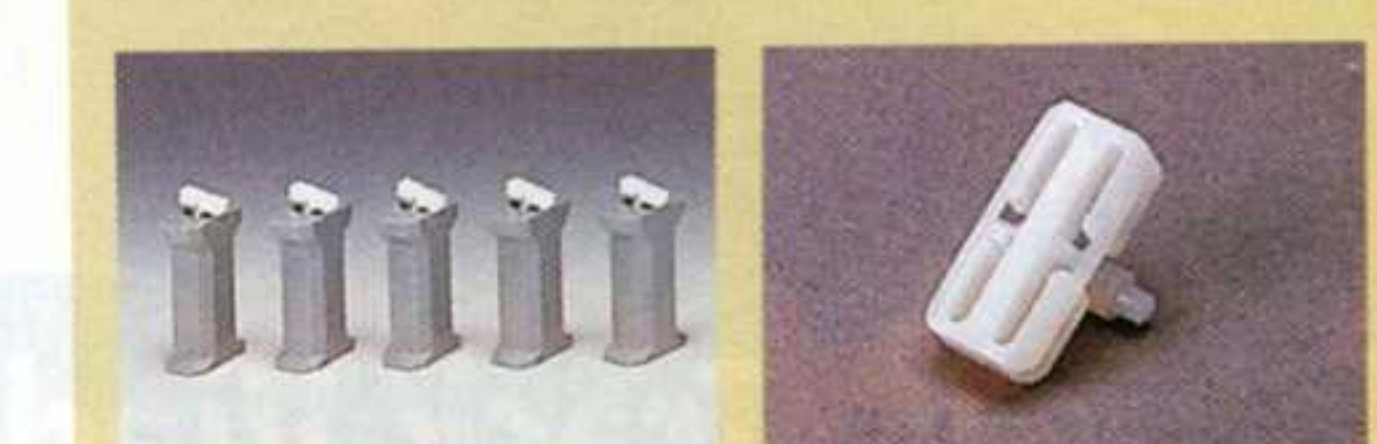
23-015 1/2" to 2" Incline Pier Set \$10.50
15-50mm Brückenpfeiler-Set



23-016 Gradual Incline Pier Set \$9.50
Brückenpfeiler-Set (stufenweise)



23-017 2" Pier w/S-Joiner and S-Clip (5ea.) \$6.00
50mm Brückenpfeiler (5 Stück)



24-817 Viaduct S-JOINER (20ea.) \$5.25
S-JOINER für Brückengleis (20 Stück)

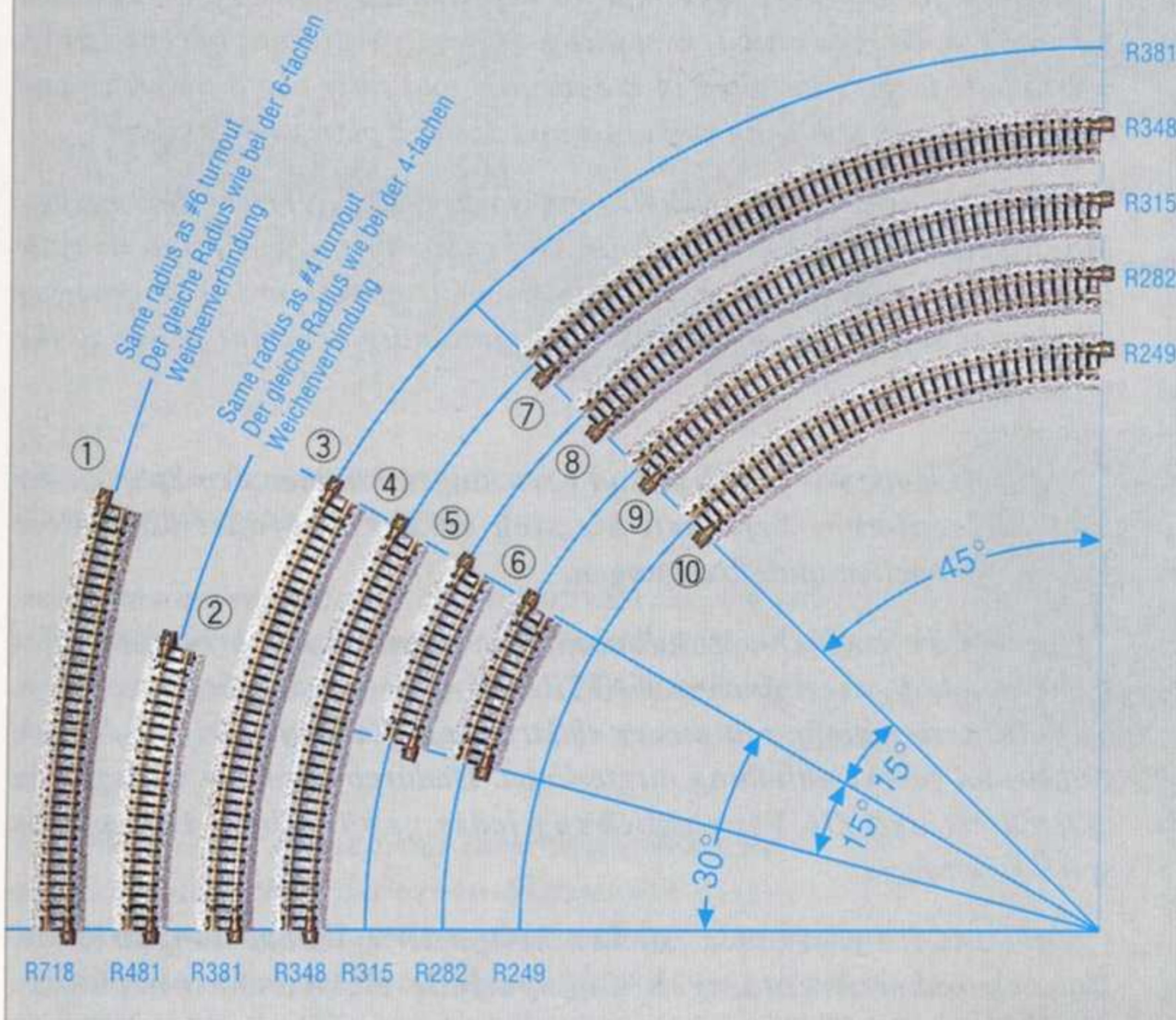
20-000	S248	Straight Track 248mm (9 3/4") (4ea.)	248mm gerades Gleis (4 Stück)	\$8.00	①
20-010	S186	Straight Track 186mm (7 5/16") (4ea.)	186mm gerades Gleis (4 Stück)	\$7.50	②
20-020	S124	Straight Track 124mm (4 7/8") (4ea.)	124mm gerades Gleis (4 Stück)	\$7.00	③
20-021	S124C	Road Crossing Track 124mm (4 7/8")	124mm Bahnübergang	\$2.50	④
20-650	S124EC	Automatic Crossing Gate (4 7/8")	automatischer Bahnübergang (124mm)	\$219.98	⑤
20-400	S248V	Single Track Straight Viaduct 248mm (9 3/4") (2ea.)	248mm Brückengleis gerade (2 Stück)	\$10.50	⑥
20-430	S248T	Single Truss Bridge 248mm (9 3/4"), Red	248mm Gitterbrücke-rot	\$13.00	⑦
20-431	S248T	Single Truss Bridge 248mm (9 3/4"), Green	248mm Gitterbrücke-grün	\$13.00	-
20-432	S248T	Single Truss Bridge 248mm (9 3/4"), Gray	248mm Gitterbrücke-grau	\$13.00	-
20-433	S248T	Single Truss Bridge 248mm (9 3/4"), Silver	248mm Gitterbrücke-silber	\$13.00	-
20-434	S248T	Single Truss Bridge 248mm (9 3/4"), Black	248mm Gitterbrücke-schwarz	\$13.00	-
20-410	S186V	Single Track Straight Viaduct 186mm (7 5/16") (2ea.)	186mm Brückengleis gerade (2 Stück)	\$9.50	⑧
20-450	S186T	Single Plate Girder Bridge 186mm (7 5/16"), Red	186mm Wannenbrücke-rot	\$9.25	⑨
20-451	S186T	Single Plate Girder Bridge 186mm (7 5/16"), Green	186mm Wannenbrücke-grün	\$9.25	-
20-452	S186T	Single Plate Girder Bridge 186mm (7 5/16"), Gray	186mm Wannenbrücke-grau	\$9.25	-
20-453	S186T	Single Plate Girder Bridge 186mm (7 5/16"), Silver	186mm Wannenbrücke-silber	\$9.25	-
20-454	S186T	Single Plate Girder Bridge 186mm (7 5/16"), Black	186mm Wannenbrücke-schwarz	\$9.25	-
20-420	S124V	Single Track Straight Viaduct 124mm (4 7/8") (2ea.)	124mm Brückengleis gerade (2 Stück)	\$8.50	⑩
20-605	S124SGL	Automatic 3 Color Signal (4 7/8")	124mm automatischer 3-Farben-Signal	\$45.50	⑪
20-421	S124SGLV	Signal Viaduct w/o Track 124mm (4 7/8")	Brücke mit Anschlußmöglichkeit für Signal	\$2.50	⑫
20-030	S64	Straight Track 64mm (2 1/2") (2ea.)	64mm gerades Gleis (2 Stück)	\$3.00	⑬
20-032	S64U	Magnetic Uncoupler Track 64mm (2 1/2")	64mm Entkupplungsgleis	\$5.00	⑭
20-040	S62	Straight Track 62mm (2 7/16") (4ea.)	62mm gerades Gleis (4 Stück)	\$6.00	⑮
20-041	S62F	Feeder Track 62mm (2 7/16")	62mm Anschlußgleis	\$4.25	⑯
20-045	S62J	Snap Tk. Conv. Track 62mm (2 7/16") (2ea.)	62mm Adaptergleis (2 Stück)	\$2.50	⑰
20-440	S62V	Single Track Straight Viaduct 62mm (2 7/16") (2ea.)	62mm Brückengleise gerade (2 Stück)	\$6.00	⑱
20-050	S78S	Expansion Track 78-108mm (3" to 4 1/4")	78-108mm Vario-Gleis	\$7.00	⑲
20-091	S29, S45	Track Assortment Set 29mm, 45.5mm (1 1/8", 1 3/4")	29mm, 45.5mm Gleissortiment	\$13.00	⑳

UNIRACK

Curve / Kurve

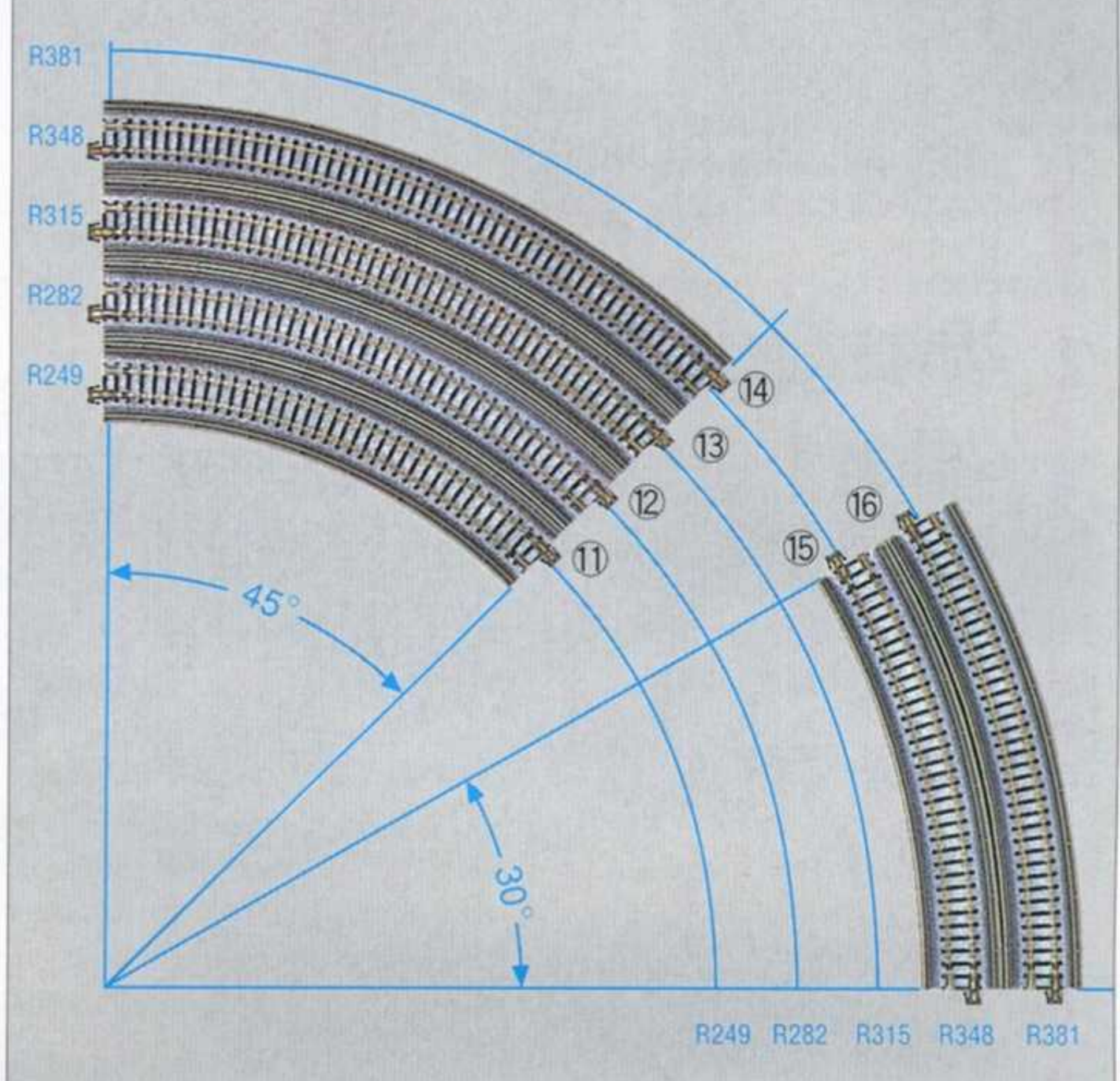
Curved Tracks / Gebogene Gleise

The item numbers, descriptions and prices are listed on the chart.
 Artikelnummern, Bezeichnungen und Preise siehe Tabelle.



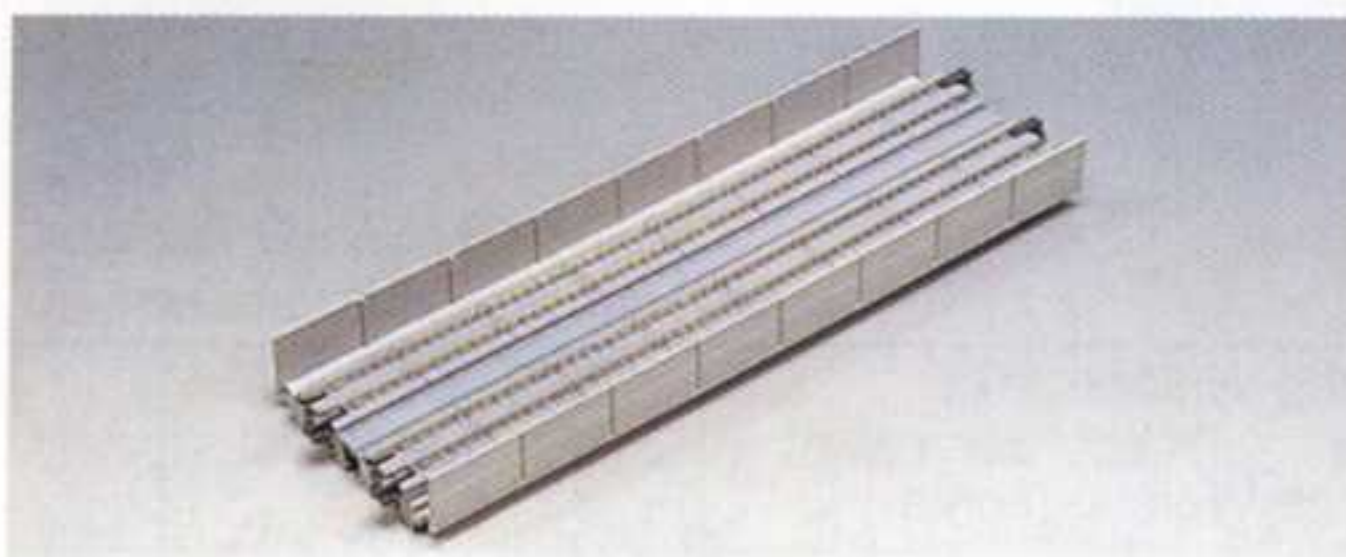
Single Track Curved Viaducts / Brückengleis, gebogen

The item numbers, descriptions and prices are listed on the chart.
 Artikelnummern, Bezeichnungen und Preise siehe Tabelle.

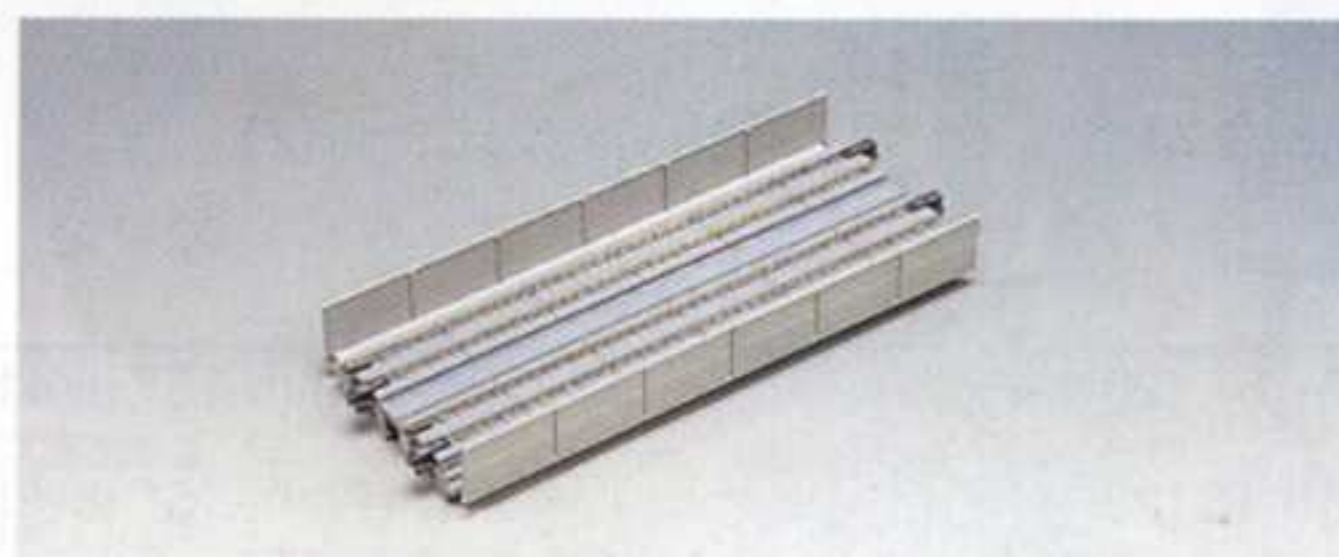


20-100	R249-45	Curved Track R249-45 (9 3/4"-45) (4ea.)	R249mm-45° gebogenes Gleis (4 Stück)	\$7.50	10
20-110	R282-45	Curved Track R282-45 (11"-45) (4ea.)	R282mm-45° gebogenes Gleis (4 Stück)	\$8.00	9
20-111	R282-15	Curved Track R282-15 (11"-15) (4ea.)	R282mm-15° gebogenes Gleis (4 Stück)	\$6.50	6
20-120	R315-45	Curved Track R315-45 (12 3/8"-45) (4ea.)	R315mm-45° gebogenes Gleis (4 Stück)	\$8.00	8
20-121	R315-15	Curved Track R315-15 (12 3/8"-15) (4ea.)	R315mm-15° gebogenes Gleis (4 Stück)	\$6.50	5
20-130	R348-30	Curved Track R348-30 (13 3/4"-30) (4ea.)	R348mm-30° gebogenes Gleis (4 Stück)	\$7.50	4
20-132	R348-45	Curved Track R348-45 (13 3/4"-45) (4ea.)	R348mm-45° gebogenes Gleis (4 Stück)	\$9.00	7
20-140	R381-30	Curved Track R381-30 (15"-45) (4ea.)	R381mm-30° gebogenes Gleis (4 Stück)	\$7.50	3
20-150	R718-15	Curved Track R718-15 (28 1/4"-15) (4ea.)	R718mm-15° gebogenes Gleis (4 Stück)	\$7.50	1
20-160	R481-15	Curved Track R481-15 (19"-15) (4ea.)	R481mm-15° gebogenes Gleis (4 Stück)	\$7.00	2
20-505	R249-45V	Single Track Curved Viaduct R249-45 (9 3/4"-45) (2ea.)	R249mm-45° Brückengleis gebogen (2 Stück)	\$9.50	11
20-510	R282-45V	Single Track Curved Viaduct R282-45 (11"-45) (2ea.)	R282mm-45° Brückengleis gebogen (2 Stück)	\$10.50	12
20-520	R315-45V	Single Track Curved Viaduct R315-45 (12 3/8"-45) (2ea.)	R315mm-45° Brückengleis gebogen (2 Stück)	\$11.00	13
20-530	R348-45V	Single Track Curved Viaduct R348-45 (13 3/4"-45) (2ea.)	R348mm-45° Brückengleis gebogen (2 Stück)	\$11.00	14
20-531	R348-30V	Single Track Curved Viaduct R348-30 (13 3/4"-30) (2ea.)	R348mm-30° Brückengleis gebogen (2 Stück)	\$9.50	15
20-540	R381-30V	Single Track Curved Viaduct R381-30 (15"-30) (2ea.)	R381mm-30° Brückengleis gebogen (2 Stück)	\$9.50	16

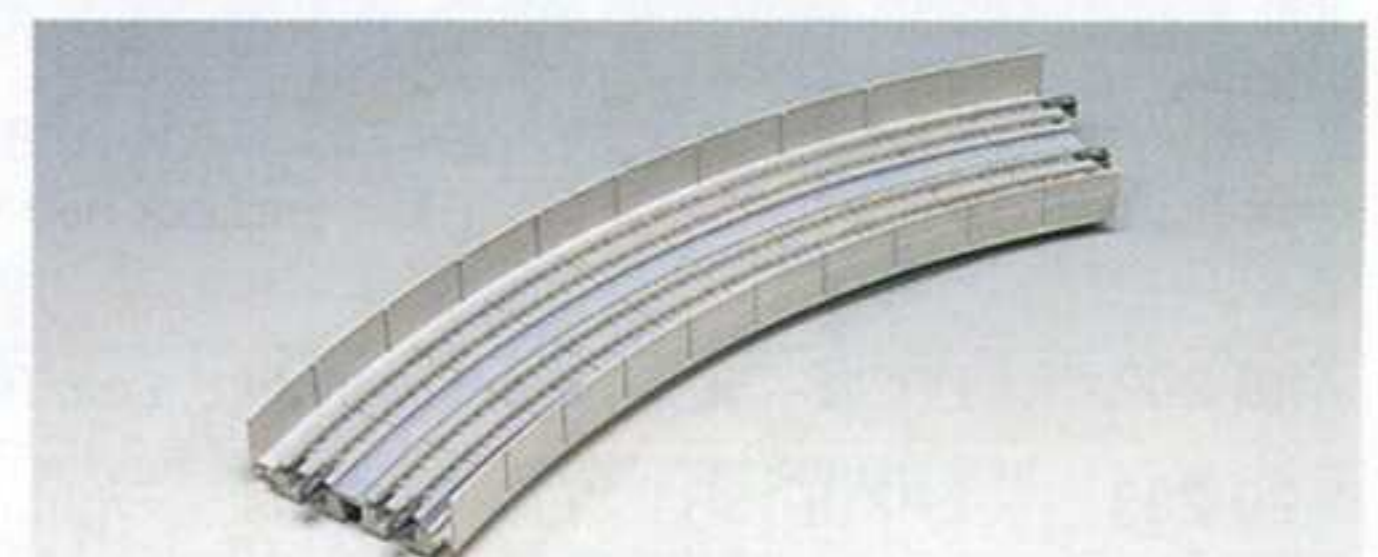
Double Track Viaduct / Zweigleisige Brückengleise



20-401
 WS248V (9 3/4") Double Track Straight Viaduct (2ea.) \$15.00
 248mm Brückengleis gerade zweigleisig (2 Stück)



20-411
 S186W (7 5/16") Double Track Straight Viaduct (2ea.) \$14.00
 186mm Brückengleis gerade zweigleisig (2 Stück)



20-541
 R414 & R381-45 (R16 5/16" & R15"-45)
 Double Track Curved Viaduct (2ea.) \$16.00
 R414/R381mm-45° Brückengleis gebogen zweigleisig (2 Stück)



23-018
 Double Track Pre-Cast Pier (6ea.) \$14.00
 Brückenpfeiler für zweigleisige Brückengleise (6 Stück)



24-828
 Double Track Power Cord (2ea.) \$7.50
 Anschlußkabel (2 Stück)
 *Maximum 12V 3A(36VA) / Für max. 12V 3A

'97
New

'97
Neubau

Turnouts • Crossings • Bumpers Weichen • Kreuzung • Prellbock

The item numbers, descriptions and prices are listed on the chart
Artikelnummern, Bezeichnungen und Preise siehe Tabelle.

● Basic components on most layouts, turnouts and crossings, can increase the fun and excitement of model railroading. Enjoy the operation of your trains through these fully assembled precision turnouts and crossings.

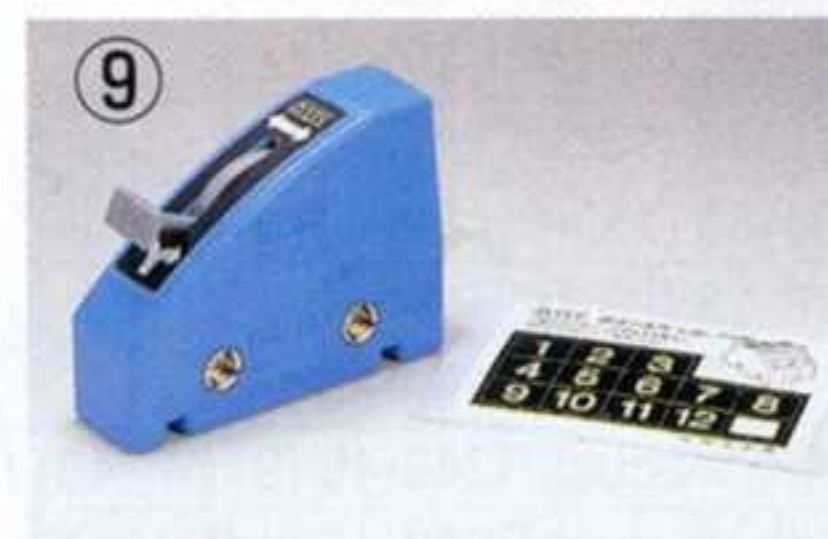
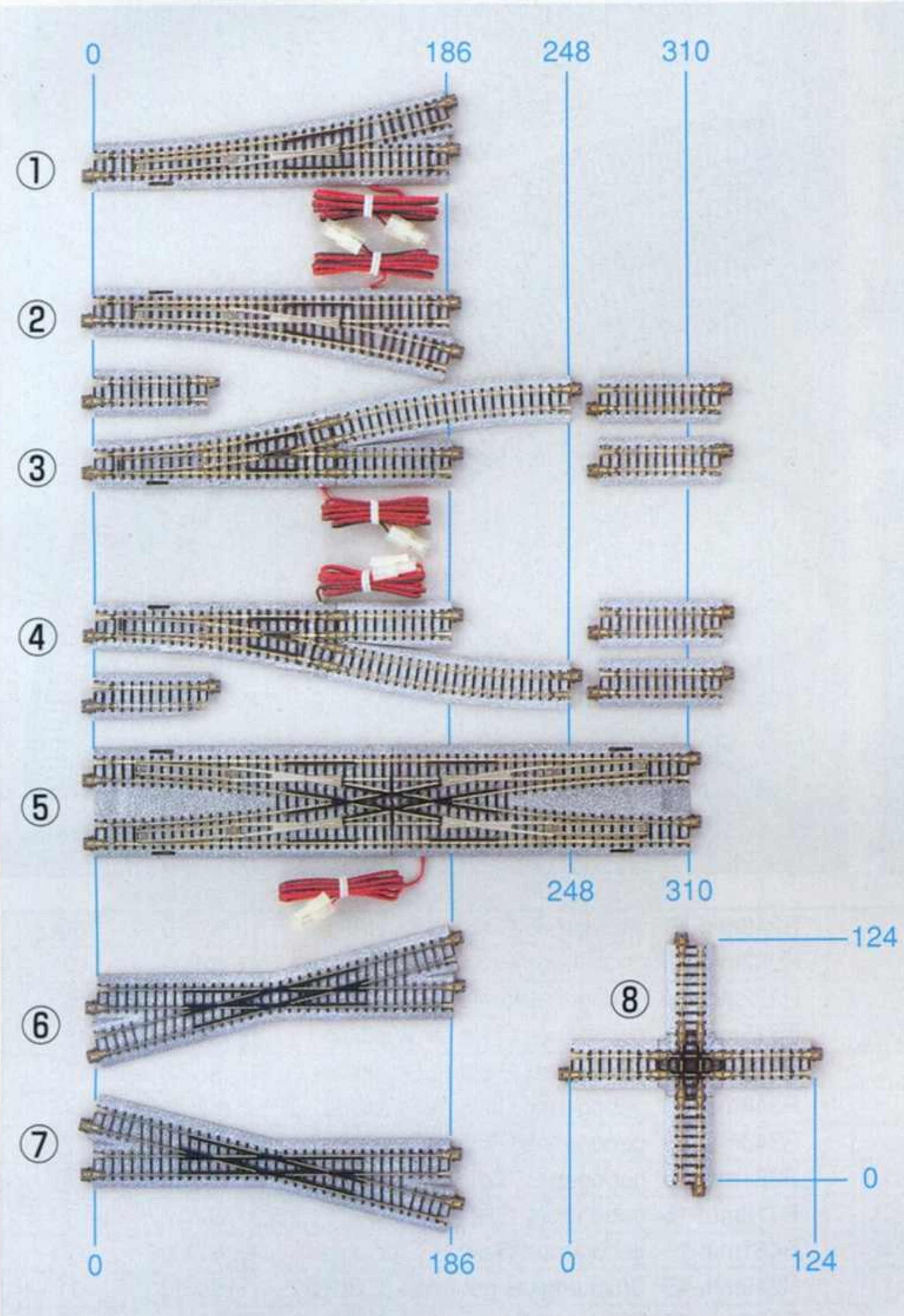
● Designed for beginners but built for experienced modelers, UNITRACK turnouts make your switch routing easier. A direct current switch machine is factory installed in the turnout and fully wired for quick and easy installation, allowing you to set up the track plan you want.

● There's no need for any complicated wiring with UNITRACK crossings. Manufactured with separate rails, the crossing tracks are electrically isolated and require no special electrical connections. The crossing eliminates stalling of equipment by maintaining constant power to the rails.

● Grundelemente wie Weichen und Kreuzungen erhöhen den Spaß an der Modelleisenbahn. Erfreuen Sie sich an der Zugfahrt über diese Präzisionsweichen und -krenzungen.

● Durch ihre einfache Handhabung, verbunden mit professioneller Funktionalität, vereinfachen UNITRACK Weichen den Schaltvorgang. Sie sind serienmäßig mit einem elektrischen Weichenantrieb inklusive Kabel und Steckverbindung ausgestattet. Dadurch wird der Gleisaufbau erleichtert und die Verwirklichung jedes gewünschten Gleisplanes spielend einfach.

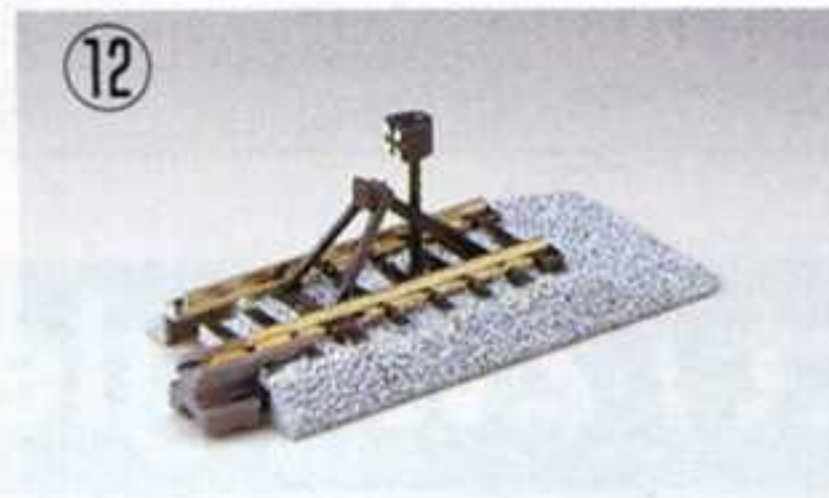
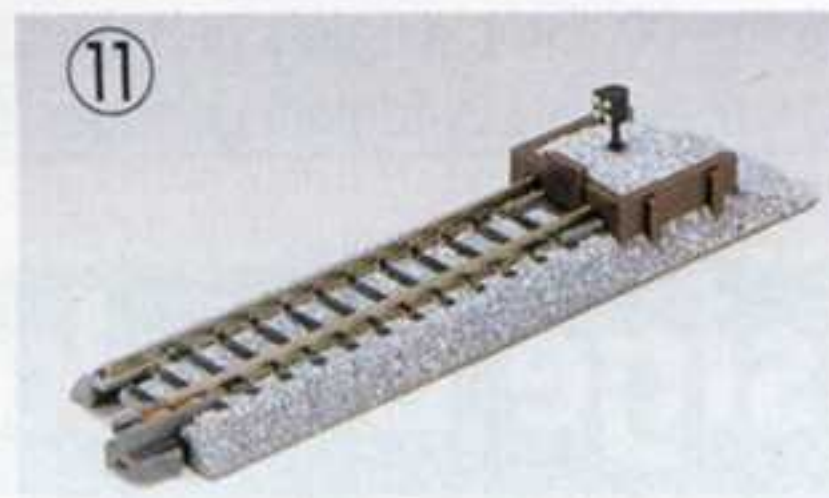
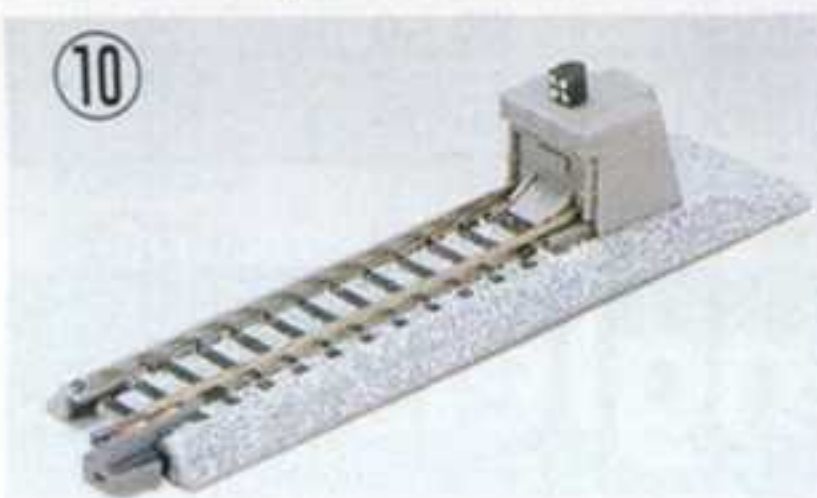
● UNITRACK Kreuzungen machen komplizierte Verkabelungsarbeiten, Bahnstromkreistrennungen und spezielle elektrische Anschlüsse überflüssig, da sich kreuzende Schienen elektrisch isoliert sind. Da die Schienen gleichmäßig mit Strom versorgt werden, verhindert diese Kreuzung das Stehenbleiben des Zuges.



◀ It's easy to change lines using the Turnout Control switch.

Der Weichenschalter vereinfacht den Austausch von Gleisen.

Bumpers / Prellbock



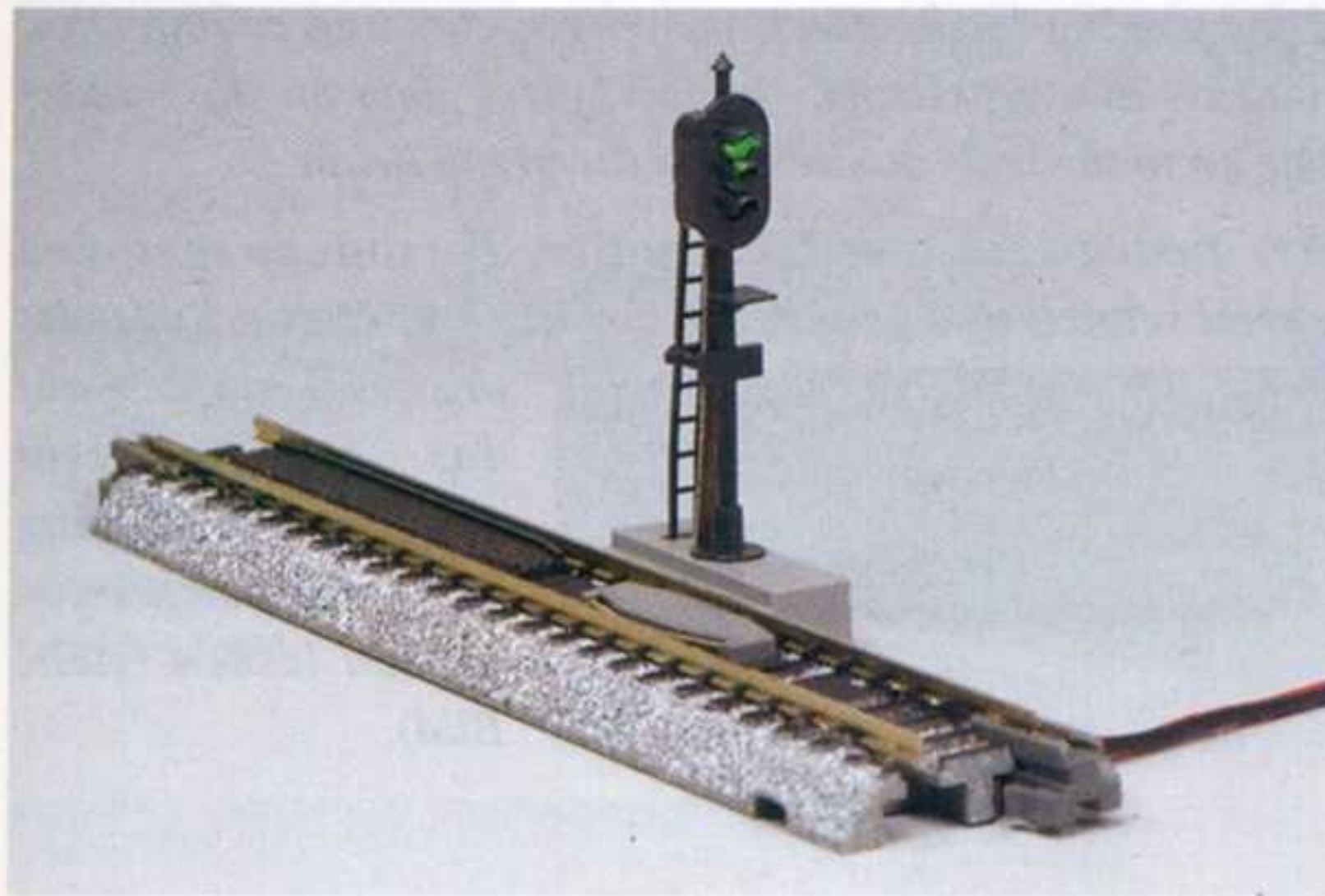
20-046
Str. Trk. w / Bumper A, 62mm (2 7/16")
62mm Prellbock-Beton

20-047
Str. Trk. w / Bumper B, 62mm (2 7/16")
62mm Prellbock-Holz

20-048
Str. Trk. w / Bumper C, 50.5mm (2")
50mm Prellbock

20-202	EP718-15L	Ele. Turnout #6, Left, R718-15 (28 1/4"-15)	R718mm-15° elektrische Weiche links	\$23.50	①
20-203	EP718-15R	Ele. Turnout #6, Right, R718-15 (28 1/4"-15)	R718mm-15° elektrische Weiche rechts	\$23.50	②
20-220	EP481-15L	Ele. Turnout #4, Left, R481-15 (19"-15)	R481mm-15° elektrische Weiche links	\$32.75	③
20-221	EP481-15R	Ele. Turnout #4, Right, R481-15 (19"-15)	R481mm-15° elektrische Weiche rechts	\$32.75	④
20-210	WX310	Double Crossover Track 310mm (12 3/16")	310mm elektrische Doppelkreuzung	\$65.50	⑤
20-300	X15L	15° Crossing, Left, 186mm (7 5/16")	15° Kreuzung, links, 186mm	\$9.50	⑥
20-301	X15R	15° Crossing, Right, 186mm (7 5/16")	15° Kreuzung, rechts, 186mm	\$9.50	⑦
20-320	X90	90° Crossing, 124mm (4 7/8")	90° Kreuzung, 124mm	\$15.50	⑧
24-840	-	Turnout Control Switch	Weichenschalter	\$7.75	⑨
20-046	S62B-A	Straight Track with Bumper A, 62mm (2 7/16") (2ea.)	62mm Prellbock-Beton (2 Stück)	\$6.75	⑩
20-047	S62B-B	Straight Track with Bumper B, 62mm (2 7/16") (2ea.)	62mm Prellbock- Holz (2 Stück)	\$6.75	⑪
20-048	S50B-C	Straight Track with Bumper C, 50.5mm (2") (2ea.)	50.5mm Prellbock (2 Stück)	\$6.75	⑫

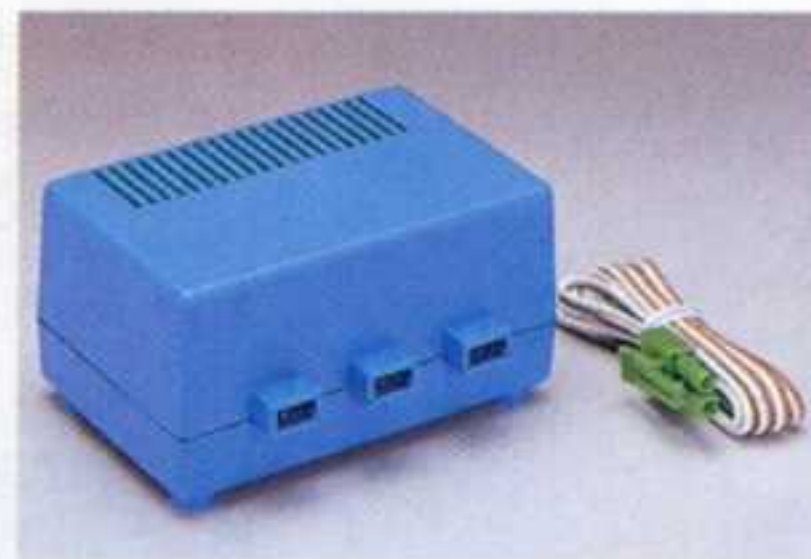
Automatic Signal / automatisches Signal



20-605
Automatic 3 Color Signal (4 7/8")
124mm automatisches 3-Farben-Signal \$45.50

Add to the appearance of your layout with the Automatic 3 Color Signal. Signal is activated when train passes over sensor pad embedded between rails. Simple connection to Power Supply. (Power Supply operates one to three signals.)

Erhöhen Sie die Attraktivität Ihrer Modellbahnanlage mit dem automatischen 3-Farben-Signal. Das Signal wird aktiviert, wenn der Zug über den zwischen den Gleisen eingebetteten Sensor fährt. Einfache Verbindung mit dem Netzteil (das Netzteil ist geeignet für ein bis drei Signale).



24-844
Automatic Signal Power Supply
Netzteil für automatischen Signalbetrieb \$23.50

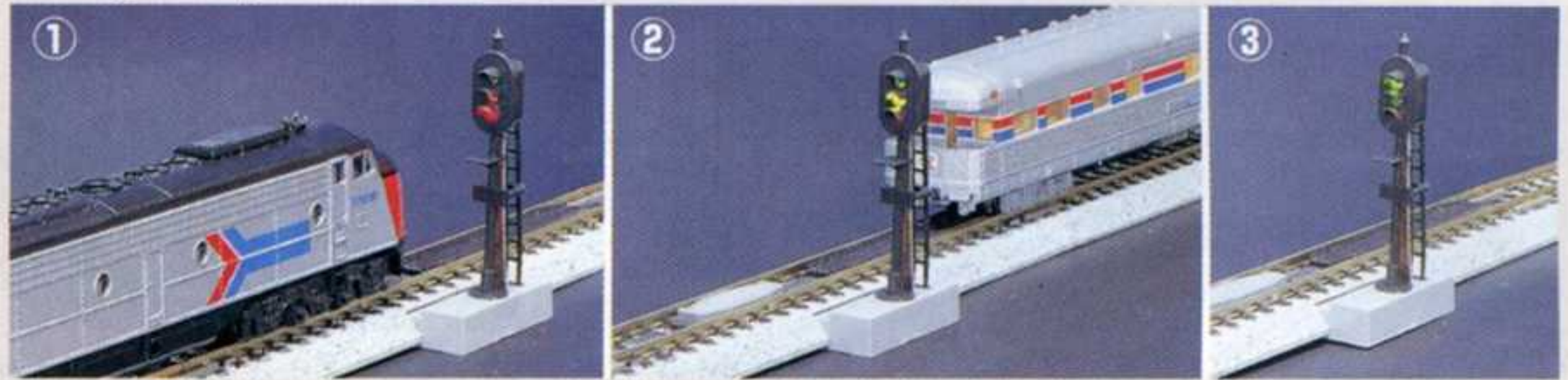


24-845
Signal Extension Cord 90cm (35")
Verlängerungskabel für Signale 90cm \$3.25



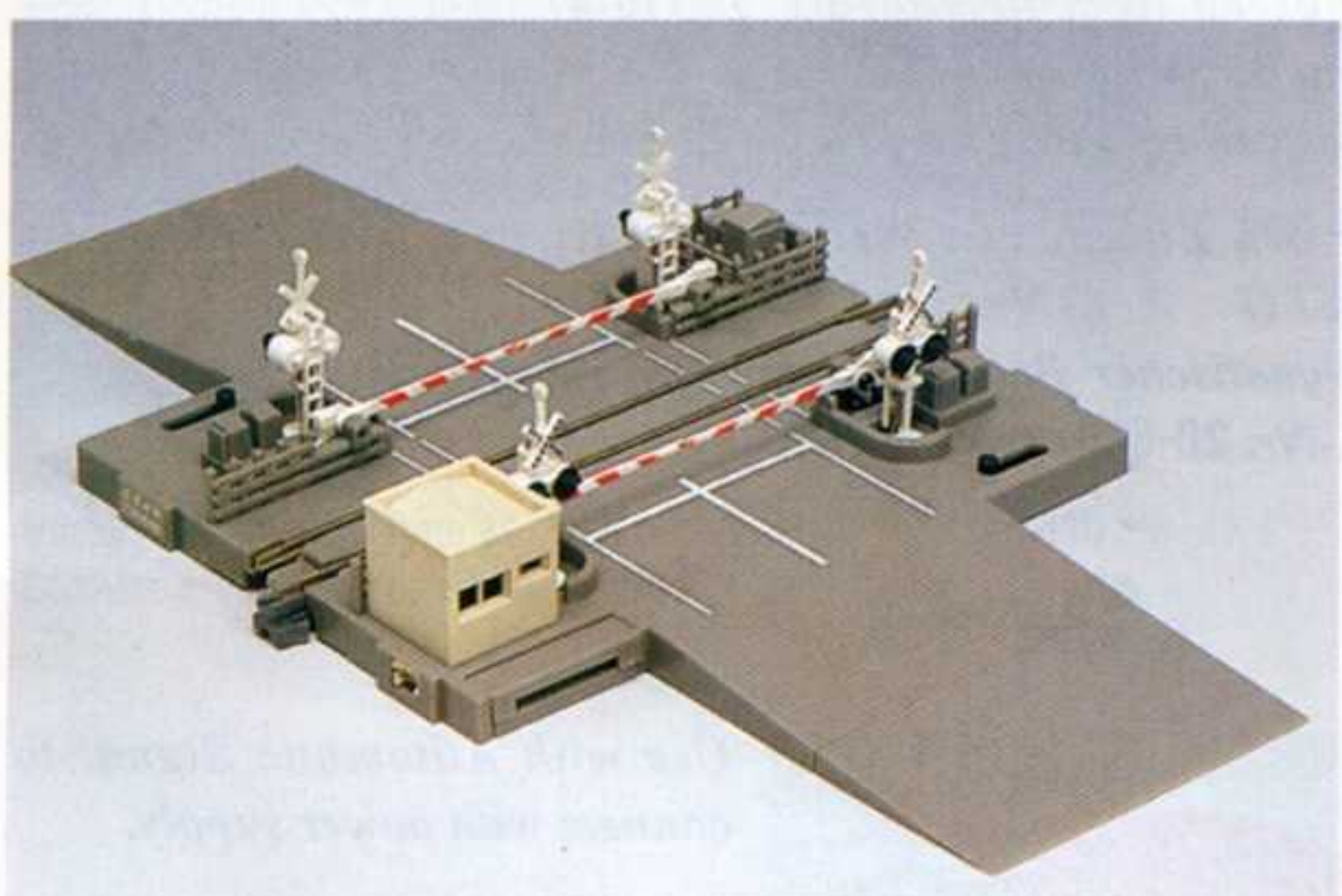
20-421
Signal Viaduct w/o Track 124mm (4 7/8")
Brücke mit Anschlußmöglichkeit für Signal 124mm \$2.50

Signal Operation / Funktionsweise des Signals



- ① Lead car (locomotive) passes over sensor, causing green light to change to red.
 - ② Last car passes over sensor and after a three second delay red light changes to yellow (Time delay is activated only by cars with metal wheels).
 - ③ Yellow light changes back to green after an additional three seconds.
- * During reverse running, the signal will remain red. The signal will remain green when idle.
- ① Sobald die Lokomotive über den Sensor fährt, schaltet das Signal von Grün auf Rot.
 - ② Drei Sekunden nach dem der letzte Wagen über den Sensor gefahren ist, wechselt das Signal von Rot auf Gelb (die drei Sekunden Zeitverzögerung gilt nur für Wagen mit Metallrädern).
 - ③ Nach weiteren drei Sekunden wechselt das Signal von Gelb auf Grün.
- * Beim Rückwärtsfahren bleibt das Signal rot; steht der Zug still, bleibt das Signal grün.

Automatic Crossing Gate / Automatischer Bahnübergang



20-650
Automatic Crossing Gate (4 7/8")
automatischer Bahnübergang (124mm) \$219.98

Realistic motion, flashing lights and ringing "bell" sound add to the excitement of the Automatic Crossing Gate. Gate lowers as train approaches and remains down until last car passes through. Bell volume is adjustable at sound and control unit. Complete with cross bucks, road sections and maintenance shed.

Das realistische Auf und Ab der Schranken, verbunden mit dem Aufleuchten bzw. Ertönen der Warnsignale, machen den automatischen Bahnübergang noch interessanter. Sobald sich der Zug nähert, werden die Schranken heruntergelassen und bleiben unten, bis der letzte Wagen durchgefahren ist. Die Lautstärke des akustischen Warnsignals ist regulierbar. Inklusive Kreuzungsauffahrten, Fahrbahnsegmente und Bahnwärterhäuschen.

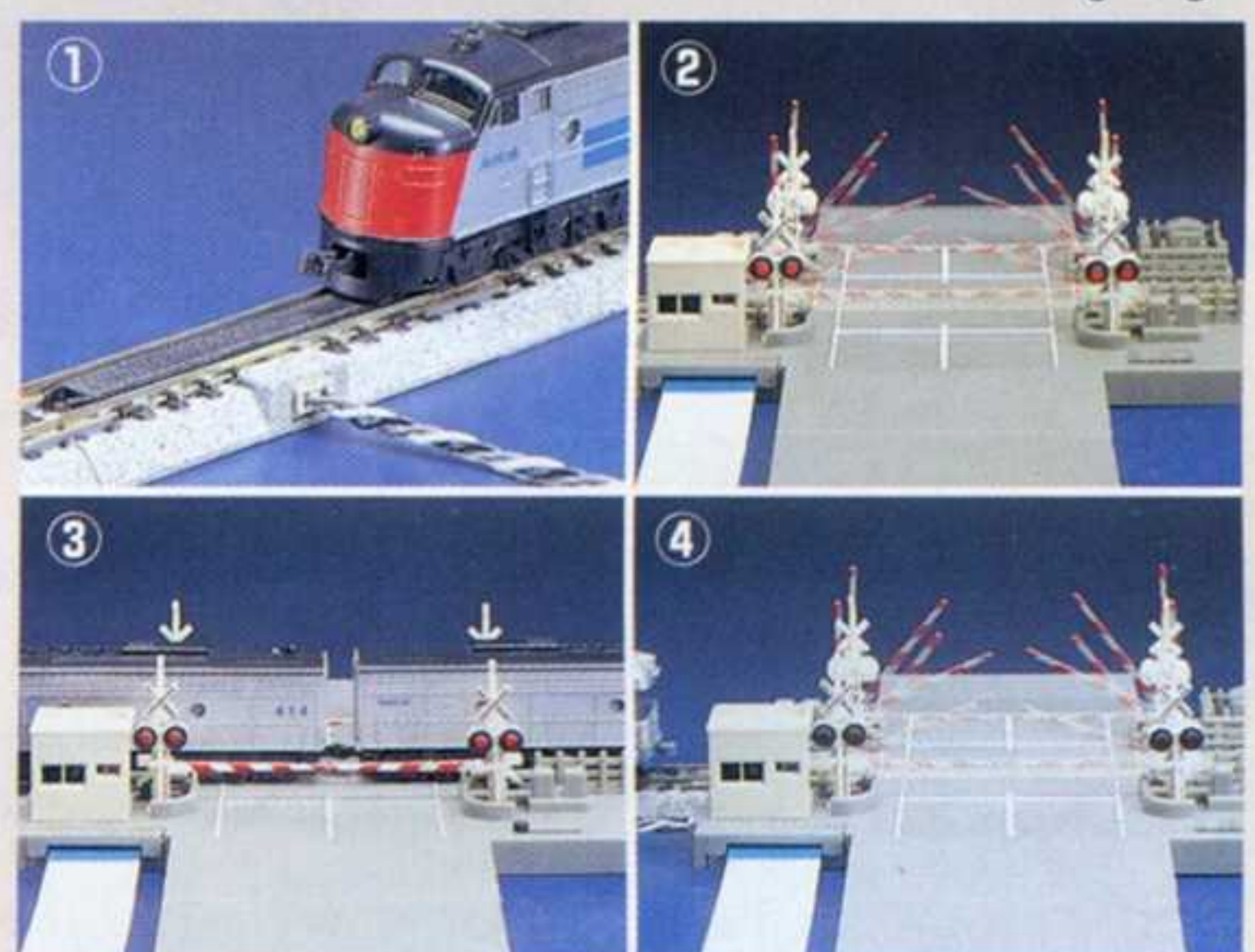


20-651
Automatic Crossing Gate Double Track Adapter (4 7/8")
Adapter für zweigleisigen automatischen Bahnübergang (124mm) \$52.75



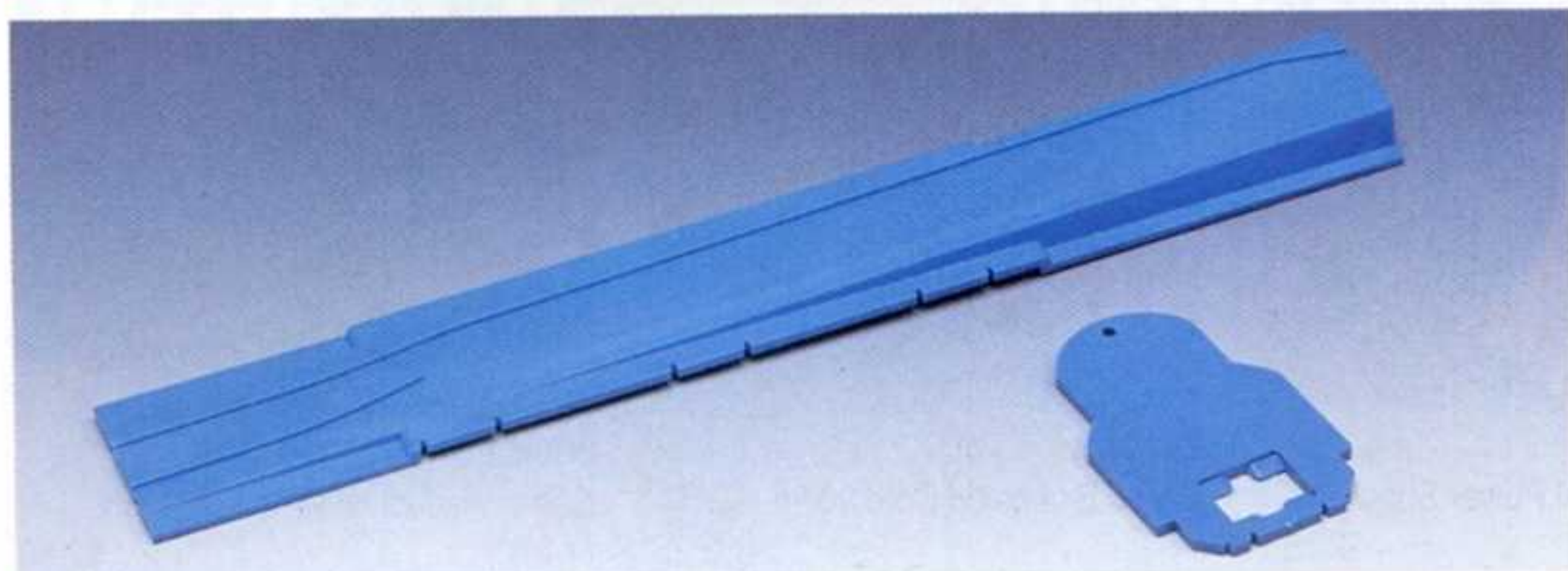
24-846
Automatic Crossing Gate Extension Cable 2m (6'6")
Verlängerungskabel für Bahnübergang 2m \$30.00

Automatic Crossing Gate Operation / Betrieb des Automatischen Bahnüberganges



- ① Action begins as train passes over sensor pad.
 - ② Lights flash, bell sounds and gate lowers.
 - ③ Gates remain down while train passes, stops or reverses, providing optimal flexibility for movement.
 - ④ Once train clears gate, lights and sound stop while arms return to upright position.
- ① Der Zug fährt über den Sensor, und schon geht's los:
 - ② Die Lichter gehen an, das akustische Warnsignal ertönt und die Schranken werden heruntergelassen.
 - ③ Die Schranken bleiben unten während der Zug vorbeifährt, ohne den Zug in seiner Bewegung einzuschränken.
 - ④ Sobald der Zug den Bahnübergang verläßt, hört das akustische Warnsignal auf, die Lichter gehen aus, und die Schranken gehen auf.

Accessories / Zubehör



24-000 Rerailer
Aufgleisgerät

\$1.30

A useful tool for placing locomotives, passenger cars and rolling stock on the rails quickly and efficiently. Simply, place item on the rerailer and slowly slide on to the rails as shown on the photo below.

Ein nützliches Instrument, um Lokomotive, Personenwagen und rollendes Material schnell und genau auf die Gleise zu setzen. Rollendes



Material einfach auf das Aufgleisgerät auflegen und langsam auf die Schienen gleiten lassen (siehe Bild).



24-815
UniJoiner (20ea.)
UniJoiner (20 Stück)

\$5.25



24-816
Insulated UniJoiner (20ea.)
UniJoiner-Isoliert (20 Stück)

\$5.25



24-817
Viaduct S-Joiner (20ea.)
S-Joiner für Brückengleise (20 Stück)

\$5.25

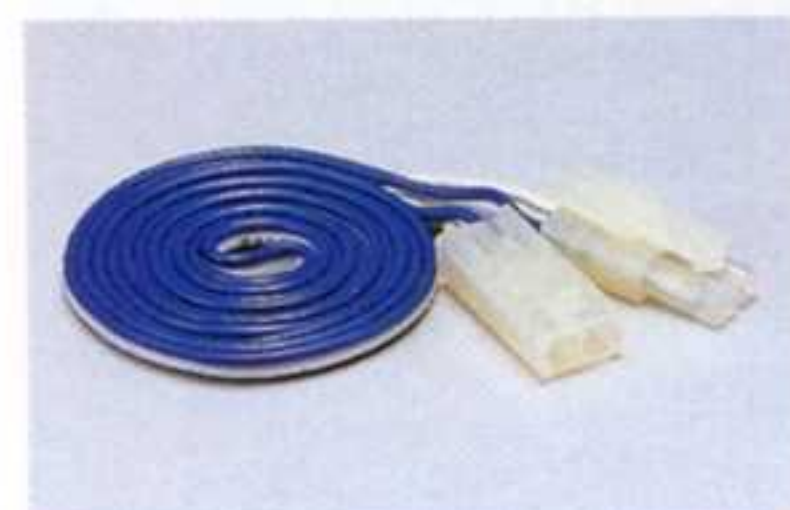


24-818
Terminal Joiner
Schienenverbinder mit Anschluß-
kabel

\$4.25

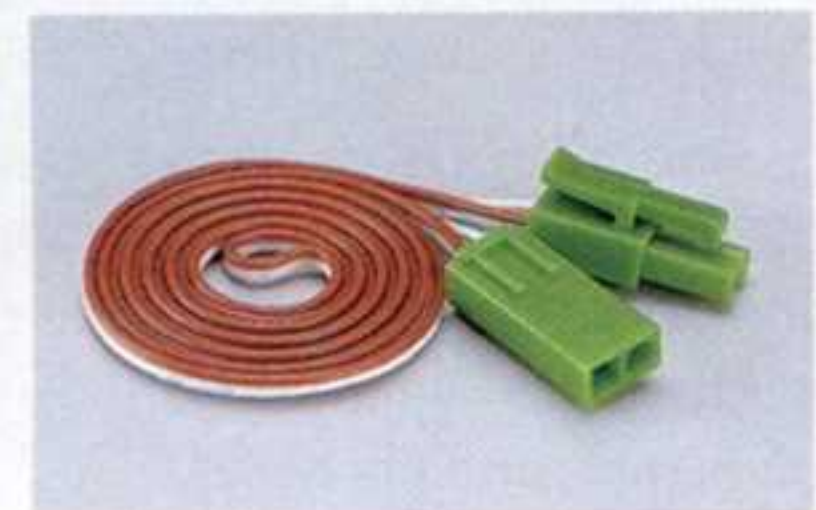
Use this item to maintain constant electrical flow. Especially in curved sections of the layout where a power source is needed. May also substitute feeder track section.

Benutzen Sie diesen Schienenverbinder, um die Stromversorgung konstant aufrecht zu erhalten. Besonders empfehlenswert für gebogene Streckenabschnitte, die eine zusätzliche Stromquelle erforderlich machen. Auch als Ersatz für Anschlußgleise.



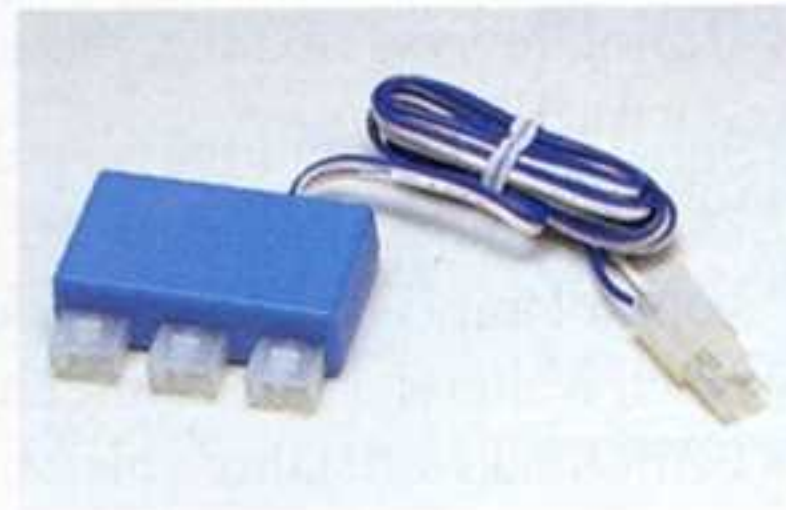
24-825
DC Extension Cord
Verlängerungskabel Gleichstrom

\$3.25



24-826
AC Extension Cord
Verlängerungskabel Wechselstrom

\$3.25



24-827
3-Way Extension Cord
Verteiler für Weichenschalter

\$5.25

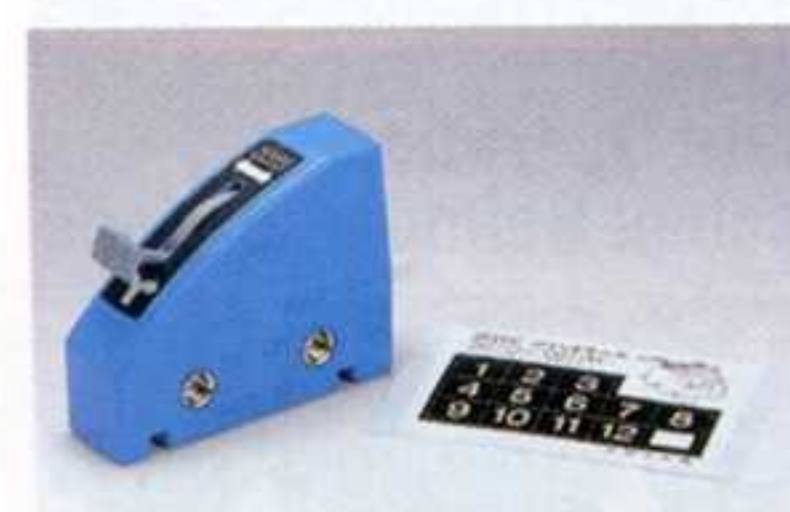
Extension cord with three connectors for simultaneous use with feeder track, terminal joiner or power signal supply.

Verteiler mit drei Anschlüssen für den gleichzeitigen Betrieb von Anschlußgleis, Schienenverbinder oder Netzteil für automatischen Signalbetrieb.



24-828
Double Track Power Cord (2ea.)
Anschlußkabel für zweigleisige
Brückengleise

\$7.50



24-840
Turnout Control Switch
Weichenschalter

\$7.75



24-841
Turnout Extension Cord
Verlängerungskabel für Weichen

\$3.25



24-842
DC Converter
Gleichrichter

\$6.50

Required item to operate Turnout Control Switch (24-840) and North American type Crossing Gate (20-650).

Für den Einsatz von Weichenschalter (KATO Art.-Nr. 24-840) und Automatischer Bahnübergang (KATO Art.-Nr. 20-650) erforderlich.



24-843
Adapter Cord
Adapter-Kabel

\$3.25

Used for connecting power packs to power cord.

Für die Verbindung zwischen Netzteil und Schalter.



24-844
Automatic Signal Power Supply
Netzteil für automatischen
Signalbetrieb

\$23.50



24-845
Signal Extension Cord 90cm (35")
Verlängerungskabel für Signale

\$3.25

Use with Automatic Signal to connect with power supply.

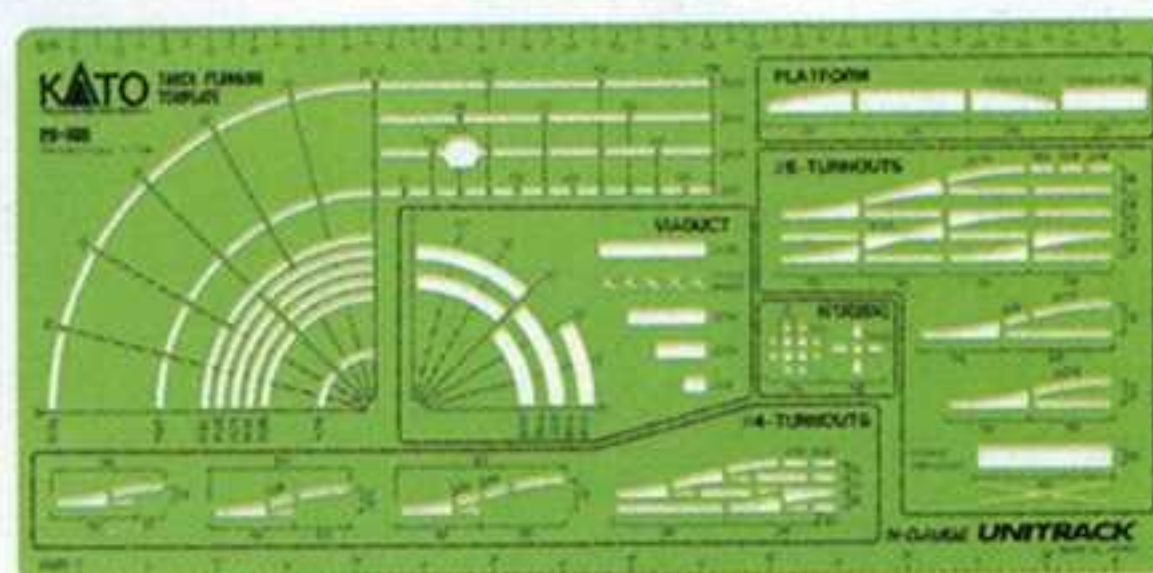
Für die Verbindung zwischen Netzteil und Signale.



24-846
Automatic Crossing Gate Extension Cable
2m (6'6")with Connector
Verlängerungskabel für Bahnübergang 2m
mit Anschluß-Stecker

Exclusively designed for the Automatic Crossing Gate.

Nur für den Automatischen Bahnübergang



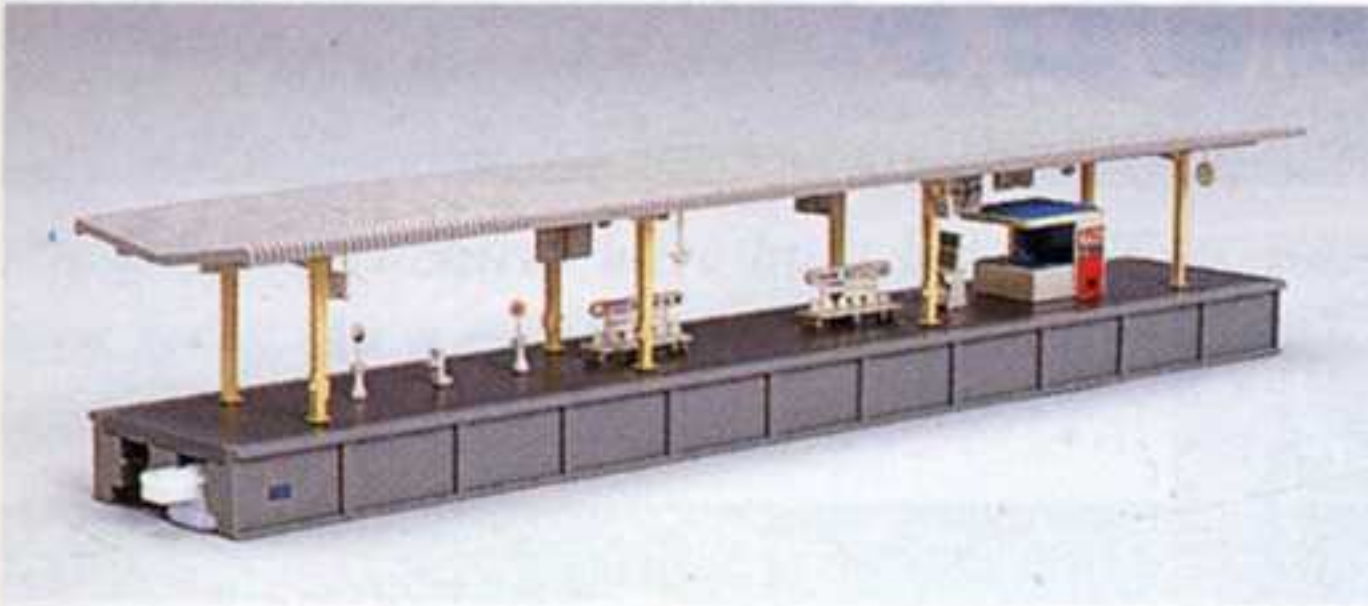
20-900
N Scale UNITRACK Template
Gleisplanschablone

\$17.50

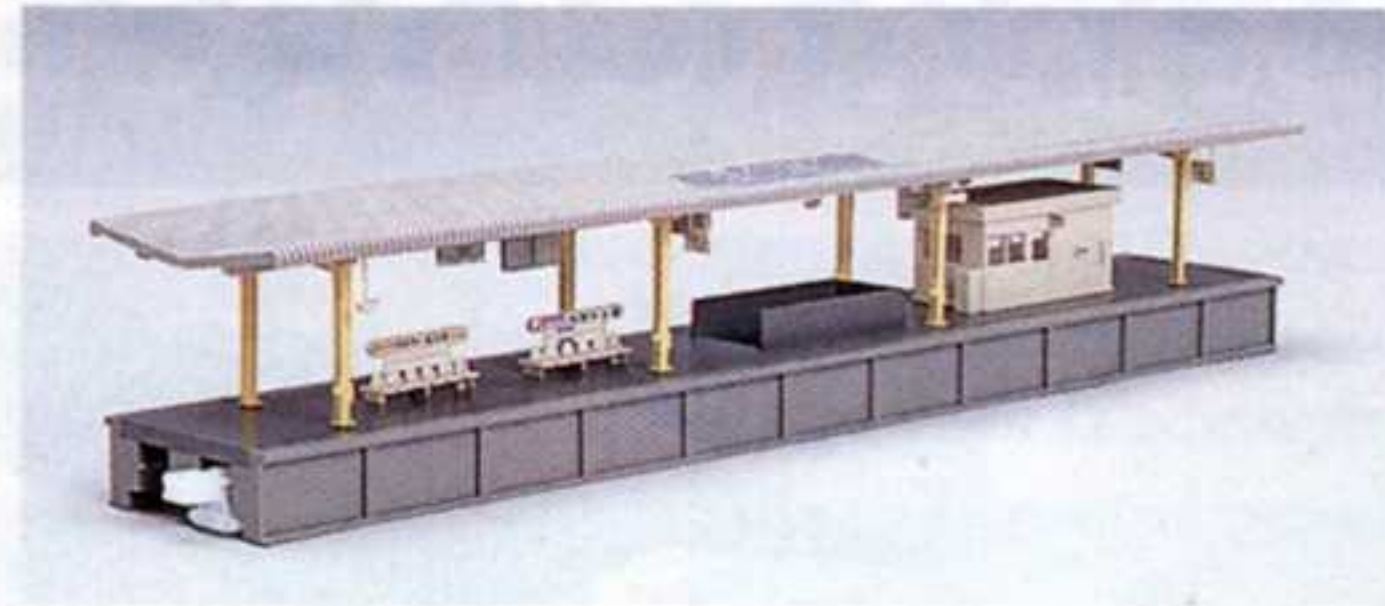
Tool for layout planning. Scale is 1/10.

Für die Erstellung von Gleisplänen.

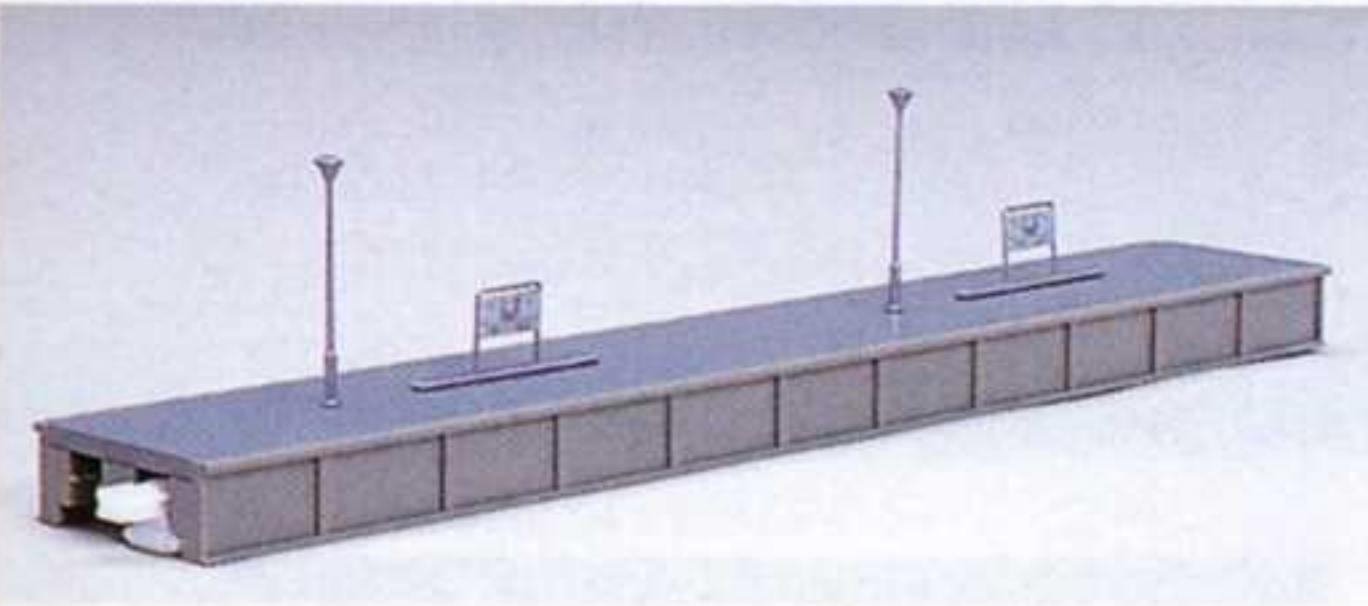
Platforms / Bahnsteige



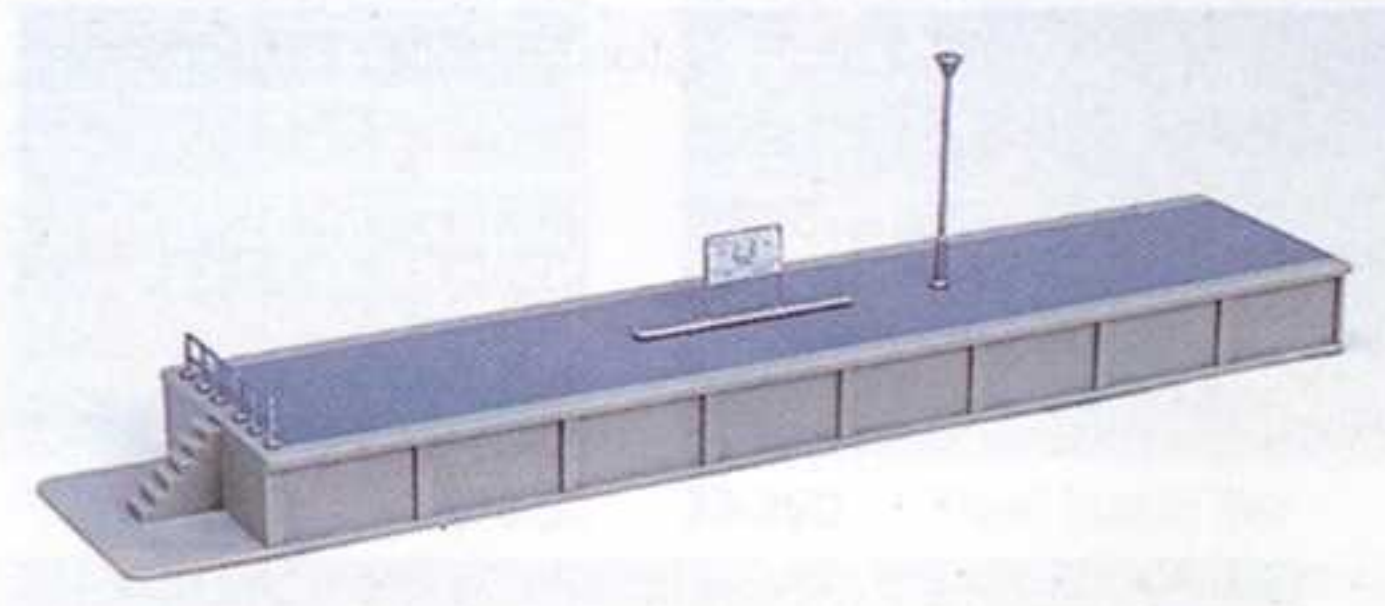
23-100
Island Platform, Type A
Bahnsteig Typ A \$8.40



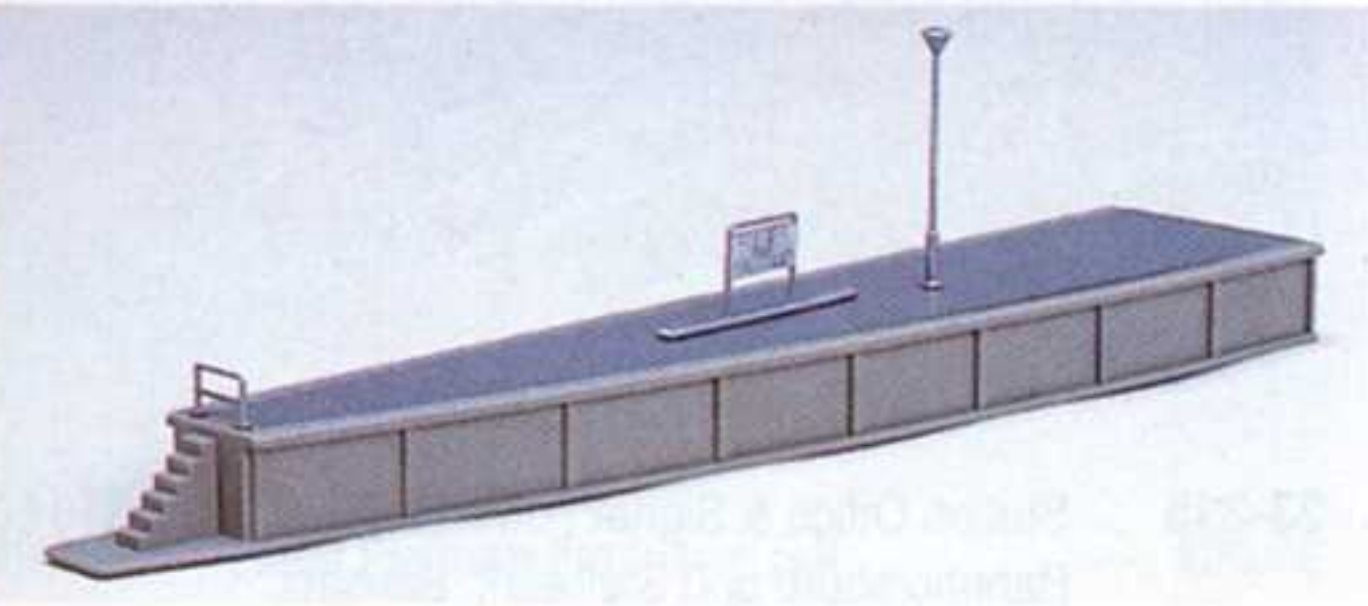
23-101
Island Platform, Type B
Bahnsteig Type B \$8.40



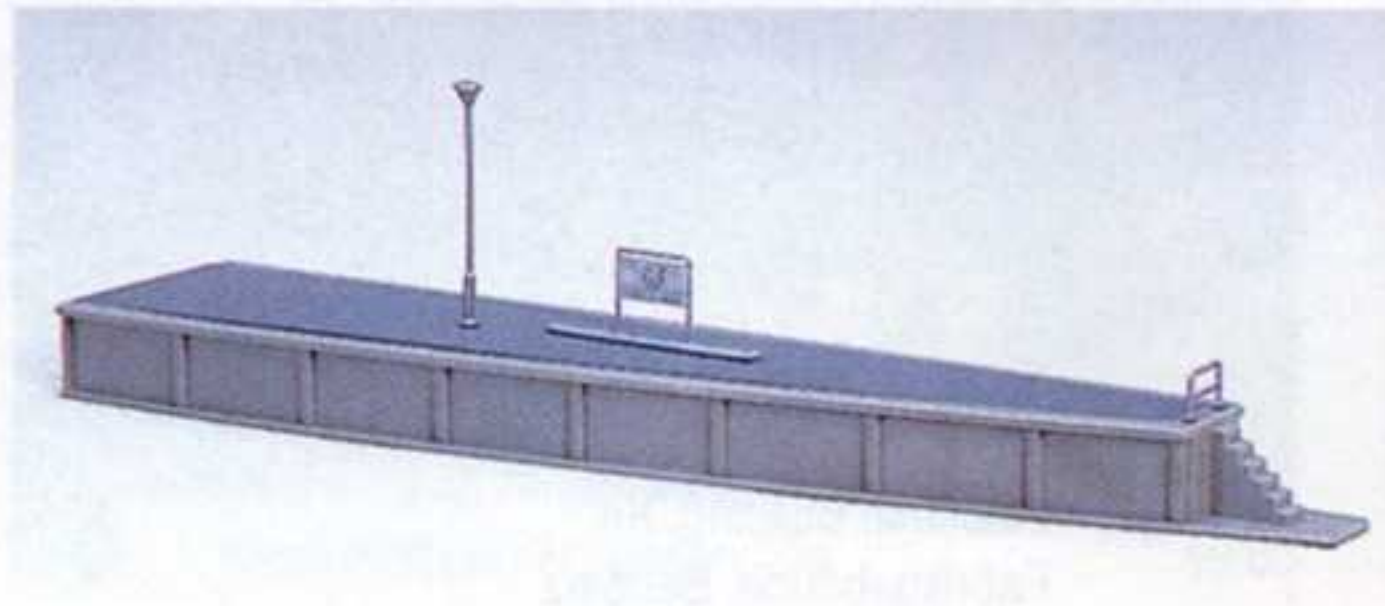
23-106
Island Platform, Type D
Bahnsteig Typ D \$4.80



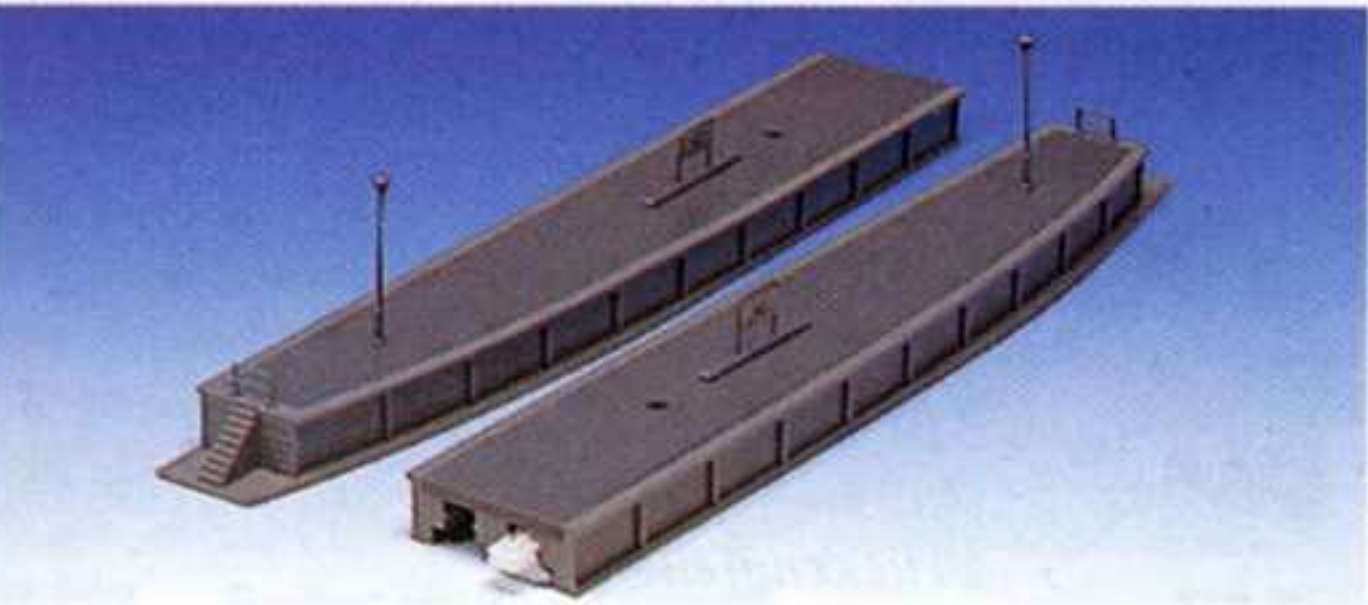
23-102
Island Platform End, Type #1
Bahnsteig, einseitig geschlossen, Typ 1 \$4.80



23-103
Island Platform End, Type #2
Bahnsteig, einseitig geschlossen, Typ 2 \$4.80

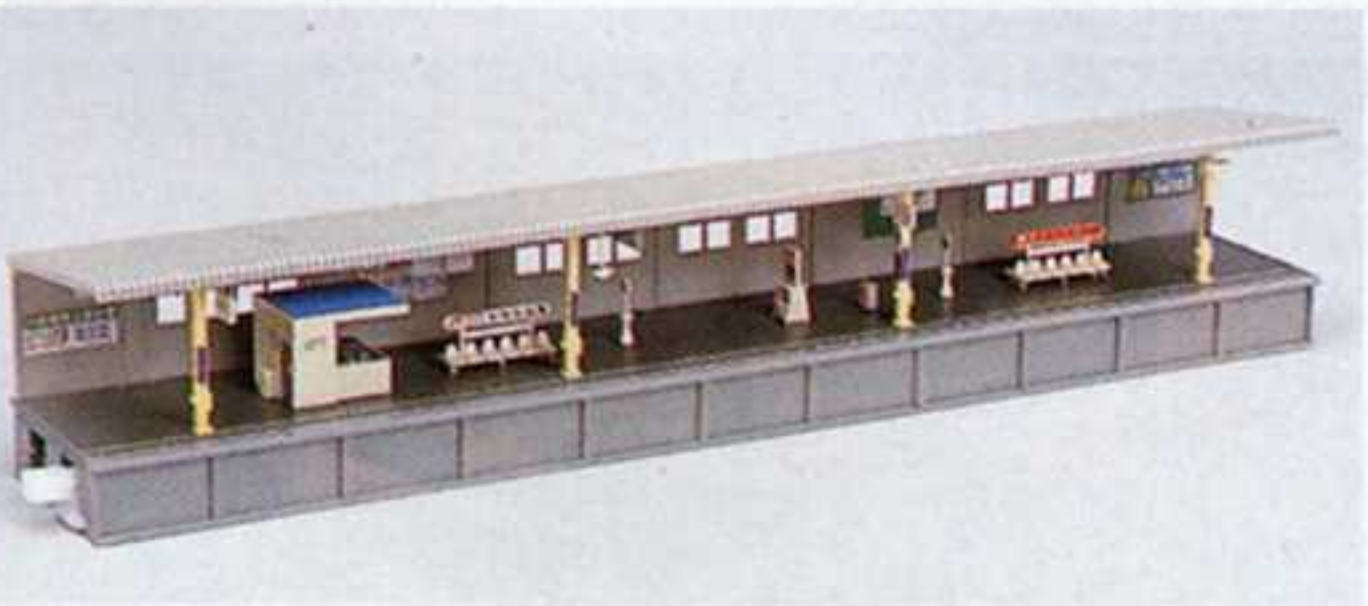


23-104
Island Platform End, Type #3
Bahnsteig, einseitig geschlossen, Typ 3 \$4.80

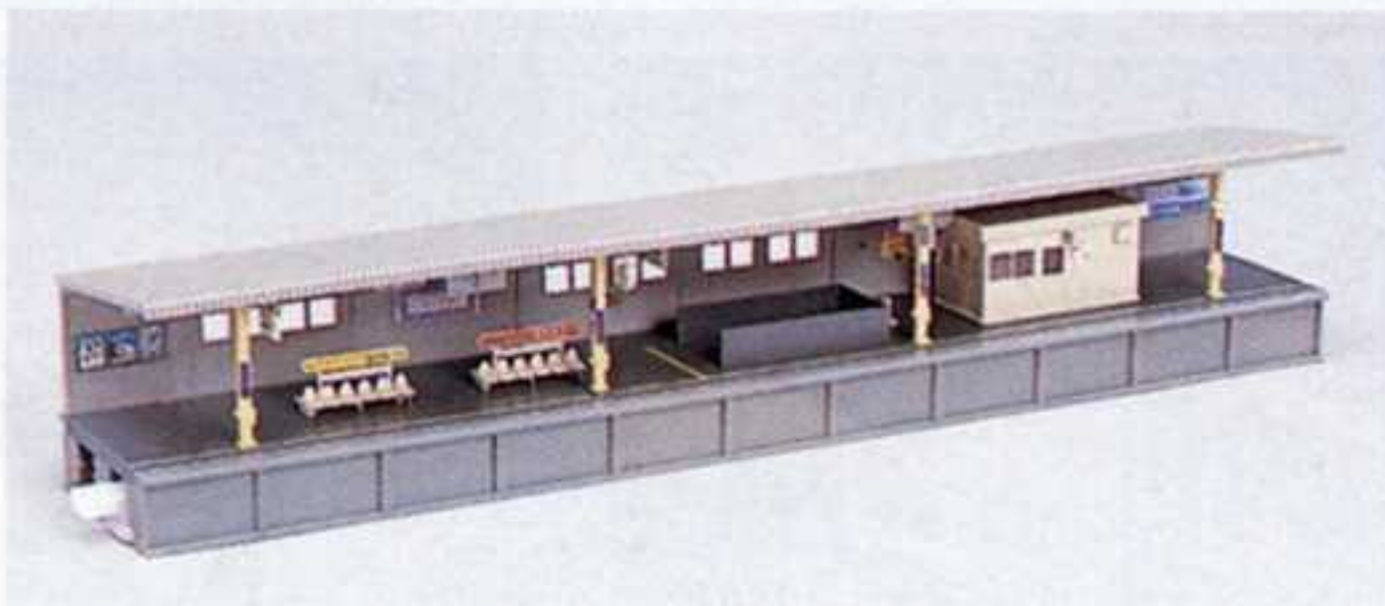


23-105
Island Platform End, Type #4 1Set
Bahnsteig, einseitig geschlossen, Typ 4, 1 Set \$10.80

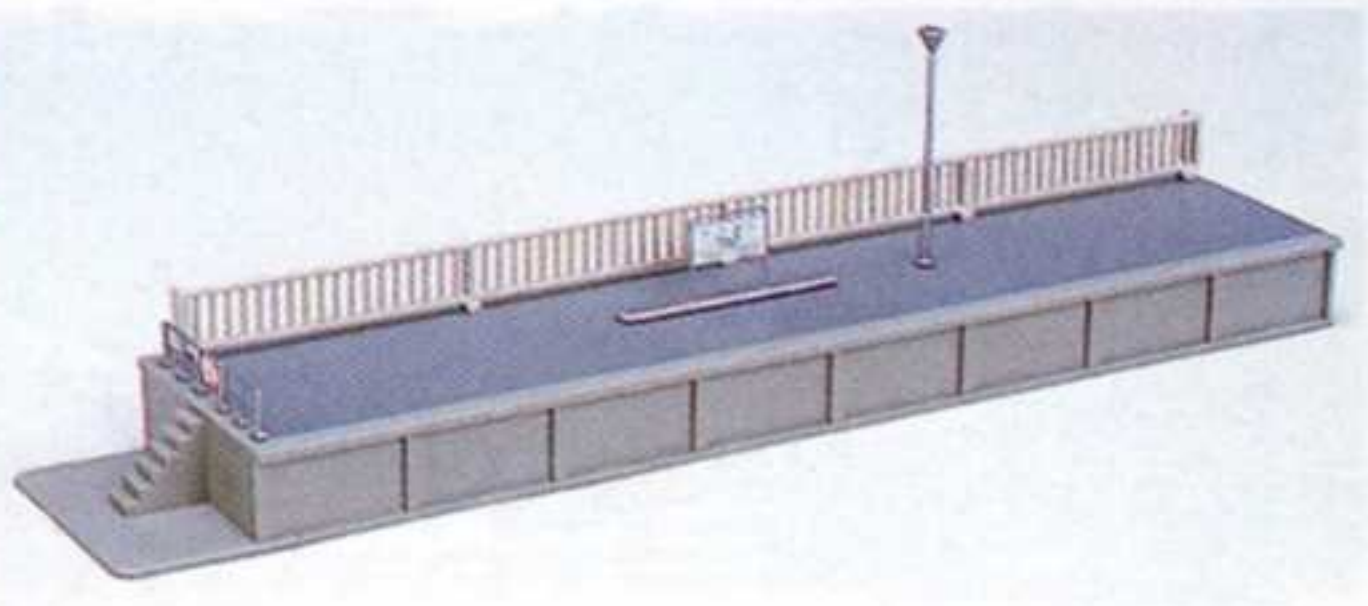
100% New Neuhimmel



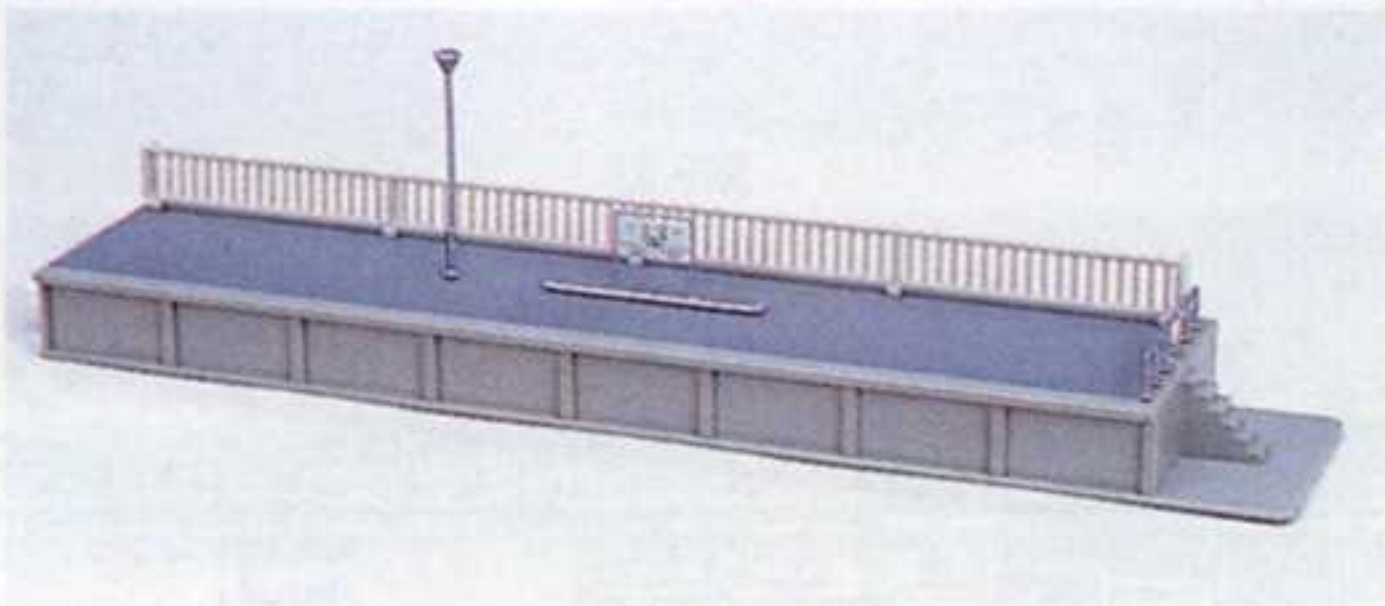
23-110
One-sided Platform, Type A
Einseitig begehbare Bahnsteig, Typ A \$8.40



23-111
One-sided Platform, Type B
Einseitig begehbare Bahnsteig, Typ B \$8.40



23-112
One-sided Platform End, Type #1
Einseitig begehbare Bahnsteig, Typ 1 \$4.80

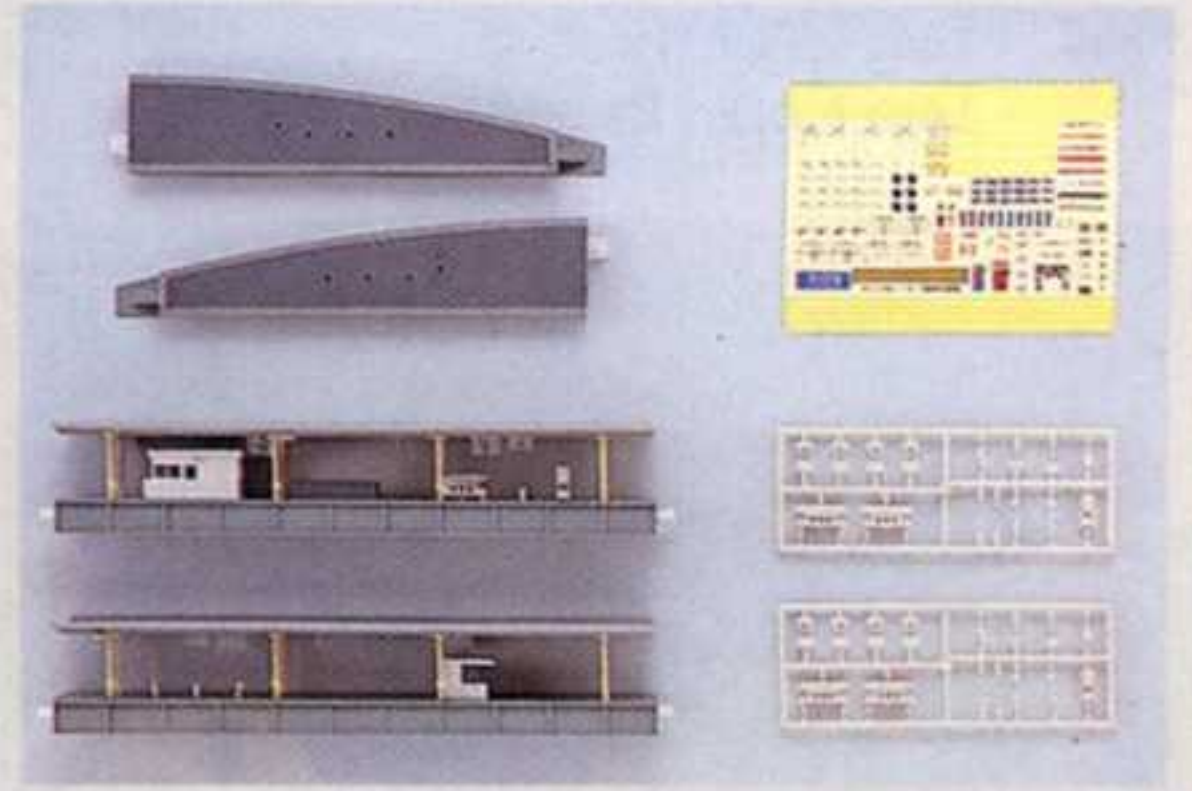


23-113
One-sided Platform End, Type #2
Einseitig begehbare Bahnsteig, Typ 2 \$4.80

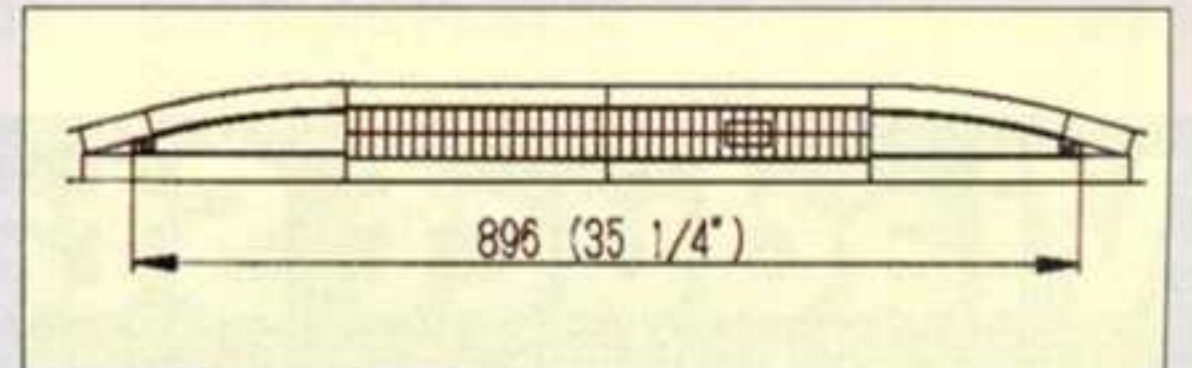


23-190
Structural Detail Stickers (2ea.) \$4.95
Aufkleber (2 Stück)

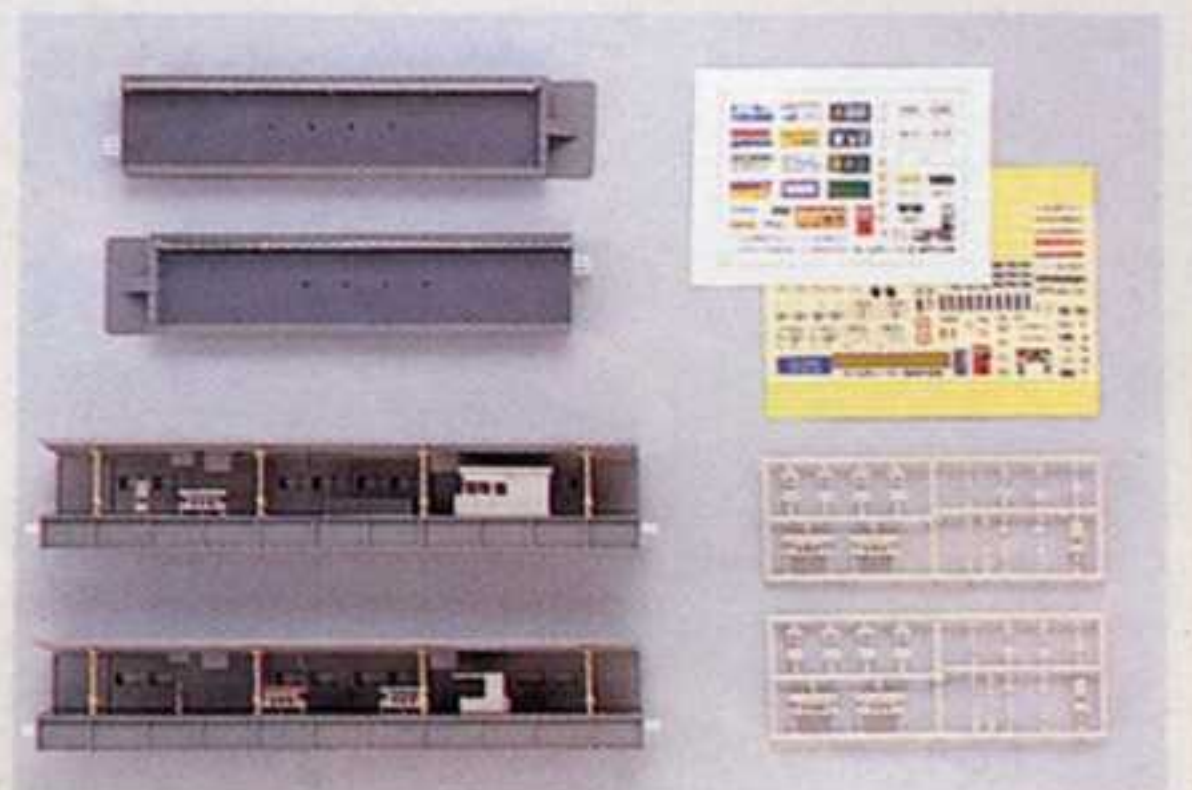
Platform Sets / Bahnsteig-Bausätze



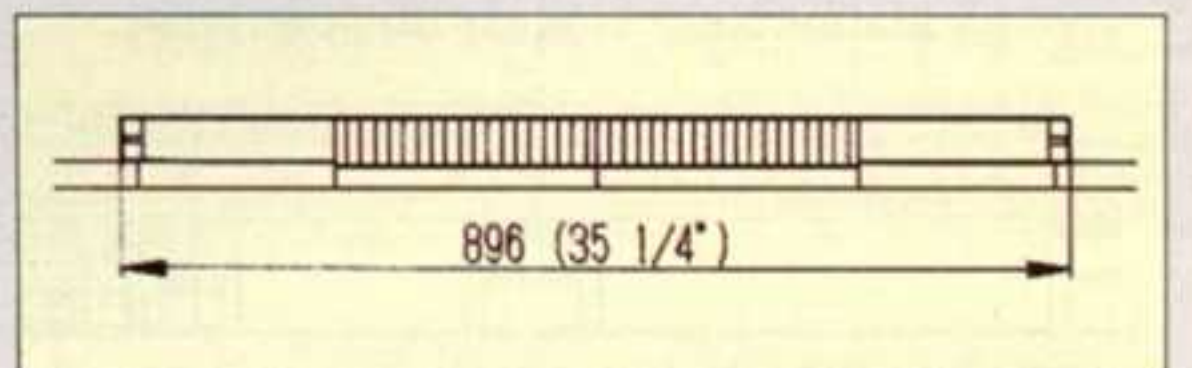
20-806
Island Platform Complete Set
Bahnsteig-Bausatz, komplett \$21.60



● Tracks are not included. / Ohne Gleise



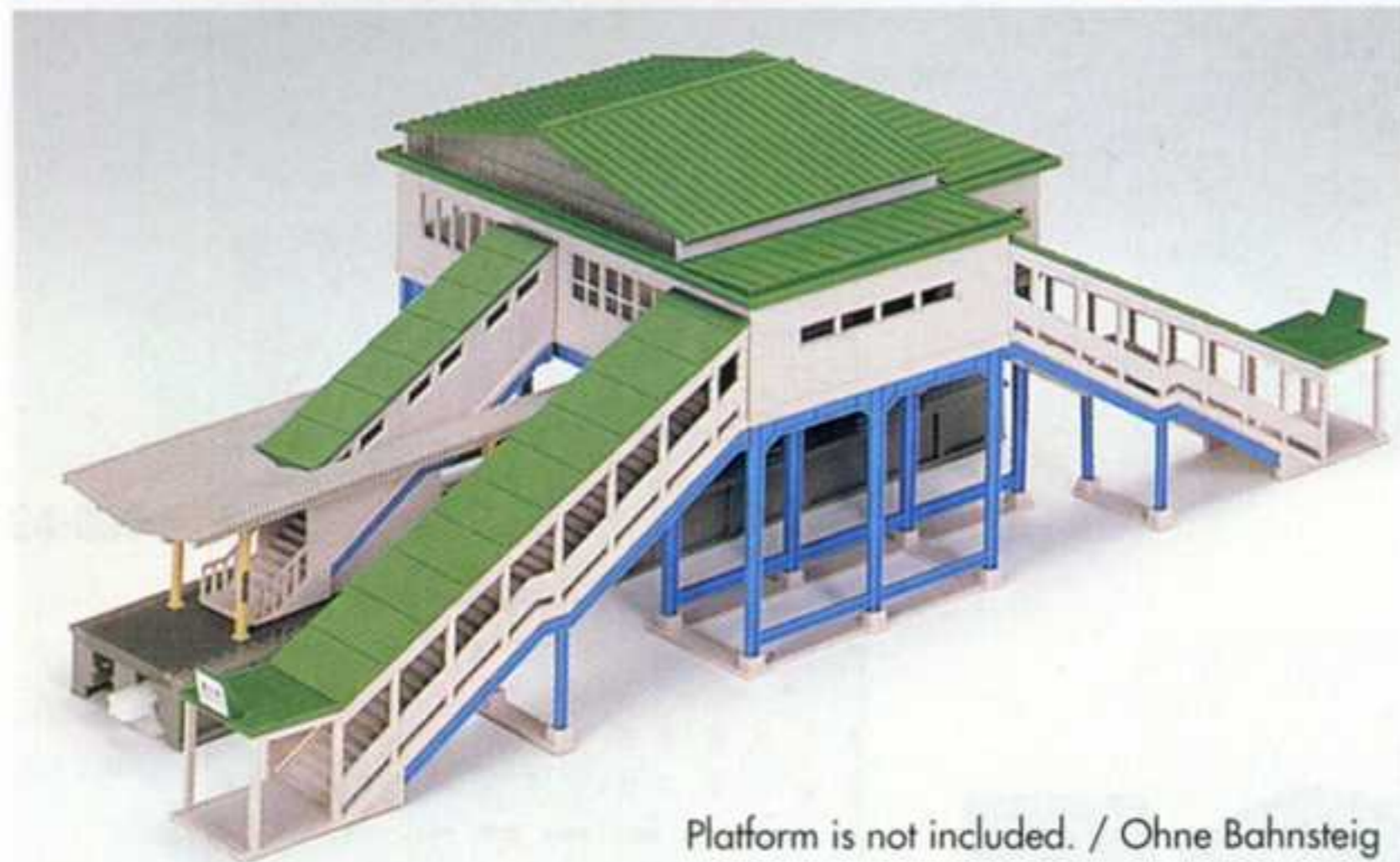
20-815
One-sided Platform Complete Set
Einseitiger-Bahnsteig-Bausatz, komplett \$21.60



● Tracks are not included. / Ohne Gleise

N-Scale Structures

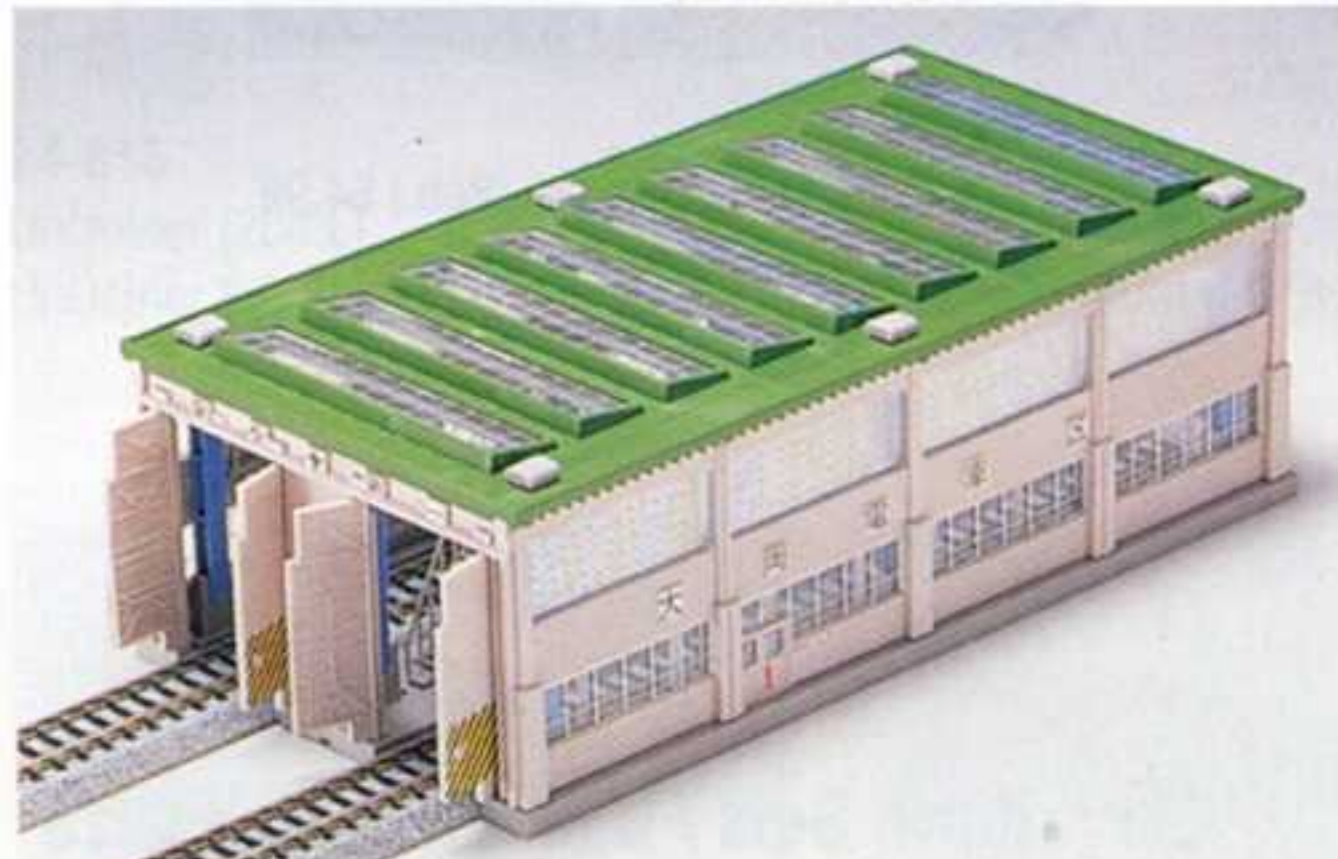
Factory and Railroad Buildings Fabrik- und Bahnhofsgebäude



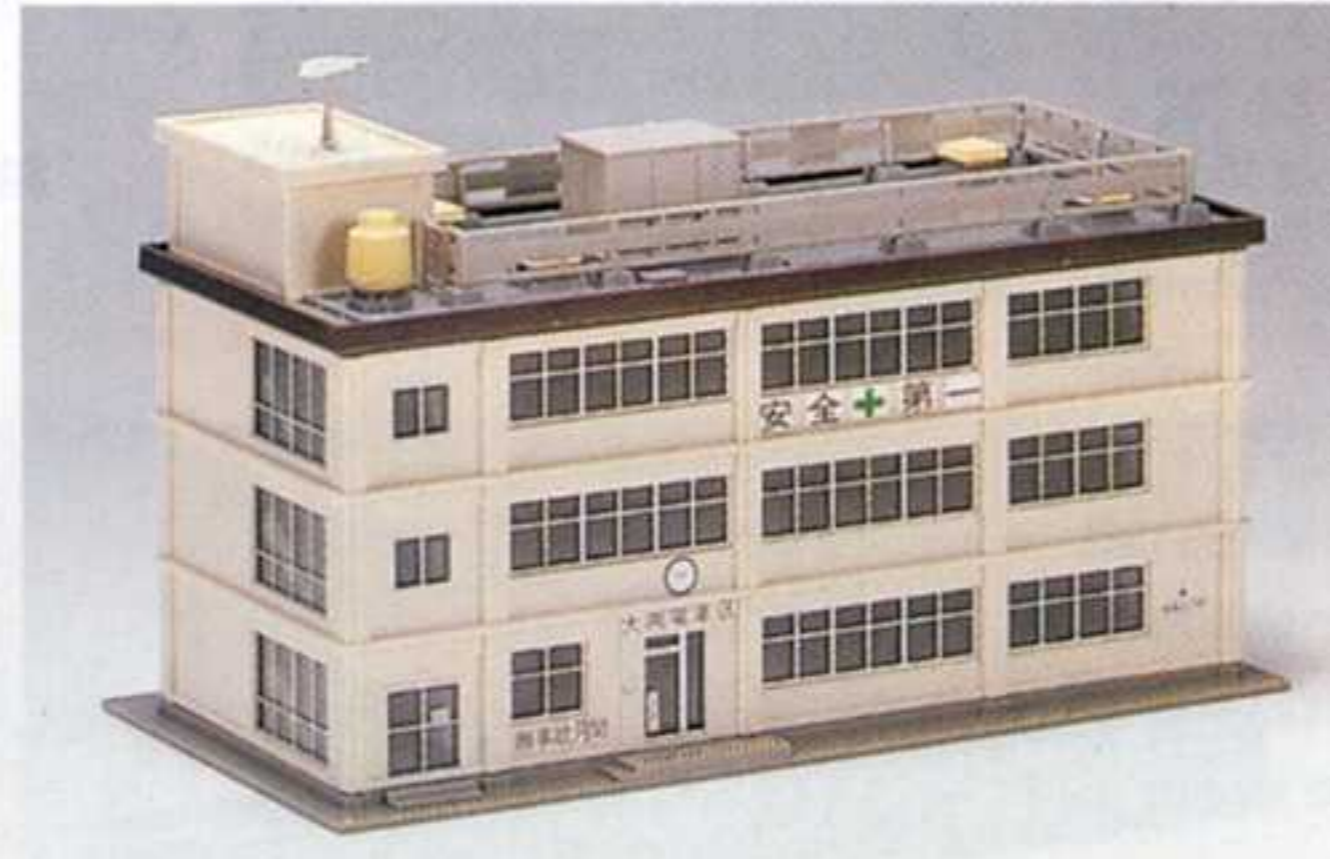
23-200 Overhead Station / Bahnhof \$18.00
Platform is not included. / Ohne Bahnsteig



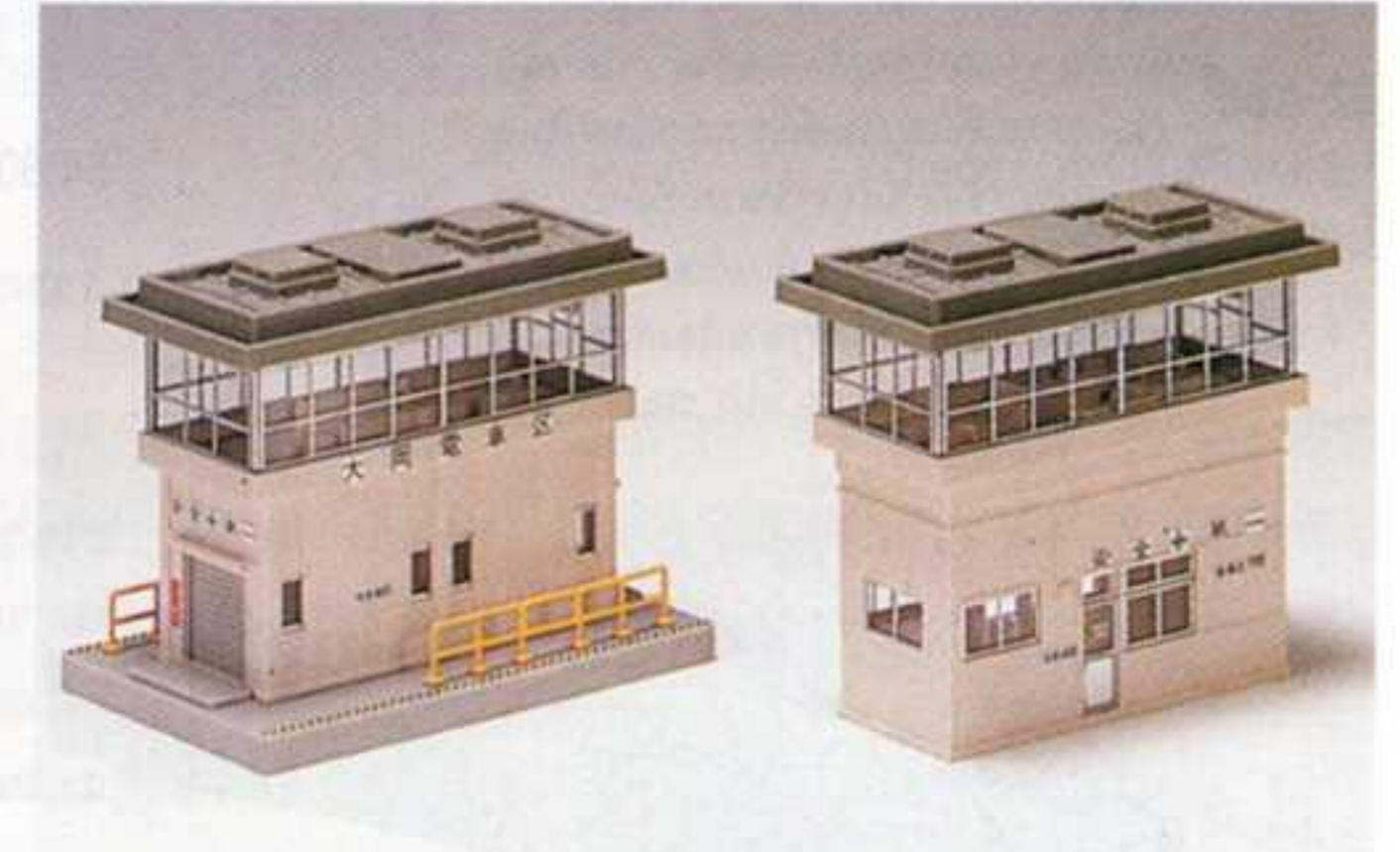
23-210 Station Entrance / Eingangshalle \$8.40



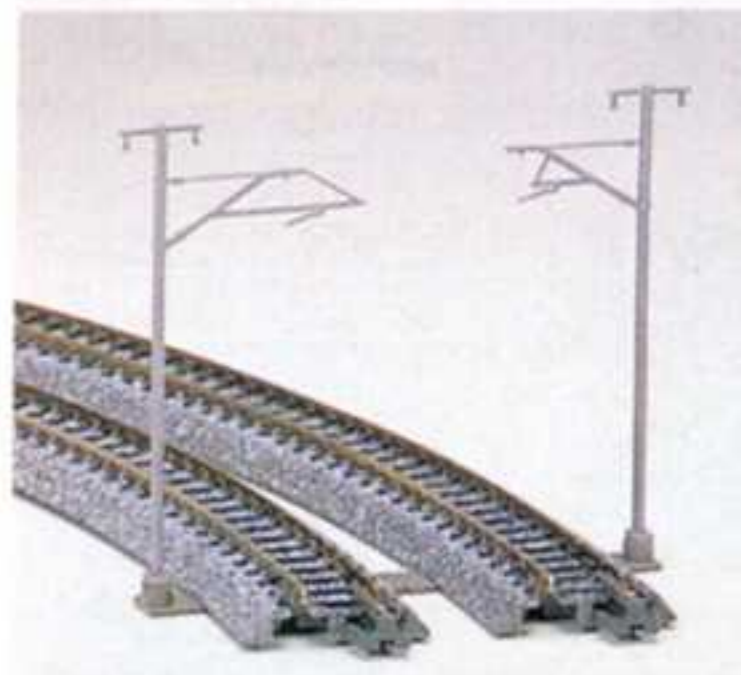
23-300 Long Engine House, Kit \$13.20
Lokschuppen, Bausatz



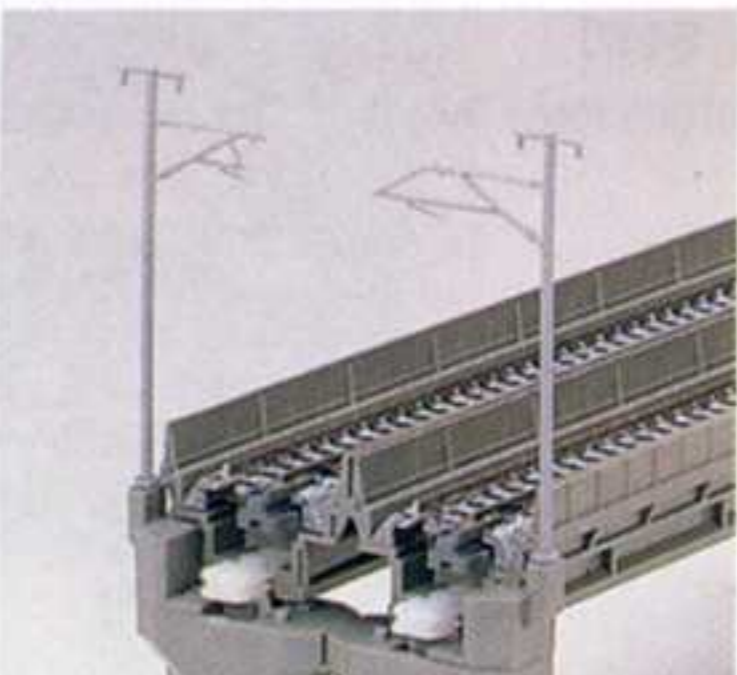
23-310 Industrial Building, Kit \$24.00
Fabrikgebäude, Bausatz



23-315 Station Office & Signal Tower, Kit \$10.80
Bahnhofsbüro und Stellwerk, Bausatz



23-054 Single Track Catenary Poles (12pcs.) \$4.00
Oberleitungsmasten, eingleisig (12 Stück)



23-055 Double Track Catenary Poles (6pcs.) \$4.00
Oberleitungsmasten, zweigleisig (6 Stück)

The Single and Double Catenary Poles can be used with ground level and viaduct UNITRACK sections for decorative purposes. Pole bases included.
* UNITRACK, Viaduct and Bridge Piers are not included.

Die ein- und zweigleisigen Oberleitungsmasten sehen in Verbindung mit UNITRACK Gleisen sehr dekorativ aus. Bodenplatten inklusive.
* Ohne UNITRACK Gleise, Brücke und Brückenpfeilern.

Viaduct Station / Viadukt Bahnhof



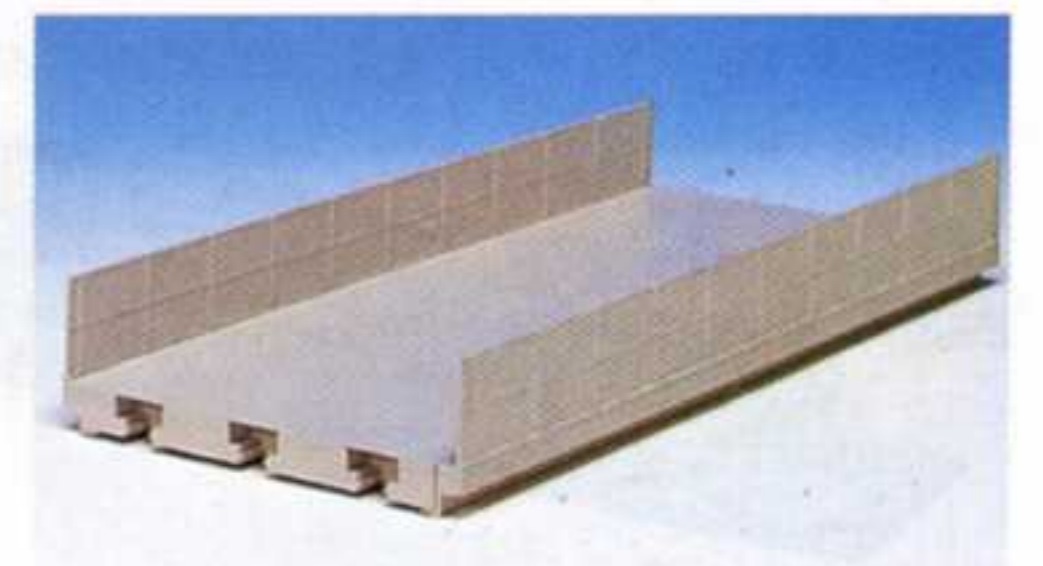
23-125 Viaduct Station Set / Viadukt-Bahnhof-Set \$99.98



23-230 Viaduct Station Entrance \$45.60
Viadukt-Bahnhofseingang



23-231 Viaduct Station Stores \$43.20
Viadukt-Passage mit Geschäften und Lagerhallen



23-232 Viaduct Platform Extension Set \$27.60
Viadukt-Bahnsteig (Erweiterungsset)

Viaduct Station Set / Viadukt-Bahnhofs-Set



* UNITRACK, platforms, catenary poles and other layout item are not included.
* Ohne UNITRACK Gleise, Bahnsteige, Oberleitungsmasten und Dekoration

Japanese Style Rural Structures Ländliche Häuser im japanischen Stil

The actual structures were built before 1960, however, many of them still exist today. As a result these structures can fit into modeling scenes from past to present.

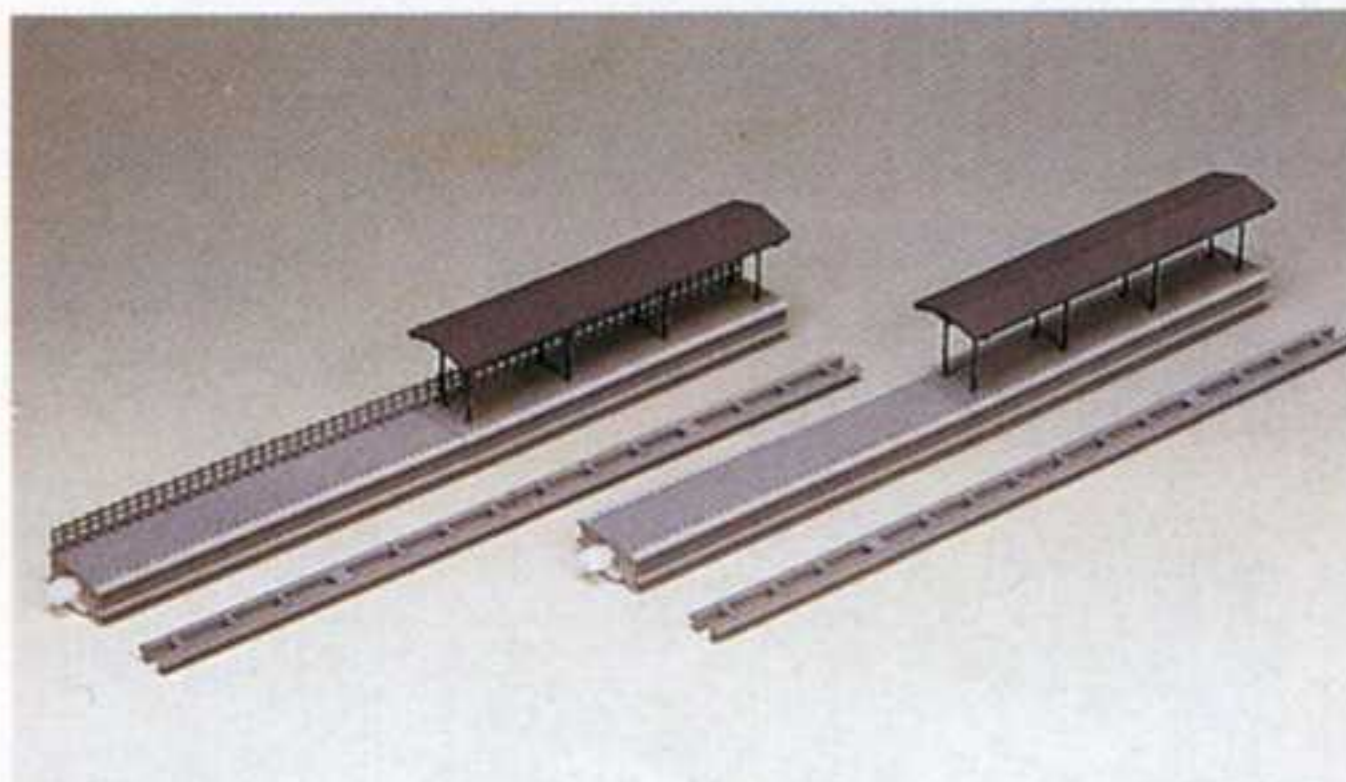
Diese Art von Häusern wurden vor 1960 erbaut, aber viele von ihnen existieren heute noch. So passen diese Häuser sowohl zu älteren wie auch zu modernen Landschaftsszenen.



23-130 Rural Platform, Kit
Ländlicher Bahnsteig, Bausatz \$78.00



23-220 Rural Station Set
Ländlicher Bahnhof (Grundset) \$57.60



23-131 Rural Platform Extension Set
Ländlicher Bahnsteig, (Erweiterungsset) \$20.40



23-132 Rural Platform Accessory Set
Ländlicher Bahnsteig, Zubehör-Set \$9.60



23-221 Rural Freight Platform Set
Ländlicher Güterbahnsteig, Set \$35.40



23-222 Section House Kit (2pcs.)
Streckenhäuschen, Bausatz (2 Stück) \$19.20



23-224 Rural Overhead Stairway Kit
Ländliche Fußgängerbrücke, Bausatz \$20.40



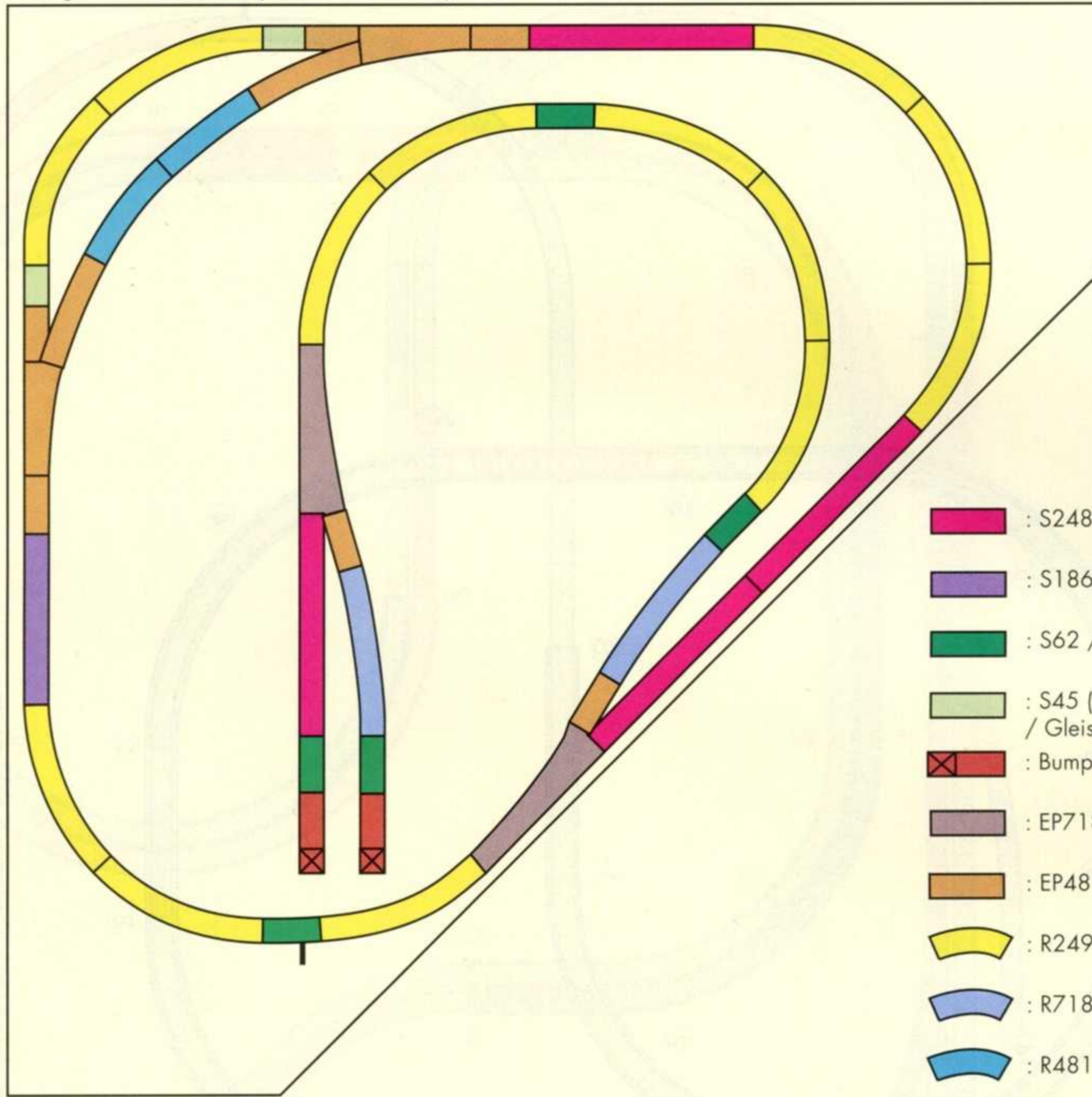
23-400 Brick Engine House Kit
Ziegel-Lokschuppen, Bausatz \$18.00



*Rural Station scene shown above. / Ländliche Bahnhofsszene in japanischem Stil (siehe oben)

CORNER CENTRAL

120cm (3' 11 1/4") × 120cm (3' 11 1/4")



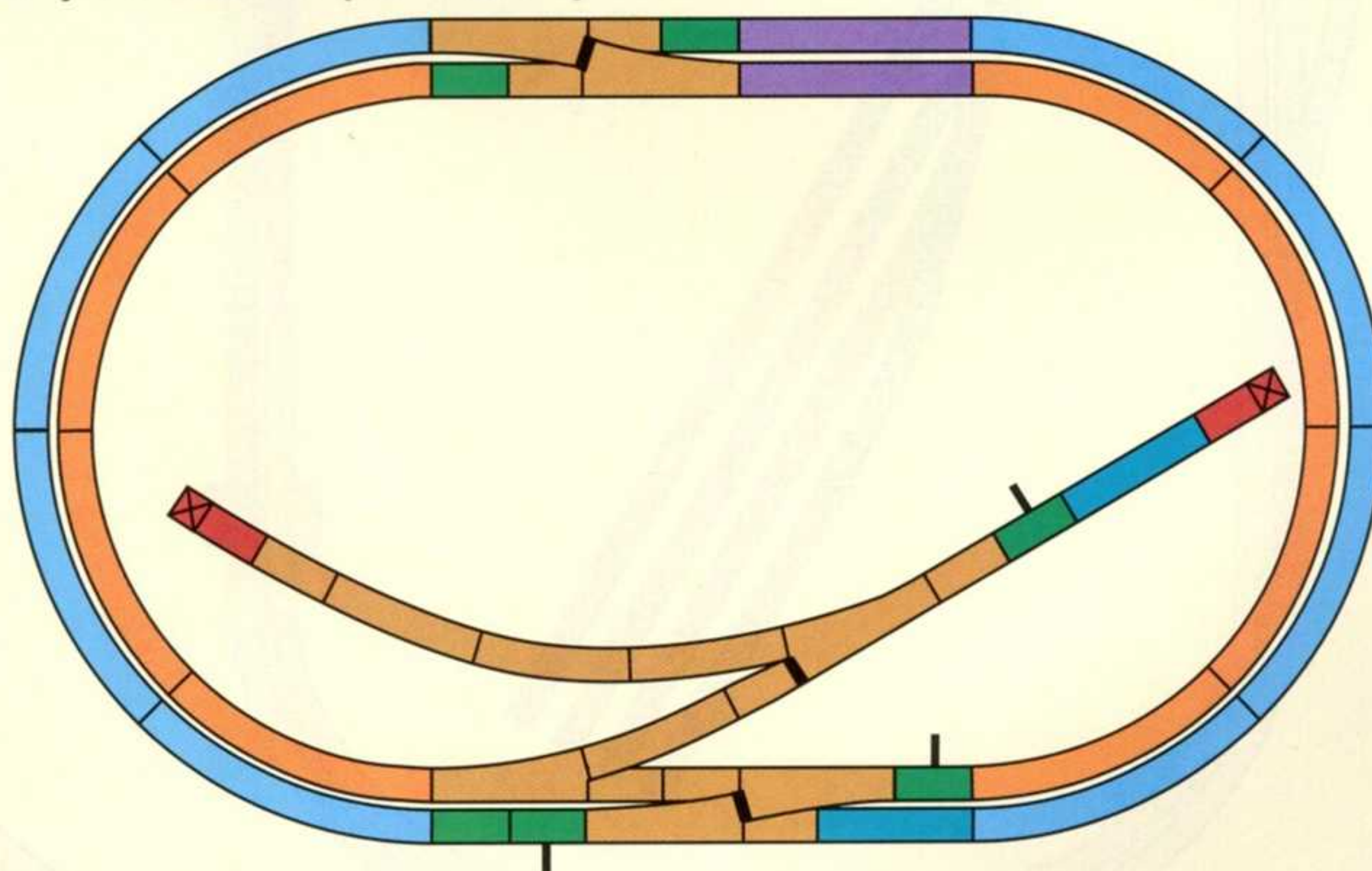
- : S248
- : S186
- : S62 / S62F
- : S45 (Track Assortment Set / Gleissortiment)
- : Bumper / Prellbock
- : EP718-15 L/R
- : EP481-15 L/R
- : R249-45
- : R718-15
- : R481-15

Scale : 1 / 10

0 cm 50 100
0 feet 1 2 3

WATCHUNG & HAWTHORNE CONNECTING R.R.

108.9cm (3' 6 7/8") × 65.5cm (2' 1 3/4")



- : S186
- : S124
- : S62 / S62F
- : Bumper / Prellbock
- : EP481-15 L/R
- : Insulated UniJoiner / UniJoiner-Isoliert
- : R282-45
- : R315-45

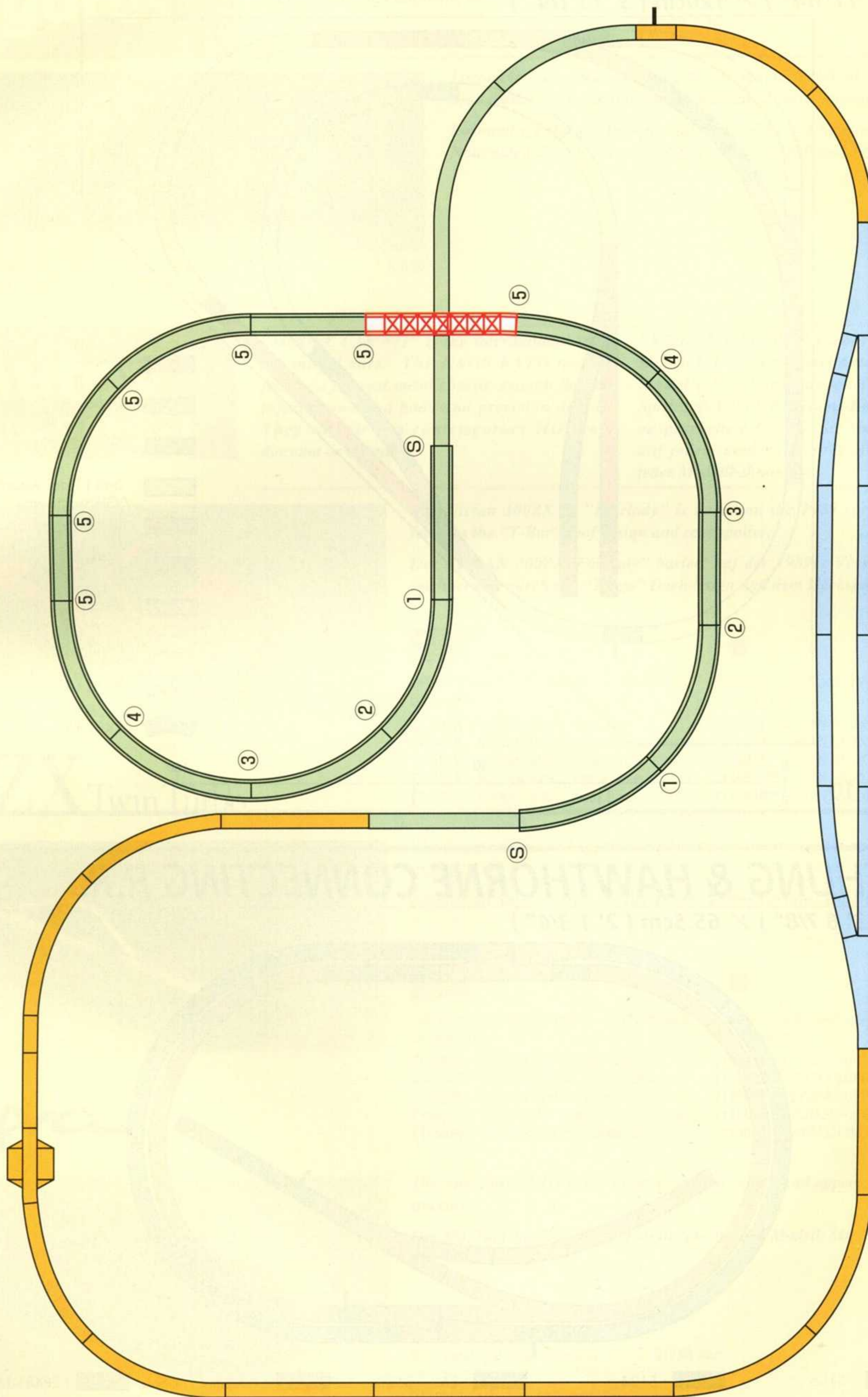
Scale : 1 / 10

0 cm 50 100
0 feet 1 2 3

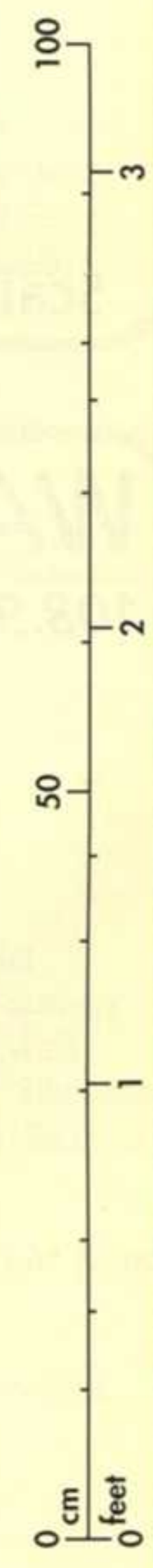
N

K SET EMPIRE

226.7cm (7' 5 1/4") × 142.4cm (4' 8 1/16")



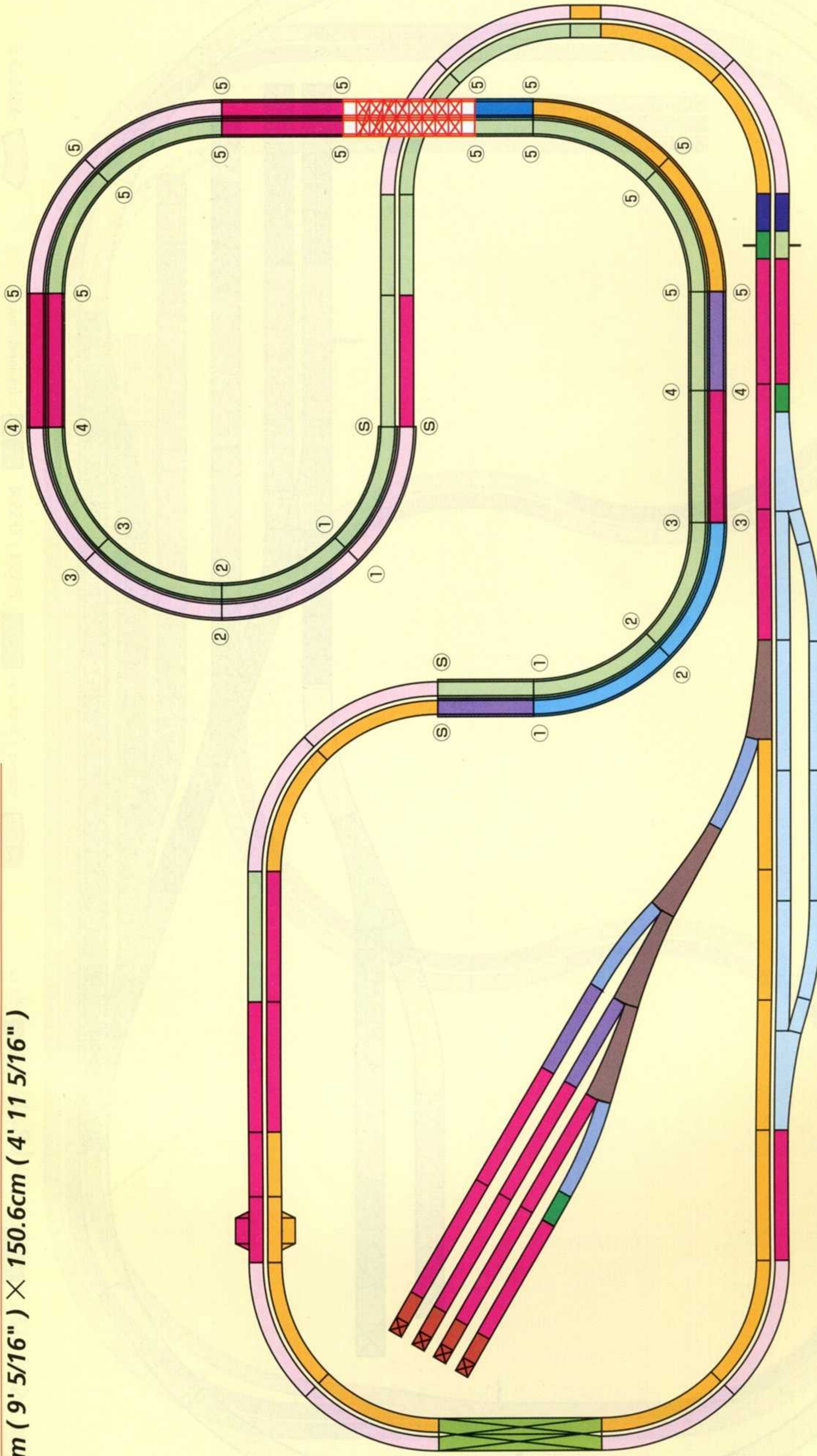
█ : K1 Standard Set / K1-Basis-Set
█ : K2 Turnout Set / K2 Weichen-Set
█ : K3 Viaduct Set / K3 Brückengleis-Set



Scale : 1 / 10

RICHFIELD & FOUND DU LAC RAILROAD

275.1cm (9' 5/16") × 150.6cm (4' 11 5/16")



- : K1 Standard Set / K1-Basis-Set
- : S248 / S248V
- : R315-45
- : K2 Turnout Set / K2 Weichen-Set
- : S186 / S186V
- : Bumper / Prellbock
- : K3 Viaduct Set / K3 Brückengleis-Set
- : S124 / S124C / S124V
- : S64
- : EP718-15 L/R
- : WX310
- : R348-45 / R348-45V

Scale : 1 / 12

0 cm 50 100
0 feet 1 2 3

KATO Worldwide Distribution

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Model Scale Products, Ltd.

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Japan
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Fax: +81-3-3954-3644



Hobby Center Kato, Osaka

12-15 Toyotsu-Cho, Suita-City, Osaka 564-0051
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Phone: +81-6-339-6171
Fax: +81-6-339-7411



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