



RailKing 4-6-2 PRR K4 Steam Locomotive

OPERATOR'S MANUAL



Compatibility

This engine will operate on any traditional O-31 Gauge track system, including M.T.H.'s RealTrax[®] or ScaleTrax[™] or traditional tubular track. It is also compatible with most standard AC transformers. (See page 23 for a complete list of compatible transformers and wiring instructions.)



Flight Vant Board



PLEASE READ BEFORE USE AND SAVE

Table of Contents

Set Up Checklist	3
Lubrication.....	3
Priming The Smoke Unit.....	3
Checking The Battery.....	4
Basic Operation	5
Activating Features.....	5
Proto-Sound 2.0 Operating Instructions	7
Activating Proto-Sound 2.0 Conventional Mode Features.....	7
Passenger Station Announcements (PSA).....	8
Proto-Coupler® Operation.....	9
Speed Control.....	10
Locking Locomotive Into A Direction.....	11
Reset To Factory Default.....	11
Automatic Sound Effects.....	11
Maintenance	12
Lubricating and Greasing Instructions.....	12
Cleaning The Wheels, Tires and Track.....	13
Traction Tire Replacement Instructions.....	14
Headlight Replacement Instructions.....	15
Self Charging Battery Back-Up.....	15
ProtoSmoke® Unit Operation.....	16
Troubleshooting Proto-Sound® 2.0 Problems.....	18
Transformer Compatibility and Wiring Chart.....	21
Additional Features Accessible Of DCS Remote Control System.....	22
Service & Warranty Information.....	23
Limited One-Year Warranty.....	23

CAUTION: ELECTRICALLY OPERATED PRODUCT:

Not recommended for children under 10 years of age. M.T.H. recommends adult supervision with children ages 10 - 16. As with all electric products, precautions should be observed during handling and use to reduce the risk of electric shock.

WARNING: When using electrical products, basic safety precautions should be observed, including the following: Read this manual thoroughly before using this device.

- M.T.H. recommends that all users and persons supervising use examine the hobby transformer and other electronic equipment periodically for conditions that may result in the risk of fire, electric shock, or injury to persons, such as damage to the primary cord, plug blades, housing, output jacks or other parts. In the event such conditions exist, the train set should not be used until properly repaired.
- Do not operate your layout unattended. Obstructed accessories or stalled trains may overheat, resulting in damage to your layout.
- This train set is intended for indoor use. Do not use if water is present. Serious injury or fatality may result.
- Do not operate the hobby transformer with damaged cord, plug, switches, buttons or case.

Set Up Checklist

- Lubricate the locomotive
- Prime the smoke unit
- Check to see whether the battery needs to be charged for full sound effects
- Apply power to run as described in the Basic Operating Section of this manual

Lubrication

You should lubricate the engine to prevent it from squeaking. Use light household oil and follow the lubrication points marked “L” in Fig. 1. Do not over-oil. Use only a drop or two on each pivot point.

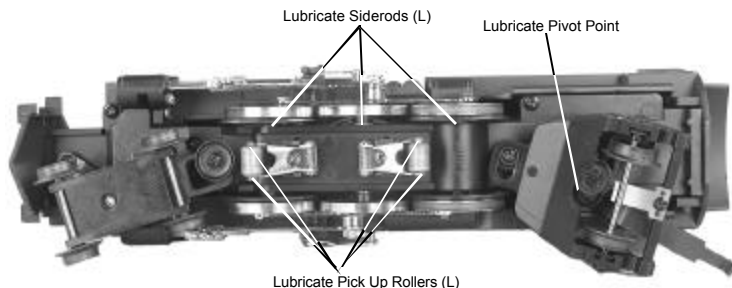



Figure 1. Lubrication Points on the Locomotive

Priming The Smoke Unit

When preparing to run this engine, add 15-20 drops of smoke fluid through the smokestack. We recommend M.T.H. ProtoSmoke, Seuthe, LGB, or LVTS fluids. Do not overfill the unit or the fluid may leak out and coat the interior engine components.

If you choose not to add the fluid (or have already added the fluid but choose to run smoke-free), turn off the smoke unit switch located under the engine (see Fig. 2). **Failure either to add fluid to the unit or to turn it off may damage the smoke unit heating element and/or wicking material.**

 **Running the engine without a primed smoke unit may cause damage**

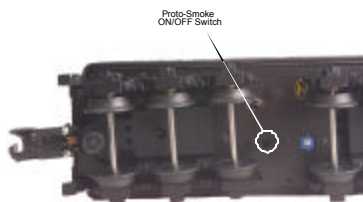


Figure 2: Smoke Unit Switch Location

Placing The Engine On The Track

Place the engine on the track, then insert the reverse unit plug that extends out of the tender into the receptacle at the back of the boiler cab (Figure 3. **WARNING: DO NOT CONNECT THIS ENGINE TO A TENDER FROM ANOTHER ENGINE; IT MAY CAUSE SERIOUS DAMAGE.** Look at the bottom of the engine and tender where each will have a color-coded stamp. If they match you may connect those two pieces; if not, don't.

Connect the draw bar between the engine and tender. The draw bar hole located farthest from the tender is for applications such as display. The second hole is for normal operation on the track.

At this point, you are ready to begin running your engine.

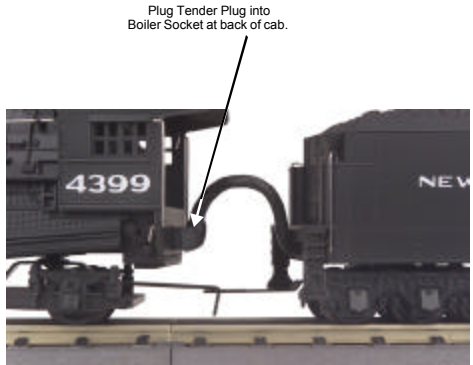


Figure 3

Checking The Battery

You may find, if your locomotive was built several months before you set it up, that the rechargeable battery has run down and needs to be charged before operating. If you notice that the sounds are garbled, test and charge the engine as described in the "Self-Charging Battery Back-Up" on page16.

Basic Operation

The Throttle knob controls how fast your train will travel.

Turn the throttle knob up ½-way, until the engine and caboose lights shine bright.

Put the engine into motion by pressing the Direction button on your transformer once. (hold it for approximately 1 second)

If the engine does not begin to move as soon as you firmly press the Direction button, you may not have sent enough voltage to the track to make the train move. Turn the throttle up a bit higher until the train begins to move.

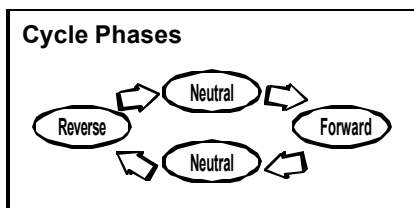
Activating Features

Throttle To increase or decrease track voltage, and therefore train speed, turn the throttle control knob. Turning clockwise will increase voltage and speed, while turning counterclockwise will decrease voltage and speed. The engine will maintain the speed you set after you release the throttle until you turn it again to change the voltage and speed.

Bell - To sound the bell, in an engine equipped with a bell firmly press and release the Bell button. To turn the bell off, press and release the Bell button again. The bell will continue to ring from the time you turn it on until you press and release the button again to turn it off.

Horn/Whistle - To sound the whistle, firmly press the Horn/Whistle button. The whistle will sound for as long as you continue to depress the button. It will stop when you release the button.

Direction Your train is programmed to start in neutral. The train will always cycle neutral-forward-neutral-reverse with each press and release of the direction button. The engine is programmed to restart in neutral each time the track voltage is turned off for 25 seconds or more.



Manual Volume Control

To adjust the volume of all sounds made by this engine, turn the master volume control knob located next to the fuel tank clockwise to increase the volume and counter-clockwise to decrease the volume.

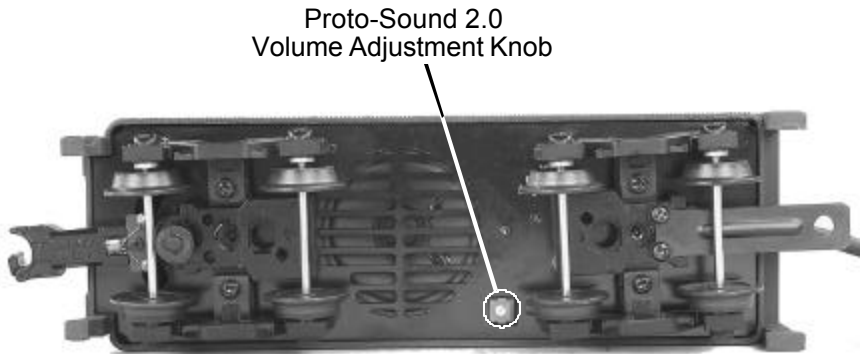


Figure 4: Manually Adjusting The Volume

Proto-Sound 2.0

Operating Instructions

This manual contains the operating instructions for Proto-Sound 2.0 in conventional mode only. Instructions for accessing DCS command mode features accompany the DCS Remote Control System equipment.

Activating Proto-Sound 2.0 Conventional Mode Features

Proto-Sound 2.0 features are activated by sequences of Bell and Horn button pushes described below. Please read the full descriptions of each feature before using it. To use these buttons to activate features rather than to blow the horn or ring the bell, you should tap the buttons very quickly with a ½-second pause between button presses. You may need to practice your timing to make this work smoothly.

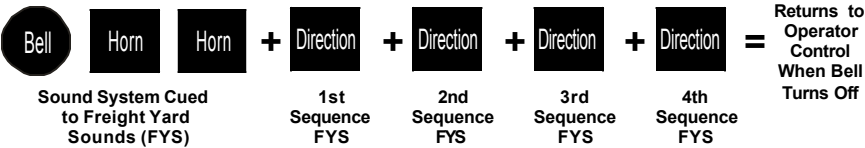
Timing Chart				
Press Horn Short & Firm	½ Sec. Pause	Press Bell Short & Firm	½ Sec. Pause	Press Bell Short & Firm
Total Time Lapse: 1 ½ Seconds				

Feature to Be Activated:	Button Code:
Freight Yard Sounds	1 Bell, 2 Whistles
Fire the Rear Coupler	1 Bell, 3 Whistles
Fire the Front Coupler	1 Bell, 4 Whistles
Speed Control On/Off	1 Whistle, 2 Bells (From Neutral Only)
Lock into a Direction/Unlock	1 Whistle, 3 Bells
Reset to Factory Defaults	1 Whistle, 5 Bells (From Neutral Only)

Freight Yard Sounds (FYS)

Your engine is equipped with a sound package of freight yard sounds that you can play when you pull into a yard. Each sequence described below will play as long as it is left on, randomly generating sounds, but be sure to allow approximately 30 seconds between the button pushes described below to allow the FYS sufficient time to run through each sequence.

- To cue the sound system to play the FYS, quickly but firmly tap the Bell button once followed by 2 quick taps of the Horn button while the engine is moving. Tap the buttons quickly but allow approximately 1/2 second between each press.
- Press the Direction button once to stop the engine. This will trigger the first sequence of FYS. The reverse unit is temporarily disabled so that the train will not move as you use the Direction button to trigger the sounds, and Proto-Sound 2.0 has disabled operator control over the Horn and Bell buttons until the full FYS sequence is complete.
- After waiting about 30 seconds for that sequence to run, press the Direction button again to trigger the second sequence of FYS.
- After about 30 seconds, press the Direction button again to trigger the third FYS sequence.
- Again, after allowing about 30 seconds for that sequence to run, press the Direction button one more time to trigger the fourth and final FYS sequence. The FYS will continue, and within a few seconds, the engine will start and move out on its own at the current throttle setting, in the same direction it was traveling when you began the sequence. Once the bell turns off, the operator regains control of the transformer's Bell and Horn buttons and can ring the bell or blow the horn as usual.



Tips on Using FYS

- You can terminate FYS at any time by turning off power to the track for 15 seconds.
- You do not have to be in Forward to use FYS. At the conclusion of the full sequence, the train will pull away from the station in whatever direction you were going when you activated the feature.
- You can use FYS even if you are double-heading with another engine. If the second engine is not equipped with Proto-Sound 2.0, you must remember not to leave the throttle at a high voltage level once you have stopped the engine to run the FYS. Otherwise, the engine without FYS will begin vibrating on the track as its motors strain to move the train, since they cannot be automatically disabled during the FYS cycle (or if an original Proto-Sound engine, FYS are triggered differently and that engine's motor-disable feature will not be active when you run FYS in Proto-Sound 2.0).
- FYS can be triggered from Neutral. It will operate the same as if triggered while in motion except that, at the conclusion of the FYS, the engine will depart in the next direction of travel, as opposed to the direction it was traveling before entering Neutral.

Proto-Coupler® Operation

This locomotive is equipped with one or more coil-wound Proto-Couplers for remote uncoupling action. Because Proto-Couplers are controlled through the Proto-Sound 2.0 microprocessor, they do not require an uncoupling track section or modification to your layout to function. You can fire a coupler from neutral or while in motion. Use the code shown below (and in the chart on p. 7) to fire the coupler(s).

Rear Coupler:

To fire the rear coupler, quickly tap the Bell button once followed by three quick taps of the Horn button, allowing approximately ½ second to lapse between each quick button press. The sound of the liftbar and air line depletion will play, and the knuckle will be released.



Front Coupler:

To fire the front coupler (if your engine has one), quickly tap the Bell button once followed by four quick taps of the Horn button, allowing approximately ½ second to lapse between each quick button press. The sound of the liftbar and air line depletion will play, and the knuckle will be released.

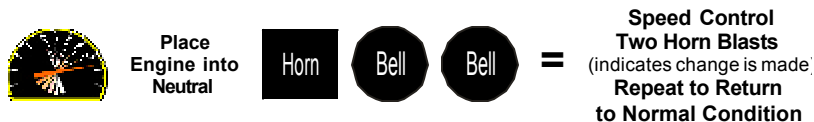


Speed Control

M.T.H. engines equipped with Proto-Sound 2.0 have speed control capabilities that allow the engine to maintain a constant speed up and down grades and around curves, much like an automobile cruise control. You can add or drop cars on the run, and the engine will maintain the speed you set.

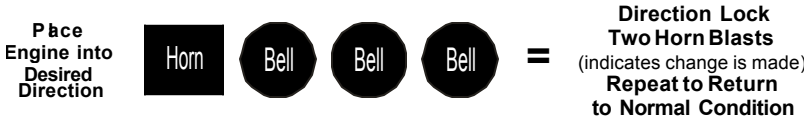
While the engine is programmed to start with the speed control feature activated, you can opt to turn it off. This means the engine's speed will fall as it labors up a hill and increase as it travels downward. It is also affected by the addition or releasing of cars while on the run. Because the engine will run more slowly at a given throttle voltage when speed control is on than when it is off, you should adjust the throttle to a lower power level for operation with speed control off to avoid high-speed derailments. When speed control is off, the volume will drop to allow for better low voltage operation.

To turn speed control on and off, put the engine in neutral, then quickly tap the transformer's Horn button one time then quickly tap the Bell button two times, allowing approximately ½ second to lapse between each quick button press. Two horn blasts will indicate that the engine has made the change. Repeat the 1 horn, 2 bells code to return it to the other condition. You will want to do this during the initial neutral upon start-up if you ever couple this engine to another engine that is not equipped with speed control to avoid damaging the motors in either engine. Each time you shut down the engine completely, it will automatically turn speed control on.



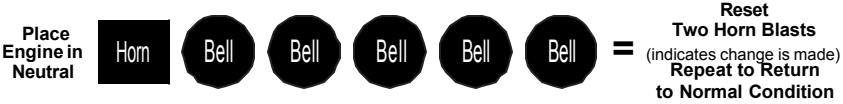
Locking Locomotive Into A Direction

You can lock your engine into a direction (forward, neutral, or reverse) so that it will not change directions. To do this, put the engine into the direction you want (or into neutral to lock it into neutral), run it at a very slow crawl (as slowly as it will move without halting), and quickly but firmly tap the Horn button once followed by three quick taps of the Bell button, allowing approximately 1/2 second to lapse between each quick button press. Two horn blasts will indicate that the engine has made the change. The engine will not change direction (including going into neutral) until you repeat the 1 horn, 3 bells code to return the engine to its normal condition, even if the engine is kept without power for extended periods of time.



Reset To Factory Default

To override the settings you currently have assigned to the engine and reset it to its factory defaults, while in Neutral tap the Horn button quickly once, followed by five quick taps of the Bell button, allowing approximately 1/2 second to lapse between each quick button press. Two horn blasts will indicate that the engine has made the change.



Automatic Sound Effects

Certain Proto-Sound 2.0 sound effects automatically play in programmed conventional mode conditions:

- Squealing Brakes play any time the engine's speed decreases rapidly.
- Cab Chatter plays at random intervals when the engine idles in neutral.
- Engine Start-up and Shut-down sounds play when the engine is initially powered on or is powered off for five seconds or more.

Maintenance

Lubricating and Greasing Instructions

The engine should be well oiled and greased in order to run properly.

You should regularly lubricate all side rods, linkage components and pickup rollers to prevent them from squeaking. Use light household oil and follow the lubrication points marked “L” in Fig. 2. Do not over-oil. Use only a drop or two on each pivot point.

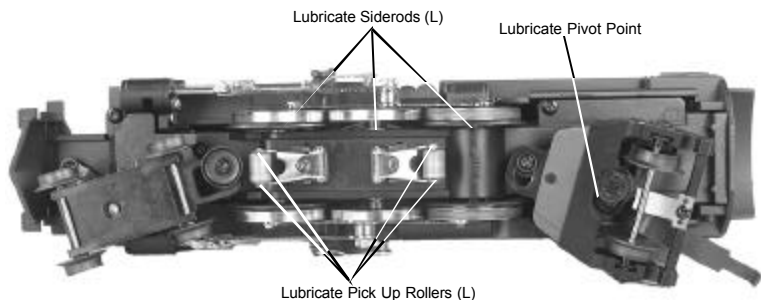


Figure 5: Lubricating the Locomotive

The locomotive’s internal gearing was greased at the factory and should not need additional grease until after 50 hours of operation or one year, whichever comes first. To access the gear box and axles, do the following:

1. Turn the engine upside down.
2. Remove the boiler by removing the body mounting screws shown in Fig. 6
3. Remove the Phillips screw (marked “GREASE”) located at each set of wheels (Fig. 6) and the gearbox cover screws (Fig. 7).
3. Use a grease tube dispenser to put a small amount (approx. 1-2 ml.) of lithium-based grease into the gearbox and axles.
4. Replace the screws and reassemble the boiler.

You should also grease the leading and trailing locomotive truck tongues to enhance their ability to slide on the chassis. Follow the grease points shown on Fig. 6.

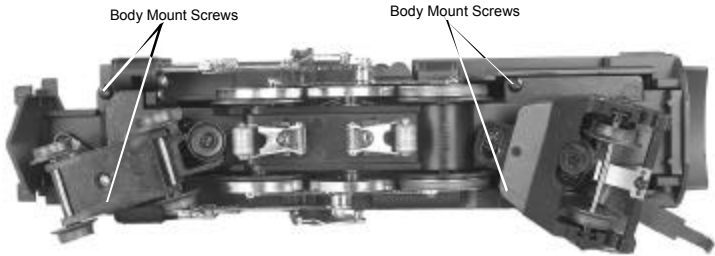


Figure 6: Removing The Body And Lubricating The Grease Points



Figure 7: Motor Gearing Grease Plate Screws

Cleaning The Wheels, Tires and Track

Periodically check the locomotive wheels and pickups for dirt and buildup, which can cause poor electrical contact and traction as well as prematurely wear out the neoprene traction tires.

Wheels and tires can be cleaned using denatured (not rubbing) alcohol applied with a cotton swab.

Your locomotive is equipped with two neoprene rubber traction tires on the rear set of flanged drivers. While these tires are extremely durable, you may need to replace them at some point.



Traction Tire Replacement Instructions

1. Remove the side rods from the wheels in order to slip the new tire over the grooved drive wheel. Make sure to note the position of all rods before removing.
2. Make sure the old tire has been completely removed from the groove in the drive wheel, using a razor blade or small flathead screwdriver to pry away any remains.
3. Slip the new tire onto the wheel. You may find it useful to use two small flathead screwdrivers to stretch the tire over the wheel.
4. If you twist the tire while stretching it over the wheel, you will need to remove and reinstall the tire. Otherwise your engine will wobble while operating.
5. Make sure the tire is fully seated inside the groove. Use a razor blade to trim away any excess tire that doesn't seat itself inside the groove properly.
6. Reinstall the side rods in the same positions as noted. Failure to align rods may cause binding or damage to the drive system.

One set of replacement tires is packaged with your model. Additional sets are available directly from the M.T.H. Parts Department (order online: www.mth-railking.com, e-mail: parts@mth-railking.com; mail: 7020 Columbia Gateway Drive, Columbia MD 21046-1532, FAX: 410-381-6122).

Headlight Replacement Instructions

The locomotive's lights are controlled by a constant voltage circuit in the engine. They are easy to remove and replace when they burn out. See the diagrams and directions below for instructions on accessing and replacing the light bulbs in this locomotive.

You can obtain replacement bulbs directly from the M.T.H. Parts Department (order online: www.mth-railking.com, e-mail: parts@mth-railking.com; mail: 7020 Columbia Gateway Drive, Columbia MD 21046-1532, FAX: 410-381-6122).

1. To replace the headlight in this model you will need to follow the disassembly instructions for greasing the engine in figure 6 on pg. 13. Once the boiler has been removed you can access the headlight(see figure 8).
2. Remove the bulb by gently unscrewing them.
3. Reassemble in reverse order, being careful not to pinch any wires.

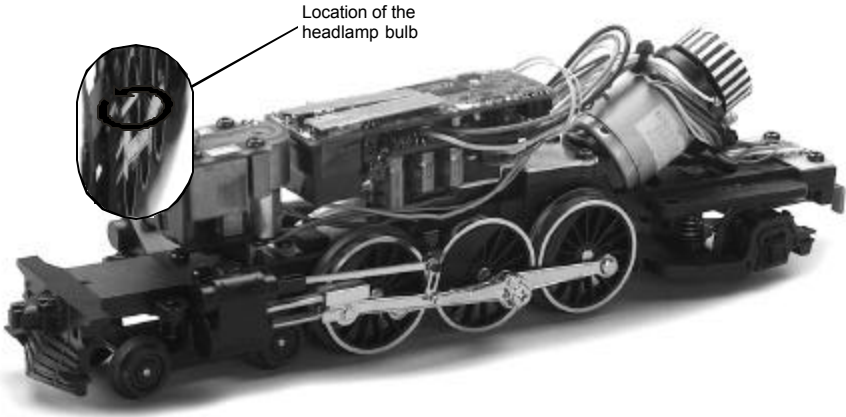


Figure 8

Self Charging Battery Back-Up

The special NiCad 7-cell 8.4v self-charging battery recharges continuously during train operation and should last for up to five years. The battery is a dry battery that should not leak or cause any damage to your engine. Depending upon when your engine was built, it may need to be charged right out of the box. If engine sounds seem distorted or garbled at low voltages or become silent when power from the transformer is turned off, test the battery to determine whether it should be recharged or replaced.

Test: Put the engine in neutral and leave the track voltage at 10-12 volts (high enough for the lights to shine brightly and the engine to move steadily) for 15 minutes.

Recharge: If the sounds are improved at the end of the 15-minute test charge, the battery charge has run down and can be recharged. There are a number of ways you can do this:

- Leave the engine in neutral with track voltage at 10-12 volts for 6-7 hours so the battery can fully recharge (if your engine has a smoke unit, be sure it is turned off).
- Use M.T.H.'s battery recharger (sold separately) that plugs into a wall outlet and a special port atop the tender body to recharge the battery overnight without leaving it on the track.

Replace: If the sounds are not improved at the end of the 15-minute test charge, it is time to replace the battery. Available through M.T.H. Parts. A standard 9v alkaline battery can be substituted until your replacement arrives, but since alkaline batteries cannot be recharged, it will eventually wear down. Do NOT use a 6-cell 7.2v battery.

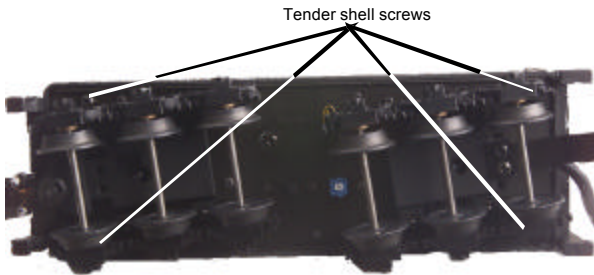


Figure 9

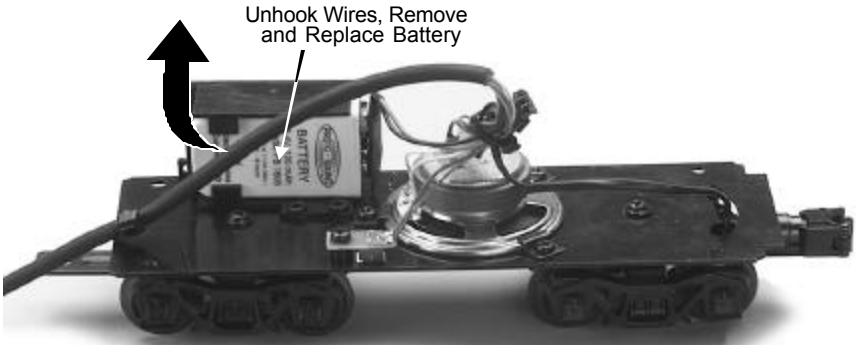


Figure 10

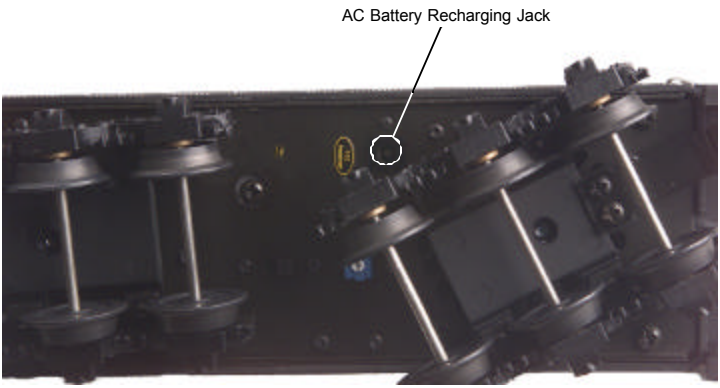


Figure 11: Battery Recharging Jack

ProtoSmoke® Unit Operation

This Premier steam locomotive contains a self-powered smoke unit that outputs smoke through the smokestack on the roof of the engine. The smoke unit is essentially a small heating element and wick that soaks up and then heats a mineral oil-based fluid that emits a harmless smoke. The smoke is then forced out of the stack by a small electric fan. Smoke volume is controlled by the Proto-Sound 2.0 system.

With a few easy maintenance steps, you should enjoy trouble-free smoke unit operation for years.

When preparing to run this engine, add 15-20 drops of smoke fluid through the smokestack (see Fig. 12). We recommend M.T.H. ProtoSmoke, Seuthe, LGB, or LVTS fluids. Do not overfill the unit or the fluid may leak out and coat the interior engine components.

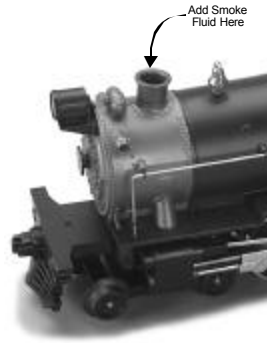


Figure 12

If you choose not to add the fluid (or have already added the fluid but choose to run smoke-free), turn off the smoke unit switch located under the locomotive cab (see Fig. 13). **Failure either to add fluid to the unit or to turn it off may damage the smoke unit heating element and/or wick material.**

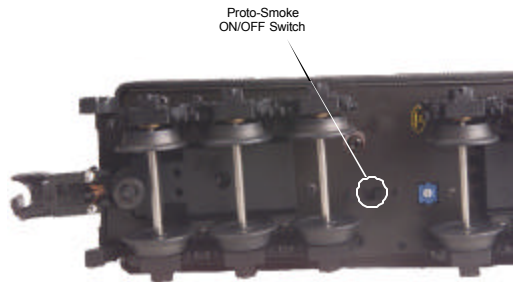


Figure 13

When the smoke output while running the engine begins to diminish, add another 10-15 drops of smoke fluid or turn the smoke unit off.

When storing the unit for long periods of time, you may want to add about 15 drops of fluid to prevent the wick from drying out.

After removing the engine from storage, add another 25 drops of fluid, letting the wick soak up the fluid for 15 minutes prior to operation.

If you experience poor or no smoke output when the smoke unit is on and has fluid, check the wick to see if it has become hard, blackened, and unabsorbent around the

heating element. To remove the smoke unit you will first have to remove the boiler shell (by removing the body mounting screws shown in Fig. 5 on pg. 12), board and bracket that block the smoke unit assembly from being accessed. To do this, follow these instructions:

1. Once the boiler has been removed, locate the smoke unit assembly (see Figure 14).
2. Use a phillips head screwdriver to remove the inspection cover screws as seen in Figure 15.
3. After removing the inspection cover, inspect the wick. If it is darkly discolored and hard, it should be replaced.

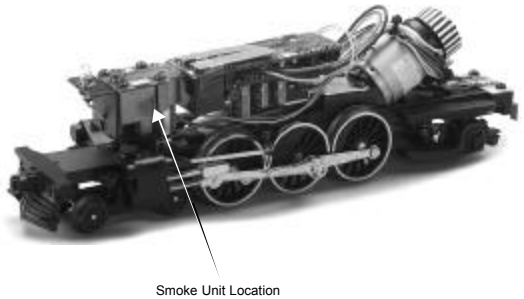


Figure 14

Replacement parts and wick replacement instructions are available directly from the M.T.H. Parts Department phone: (order online: www.mth-railking.com, e-mail: parts@mth-railking.com; mail: 7020 Columbia Gateway Drive, Columbia MD 21046-1532, FAX: 410-381-6122).



Figure 15

Troubleshooting Proto-Sound® 2.0 Problems

Although Proto-Sound 2.0 has been designed and engineered for ease of use, you may have some questions during initial operation. The following table should answer most questions. If your problem cannot be resolved with this table, contact M.T.H. for assistance (telephone: 410-381-2580; fax: 410-423-0009; service@mth-railking.com, 7020 Columbia Gateway Drive, Columbia MD 21046-1532).

Starting Up	Remedy
When I first turn the power on, the engine will not begin to run. I have to turn the throttle off and then on again to get the engine to operate.	This is normal behavior. To prevent accidental high-speed start-ups, Proto-Sound 2.0 is programmed to start up in neutral anytime track power has been turned off for several seconds. See the "Basic Operation" section for more details.
Whistle/Horn	Remedy
When I press the whistle/horn button, the bell comes on instead.	Reverse the transformer leads.
I can't get the horn to blow when I press the whistle button.	You may be pressing the button too quickly. Try pressing the whistle/horn button more slowly, taking approximately one full second to fully depress the button.
Bell	Remedy
When I press the whistle button, the bell sounds.	Reverse the transformer leads.
I can't get the bell to ring when I press the bell button.	You may be pressing the button too quickly. Try pressing the bell button more slowly, taking approximately one full second to fully depress the button.
The bell won't work on a separate bell button.	Check the wiring of the separate button.
Coupler	Remedy
When I try to fire the coupler, FYS starts.	You are waiting too long between whistle button presses.
The Proto-Coupler won't let the engine uncouple on the fly.	Try lubricating the coupler knuckle with a dry graphite lubricant. Do NOT use oil.
The coupler does not fire or stay coupled.	The coupler needs to be cleaned. Wipe with denatured alcohol (not rubbing alcohol) and let dry.

Cab Chatter	Remedy
Sometimes the Cab Chatter sounds don't play.	Cab Chatter plays only in neutral at random intervals.
Lock-out	Remedy
I can't get the engine to run after I power up the transformer. It sits still with the engine sounds running.	The engine is locked into the neutral position. Follow the procedure in the "Lock into a Direction" section.
The engine won't lock into forward, neutral, or reverse.	Engine speed must be below 10 scale mph (approx. 10 volts or less in conventional mode).
Volume	Remedy
The sounds seem distorted, especially when the whistle or bell is activated.	Proto-Sound 2.0 volume is set too high. Turn the volume control knob on the bottom of the chassis counter-clockwise to reduce the volume.
Battery	Remedy
The engine will not leave the initial neutral setting.	Check to be sure the battery is installed and fully charged. See the "Self-Charging Battery Back-Up" section.
I get no sounds when the engine shifts between directions.	The battery may be dead or need to be charged. See the "Self-Charging Battery Back-Up" section.
After I turn off my transformer, my engine continues to make sounds before quitting.	Proto-Sound 2.0 is designed to continue to sound for a few seconds after power to the track has been shut off.
FYS	Remedy
The FYS sounds occasionally repeat themselves.	Proto-Sound 2.0 has a built-in random number generator that randomly selects each sound clip to play. Because there are a limited number of sound clips available in each FYS sequence, it is probable that some of these sound clips will be repeated from time to time.

FYS	Remedy
Once in FYS, the engine doesn't go into reverse.	So that FYS effects can be as realistic as possible, Proto-Sound 2.0 disables the reversing unit whenever FYS is enabled. This way the engine remains still at its stop as the operator cycles through the FYS sequences.
When the FYS enters its last sequence the bell automatically comes on.	FYS is programmed to start ringing the bell at that point. After approximately 12 rings of the bell, it will automatically turn off.
When FYS is enabled, pressing the whistle and bell buttons has no effect.	Because FYS must control various effects in each sequence, Proto-Sound 2.0 takes control of these sound effects until you exit FYS.
I push the direction button but the next sound clip in the sequence does not play or the engine does not come out of FYS after fourth press of the direction button.	Each FYS clip must play for approx. 30 seconds before FYS will advance to the next step in the FYS cycle. Wait at least 30 seconds in each FYS sound clip before pressing the direction button.

Transformer Compatibility and Wiring Chart

Proto-Sound 2.0 is designed to work with most standard AC transformers. The chart below lists the many compatible transformers. Note that many of the operational commands described in these instructions require a bell button, so if your transformer does not have its own bell button, you should consider adding one to get the full benefit of the system. In addition, the chart details how the terminals on these transformers should be attached to your layout.

Transformer Model	Center Rail	Outside Rail	Min/Max. Voltage	Power Rating	Transformer Type
MTH Z-500	Red Terminal	Black Terminal	0-18v	50-Watt	Electronic
MTH Z-750	Red Terminal	Black Terminal	0-21v	75-Watt	Electronic
MTH Z-4000	Red Terminal	Black Terminal	0-22v	390-Watt	Electronic
Lionel 1032	U	A	5-16v	90-Watt	Standard
Lionel 1032M	U	A	5-16v	90-Watt	Standard
Lionel 1033	U	A	5-16v	90-Watt	Standard
Lionel 1043	U	A	5-16v	90-Watt	Standard
Lionel 1043M	U	A	5-16v	90-Watt	Standard
Lionel 1044	U	A	5-16v	90-Watt	Standard
Lionel 1053	U	A	8-17v	60-Watt	Standard
Lionel 1063	U	A	8-17v	60-Watt	Standard
All-Trol	Left Terminal	Right Terminal	0-24v	300-Watt	Electronic
Dallee Hostler	Left Terminal	Right Terminal			Electronic
Lionel LW	A	U	8-18v	75-Watt	Standard
Lionel KW	A or B	U	6-20v	190-Watt	Standard
Lionel MW	Outside Track Terminal	Inside Track Terminal	5-16v	50V.A.	Electronic
Lionel RS-1	Red Terminal	Black Terminal	0-18v	50V.A.	Electronic
Lionel RW	U	A	9-19v	110-Watt	Standard
Lionel SW	U	A	Unknown	130-Watt	Standard
Lionel TW	U	A	8-18v	175-Watt	Standard
Lionel ZW	A,B,C or D	U	8-20v	275-Watt	Standard
Lionel Post-War Celebration Series ZW	A,B,C or D	Common	0-20v	135/190 Watt	Electronic

* Conventional Mode Only

Additional Features Accessible With The DCS Remote Control System

(Additional equipment required)

While conventional mode operation of a Proto-Sound 2.0 engine yields wonderfully realistic sound and several train control features, command mode operation allows the user to access a world of command functions never before accessible to O Gauge railroaders. With the addition of the DCS Remote Control System (including a DCS remote handheld and Track Interface Unit) users gain many advanced features, including:

- DCS Proto-Speed Control - Establishes desired locomotive speed in scale miles per hour increments via a thumbwheel control and allows operator to set maximum speed and acceleration/deceleration rates
- ProtoSmoke® Variable Output Control - Controls how much smoke each engine outputs and matches smoke to locomotive speed
- Locomotive Lighting Control - Controls locomotive headlights, marker and interior lights, beacon lights, ditch lights, and MARS lights
- Emergency Stop-Single button push stops all Proto-Sound 2.0 trains but does not turn off the power
- One Touch Global Mute/UnMute-Single button mutes or unmutes all DCS-controlled locomotives' user-defined actions, including sound, lights, and smoke
- Proto-Dispatch Operation-Public Address-like feature allows users to speak through locomotive speaker during operation
- Proto-Cast-Allows users to play audio recordings through locomotive speaker during operation
- Proto-Doppler Sound Effects Set Up-Users can configure locomotive for Doppler Operation, including setting distance points for Doppler start, repeat, and stop modes
- Independent Volume Control of Engine Sounds, Bell, Horn & Whistle for each Locomotive
- Control up to 50 different DCS-Equipped Locomotives at one time with multiple TIUs
- Proto-Effects™ Set Up-User can select individual Proto-Effects™ operations to be active or inactive, including cab chatter, train wreck sounds, coupler sounds, and wheel clickety-clack sounds
- Direction Control Set Up-User can set initial individual start-up direction (start in forward or reverse) for double-heading operations
- Locomotive Consist Set-up-User can determine locomotive values for consist make-ups, allowing multiple locomotives belonging to a consist to operate together

Service & Warranty Information

How to Get Service Under the Terms of the Limited One-Year Warranty

For warranty repair, follow the instructions below to obtain warranty service.

First, e-mail, write, call or fax an Authorized M.T.H. Service Center in your area or M.T.H. Electric Trains to obtain Repair Authorization. You can find the list of Authorized Service Centers on the M.T.H. website, www.mth-railking.com. Authorized Service Centers are required only to make warranty repairs on items sold from that store; all other repairs may or may not be done at the store's own discretion. Otherwise, contact M.T.H. (fill out the Service Contact form in the Service Section of www.mth-railking.com; send US mail to the address listed below; tel: 410-381-2580; fax: 410-423-0009), stating when the item was purchased and describing the problem. If you contact M.T.H., you will be given a return authorization number to assure that your merchandise will be properly handled upon its receipt.

CAUTION: Make sure the product is packed in its original factory packaging including its foam and plastic wrapping material so as to prevent damage to the merchandise. The shipment must be prepaid and we recommend that it be insured. *A cover letter including your name, address, daytime phone number, e-mail address (if available), Return Authorization number, a copy of your sales receipt and a full description of the problem must be included to facilitate the repairs. Please include the description regardless of whether you discussed the problem with a service technician when contacting the Service Center or M.T.H. for your Return Authorization.*

Please make sure you have followed the instructions carefully before returning any merchandise for service.

Limited One-Year Warranty

All M.T.H. products purchased from an Authorized M.T.H. Train Merchant are covered by this warranty

See our website at www.mth-railking.com or call 1-888-640-3700 to identify an Authorized M.T.H. Train Merchant near you

M.T.H. products are warranted for one year from the date of purchase against defects in material or workmanship, excluding wear items such as light bulbs, pick-up rollers, batteries, smoke unit wicks, and traction tires. We will repair or replace (at our option) the defective part without charge for the parts or labor, if the item is returned to an Authorized M.T.H. Service Center or M.T.H. Electric Trains within one year of the original date of purchase. This warranty does not cover damages caused by improper care, handling, or use. Transportation costs incurred by the customer are not covered under this warranty.

Items sent for repair must be accompanied by a return authorization number, a description of the problem, and a **copy of the original sales receipt from an Authorized M.T.H. Train Merchant** which gives the date of purchase. If you are sending the item to M.T.H., fill out the Service Contact form in the Service Section of www.mth-railking.com; send US mail to the address listed below; call 410-381-2580, or fax 410-423-0009 to obtain a return authorization number. If you are sending this product to an Authorized Service Center, contact that Center for their return authorization.

This warranty gives you specific legal rights, and you may have other rights that vary from state to state.

Service Department
M.T.H. Electric Trains
7020 Columbia Gateway Drive
Columbia MD 21046-1532



PARTICIPATING RETAILER LIST

ALABAMA
SOUTHERLAND STATION
HUNTSVILLE
256-533-4720
railway@bellsouth.net

ARIZONA
ARIZONA TRAIN DEPOT
MESA
480-833-9486
sales@arizonatraindepot.com
www.arizonatraindepot.com/

CALIFORNIA
DOLLHOUSES, TRAINS & MORE
NOVATO
415-883-0388
kbecker@cmc.net

TIN PLATE JUNCTION
OAKLAND
510-444-4780
TOYTRAINS@email.msn.com

COLORADO
MIZELL TRAINS Inc
WESTMINSTER
303-429-4811
mizelltrains@cs.com
www.mizelltrains.com

CONNECTICUT
SHELTON RAILROAD SYSTEMS
SHELTON
203-924-8761
adriani@clearlight.com
NEW ENGLAND HOBBY SUPPLY
MANCHESTER
860-646-0610
bobbell@nehobby.com

DELAWARE
K R R B MODEL TRAINS INC.
NEWARK
302-292-2779
info@krrb.com
www.krrb.com

FLORIDA
DEPOT HOBBY SHOP
LAKE WORTH
561-885-1982
jimmyt1982@aol.com
www.depothobbies.com

COLONIAL PHOTO & HOBBY
ORLANDO
407-841-1485
trains@colonialphotoandhobby.com

WARRICK CUSTOM HOBBIES
PLANTATION
954-370-0708
info@warrickcustomhobbies.com
www.warrickcustomhobbies.com

FRANK'S TRAINS & HOBBIES INC.
OLDSMAR
813-855-1041
FTH@allhobbies.com
www.allhobbies.com

READY TO ROLL
MIAMI
305-688-8868
rtrtrains@aol.com
www.readytorolltrains.com

ILLINOIS
BIKE & CHOO CHOO CONNECTION
SCHAUMBURG
847-882-7728
trainconnection@aol.com

INDIANA
Y. O. R. K. TRAINS
MUNSTER
219-838-9999
yorktrains@aol.com

SAMUELSON'S TRAIN SHOP
VALPARAISO
219-462-2708

LOUISIANA
AMERICA'S TRAIN YARD
BATONROUGE
225-926-5592

MAINE
WHEELS, WINGS & THINGS
LUDLOW
207-532-6277
irc44@javanet.com

MARYLAND
ENGINE HOUSE HOBBIES
GAITHERSBURG
301-590-0816
luciecerise@aol.com

J & B TRAINS
HAGERSTOWN
240-420-4930

HOBBYTOWN USA
FREDERICK
301-694-7395

PURKEY'S TOY TRAINS
SYKESVILLE
410-549-6061
wiley@oldmainline.com

THE TRAIN ROOM
HAGERSTOWN
301-745-6681

MASSACHUSETTS
NORTHEAST TRAINS
PEABODY
978-532-1615
www.netrains.com

MICHIGAN
BRASSEUR ELECTRIC TRAINS INC.
SAGINAW
517-793-4753
bob@traindoctor.com
www.traindoctor.com

MISSOURI

SWITCH STAND
 SAINT LOUIS
 314-781-4458
 r41877@earthlink.com

MARK TWAIN HOBBY CENTER
 ST. CHARLES
 636-946-2816
 webmaster@hobby1.com
 www.hobby1.com

NEW HAMPSHIRE

TREASURED TOYS
 SALEM
 603-898-7224
 ttoys@treasured-toys.com
 www.treasured-toys.com

RAILROAD SPECIALTIES
 HUDSON
 603-882-5566
 crew@electric-trains.com
 www.electric-trains.com

NEW JERSEY

TRAINS & THINGS
 TRENTON
 609-883-8790
 trainsnthings@aol.com

GRAND CENTRAL STATION
 KEARNY
 201-955-6200
 228gene@gateway.com

HOBBYMASTERS, INC
 RED BANK
 732-842-6020
 hobbymasters@hobbymasters.com

HOLLY BEACH TRAIN DEPOT
 WILDWOOD
 609-522-2379
 larry@pro-usa.net

COAST TRAINS AND COLLECTIBLES
 WALL
 732-556-9005
 coasttrain@aol.com
 www.coasttrains.com

J & B TRAINS, INC.
 MAPLE SHADE
 856-414-0092
 BASE1130@aol.com

HOBBY SHOP
 MATAWAN
 732-883-0505
 hobbyshopnj.com

ATLANTIC RAILS
 HAMMONTON
 609-567-8490
 bobcap@pics.com
 www.atlanticrails.com

COUNTRY AND STUFF
 ANDOVER
 973-786-7086
 stuff@crystal.palace.net

RIDGEFIELD HOBBY
 RIDGEFIELD
 201-943-2636

COLUMBUS TRAIN STATION
 COLUMBUS
 609-518-1800

NEW YORK

AURORA RAILS & HOBBIES
 EAST AURORA
 716-652-5718
 rk82141@aol.com

AMERICANA STORE
 TIVOLI
 845-757-4246
 mthdepot@valstar.net

NASSAU HOBBY CENTER, INC.
 FREEPORT
 516-378-9594
 Charlienassau@aol.com

KROSS HARDWARE
 WEST BABYLON
 631-669-3069
 f989@aol.com

CITY DEPOT, INC.
 NEW HAMPTON
 845-374-3010
 citydepot@frontiernet.net
 www.citydepot.com

NORTH CAROLINA
 DRY BRIDGE STATION
 MOUNT AIRY
 336-786-9811
 mikek@drybridgestation.com
 www.drybridgestation.com

THE FREIGHT YARD
 SMITHFIELD
 919-934-6229
 disbissette@aol.com

TRAINS LTD.
 CHARLOTTE
 704-566-9070
 modelrrs@bellsouth.net
 www.trainstld.com

THE ROUNDHOUSE & BACKSHOP
 CARY
 919-465-0810

OHIO
 DIXIE UNION STATION
 MASON
 513-459-0460
 rockylane@core.net
 www.dixieunionstation.com

RICK'S TOY TRAINS
 TOLEDO
 419-478-0171

T & K HOBBY SHOP
 BRIDGEPORT
 740-633-6607
 salea@tkhobbies.com
 www.tkhobbies.com

TRAINS-N- THINGS
 CANTON
 330-499-1666
 trains@sssnet.com

PARMA HOBBY
 CLEVELAND
 216-741-6440
 info@parmahobby.com

GLEN'S TRAIN SHOP
 AKRON
 330-253-6527

E & S TRAINS
 AKRON
 330-745-0785

GRAND PACIFIC JUNCTION
 OLMSTEAD FALLS
 440-235-4777
 gpjmr@juno.com
 HUDSON TOY, TRAIN & HOBBY
 HUDSON
 330-653-2997
 ejpickens@aol.com

DAVIS ELECTRONICS
 MILFORD
 513-831-6425
 davis trains@fuse.net
 www.davis trains.com

SANDY'S HOBBY'S & COLLECTIBLES
 ELYRIA
 440-365-9999
 sandysthobb@aol.com

ERIE RAILWAY DEPOT
 TROY
 937-440-9972
 orville@gte.net

CLEARVIEW TRAIN & HOBBY
 LORAIN
 440-277-4488
 klogar@erienet.net
 www.clearviewtrainandhobby.com

PENNSYLVANIA
 FAIRCHANCE PHARMACY
 FAIRCHANCE
 724-564-7817
 mthdealer@aol.com
 www.hhs.net/fairchance

THE STATION
NEW CUMBERLAND
717-774-7096
station@paonline.com
BUSSINGER TRAINS
AMBLER
215-628-2366
choochoos@icdc.com
www.icdc.com/~btrains

CHARLEROI SWEEPER CENTER
CHARLEROI
724-483-3397

AMERICAN HOBBY CENTER
ALIQUIPPA
724-378-3930
american@icubed.com

CRANBERRY HOBBY DEPOT
CRANBERRY TWP
724-776-3640
JAdams6113@aol.com

ALLENTOWN TOY TRAIN SERVICE
ALLENTOWN
610-821-0740

ON THE RIGHT TRACK
ALTOONA
814-942-4345

JIM'S TRAIN SHOP
HOMER CITY
724-479-2026
sudsy@stargate.net

YE OLDE TRAIN & CHRISTMAS
SHOPPE
BOYERTOWN
610-369-0755
www.yeoldetrain.com

TOBY TYLER'S HOBBY CENTER
PITTSBURGH
412-653-5030
tobytyler111@cs.com

BUSTLETON TRAIN SHOP
PHILADELPHIA
215-698-7266

CHESTNUTTOYBOX
PHILADELPHIA
215-545-0455
chestnuttoy@earthlink.net

THE CABOOSE
LEHIGHTON
570-386-5352
www.thecaboosehobbies.com
victen@ptd.net

SOUTH CAROLINA
EMERALD TRAIN & HOBBY
GREENWOOD
864-223-2247

TENNESSEE
MODEL RAILROAD & HOBBY SHOP
MEMPHIS
901-384-6500
mrhs99@earthlink.net
www.modelrailroadandhobby.com

T EXAS
HOBBYTIME
AMARILLO
806.352.9660
don.l.harris.@hobby-time.com

VIRGINIA
TRAIN DEPOT
MANASSAS
703-335-2216

NORGE STATION
WIL LIAMSBURG
757-564-7623
norgetrains@cs.com

NUTBUSHEXPRESS
VICTORIA
804-696-1902
thenutbushepx@meckcom.net

TOY TRAIN CENTER
RICHMOND
804-288-4475

T S G HOBBIES
WARRENTON
540-347-9212
tripl@mnsinc.com
www.mnsinc.com/tripi/tsg.htm

CHESTERFIELDHOBBIES
MIDLOTHIAN
804-379-9091
chsthobb@erols.com
www.chesterfieldhobbies.com

DAVIS HOBBY SUPPLIES
PORTSMOUTH
757-397-1983
ralph@davishobby.com
www.davishobby.com

LOCUST GROVE TRAINS
LOCUST GROVE
540-854-8955
lgtrains@aol.com
www.locustgrovetrains.com

WEST VIRGINIA
PATRICK'S TRAINS
WHEELING
304-232-0714
trains@patstrains.com
www.patstrains.com

WISCONSIN
SOMMERFELD'S TRAINS
BUTLER
262-783-7797
questions@sommerfelds.com
www.sommerfelds.com

G B TV & TRAINS
GREEN BAY
920-496-9697
rtycoon@netnet.net

GRAMPA'S TRAIN SHOP
RICE LAKE
715-234-2996
grampastrainshop@yahoo.com

THE TRAIN STORE
WALKESHA
262-650-6675

HOBBY OUTLET
FOND DU LAC
920-924-3770
hobby_outlet@hotmail.com

CANADA

ONTARIO
CREDIT VALLEY RAILWAY COMPANY
STREETSVILLE
905-826-1306
CVRCCO@globalseve.net
www.cvrco.com

TOY TRAIN WORKSHOP
CUMBERLAND
613-833-3125
info@toytrainworkshop.com
www.toytrainworkshop.com

THE TRAIN ROOM
FERGUS
519-787-3280