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***Lionel
ALCo PA A-A Diesel
Locomotive Set
Owner's Manual***

featuring **TRAINmaster.**
C·O·M·M·A·N·D

Rail SoundsTM
and
DYSSSEYTM
SYSTEM

Congratulations!

You purchased a tough, durable locomotive set—the TrainMaster Command Control and Odyssey System-equipped ALCo PA A-A diesel locomotive set built by Lionel. From the crisp detail and expert decoration

on the outside, to the brute power under the hood, the Lionel ALCo PA A-A set is ready for duty on your model railroad. Experience the superiority of today's Lionel.

Features of the locomotive set

- **Two powerful maintenance-free motors**
- **TrainMaster Command Control system**
- **RailSounds sound system with CrewTalk communication and TowerCom announcements (in Command)**
- **Odyssey System for speed control**
- **Directional lighting including operating headlights**
- **Operating Mars light**
- **Die-cast ElectroCouplers (in Command)**
- **Tire-Traction**
- **Diesel smoke generator (in both A-units)**
- **Interior lighting**

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The name FasTrack® is used with permission from Pitsco, Inc.

Table of contents

Transformer operations

Running your locomotive set with a Lionel transformer	4
Locking your locomotive set into a single operational state	5
Using your locomotive set's ElectroCouplers in the non-Command environment	6
Installing a Lionel Sound Activation Button	7

RailSounds sound system operations

Your locomotive set's RailSounds sound system—the basics	8
Experiencing the range of your locomotive set's RailSounds sound system	9
Notes on the RailSounds sound system	9

Odyssey Systems operations

The Odyssey System	10
Odyssey System conventional (transformer) operation	10
Odyssey System Command operation	10

TrainMaster Command operations

The Command Control environment	11
Running your powered locomotive in the TrainMaster Command Control environment	12
CAB-1 Remote Controller commands for your locomotive set	12
CAB-1 Remote Controller numeric keypad commands for your locomotive set	13
Tuning your locomotive set's performance	14
Assigning your locomotive set a new ID#	15
Building a lash-up	16
Reprogramming the Command reverse unit to restore features	17

Maintaining and servicing your locomotive set

Adding fluid to your locomotive's smoke generator	18
Lubricating your locomotive set	19-20
Replacing the traction tires	21
Servicing your locomotive set's lamps	22
Notes	23
Lionel Service	24

Transformer operations

Running your locomotive set with a Lionel transformer

1

Place your locomotive set on Lionel or Lionel-compatible 0-42 or larger track.

Be sure that the non-powered unit faces the rear of the train.

2

Power up your locomotive set with your transformer.

Your locomotive set is designed to operate on 8-18 volts alternating current. Virtually all Lionel and Lionel-compatible alternating-current transformers are suitable.

Caution!

Do not power your locomotive set with direct current (DC). Damage to sensitive electronic components may occur.

Note!

When you first power up your track, the powered locomotive will wait between three and eight seconds as it “listens” for digital language from the TrainMaster Command Base (available separately). When the powered locomotive has determined that it’s on a conventional (non-Command) railroad, the headlight will illuminate and the RailSounds sound system will fire up. At this point, the powered locomotive is in neutral. (This occurs when placing the locomotive set on your railroad for the first time. Thereafter, it will start in forward following every five-second power interruption.)

3

Move ‘em out!

Get your locomotive set moving. Press the **DIRECTION** button on your Lionel transformer. This sequences the Command reverse unit in the powered locomotive to the next operating state.

Adjust track voltage until your powered locomotive moves at your desired speed. To increase speed, increase track voltage. To decrease speed, reduce voltage. To stop the locomotive, turn-off track power.

Transformer operations

Locking your locomotive set into a single operational state

To select a single operational state for your powered locomotive (for example, forward only), you can deactivate the Command reverse unit's sequencing function with the Command reverse unit switch.

Get your powered locomotive moving in the desired direction, then *slow it down without stopping*. Set the Command reverse unit switch on the POWERED unit to PRGM. Refer to Figure 1 for the location of the

switch. The locomotive set is now “locked” into your chosen direction.

When you no longer want single-direction operation, just slide the Command reverse unit switch back to RUN.

Note! Your locomotive's reverse unit will “reset” to forward after any power interruption lasting five seconds or longer, regardless of the original locked-out direction.

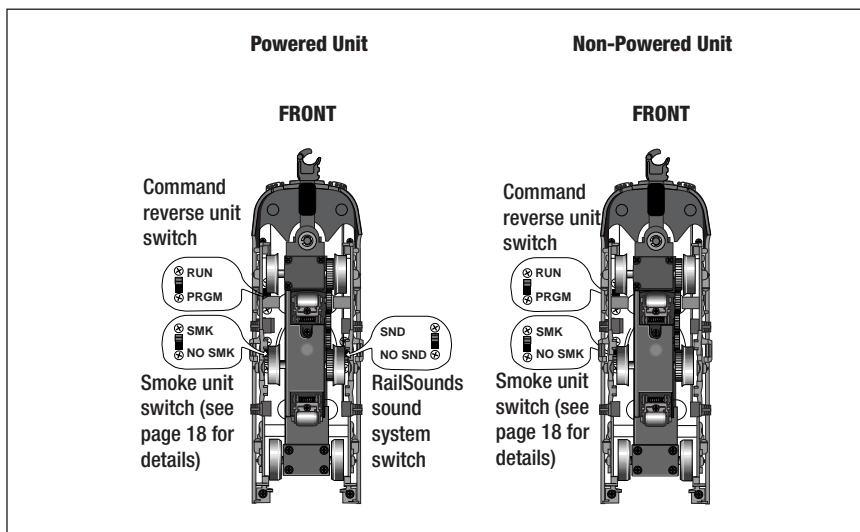


Figure 1. Switch locations

Transformer operations

Using your locomotive set's ElectroCouplers in the non-Command environment

To uncouple rolling stock from your locomotive set's ElectroCouplers in the non-Command environment, you must rely

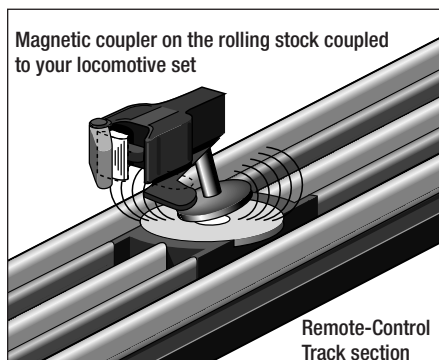


Figure 2. Trigger disc operation

on a piece of rolling stock equipped with Lionel magnetic couplers coupled directly to your locomotive set's ElectroCouplers. The magnetic coupler on the rolling stock will then react to the magnetic field generated by a Lionel Remote-Control Track section (available separately, 6-65530 for O gauge; 6-65149 or 6-12746 for O-27 gauge; and 6-12020 for FasTrack layouts). Place your rolling stock's coupler "trigger disc" over the central coil of a Remote-Control Track section and press UNCOUPLE on the controller. As illustrated in Figure 2, the magnetic field pulls the disc downward, and the coupler opens.

Note!

Your locomotive set's ElectroCouplers will NOT open manually or by using a Remote-Control Track section.

Transformer operations

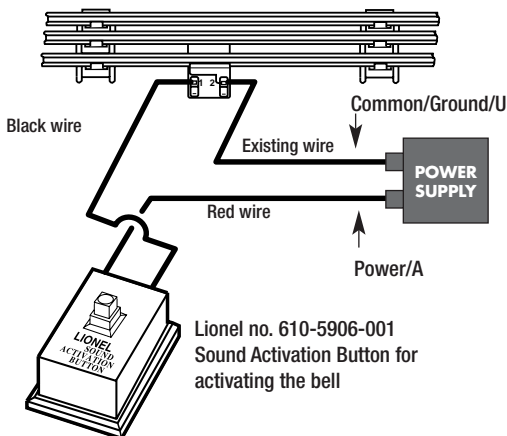
Installing a Lionel Sound Activation Button

To activate the bell and whistle sounds when operating your locomotive with conventional transformers, you may need to install Lionel no. 610-5906-001 Sound Activation Buttons (available separately) if your transformer is not equipped to activate

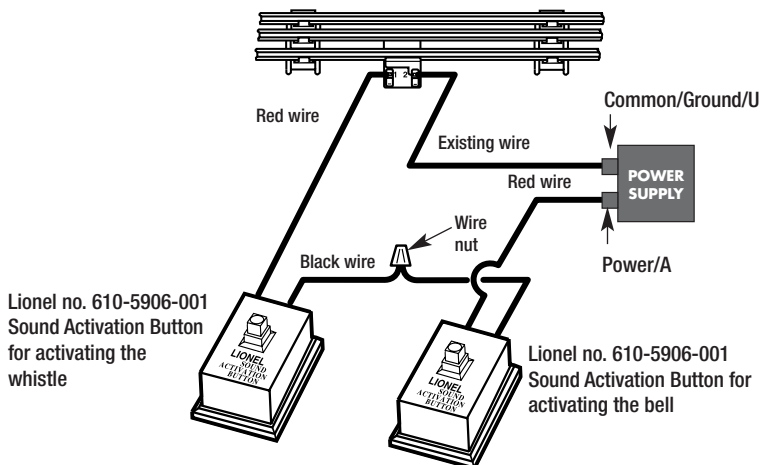
these features. Connect the button(s) as shown below.

Note! All track power must feed through the Sound Activation Buttons. Do not bypass the buttons.

For AC transformers lacking a bell button



For AC transformers lacking bell and horn/whistle buttons



Note! The no. 610-5906-001 button works with any Lionel AC transformer except no. 6-4690 Type MW. Transformers made by other manufacturers may not be compatible with the RailSounds sound system.

RailSounds sound system operations

Your locomotive set's RailSounds sound system—the basics

The Lionel RailSounds sound system is the most realistic model railroad sound system in the world. Your powered locomotive features digital samples from real-life diesel locomotives for the *ultimate* in realism.

You may choose to install a nine-volt *alkaline* battery in the powered locomotive set. This ensures interruption-free operation of the RailSounds sound system. The battery harness is located at the rear of the engine beneath the rear hatch. Gently lift up and unsnap the rear hatch as shown in Figure 3 below to access the battery harness. Snap the battery harness onto the battery terminals,

then slide the battery into the holder and replace the hatch. The volume control knob is located behind the door on the “nose” of the locomotive.

When you first apply track power, the locomotive set's sound system produces sounds of the locomotive at idle. As the locomotive set moves, the RPM sounds begin increasing with the locomotive's speed.

To silence the diesel roar (horn and bell remain unaffected), slide the RailSounds sound system switch on the underside of the locomotive to NO SND (see Figure 1 on page 5) *before powering up the locomotive.*

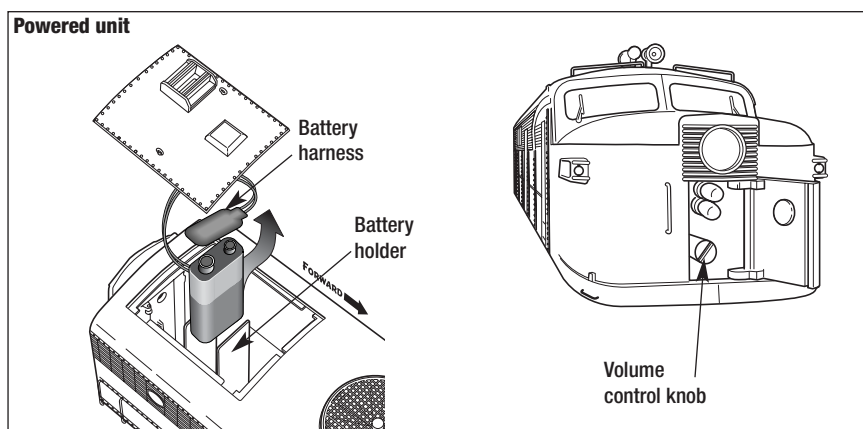


Figure 3. Battery installation and volume control knob location

Note! Please remove the protective cover from the battery harness.

Note! Although the RailSounds sound system is powered by track voltage, the *battery is required* for uninterrupted operation and shutdown sequences. Use only alkaline batteries.

Note! Discontinue power *for ten seconds* before changing the RailSounds sound system switch position.

Note! If the RailSounds sound system “drops out” during track power interruptions (for example, during a direction change), replace the battery.

RailSounds sound system operations

Experiencing the range of your locomotive set's RailSounds sound system

With the RailSounds sound system, you experience the sounds of real railroading like never before. Simply put, it's the most sophisticated, authentic model railroad sound system in the world.

- **Four diesel-roar levels.** Your locomotive set's speed automatically determines the level of diesel RPM roar. If you prefer, you may set the level to idle, half throttle, three quarters or full-speed output using your CAB-1 Remote Controller.
- **MultiHorn.** A different horn sound at different speeds—a RailSounds sound system exclusive.
- **Mechanical bell.** Press **BELL** on your CAB-1 Remote Controller or transformer to begin the effect, again to discontinue.
- **Reverse unit reset sound.** Power down your track, wait for three to five

seconds, and listen for the air-release sound—that's the locomotive set telling you the Lionel Command reverse unit has just *reset to forward operation*.

- **Shutdown sequence.** No other model railroad sound system shuts down like the RailSounds sound system. Turn off track power, and, after the air-release reset sound, you have two seconds to restart your locomotive set. If you're done with operations, the RailSounds sound system will commence with a realistic diesel shutdown sequence about two seconds after the air-release reset occurs.

Note!

A nine-volt alkaline battery installation is required for RailSounds sound system shutdown operation.

Notes on the RailSounds sound system

- Turn the volume knob clockwise or counter clockwise. As illustrated in Figure 3 on page 8, the volume control knob is located behind the door on the “nose” of the locomotive.
- Listen for incidental locomotive sounds during RailSounds sound system operation. They're automatic and, of course, authentic.
- The nine-volt alkaline battery you installed ensures *continuous* diesel roar

sounds.

- Longer track-power interruptions (including locomotive derailments) cause the RailSounds sound system to shut down after about seven seconds.
- For even *more* authentic RailSounds sound system effects, operate in the TrainMaster Command Control environment. See pages 11-14 for more information.

Odyssey System operations

The Odyssey System

The Odyssey System is a “cruise control” for your engine. Once the speed is set (see below), your engine will maintain a constant speed, no matter what loads the

locomotive pulls or what grades you have on your layout. This digitally-controlled system also allows for extremely slow movement that will amaze any “scale” enthusiast.

Odyssey System conventional (transformer) operation

Setting Speed Control

1. Run the engine at the desired speed for approximately five seconds.
2. Press and hold the horn button.
3. While holding the horn button, increase the track voltage by at least three volts (at least a quarter turn).
4. At this point, speed control is set.

Note! The speed of the locomotive will increase slightly before returning to the set speed.

Turning Off Speed Control:

1. While the engine is in neutral, turn your controller up to the maximum power (no more than 19 volts), wait one second, then press and hold the horn button.
2. While holding the horn button, slowly reduce track voltage to one-fourth of full power.
3. Release the horn button.
4. Cycle the engine to forward or reverse. The engine is now out of speed control mode.

In conventional operation, the smoke unit and lights are connected directly to track power. Do

Caution! not exceed 14-16 volts for extended periods. Doing so will cause damage to the locomotive.

Odyssey System Command operation

While in the Command Control environment, the speed control feature of the Odyssey System is always on. When turning the throttle, the speed of the locomotive will respond to each signal from the Command Base. For example, address

the locomotive and slowly turn the throttle. The first flash of the red light on the Command Base corresponds to the first speed step. This is the slowest speed of the locomotive.

TrainMaster Command operations

The Command Control environment

TrainMaster Command Control is the advanced model railroad control system from Lionel that gives you the power to operate multiple Command-equipped locomotives *on the same track, at the same time.*

To operate in Command mode, you need a Command Base (6-12911) and a CAB-1 Remote Controller (6-12868). Find them both at your authorized Lionel retailer.

1

Place your locomotive set on Lionel or Lionel-compatible 0-42 or larger track.

- **Make sure track power is OFF before placing on the track.**
- **Make sure your Lionel Command Base is plugged-in** and its communications wire is connected to the COMMON post on your Lionel transformer *or* the U terminal on any of your installed PowerMasters.
- Once positioned on the track, **increase track voltage to FULL** (no more than 19 volts). On PowerMasters, slide the CMD/CONV switch to CMD.

2

Address your locomotive set using your CAB-1 Remote Controller.

- **To operate your locomotives together as a lash-up**, press **TR** and **9** on your CAB-1 Remote Controller. Be sure that the powered unit is in the lead. Refer to page 16 for information about TrainMaster Command Control lash-ups.
- **To operate your engines individually**, address the powered unit by pressing **ENG** and **1** on your CAB-1 Remote Controller. Address the non-powered unit by pressing **ENG** and **2** on your CAB-1 Remote Controller.
- **The digital language of TrainMaster Command Control—not track power—controls the actions of Command-equipped Lionel locomotives.** Track power is simply like gasoline in the tank of your car—it gives you the power to go places, but it doesn't tell you where to go or how fast to get there.

Note! Your powered locomotive was assigned **ENG 1** and your non-powered locomotive was assigned **ENG 2** at the factory. They have already been programmed as a lash-up, **TR 9**. You may change these settings at any time with the help from the following sections in this manual.

3

Move 'em out!

- **Throttle up or press any command button on the CAB-1 Remote Controller.** Your locomotive set will respond to your every command.

TrainMaster Command operations

Running your powered locomotive in the TrainMaster Command Control environment

Example Address Locomotive #1

PowerMasters set to CMD or traditional power supplies ON FULL (no more than 19 volts)



Press ENG



Press 1 (the ID#)

Throttle up/press any command button

Your Command-equipped powered locomotive comes factory-programmed with an ID# of “1.” To operate your powered locomotive (without the non-powered locomotive), set PowerMasters to CMD or set all power supplies on full (no more than 19 volts). Press **ENG** and **1** on your CAB-1 Remote Controller. Turn the throttle or press any command button; your powered locomotive is ready for Command Control operations.

Note! To operate the both units in a lash-up, see page 16.

CAB-1 Remote Controller commands for your locomotive set

RailSounds sound system effects are in bold italic. The RailSounds sound system is in the powered locomotive only.



Front coupler releases.

Coupler release sounds.



Rear coupler releases.

Coupler release sounds.



Activates the numeric keypad. **Air release sounds.**



Press **AUX2** to turn your locomotive set's headlights on and off.



Turn the **THROTTLE** to the right to accelerate, left to decelerate.



Press **HALT** to shut down all PowerMaster electrical output on your railroad.

Stops all Command-equipped Lionels in operation.



Beneath this panel



Press **WSTL/HRN** to activate the horn, release it to discontinue. **MultiHorn diesel horn sound.**



Press **BELL** once to activate the bell, again to discontinue. **Diesel mechanical bell sound.**



Press **DIRECTION**—the locomotive decelerates to a complete stop; turn the throttle up, and the locomotive will accelerate in the new, opposite direction. There is no neutral state. **Diesel air-release sound.**



Press and hold **BOOST** for extra power. Release **BOOST** and return to the locomotive set's previous speed.



Press and hold **BRAKE** to slow down or stop. Release **BRAKE** and return to the previous speed. **Squealing brake sounds.**

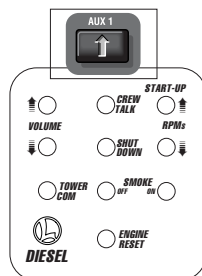
Note! Use **HALT** only in *emergency* situations.

TrainMaster Command operations

CAB-1 Remote Controller numeric keypad commands for your locomotive set

When you press **AUX1** on your CAB-1 Remote Controller, you turn the numeric keypad into ten command buttons. The keypad lets you control extra command features (until you press any top-row button like **SW**, **ACC**, **RTE**, **TR**, or **ENG**). The CAB-1 Remote Controller keypad overlay included with this locomotive set will help you learn the extra features specific to these units.

RailSounds sound system effects are in bold italic.



Note! **AUX1**, **8** and **9** work only if the smoke unit switch is in the ON position.

0 Stops and resets the locomotive set. Resets the locomotive set's direction to FORWARD. Resets the RailSounds sound system to automatic RPM operation. ***Horn blows, and the headlight will flicker. RPMs return to automatic.***

1 Raises the volume of the RailSounds sound system. ***Sound volume increases.***

2 **CrewTalk** communication is the sound of unintelligible walkie-talkie communication.

3 Raises the RailSounds sound system RPM level. Starts-up the RailSounds sound system. ***RPMs increase. Start-up sequence commences.***

4 Lowers the volume of the RailSounds sound system. ***Sound volume decreases.***

5 Activates the RailSounds sound system shutdown sequence. Just like the real thing, *your locomotive set's RPMs must be at idle for shutdown to occur.* Press **6** repeatedly to lower RPMs until they won't descend further. Your locomotive is now at idle. Press **5** to initiate the shutdown sequence,

following the CrewTalk communication sounds. ***CrewTalk communication sounds, Diesel shutdown commences.***

Remember, the horn, bell, and RPMs will not sound until you *restart* the RailSounds sound system.

6 Lowers RailSounds sound system RPM level. ***RPMs decrease.***

7 **TowerCom** announcements are audible announcements that include the engine's road number and/or name. Pressing **7** the first time triggers a "hold for clearance" announcement. Press **7** again, and a "clear for departure" message plays. *There is a four second delay in this function.*

8 Turns smoke off. ***Air release sounds.***

9 Turns on the smoke generator. Press and hold **9** (ten seconds maximum) to initiate Smoke Boost — this superheats the smoke generator and enhances smoke output when you start running your diesel engine. See notes on filling or turning off the smoke generator on page 18. ***Air release sounds.***

TrainMaster Command operations

Tuning your locomotive set's performance

MOMENTUM

TrainMaster Command Control's momentum feature simulates the labored performance of a locomotive pulling a heavy load. Press **L**, **M**, or **H** (located under your CAB-1 Remote Controller's removable panel) for light, medium, or heavy momentum. The locomotive set's Command reverse unit remembers this setting until you change it. For quick locomotive response, choose **L**.

BRAKING AND BOOSTING

There's more to starting and stopping than just turning the CAB-1 Remote Controller throttle. Use the **BOOST** and **BRAKE** command buttons—they give you incremental control of speed *and* are the superior way to handle grades, gradual stops-and-starts, and more. Plus, using **BRAKE** in the Command environment gives you a bonus RailSounds sound system effect—the ultra-realistic sound of squealing brakes.

SOUND QUALITY

To achieve your preferred RailSounds sound system master volume level, we recommend that you adjust your locomotive set volume control knob (see Figure 3 on page 8 for the location). Turn the

adjustment knob left or right to reach the desired volume level.

For quick remote-control of volume *below* the master setting—for example, muting—use the CAB-1 Remote Controller numeric keypad's volume control. Press **AUX1** and then **4** on the numeric keypad to lower the overall RailSounds sound system output.

HIGH VOLTAGE SETTING

Press **SET**, and the headlight will flash. Get your locomotive moving to the maximum speed you want it to run, then press **BOOST**. Use this to keep your locomotive from derailing at excessive speeds. Turn off the high voltage setting by pressing **SET**, then **BOOST**, holding each for one second.

STALL

Make your locomotive set feel more responsive by setting a “stall” voltage. Get your locomotive moving, then press **SET**; the locomotive set will stop. Turn the throttle clockwise to get the locomotive moving, then decrease speed until the locomotive just stops. Press **SET** again; the Command reverse unit remembers the stall setting until you change it. To clear the stall setting, press **SET** twice, holding it for one second each time.

Note! These settings will be lost when you assign a new engine ID number.

TrainMaster Command operations

Assigning your locomotive set a new ID#

Example *Assign a new ID# to your Command-equipped locomotive*

Set the Command reverse unit switch to PRGM

Command Base plugged in

Place the locomotive on track

PowerMasters set to CMD or traditional power supplies ON FULL (no more than 19 volts)

Turn track power on (PowerMasters):



Press TR



Enter the PowerMaster's ID#



Press BOOST

Program the locomotive with a new ID#:



Press ENG



Press a number you choose (the ID#)



Press SET

Set the Command reverse unit switch to RUN

Your locomotive remembers its ID# forever; change it any time with these steps

We recommend that you choose an easy to remember ID# for your engine. Some possibilities are part of the engine road number, your age, or any two digit number that is not used by another engine. Write the number on a small piece of tape and put this on the bottom of the fuel tank to aid in remembering.

While your powered and non-powered locomotives have been factory-programmed as a lash-up, both units must have their own ID#'s. This allows you to open the appropriate ElectroCouplers and set the appropriate directional lighting. The powered unit has been assigned ID# 1; the non-powered unit has been assigned ID# 2.

To change these individual ID#'s, switch the Command reverse unit switch to PRGM on either the powered unit OR the non-powered unit. Do not attempt to assign both ID#'s together. Refer to Figure 1 on page 5 for the switch location. Plug in the Command Base, set the unit on the track, then power up. Using your CAB-1 Remote Controller, press **ENG**, enter your ID# (between 1 and 99), then press the **SET** button located under the removable panel on the CAB-1 Remote Controller.

The Command reverse unit will confirm the new ID#. The horn will sound, or the headlight will flash (if the RailSounds sound system is off). Slide the reverse unit switch back to RUN.

Note! If you change the ID# of either the powered or non-powered locomotives, you must build a new lash-up to control both units together.

TrainMaster Command operations

Building a lash-up

Your powered and non-powered locomotives were factory-programmed as a lash-up. When you press **TR, 9** on the CAB-1 Remote Controller, both units respond together, allowing the headlight and back-up lights to operate prototypically. Remember, you can always address an individual unit in a lash-up using its engine (ENG) ID#.

You will need to build a new lash-up if you want to change the lash-up (TR) ID#, add an additional locomotive, or assign new individual ID#'s to any part of the consist.

To build a lash-up, assign a unique engine (ENG) ID# to both units. Arrange the units on the track and couple them together. The Command reverse unit switches must be set to RUN/FORWARD.

Note! If you press a wrong button, start over with that particular unit; the assignment isn't saved until you press **SET** on the CAB-1 Remote Controller.

Start with the powered unit.

1. On your CAB-1 Remote Controller, press **TR**, then enter your lash-up ID# (1-9).

Note! No other track or lash-up should be assigned that ID#.

2. Enter the lead unit's unique ID#, then press **F**.
3. Press **SET** beneath the front panel of the CAB-1 Remote Controller.

The horn will sound to indicate that the lead locomotive has been assigned the first position.

Complete the lash-up by adding the non-powered unit.

1. On your CAB-1 Remote Controller, press **TR**, then enter your lash-up ID# (1-9).
2. Enter the last unit's unique ID#, then press **R**.
3. Press **SET** beneath the front panel of the CAB-1 Remote Controller.

TrainMaster Command operations

Reprogramming the Command reverse unit to restore features

Due to inevitable derailments and static, it is possible that your Command reverse unit could someday lose its setup program. The symptom of this condition would be unresponsiveness in Command mode. This can be easily remedied by “reprogramming” your Command reverse unit using the following steps.

STEP 1: Move the switch on your locomotive from RUN to PRGM.

STEP 2: Plug in your Command Base.

STEP 3: Place the locomotive on track, then turn on power to your track.

STEP 4: Press **ENG**, then input the locomotive’s ID#. Press **SET**.

STEP 5: Press **ENG**, the ID#, **AUX1**, then press **8** for your locomotive.

STEP 6: Turn off power to your track and wait ten seconds.

STEP 7: Remove the locomotive from your track, and move the switch from PRGM to RUN.

STEP 8: Place the locomotive back on track, then turn power on to the track.

STEP 9: Press **ENG** and the ID#, then operate as normal.

Maintaining and servicing your locomotive set

Adding smoke fluid to your locomotive's smoke generator

Both A-units are equipped with a smoke generator that produces safe, clean, white smoke during operation. Periodically, you will need to add smoke fluid to the locomotives. A small tube of smoke fluid is included with this set.

To add smoke fluid, pierce the end of the tube with a pin. Before you begin, be sure that your locomotive is on a level surface with the smoke generator off. Add four to eight drops of smoke fluid into the stack as illustrated in Figure 4. When smoke production decreases, add four to eight drops

of smoke fluid in the same manner. Additional smoke fluid (6-62909) is available from your Lionel dealer.

To turn off the smoke generators, slide the SMK/NO SMK switch at the bottom of each locomotive to the NO SMK position (see Figure 1 on page 5 for the location of this switch). When the smoke generator is on, be sure that there is smoke fluid in the smoke generator to avoid damage. Smoke production is greater when the locomotive is pulling a heavy load and at higher voltages.

Caution! Never operate the smoke unit when dry. This will cause the smoke unit to overheat and may damage your engine.

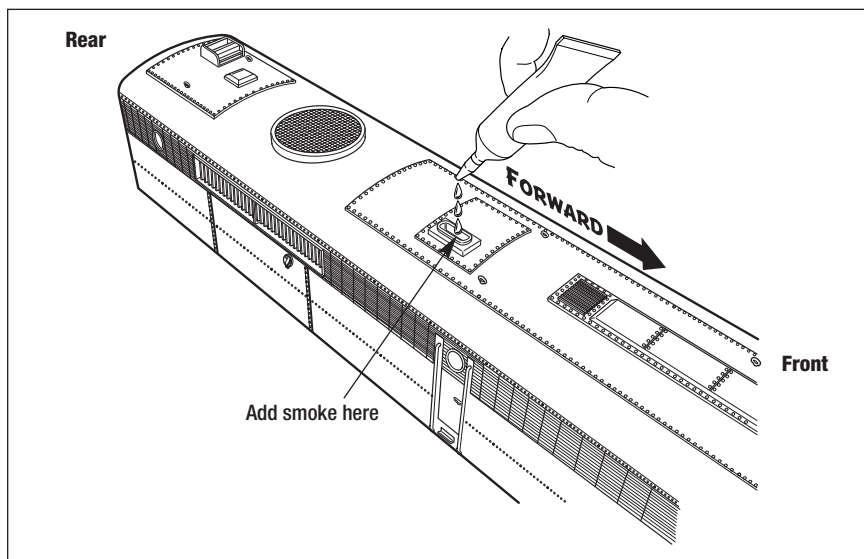


Figure 4. Adding smoke fluid

Maintaining and servicing your locomotive set

Lubricating your locomotive set

Help your Lionel locomotive set lead a long and productive life on your railroad by maintaining it properly.

We recommend that you purchase a Lionel Lubrication and Maintenance Kit (6-62927), available from your Lionel dealer. Two basic rules to keep in mind: never over-lubricate (a small amount will do), and

avoid getting grease or oil on the locomotive set's wheels or your track. You'll know your locomotive set requires lubrication when visual inspection reveals dryness on the parts indicated in Figures 5 and 6. Remove accumulated dirt and dust before lubricating, and always lubricate any locomotive emerging from prolonged storage.

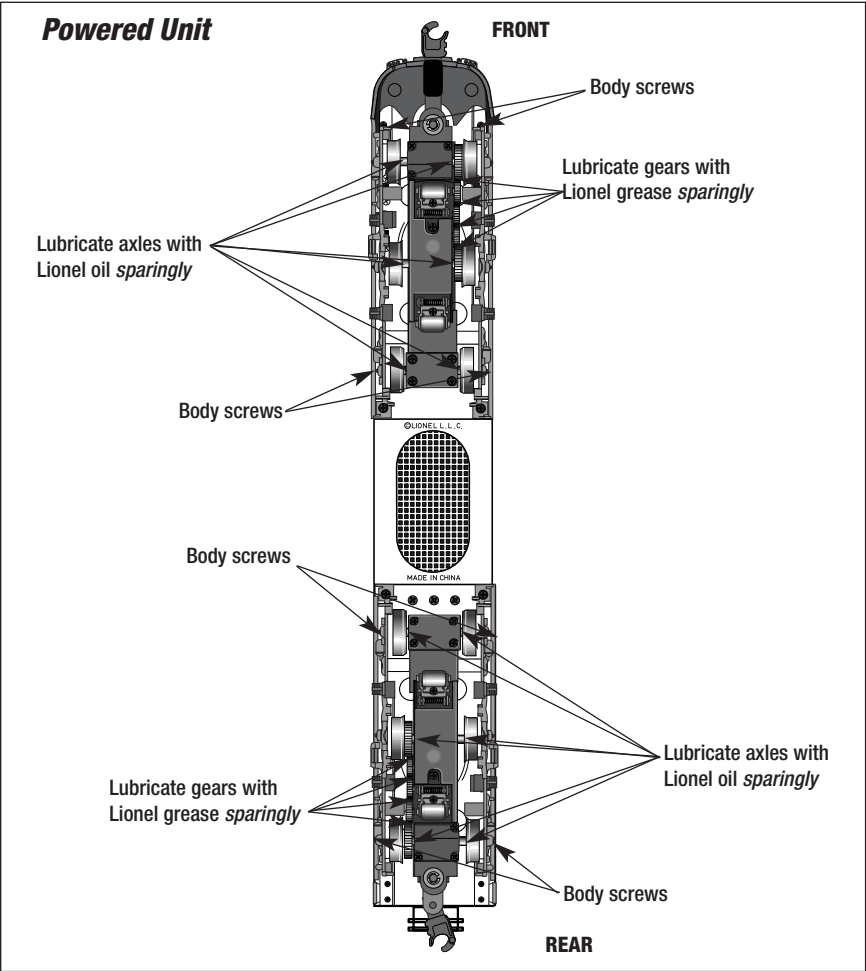


Figure 5. Lubricating the powered unit

Maintaining and servicing your locomotive set

Lubricating your locomotive set (continued)

Non-Powered Unit

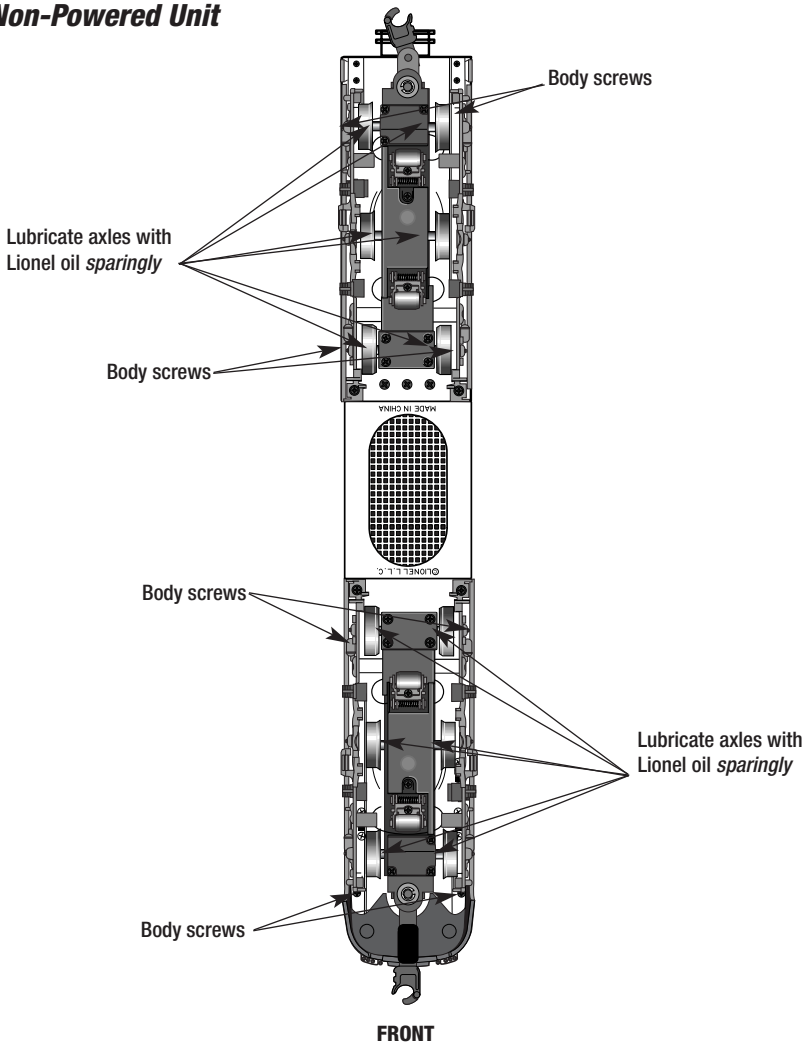


Figure 6. Lubricating the non-powered unit

Maintaining and servicing your locomotive set

Replacing the traction tires

Your powered locomotive is equipped with four traction tires. These rubber treads increase the tractive effort of the unit, allowing it to pull more cars at once. During the course of normal operations, the traction tires may become worn out. Because you must remove the trucks and the side

frames to access the wheels, we recommend that you have the traction tires replaced by your authorized Lionel Service Center. See the Lionel Service section on page 24 for more information.

Maintaining and servicing your locomotive set

Servicing your locomotive's lamps

Your locomotive units are illuminated by LED circuit boards and several small lamps. During the course of normal operations, the LEDs and lamps may require replacement.

Due to the delicate wiring and soldering

operations, we recommend that you have the replacement done at a Lionel Service Station. Refer to the Service Station list included with this set for the location nearest to you. See the Lionel Service section on page 24 for more information.

Notes

Limited Warranty/Lionel Service

This Lionel product, including all mechanical and electrical components, moving parts, motors and structural components, except for light bulbs, is warranted to the original consumer-purchaser, for **one year** against original defects in materials or workmanship when purchased through an authorized Lionel merchant.

This warranty does NOT cover normal wear and tear, light bulbs, defects appearing in the course of commercial use, or damage resulting from abuse or misuse of the product by the purchaser. Transfer of this product by the original consumer-purchaser to another person voids this warranty. Modification of this product voids this warranty.

Any warranted product which is defective in original materials or workmanship and is delivered by the original consumer-purchaser to Lionel L.L.C. or an authorized Lionel L.L.C. Service Center, together with proof of original purchase will, at the option of Lionel L.L.C., be repaired or replaced, without charge for parts or labor. In the event the defective product cannot be repaired, and a replacement is not available, a refund of the original purchase price will be granted. Any products on which warranty service is sought must be sent freight or postage prepaid, as transportation and shipping charges are not covered by the warranty.

In no event shall Lionel L.L.C. be liable for incidental or consequential damages.

Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above exclusion may not apply to you.

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

Instructions for Obtaining Service

If service for this Lionel L.L.C. product is required, bring the item, along with your dated sales receipt and completed warranty information to the nearest Authorized Lionel Service Center.

Your nearest Lionel Service Center can be found by calling 1-800-4-Lionel, or by accessing our Website at www.lionel.com.

If you prefer to send your product back to Lionel L.L.C. for repair in Michigan, you must first call 586-949-4100 or FAX 586-949-5429, or write to Customer Service, P.O. Box 748, New Baltimore, MI 48047-0748, stating what the item is, when it was purchased and what seems to be the problem. You will be sent a return authorization letter and label to ensure your merchandise will be properly handled upon receipt.

Once you have received your return authorization and label, make sure that the item is packed to prevent damage during shipping and handling. We suggest that you use the product's original packaging. This shipment must be prepaid and we recommend that it be insured.

Please make sure you have followed all of the above instructions carefully before returning any merchandise for service. You may choose to have your product repaired by one of our Authorized Lionel Service Centers after its warranty has expired. A reasonable service fee will be charged.

Warranty Information

Please complete the information below and keep it, along with your dated sales receipt. You must present this and your dated sales receipt when requesting warranty service.

Name _____

Address _____

Place of Purchase _____

Date of Purchase _____

Product Number _____

Product Description _____

