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4-8-4 Niagara Steam Locomotive and Tender Owner's Manual

featuring *TRAINmaster*
C-O-M-M-A-N-D

Rail Sounds
and

ODYSSEY
SYSTEM

Congratulations!

You own one of the finest and most sophisticated model trains ever built—the Lionel TrainMaster® Command and Odyssey™ System-equipped Century Club 4-8-4 Niagara. From its many hand-applied

scale details, to the advanced technology found inside, your locomotive is ready for duty on your model railroad layout. Experience the superiority of today's Lionel.

Features of the 4-8-4 Niagara

- Powerful Pittman® motor
- Command reverse unit for use with the Lionel TrainMaster® Command model railroad control system
- Fan-driven smoke generator that produces clean, safe, realistic smoke
- Die-cast ElectroCoupler (rear of tender)
- Wireless Tether
- Odyssey™ System SpeedControl
- Lighted cab interior
- RailSounds™ digital sound system
- Brilliant Headlight
- Marker Lights (on tender)
- CrewTalk™ (in Command)
- TowerCom™ (in Command)
- Tire-Traction
- Directional lighting
- Flickering Fire Box
- Gold plated details
- Gold Century Club markings

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Transformer operations

Running your locomotive with a Lionel transformer

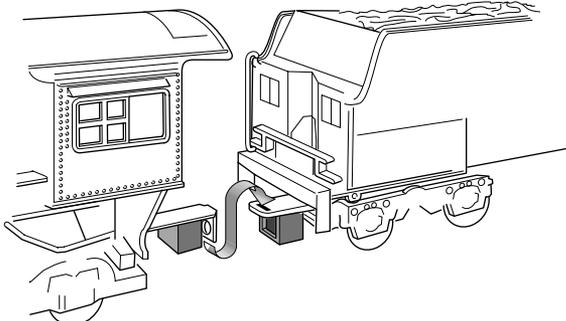
1

Place your locomotive on Lionel or Lionel-compatible 0-54 or larger track.

- **With track power OFF**, connect the drawbar between locomotive and tender. That's all you have to do with Lionel's Wireless Tether, an infrared communication system that eliminates the plugs and wires of the past.

Note!

Your locomotive is designed to operate on track with a minimum diameter of 54".



2

Power up your locomotive with your transformer.

Note!

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

Note!

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

- **When you first power up your track, the locomotive will wait between three and eight seconds** as it "listens" for digital language from the TrainMaster Command Base (available separately). When it's determined that it's on a conventional (non-Command) railroad, the locomotive headlight will illuminate and RailSounds will start up. At this point, the locomotive is in neutral. (This occurs when placing the locomotive on your railroad for the first time. Thereafter, it starts in forward after every three-second power interruption.)
- To experience all of your locomotive's features, we recommend using TrainMaster Command Control, available at your authorized Lionel dealer.

3

Move 'em out!

- **Get your locomotive moving.** Press the DIR button on your CAB-1 remote or Lionel transformer. This sequences the Command reverse unit to the next operating state.
- **Adjust track voltage** until your locomotive moves at your desired speed.

Transformer operations

Locking your locomotive into a single operational state

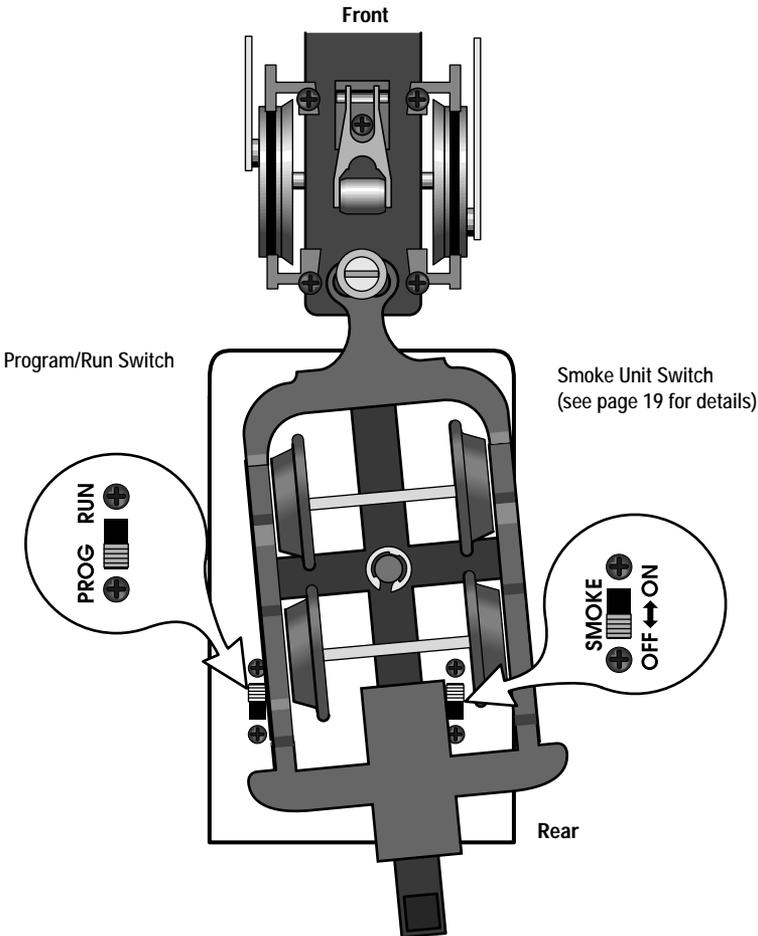
To select a single operational state for your Lionel locomotive (example: forward only), you can deactivate the Command reverse unit's sequencing function with the PROG/RUN switch, located on the right hand side, below the cab. Refer to the diagram for switch location.

Get your locomotive moving in the desired direction, then slow it down without stopping.

Set the PROG/RUN switch to PROG while the engine is in motion. The locomotive is now "locked" into your chosen direction.

When you no longer want single-direction operation, just slide the PROG/RUN switch back to RUN.

Note! When powered down, the Command reverse unit will reset to forward after approximately five seconds.



Transformer operations

Your locomotive's Odyssey™ System speed control

You can lock your locomotive into speed control mode (ideal for low speed operation) so it will automatically compensate for grades and heavy loads, always maintaining a specific speed setting. **To turn on the speed control**, get your locomotive moving at the desired speed, *in forward or reverse*. Let it run at the desired speed for at least 5 seconds. Press and hold the horn/whistle button on your transformer for 2-3 seconds as you increase the throttle by at least 3 volts. Your locomotive will accelerate briefly and will then return to your set speed. You can then release the horn/whistle button. As long as the throttle position is maintained at a higher setting than the initial level, your locomotive will maintain a constant speed. If the throttle is turned below the original level, your locomotive will slow down as the voltage decreases below the “set” level. To check if the speed control setting has been “accepted,” turn up the throttle. You will see the lights brighten, but the speed will remain constant. For best results, adjust the track voltage about 3-4 volts above the

“set” point. This will provide enough spare voltage to compensate for uphill grades, etc., but will prevent excessive voltage to the lamps and smoke unit. (In conventional mode, these features operate at track voltage, and excessive voltage may lead to premature bulb burn-out.)

- If you wish to change the speed control setting, you must deactivate the speed control, then reactivate at the new setting.

To turn speed control off, get your locomotive into neutral for at least 5 seconds, then increase the track voltage to full power with the throttle on your transformer. Press the horn/whistle button on your transformer for 2-3 seconds while lowering the throttle voltage to 1/4 of full power, or at least three volts. Do not turn the throttle off, or speed control may not deactivate. This will give you more “room” to lower the voltage. The speed control deactivates when it sees a 3 volt change with the horn/whistle button pressed, regardless of initial voltage level.

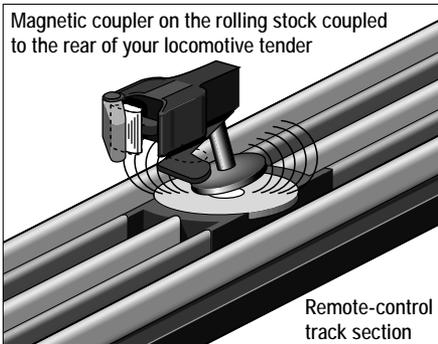
Note! Speed control settings are retained in memory even if power is turned off. They will remain present until deactivated.

Transformer operations

Using your tender-mounted ElectroCoupler in the non-Command environment

To use your locomotive tender's ElectroCoupler in the non-Command environment, you must rely on a piece of rolling stock equipped with Lionel magnetic couplers coupled directly to your locomotive tender's

rear ElectroCoupler. The magnetic coupler on the rolling stock will then react to the magnetic field generated by a Lionel remote-control track section (available separately). Place your rolling stock's coupler "trigger disc" over the central coil of a remote-control track section and press "uncouple" on the controller. The magnetic field pulls the disc downward, and the coupler opens.



Note!

Your locomotive tender's ElectroCoupler will NOT open manually or by using a remote-control track section.

Transformer operations

Your locomotive's RailSounds system—the basics

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

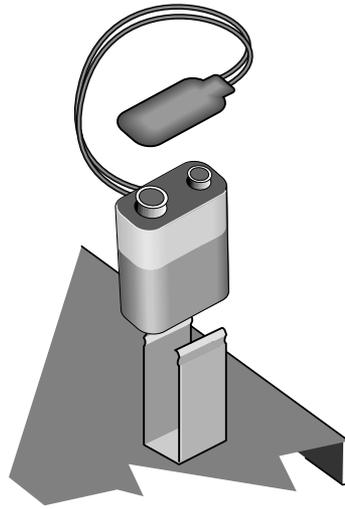
Begin by installing a 9-volt *alkaline* battery in the tender. This ensures interruption-free operation of RailSounds. The battery clip is located in the tender. To remove the tender body, refer to the diagram on page 9 for location of mounting screws.

When you first apply track power, the locomotive's RailSounds system produces the

sounds of the locomotive at rest. As the locomotive moves, chuffing begins, increasing with the locomotive's speed.

To silence the steam chuffing sound (whistle/bell are unaffected), slide the RailSounds switch, located on the underside of the tender (see page 9 for location), to the OFF position *before powering up the locomotive*. The whistle is activated by using the lever or button on your transformer or CAB-1. The volume control knob is located on the underside of the tender near the front truck (see page 9).

Installing a 9-volt alkaline battery in your locomotive's tender.



Note! Please remove protective cover from battery clip before installing the battery.

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

Note! Discontinue locomotive power *for 10 seconds* before changing the RailSounds ON/OFF switch position.

Note! If RailSounds “drops out” during track power interruptions (during direction changes, switches, crossings, etc), replace the battery.

Transformer operations

Experiencing the range of your locomotive's RailSounds system

With RailSounds, 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. And remember—coming from inside your Lionel locomotive's tender are the authentic sounds of the RailSounds digital sound system. No other electric train can offer you **authentic** sounds. *That's* the power of Lionel.

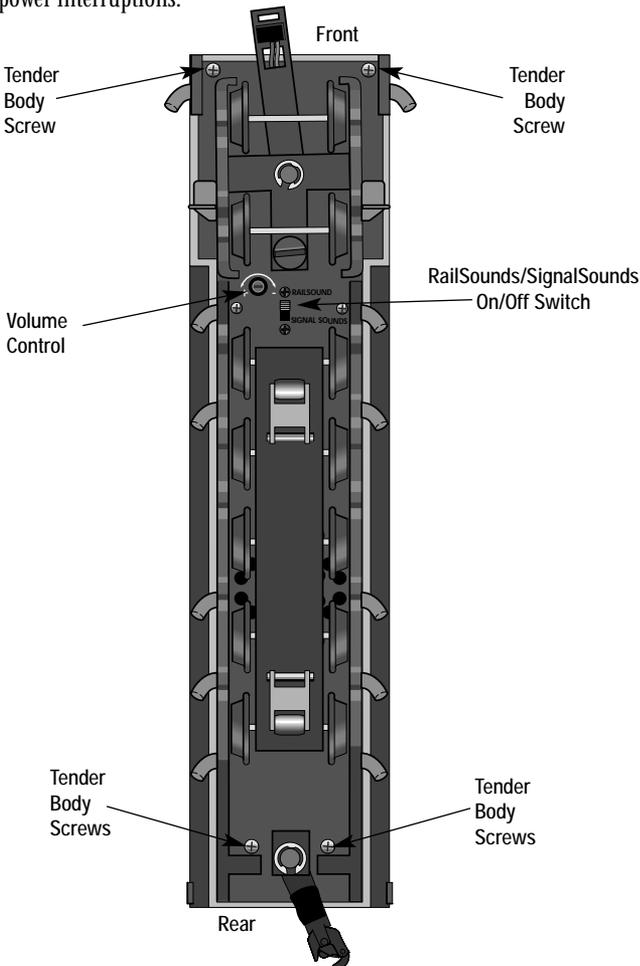
- **Variable chuff rate.** Your locomotive speed determines the steam chuff rate.
- **MultiWhistle.** Different whistles *every* time—a RailSounds exclusive.
- **Authentic bell.** Press BELL on your CAB-1 or transformer to begin the effect, again to discontinue. Even the final “hit” is muted like the real thing.
- **Reverse unit reset sound.** Power down your track, wait for 3-5 seconds, and listen for the air-release sound—that's the locomotive telling you its Command reverse unit has just *reset to forward operation*.
- **Shutdown sequence.** No other model railroad sound system shuts down like RailSounds. Turn off track power, and after the air-release reset sound, you have two seconds to restart your locomotive. If you're done with operations, RailSounds will commence with an authentic shutdown sequence about two seconds after the air-release reset occurs.

Note! A 9-volt alkaline battery must be installed for shutdown sequence.

Transformer operations

Notes on RailSounds

- Use the volume control knob, located on the underside of the tender, to adjust sound output.
- Listen for incidental locomotive sounds during RailSounds operation. They're automatic and, of course, authentic.
- The 9-volt alkaline battery you installed ensures *continuous* sounds, even during short track-power interruptions.
- Longer track-power interruptions (including locomotive derailments) cause RailSounds to shut down after about 7 seconds.
- For even *more* authentic RailSounds effects, operate your locomotive in the TrainMaster Command environment. See pages 12-13 for details.



TrainMaster Command operations

Your locomotive in the TrainMaster® Command Control environment

Lionel TrainMaster® Command Control is the fun and sophisticated model railroad control system from Lionel. Your locomotive features a Command reverse unit, which acts as both a conventional reverse unit as well as the key to unlocking many extra features when you operate in Command mode.

TrainMaster Command Control gives you the power to operate multiple Command-

equipped locomotives *on the same track, at the same time*. It's the most fun you can have with electric trains, and it's incredibly easy too! Just follow the directions below and you'll be on your way.

To operate in Command mode, you need a Command Base and a CAB-1 remote. Find them both at your authorized Lionel retailer.

1

Place your locomotive on Lionel or Lionel-compatible 0-54 or larger track.

- **Make sure track power is OFF before placing it on track.**
- **Make sure your Lionel Command Base is ON** 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 (or a maximum of 20 volts)**. If you are using any PowerMaster units, slide the CMD/CONV switch to CMD on the units.

2

Address your locomotive with CAB-1.

- **Press ENG and 1** on the numeric keypad of your CAB-1 remote. This command is sent by CAB-1 to the Command Base, which then translates your commands into digital code. That code is sent around your railroad's outside rails in the form of a digital "halo." All Command-equipped Lionel locomotives listen to this digital communication, but they *do not respond* until they hear their own ID number.
- 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!

All Command-equipped Lionel locomotives come factory-programmed with an ID# of "1." To change your locomotive ID#, see page 15.

3

Move 'em out!

- **Throttle up or press any command button on CAB-1.** Your locomotive will respond to your *every* command. Read on. The fun is just beginning!

TrainMaster Command operations

Running your locomotive in the TrainMaster Command environment

Example *Address Locomotive #1*

Set PowerMaster to CMD or traditional power supplies to full throttle

 *Press ENG*

 *Press 1 (the ID#)*

Throttle up/press any command button

Your Command-equipped locomotive comes factory-programmed with an ID# of “1.” To get your locomotive into action, set PowerMasters to CMD or set all power supplies on full or a maximum of 20 volts. Press ENG and “1” on CAB-1. Turn the throttle or press any command button; RailSounds starts up. Your locomotive is ready for Command operations.

CAB-1 commands for your locomotive

Locomotive

RailSounds effects in bold italic.

 *Coupler release sounds.*

 Tender rear coupler releases. *Coupler release sounds.*

 Press AUX2 to turn your locomotive’s headlight on and off.

 Turn the THROTTLE to the right to accelerate, left to decelerate. *Speed-dependent variable steam chuffing. DynaChuff dynamic chuffing effect.*

 Press HALT to shut down all PowerMaster electrical output on your railroad. Stops all Command-equipped Lionels in operation.

Note! Use HALT only in *emergency* situations.



 Press WSTL/HRN to activate the locomotive’s whistle, release to discontinue. *Multi-Whistle steam whistle sound.*

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

 Press DIR—the locomotive decelerates to a complete stop; turn the throttle up, and the locomotive moves in the opposite direction. There is no neutral. *Steam air-release sound.*

 Press and hold BOOST for extra power. Release BOOST and return to the locomotive’s previous speed. *Labored chuff.*

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

TrainMaster Command operations

RailSounds in the Command environment

Your locomotive's RailSounds system gives you even *more* in the TrainMaster Command environment.

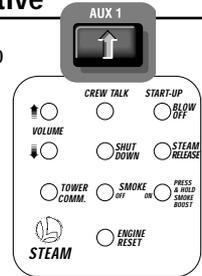
- **DynaChuff™**. Real steam locomotive chuffing depends on the locomotive's load. DynaChuff simulates both labored and relaxed chuffing sounds. Highball down the mainline and hear the labored chuffing of a locomotive battling inertia. Reduce your throttle setting, and chuffing relaxes to a

more sedate sound, as though the load placed on the locomotive has decreased. Experience DynaChuff on steep grades, at yard crawls, and at speed. *Another* RailSounds exclusive.

- **Bonus sounds** like squealing brakes with the CAB-1 BRAKE command.
- **Incidental sounds** you control with CAB-1 numeric keypad commands, like steam let-off and steam release effects.

CAB-1 numeric keypad commands for your locomotive

When you press AUX1 on CAB-1, you turn the numeric keypad into 10 command buttons. The keypad “stays open” and gives you access to extra command features until you press any top-row button (SW, ACC, RTE, TR, or ENG). The CAB-1 keypad overlay included with your locomotive is designed to help you learn the auxiliary features specific to this classic locomotive.



Locomotive RailSounds effects in bold italic.

0 Stops and resets the locomotive to FORWARD. **Headlight flickers.**

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

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

3 Starts-up RailSounds. **Start-up sequence commences. Steam blowoff sound.**

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

5 Activates the RailSounds steam shutdown sequence. Just like the real thing, *your locomotive must be idle for shutdown to occur.* **Steam shutdown commences.** Remember, the whistle and bell will not sound until you *restart* RailSounds. **CrewTalk sounds*.**

6 **Air horn sound.**

7 TowerCom™ is an audible announcement that includes that engine's road number and/or name. *There is a four second delay in this function.*

8 Turns off the smoke generator. **Steam release sound*.**

9 Turns on the smoke generator. Press and hold 9 (10 seconds maximum) to initiate Smoke Boost—this superheats the smoke generator and enhances smoke output when you start running your locomotive. **Steam release sound*.**

**Hearing the Steam release sound or the CrewTalk sounds lets you know that the locomotive has received these commands.*

Note! AUX 1-9 only works if the smoke unit switch is in the ON position.

TrainMaster Command operations

Tuning your locomotive performance

MOMENTUM

Simulate the labored performance of a locomotive pulling a heavy load with momentum. Press L, M, or H (located under CAB-1's removable panel) for light, medium or heavy momentum. The Command reverse unit remembers the setting until you change it. For delayed response, use H. For quick response, choose L.

BOOSTING AND BRAKING

Use the BOOST and BRAKE command buttons for incremental control of speed *and* a superior method for handling stops and starts. Plus, using BRAKE in the Command environment gives you a bonus RailSounds effect—the ultra-realistic sound of squealing brakes.

STALL

Make your locomotive feel more responsive by setting a “stall” voltage. Get your locomotive moving, then press SET; the locomotive will stop. The headlight will flash, indicating it's in the SET mode. 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 stall, press SET twice, holding it for one second each time.

HIGH VOLTAGE SETTING

Press ENG, the locomotive ID#, and then SET; the locomotive's 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 accidentally being derailed at high speed.

Note! To clear setting, press ENG, the ID#, then immediately press BOOST.

SOUND QUALITY

To achieve your preferred RailSounds master volume level, use the volume control knob located on the bottom of the tender (see page 9). Turn the knob left or right to adjust the volume to your liking.

For quick remote-control of volume *below* the master setting—like muting—use the CAB-1 numeric keypad's volume control. Press AUX1 and 4 on the keypad to lower overall RailSounds output.

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

Your locomotive's Odyssey™ System in the Command environment

Speed control in Command mode is automatic. Simply adjust the speed to the

desired level, and the Odyssey™ System will maintain it over grades and with heavy loads.

TrainMaster Command operations

Assigning your locomotive a new ID#

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

Set the locomotive PROG/RUN Switch to PROG (see the illustration below)

Command Base ON

Place the locomotive on track

PowerMasters set to CMD or traditional power supplies ON FULL

Turn track power on (PowerMasters):

 Press BOOST

Program the locomotive with a new ID#:

 Press ENG

 Press a number you choose (the ID#)

 Press SET

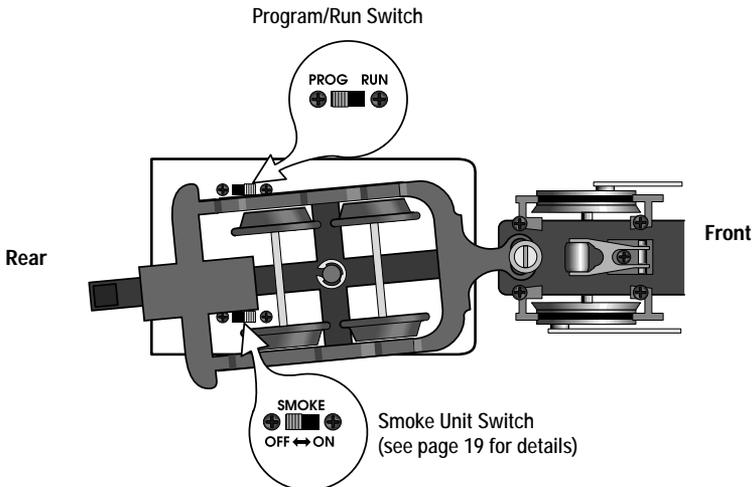
Set PROG/RUN Switch to RUN

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

As your fleet of Command-equipped Lionel locomotives grows, give your locomotive its own ID#. Choose from any number between 1 and 99. Slide the locomotive's PROG/ RUN switch to PROG. (See the illustration below.) Plug-in the Command Base and place the locomotive on track. Then, power up.

Using CAB-1, press ENG, the locomotive ID#, then press the SET button located under CAB-1's removable panel. See the locomotive's headlight flash; that's your signal that the programming has been accepted. Now slide the switch to RUN.

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



TrainMaster Command operations

Reprogramming the Command reverse unit circuit board to restore features

Due to the inevitable derailments, static, and the nature of electricity, it is possible that your Command reverse unit could someday lose its setup program. The symptoms 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 switch on locomotive from RUN to PROG.

STEP 2: Plug-in Command Base.

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

STEP 4: Press “ENG”, then input locomotive’s ID#. Press “SET”.

STEP 5: Press “ENG,” then the ID#, “AUX1”, then press **the number 74**.

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

STEP 7: Remove locomotive from track, move switch from PROG to RUN.

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

STEP 9: Press “ENG” and ID#, then operate as normal.

Maintaining your locomotive’s handrail antenna

Your locomotive handrails are more than just model grab irons—they’re the Command reverse unit’s antenna for receiving Command Base digital communications. *Please handle the locomotive carefully to avoid handrail damage.* To ensure optimum reception, both handrails are insulated from the die-cast shell. If your locomotive

experiences difficulty receiving Base communications, check the handrail ends in the cab and pilot for the presence of insulating material. Ensure that each insulator is present and enjoys a proper fit. Finally, prevent the handrails from touching any part of the die-cast locomotive cab.

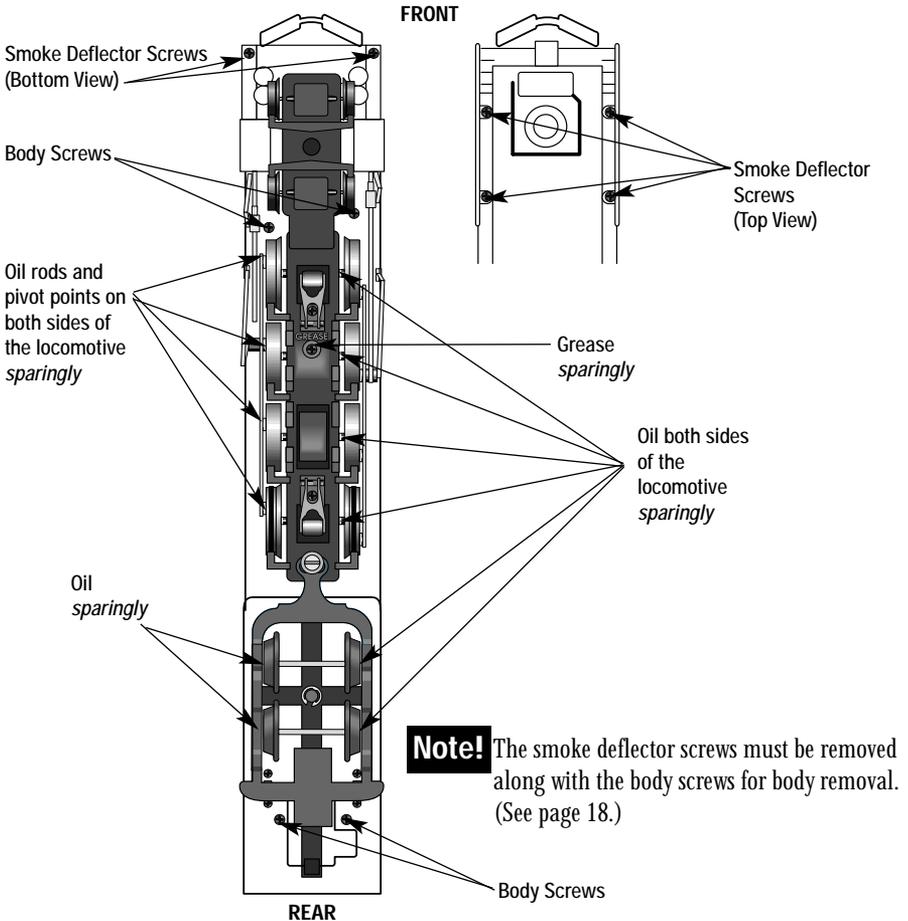
Maintaining and servicing your Locomotive

Lubricating your locomotive

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

We recommend that you purchase a Lionel Lubrication and Maintenance Kit (part no. 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 wheels, contact rollers, *or* your track.

You'll know your locomotive requires lubrication when visual inspection reveals dryness on the parts indicated in the illustration. Remove accumulated dirt and dust before lubricating, and always lubricate any locomotive emerging from prolonged storage. Also, *lightly* lubricate the locomotive side rods, drive rods, linkage, front and rear truck pivot points, and tender wheel bearings after each 25 hours of operation.



Maintaining and servicing your locomotive

Servicing your locomotive's lamps

Note! Before changing the lamps in your locomotive, be sure to check that the AUX2 command was not used to turn off the front headlight.

Your locomotive is illuminated by two lamps. One is located in the headlight housing mounted on the boiler front. A lamp illuminates the interior of the cab. During the course of normal operations, these may require replacement.

Note: Removing the ten screws as shown on page 17 will allow access to the inside of the

cab and the expired lamps. Due to the complexity of the disassembly required, you may wish to take your locomotive to your Lionel Authorized Service Center for any lamp replacement.

Lamp Numbers:

Headlight (1) 610-8049-300

Cab light (1) 691-8149-T09

Replacing your tender's lamps

Your locomotive's tender is illuminated by one lamp. Removing the four screws as show in the illustration on page 9 will allow access to the inside of the tender body and the expired lamp. Since this lamp is part of the rear lighting board assembly and requires a soldering operation to complete the replacement, you may wish to take your tender to

your Lionel Authorized Service Center for lamp replacement.

Lamp Numbers:

Backup Light 610-8049-300

Note: The two red marker lights are LEDs and are not user serviceable.

Tire-Traction

Your locomotive is equipped with Tire-Traction. This means that two of the drive wheels are fitted with rubber traction tires to enhance tractive effort so your locomotive can pull many cars at once.

Lionel has provided extra traction tires to replace the installed traction tires if they

wear out. Simply unscrew the drive rod screw from the wheel using a Philips screw driver, slip off the old traction tire and remove it from under the drive rod. Place the traction tire on the wheel and re-tighten the drive rod screw. You're now ready to pull that long freight back to the yard.

Maintaining and servicing your locomotive

Adding fluid to your locomotive's smoke generator

Your locomotive is equipped with a smoke generator that produces safe, clean, white smoke during operation.

The smoke generator requires the periodic addition of Lionel smoke fluid in order to function. A small tube of smoke fluid was included with this locomotive. Pierce the fluid tube's end with a pin, then add 8 to 10 drops of fluid directly into the smoke stack. Smoke production will commence momentarily, faster if you run your locomotive at speed. When smoke production wanes, add more fluid (8 to 10 drops).

In Command Control, when the locomotive

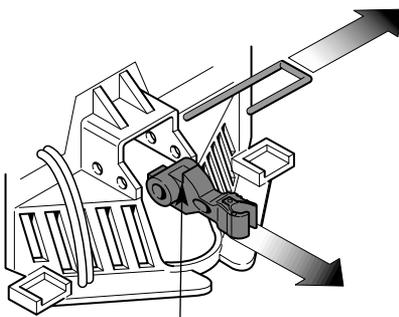
is first placed on the track and powered up, the smoke generator will be in a default "OFF" position. Using any function key on your CAB-1 remote will turn the smoke generator on. Turning off the sound (AUX1, 5) or resetting the locomotive (AUX1, 0) will return the smoke unit to the initial "OFF" position. *Always* keep a small amount of smoke fluid in the locomotive smoke generator; the generator's element can become damaged if operated without fluid. Smoke production is greater at higher voltages and when the locomotive is pulling a heavy load or long consist.

Note! Always keep smoke fluid in your locomotive smoke generator. If not, turn it off when smoke is not desired using the switch shown on page 4 or the AUX1, 8 command if you are running in Command mode. Using Smoke Boost with depleted fluid can damage the generator's element.

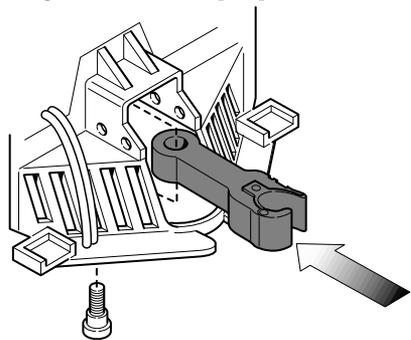
Installing the O Gauge Front Coupler

An 'O' gauge coupler (non-operating) is included with your locomotive for those who may wish to "double-head" their trains with a second Niagara or another locomotive. Being careful not to scratch the finish, use a small flat blade screw driver to loosen and remove the "U" shaped clip that holds the scale coupler in place. Refer to the left diagram

below for clip location and removal. Turn the locomotive over and position the O gauge coupler and secure it in place with the supplied screw using a small flat blade screw driver. To position the coupler, slide the hole at the end of the coupler arm over the pin at the top of the engine's coupler opening. Refer to the right diagram below for coupler placement.



Notch towards top



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 810-949-4100 or FAX 810-949-5429, 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 _____

