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8/02

A detailed model of a Lionel Dash-9 Tank locomotive is shown on a track. The locomotive is dark grey with white accents on the front and side. It has a prominent front grille, headlights, and a large smokestack. The locomotive is positioned on a set of metal tracks that recede into the background.

# *Lionel Dash-9 Tank Train Set Owner's Manual*

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

*Rail Sounds*<sup>™</sup>

and

**ODYSSEY**<sup>™</sup>  
SYSTEM

# ***Congratulations!***

**C**ongratulations on your purchase of the Lionel Dash-9 TankTrain Set! This set features a powerful Dash-9 diesel locomotive equipped with TrainMaster Command

Control and the Odyssey System for speed control. Four detailed TankTrain tank cars follow the locomotive, connected to each other by hoses.

## **Features of this locomotive**

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- **TrainMaster Command Control equipped**
- **RailSounds sound system with CrewTalk communication and TowerCom announcement (in Command)**
- **Odyssey System for speed control**
- **Directional lighting including front and rear headlights**
- **Ditch lights**
- **Diesel smoke generator**
- **Two ElectroCouplers (in Command)**
- **Two powerful flywheel-equipped motors**
- **Interior lighting**
- **Tire-Traction**

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*Lionel®*, *TrainMaster®*, *Odyssey®*, *RailSounds™*, *CrewTalk™*, *TowerCom™*, *DynaChuff™*, *StationSounds™*, *Pullmor®*, *ElectroCoupler™*, *Magne-Traction®*, *CAB-1 Remote Controller®*, *Powermaster®*, *Lionel ZW®*, *ZW®*

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# Transformer operations

## Running your locomotive with a Lionel transformer

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**1**

*Place your locomotive on Lionel or Lionel-compatible O gauge track.*

**2**

*Power up your locomotive with your transformer.*

**Your locomotive 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 with direct current (DC).** Damage to sensitive electronic components may occur.

**Note!**

**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 has determined that it’s on a conventional (non-Command) railroad, the locomotive’s headlight will illuminate and RailSounds will fire up. At this point, the locomotive is in neutral. (This occurs when placing the locomotive on your railroad for the first time. Thereafter, it will start in forward following every three-second power interruption.)

**3**

*Move ‘em out!*

**Get your locomotive moving.** Press the DIRECTION button on your CAB-1 Remote Controller 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. To increase speed, increase track voltage. To decrease speed, reduce voltage. To stop the locomotive, turn-off track power.

**See page 5 for information on locking your locomotive into a single operational state.**

# 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 reverse unit switch.

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

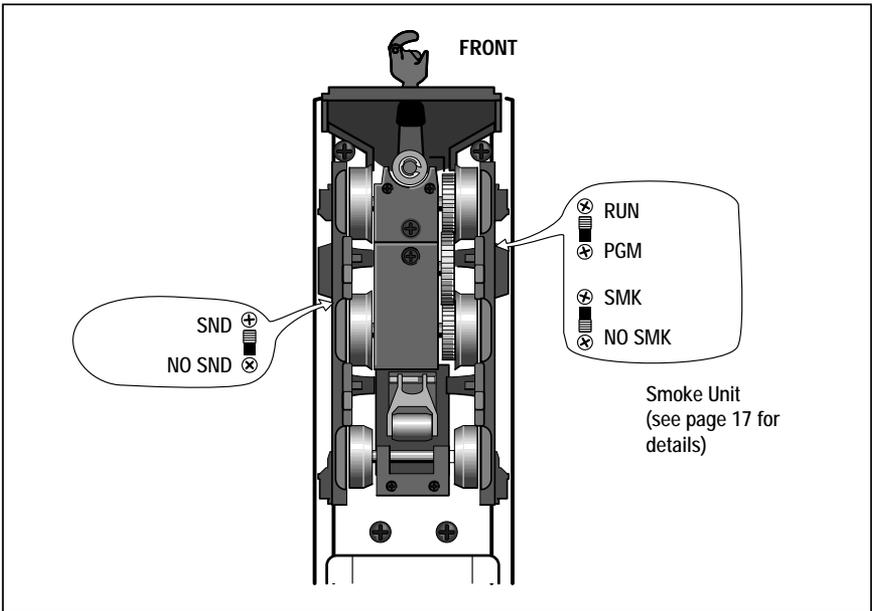


Figure 1. Switch locations

# Transformer operations

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

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

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

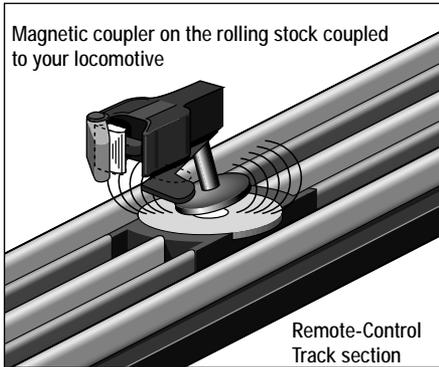


Figure 2. Trigger disc operation

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

# Transformer operations

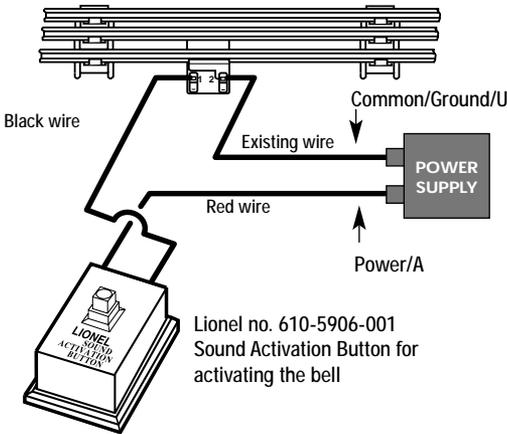
## Installing a Lionel Sound Activation Button

To activate the bell and horn sounds when operating your locomotive with conventional transformers, you'll need to install a Lionel no. 610-5906-001 Sound Activation Button (available separately).

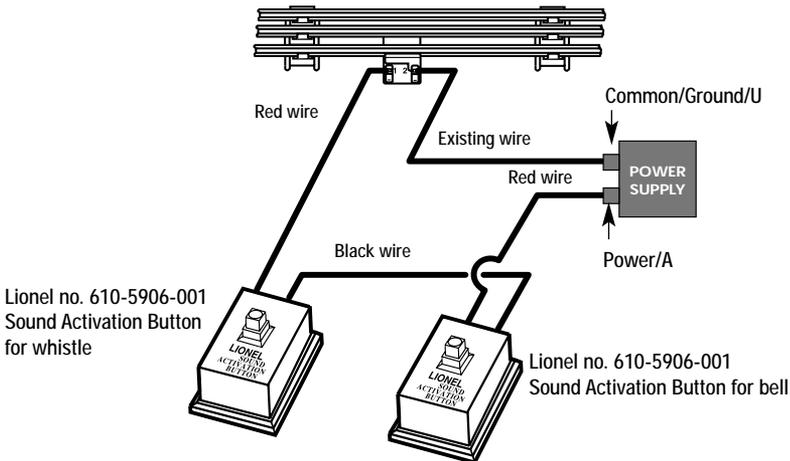
Connect the button(s) as shown below.

**Note!** All track power must feed through the Sound Activation Button. Do not bypass the button.

### For AC transformers with a horn/whistle button



### For AC transformers lacking a horn/whistle button



**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 RailSounds.

# RailSounds operations

## Your locomotive's RailSounds system—the basics

---

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

You may choose to install a 9-volt *alkaline* battery in your locomotive. This ensures interruption-free operation of RailSounds. As illustrated in Figure 3, the battery clip is located inside the body. Remove the six body mount screws (see Figure 5 on page 19) and lift away the body. Attach the battery harness and slide the

battery into the holder. Reassemble in reverse order.

When you first apply track power, the locomotive's RailSounds system produces sounds of the locomotive at rest. As the locomotive moves, the RPM's increase with the locomotive's speed.

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

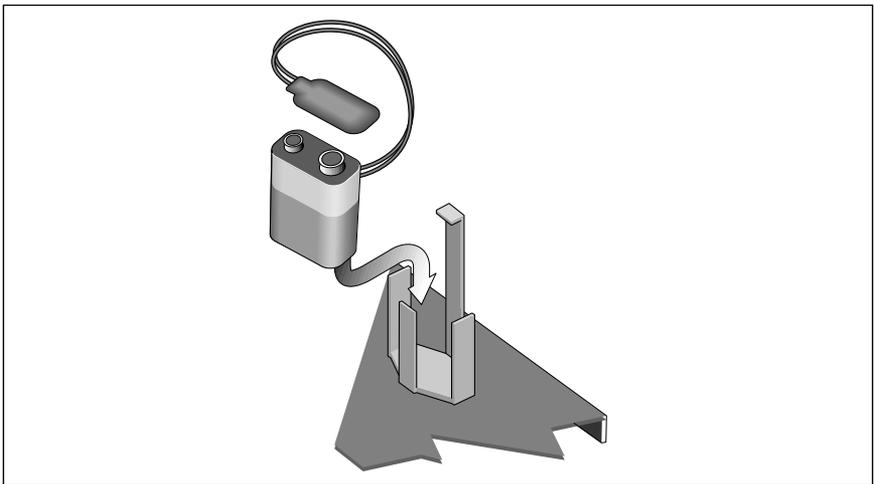


Figure 3. Battery installation

**Note!** Please remove the protective cover from the battery clip.

**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 ten seconds before changing the RailSounds SND/NO SND switch position.

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

# RailSounds operations

## Experiencing the range of your locomotive's RailSounds system

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**W**ith 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.

- **Four diesel-roar levels.** Your locomotive's speed determines the level of diesel RPM roar—*automatically, if you prefer*: idle, half throttle, three quarters or full-speed output.
- **MultiHorn.** A different horn sound at different speeds—a RailSounds 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 telling you that its Lionel 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 a realistic diesel shutdown sequence about two seconds after the air-release reset occurs. (Battery installation required.)

## Notes on RailSounds

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- Turn the volume knob clockwise or counter-clockwise in the location shown in Figure 5 on page 19 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* diesel locomotive sounds.
- Longer track-power interruptions (including locomotive derailments) cause RailSounds to shut down after about seven seconds.
- For even *more* authentic RailSounds effects, operate in the TrainMaster Command environment.

# 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

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### 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 1/4 turn).
4. At this point, speed control is set.

**Note!** Engine speed will increase slightly before returning to the set speeds.

### Turning Off Speed Control:

1. While the engine is in neutral, turn your controller up to the maximum power (no more than 20 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.

**Caution!** In conventional operation, the smoke unit and lights are connected directly to track power. Do not exceed 14-16 volts for extended periods. Doing so will cause damage to the locomotive.

## Odyssey System Command operation

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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 engine will respond to each signal from the

Command Base. Example: Address the engine and slowly turn the throttle. The first light flash corresponds to the first speed step. This is the slowest speed of the locomotive.

# TrainMaster Command operations

## The Command Control environment

---

**T**rainMaster Command Control is the advanced model railroad control system from Lionel. TrainMaster Command Control 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 and a CAB-1 Remote Controller.** Find them both at your authorized Lionel retailer.

**1**

### ***Place your locomotive on Lionel or Lionel-compatible 0 gauge 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 20 volts). On PowerMasters, slide the CMD/CONV switch to CMD.

**2**

### ***Address your locomotive using CAB-1.***

- **Press ENG and 1** on the numeric keypad of your CAB-1. This command is sent by CAB-1 to the Command Base, which then translates your command into digital code. That code is sent around your railroad's outside rails in the form of a digital "halo." All Command-equipped Lionel engines listen to this digital communication, but they do not respond until they hear their individual ID number—in this case, "1."
- **The digital language of TrainMaster Command—and not track power—controls the actions of Command-equipped Lionel engines.** 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.
- **All Command locomotives come factory-programmed with an ID# of "1."** To change the ID# of your locomotive, see page 15.

**3**

### ***Move 'em out!***

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

# 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 (no more than 20 volts)



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 in action, set PowerMasters to CMD or set all power supplies on full (no more than 20 volts). Press **ENG** and "1" on your CAB-1. Turn the throttle or press any command button; your locomotive is ready for Command operations.

## CAB-1 commands for your locomotive



Front coupler releases. **Coupler release sounds.**



Rear coupler releases. **Coupler release sounds.**



Activates the keypad. **Air-release sound.**



Press **AUX2** to turn your locomotive'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.



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



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



Press **DIR**—the locomotive decelerates to a complete stop; turn the throttle up, and the locomotive will accelerate in the 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'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.

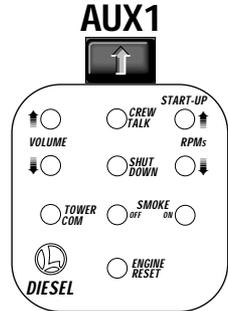
Beneath this panel



# TrainMaster Command operations

## CAB-1 numeric keypad commands for your locomotive

When you press **AUX1** on your CAB-1, 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**). **RailSounds sounds in bold italic.**



**0** Stops and resets the locomotive. Resets the locomotive's direction to FORWARD. Resets RailSounds to automatic RPM operation. **Horn blows. RPMs return to automatic.**

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

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

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

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

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

initiate the shutdown sequence and listen for the CrewTalk sound.

**CrewTalk sounds, Diesel shutdown commences.**

Remember, the horn, bell, and RPM's will not sound until you *restart* RailSounds by pressing **3**.

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

**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 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 the smoke output when you start running your locomotive. See note on filling or turning off the smoke generator on page 17. **Air-release sounds.**

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

# TrainMaster Command operations

## Tuning your locomotive's performance

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### **MOMENTUM**

TrainMaster Command's momentum feature simulates the labored performance of a locomotive pulling a heavy load. Press **L**, **M**, or **H** (located under CAB-1's removable panel) for light, medium, or heavy momentum. The locomotive'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 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 effect—the ultra-realistic sound of squealing brakes.

### **SOUND QUALITY**

To achieve your preferred RailSounds master volume level, we recommend that you adjust your locomotive volume control knob (see Figure 5 on page 19 for the location). Turn the 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 numeric keypad's volume control. Press **AUX1**, **4** on the numeric keypad to lower the overall RailSounds 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 feel more responsive by setting a “stall” voltage. Get your locomotive moving, then press **SET**; the locomotive 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 a new ID#

---

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

Set the Command reverse unit switch to PGM

Command Base plugged in

Place the locomotive on track

PowerMasters set to CMD or traditional power supplies ON FULL (no more than 20 volts)

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 the Command reverse unit 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, you'll want to give your locomotive a more individualized number. Choose from any between 1 and 99. To make things easy, use a portion of your locomotive's cab number.

Set the locomotive's Command reverse unit switch to PGM (see Figure 1 on page 5). Plug in the Command Base and place the locomotive on track, then power up. Using CAB-1, press **ENG**, the locomotive ID# that you select and then press the **SET** button located under CAB-1's removable panel. Hear the horn blow (or see the headlight flash if RailSounds is off); that's the Command reverse unit confirming the new ID#. Set the Command reverse unit switch to RUN. Your locomotive is ready for operations with its all-new ID#.

*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.*

# *TrainMaster Command operations*

## **Reprogramming the Command reverse unit to restore features**

---

**D**ue to the 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 PGM.

**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 this particular 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 PGM 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

## 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. Pierce the tube end with a pin, then add 10-15 drops of fluid into the locomotive's stack. Refer to Figure 4 for the location of the stack. Smoke production will commence momentarily, faster if you run your locomotive at speed. When smoke production wanes, add more fluid (four to eight drops).

If you prefer to have a smoke-free locomotive, there is a switch located on the bottom of the engine under the cab marked SMK/NO SMK (see Figure 1 on page 5 for the location). Move the switch to NO SMK and your locomotive will stop smoking.

When the smoke unit is on, *always* keep a small amount of smoke fluid in the locomotive's 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.

**WARNING:** Never operate the smoke unit when dry. This will cause the smoke unit to overheat and may damage your engine.

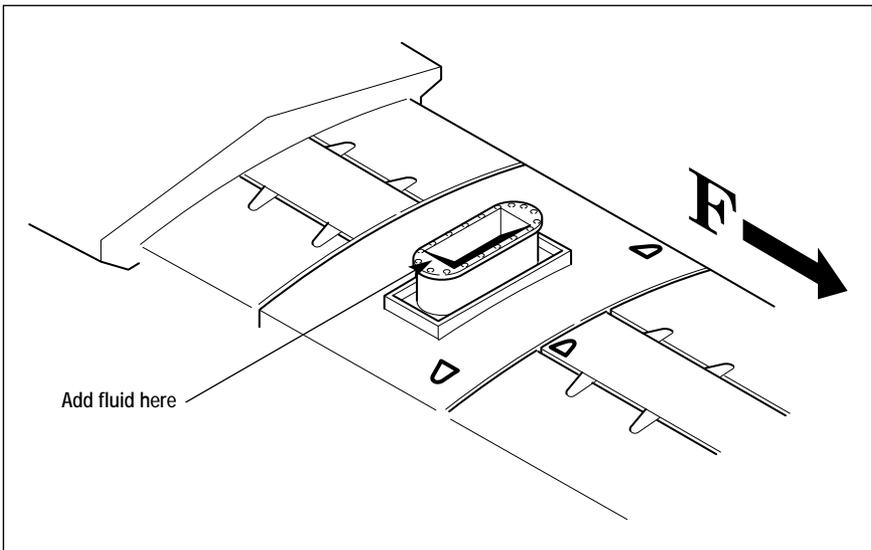


Figure 4. Stack location

# *Maintaining and servicing your locomotive*

## **Lubricating your locomotive**

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**H**elp 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 (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's wheels *or* your track. You'll know your locomotive requires lubrication when visual inspection reveals dryness on the parts indicated in Figure 5 on page 19. Remove accumulated dirt and dust before lubricating, and always lubricate any locomotive emerging from prolonged storage.

# Maintaining and servicing your locomotive

## Lubricating your locomotive (continued)

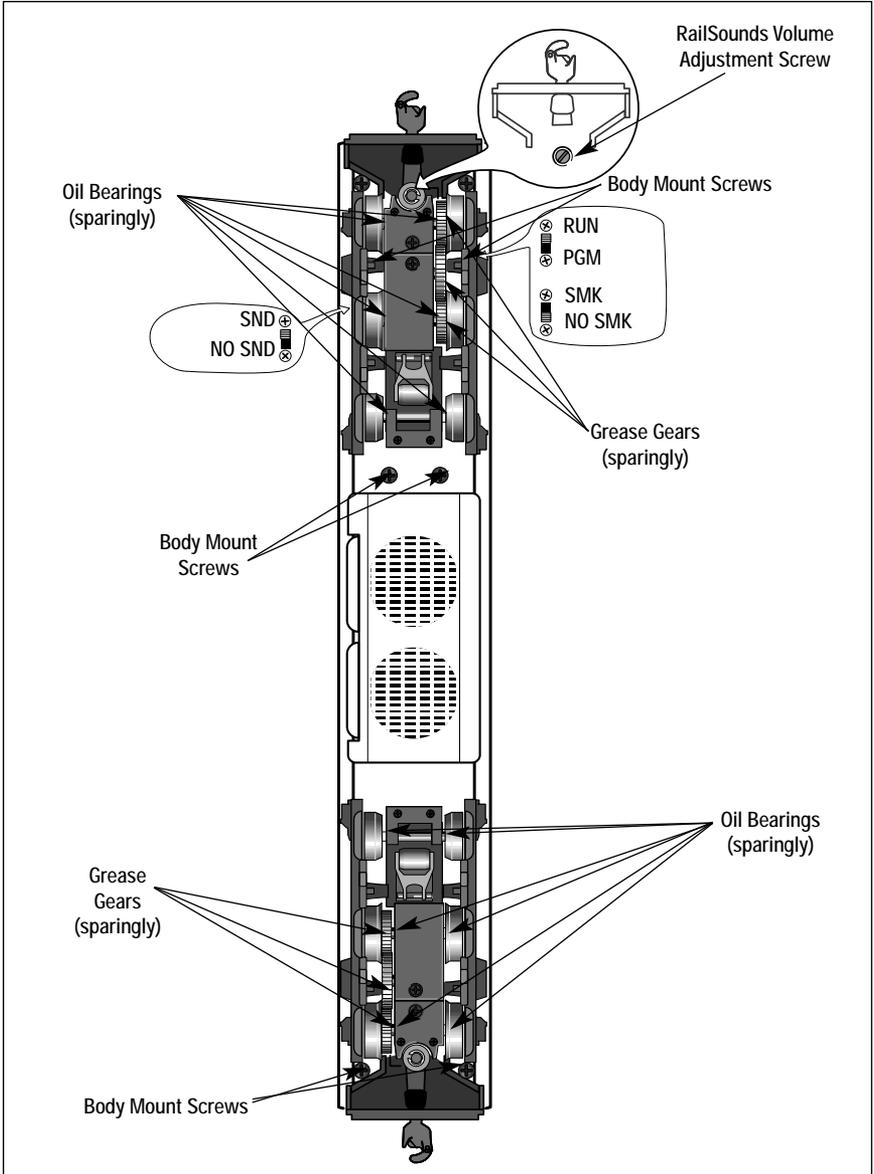


Figure 5. Underside details and lubrication points

# ***Maintaining and servicing your locomotive***

## **Replacing your locomotive's lamps and LEDs**

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**Y**our locomotive is illuminated by several lamps and LEDs. During the course of normal operation, they may require replacement.

We recommend that you have the LED and lamp replacement done at an authorized Lionel Service Center. See the Lionel Service section on page 24 for more information.

# *Maintaining and servicing your locomotive*

## **Replacing the traction tires**

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**Y**our locomotive is equipped with four traction tires. These rubber tires increase the tractive effort of your locomotive, allowing it to pull more cars at once. During the course of normal operation, 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.

# Operating your TankTrain Tank Cars

## Coupling the cars

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**T**o operate the couplers by hand, slide the uncoupling tab on the side of the coupler shaft back toward the car. Do not push down on the tab. To operate the couplers with a Remote-Control or Uncoupling Track section (available separately, O gauge part no. 6-65530,

O-27 gauge part no. 6-65149 or 6-12746), simply position the uncoupling trigger over the magnet on the Remote-Control or Uncoupling Track section. Refer to Figure 6 for the locations of the uncoupling tab and trigger.

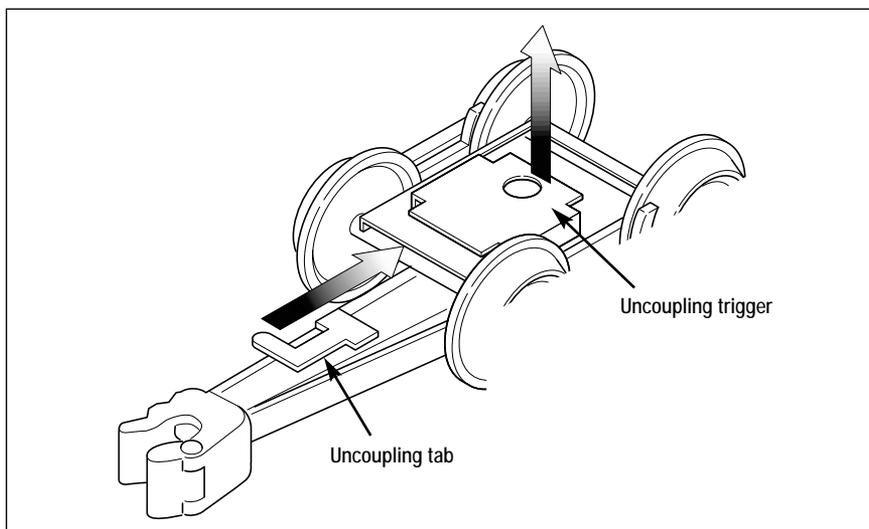


Figure 6. Uncoupling tab and trigger locations

## Servicing the LED

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**T**he End-of-Train Device is illuminated by an LED. The LED is expected to last for the lifetime of the car and is not user

serviceable. Visit your authorized Lionel Service Center if service is required.

# Operating your TankTrain Tank Cars

## Attaching the hoses

A short length of hose runs between each pair of tank cars. Follow these steps and refer to Figure 7 as you attach the hoses.

1. Arrange the TankTrain tank cars on the track in the following order and couple them together.
  - Prototypically, the A-end car should be in the lead. As illustrated in Figure 7, look for the piping attached to the front hose fitting to identify this car.
  - Intermediate cars are positioned between the end cars. The end of the intermediate cars with the shorter piping should be positioned towards the front of the train.

- The B-end car should be in the rear. The flashing End-of-Train Device (ETD) signals the end of your train.
  - Make sure that there is one length of hose between each car.
2. Bend the tube and spring downward so that the chain falls out of the tube.
  3. Pull on the chain to expose the spring, then press the spring over the nub on the next car.
  4. Tuck the chain into the tube and press the tube onto the grooved fitting to complete the attachment.

**Hint!** Follow these steps in reverse order to disconnect the hoses. Be careful when removing the springs to avoid stretching them out.

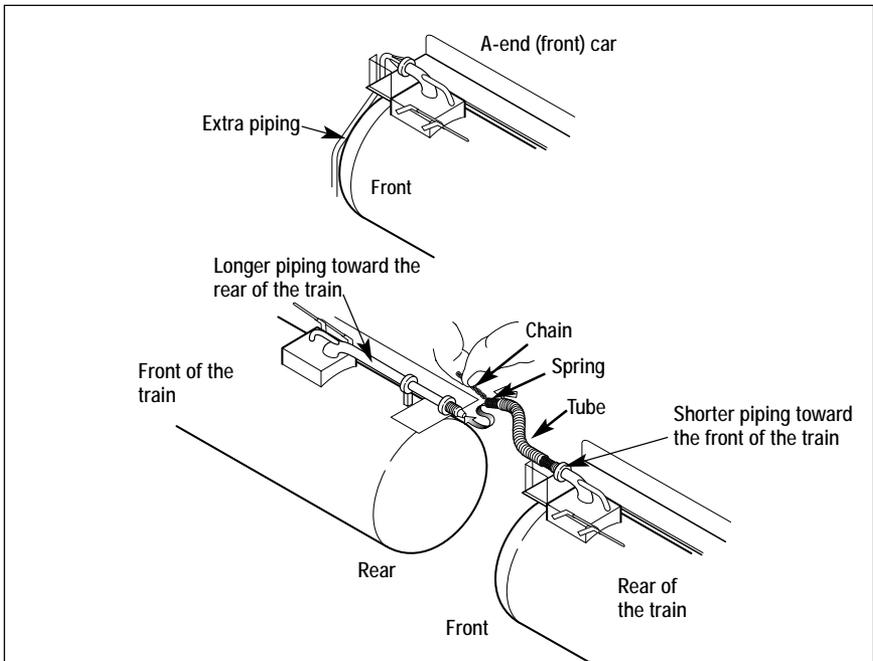


Figure 7. A-end unit and hose connections

## Limited Warranty/Lionel Service

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**T**his 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](http://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 \_\_\_\_\_

\_\_\_\_\_

