4-6-6-4 Challenger Steam Locomotive and Tender Owner’s Manual
Congratulations!

You own one of the finest and most sophisticated model trains ever built—the Lionel TrainMaster Command and Odyssey System-equipped LionMaster Challenger. 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 LionMaster Challenger

- Two powerful maintenance-free motors
- Command reverse unit for use with the Lionel TrainMaster Command Control system
- Fan-driven smoke generator that produces clean, safe, realistic smoke
- Die-cast ElectroCoupler (rear of tender)
- Wireless Tether connection between locomotive and tender
- Odyssey System for speed control
- RailSounds digital sound system
- Brilliant headlight
- CrewTalk (in Command)
- TowerCom (in Command)
- Tire-Traction
- Directional lighting
- Flickering firebox
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Transformer operations

Running your locomotive with a Lionel transformer

1. **Place your locomotive on Lionel or Lionel-compatible O-31 or larger track.**
   
   With track power OFF, connect the drawbar between locomotive and tender as illustrated in Figure 1. 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.

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.)

   To experience all of your locomotive’s features, we recommend using the TrainMaster Command Control system, available at your authorized Lionel dealer.

3. **Move ‘em out!**
   
   Get your locomotive moving. Press the DIRECTION 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. 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 in 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 Command reverse unit (PROG/RUN) switch.

Get your locomotive moving in the desired direction, then slow it down without stopping. Set the Command reverse unit switch to PROG. Refer to Figure 2 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 second or longer, regardless of the original locked-out direction.

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**Figure 2. Switch locations**
Transformer operations

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

To uncouple rolling stock from 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 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, 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 Track section and press UNCOUPLE on the controller. The magnetic field pulls the disc downward, and the coupler opens as illustrated in Figure 3.

Note! Your locomotive tender’s ElectroCoupler will NOT open manually or by using a Remote-Control Track section.

Figure 3. Trigger disc operation
Transformer operations

Installing a Lionel Sound Activation Button

To activate the bell and whistle 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

![Diagram showing wiring connections for transformers with a horn/whistle button]

For AC transformers lacking a horn/whistle button

![Diagram showing wiring connections for transformers lacking a horn/whistle button]

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 sound system— the basics

Lionel RailSounds sound system 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 as illustrated in Figure 4 on page 9. This ensures interruption-free operation of the RailSounds sound system. The battery clip is located inside the tender. To access the battery clip, you must first remove the four body screws from the bottom of the tender and then lift off the top of the tender. Refer to the Figure 4 on page 9 for the location of the body screws.

When you first apply track power, the locomotive’s RailSounds sound system will produce 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 the location), to the SIGNAL SOUNDS position before powering up the locomotive. The whistle is activated by using the lever or button on your transformer or CAB-1 Remote Controller. The volume control knob is located on the bottom of the tender (see page 9).

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

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

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

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

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

Figure 4. Tender details
**RailSounds 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.

- **Variable chuff rate.** The speed of your locomotive determines the steam chuff rate.
- **MultiWhistle.** Different whistles for different speeds— 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 three to five 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 the shutdown sequence.

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**Notes on RailSounds**

- Use the volume control knob, located on the bottom of the tender, to adjust sound output. Refer to Figure 4 on page 9. Use a flat-blade screwdriver to adjust the volume level.

  **Note!** Do not force the volume control knob past the point where it will easily turn, or damage to the volume control will result.

- Listen for incidental locomotive sounds during the operation of the RailSounds sound system. They’re automatic and, of course, authentic.

- The 9-volt alkaline battery you installed ensures continuous sounds, even during short track-power interruptions. The battery must be installed for the shutdown sequence.

- Longer track-power interruptions (including locomotive derailments) cause RailSounds to shut down after about seven seconds.

- For even more authentic RailSounds effects, operate your locomotive in the TrainMaster Command environment. See pages 14-16 for details.
 Odyssey System operations

The Odyssey System

The Odyssey System is a “cruise control” for your locomotive. Once the speed is set (see below), your locomotive 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).

At this point, speed control is set. Be sure that the throttle position is maintained at a higher setting than the initial level. If the throttle position is lowered, the locomotive will slow down as the available voltage decreases. Setting the voltage at 3-4 volts above the “set” point will provide enough power to climb grades and pull heavy loads while prolonging the lives of your locomotive’s lamps.

To change the speed control setting, you must deactivate the current setting, then set the new speed.

Note! Engine speed will increase slightly before returning to the set speed. To check if speed control has been set, turn up the throttle. The lights should get brighter but the speed should not increase.

Turning off Speed Control using your transformer:
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. The marker lights will turn off. Keep reducing the throttle and the marker light will turn on.
3. Release the horn button.
4. Cycle the engine to forward/reverse. The engine is now out of speed control mode.

Caution! In conventional operation, the lights in both the engine and tender are connected directly to track power. Do not exceed 14-16 volts for extended periods. Doing so will reduce the life of your lamps.
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

TrainMaster 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 (6-12911) and a CAB-1 remote (6-12868). Find them both at your authorized Lionel retailer.

1. Place your locomotive on Lionel or Lionel-compatible O-31 or 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 remote. 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.

Note! All Command locomotives come factory-programmed with an ID# of “1.” To change the ID# of your locomotive, see page 17.

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

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

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 Steam release 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 (ten 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!** AUX1, 8 and 9 only work if the smoke unit switch is in the ON position.
TrainMaster Command operations

Tuning your locomotive’s performance

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 set your maximum volume level, use the volume control knob located on the top of the tender beneath the rear hatch (see Figure 4 on 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, 4 on the keypad to lower 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.
Assigning your locomotive a new ID#

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 PROG (see Figure 2 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 tender frame to aid in remembering.
TrainMaster Command operations

Reprogramming the Command reverse unit to restore features

Due 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 PROG.

**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 74 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 PROG 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

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 metal shell. If your locomotive experiences difficulty receiving Command 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 metal locomotive cab.

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 eight to ten 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 (eight to ten 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 smoke unit switch shown in Figure 2 on page 5 or the AUX1, 8 command if you are running in Command mode. Using Smoke Boost with depleted fluid can damage the generator’s element.
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 Figure 7. 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.

Figure 7. Lubrication points
Maintaining and servicing your locomotive

Servicing your locomotive’s lamp

**Note!** Before changing the lamp 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 one lamp. It is located in the headlight housing mounted on the front pilot deck.

**Note:** Removing the six cab screws as shown on page 20 will allow access to the inside of the cab and the expired lamp. Due to the complexity of the disassembly required to replace this lamp, we recommend that you take your locomotive to your Authorized Lionel Service Center for any required lamp replacement.

Lamp Number: 620-8029-300

**Note:** The green front marker lights and the “Flickering Firebox” are LEDs (Light Emitting Diodes) and are not user serviceable.

Replacing your tender’s lamp

Your locomotive’s tender is illuminated by one lamp, located at the rear of the tender. Remove the tender body by unscrewing the four screws located on the underside of the tender (see page 9 for screw locations).

Carefully lift the tender body from the frame, taking care with the wiring assemblies which are still attached to the tender body. Unplug the connector and replace the expired lamp with Lionel part no. 610-8049-300. All lamps are available from your Authorized Lionel Service Center or direct from Lionel Service. See the Lionel Service section on page 24 for more information.

Reassemble in reverse order. While reassembling the tender, make sure all wires are inside the body before the screws are tightened.

![Figure 8. Tender lamp replacement](image-url)
Maintaining and servicing your locomotive

Tire-Traction

Your locomotive is equipped with Tire-Traction. This means that four 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 nut from the wheel using a 3/16” nut 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 nut. You’re now ready to pull that long freight back to the yard.
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 __________________

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