Lionel
Chicago and Alton
Passenger Set
Owner’s Manual
Congratulations on your purchase of the Lionel Chicago and Alton Passenger Set! This set features a TrainMaster Command and Odyssey System-equipped 4-6-2 Pacific steam locomotive and four fully detailed heavyweight passenger cars.

Features of the 4-6-2 steam locomotive

- High-torque Pittman® motor
- Command reverse unit for use with the Lionel TrainMaster Command Control system
- Fan-driven smoke generator that produces clean, safe, realistic smoke
- Die-cast metal ElectroCoupler (rear of tender)
- Wireless Tether connection between locomotive and tender
- Odyssey System for speed control
- Lighted cab interior
- RailSounds digital sound system with CrewTalk communication and TowerCom announcements (in Command)
- Brilliant headlight
- Illuminated marker lights
- Tire-Traction
- Flickering firebox
- Variable ashpan glow

Features of the Heavyweight Passenger Cars

- Die-cast metal trucks and operating couplers
- Metal frames
- Detailed interiors with painted figures
- Interior illumination
- Illuminated drumhead on Observation Car
- Opening doors

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Transformer operations

Running your locomotive with a Lionel transformer

1. Place your locomotive on Lionel or Lionel-compatible O-54 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 seconds 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. As illustrated in Figure 3, 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

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

For AC 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 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, remove the four body screws shown in Figure 4 on page 9.

When you first apply track power, the locomotive’s RailSounds system produces 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 SIGNALSOUNDS 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 to raise or lower the level of sound is located on the underside of the tender near the front truck (see page 9).

**Note!** Please remove the protective cover from the 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 ten seconds before changing the RailSounds ON/OFF switch position.

**Note!** 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.
Figure 4. Underside of the tender and battery installation
RailSounds operations

Experiencing the range of your locomotive’s RailSounds sound 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.

**Notes on RailSounds**

- Use the volume control knob, located on the underside of the tender, to adjust sound output. Refer to Figure 4 on page 9.

  **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 13-16 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 whistle button.
3. While holding the whistle 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 three to four 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 whistle button.
2. While holding the whistle button, slowly reduce track voltage to one-fourth of full power. The marker lights will turn off. Keep reducing the throttle and the marker lights will turn on.
3. Release the whistle 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.
Odyssey System operations

Odyssey System Command operation

While in the Command Control environment, the speed control feature of the Odyssey System is always on. When turning the throttle, the speed of the engine will respond to each signal from the Command Base. Example: Address the engine and slowly turn the throttle. The first flash of the red light on your Command Base corresponds to the first speed step. This is the slowest speed of the locomotive.
TrainMaster Command operations

The Command Control environment

TrainMaster Command Control is the advanced model railroad control system from Lionel. 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-54 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.

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 two-part announcement that includes that engine’s road number and/or name. Pressing 7 for the first time triggers a “Hold for clearance” announcement. Press 7 again, and a “Clear for departure” message plays. There is a four second delay in this function.

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

9 Turns on the smoke generator. 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.
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 PROG

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 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 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).

When you place your locomotive on the track for the first time, the smoke unit will be on. Thereafter, the smoke unit will return to its last operating state each time you power it up. For example, if you turn off the smoke unit before you power down the locomotive, the smoke unit will be off the next time you power it up. If the smoke unit was on before you powered down the locomotive, the smoke unit will be on the next time you power it up. When operating your locomotive in the TrainMaster Command Control environment, press AUX1, 8 on your CAB-1 Remote to turn off the smoke unit; press AUX1, 9 to turn on the smoke unit.

Note! To control the operation of the smoke unit with your CAB-1 Remote, be sure that the smoke unit switch is in the ON position. Refer to Figure 2 on page 5 for the location of the switch. Commands from the CAB-1 Remote will not override the switch setting.

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.
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 5. 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 5. Lubrication points
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 four lamps. One is located in the headlight housing mounted on the boiler front. A lamp illuminates the interior of the cab. Two red lights (1 assembly) show through the ash pan grating and shine brighter when the speed of the locomotive increases. During the course of normal operations, they may require replacement.

Removing the three cab screws shown on page 20 will allow access to the inside of the cab and the expired lamps. But, due to the close fit of many components and the interconnected wiring, we recommend that you take your locomotive to your Authorized Lionel Service Center for any required lamp replacement.

**Lamp Numbers:**
- Headlight (1) 620-8029-300
- Cab light (1) 610-8082-019
- Ash Pan (1 Assembly) 620-8063-300

**Note!** The green front marker lights are LED’s (Light Emitting Diodes), and are not user serviceable.

**Note!** The two red marker lights at the rear of the tender are also LED’s and are not user serviceable.
Maintaining and servicing your locomotive

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 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.

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 Pacific or another locomotive. Simply loosen the screw that holds the front coupler with a small flat blade screw driver. Replace the scale coupler head with the O gauge coupler head and retighten the screw. See Figure 6 below.

![Coupler installation](Figure 6. Coupler installation)
Each Heavyweight Passenger Car features two operating couplers. Figure 7 illustrates the location of the uncoupling mechanisms on your cars. To open the couplers, position the truck on a Remote-Control Track section (available separately, 6-65530 for O gauge, or 6-12746 or 6-65149 for O-27 gauge) so that the center pair of wheels is directly above the trigger plate. Once the car is in place, press UNCOUPLE on the track controller to activate the Remote-Control Track section, releasing the coupler.

Figure 7. Uncoupling mechanism
You will find a light switch on the bottom of each Heavyweight Passenger Car. As illustrated in Figure 8, the switch is located inside one of the tool boxes. Slide this switch toward one end of the car to turn on the lights or toward the other end of the car to turn off the lights.

If you are operating a number of accessories or cars that require extra power, you may choose to turn off the Heavyweight Passenger Car lights to conserve power for the rest of your layout.

Figure 8. Light ON/OFF switch location
During the course of normal operation, you may find that your lamps require replacement. Follow these steps and refer to Figures 10 and 11 as you replace the expired lamps with Lionel part no. 630-9134-300.

1. Remove the vestibule roof screws at both ends of the car inserting your screwdriver through the hole in the frame. See Figure 10. The screws are located at the top of the end caps.
2. Remove the two vestibule bottom screws at both ends of the car. See Figure 10.
3. Slide the vestibule straight out of the body.
4. Reach into the front of the car and unplug the wire harness from the light panel. Be sure to pull on the white housing, not the wires themselves.
5. With the car upside-down, lift the stamped metal frame, including the trucks and detailed interior, out of the car. Gently bend the sides of the body away from the frame as you lift it away. Tabs in the frame are inserted into slots in the sides.
6. Pull the expired lamp out of the socket and replace it with part no. 630-9134-300. Make sure that the replacement bulb is flat against the light panel. Refer to Figure 11.
7. Reassemble the car, following these steps in reverse order.

Replacing the lamps in your Heavyweight Passenger Cars

During the course of normal operation, you may find that your lamps require replacement. Follow these steps and refer to Figures 10 and 11 as you replace the expired lamps with Lionel part no. 630-9134-300.

1. Remove the vestibule roof screws at both ends of the car inserting your screwdriver through the hole in the frame. See Figure 10. The screws are located at the top of the end caps.
2. Remove the two vestibule bottom screws at both ends of the car. See Figure 10.
3. Slide the vestibule straight out of the body.
4. Reach into the front of the car and unplug the wire harness from the light panel. Be sure to pull on the white housing, not the wires themselves.
5. With the car upside-down, lift the stamped metal frame, including the trucks and detailed interior, out of the car. Gently bend the sides of the body away from the frame as you lift it away. Tabs in the frame are inserted into slots in the sides.
6. Pull the expired lamp out of the socket and replace it with part no. 630-9134-300. Make sure that the replacement bulb is flat against the light panel. Refer to Figure 11.
7. Reassemble the car, following these steps in reverse order.

Note! Be sure that the baggage doors on the Combination Car are fully closed before replacing the frame. The pegs at the bottom of the doors must fit into the slots in the frame. Refer to Figure 9.

Figure 9. Positioning the baggage doors
Heavyweight car operations and lamp replacement

Replacing the lamps in your Heavyweight Passenger Cars (continued)

Figure 10. Vestibule removal

Remove screws

Vestibule

Vestibule/Roof screw

Remove screw

Bottom of car
Heavyweight car operations and lamp replacement

Replacing the lamps in your Heavyweight Passenger Cars (continued)

Figure 11. Bottom detail and lamp replacement
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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