

RAILKING N&W J WITH PROTO-SOUND 2.0 READY-TO-RUN TRAIN SET OPERATING INSTRUCTIONS



Your RailKing[®] Ready-To-Run train set is complete with everything you need to get your model railroad up and running. This set includes a N&W J 4-8-4 steam locomotive, a set of three passenger cars, a transformer, a loop of RealTrax, the RailKing wireless infrared remote control, and the infrared activated remote lock-on. You also get M.T.H.'s exclusive RailWare CD-ROM with track layout software and other information helpful to model railroaders.

This locomotive is equipped with Proto-Sound 2.0 with Digital Command System (DCS). This new system will allow you to operate your locomotive in Command mode (when used with the DCS Remote Control System, sold separately) or Conventional mode. Conventional operating features are described in the following pages, while the **DCS operating features are covered in the set of operating instructions that accompanies the DCS equipment.** Conventional Mode operation of this locomotive is much simpler than operation of original Proto-Sound engines.

M.T.H. takes pride in manufacturing high quality products like your train set, and we hope that you will enjoy it for a long time. Please read all the accompanying instructions carefully before setting up and operating your train set. With proper care, this set should yield years of trouble-free performance.



Table of Contents

Set Up

Assembling RealTrax®	3
Plugging in the Transformer	4
Lubricating the Engine	4
Priming the Smoke Unit	4
Coupling the Engine and Car	5
Remote Control	6

Basic Operation

Operation Buttons	7
Volume Control	8

Proto-Sound 2.0 Operation

Activating Proto-Sound 2.0 Conventional Mode Features	9
Passenger Station Announcements (PSA)	10
Tips on Using PSA	11
Proto-Coupler® Operation	12
Speed Control	12
Lock into a Direction State	12
Reset to Factory Defaults	13
Automatic Sounds	13

Maintenance

Care of Remote Control	14
Lubrication and Greasing Instructions	14
Cleaning the Wheels, Tires and Track	16
Locomotive Traction Tire Replacement	16
Smoke Unit Maintenance	17
Locomotive Light Bulb Replacement	18
Passenger Car Light Bulb Replacement	19
Self-Charging Battery Back-Up	20

RailWare Interactive CD-ROM

Troubleshooting	23
Compatibility	25
Transformer Compatibility Chart	26
Additional Features with DCS Remote Control System	27
Safety Precautions	29
Service and Warranty Information	32

Set Up Checklist

- Assemble RealTrax[®]
- Connect the transformer
- Lubricate the train
- Place the engine and cars on the track and couple them together
- Apply power to run as described in the Basic Operation section of these instructions.

Assembling RealTrax[®]

Unlike other O Gauge track systems, each RealTrax section features a realistic built-in roadbed base, solid nickel-silver track rails, and realistic railroad ties, all designed to give you an authentic looking track system. The quick connectors and built-in roadbed allow you to set up RealTrax anywhere, including most carpeted surfaces, without the need for track nails or the worry of carpet stains.

Each RealTrax segment has at least one knock-out tab in the roadbed (on either end of the segment) that can be removed with a pair of pliers to reveal an opening for the lock-on that is used to connect the transformer to the track. To assemble RealTrax, follow the instructions below.

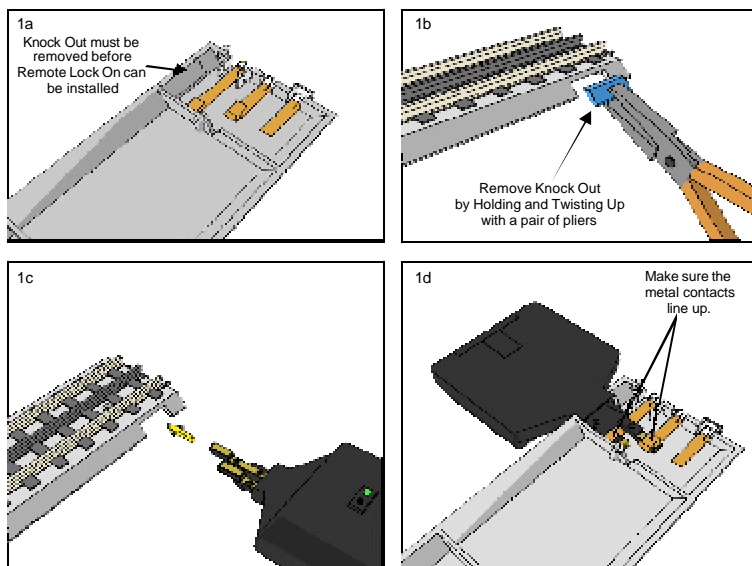


Fig. 1a-1d: Installation of Remote Lock On

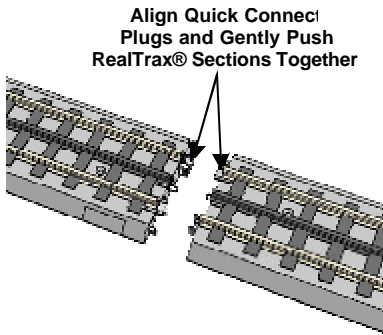


Figure 2: Preparing to snap RealTrax® sections together by aligning Quick Connect Connectors together.

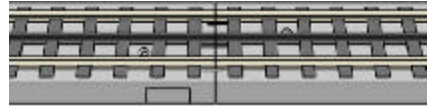


Figure 3: RealTrax® sections in properly connected position.

Connecting the Transformer

The Z-750® power supply included with this set provides an easy-to-use, safe power source for AC-powered trains and accessories.

Plug the wire from the transformer into the remote lock-on's center port, then plug the transformer into the wall outlet. Insert two AA batteries (not included) into the remote handheld.

Lubricating the Engine

You must lubricate the engine before operating it. Use a light household oil and follow the lubrication points marked "L" in Fig. 9 on Page 14. Do not over oil. Use only a drop or two on each pivot point.

Priming the Smoke Unit

You should prime the smoke unit with smoke fluid before operating. Add 15-20 drops of smoke fluid from the included pipette through the smokestack (see figure 4), then gently blow into the stack to eliminate any air bubbles in the fluid.

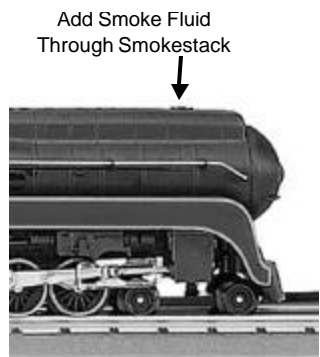


Figure 4. add Smoke Fluid Through the Smoke Stack

If you choose not to prime the unit with fluid, turn the smoke unit switch located under the engine to the OFF position (see Figure 5). Running the engine without a primed smoke unit may cause damage. See the “ProtoSmoke Unit Operation” section of this book for more information on smoke unit maintenance.

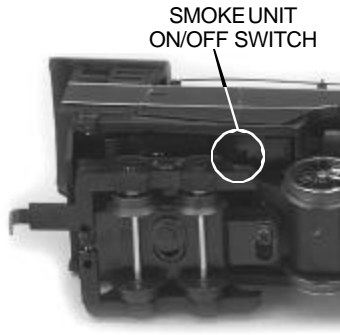
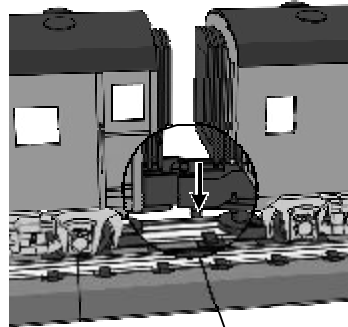


Figure 5. Smoke Unit ON/OFF Switch

Coupling the Engine and Cars

Our couplers are designed for realistic operation. Place the engine and cars on the track and couple them together. If the coupler is already closed, press down on the small finger that extends from under the right side of the coupler to open the coupler knuckle and allow the couplers to interlock as shown in Figure 6. Insert the reverse unit plug that extends out of the tender into the receptacle at the back of the engine.

Connect the draw bar between the engine and tender. **WARNING: DO NOT CONNECT THIS ENGINE TO A TENDER FROM ANOTHER ENGINE; IT MAY CAUSE SERIOUS DAMAGE.** Look at the bottom of the engine and tender where each will have a color-coded stamp. If they match you may connect those two pieces; if not, don't.



Push Down on Coupler Finger to Release Knuckle

Figure 6. Coupling the Passenger Cars Together

Remote Control

The RailKing[®] Remote Control System included with this set uses wireless infrared technology, much like a television remote control, to allow users remote control of their trains from up to 15 feet away. The remote and lock-on replace the control box found with M.T.H.'s Z-500[™] and Z-750[®] transformers, and they are designed for use with moderately powered transformers such as these. It is compatible with most manufacturer's engines.

Because the RailKing remote is an infrared line-of-sight remote, you must aim it at the lock-on in order to send signals to the track. The green LED atop the lock-on will come on, indicating the track is receiving power. Subsequent pushes of any buttons on the remote will cause the LED to blink, indicating it is receiving the signal.

Note: The RailKing[®] Remote Control and Remote Lock-on will not operate engines equipped with pre-1997 versions of Proto-Sound[®] or with Proto-One, Proto-Plus, Proto-Deluxe, aftermarket systems.

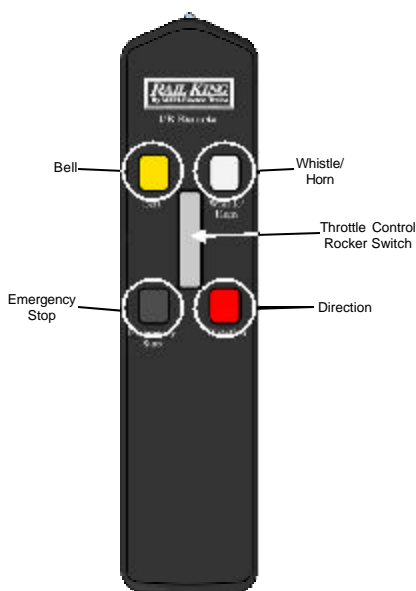


Fig. 7: Overview of the Remote controls

Basic Operation

Throttle up the power to your track. Give your train enough power so that the head light shines brightly. Then put the engine into motion by firmly pressing the Direction button on your remote once.

Operation Buttons

Use the operation buttons on your remote as described below (see figure 7 on pg. 6).

- **Throttle** – To increase or decrease track voltage, and therefore train speed, press the throttle control rocker switch. Pressing the top end of the throttle will increase voltage and speed. Pressing the bottom end of the throttle will decrease voltage and speed. The engine will maintain the speed you set after you release the throttle until you press it again to change the voltage and speed.
- **Horn/Whistle** - To sound the horn, firmly press the Horn/Whistle button. The whistle will sound for as long as you continue to depress the button. It will stop when you release the button.
- **Bell** - To sound the bell, firmly press and release the Bell button. To turn the bell off, press and release the Bell button again. The bell will continue to ring from the time you turn it on until you press and release the button again to turn it off.
- **Direction** – Your train is programmed to start in neutral. To put the engine into forward and then to change the direction of the train or to put it into neutral, firmly press and release the Direction button on your remote. Just as you must stop your car between forward and reverse, this engine will not go directly from forward to reverse; it goes into neutral between directions. If the train has been moving forward, the first press of the Direction button will put the train from forward into neutral, the second press into reverse, the third press back into neutral, and the fourth back into forward. To prevent accidental high-speed start-ups, this engine is programmed to restart in neutral

Volume Control – To adjust the volume of all sounds made by this engine, turn the master volume control knob located under the tender clockwise to increase the volume and counter-clockwise to decrease the volume (see Fig. 8).

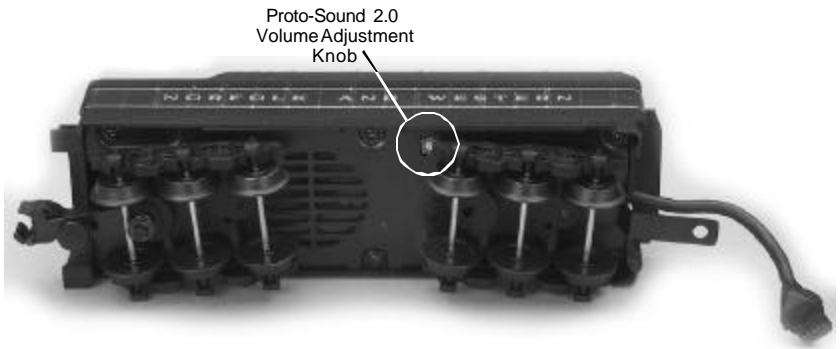


Figure 8. Location of Proto-Sound 2.0 Volume Adjustment Knob

Proto-Sound 2.0 Operating Instructions

This manual contains the operating instructions for Proto-Sound 2.0 in conventional mode only. Instructions for accessing DCS command mode features accompany the DCS Remote Control System equipment.

Because Proto-Sound 2.0 is an all-new system developed by M.T.H.'s own research and development team, it operates differently from original Proto-Sound. Most Proto-Sound 2.0 features are automatically enabled, and the reset state has been eliminated, so there is no need to program features as with original Proto-Sound. Although the new system is easier to operate than original Proto-Sound, you should read these instructions thoroughly before using Proto-Sound 2.0 features in order to prevent harm to yourself or your equipment.

Activating Proto-Sound 2.0 Conventional Mode Features:

Proto-Sound 2.0 features are activated by sequences of Bell and Whistle button pushes described below. Please read the full descriptions of each feature before using it. To use these buttons to activate features rather than to blow the whistle or ring the bell, you should press the buttons for a shorter time (½ second); you may need to practice your timing to make this work smoothly.

Feature to Be Activated:	Button Code:
Passenger Station Announcements	1 Bell, 2 Whistles
Fire the Rear Coupler	1 Bell, 3 Whistles
Speed Control On/Off	1 Whistle, 2 Bells (from Neutral only)
Lock into a Direction/Unlock	1 Whistle, 3 Bells
Reset to Factory Defaults	1 Whistle, 5 Bells (from Neutral only)

Passenger Station Announcements (PSA):

Your engine is equipped with a sound package of passenger station announcements that you can play when you pull into a passenger station.

Each sequence described below will play as long as it is left on, randomly generating sounds, but be sure to allow approximately 30 seconds between the button pushes described below to allow the PSA sufficient time to run through each sequence.

1. To cue the sound system to play the PSA, quickly but firmly press the Bell button once followed by 2 quick presses of the Whistle button while the engine is moving. As soon as you have keyed in this code, you will hear the announcement for the upcoming stop and the bell will begin to ring.
2. Press the Direction button or drop and advance the throttle once to stop the engine. This will trigger the first sequence of PSA. The reverse unit is temporarily disabled so that the train will not move as you use the Direction button to trigger the sounds, and Proto-Sound 2.0 has disabled operator control over the Whistle and Bell buttons until the full PSA sequence is complete.
3. After waiting about 30 seconds for that sequence to run, press the Direction button again to trigger the second sequence of PSA.
4. After about 30 seconds, press the Direction button again to trigger the third PSA sequence.
5. Again, after allowing about 30 seconds for that sequence to run, press the Direction button one more time to trigger the fourth and final PSA sequence. You will know it is the final sequence when you hear the “All Aboard!” call. The bell will begin to chime and within a few seconds, the engine will start and move out on its own at the current throttle setting, in the same direction it was traveling when you began the sequence. Once the bell turns off, the operator regains control of the transformer’s bell and whistle buttons and can ring the bell or blow the whistle as usual.

Tips on Using PSA

- You can terminate PSA at anytime by turning off power to the track for 15 seconds.
- You do not have to be in Forward to use PSA. At the conclusion of the full sequence, the train will pull away from the station in whatever direction you were going when you activated the feature.
- You can use PSA even if you are double-heading with another engine. If the second engine is not equipped with PSA at all, you must remember not to leave the throttle at a high voltage level once you have stopped the engine to run the PSA. Otherwise, the engine without PSA will begin vibrating on the track as its motors strain to move the train, since they cannot be automatically disabled during the PSA cycle. If the second engine is an original Proto-Sound engine equipped with PSA, you may choose to disable it when used in double-heading operations, so you will not experience competing PSA sounds. To disable PSA in an original Proto-Sound engine, see the operating instructions for that engine.
- PSA can be triggered from Neutral. It will operate the same as if triggered while in motion except that, at the conclusion of the PSA, the engine will depart in the next direction of travel, as opposed to the direction it was travelling before entering Neutral.

Proto-Coupler[®] Operation

This locomotive is equipped with a coil-wound Proto-Coupler for remote uncoupling action. Because the Proto-Coupler is controlled through the Proto-Sound 2.0 microprocessor, it does not require an uncoupling track section or modification to your layout to function. Use the codes listed below to fire the coupler.

Rear Coupler:

To fire the rear coupler, press the Bell button once followed immediately by three pushes of the Whistle button. The sound of the liftbar and air line depletion will play, and the knuckle will be released.

Speed Control:

M.T.H. engines equipped with Proto-Sound 2.0 have speed control capabilities that allow the engine to maintain a constant speed up and down grades and around curves, much like an automobile cruise control. You can add or drop cars on the run, and the engine will maintain the speed you set.

While the engine is programmed to start with the speed control feature activated, you can opt to turn it off. This means the engine's speed will fall as it labors up a hill and increase as it travels downward. It is also affected by the addition or releasing of cars while on the run.

To turn speed control on and off, put the engine in neutral, then press the transformer's Whistle button one time then immediately press the Bell button two times. Two horn blasts will indicate that the engine has made the change. Repeat the 1 whistle, 2 bells code to return it to the other state. **You will want to do this during the initial neutral upon start-up if you ever couple this engine to another engine that is not equipped with speed control to avoid damaging the motors in either engine.** Each time you shut down the engine completely, it will automatically turn speed control on.

Lock into a Directional State:

You can lock your engine into a directional state (forward, neutral, or reverse) to prevent it from changing directions. To do this, put the engine into the direction you want or into neutral, to lock it into neutral, run it at a very slow speed (< 10 scale mph), and quickly but firmly press your remote's Whistle button once followed immediately by three presses of the Bell button. Two

horn blasts will indicate that the engine has made the change. The engine will not change direction (including going into neutral) until you repeat the 1 whistle, 3 bells code to return the engine to its normal state, even if the engine is kept without power for extended periods of time.

Reset to Factory Defaults:

To override the settings you currently have assigned to the engine and reset it to its factory defaults, while in Neutral press the Whistle button once, followed immediately by five quick pushes of the Bell button. Two horn blasts will indicate that the engine has made the change.

Automatic Sounds:

Certain Proto-Sound 2.0 sound effects automatically play in programmed conventional mode conditions:

- **Squealing Brakes** play any time the engine's speed decreases rapidly.
- **Cab Chatter** plays when the engine idles in neutral.
- **Engine Start-up and Shut-down** sounds play when the engine is initially powered on or is powered off for five seconds or more.

Maintenance:

Care of the Remote Control

Your RailKing Remote Control System should offer years of trouble-free service. There are a few things you can do to ensure trouble-free operation:

- If your train responds inconsistently, replace old batteries with fresh ones. Do not mix old and new batteries.
- Remove batteries before storing for extended periods.
- Do not drop the remote. It can damage the delicate electronics inside.

Lubrication and Greasing Instructions

The engine should be oiled and greased in order to run properly.

You should regularly lubricate all side rods and linkage components and pickup rollers to prevent them from squeaking. Use light household oil and follow the lubrication points marked “L” in Fig. 9. Do not over oil. Use only a drop or two on each pivot point.

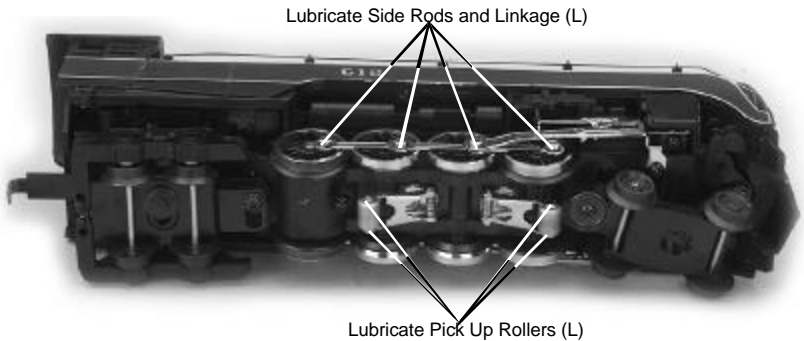


Figure 9. Lubrication Points on the Locomotive

The locomotive's internal gearing was greased at the factory and should not need additional grease until after 50 hours of operation or one year, whichever comes first. To access the gear box, do the following:

1. Turn the engine upside down
2. Remove the Phillips screw (marked "GREASE") located at the fourth set of drivers (counting from the front of the engine)
3. Use a grease tube dispenser to put a small amount (approx. 1-2 ml.) of lithium-based grease into the gearbox.
4. Replace the screw.

You should also grease the leading and trailing locomotive truck tongues to enhance their ability to slide on the chassis. Follow the grease points shown on Fig. 10.

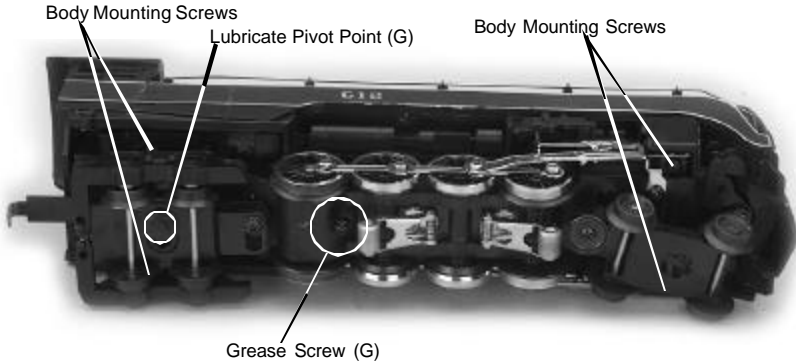


Figure 10. Greasing Points on the Engine and Body Mounting Screws

Cleaning the Wheels, Tires and Track

Periodically check the locomotive wheels and pickups for dirt and buildup, which can cause poor electrical contact and traction and prematurely wear out the neoprene traction tires. Wheels and tires can be cleaned using denatured (not rubbing) alcohol applied with a cotton swab.

To clean the track, use a clean rag and denatured (not rubbing) alcohol. Unplug the transformer and wipe the rails of the track, turning the rag frequently to ensure that you are using clean cloth on the rails. Because the manufacturing process leaves a coat on RealTrax, you should clean the rails after the first 30 minutes of use (you may smell something burning during initial use as the coat burns off; this is normal). Thereafter, keep an eye on the track and clean it when it gets dirty to ensure good electrical contact and to lengthen the life of the tires.

Traction Tire Replacement Instructions

Your locomotive is equipped with two neoprene rubber traction tires on the rear set of flanged drivers. While these tires are extremely durable, you may need to replace them at some point.

1. Remove the side rods (the rods that connect each drive wheel to the other) from the wheels in order to slip the new tire over the grooved drive wheel. These screws can be loosened with a 5mm nutdriver.
2. Make sure the old tire has been completely removed from the groove in the drive wheel, using a razor blade or small flathead screwdriver to pry away any remains.
3. Slip the new tire onto the wheel. You may find it useful to use two small flathead screwdrivers to stretch the tire over the wheel.
4. If you twist the tire while stretching it over the wheel, you will need to remove and reinstall the tire. Otherwise your engine will wobble while operating.
5. Make sure the tire is fully seated inside the groove. Use a razor blade to trim away any excess tire that doesn't seat itself inside the groove properly.

Replacement tires are available directly from the M.T.H. Parts Department.

ProtoSmoke[®] Unit Operation

This steam locomotive contains a smoke unit that outputs smoke through the smokestack on the boiler of the engine. The smoke unit is essentially a small heating element and wick that soaks up and then heats a mineral oil-based fluid that emits a harmless smoke. The smoke is then forced out of the stack by a small electric fan.

With a few easy maintenance steps, you should enjoy trouble-free smoke unit operation for years.

When preparing to run this engine, add 15-20 drops of smoke fluid through the smokestack (see figure 4 on pg. 4). We recommend M.T.H. ProtoSmoke Seuthe, LGB, or LVTS fluids (a small pipette of ProtoSmoke fluid is included). Do not overfill the unit or the fluid may leak out and coat the interior engine components.

If you choose not to add the fluid (or have already added the fluid but choose to run smoke-free), turn off the smoke unit switch located under the body (see figure 5 on pg. 5). Failure either to add fluid to the unit or to turn it off may damage the smoke unit heating element and/or wicking material.

When the smoke output while running the engine begins to diminish, add another 10-15 drops of smoke fluid or turn the smoke unit off

When storing the unit for long periods of time, you may want to add about 15 drops of fluid to prevent the wick from drying out.

After removing the engine from storage, add another 25 drops of fluid, letting the wick soak up the fluid for 15 minutes prior to operation

If you experience poor or no smoke output when the smoke unit is on and has fluid check the wick to see if it has become hard, blackened, and unabsorbent around the heating element. Remove the smoke unit inspection cover from the smoke unit's body (see Fig. 11). After removing the chassis and inspection cover screws lift the inspection plate away and inspect the wick. If it is darkly discolored and hard, it should be replaced.



Figure 11. Inspection Cover Screws

Locomotive Light Bulb Replacement

To replace the light bulb in the locomotive, follow these instructions and see the diagrams below:

Remove the locomotive boiler from its chassis as shown in Figure 10. Once the body has been removed, rotate the headlight bulb counter-clockwise as seen in Figure 12 to remove.

You can obtain replacement bulbs directly from the M.T.H. Parts Department (phone: 410-381-2580; e-mail: parts@mth-railking.com; mail: 7020 Columbia Gateway Drive, Columbia MD 21046-1532).

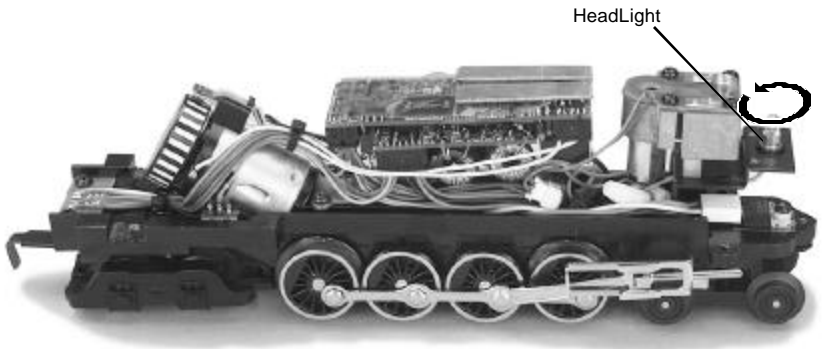


Figure 12. Changing the Locomotive's Headlight Bulb

Passenger Car Light Bulb Replacement

To replace the interior light bulbs follow these instructions and see the diagrams below:

1. Turn the car over and remove the two mounting screws (as seen in Figure 13-1) attaching the roof to the chassis.
2. Turn the car back over and gently lift the car roof away from the body and chassis (see Figure 13-2) You may need to twist the car a little to make the roof come loose from the body.
3. Gently pull the bulb away from its housing (see Figure 13-3) and push the replacement bulb into the housing (like a Christmas tree light).
4. Reassemble in reverse order.

You can obtain replacement bulbs directly from the M.T.H. Parts Department.

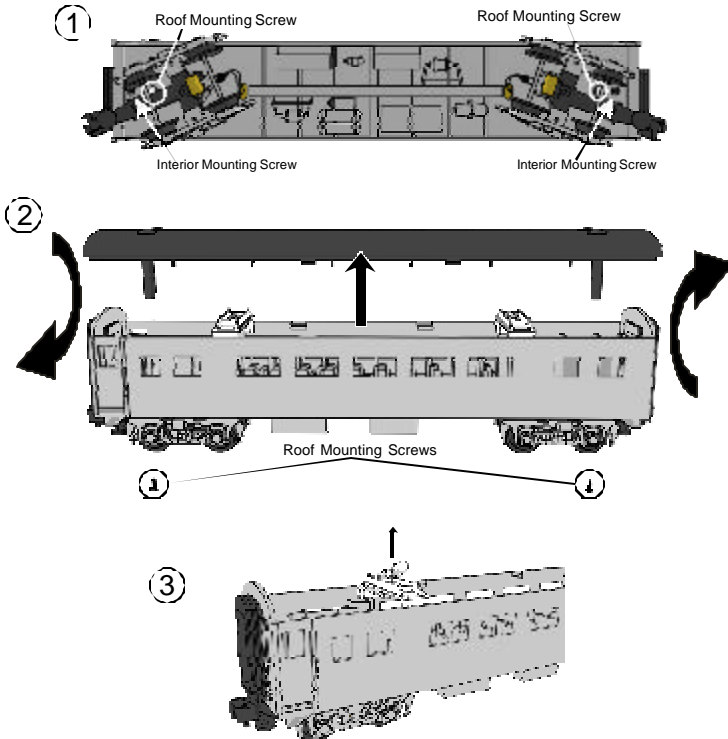


Figure 13. Instructions for Replacing the Lights in the Passenger cars.

Self-Charging Battery Back-Up

The special NiCad 7-cell 8.4v self-charging battery in this engine improves performance at any speed. It ensures that power to the sound system will remain on during directional changes, or when travelling over dirty track or switches. The self-charging battery system is automatically turned on or off whenever track power is turned on or off.

Track power (when applied) recharges the battery, which should last for up to five years. The special NiCad battery is a dry battery that should not leak or cause any damage to your engine. However, even this special battery will eventually wear down and need to be replaced. When you notice that your engine sounds seem distorted or garbled at low voltages or become silent when power from the transformer is turned off, test the battery to determine whether it should be recharged or replaced.

- Put the engine in neutral and leave the track voltage at 12 volts for 15 minutes
- If the garbled or distorted sounds are reduced, the battery charge has run down and can be recharged. Do this by leaving the engine in neutral with track voltage at 12 volts for 6-7 hours so the battery can fully recharge (if your engine has a smoke unit, be sure it is turned off). Or you can remove the battery (as described below) and charge it in any standard slow charge battery recharger, following the recharger's directions.
- If the sounds are not improved at the end of the 15 minute test charge, it is time to replace the battery (see directions below). Contact the M.T.H. Parts Department (phone: 410-381-2580; e-mail: parts@mth-railking.com; mail: 7020 Columbia Gateway Drive, Columbia MD 21046-1532) for a replacement battery. A standard 9v alkaline battery can be substituted until your replacement arrives, but since alkaline batteries cannot be recharged, it will eventually wear down. Do NOT use a 6-cell 7.2v battery like those found in most convenience stores.



Figure 14. Replacing the Battery

RailWare Interactive CD-ROM

M.T.H. provides a free RailWare CD-ROM in each Ready-To-Run set. It is full of helpful information on M.T.H. product history, track planning software, a dealer finder, and information and video clips on Loco-Sound and Proto-Sound 2.0. Follow the directions below to use the CD-ROM.

Minimum System Requirements: Pentium 100, 16MB RAM, Windows 95 or later, CD-ROM drive, Sound Card, display properties set to greater than 256 colors. The CD will not work on a Mac OS unless you run VirtualPC®.

Running RR-Track Software

You may run the RR-Track software directly off of the CD-Rom or you may install the software to your hard drive.

1. On the Desktop, click on the icon that says My Computer.
2. Find your CD-Rom drive.
3. With the MTH CD-Rom in the drive, double click on the icon for the CD-Rom drive.
4. Find the folder on the CD-Rom entitled INSTALLATION.
5. Choose the folder inside entitled RRTRAXSETUP.
6. Run the file in that folder called SETUP.EXE and follow the directions it provides.

The program may ask you for a registration code. If it does type in MTH and it will run.

Installing Adobe Acrobat Software

To read some of the electronic documents included on the CD-Rom, you will need to install the Adobe Acrobat Reader[®] if it is not already on your computer. To install the software:

1. On the Desktop, click on the icon that says My Computer.
2. Find your CD-Rom drive.
3. With the MTH CD-Rom in the drive, double click on the icon for the CD-Rom drive.
4. Find the folder on the CD-Rom entitled INSTALLATION.
5. Choose the folder inside entitled ACROBAT READER.

*If you are running Windows 95, 98 or NT choose the folder 32 BIT. Run the file AR32E301.EXE and follow the directions it provides.

If you have problems you cannot resolve by using these directions, contact custserv@mth-railking.com for further help.

Troubleshooting Proto-Sound® 2.0 Problems

Although Proto-Sound 2.0 has been designed and engineered for ease of use, you may have some questions during initial operation. The following table should answer most questions. If your problem cannot be resolved with this table, contact M.T.H. for assistance (telephone: 410-381-2580; fax: 410-423-0009; service@mth-railking.com, 7020 Columbia Gateway Drive, Columbia MD 21046-1532).

Starting Up	Remedy
When I first turn the power on, the engine will not begin to run. I have to turn the throttle off and then on again to get the engine to operate.	This is normal behavior. To prevent accidental high-speed start-ups, Proto-Sound 2.0 is programmed to start up in neutral anytime track power has been turned off for several seconds. See the "Basic Operation" section for more details.
Horn	Remedy
I can't get the horn to blow when I press the whistle button.	You may be pressing the button too quickly. Try pressing the whistle button more slowly, taking approximately one full second to fully depress the button.
Bell	Remedy
I can't get the bell to ring when I press the bell button.	You may be pressing the button too quickly. Try pressing the bell button more slowly, taking approximately one full second to fully depress the button.
Coupler	Remedy
When I try to fire the coupler, PSA starts.	You are waiting too long between whistle button presses.
The Proto-Coupler won't let the engine uncouple on the fly.	Try lubricating the coupler knuckle with a dry graphite lubricant. Do NOT use oil.
The coupler does not fire or stay coupled.	The coupler needs to be cleaned. Wipe with denatured alcohol (not rubbing alcohol) and let dry.

Cab Chatter	Remedy
Sometimes the Cab Chatter sounds don't play.	Cab Chatter plays only in neutral.
Lock-out	Remedy
I can't get the engine to run after I power up the transformer. It sits still with the engine sounds running.	The engine is locked into the neutral position. Follow the procedure in the "Lock into a Direction" section.
The engine won't lock into forward, neutral, or reverse.	Engine speed must be below 10 scale mph (approx. 10 volts or less in conventional mode).
Volume	Remedy
The sounds seem distorted, especially when the whistle or bell is activated.	Proto-Sound 2.0 volume is set too high. Turn the volume control knob on the bottom of the chassis counter-clockwise to reduce the volume.
Battery	Remedy
The engine will not leave the initial neutral setting	Check to be sure the battery is installed and fully charged. See the "Self-Charging Battery Back-Up" section.
I get no sounds when the engine shifts between directions.	The battery may be dead or need to be charged. See the "Self-Charging Battery Back-Up" section.
After I turn off my transformer, my engine continues to make sounds before quitting.	Proto-Sound 2.0 is designed to continue to sound for a few seconds after power to the track has been shut off.
PSA	Remedy
The PSA sounds occasionally repeat themselves.	Proto-Sound 2.0 has a built-in random number generator that randomly selects each sound clip to play. Because there are a limited number of sound clips available in each PSA sequence, it is probable that some of these sound clips will be repeated from time to time.

PSA	Remedy
Once in PSA, the engine doesn't go into reverse.	So that PSA effects can be as realistic as possible, Proto-Sound 2.0 disables the reversing unit whenever PSA is enabled. This way the engine remains still at its stop as the operator cycles through the PSA sequences.
When the PSA enters its last sequence the bell automatically comes on.	PSA is programmed to start ringing the bell at that point. After approximately 12 rings of the bell, it will automatically turn off.
When PSA is enabled, pressing the whistle and bell buttons has no effect.	Because PSA must control various effects in each sequence, Proto-Sound 2.0 takes control of these sound effects until you exit PSA.
I push the direction button but the next sound clip in the sequence does not play or the engine does not come out of PSA after fourth press of the direction button.	Each PSA clip must play for approx. 30 seconds before PSA will advance to the next step in the PSA cycle. Wait at least 30 seconds in each PSA sound clip before pressing the direction button.

Compatibility

While this Ready-To-Run set is equipped with everything you need to operate it, the design allows flexibility. The train will operate on any traditional O-3 or larger O Gauge track system, including the RealTra[®] included with this set or traditional tubular track. It is also compatible with most standard AC transformer, including the hobby transformer packaged with your set. (See page 26 for a complete list of compatible transformers and wiring instructions.)

Transformer Compatibility and Wiring Chart

Note that many of the operational commands described in these instructions require a bell button, so if you are using a transformer other than the one included in this set and your transformer does not have its own bell button, you should consider adding one to get the full benefit of the system.

Transformer Model	Center Rail	Outside Rail	Min/Max. Voltage	Power Rating	Transformer Type
MTH Z-500	Red Terminal	Black Terminal	0-18v	50-Watt	Electronic
MTH Z-750	Red Terminal	Black Terminal	0-21v	75-Watt	Electronic
MTH Z-4000	Red Terminal	Black Terminal	0-22v	390-Watt	Electronic
Lionel 1032	U	A	5-16v	90-Watt	Standard
Lionel 1032M	U	A	5-16v	90-Watt	Standard
Lionel 1033	U	A	5-16v	90-Watt	Standard
Lionel 1043	U	A	5-16v	90-Watt	Standard
Lionel 1043M	U	A	5-16v	90-Watt	Standard
Lionel 1044	U	A	5-16v	90-Watt	Standard
Lionel 1053	U	A	8-17v	60-Watt	Standard
Lionel 1063	U	A	8-17v	60-Watt	Standard
All-Trol	Left Terminal	Right Terminal	0-24v	300-Watt	Electronic
Dallee Hostler	Left Terminal	Right Terminal			Electronic
Lionel LW	A	U	8-18v	75-Watt	Standard
Lionel KW	A or B	U	6-20v	190-Watt	Standard
Lionel MW	Outside Track Terminal	Inside Track Terminal	5-16v	50V.A.	Electronic
Lionel RS-1	Red Terminal	Black Terminal	0-18v	50V.A.	Electronic
Lionel RW	U	A	9-19v	110-Watt	Standard
Lionel SW	U	A	Unknown	130-Watt	Standard
Lionel TW	U	A	8-18v	175-Watt	Standard
Lionel ZW	A,B,C or D	U	8-20v	275-Watt	Standard
Lionel Post-War Celebration Series ZW	A,B,C or D	Common	0-20v	135/190 Watt	Electronic

* Conventional Mode Only

Additional Features Accessible with the DCS Remote Control System:

While conventional mode operation of a Proto-Sound 2.0 engine yields wonderfully realistic sound and several train control features, command mode operation allows the user to access a world of command functions never before accessible to O Gauge railroaders. With the addition of the DCS Remote Control System (including a DCS remote handheld and Track Interface Unit) users gain many advanced features, including:

- **DCS Proto-Speed Control**-Establishes desired locomotive speed in scale miles per hour increments via a thumbwheel control and allows operator to set maximum speed and acceleration/deceleration rates
- **ProtoSmoke[®] Variable Output Control**-Controls how much smoke each engine outputs and matches smoke to locomotive speed
- **Locomotive Lighting Control**-Independently controls locomotive headlights, marker and interior lights, and ditch lights
- **Emergency Stop**-Single button push deactivates all layout operation
- **One Touch Global Mute/UnMute**-Single button mutes or unmutes all DCS-controlled locomotives' user-defined actions, including sound, lights, and smoke
- **Proto-Dispatch Operation**-Public Address-like feature allows users to speak through locomotive speaker during operation
- **Proto-Cast**-Allows users to play audio recordings through locomotive speaker during operation
- **Proto-Doppler Sound Effects Set Up**-Users can configure locomotive for Doppler Operation, including setting distance points for Doppler start, repeat, and stop modes
- **Independent Volume Control of Engine Sounds, Bell, Horn & Whistle** for each Locomotive
- **Control up to 50 different DCS-Equipped Locomotives** at one time with multiple TIUs

- Proto-Effects™ Set Up-User can select individual Proto-Effects™ operations to be active or inactive, including cab chatter, train wreck sounds, coupler sounds, and wheel clickety-clack sounds
- Direction Control Set Up-User can set initial individual start-up direction (start in forward or reverse) for double-heading operations
- Locomotive Consist Set-up-User can determine locomotive values for consist make-ups, allowing multiple locomotives belonging to a consist to operate together
- Query Locomotive Information-User can query locomotive programming to learn locomotive address and engine data information, including scale miles traveled
- User Can Query, Set and Operate Track and Accessory Interface Units for Programming Digital Command Operations for up to 250 Accessories and 250 Individual Switches
- User Can Script, Record and Playback Train Routes

Operating instructions for all DCS Command features will accompany the DCS remote control equipment.

CAUTION: ELECTRICALLY OPERATED PRODUCT:

Not recommended for children under 10 years of age. M.T.H. recommends adult supervision with children ages 10 - 16. As with all electric products, precautions should be observed during handling and use to reduce the risk of electric shock.

WARNING: When using electrical products, basic safety precautions should be observed, including the following:

- Read this manual thoroughly before using this device.
- M.T.H. recommends that all users and persons supervising use examine the hobby transformer and other electronic equipment periodically for conditions that may result in the risk of fire, electric shock, or injury to persons, such as damage to the primary cord, plug blades, housing, output jacks or other parts. In the event such conditions exist, the train set should not be used until properly repaired.
- Do not operate your layout unattended. Obstructed accessories or stalled trains may overheat, resulting in damage to your layout
- This train set is intended for indoor use. Do not use if water is present. Serious injury or fatality may result.
- Do not operate the hobby transformer with damaged cord, plug, switches, buttons or case.
- The transformer was designed to operate on regular US household current (120 volt, 50-60 Hertz). Do not connect to any other source of power.
- To avoid the risk of electrical shock, do not disassemble the transformer unit. There are no user-serviceable parts inside. If the unit is damaged contact M.T.H. Service for instructions.
- The transformer is equipped with an internal circuit protector. If the circuit protector trips, unplug the power cord from the electrical wall outlet, check your layout for any short circuits. The circuit breaker will reset automatically when the short is removed from the circuit.
- Unplug the transformer from the electrical wall outlet when not in use.
- Do not use this transformer for other than its intended purpose.

Transformer Ratings:

Input: 120 VAC
60 Hz Only

Service & Warranty Information

How to Get Service Under the Terms of the Limited One-Year Warranty

For warranty repair, do not return your product to the place of purchase. Instead, follow the instructions below to obtain warranty service as our dealer network is not prepared to service the product under the terms of this warranty.

1. First, write, call or FAX M.T.H. Electric Trains, 7020 Columbia Gateway Drive, Columbia, MD 21046, (Tel 410-381-2580; FAX No.: 410-423-0009; e-mail: service@nth-Railking.com), stating when it was purchased and what seems to be the problem. You will be given a return authorization number to assure that your merchandise will be properly handled upon its receipt.

2. CAUTION: Make sure the product is packed in its original factory packaging including its foam and plastic wrapping material so as to prevent damage to the merchandise. The shipment must be prepaid and we recommend that it be insured. A cover letter including your name, address, daytime phone number, e-mail address (if available), Return Authorization number, a copy of your sales receipt and a full description of the problem must be included to facilitate the repairs. Please include the description regardless of whether you discussed the problem with one of our service technicians when contacting M.T.H. for your Return Authorization number.

3. Please make sure you have followed the instructions carefully before returning any merchandise for service.

Limited One-Year Warranty

All M.T.H. products purchased from an Authorized M.T.H. Train Merchant are covered by this warranty.

See our website at www.mth-railking.com or call 1-888-640-3700 to identify an Authorized M.T.H. Train Merchant near you.

M.T.H. products are warrantied for one year from the date of purchase against defects in material or workmanship, excluding light bulbs and traction tires. We will repair or replace (at our option) the defective part without charge for the parts or labor, if the item is returned to M.T.H. Electric Trains within one year of the original date of purchase. This warranty does not cover damages caused by improper care, handling, or use. Transportation costs incurred by the customer are not covered under this warranty.

Items sent for repair must be accompanied by a return authorization number, a description of the problem, and a copy of the original sales receipt from an Authorized M.T.H. Train Merchant, which gives the date of purchase. Call 410-381-2580, fax 410-423-0009, or e-mail the Service Department at Service@nth-railking.com to obtain a return authorization number.

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

Service Department
M.T.H. Electric Trains
7020 Columbia Gateway Drive