



AeroTrain Diesel Locomotive

OPERATOR'S MANUAL



Compatibility

This engine will operate on any traditional O-31 Gauge track system, including M.T.H.'s RealTrax[®] or ScaleTrax[™] or traditional tubular track. It is also compatible with most standard AC transformers. (See page 19 for a complete list of compatible transformers and wiring instructions.)



Passenger Station Announcer

PLEASE READ BEFORE USE AND SAVE

Table of Contents

Set Up Checklist	3
Lubrication.....	3
Checking The Battery.....	3
Basic Operation	4
Activating Features.....	4
Configuring For Display	5
Proto-Sound 2.0 Operating Instructions	6
Activating Proto-Sound 2.0 Conventional Mode Features.....	6
Passenger Station Announcements (PSA).....	7
Speed Control.....	9
Locking Locomotive Into A Direction.....	10
Reset To Factory Default.....	10
Automatic Sound Effects.....	10
Maintenance	11
Lubricating and Greasing Instructions.....	12
Cleaning The Wheels, Tires and Track.....	12
Traction Tire Replacement Instructions.....	13
Headlight Replacement Instructions.....	14
Self Charging Battery Back-Up.....	14
Troubleshooting Proto-Sound® 2.0 Problems.....	16
Transformer Compatibility and Wiring Chart.....	19
Additional Features Accessible Of DCS Remote Control System.....	20
Service & Warranty Information.....	21
Limited One-Year Warranty.....	21

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.

Set Up Checklist

- Lubricate the locomotive
- Check to see whether the battery needs to be charged for full sound effects
- Apply power to run as described in the Basic Operating Section of this manual

Lubrication

You should lubricate the engine to prevent it from squeaking. Use light household oil and follow the lubrication points marked “L” in Fig. 1. Do not over-oil. Use only a drop or two on each pivot point.

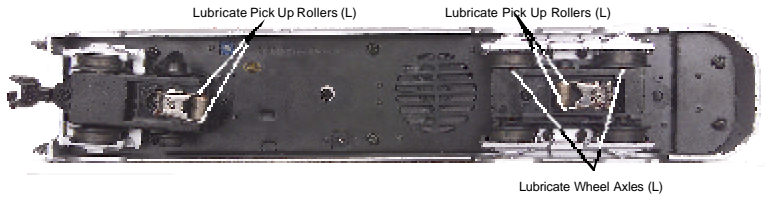


Figure 1. Lubrication Points on the Locomotive

Checking The Battery

You may find, if your locomotive was built several months before you set it up, that the rechargeable battery has run down and needs to be charged before operating. If you notice that the sounds are garbled, test and charge the engine as described in the "Self-Charging Battery Back-Up" on page 14.

Basic Operation

The Throttle knob controls how fast your train will travel.

Turn the throttle knob up ½-way, until the engine and caboose lights shine bright.

Put the engine into motion by pressing the Direction button on your transformer once. (hold it for approximately 1 second)

If the engine does not begin to move as soon as you firmly press the Direction button, you may not have sent enough voltage to the track to make the train move. Turn the throttle up a bit higher until the train begins to move.

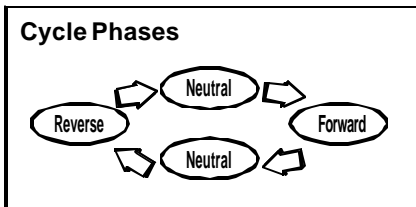
Activating Features

Throttle To increase or decrease track voltage, and therefore train speed, turn the throttle control knob. Turning clockwise will increase voltage and speed, while turning counterclockwise will decrease voltage and speed. The engine will maintain the speed you set after you release the throttle until you turn it again to change the voltage and speed.

Bell - To sound the bell, in an engine equipped with a 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.

Horn/Whistle - To sound the whistle, 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.

Direction Your train is programmed to start in neutral. The train will always cycle neutral-forward-neutral-reverse with each press and release of the direction button. The engine is programmed to restart in neutral each time the track voltage is turned off for 25 seconds or more.



Manual Volume Control

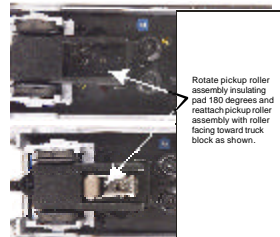
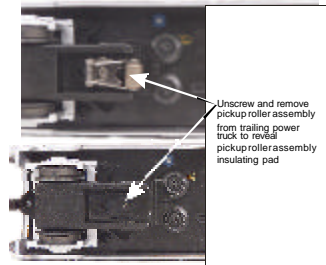
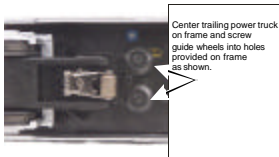
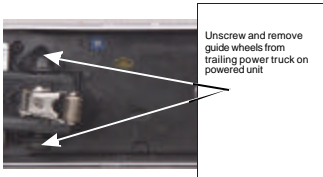
To adjust the volume of all sounds made by this engine, turn the master volume control knob located next to the fuel tank clockwise to increase the volume and counter-clockwise to decrease the volume.



Figure 2: Manual Proto-Sound 2.0 Volume Adjustment

Configuring For Display

It is possible to configure the powered unit for prototypical appearance when desiring to only display the model. Such a configuration can be accomplished by following the directions below to change the powered unit's trailing power truck guide wheel placement.



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.

Activating Proto-Sound 2.0 Conventional Mode Features

Proto-Sound 2.0 features are activated by sequences of Bell and Horn 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 horn or ring the bell, you should tap the buttons very quickly with a ½-second pause between button presses. You may need to practice your timing to make this work smoothly.

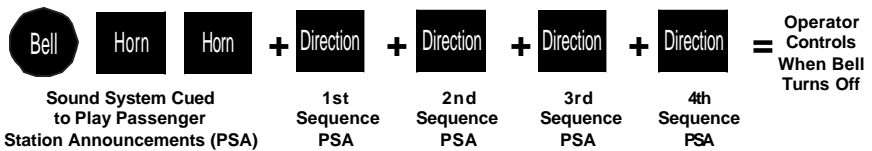
Timing Chart				
Press Horn Short & Firm	½ Sec. Pause	Press Bell Short & Firm	½ Sec. Pause	Press Bell Short & Firm
Total Time Lapse: 1 ½ Seconds				

Feature to Be Activated	Button Code:
Passenger Station Announcements	1 Bell, 2 Horns
Fire the Rear Coupler	1 Bell, 3 Horns
Fire the Front Coupler	1 Bell, 4 Horns
Speed Control On/Off	1 Horn, 2 Bells (from Neutral only)
Lock into a Direction	1 Horn, 3 Bells
Reset to Factory Defaults	1 Horn, 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 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.

- To cue the sound system to play the PSA, quickly but firmly tap the Bell button once followed by 2 quick taps of the Horn button while the engine is moving. Tap the buttons quickly but allow approximately 1/2 second between each press.
- Press the Direction button 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 Horn and Bell buttons until the full PSA sequence is complete.
- After waiting about 30 seconds for that sequence to run, press the Direction button again to trigger the second sequence of PSA.
- After about 30 seconds, press the Direction button again to trigger the third PSA sequence.
- 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. The PSA will continue, and within a few seconds, the engine and bell 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



Tips on Using PSA

- You can terminate PSA at any time 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 Proto-Sound 2.0, 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 (or if an original Proto-Sound engine, PSA are triggered differently and that engine's motor-disable feature will not be active when you run PSA in Proto-Sound 2.0).
- 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 traveling before entering Neutral.

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. Because the engine will run more slowly at a given throttle voltage when speed control is on than when it is off, you should adjust the throttle to a lower power level for operation with speed control off to avoid high-speed derailments. When speed control is off, the volume will drop to allow for better low voltage operation.

To turn speed control on and off, put the engine in neutral, then quickly tap the transformer's Horn button one time then quickly tap the Bell button two times, allowing approximately 1/2 second to lapse between each quick button press. Two horn blasts will indicate that the engine has made the change. Repeat the 1 horn, 2 bells code to return it to the other condition. 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.



Place
Engine into
Neutral

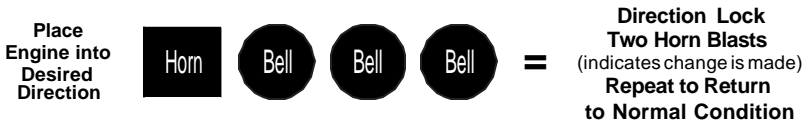


=

Speed Control
Two Horn Blasts
(indicates change is made)
Repeat to Return
to Normal Condition

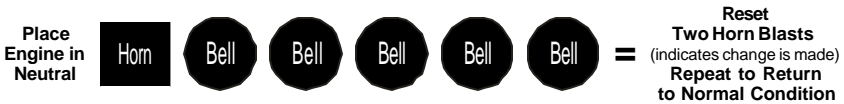
Locking Locomotive Into A Direction

You can lock your engine into a direction (forward, neutral, or reverse) so that it will not change 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 crawl (as slowly as it will move without halting), and quickly but firmly tap the Horn button once followed by three quick taps of the Bell button, allowing approximately ½ second to lapse between each quick button press. 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 horn, 3 bells code to return the engine to its normal condition, even if the engine is kept without power for extended periods of time.



Reset To Factory Default

To override the settings you currently have assigned to the engine and reset it to its factory defaults, while in Neutral tap the Horn button quickly once, followed by five quick taps of the Bell button, allowing approximately ½ second to lapse between each quick button press. Two horn blasts will indicate that the engine has made the change.



Automatic Sound Effects

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 at random intervals 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

Lubricating and Greasing Instructions

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

Regularly lubricate all axles and linkage components and pickup rollers to prevent squeaking. Use light household oil, such as that found in M.T.H.'s maintenance kit. Do not over oil. Use only a drop or two on each pivot point.

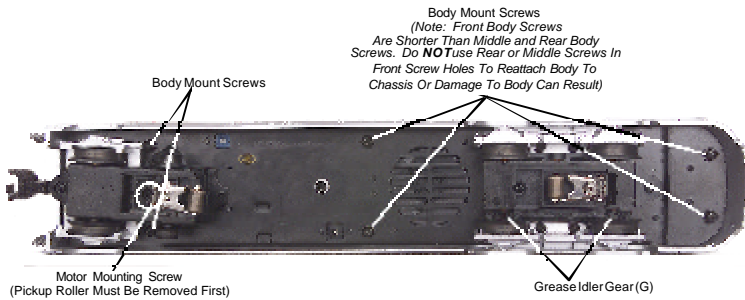


Figure 3

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. Follow the greasing instructions below. Note that in some tightly packed engines you may need to move internal components temporarily in order to access the gears.

1. To access the gear box, remove the cab from the chassis by unscrewing the chassis screws as seen in Figure 3 and lifting the cab from the chassis.
2. Once the cab is removed, remove the trucks by unscrewing the black Phillips motor mount screw located on the underside of the drive trucks (see Fig. 7).
3. Once the motor mount screw has been removed, pull the motor away from the truck block and lightly coat the motor worm gear and bronze drive gear (in the truck block) with grease.
4. Reassemble the truck and motor, being careful not to pinch any wires between the truck block and motor mount.

5. After repeating the procedure for the other motor, reassemble the chassis and body, being careful that the wire harnesses are not caught between the chassis and body and reinstall the chassis screws.

Lubricate the outside truck block idler and drive gears with grease. Use the diagram shown in Figure 6 below as a guide and add grease to the points marked with a “G.”

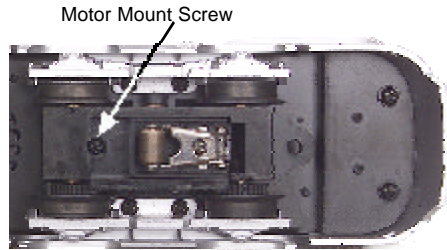


Figure 4

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 as well as prematurely wear out the neoprene traction tires.

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 RailKing Track Cleaning Fluid and a clean rag or 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. 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.

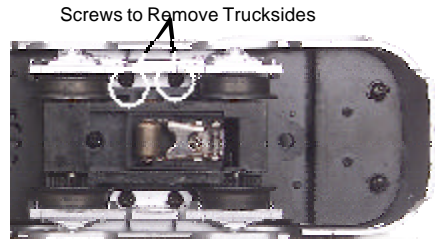
Traction Tire Replacement Instructions

Your locomotive is equipped with two neoprene rubber traction tires on each powered truck block. While these tires are extremely durable, you may need to replace them at some point.

First, remove the truck sides from the truck block. To do this, turn your engine upside down. If there are visible Phillips screw heads between the truck frame and truck block (see Fig. 5), go to step A. If not, go to step B.

A. Remove the two Phillips screws that attach the truck sides to the truck block.

B. Remove the trucks from the chassis and the truck sides from the trucks in order to slip the new tire over the grooved drive wheel. See Fig. 5 for which screws you must remove to do this.



Once the truck sides have been removed:

Figure 5

1. 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.
2. 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.
3. 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.
4. Make sure the tire is fully seated inside the groove. Use a razor blade to trim away any excess tire that will not seat inside the groove properly.
5. Reassemble in the reverse order.

One set of replacement tires is packaged with your model. Additional sets are available 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).

Headlight Replacement Instructions

The locomotive's headlight is controlled by a constant voltage circuit in the engine. The headlight is easy to remove and replace when it burns out. The bulb has a quick disconnect plug that attaches the bulb harness to a light circuit. Replacement bulbs are available directly from the M.T.H. Parts Department.

Follow the body removal instructions found in the Lubrication and Greasing Instructions.

Gently disconnect the bulb harness from the socket on the constant voltage circuit and replace the bulb.

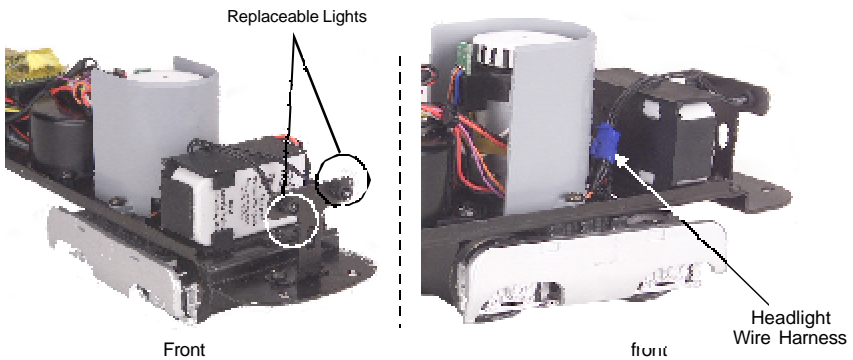


Figure 6

Self Charging Battery Back-Up

The special NiCad 7-cell 8.4v self-charging battery recharges continuously during train operation and should last for up to five years. The battery is a dry battery that should not leak or cause any damage to your engine. Depending upon when your engine was built, it may need to be charged right out of the box. If 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.

Test: Put the engine in neutral and leave the track voltage at 10-12 volts (high enough for the lights to shine brightly and the engine to move steadily) for 15 minutes.

Recharge: If the sounds are improved at the end of the 15-minute test charge, the battery charge has run down and can be recharged. There are a number of ways you can do this:

- Leave the engine in neutral with track voltage at 10-12 volts for 6-7 hours so the battery can fully recharge (if your engine has a smoke unit, be sure it is turned off).
- Use M.T.H.'s battery recharger (sold separately) that plugs into a wall outlet and a special port under the engine to recharge the battery overnight without leaving it on the track.

Replace: If the sounds are not improved at the end of the 15-minute test charge, it is time to replace the battery. Available through M.T.H. Parts. 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.

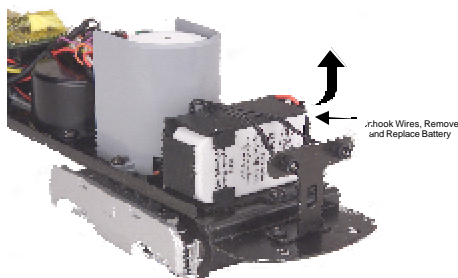


Figure 7

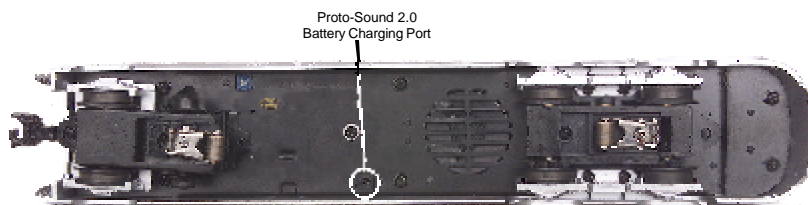


Figure 8

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
When I press the whistle button, the bell comes on instead.	Reverse the transformer leads.
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
When I press the whistle button, the bell sounds.	Reverse the transformer leads.
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.
The bell won't work on a separate bell button.	Check the wiring of the separate 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.

C ab 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.
B attery	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.

Transformer Compatibility and Wiring Chart

Proto-Sound 2.0 is designed to work with most standard AC transformers. The chart below lists the many compatible transformers. Note that many of the operational commands described in these instructions require a bell button, so if your transformer does not have its own bell button, you should consider adding one to get the full benefit of the system. In addition, the chart details how the terminals on these transformers should be attached to your layout.

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

(Additional equipment required)

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 - Controls locomotive headlights, marker and interior lights, beacon lights, ditch lights, and MARS lights
- Emergency Stop-Single button push stops all Proto-Sound 2.0 trains but does not turn off the power
- 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

Service & Warranty Information

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

For warranty repair, follow the instructions below to obtain warranty service.

First, e-mail, write, call or fax an Authorized M.T.H. Service Center in your area or M.T.H. Electric Trains to obtain Repair Authorization. You can find the list of Authorized Service Centers on the M.T.H. website, www.mth-railking.com. Otherwise, contact M.T.H. (at e-mail: service@mth-railking.com; 7020 Columbia Gateway Drive, Columbia, MD 21046; tel: 410-381-2580; fax: 410-423-0009), stating when the item was purchased and describing the problem. If you contact M.T.H., you will be given a return authorization number to assure that your merchandise will be properly handled upon its receipt.

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 a service technician when contacting the Service Center or M.T.H. for your Return Authorization.*

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 warranted for one year from the date of purchase against defects in material or workmanship, excluding light bulbs, pick-up rollers 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 an Authorized M.T.H. Service Center or 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. If you are sending the item to M.T.H., call 410-381-2580, fax 410-423-0009, or e-mail the Service Department at service@mth-railking.com to obtain a return authorization number. If you are sending this product to an Authorized Service Center, contact that Center for their return authorization.

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
Columbia, Maryland 21046-1532



PARTICIPATING RETAILER LIST OCTOBER 2001

ALABAMA
SOUTHERLAND
STATION
HUNTSVILLE
256-533-4720
railway@bellsouth.net

ARIZONA
ARIZONA TRAIN
DEPOT
MESA
480-833-9486
sales@arizonatraindep
ot.com
www.arizonatraindepot.
com/

CALIFORNIA
DOLLHOUSES,
TRAINS & MORE
NOVATO
415-883-0388
kbecker@cmc.net

TIN PLATE JUNCTION
OAKLAND
510-444-4780
TOYTRAINS@email.m
sn.com

COLORADO
MIZELL TRAINS Inc
WESTMINSTER
303-429-4811
mizelltrains@cs.com
www.mizelltrains.com

CONNECTICUT
SHELTON RAILROAD
SYSTEMS
SHELTON
203-924-8761
adriani@clearlight.com

NEW ENGLAND
HOBBY SUPPLY
MANCHESTER
860-646-0610
bobbell@nehobby.com

DELAWARE
K R R B MODEL
TRAINS INC.
NEWARK
302-292-2779
info@krbb.com
www.krbb.com

FLORIDA
DEPOT HOBBY SHOP
LAKE WORTH
561-585-1982
jimmyt1982@aol.com
www.depohobbies.co
m

COLONIAL PHOTO &
HOBBY
ORLANDO
407-841-1485
trains@colonialphotoa
ndhobby.com

WARRICK CUSTOM
HOBBIES
PLANTATION
954-370-0708
info@warrickcustomho
bbies.com
www.warrickcustomho
bbies.com

FRANK'S TRAINS &
HOBBIES INC.
OLDSMAR
813-855-1041
FTH@allhobbies.com
www.allhobbies.com

READY TO ROLL
MIAMI
305-688-8868
rttrains@aol.com
www.readytorolltrains.c
om

ILLINOIS
BIKE & CHOO CHOO
CONNECTION
SCHAUMBURG
847-882-7728
trainconnection@aol.c
om

INDIANA
Y. O. R. K. TRAINS
MUNSTER
219-838-9999
yorktrains@aol.com

SAMUELSON'S TRAIN
SHOP
VALPARAISO
219-462-2708

LOUISIANA
AMERICA'S TRAIN
YARD
BATON ROUGE
225-926-5592

MAINE
WHEELS, WINGS &
THINGS
LUDLOW
207-532-6277
irc44@javanet.com

MARYLAND
ENGINE HOUSE
HOBBIES
GAITHERSBURG
301-590-0816
lucicerise@aol.com

J & B TRAINS
HAGERSTOWN
240-420-4930

HOBBYTOWN U S A
FREDERICK
301-694-7395

PURKEY'S TOY
TRAINS
SYKESVILLE
410-549-6061
wiley@oldmainline.co
m

THE TRAIN ROOM
HAGERSTOWN
301-745-6681

MASSACHUSETTS
NORTHEAST TRAINS
PEABODY
978-532-1615
www.netrains.com

MICHIGAN

BRASSEUR
ELECTRIC TRAINS
INC.

SAGINAW
517-793-4753
bob@traindoctor.com
www.traindoctor.com

MISSOURI

SWITCH STAND
SAINT LOUIS
314-781-4458
r41877@earthlink.com

MARK TWAIN HOBBY
CENTER
ST. CHARLES
636-946-2816
webmaster@hobby1.com
www.hobby1.com

NEW HAMPSHIRE
TREASURED TOYS

SALEM
603-898-7224
ttoys@treasured-
toys.com
www.treasured-
toys.com

RAILROAD
SPECIALTIES

HUDSON
603-882-5566
crew@electric-
trains.com
www.electric-
trains.com

NEW JERSEY
TRAINS & THINGS

TRENTON
609-883-8790
trainsanthings@aol.com

GRAND CENTRAL
STATION

KEARNY
201-955-6200
228gene@gateway.com

HOBBYMASTERS,
INC

RED BANK
732-842-6020
hobbymasters@hobby-
masters.com

HOLLY BEACH TRAIN
DEPOT

WILDWOOD
609-522-2379
larry@pro-usa.net

COAST TRAINS AND

COLLECTIBLES
WALL
732-556-9005
coasttrain@aol.com
www.coasttrains.com

J & B TRAINS, INC.
MAPLE SHADE
856-414-0092
BASE1130@aol.com

HOBBY SHOP
MATAWAN
732-583-0505
hobbyshopnj.com

ATLANTIC RAILS
HAMMONTON
609-567-8490
bobcap@pics.com
www.atlanticrails.com

COUNTRY AND
STUFFY

ANDOVER
973-786-7086
stuff@crystal.palace.net

RIDGEFIELD HOBBY

RIDGEFIELD
201-943-2636

COLUMBUS TRAIN
STATION
COLUMBUS
609-518-1800

NEW YORK

AURORA RAILS &
HOBBIES
EAST AURORA
716-652-5718
rk82141@aol.com

AMERICANA STORE
TIVOLI

845-757-4246
mthdepot@valstar.net

NASSAU HOBBY

CENTER, INC.
FREEPORT
516-378-9594
Charlienassau@aol.com

KROSS HARDWARE
WEST BABYLON

631-669-3069
1989@aol.com

CITY DEPOT, INC.
NEW HAMPTON
845-374-3010
citydepot@frontiernet.net
www.citydepot.com

NORTH CAROLINA

DRY BRIDGE
STATION
MOUNT AIRY
336-786-9811
mikek@drybridgestation.com
www.drybridgestation.com

THE FREIGHT YARD
SMITHFIELD
919-934-6229
disbissette@aol.com

TRAINS LTD.
CHARLOTTE
704-566-9070
modelrrs@bellsouth.net
www.trainltd.com

THE ROUNDHOUSE
& BACKSHOP
CARY
919-465-0810

OHIO

DIXIE UNION
STATION
MASON
513-459-0460
rockylane@core.net
www.dixieunionstation.com

RICK'S TOY TRAINS

TOLEDO
419-478-0171

T & K HOBBY SHOP
BRIDGEPORT
740-633-6607
salea@tkhobbies.com
www.tkhobbies.com

TRAINS-N- THINGS
CANTON

330-499-1666
trains@ssnet.com

PARMA HOBBY

CLEVELAND
216-741-6440
info@parmahobby.com

GLEN'S TRAIN SHOP
AKRON

330-253-6527

E & S TRAINS
AKRON
330-745-0785

GRAND PACIFIC
JUNCTION
OLMSTEAD FALLS
440-235-4777
qpimrr@juno.com

HUDSON TOY, TRAIN

& HOBBY
HUDSON
330-653-2997
ejpickens@aol.com

DAVIS ELECTRONICS

MILFORD
513-831-6425
davis trains@fuse.net
www.davis trains.com

SANDY'S HOBBY'S &
COLLECTIBLES
ELYRIA
440-365-9999
sandyshobb@aol.com

ERIE RAILWAY

DEPOT
TROY
937-440-9972
orville@gte.net

CLEARVIEW TRAIN &

HOBBY
LORAIN
440-277-4488
klogar@erienet.net
www.clearviewtrainand
hobby.com

PENNSYLVANIA

FAIRCHANCE
PHARMACY
FAIRCHANCE
724-564-7817
mthdealer@aol.com
www.hhs.net/fairchance

THE STATION
NEW CUMBERLAND

717-774-7096
station@paonline.com

BUSSINGER TRAINS
AMBLER

215-628-2366
choochoos@icdc.com
www.icdc.com/~btrains

CHARLEROI
SWEEPER CENTER
CHARLEROI
724-483-3397

AMERICAN HOBBY
CENTER

ALQUIPPA
724-378-3930
american@icubed.com

CRANBERRY HOBBY

DEPOT
CRANBERRY TWP
724-776-3640
JAdams6113@aol.com

ALLETOWN TOY
TRAIN SERVICE
ALLETOWN
610-821-0740

ON THE RIGHT
TRACK
ALTOONA
814-942-4345

JIM'S TRAIN SHOP
HOMER CITY
724-479-2026
sudsy@stargate.net

YE OLDE TRAIN &
CHRISTMAS SHOPPE
BOYERTOWN
610-369-0755
www.yeoldetrain.com

TOBY TYLER'S
HOBBY CENTER
PITTSBURGH
412-653-5030
tobytyler111@cs.com

BUSTLETON TRAIN
SHOP
PHILADELPHIA
215-698-7266

CHESTNUT TOYBOX
PHILADELPHIA
215-545-0455
chestnuttoy@earthlink.net

THE CABOOSE
LEHIGHTON
570-386-5352
www.thecaboosehobbies.com
victen@ptd.net

SOUTH CAROLINA
EMERALD TRAIN &
HOBBY
GREENWOOD
864-223-2247

TENNESSEE
MODEL RAILROAD &
HOBBY SHOP
MEMPHIS
901-384-6500
mrhs99@earthlink.net
www.modelrailroadandhobby.com

TEXAS
HOBBY TIME
AMARILLO
806.352.9660
don.l.harris.@hobbytime.com

VIRGINIA
TRAIN DEPOT
MANASSAS
703-335-2216

NORGE STATION
WILLIAMSBURG
757-564-7623
norgetrains@cs.com

NUTBUSHEXPRESS
VICTORIA
804-696-1902
thenutbushepx@meck.com.net

TOY TRAIN CENTER
RICHMOND
804-288-4475

T S G HOBBIES
WARRENTON
540-347-9212
tripi@mnsinc.com
www.mnsinc.com/tripi/sg.htm

CHESTERFIELD
HOBBIES
MIDLOTHIAN
804-379-9091
chsthobb@erols.com
www.chesterfieldhobbies.com

DAVIS HOBBY
SUPPLIES
PORTSMOUTH
757-397-1983
ralph@davishobby.com
www.davishobby.com

LOCUST GROVE
TRAINS
LOCUST GROVE
540-854-8955
lgtrains@aol.com
www.locustgrovetrains.com

WEST VIRGINIA
PATRICK'S TRAINS
WHEELING
304-232-0714
trains@patstrains.com
www.patstrains.com

WISCONSIN
SOMMERFELD'S
TRAINS
BUTLER
262-783-7797
questions@sommerfelds.com
www.sommerfelds.com

G B T V & TRAINS
GREEN BAY
920-496-9697
rtycoon@netnet.net

GRAMPA'S TRAIN
SHOP
RICE LAKE
715-234-2996
grampastrainsshop@yahoo.com

THE TRAIN STORE
WAUKESHA
262-650-6675

HOBBY OUTLET
FOND DULAC
920-924-3770
hobby_outlet@hotmail.com

CANADA
ONTARIO
CREDIT VALLEY
RAILWAY COMPANY
STREETSVILLE
905-826-1306
CVRCO@globalserve.net
www.cvrco.com

TOY TRAIN
WORKSHOP
CUMBERLAND
613-833-3125
info@toytrainworkshop.com
www.toytrainworkshop.com

THE TRAIN ROOM
FERGUS
519-787-3280