

RAILKING®

By M.T.H. Electric Trains



4-8-8-4 Steam Engine

Compatibility

This steam 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 24 for a complete list of compatible transformers and wiring instructions.)

DES
PROTO-SOUND
DIGITAL COMMAND SYSTEM

First Year Sound

RAILKING^{by} M.T.H. ELECTRIC TRAINS



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SET UP

There are a few simple steps you must take before operating this RailKing steamer.

1. You should prime the operating smoke unit with smoke fluid before operating. Add 15-20 drops of smoke fluid through the smokestack, then gently blow into the stack to eliminate any air bubbles in the fluid.
(See Fig. 4 on page 12)
2. If you choose not to prime the unit with fluid, turn the smoke unit switch located under the tender to the OFF position. (See Fig. 5 on page 12) 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.
3. You should 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. 2 on page 10. Do not over oil. Use only a drop or two on each pivot point.
4. Put your engine on the track and insert the reverse plug that extends out of the tender into the receptacle at the back of the engine. **WARNING: DO NOT CONNECT THIS ENGINE TO A TENDER FROM ANOTHER ENGINE; IT MAY CAUSE SERIOUS DAMAGE TO YOUR MODEL.** 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, do not connect them.
5. Connect the draw bar between the engine and the tender. If there are two holes in the draw bar, the hold located farthest from the tender is for the minimum track operation, such as O-31 circles of track. The second hole is for O-72 or larger operation.

At this point, you are ready to begin running your engine.

BASIC OPERATION

THROTTLE

Throttle up the power to your track. Give enough power so that the engine's headlight shines brightly. Then put the engine in to motion by either firmly pressing the Direction button on your transformer or remote once or dropping and advancing to throttle to put the engine in forward.

OPERATION BUTTONS

Use the operation buttons on your transformer as described below.

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. the whistle has four different endings, depending on whether you hold the button for less than three seconds, three seconds, four seconds, five seconds or longer.

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 your turn it on until you press the 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 transformer. 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 each time the track voltage is turned off or 10 seconds or more.

MANUAL 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 *Figure 1*)

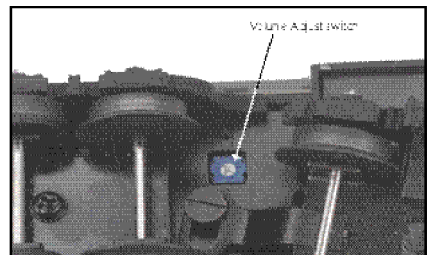


Figure 1 - Proto-Sound 2.0 Volume Adjustment Knob

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PROTO-SOUND 2.0 OPERATION

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 the 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 (*1/2 second*); you may need to practice your timing to make this work smoothly.

Feature to be Activated	Button Code
Freight Yard Sounds	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 Directional State/Unlock	1 Whistle, 3 Bells
Reset to Factory Defaults	1 Whistle, 5 Bells (from neutral only)

Freight Yard Sounds (FYS): Your engine is equipped with a sound package of freight yard sounds that you can play when you pull into a yard. **Each sequence described in the following 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 FYS sufficient time to run through each sequence.**

1. To cue the sound system to play the FYS, quickly but firmly press the Bell button once followed by 2 quick presses of the Whistle button while the engine is moving.

2. Press the Direction button once to stop the engine. This will trigger the first sequence of FYS. The reverse unit is temporarily disabled so that the train will not move as you use the 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 FYS 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 FYS.

4. After waiting about 30 seconds, press the Direction button again to trigger the third FYS 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 FYS sequence. The FYS will continue, 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 transformers bell and whistle buttons and can ring the bell or blow the whistle as usual.

Tips on Using FYS

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

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 lift bar 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 release of cars while on the run. To maintain a constant speed when speed control is turned off, you need to adjust the track voltage yourself. When speed control is off, the volume will drop to allow for better low voltage operation. Full volume is restored upon reactivation of speed control.

To turn speed control on and off: First, put the engine in neutral, then press the transformer's Whistle button one time then immediately press the Bell button two times. Two whistle 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 start-up if you ever couple this engine with 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, reverse*) to prevent it from changing directions. To do this, put the engine into the direction you want or in neutral, run it at a very low 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 whistle 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 has been kept without power for extended periods of time.

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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 whistle 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: This sound plays anytime the engine's speed decreases rapidly.

Cab Chatter: This sound play when the engine idles in neutral.

Engine Start-up and Shut-down: This sound plays when the engine is initially powered on or is powered off for five seconds or more.

MAINTENANCE

LUBRICATION AND GREASING

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

You should regularly lubricate all side rods and linkage components and pick-up rollers to prevent them from squeaking. Use light household oil and follow the lubrication points marked "L" in Figure 2. Do not over oil. Use only a drop or two on each pivot.

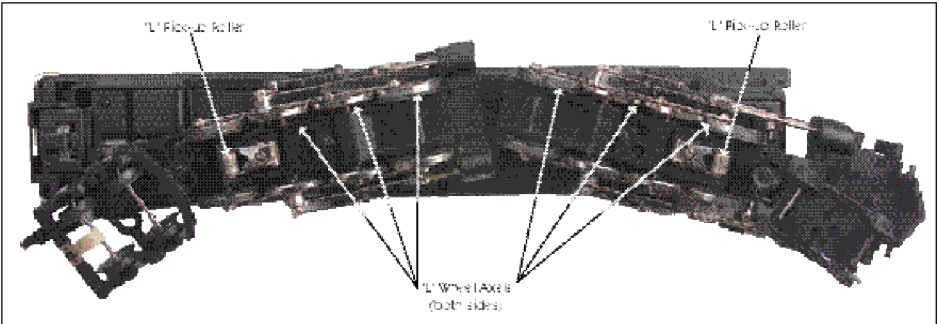


Figure 2 - Lubrication Points on the Engine

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, which ever comes first. To access the gear box, do the following:

1. Unscrew the Grease screws as shown in Figure 3 and use an applicator to apply grease into these screw holes.

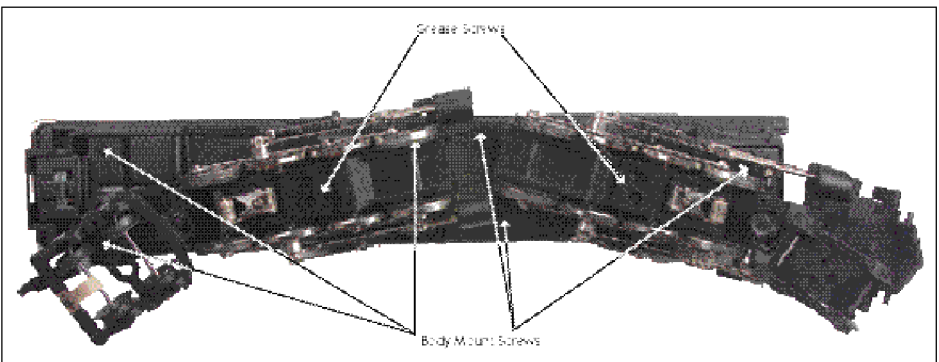


Figure 3 - Greasing points on the engine & location of body mount screws

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CLEANING THE WHEELS & TRACK

Periodically check the locomotive wheels and pick-up rollers 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 alcohol (*not rubbing alcohol*), which can be found in home improvement stores, applied with a cotton swab.

Occasional cleaning of the track will also help to ensure good electrical contact and prolong the life of your engine's tires. To clean the track, use a clean rag and denatured alcohol (*not rubbing alcohol*). Unplug the transformer and rub the rails of the track, turning the rag frequently to ensure that you are using clean cloth on the rails.

TRACTION TIRE REPLACEMENT

Your locomotive is equipped with four neoprene rubber traction tires on the rear pair of each 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. This screw 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 tires are fully seated inside the groove. Use a razor blade to trim away any excess tire that doesn't seat itself inside the groove properly.

One set of replacement tires is included with your model.

Additional tires are available directly from M.T.H. Parts Department (Phone: 410.381.2580).

PROTO-SMOKE® UNIT OPERATION

This 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) We recommend M.T.H. ProtoSmoke, Seuth, LGB, or LVTS fluids (*a small pipette of ProtoSmoke fluid is included*). Do not over fill 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 tender body. (see figure 5) Failure to either 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 begins to diminish, add another 10-15 drops of smoke fluid or turn the smoke unit off.

■ When storing the unit for extended 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 non-absorbent around the heating element. Remove the smoke unit inspection cover from the smoke unit's body. (see figure 6) 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. You can obtain replacement wicks and instructions from the M.T.H. Parts Department.

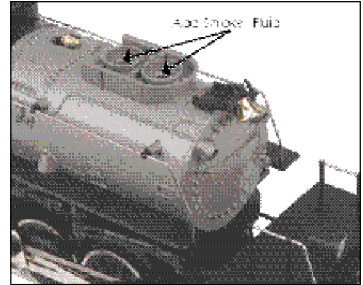


Figure 4 - Add Smoke Fluid

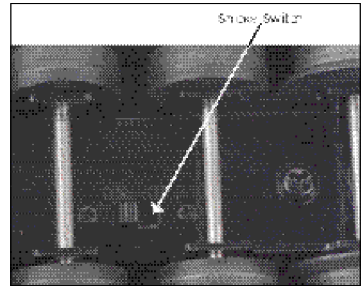


Figure 5 - Smoke Switch

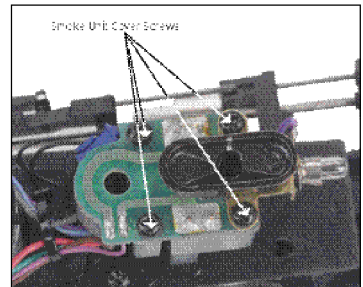


Figure 6 - Smoke Unit Inspection Cover

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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 3 on page 10. Once the boiler has been removed, rotate the headlight bulb counter-clockwise as seen in figure 7 to remove.

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

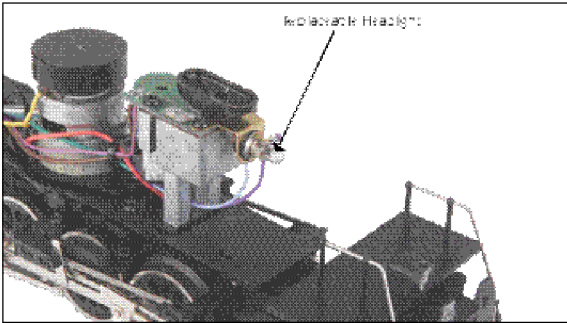


Figure 7 - Replacing the Headlight

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 traveling 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, and 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. There are three options to recharge the battery. 1. Leave 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*). 2. Using M.T.H.'s battery charger (*item #50-10005*) plug the charger into the battery port located on the bottom of the tender. (*see figure 9*) Let it charge for 6-7 hours. 3. Remove the battery (*as shown in figure 8, 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, the battery must be replaced (*as shown in figure 8, 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.

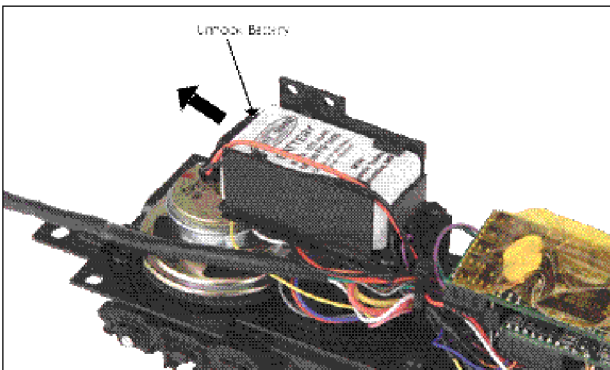


Figure 8- Replacing the Battery

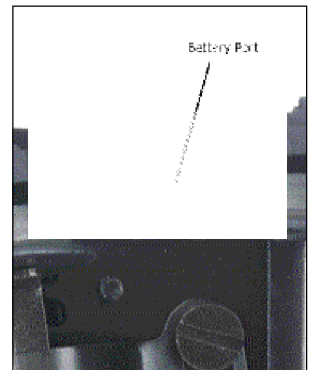


Figure 9- Battery Port

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TROUBLESHOOTING PROTO-SOUND® 2.0

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 on again to get the engine to operate.	This is normal behavior. To prevent accidental high-speed start-ups, ProtoSound 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/Whistle	Remedy
When I press the horn/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 horn/whistle button more slowly, taking approximately one full second to fully depress the button.
Bell	Remedy
When I press the bell button, horn/whistle 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 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.
Bell	Remedy
When I try to fire the coupler, FYS 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 (<i>not rubbing alcohol</i>) and let dry.

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Cab Chatter		Remedy
Sometimes the cab chatter sounds don't play.		Cab chatter plays only in neutral at random intervals
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 directions in to the "Lock into Direction State" section.
The engine won't lock into forward, neutral or reverse.		Engine speed must be below 10 scale mph. (<i>approx. 10 volts or less in conventional mode</i>)
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 counterclockwise to reduce the volume.
Battery		Remedy
The engine will not leave the initial neutral state.		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 direction states.		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 the power to the track has been shut off.
FYS		Remedy
The FYS 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 FYS sequence, it is probable that some of these sound clips will be repeated from time to time.
Once in FYS, the engine doesn't go into reverse.		So that FYS effects can be as realistic as possible, Proto-Sound 2.0 disables the reversing unit whenever it is enabled. This way the engine remains still at its stop as the operator cycles through the FYS sequences.
When the FYS enters its last sequence the bell automatically comes on.		It is programmed to start ringing the bell at that point. After approximately 12 rings of the bell, it will automatically turn off.

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FYS (continued)	Remedy
When FYS is enabled, pressing the whistle and bell automatically comes on.	Because FYS must control various effects in each sequence, Proto-Sound 2.0 takes control of these sound effects until you exit FYS.
I push the direction button but the next sound clip in the sequence does not play or the engine does not come out of FYS after fourth press of direction button.	Each FYS clip must play for approximately 30 seconds before FYS will advance to the next step in the FYS cycle. Wait at least 30 seconds in each FYS sound clip before pressing the sound button.

COMPATIBILITY

This engine will operate on any traditional O-31 or larger O 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 18 for a complete list of compatible transformers and wiring instructions.)*

TRANSFORMER COMPATIBILITY CHART

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, or upgrading your transformer, to get the full benefit of the system.

Transformer Rail	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	5-16v	90 watt	Standard
Lionel 1063	U	A	5-16v	90 watt	Standard
All-Trol	Left Terminal	Right Terminal	0-24v	300 watt	Electronic
Cab-1 Powermaster*	A	U	0-18v	135V.A.	Electronic
Dallee Hostler	Left Terminal	Right Terminal			Electronic
Lionel MW	Outside Track Terminal	Inside Track Terminal	5-16v	50V.A.	Electronic
R.O.W.	Red Terminal	Black Terminal	0-24v	384 watt	Standard
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 Trainmaster*	Red Terminal	Black Terminal	0-18v	135 watt	Electronic

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ADDITIONAL FEATURES

ACCESSIBLE WITH 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 hand held 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.
- Locomotive Lighting Control - Independently controls locomotive headlights, marker and interior lights, and ditch lights.
- Emergency Stop - Single button push stops your trains (*but does not turn off track 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.
- Query Locomotive Information - User can query locomotive programming to learn locomotive address and engine data information, including scale miles traveled.

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■ 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.

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 followed 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 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 transformer should not be used until properly repaired.

■ As with all electrical appliances, this product should not be left in operation when unattended.

SERVICE & WARRANTY INFORMATION

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

When you suspect an item is defective, please check the operator's manual for standard operation and trouble-shooting techniques that may correct the problem. Additional information may be found on the M.T.H. Website. Should you still require service, follow the instructions below to obtain warranty service.

First, e-mail, write, call or fax a M.T.H. Authorized Service Center (ASC) in your area to obtain Repair Authorization. You can find the list of ASCs on the M.T.H. Website, www.mth-railking.com. Authorized Service Centers are required to make warranty repairs on items sold only from that store; all other repairs may- or may not be done at the store's own discretion. If you did not purchase the item directly from the ASC, you will need to select a National Authorized Service Center (NASC). These centers are compensated by M.T.H. to perform warranty service for any customer whose repair qualifies for warranty service. A list of NASC retailers can be located on the M.T.H. Website or by calling 1-888-640-3700. Should the warranty no longer apply, you may choose either an ASC or NASC retailer to service your M.T.H. Product. A reasonable service fee will be charged.

CAUTION: Make sure the product is packed in its original factory packaging including its foam and plastic wrapping material to prevent damage to the merchandise. There is no need to return the entire set if only one of the components is in need of repair unless otherwise instructed by the Service Center. 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 (*if required by the service center*), 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 for your Return Authorization.

Please make sure you have followed the instructions carefully before returning any merchandise for service. Authorized M.T.H. Service Centers are independently owned and operated and are not agents or representatives of M.T.H. Electric Trains. M.T.H. assumes no responsibility, financial or otherwise, for material left in their possession, or work done, by privately owned M.T.H. Authorized Service Centers.

If you need assistance at any time email MTH Service at service@mth-railking.com, or call 410 381-2580.

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 wear items such as light bulbs, pick-up rollers, batteries, smoke unit wicks, 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 M.T.H. Authorized Service Center (ASC) or M.T.H. National Authorized Service Center (NASC) 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 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. Specific questions regarding the warranty may be forwarded to M.T.H. directly.

**Service Department • M.T.H. Electric Trains
7020 Columbia Gateway Drive • Columbia MD 21046-1532**

4-8-8-4 STEAM ENGINE

RAILKING  M.T.H. ELECTRIC TRAINS | 20



PARTICIPATING N.A.S.C. RETAILER LIST

CANADA

Toy Train Workshop
Cumberland

The Train Room
Fergus

CALIFORNIA

Tin Plate Junction
Oakland

COLORADO

Mizell Trains Inc.
Westminster

CONNECTICUT

New England Hobby Supply
Manchester

FLORIDA

Roundhouse South
Port Orange

MARYLAND

Plaza Hobby
Cumberland

Engine House Hobbies
Gaithersburg

Catoctin Mountain Trains
& Hobbies
Thurmont

MICHIGAN

Michigan Model Train Center
Pinckney

Brasseur Electric Trains Inc.
Saginaw

NEW HAMPSHIRE

Treasured Toys
Salem

NEW YORK

Aurora Rails & Hobbies
East Aurora

OHIO

Davis Electronics
Milford

Rick's Toy Trains
Toledo

PENNSYLVANIA

Bussinger Trains
Ambler

Fairchance Pharmacy
Fairchance

Toby Tyler
Pittsburgh

VIRGINIA

Locust Grove Trains
Locust Grove

Davis Hobby Supplies
Portsmouth

TSG Hobbies
Warrenton

WISCONSIN

Sommerfeld's Trains
Butler

Grampa's Train Shop
Rice Lake

4-8-8-4 STEAM ENGINE

21 RAILKING  M.T.H. ELECTRIC TRAINS



PARTICIPATING A.S.C. RETAILER LIST

CANADA

Toy Train Workshop
Cumberland

The Train Room
Fergus

Credit Valley Railway Company
Streetsville

BH Trains
Terrebonne

ALABAMA

Southerland Station
Huntsville

Lil' Bobby's Hobbies
Montgomery

ARIZONA

Arizona Train Depot
Mesa

CALIFORNIA

Central Coast Trains
Atascadero

Train Shack
Burbank

Roundhouse
North Hollywood

Dollhouses, Trains & More
Novato

Tin Plate Junction
Oakland

Ron's World
San Clemente

Trucks & Trains Hobbies
Santa Rosa

COLORADO

Custom Railway Supply
Colorado Springs

Mizell Trains Inc.
Westminster

CONNECTICUT

New England Hobby Supply
Manschester

FLORIDA

Hollywood Station
Hollywood

Depot Hobby Shop
Lake Worth

Ready To Roll
Miami

Frank's Trains & Hobbies Inc.
Oldsmar

Colonial Photo & Hobby
Orlando

Warrick Custom Hobbies
Plantation

Roundhouse South
Port Orange

ILLINOIS

Bike & Choo Choo Connection
Schaumburg

INDIANA

Y.O.R.K. Trains
Munster

Samuelson's Train Shop
Valparaiso

IOWA

Caboose Stop Hobbies
Cedar Falls

KENTUCKY

L&N Trains & Things
Louisville

LOUISIANA

America's Train Yard
Baton Rouge

MAINE

Wheels, Wing & Things
Ludlow

MARYLAND

Plaza Hobby
Cumberland

Hobbytown USA
Frederick

Engine House Hobbies
Gaithersburg

4-8-8-4 STEAM ENGINE

J&B Trains
Hagerstown

The Train Room
Hagerstown

Purkey's Toy Trains
Sykesville

Catoctin Mountain Trains
& Hobbies
Thurmont

Train Shack
Burbank

MASSACHUSETTS

Northeast Trains
Peabody

East Bay Hobbies
Seekonk

MICHIGAN

Michigan Model Train Center
Pinckney

Brasseur Electric Trains
Saginaw

MISSOURI

Switch Stand
St. Charles

NEVADA

Reno Rails
Reno

NEW HAMPSHIRE

Railroad Specialties
Nashua

Treasured Toys
Salem

NEW JERSEY

Country and Stuff
Andover

Columbus Train Station
Columbus

Atlantic Rails
Hammonton

Grand Central Station
Kearny

J&B Trains
Maple Shade

Hobby Shop
Matawan

Hobbymasters, Inc.
Red Bank

Ridgefield Hobby
Ridgefield

Tom's Model Trains
Scotch Plains

Trains & Things
Trenton

Coast Trains and Collectibles
Wall

Holly Beach Train Depot
Wildwood

NEW YORK

Aurora Rails & Hobbies
East Aurora

Nassau Hobby Center, Inc.
Freeport

Hobby World
Monticello

City Depot, Inc.
New Hampton

Americana Store
Tivoli

Kross Hardware
West Babylon

NORTH CAROLINA

The Roundhouse & Backshop
Cary

Trains LTD.
Charlotte

Day Bridge Station
Mount Airy

The Freight Yard
Smithfield

Train Loft
Winston-Salem

OHIO

Glen's Train Shop
Akron

E&S Trains
Akron

T&K Hobby Shop
Bridgeport

Parma Hobby
Cleveland

Sandy's Hobbies & Collectibles
Elyria

Hudson Toy, Train & Hobby
Hudson

Clearview Train & Hobby
Lorain

Dixie Union Station
Mason

Davis Electronics
Milford

Trains-n-Things
North Canton

Grand Pacific Junction
Olmstead Falls

Rick's Toy Trains
Toledo

Erie Railway Depot
Troy

PENNSYLVANIA

American Hobby Center
Aliquippa

Allentown Toy Train Service
Allentown

On The Right Track
Altoona

Bussinger Trains
Ambler

Ye Old Train & Christmas
Shoppe
Boyetown

Charleroi Sweeper Center
Charleroi

Cranberry Hobby Depot
Cranberry Township

Fairchance Pharmacy
Fairchance

Toy Train Station
Feasterville Trev

The Caboose
Leighton

Hobby City
McMurray

The Station
New Cumberland

4-8-8-4 STEAM ENGINE

Fryer's Store
Orwigsburg

Chestnut Toybox
Philadelphia

Toby Tyler
Pittsburgh

Wilcox Greenhouse & Nursery
Titusville

SOUTH CAROLINA

Emerald Train & Hobby
Greenwood

TENNESSEE

Model Railroad & Hobby Shop
Memphis

TEXAS

Hobby Time
Amarillo

Riverview Trains
Angleton

Great Trains & Hobbies
Longview

VIRGINIA

Locust Grove Trains
Locust Grove

Train Depot
Manassas

Chesterfield Hobbies
Midlothian

Davis Hobby Supplies
Portsmouth

Toy Train Center
Richmond

Nutbush Express
Victoria

TSG Hobbies
Warrenton

Norge Station
Williamsburg

WEST VIRGINIA

Patrick's Trains
Wheeling

WISCONSIN
Woodcrafters Shop
Burlington

Sommerfeld's Trains
Bulter

Hobby Outlet
Fond Du Lac

GB TV & Tains
Greenbay

Grampa's Train Shop
Rice Lake

The Train Store
Waukesha