



# Weed Sprayer

## OPERATOR'S MANUAL



### Compatibility

This set will operate on any traditional O-54 Gauge track system, including M.T.H.'s RealTrax<sup>®</sup> or ScaleTrax<sup>™</sup> or traditional tubular track. It is also compatible with most standard AC transformers. (See page 21 for a complete list of compatible transformers and wiring instructions.)



Proto-Sound



**PLEASE READ BEFORE USE AND SAVE**

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**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.

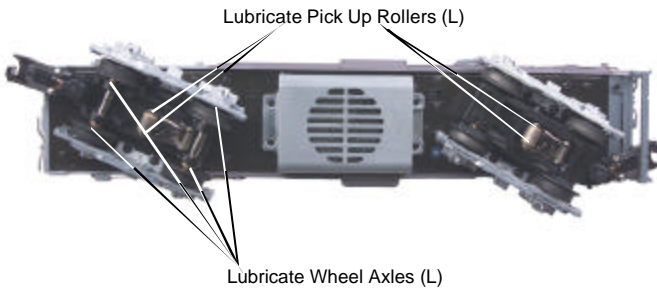
# Set Up Checklist

- Lubricate the Weed Sprayer
- Prime the smoke unit
- 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 Weed Sprayer 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 Weed Sprayer 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 Weed Sprayer as described in the "Self-Charging Battery Back-Up" on page 15.

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

If the set 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.

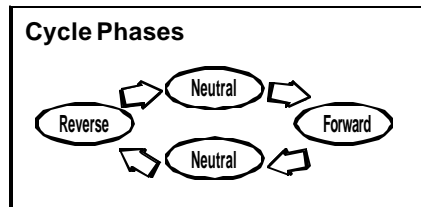
## Activating Features

**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 set 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.

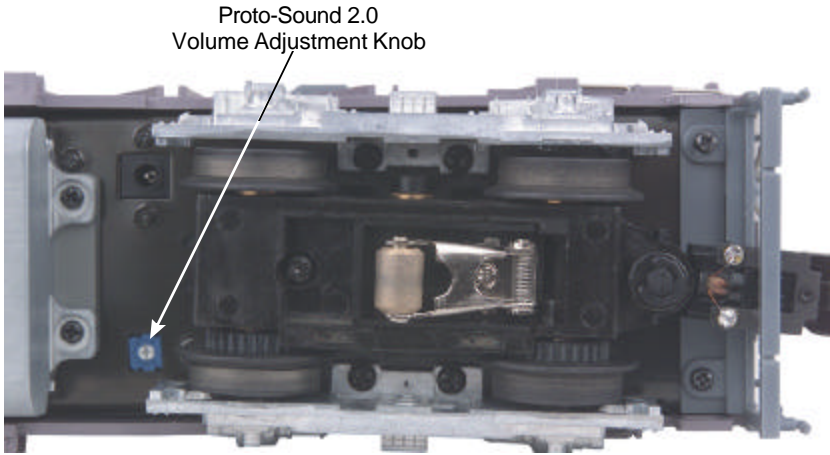
**Horn/Whistle** - To sound the whistle, firmly press the Horn/Whistle button. The whistle will sound for as long as you continue to depress the button. It will stop when you release the button.

**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 Weed Sprayer 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 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.

### 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 1/2-second pause between button presses. You may need to practice your timing to make this work smoothly.

Timing Chart				
Press Horn Short & Firm	1/2 Sec. Pause	Press Bell Short & Firm	1/2 Sec. Pause	Press Bell Short & Firm
Total Time Lapse: 1 1/2 Seconds				

Feature to Be Activated:	Button Code:
Freight Yard Sounds	1 Bell, 2 Whistles
Fire the Rear Coupler	1 Bell, 3 Whistles
Fire the Front Coupler	1 Bell, 4 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)

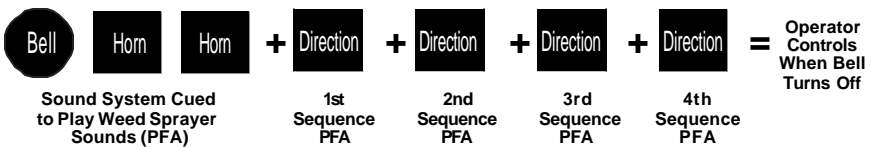
# Weed Sprayer Sounds

Your set is equipped with a sound package of freight yard sounds that you can play when you want to conduct an inspection.

**•NOTE: Unlike MTH's usual PFA's, the Weed Sprayer does not stop while PFA's are running. To allow for more prototypical operation, the Weed Sprayer sound sequence runs while the model is in motion. You will have speed control but no direction control once PFA is triggered.**

**Each sequence described below will play as long as it is left on, randomly generating sounds, but be sure to allow the PFA sufficient time to run through each sequence.**

- To cue the sound system to play the PFA, 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 ½ second between each press. This will start the PFA sequence.
- Press the Direction button once to advance through the sound sequence. 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 PFA sequence is complete.
- Wait approximately 30 seconds for each sequence to run, pressing the Direction button again to trigger the next sequence of PFA.
- Again, after allowing about 30 seconds for that sequence to run, press the Direction button one more time to trigger the fourth and final PFA sequence. Approximately ten seconds after you hear "Let's move on to the next spot," the operator regains control of the transformer's Bell and Horn buttons and can ring the bell or blow the horn as usual.



### Tips on Using PFA

- You can terminate PFA at any time by turning off power to the track for 15 seconds.
- You do not have to be in Forward to use PFA. The Weed Sprayer will continue to move in what ever direction it was moving when you pressed the code to trigger PFA.
- Because the Weed Sprayer would not prototypically operate with another engine, the PFA sequence operates differently from the PFA's of other M.T.H. Engines. Do not attempt to double-head the Weed Sprayer with other engines.

## Proto-Coupler® Operation

This locomotive is equipped with one or more coil-wound Proto-Couplers for remote uncoupling action. Because Proto-Couplers are controlled through the Proto-Sound 2.0 microprocessor, they do not require an uncoupling track section or modification to your layout to function. You can fire a coupler from neutral or while in motion. Use the code shown below (and in the chart on p. 7) to fire the coupler(s).

### Rear Coupler:

To fire the rear coupler, quickly tap the Bell button once followed by three quick taps of the Horn button, allowing approximately ½ second to lapse between each quick button press. The sound of the liftbar and air line depletion will play, and the knuckle will be released.





## Front Coupler:

To fire the front coupler (if your engine has one), quickly tap the Bell button once followed by four quick taps of the Horn button, allowing approximately ½ second to lapse between each quick button press. The sound of the liftbar and air line depletion will play, and the knuckle will be released.

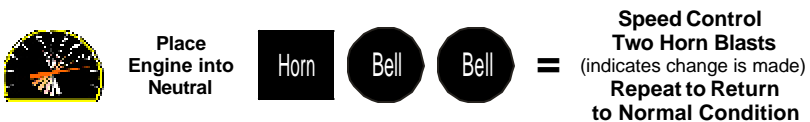


## Speed Control

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.

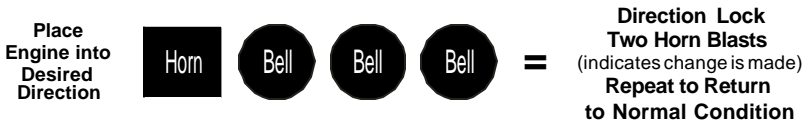
While the engine is programmed to start with the speed control feature activated, you can opt to turn it off. This means the engine's speed will fall as it labors up a hill and increase as it travels downward. It is also affected by the addition or releasing of cars while on the run. Because the engine 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 ½ 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.



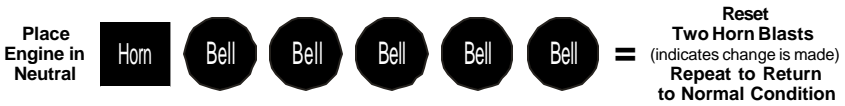
# Locking Locomotive Into A Direction

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 1/2 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 1/2 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 Weed Sprayer 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.

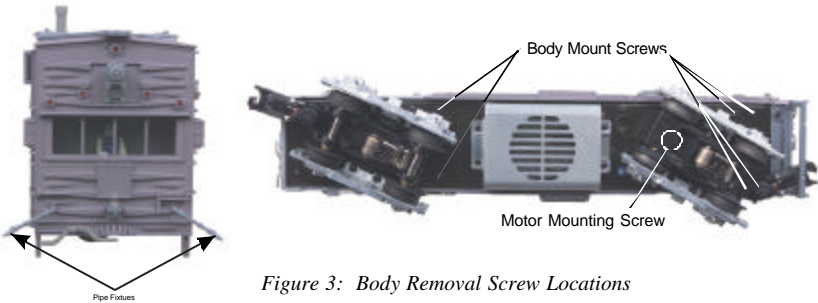


Figure 3: Body Removal Screw Locations

The Weed Sprayer'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, then remove the pipe fixtures from the pilot and lift the cab from the chassis.
2. Once the cab is removed, remove the motor by unscrewing the black Phillips motor mount screw located on the underside of the drive trucks (see Fig. 3).
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. 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 4 below as a guide and add grease to the points marked with a “G.”

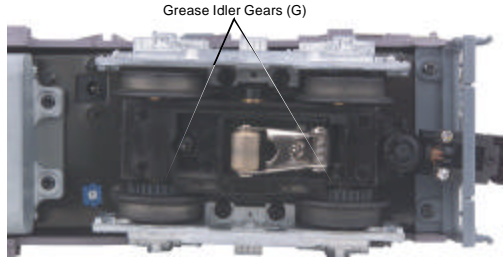


Figure 4: Greasing The Idler Gears

## Cleaning The Wheels, Tires and Track

Periodically check the Weed Sprayer 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 Weed Sprayer 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.

Turn Weed Sprayer over and locate and remove the truck side screws to gain access to the drive wheel traction tires behind the truck sides.

Once the truck sides have been removed:

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.

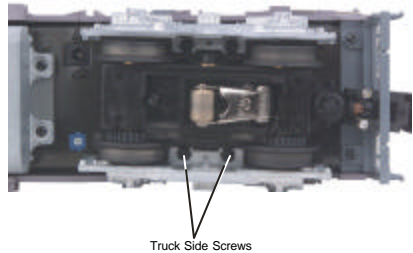
2. Slip the new tire onto the wheel. You may find it useful to use two small flathead screwdrivers to stretch the tire over the wheel.

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 (order online: [www.mth-railking.com](http://www.mth-railking.com), e-mail: [parts@mth-railking.com](mailto:parts@mth-railking.com); mail: 7020 Columbia Gateway Drive, Columbia MD 21046-1532, FAX: 410-381-6122).

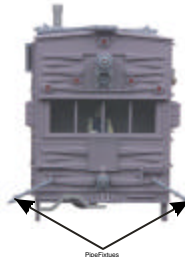


# Light Replacement Instructions

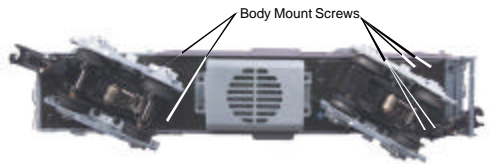
The Weed Sprayer's lights are controlled by a constant voltage circuit in the engine. The lights can be easily removed and replaced when they burn out. The bulbs have a quick disconnect plug that attaches the bulb harness to a connector terminal inside the body shell. Replacement bulbs are available directly from the M.T.H. Parts Department.

Follow the instructions below.

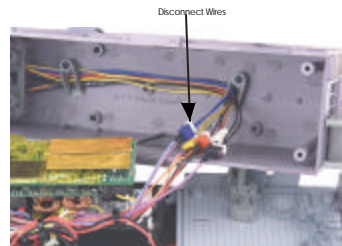
Remove the pipe fixtures from the pilot.



Remove body mounting screws and pull body shell from the chassis .



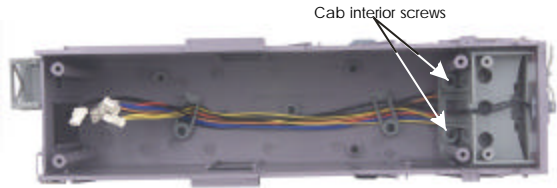
Disconnect all wire harnesses.



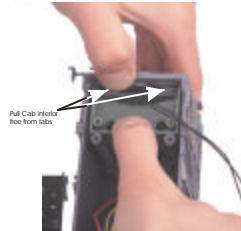
Disconnect wires from the inside top of the shell by removing the wire guides. Pull Black wire through slot in interior.



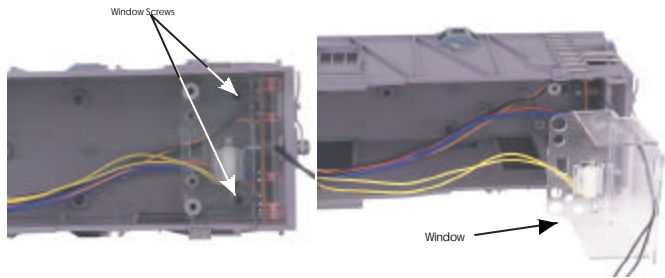
Remove Cab Interior screws.



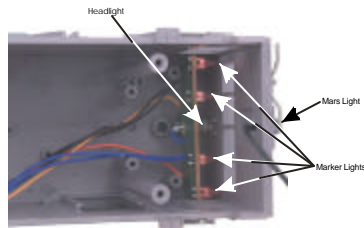
Remove the cab interior from the body by pulling the tabs free from the window glass.



Remove window screws. Slightly pull the window glass from the front of the cab to pull the window upward. Remove window glass from the body.



Replace Bulbs.



## 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 Weed Sprayer. Depending upon when your Weed Sprayer was built, it may need to be charged right out of the box. If the Weed Sprayer 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 Weed Sprayer 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 Weed Sprayer in neutral with track voltage at 10-12 volts for 6-7 hours so the battery can fully recharge.
- 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.

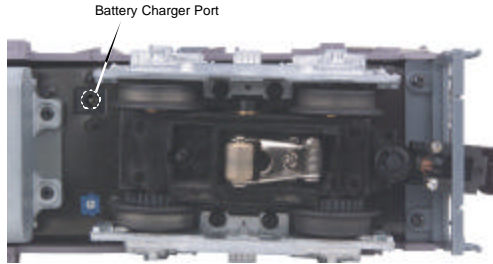


Figure 5: Battery Charger Port

**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. Follow the steps on page 11 for removing the body to get to the battery.

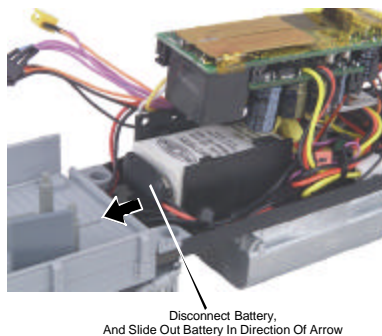


Figure 6: Removing The Battery



# 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).

<b>Starting Up</b>	<b>Remedy</b>
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.
<b>Whistle/Horn</b>	<b>Remedy</b>
When I press the whistle/horn 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/horn button more slowly, taking approximately one full second to fully depress the button.
<b>Bell</b>	<b>Remedy</b>
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.
<b>Coupler</b>	<b>Remedy</b>
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 (not rubbing alcohol) and let dry.

<b>C ab Chatter</b>	<b>Remedy</b>
Sometimes the Cab Chatter sounds don't play.	Cab Chatter plays only in neutral at random intervals.
<b>Lock-out</b>	<b>Remedy</b>
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).
<b>Volume</b>	<b>Remedy</b>
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>B attery</b>	<b>Remedy</b>
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.
<b>FYS</b>	<b>Remedy</b>
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.

FYS	Remedy
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 FYS 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.	FYS is programmed to start ringing the bell at that point. After approximately 12 rings of the bell, it will automatically turn off.
When FYS is enabled, pressing the whistle and bell buttons has no effect.	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 the direction button.	Each FYS clip must play for approx. 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 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](http://www.mth-railking.com). Otherwise, contact M.T.H. (at e-mail: [service@mth-railking.com](mailto: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](http://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](mailto: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

### ALABAMA

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

### ARIZONA

ARIZONA TRAIN DEPOT  
ME SA  
480-833-9486  
sales@arizonatraindepot.com  
www.arizonatraindepot.com/

### CALIFORNIA

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

### TIN PLATE JUNCTION

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510-444-4780  
TOYTRAINS@email.msn.com

### COLORADO

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WESTMINSTER  
303-429-4811  
mizelltrains@cs.com  
www.mizelltrains.com

### CONNECTICUT

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203-924-8761  
adrian@clearlight.com  
NEW ENGLAND HOBBY SUPPLY  
MANCHESTER  
860-646-0610  
bobbell@nehobby.com

### DELAWARE

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NEWARK  
302-292-2779  
info@krbb.com  
www.krbb.com

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www.depohobbies.com

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407-841-1485  
trains@colonialphotoandhobby.com

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www.warrickcustomhobbies.com

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rtrtrains@aol.com  
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### ILLINOIS

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847-882-7728  
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yorktrains@aol.com

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219-462-2708

### LOUISIANA

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225-926-5592

### MAINE

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irc44@javanet.com

### MARYLAND

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luciecerise@aol.com

### J & B TRAINS

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HOBBYTOWN U S A  
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301-694-7395

### PURKEY'S TOY TRAINS

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wiley@oldmainline.com

### THE TRAIN ROOM

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301-745-6681

### MASSACHUSETTS

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PEABODY  
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www.netrains.com

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 hobbymasters@hobbymasters.com

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 lary@pro-usa.net

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 coasttrain@aol.com  
 www.coasttrains.com

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 856-414-0092  
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 hobbyshopnj.com

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 bobcap@pics.com  
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 COLUMBUS  
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