



GP-60 Series Diesel Locomotive Owner's Manual



Welcome to ATLAS O[®] !

Atlas O is proud to introduce these highly detailed models of EMD's GP60 series diesel locomotives. All locomotives feature the prototypical accuracy and superior performance that is the hallmark of every Atlas O product.

These feature-packed locomotives sound and operate as well as they look. All powered 3-rail and 2-rail TMCC GP60 locomotives include:

- Lionel TrainMaster[®] Command system
- RailSounds[™] 4.0
- Dual Electro-couplers
- Operating diesel exhaust unit
- EOB speed control
- Operating ditch lights (except for B units)
 - Directional (illuminated in forward, dark in reverse) operation
 - Ditch lights oscillate prototypically while horn is being blown (and for a short time afterwards)
 - EOB speed control technology

Experience the sights and sounds of railroading with Atlas O!

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Atlas O Customer Service

rear cover

1

Place the locomotive on Atlas O or compatible O gauge track.

2

Power up the loco with your transformer.

- Your 3- rail TMCC-equipped loco is designed to operate on 8-18 volts alternating current. Virtually all Lionel and Lionel-compatible alternating-current transformers are suitable.
- **Do not power your 3-rail TMCC-equipped loco with direct current (DC) or with the output from a Digital Command Control (DCC) system. Damage to sensitive electronic components may occur.**
- **When operating with a conventional transformer, the state in which your locomotive starts up (neutral or forward) depends on the method by which the locomotive was operated (conventional transformer or the TrainMaster® Command system) the last time that the locomotive was used.**

When you operate your locomotive for the first time after taking it out of the box or if the locomotive was last operated using the TrainMaster® Command system, the locomotive will start up in neutral with its headlights illuminated. When track power is briefly removed and then reapplied, the locomotive will move forward.

If the locomotive was last operated using a conventional transformer and has been powered down for at least five seconds, the locomotive will start up in forward at a speed dependent on the applied track voltage.

3

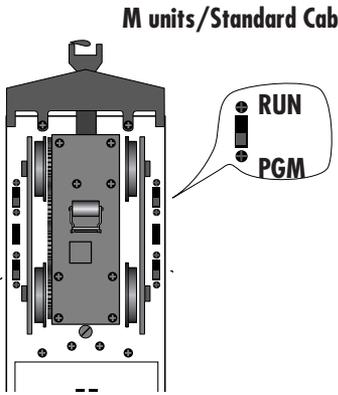
Move 'em out!

- **Get your loco moving.** Press the DIR button on your CAB-1 remote or Lionel transformer. This sequences the reverse unit to the next operating state.
- **Adjust track voltage** until your locomotive moves at your desired speed. To increase speed, increase track voltage. To decrease speed, reduce voltage. To stop the locomotive, cut track power.
- See page 4 for information on locking your loco into a single operating state.

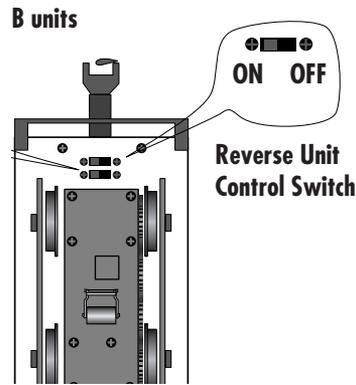
Transformer (non-command) operations

Locking your locomotive into a single operational state

To select a single operational state for your Atlas O loco (example: forward only), you can deactivate the R2LC's sequencing function with the reverse unit control switch. The reverse unit control switch is the switch labeled RUN/PGM in the diagram below.



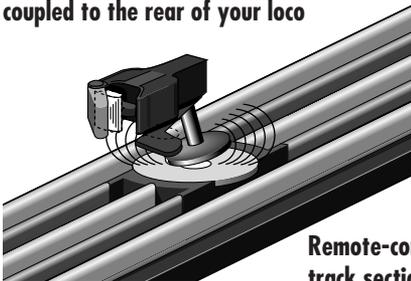
Get your locomotive moving in the desired direction, then slow it down without stopping. Set the reverse unit control switch to PGM. The loco is now "locked" into your chosen direction. When you no longer want single-direction operation, just slide the reverse unit control switch back to RUN.



Uncoupling your locomotive in the non-command environment

To uncouple your 3-rail locomotive in the non-command environment, you must first couple a piece of rolling stock equipped with traditional magnetic couplers to the ElectroCoupler at the

Magnetic coupler on the rolling stock coupled to the rear of your loco



end of the locomotive that you wish to uncouple. The magnetic coupler on the rolling stock will then react to the magnetic field generated by a remote control track section (available separately). Place your rolling stock's coupler's "trigger disc" over the central coil of this remote control track section and press "uncouple" on the controller. The magnetic field pulls the "disc" downward, and the coupler opens.

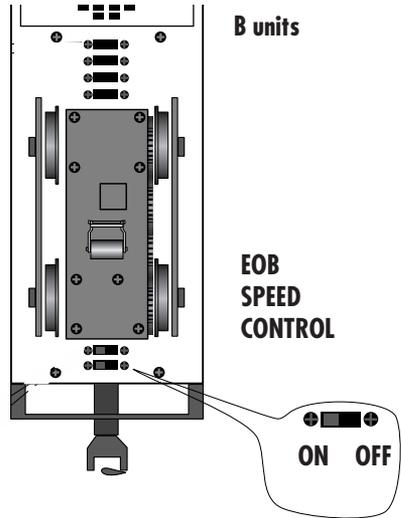
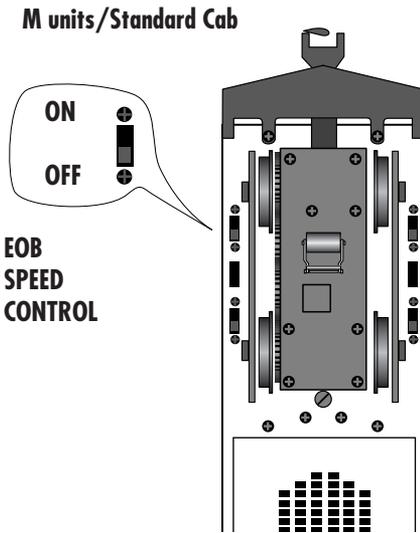
NOTE! Your 3-rail loco's electrocouplers will NOT open manually or by using a remote-control track section.

Transformer (non-command) operations

Using EOB speed control in the non-command environment

You have a choice of whether or not to use the EOB speed control system when you are running in the non-command environment (i.e., using conventional AC transformer control). You make this choice with the EOB speed control switch, which is located on the underneath the fuel tank. To change the position of this switch, it is first necessary to

remove the fuel tank assembly by loosening and removing the four screws that attach the fuel tank to the frame casting. The location of these four screws is shown in the figure below. After these four screws have been removed, move the fuel tank to one side so that you can see the EOB speed control switch, as shown in the figure below.



Set the EOB speed control switch to OFF if you do not want to use speed control in conventional operation. With the EOB system off, your loco will behave in the same manner as would any loco without speed control. You should always set the EOB speed control switch to OFF whenever you wish to use a conventional AC transformer to operate your new locomotive in a lash-up with another loco that does not have speed control. If you do not turn off speed control in this situation, the two locomotives may fight with each other and give degraded performance.

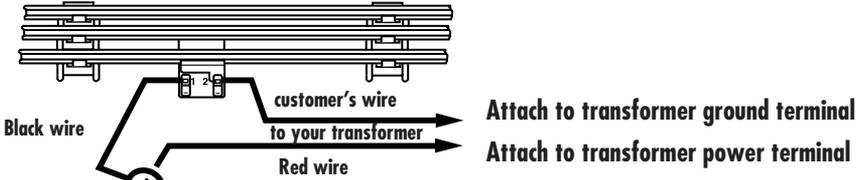
Set the EOB speed control switch to ON whenever you do want to use the EOB speed control system in conventional operation. With the EOB system turned on, there is no need to increase the track voltage to prevent your loco from slowing down as it rounds sharp curves or goes up steep grades. Similarly, your loco will maintain a constant speed as it comes off a sharp curve onto straight track, goes down a steep grade, or is uncoupled from a long heavy train.

Transformer (non-command) operations

Installing a Lionel no. 610-5906-001 sound activation button

To operate the bell and horn sounds when operating your loco with conventional transformers, you'll need to install the Lionel no.

610-5906-001 sound activation button (available separately from Lionel). Connect the button(s) as shown below.



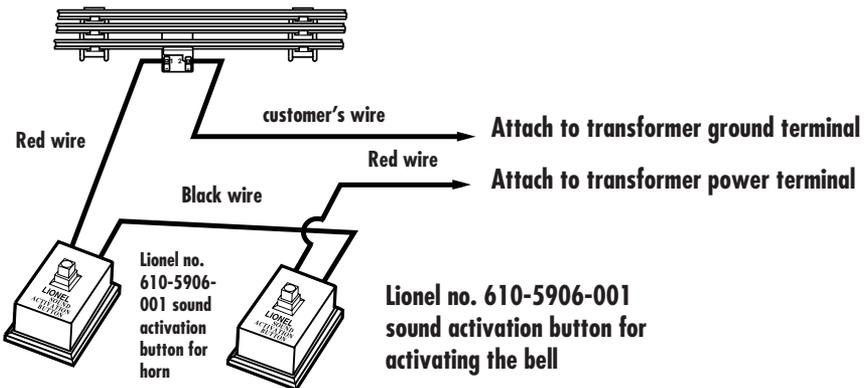
NOTE!

All track power must feed through "Sound Activation Button" Do not bypass button

Lionel no. 610-5906-001 sound activation button for activating the bell

For AC transformers with a horn/whistle button

For AC transformers lacking a horn/whistle button (two no. 5906s required)



NOTE!

The no. 610-5906-001 sound activation button (available separately) works with any Lionel AC transformer except no. 6-4690 Type MW. Transformers made by other manufacturers may not be compatible with RailSounds.

Transformer (non-command) operations

Installing the RailSounds battery in your locomotive

This Atlas O Locomotive is equipped with Lionel RailSounds®. Your loco features digital samples from real-life diesel locomotives for the ultimate in realism.

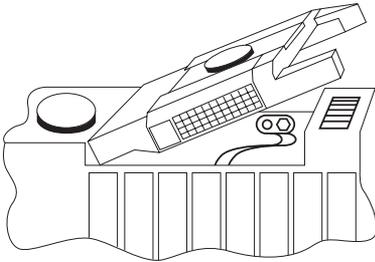
You may choose to install a 9-volt alkaline battery (included) in your loco. The battery ensures interruption-free operation of RailSounds when the locomotive is operated with a conventional transformer.

However, if the locomotive is to be operated only with the TrainMaster® Command system, installing a battery is neither necessary nor recommended.

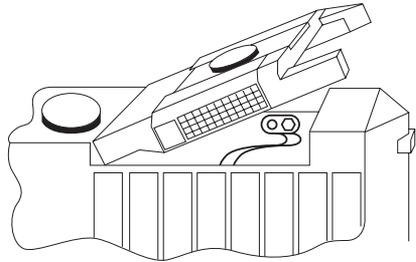
The battery holder is located in the rear of the locomotive under the radiator casting. Remove the radiator by referring to the diagram and instructions below.

Snap the battery connector onto the battery terminals and insert the battery into its holder. Make sure to position the battery connector wires so that they don't interfere with re-installing the radiator. Finally, slide the radiator casting towards the rear of the locomotive and push it down until it locks in place..

M units/Standard Cab



B units



NOTE! Please remove protective cover from battery clip.

NOTE! Although RailSounds is powered by track voltage, the battery is required for uninterrupted operation and shutdown sequences when the locomotive is operated in non-command mode with a conventional transformer. Use only **Alkaline** batteries.

NOTE! If RailSounds "drops out" during track power interrupts (direction change), replace the battery.

Transformer (non-command) operations

Experiencing the range of your locomotive's RailSounds system

With RailSounds, you experience the sounds of real railroading as never before. Simply put, it's the most sophisticated, authentic model railroad sound system in the world. When you first apply track power, the loco's RailSounds system produces sounds of the loco at rest. As the loco begins to move, the RPMs will increase with the increasing locomotive speed.

- **Four diesel-roar levels.** Your loco's speed determines the level of diesel RPM roar *automatically, if you prefer*: idle, half throttle, three quarters or full-speed output.
- **MultiHorn™.** A different horn sound at different speeds - a RailSounds exclusive.
- **Mechanical bell.** Press BELL on your CAB-1 or transformer to begin the effect; press again to discontinue.
- **Reverse unit reset sound.** Power down your track, wait 3-5 seconds, and listen for the air-release sound - that's the loco telling you its reverse unit has just reset to forward operation.
- **Shutdown Sequence.** No other model railroad sound system shuts down like RailSounds. Turn off track power, and after the air-release reset sound, you have two seconds to restart your loco. If you're done with operations, RailSounds will commence with a realistic diesel shutdown sequence about two seconds after the air-release reset occurs.
- For even more authentic RailSounds effects, operate your loco in the TrainMaster Command environment.

Notes on RailSounds

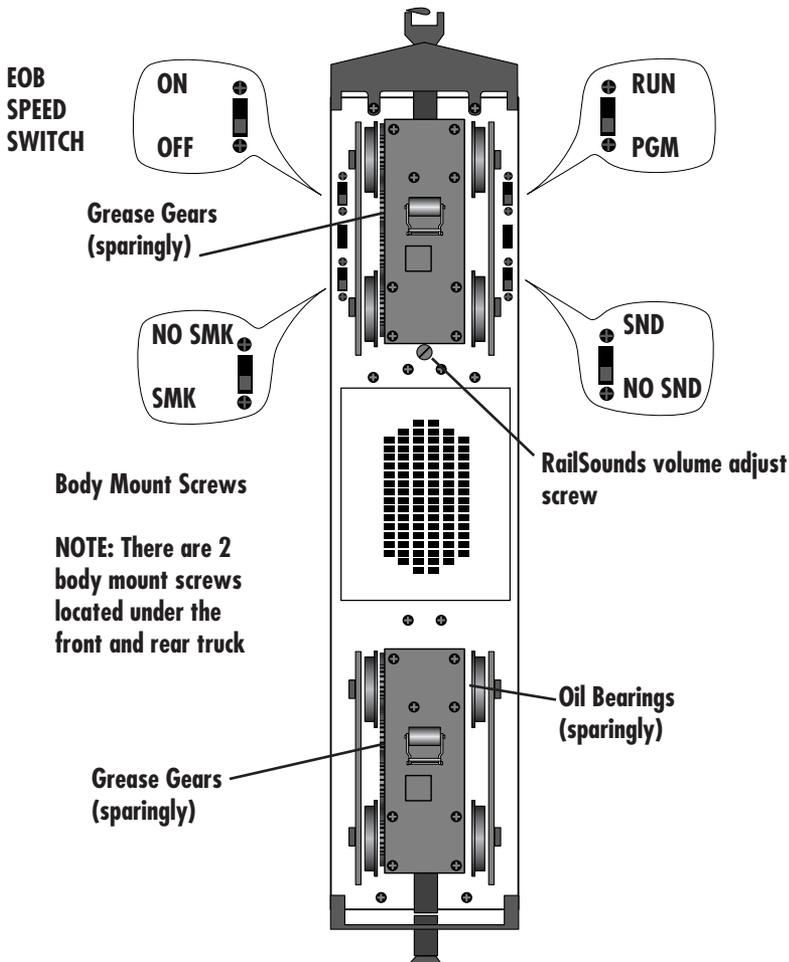
- Turn the RailSounds volume adjust screw (located between the truck at the short hood end of the locomotive and the pilot) clockwise to increase the sound volume or counter clockwise to decrease the volume.
- Listen for incidental locomotive sounds during RAILSOUNDS operation. They're automatic and, of course, authentic.
- To hear all RailSounds effects in a non-command environment, install a 9-volt alkaline battery in your loco. Refer to the section "Installing the RailSounds battery in your locomotive" on page 8.
- Longer track-power interruptions (including locomotive derailments) cause RailSounds to shut down after about 7 seconds.
- To silence the diesel roar (without affecting the horn and bell), move the SND/NO SND switch (refer to the diagram on page 11) to the NO SND position before powering up the locomotive.
- Turn off track power to your loco for 10 seconds before you change the position of the SND/NO SND switch.
- For even more authentic RailSounds effects, operate your loco in the TrainMaster Command environment.

Maintaining and servicing your locomotive

Lubricating your locomotive - M units / Standard Cab

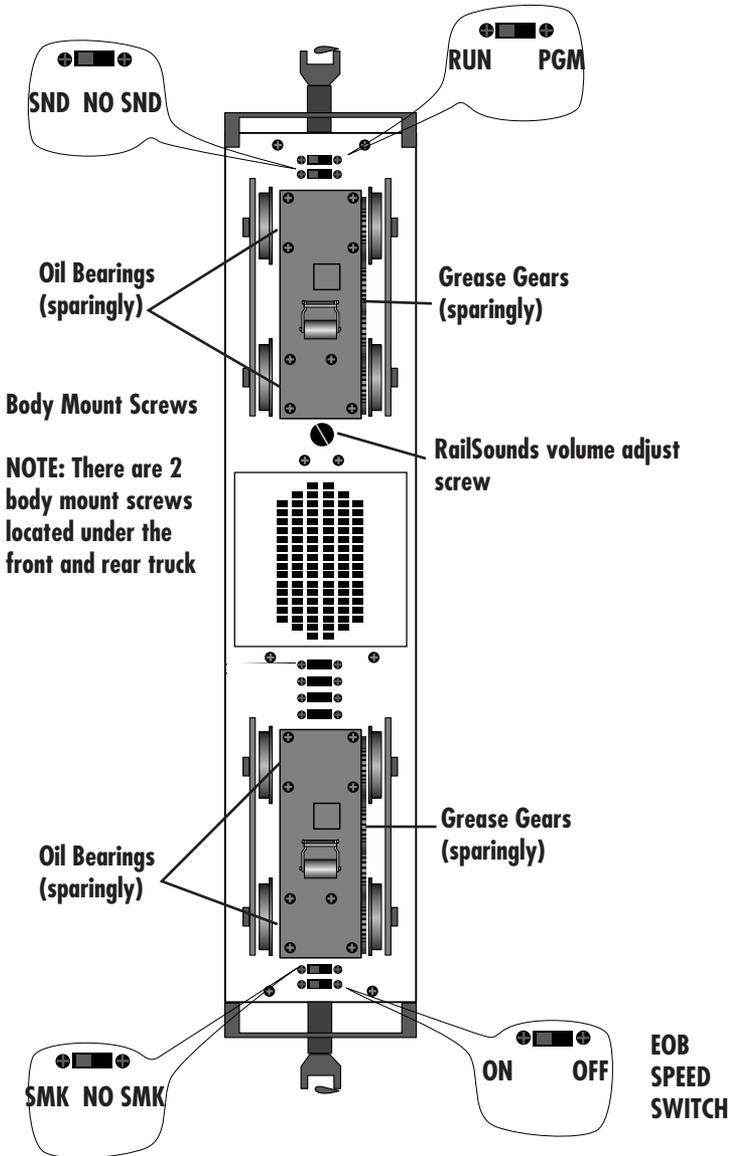
Help your Atlas O loco lead a long and productive life on your railroad by maintaining it properly. Two basic rules to keep in mind: never over-lubricate (a small amount will do), and avoid getting grease or oil on the loco's wheels or your track. You'll know your loco requires lubrication when

visual inspection reveals dryness on the parts indicated in the illustration. Remove accumulated dirt and dust before lubricating, and always lubricate any locomotive emerging from prolonged storage.



Maintaining and servicing your locomotive

Lubricating your locomotive - B units



Maintaining and servicing your locomotive

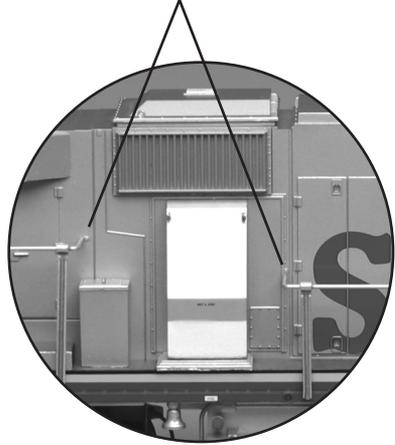
Body Removal

To remove the body from the chassis of your locomotive, first remove the four body mount screws shown in the diagram on page 10 and 11. The handrails are part of the chassis. Before removing the body from its chassis, follow the directions (given under the figure below) for detaching the handrails from the body.

Remove Handrails here



Remove Handrails here



Remove Handrails here



Carefully pull out the handrails away from the cab and insert pieces of index card (on both sides) between the handrails and the body to protect the paint from possible damage.

Maintaining and servicing your locomotive

Adding fluid to your locomotive's smoke generator

Your locomotive is equipped with a smoke generator that produces safe and clean white smoke during operation.

NOTE! The locomotive is shipped with the smoke unit turned off and with very little smoke fluid in the smoke generator.

There is a smoke unit control switch that is marked SMK/NO SMK, as shown in the diagram on page 10. If you prefer to have a smoke-free locomotive, leave the switch set at its NO SMK position.

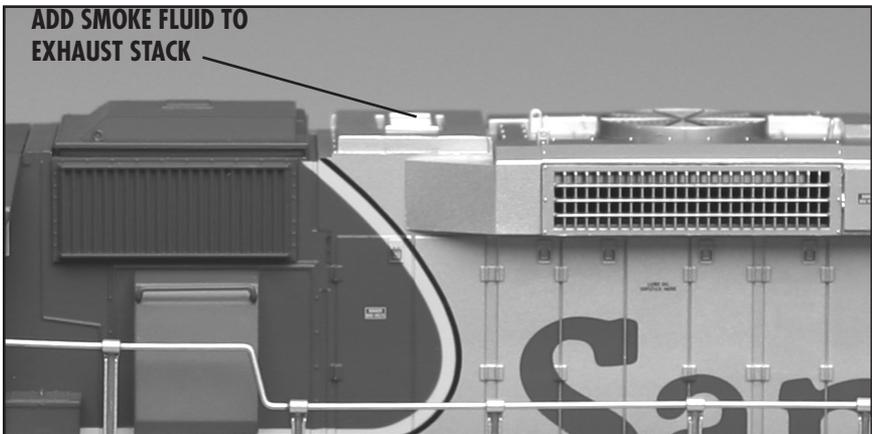
If you wish to use the smoke unit, before filling the smoke generator, move the smoke unit control switch from the NO/SMK to the SMK position. To fill the smoke generator, first remove the hatch from the top of the long hood. Then add 15 to 20 drops of Lionel or Lionel compatible smoke fluid to the loco's smoke fluid funnel. Refer to diagram below.

If no smoke comes out of the exhaust stack after you have filled the smoke unit and run the loco

for 20 or more seconds, there is probably a vapor lock in the smoke generator. To clear this vapor lock, simply blow gently down the exhaust funnel.

To protect the smoke generator from overheating, the smoke unit will automatically turn itself off when the smoke fluid is empty. To refill an empty smoke generator, add another 15 to 20 drops of smoke fluid to the loco's funnel.

When using command control, you can increase the speed at which the smoke generator heats up by using the CAB-1 remote. First press AUX1 and then press and hold the 9 key to speed heating of the smoke generator. **Do not hold down the 9 key for more than 15 seconds.**



TrainMaster Command operations

The TrainMaster Command Control environment

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

TrainMaster Command gives you the power to operate multiple Command-equipped locomotives on the same track, at the same time.

To operate in Command, you need a Command

Base and a CAB-1 remote. Find them both at your authorized Lionel retailer.

You also need an alternating-current transformer to power the track. Virtually all Lionel and Lionel-compatible transformers are suitable.

1

Place the locomotive on Atlas O or compatible O gauge track.

- **Make sure track power is OFF before placing your loco on the track.**
- **Make sure your Lionel Command Base is ON** and its communications wire is connected to the COMMON post on your Lionel transformer or to the U terminal on any of your installed PowerMasters.
- Once the loco is positioned on the track, **increase the track voltage to 16 to 18 volts.** (On Power Master, slide the CMD/CONV switch to CMD.)

2

Address your locomotive using CAB-1.

- **Press ENG and 1** on the numeric keypad of your CAB-1 remote. This command is sent by CAB-1 to the Command Base, which then translates your command into digital code. That code is sent around your railroad's outside rails in the form of a digital "halo." All Command-equipped locos listen to this digital communication, but they do not respond until they hear their individual ID number—in this case, "1."
- **The digital language of TrainMaster Command—and not track power—controls the actions of Command-equipped locos.** Track power is simply like gasoline in the tank of your car—it gives you the power to go places, but it doesn't tell you where to go or how fast to get there.
- **All Command equipped locomotives come factory-programmed with an ID# of "1."** To change the ID# of your loco, see page 24.

3

Move 'em out!

- Throttle up or press any command button on CAB-1. Your loco will respond to your every command. Read on.

TrainMaster Command operations

Running your locomotive in the TrainMaster Command environment

Example address Locomotive #1

PowerMasters set to CMD or traditional
power supplies 16 to 18 volts



Press ENG



Press 1 (the ID#)

Throttle up/press any command button

Your Train Master Command-equipped loco comes factory-programmed with an engine ID# of "1." To get your locomotive in action, set your PowerMasters to CMD or set all power supplies to an output voltage of 16 to 18 volts. Press ENG and "1" on CAB-1. Turn the throttle or press any command button; your loco is ready for Command operation.

CAB-1 commands



Front coupler releases. **Coupler release sounds.**



Rear coupler releases. **Coupler release sounds.**

AUX 1



Activates keypad.

AUX 2



Press AUX2 to turn your locomotive's headlight on and off.



Turn the THROTTLE to the right to accelerate, left to decelerate.



Press HALT to shut down all power-Master electrical output on your railroad. Stops all Command equipped locomotives in operation.



Press WSTL/HRN to activate the loco horn; release it to discontinue. **MultiHorn diesel horn sound.**



Press BELL once to activate the bell; press again to discontinue. **Diesel mechanical bell sound.**



Press DIR—the locomotive decelerates to a complete stop; turn the throttle up, and the locomotive will accelerate in the new, opposite direction. **There is no neutral state. Diesel air-release sound.**



Press and hold BOOST to increase speed. Release BOOST to return to the previous speed.



Press and hold BRAKE to slow down or stop. Release BRAKE to return to the previous speed. Squealing brake sounds.



The BOOST and BRAKE keys behave differently when the EOB speed control is set to use 128 speed steps. Refer to the section "Selecting the EOB speed control mode."

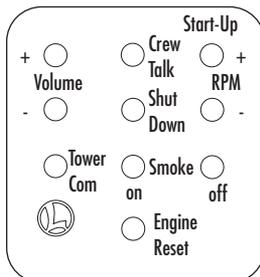
TrainMaster Command operations

CAB-1 numeric keypad commands

AUX 1



When you press AUX1 on CAB-1, you turn the numeric keypad into 10 command buttons. The keypad lets you control extra command features (until you press any top-row button)



like SW, ACC, RTE, TR, or ENG). RailSounds sounds in bold italic.

- 0** Stops and resets the loco. Resets the locomotive's direction to FORWARD. Resets RailSounds to automatic RPM operation. **Horn blows. RPMs return to automatic.**
- 1** Raises the volume of RailSounds. **Sound volume increases.**
- 2** CrewTalk™ is the sound of inaudible walkie-talkie communication.
- 3** Raises RailSounds RPM level. Starts up RailSounds. **RPMs increase. Startup sequence commences.**
- 4** Lowers the volume of RailSounds. **Sound volume decreases.**
- 5** Activates the RailSounds shutdown sequence. Just like the real thing, your loco's RPMs must be at idle for shutdown to occur. Press 6 repeatedly to lower RPMs until they won't descend further. Your locomotive is now at idle.
- 6** Lowers RailSounds RPM level. **RPMs decrease.**
- 7** TowerCom™ is an audible announcement from the dispatcher. There is a four second delay in this function.
- 8** Smoke off. **Crewtalk sounds.**
- 9** Turns on the smoke generator. Press and hold key 9 (for a maximum of 15 seconds) to speed up heating of the smoke fluid. Refer to the section "Adding fluid to your locomotive's smoke generator".

TrainMaster Command operations

EOB speed control in the TrainMaster Command environment

Although the Engineer on Board (EOB) speed control system uses very sophisticated technology, it is easy to navigate through all the EOB features using your CAB-1 remote. You don't even have to touch your EOB-equipped locomotive in order to access these features. In the command environment, the EOB speed control system will operate in exactly the same manner no matter which way the Speed Control ON/OFF switch has been set.

EOB incorporates a new technology called Torquemaster to help your locomotive perform every smoothly. Torquemaster allows the EOB speed control circuitry to vary each speed step by plus or minus five percent from its nominal value, whenever such variation is needed to give the smoothest possible performance. For example, suppose that you have a lash-up of your EOB-equipped locomotive with an Odyssey-equipped locomotive. Assume that the EOB speed control has been set to the 32 Speed Step mode and, at the first speed step, the Odyssey-equipped locomotive runs just a bit faster than the locomotive with EOB speed control. The Torquemaster system will not allow your locomotive to push or pull the Odyssey-equipped loco; instead your EOB loco will work in conjunction with the Odyssey loco to make the combination of the two locomotives into a more effective puller. The coil couplers will be tight between the two locos, and there will be no fighting between them

This also means that the EOB-equipped loco may slow down slightly when heading up a grade or speed up slightly when going down a grade. These slight changes in speed won't be anything that you can detect easily and represent normal Torquemaster behavior. Torquemaster cannot be turned off, since it is incorporated into the EOB software. Torquemaster is not used in the Speed Control Off mode.

While it is easy enough to navigate through the various EOB features, there is a slight learning curve through which you must go. You will need to learn to use several new sequences of CAB-1 key pushes. Please read through all of the EOB sections in this manual so that you will understand the purpose and usage of each EOB command.

EOB utilizes multiple CAB-1 key presses to access its many features. The most important thing to do when you enter these commands is to leave a one second delay between each press of a CAB-1 key. If you do not leave this one second delay between subsequent presses of CAB-1 keys, you will notice that some of the EOB commands will activate unwanted RailSounds commands such as the shut-down-all-sounds command, the volume-up-and-down commands, and the rev-up-and-down commands.

TrainMaster Command operations

Speed Step Selection

The default speed step selection is 100 as shipped. The 100 speed steps are linear. The 100 speed steps start at a lower threshold, thus the motor is operating at a lower initial voltage with fine adjustment as the throttle is advanced. The momentum and stall features are not applicable, and do not operate.

To switch Speed Steps do the following:

Activate 32 Speed Steps:

AUX1 + 0 + AUX1 + 0 + BRAKE

Activate 100 Speed Steps:

AUX1 + 0 + AUX1 + 0 + BOOST

Note: The speed step selection is stored until changed, and survives power cycling.

Motor Type Selection

The Cruise Commander requires you to set the motor type. Motors are classified as small or large. Selecting the wrong motor size won't hurt anything, but operation is best when matched. The default motor type is "larger motor" for the Cruise Commander.

To switch Motor Type do the following:

Activate Small Motor:

AUX1 + 0 + AUX1 + 1

Activate Large Motor:

AUX1 + 0 + AUX1 + 2

Note: The motor type selection is stored until changed, and survives power cycling.

Cruise On/Off Selection

The Cruise feature may be turned on or off. This is setting is stored and affects command and conventional mode operation.

To turn the Cruise OFF or ON, do the following:

Cruise Off:

**AUX1 + 0 + AUX1 + BRAKE + 7 +
BRAKE**

Cruise ON:

**AUX1 + 0 + AUX1 + BRAKE + 9 +
BRAKE**

Note: The cruise off/on selection is stored until changed, and survives power cycling.

TrainMaster Command operations

“Nudge Mode” Operation

The Cruise Commander has a bit of “play” to allow locos to operate in a lash-up. At times the “play” is not optimal, so it is possible to match locos a bit closer with the “nudge” mode feature. Remember to lash-up only very similar locos and that it is a requirement that the gear ratios match.

Simply try the locos together in a lash-up at slow speeds. If they buck each other, use the Cruise Commander “nudge” mode to try to match the locos a bit closer. Nudge mode basically increases the slower loco to match the locos a bit closer. Although similar to a “stall” setting, the nudge mode is a bit more complex as it calculates the speed profile dynamically to hold the locos in sync throughout the throttle range.

First create a “train” with the Cab-1. Once the locos are operating in Train mode do the following:

- Test run the locos (not coupled) to find the slower loco.
- Place the slower loco behind the faster one.
- Get them moving as a train, around 10 speed steps on the throttle.
- Select the **slower** loco ENG ID.
- Press AUX2 4 times, with a 1 second pause between each press.
- The lights should blink off twice, confirming the loco to be “nudged.”
- Use the BOOST and BRAKE keys to adjust the slower loco to match the faster one.
- Press “HORN” to lock the setting in the slower loco.
- AUX1 will cancel the setting.
- Couple the locos together and run as TRain

To summarize:

- Select:** Slower Engine ID
Activate: AUX2 + AUX2 + AUX2 + AUX2
Nudge: BOOST to speed up, BRAKE to slow down
Save: Horn

To clear the nudge settings, select the speed step (32 or 100) on the “nudged” loco.

NOTE: the “nudge” selection is stored until changed, and survives power cycling.

TrainMaster Command operations

Fine tuning your loco's TrainMaster Command performance

MOMENTUM

TrainMaster Command's momentum feature simulates the labored performance of a locomotive pulling a heavy load. Press L, M, or H (located under CAB-1's removable panel) for light, medium, or heavy momentum. The locomotive's R2LC remembers this setting until you change it. For quick locomotive response, choose L.

SOUND QUALITY

To achieve your preferred RailSounds master volume level, we recommend you adjust your loco's volume screw (see page 11 for location). Turn the screw left or right to reach the desired volume level.

For quick remote-control of volume below the master setting—for example, muting—use the CAB-1 numeric keypad's volume control. Press AUX1 and then 4 on the numeric keypad to lower overall RailSounds output.

HIGH VOLTAGE SETTINGS

Press SET, headlight will flash. Get your locomotive moving to the maximum speed you want it to run, press BOOST. Use this to keep your locomotive from excess-speed derailling. Turn off the high voltage setting by pressing SET, then BOOST, holding each for one second.

STALL

Make your loco feel more responsive by setting a "stall" voltage. Get your locomotive moving, then press SET; the locomotive will stop. Turn the throttle clockwise to get the locomotive moving, then decrease speed until the locomotive just stops. Then press SET again; the R2LC remembers the stall setting until you change it. To clear stall, press SET twice, holding it for one second each time.

NOTE! The locomotive is shipped with the smoke unit turned off and with very little smoke fluid in the smoke generator.

TrainMaster Command operations

Assigning a new ID# to your locomotive

Example *Assign a new ID# to your Command-equipped loco*

Command Base ON

Place the loco on track

PowerMasters set to CMD or traditional

power supplies set to 16 to 18 volts

Set the locomotive reverse unit control switch to PGM

Turn track power on



Press BOOST



Program the loco with a ID#: Press ENG



Press a number of your choice (the ID#)



Press SET

Set the reverse unit control switch to RUN

Your loco set remembers its ID# forever; change it any time with these steps.

As your fleet of TrainMaster Command-equipped locomotives grows, you'll want to give each loco an individualized ID number. Choose any number between 1 and 99. To make things easy, you might choose to use a portion of your loco's cab number.

Turn the Command Base ON, and place the locomotive on the track. Power up, then set the loco's reverse unit control switch to PGM (see the illustration on page 5). Using CAB-1, press ENG, the locomotive ID# that you wish to use, then press the SET button located under CAB-1's removable panel. Hear the horn blow (or see the headlight flash if RailSounds is off); that's the R2LC confirming the new ID#. Set the reverse unit control switch to RUN. Your loco is ready for operation with its all-new ID#.

We recommend that you choose an easy to remember ID# for your engine. Some possibilities are part of the engine road number, your age, or any number between 1 and 99 that is not used by another engine. Write the number on a small piece of tape, and put this tape on the bottom of the fuel tank as an aid in remembering.

Reprogramming R2LC boards to restore or change features

Due to the inevitable derailments, static, and the nature of electricity, it is possible that your R2LC could someday lose its setup program. The symptoms of this condition would be unresponsiveness in command mode. This can be easily remedied by "reprogramming" your R2LC using the following steps. **PERFORM THESE STEPS TWICE**

- 1 Move switch on locomotive from "RUN" to "PGM"
- 2 Turn on Command Base.
- 3 Place locomotive on the track; then turn on power to track.
- 4 Press "ENG"; then input locomotive's ID#. Press "SET".
- 5 Press "ENG", then the ID#, "AUX1", then press 8 for your locomotive.
- 6 Leave the track power on for 20 seconds. Then turn off the track power.
- 7 Remove locomotive from track; move switch from "PGM" to "RUN".
- 8 Place locomotive back on the track; turn power on to track.
- 9 Press "ENG" and ID#, then operate as normal.

Atlas O Customer Service

This Atlas O product is designed for trouble free operation. Should you require service, please call the Atlas O Customer Service Department at 908-687-9590 to receive a Return Authorization Number. Make sure that the item is packaged securely to prevent shipping damage; make every effort to utilize the original packaging. Include a letter inside the package with your name, address, Return Authorization Number, and your email address or a daytime phone number. Also put in this letter your reason for returning the item to Atlas O.

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