

TWIN CHANNEL RADIO CONTROL INSTRUCTIONS, SUPLIMENTARY TO GENERAL INSTRUCTIONS.

Some locos have the added benefit of Radio Control for speed and direction. It uses a twin channel system linked to the reversing valve, and the steam regulator. The loco and transmitter are fitted with dry batteries or re-chargeable cells with a fly-lead and charger (supplied) . The switch for the locomotive radio control is normally in the bunker, tank or on the left hand side of the chassis just in front of the cab step, it is marked for “on” and “off”.

Service the loco in the normal way and allow raise pressure to at least 40psi. Now switch on the transmitter and then the loco. Always do this in this sequence, never the loco first, just in case someone is on your frequency and the engine rushes off out of control.

Check the movement of the system on the loco by moving either of the sticks (channel 2, the left hand stick for direction, or channel 1, the right hand stick, for the regulator). (As long as you have kept both loco and transmitter with good batteries there will be no problems). With channel 2 stick in the middle and channel 1 stick to the left, open the manual steam valve on the engine about half a turn. The loco should not move off because it is the transmitter that controls it. Now move the channel 2 stick in the desired direction of travel, upwards for forwards and downwards for backwards, and gently move channel 1 stick to the right to open the regulator; the loco will move off in the forward direction. It may be jerky to start with because of condensed water in the cylinders from the last run, as explained in the normal instructions. This is OK, the easiest way to get rid of this is to run the loco backwards and forwards for a few yards until it is clear. The more you move the channel 1 stick to the right, the faster the loco will go. To slow down move the stick back towards the left position. To change direction, shut the regulator, channel 1, and move the direction stick, channel 2, fully downwards and then open the regulator again to the desired speed. The direction stick must always be fully up for forwards or fully down for backwards. There is a centring spring that acts as an emergency stop should you encounter any problems such as a derailment. Just take your finger off the stick and it will self centre and the loco will immediately stop.

Carry on running the loco until the gas runs out, and if you wish to carry on running refill as described in the instructions. When not running, or refilling the engine, it is best to first switch off the loco then the transmitter, this will save the batteries.

To change the batteries in the loco, turn the loco on to its side on a cloth. You will see at the rear of the chassis there is a removable cover plate secured by two bolts. Undo the bolts with the nut spinner supplied with the loco and remove the cover, this will give access to the battery box, When changing batteries we always recommend using Alkaline type for there longer life. Re-assemble the battery box into position in the reverse order.