



Harlech Castle



Owners Handbook

For the Harlech Castle Diesel Locomotive

Operating Instructions

IMPORTANT: Please read these instructions carefully before operating the locomotive

SAFETY PRECAUTIONS

This is a working battery diesel model locomotive. Provided it is operated with reasonable care and attention, no problems should arise. The motor used in this locomotive is very powerful and you should avoid touching the moving parts when in motion. As you will appreciate, this is not a toy and is therefore unsuitable for unsupervised children.

ACCESORIES INCLUDED.

Radio Transmitter.

Charger for locomotive.

Back to Back gauge and Allen key.

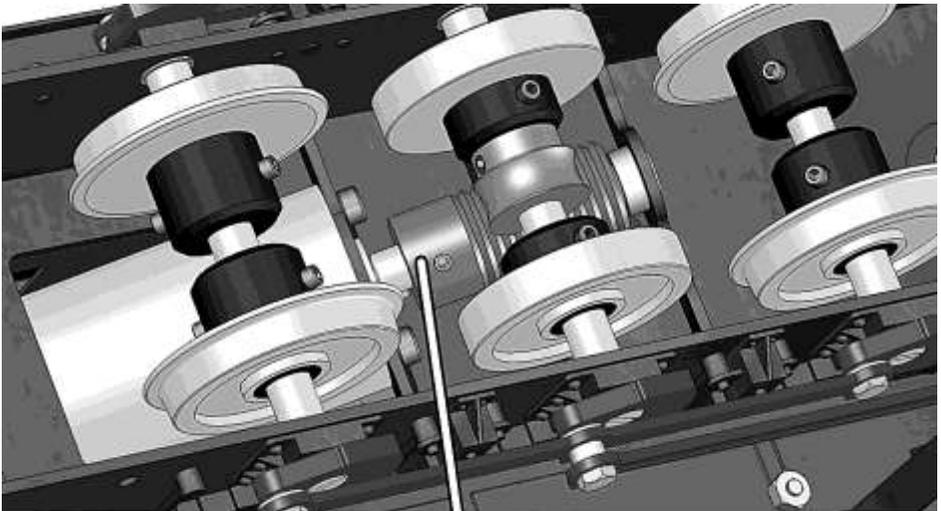
Nameplates and worksplate (supplied loose and unpainted).

ALTERING WHEEL GAUGE

Ensure the model is switched off.

Turn the model upside down to gain access to the wheels.

The driving wheels are moveable on their axles and are locked in



Steel Motor Worm Drive

place by 2 small grub screws. Manually moving the steel motor worm drive with your index finger will turn the wheels and bring the grub screws into a position where they can be loosened using the Allen key provided. Note that there are 2 grub screws on each wheel. The wheels should be adjusted so that the 'back to back' gauge supplied will just slip between their inner faces. Ensure that the wheels are evenly spaced relative to each side frame and gently nip-up the grub screws. Do not over tighten the grub screws.

Initial Charging.

The NiMh batteries fitted in the locomotive will require charging before operating the model.

First, connect the mains lead to the charger. It is important that the mains lead is plugged into the charger **before** connecting to the mains supply, otherwise damage to the charger may result.

Note: the charger is for indoor use only.

Do not leave the model or charger unattended whilst charging and unplug from mains power once charging is completed.

The charger should be kept in an horizontal position.

Do not cover the charger, as it will overheat.

Do not allow the charger to become wet.

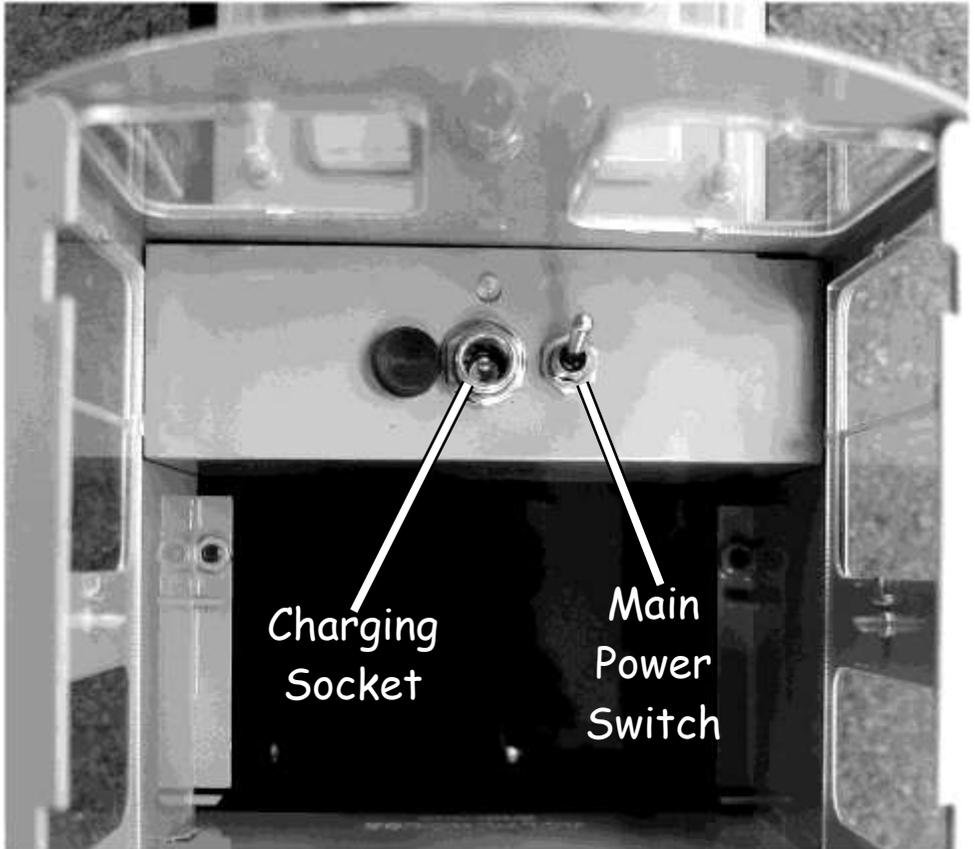
Keep away from any flammable sources.

Do not disassemble the charger - mains voltage inside.



Connecting the Charger to the locomotive.

The cab roof is held in position by magnets. To remove the roof, simply lift it straight up. Remove the cab roof and insert the charging jack into the charging socket, located in the cab. The LED on the charger should light up red. The batteries are now charging.



It will initially take approximately 5 hours for the batteries to fully charge. The time taken for subsequent full charges may be less. When the batteries are fully charged, the LED will change to green. The charging jack should now be removed from the locomotive and the charger unplugged from the mains.

Operating the locomotive.

Fit AA alkaline batteries into the bottom of the Transmitter Handset.

Lift up the 'Flip Cover' at the top, rear of the transmitter.

Turn on the Transmitter by moving the ON / OFF toggle switch to the Left.

Do not adjust any of the other switches or controls on the Transmitter.

Always turn on the transmitter before the locomotive to ensure correct operation.



The locomotive can now be turned on using the switch located in the cab alongside the charging socket.

Running the locomotive.

With the transmitter and the locomotive both switched on, use the hand wheel on the transmitter to move the locomotive in either forward or reverse direction. When the hand wheel is released, it will spring back to the mid gear position and the locomotive will stop.

Rotate Wheel Clockwise for Forward and Anticlockwise for Reverse direction of travel.



If continual running is desired, the following modification should be made.

1. Remove the screw from the centre of the hand wheel and take off the wheel.
2. Place the 2 rubber 'O' rings supplied onto the wheel shaft.
3. Refit the hand wheel and replace the screw.

This will introduce friction between the hand wheel and transmitter body, causing the wheel to remain in its set position.

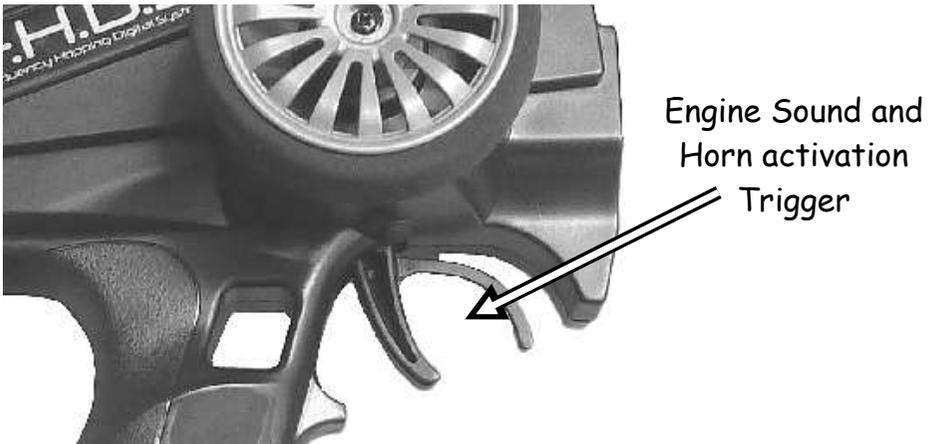
Sound Effects (if fitted).

The sound does not need to be switched on for the locomotive to operate.

The sound unit, if fitted, is switched on by pushing the trigger forward briefly. You will hear the engine 'start up'.

To switch off the sound unit, push the trigger forward once again. It will take a few seconds for the sound unit to shut fully down as it goes through shutting down sequence of sounds.

The horn can be sounded at any time (provided the locomotive and transmitter are switched on), by pulling back the trigger.



Sound Control.

When the sound is switched on, the engine sound will alter depending on the speed of the locomotive. To sound the horn, pull the trigger on the transmitter.

Maintenance.

Very little routine maintenance is required. However, external moving parts such as the coupling rods, axles and outside cranks will require periodic lubrication with a light machine oil such as a 20-50 motor oil.

SERVICE AND PARTS

If any problems arise with this model which are not covered in these operating instructions, or spare parts are required, owners should first contact their local dealer. Your **ROUNDHOUSE** dealer is;



If your dealer is unable to help, please contact the Factory directly:

ROUNDHOUSE ENGINEERING CO. LTD.

Units 6-10 Churchill Business Park. Churchill Road.

Wheatley. Doncaster. DN1 2TF. England

Telephone: 01302 328035 Fax: 01302 761312

Email: mail@roundhouse-eng.com



ONLINE

www.roundhouse-eng.com