



# Criccieth Castle



## **Owners Handbook**

For the Criccieth 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 including Alkaline batteries.

Fast Charger for locomotive.

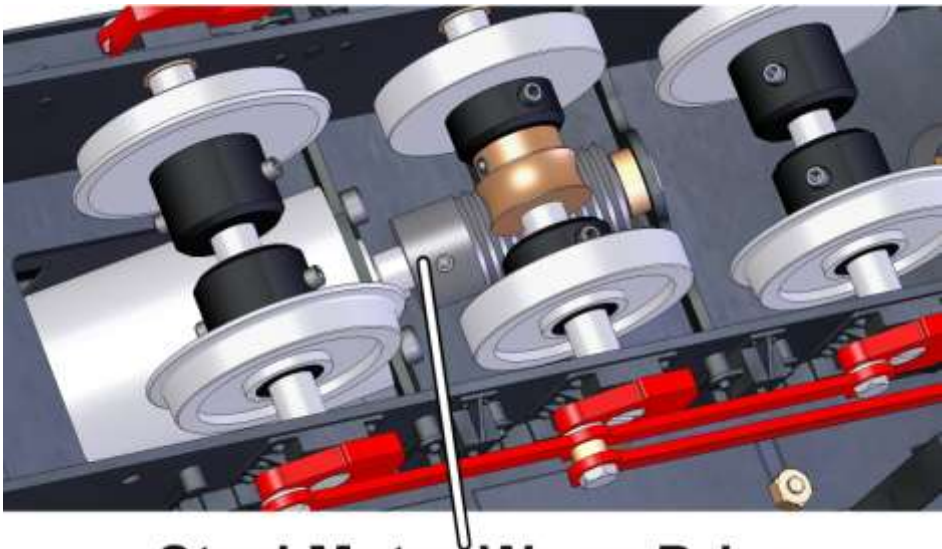
Back to Back gauge and Allen key.

Nameplates and worksplate (these are supplied loose and unpainted).

## **ALTERING WHEEL GAUGE**

Ensure the model is switched off.

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



**Steel Motor Worm Drive**

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

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.

***As this is a Fast Charger do not leave the model or charger unattended whilst charging and unplug from mains power once charging is completed.***

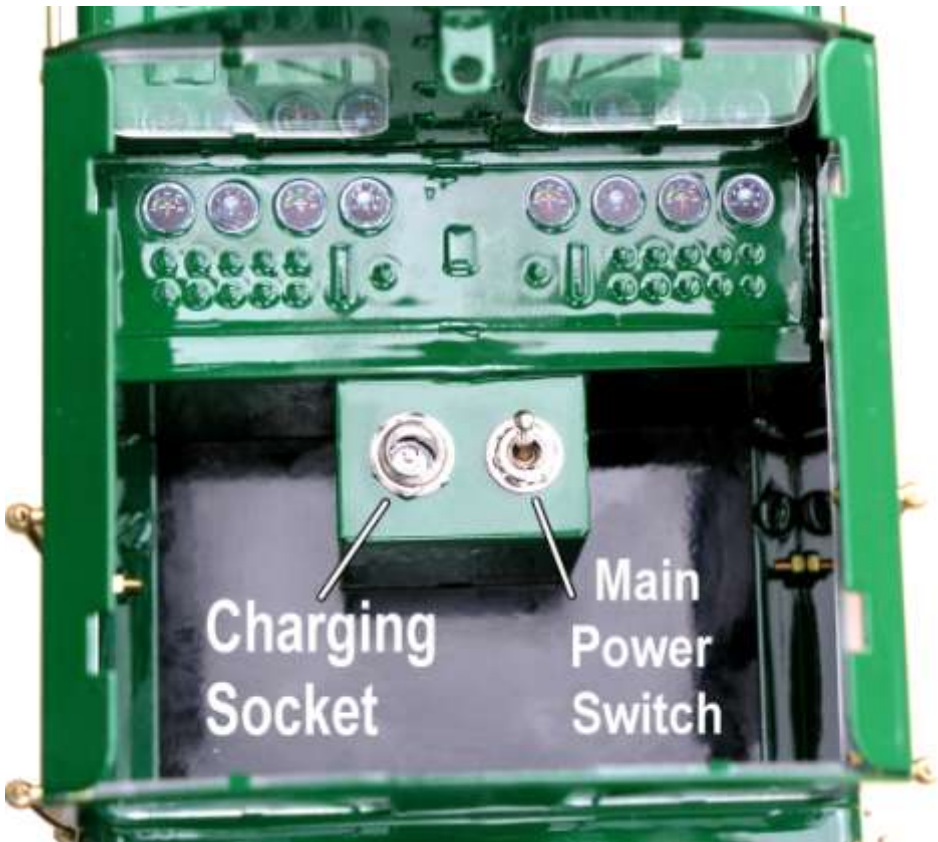
The charger should be kept in an horizontal position, as shown above. Do not cover the charger, as it will overheat.

Avoid getting the charger wet and keep away from any flammable sources.

Do not disassemble the charger - mains voltage inside.

### **Connecting the Charger to the locomotive.**

Once the lead is connected to the charger, plug the mains lead into a suitable wall socket. The LED on the charger will flash red and green twice and will then switch off.



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.

Insert the supplied alkaline AA batteries (8 of) into the transmitter handset.

Turn 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.

## Sound Effects (if fitted).



The sound unit, if fitted, is switched on or off with the toggle switch that is located on the left hand side of the model under the footplate. The sound does not need to be switched on for the locomotive to operate.

Do not attempt to operate the sound toggle switch whilst the locomotive is in motion. The toggle switch is located close to the rear outside cranks which rotate when the locomotive is moving.

### **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.



### **Shunting Control.**

If you need fine control at low speeds, this is achieved by pulling the shunting control switch backwards. This enables the locomotive to run at very slow speeds and is ideal for delicate shunting manoeuvres.

To resume normal operation, push the shunting switch forward until the LCD indicates 100.

### **Auto drive.**

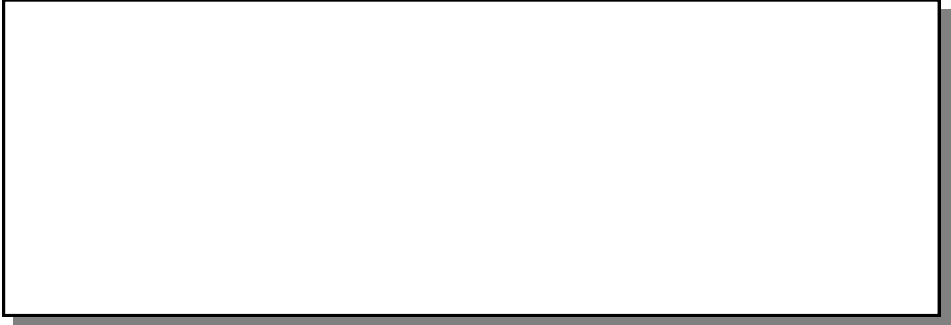
One of the features of the R/C equipment fitted to this model is that the transmitter can be switched off and the locomotive will continue to run at the same speed. When turning the transmitter back on, there is a delay of around 5 seconds before the R/C signal reconnects.

### **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:

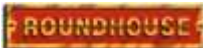
### **ROUNDHOUSE ENGINEERING CO. LTD.**

Units 6-9 Churchill Business Park. Churchill Road.

Wheatley. Doncaster. DN1 2TF. England

Telephone 01302 328035 Fax 01302 761312

e-mail [support@roundhouse-eng.com](mailto:support@roundhouse-eng.com)



**ONLINE**

**[www.roundhouse-eng.com](http://www.roundhouse-eng.com)**

