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ROVEX LIMITED IN RECEIVERSHIP

JOINT RECEIVERS AND MANAGERS APPOINTED 19th FEBRUARY, 1980

Our Ref: DE/JS

April, 1980

Dear Sir,

ZERO 1

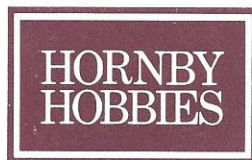
Since the introduction of the above control system at the end of last year we have accumulated considerable experience both in operating and in fitting modules to locomotives. Whilst we are incorporating this information into the new Locomotive Module Booklet, we feel that you would appreciate having the said information immediately.

GENERAL All electronic multi train systems are of necessity extremely sensitive. It therefore follows that any poorly made or dirty contacts can interfere with uniform formation transmission to the module. It is essential that the steps necessary are taken to ensure that the locomotive is running satisfactorily prior to moduling.

The following points should be carefully noted, and any necessary action taken to ensure trouble-free running.

TRACK i) All parts of the electrical circuitry must be kept scrupulously clean. It is recommended that the track surfaces, particularly the top face and the inner edges of the rails (ie the areas which come into contact with the wheel tyres), be wiped over regularly with a "Scotch Pad" or similar non-abrasive type of cleaner, which will remove the dirt and grease without damaging the protective coating of the steel rails.

ii) Ensure that all fishplates are secure, and are making good contact with the rails.



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MODULE

i) When coding a module, it is a good idea to wind the coding wire a couple of times through the appropriate holes. Always ensure that the wire is firmly pressed down onto the copper surrounding the hole, thus making good contact. Insulating tape is provided in your kit to ensure no undesirable connections. Never use a solder to code a module, as heat from a soldering iron will damage the bonding of the delicate electronic components on the module circuit board. Alternatively electrically conducted acrylic paint such as Elecolit 340 can be used in the coding of the modules.

ii) After folding any excess length of module leads, the resulting "hank" should be housed as far away from the module as possible in order to avoid any possible "inductive" effect.

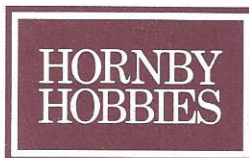
iii) The optimum method of making connections between loco and module (not module coding) is by soldering them. It will be found that this method allows the leads from the module, in some cases, to be reduced in length. It is advisable to make temporary "dry" connections initially, in order to establish the most suitable length, before soldering is carried out. Always use a 15 watt earth tipped soldering iron for this task. Under no circumstances should a soldering iron with a twin core mains cable fitted be used.

TENDER DRIVE RINGFIELD LOCOS

i) In the case of tender drive locomotives the point of contact between the pony truck pivot boss, or tender drawbar, and the diecast loco chassis, must be free from dirt and grease for perfect connection; any black finish on either component at this point should be scraped away carefully, to expose the base metal.

ii) The area of the pony truck or tender drawbar which comes into contact with the head of the pivot screw, must be free of dirt and grease. Any black finish in this area should be scraped away carefully.

iii) Ensure that the phosphor bronze spring collector contact, attached to the pony truck or drawbar, and the brass contact pin on the tender chassis are clean, making good contact, and are correctly aligned.



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iv) The drive gears on the motor unit should be only lightly lubricated, any excess oil should be removed carefully.

DIESEL RINGFIELD LOCOS

i) In the case of diesel ringfield drive locomotives, the non-powered bogie diecast chassis, should be unclipped and eased out of the plastic bogie frame. The wheel and axle assemblies should be checked, and any dirt or grease removed from their running surfaces. The axle location slots in the diecast chassis should be also cleaned, and for a good contact any black finish on the faces in contact with the axles should be carefully removed.

ii) The driving gears on the motor unit should be only lightly lubricated, any excess oil should be removed carefully.

X.04 MOTORS

It has been found that in some cases the suggested method of wiring the module utilising the 'T' clips supplied has proved to be restrictive, owing to the confined space available within the loco body, to house the extra components. When assembled, the loco body can exert pressure on the module leads, particularly in the area of the 'T' clips, and this can lead to the brush arms being lifted away from the motor commutator, resulting in a dead motor. An alternative method of wiring this type of motor, without using the 'T' clips, can be adopted, details of which are given in the accompanying drawings. We recommend that the latter method of fixing being used in all cases as it has the benefit of improving brush pressure on commutator shift which improves motor performance.

Yours faithfully,
HORNBY HOBBIES

D. EVANS
MARKETING MANAGER

