

This bulletin is additional to the December, 1980 issue, which therefore continues to be relevant.

We start in the same manner as before, reviewing modifications.

The Master Controller R.950

The original 16 volt A.C. output for accessories has now been altered to give 18 volts pulsed D.C., electronically protected. This modification does not affect accessory operation but gives increased protection to the unit in the event of a short circuit. Even so we recommend the unit be switched off at the mains while any wiring is being carried out.

Hand Held Slave Controller R. 952

Due for release later this year. To clear up any possible misunderstandings, this unit plugs in either to the Master Controller or a Master/Slave combination. Only one Hand Held Slave may be used with a Master or Master/Slave combination.

Locomotive Module R.955

A modified version, Revision D (*Rev. D*), is in course of preparation. This is basically similar to its predecessor, Rev. C., but has to be 'coded' by the application of Electrically Conductive Paint instead of the original threaded wire system. To re-code a Module, gently scrape off the Electrically Conductive Paint, ensuring that the gaps between the pads are completely clean. Then code again as if it were a new Module.

Supplies of Electrically Conductive Paint, R.906, will be available simultaneously with the availability of Rev. D Modules. The paint dries in about two minutes, and instructions for coding will be shown on the reverse of the Module header card. Capacitors will continue to be included with Rev. D Modules.

Green Operating Manual

A third edition is in course of preparation. The principal difference is that it will cover the coding of Rev. D Modules, and will elaborate on the wiring of reverse loops, together with the use of points de-isolating clips. Print code will be 4/234C.

Locomotive Module Fitting Booklet

The fourth edition with brown printed cover is not significantly different from the third edition, (*blue*). Minor corrections only.

Soldering

Contrary to the paragraph on this subject in the December, 1980 bulletin, it is now recommended not to use separate flux for soldering, but to use Multicore resin fluxed solder. The principles of soldering do not change and joints to be soldered must be thoroughly clean.

Track Plans Book

Copies of plans 3-20 in the fifth edition Track Plans Book, shown wired for Zero 1 operation, are now available from the Rovex Service Centre. Please send a stamped addressed envelope.

Zero 1 for Non-Hornby Locomotives

Problems have arisen with Lima 'N' gauge models. It is understood that their electric motors are rated at 9 volts only, and consequently they are **NOT SUITABLE** for Zero 1 operation.

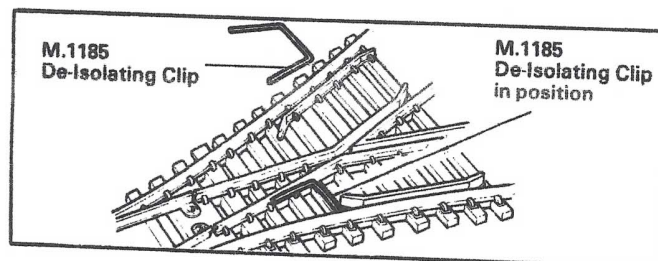
We also learn that Hammant and Morgan Ltd., are preparing a booklet for issue with their HM 5000 Advanced Power Transmitter. This booklet will include instructions for fitting modules into most locomotives by Airfix, Lima 00, Mainline and some continental brands. Wrenn models are not included as some of their locomotives can take in excess of 1 amp, and may, therefore, not work satisfactorily. Pending the production of their booklet, Hornby will not be issuing a separate leaflet on this subject.

Hornby Locomotives not suitable for Zero 1 Operation

When the Zero 1 Master Controller box artwork was being prepared, it was not realised that it was not practicable to fit Modules in the 0-4-0T locomotives, R.333 and R.057. The fact that these models are illustrated on the pack implies that they can be fitted with Modules. We regret this oversight and have now modified the box end labels of these models, and the new R. 779 Desmond, to add the sentence 'Not suitable for Zero 1 operation'.

Points De-Isolating Clips M.1185

The fitting of these clips to Hornby self-isolating points, as shown, counteracts the self-isolating feature. This is a simple way of ensuring that all parts of a layout are fully electrified, as required for Zero 1 operation. Supplies are available from the Rovex Service Centre, at a retail price of 32 pence per dozen. Two clips are required for each point.



Operation Over Points

When operating on Zero 1, temporary short circuits can occur when locomotives or rolling stock with metal wheels, pass over the frogs of certain types of points. What happens is that the wheels may electrically bridge the gap between the two rails making a V at the 'split' end of the point, which are at opposite polarity.

A simple cure is to apply a little nail varnish to the top surface of these rail ends for a distance of approximately 3/8" from the frog. Alternative remedies are being studied.