

Hints & Tips

Locomotive will not run

If your locomotive does not respond properly to the power controller or runs poorly, please check the following points:

1. Ensure that the power controller is switched on and that all electrical contacts are made correctly and are secure.
2. If a power connecting clip or power track is used, please ensure that the connection to the track is correct.
3. Ensure that all track sections are fitted together correctly and that all 'fishplates' are tightly fitting to all other rails.
4. The locomotive is sitting with all wheels on the track.
5. Check that the power controller is set to operate in one direction or the other and not in the centre 'OFF' position.
6. Ensure that all of the locomotive's wheels and moving parts are free from household dust, fluff and dirt accumulation. Any build up should be gently removed using a pair of fine tweezers.

Track Cleaning

During normal operating conditions, the track on all model railway layouts accumulates dirt and dust on the running surface of the rails which can be transferred to the locomotive's wheels and electrical pick ups.

Important Safety Notes

Please read these operation and maintenance instructions prior to operating your locomotive.

This locomotive is not suitable for children under 14 years. It contains small parts which can present a choking hazard and some components have functional sharp points and edges.

Railway Controllers

Modern electronics included in our locomotives may not be compatible with certain older model railway controllers.

The 'Half Wave' switch on any controller (but mainly found on the H&M Clipper and Duette) should never be used as this will eventually cause the locomotive circuitry to overheat and eventually fail.

Should a build up of dirt be allowed to accumulate, it can cause a locomotive to lose traction and ultimately cause power loss to the locomotive's motor.

It is therefore essential to keep the track and locomotive wheels absolutely clean to ensure smooth running and reliability by using a track cleaning rubber which can be purchased from any good model shop.

Locomotive body maintenance

Oxford Rail locomotive bodies are spray painted overall with printed decals and many separately fitted components.

Do not use any solvent type agents to clean the locomotive's body or to remove any marks or greasy stains, as this will damage the locomotive's body decoration.

The locomotive body can be kept clean if needed by gently buffing using a dry, soft, lint free cloth.

Television Suppression

Oxford Rail locomotives should not interfere with your television or radio when in operation. Should interference occur, it may be due to the close proximity of your layout to receivers or ariels and their 'downlines'. In this case, the layout will need to be moved further away to rectify this issue.

Please handle this product with care.

This locomotive is intended for indoor use only.

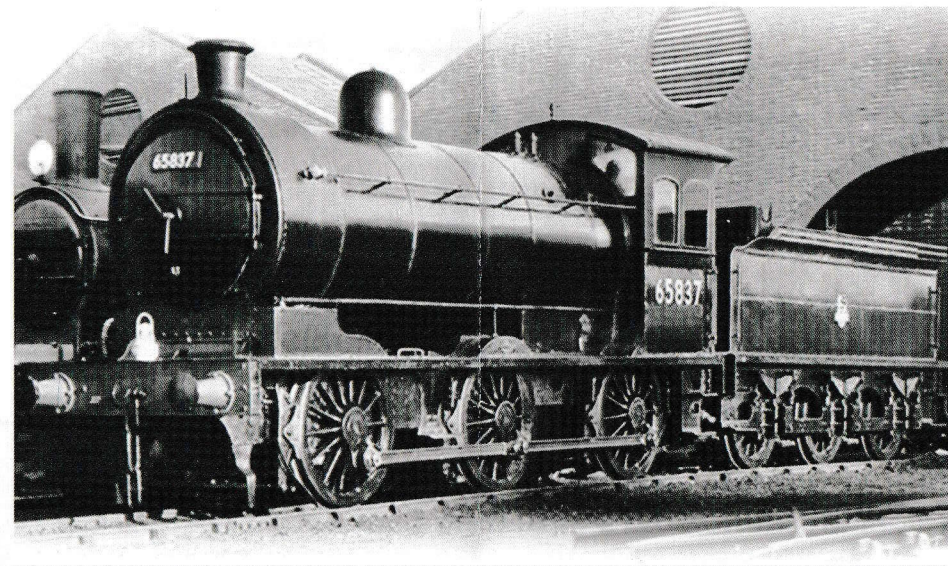
This locomotive must not be connected to any other device other than a recognised model railway transformer.

Due to their low cost circuitry, budget train set controllers may cause excessive motor noise during operation.

We at Oxford Rail always recommend a good quality, modern train controller for satisfactory use of our locomotives.



0-6-2T N7 Locomotive Operation & Maintenance



Designed by Wilson Worsdell, the NER P3 class would later be reclassified under the LNER as J27. The J27 was a modification of the earlier NER P2 (LNER J26), the biggest changes were in the depth of the firebox and shallower sloping grate. 115 engines in total were built and over their working careers received many modifications.

The class were built to handle long distance freight and mineral trains but were soon displaced once larger engines started to be built. The design proved to be robust and a very capable workhorse, pulling heavy coal trains, with the last J27 being withdrawn in September 1967. Only one example survives of a once strong class of 115 locomotives. Number 65894 was purchased by the North Eastern Locomotive Preservation Group.

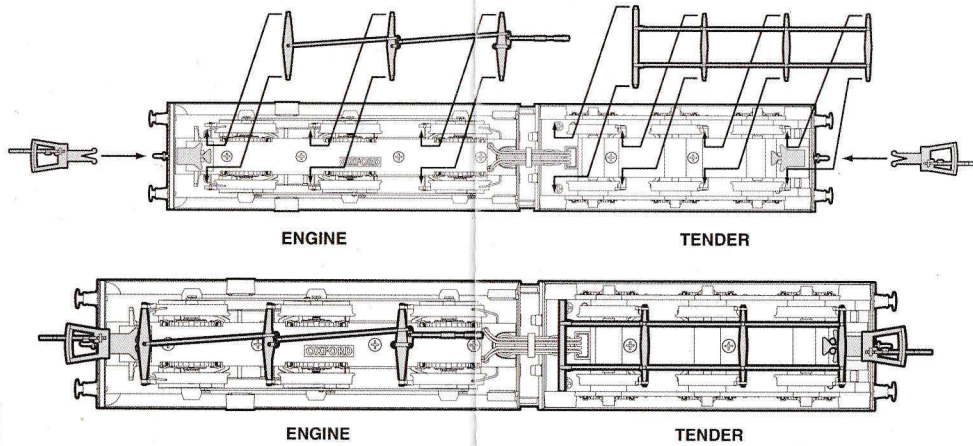


Designed in the UK by Oxford Diecast Ltd, PO Box 62, Swansea SA1 4YA.

Oxford Rail locomotives are precision built using the highest quality components. If treated with reasonable care and with regular maintenance, the locomotive will give many years of good service.

Please ensure that you read the contents of this operation and maintenance sheet to ensure the best possible performance from your locomotive.

Fitting Brake Rodding & Couplings



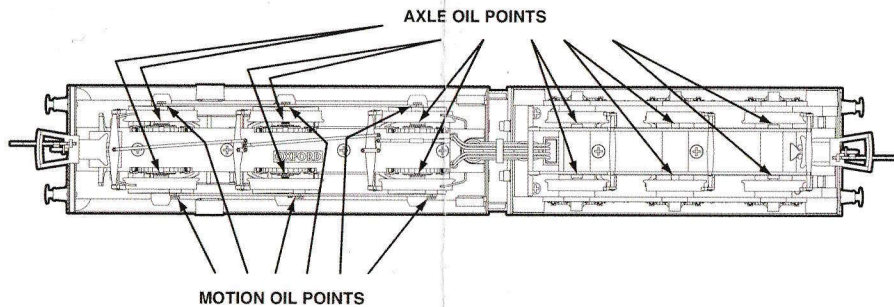
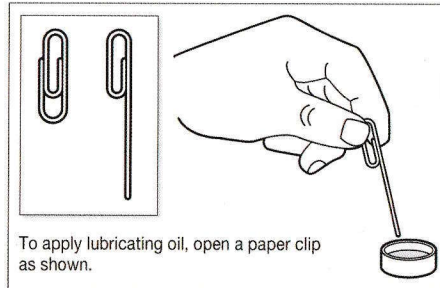
Running In Period & Locomotive Lubrication

Oxford Rail locomotives are carefully engineered scale models and as such require a gentle running in period to be completed prior to normal operating conditions to achieve best results and optimum performance from all working parts.

Do not operate your locomotive on track which has been laid directly on to carpet as the fibres from the carpet or pet hairs can foul the locomotives working parts such as the motor or gears or wrap around axles.

The locomotive will require periodic routine maintenance. After approximately 24 hours of operation the locomotive will require some light lubrication to maintain the locomotive in top operating condition. **DO NOT** use household lubricants as they can damage the locomotive. Ensure that you only use a recommended light engineering oil such as 3 in 1. Ensure that the oil is only applied to the moving parts as shown on the diagram below using an opened paperclip. **DO NOT** apply oil to the motor itself.

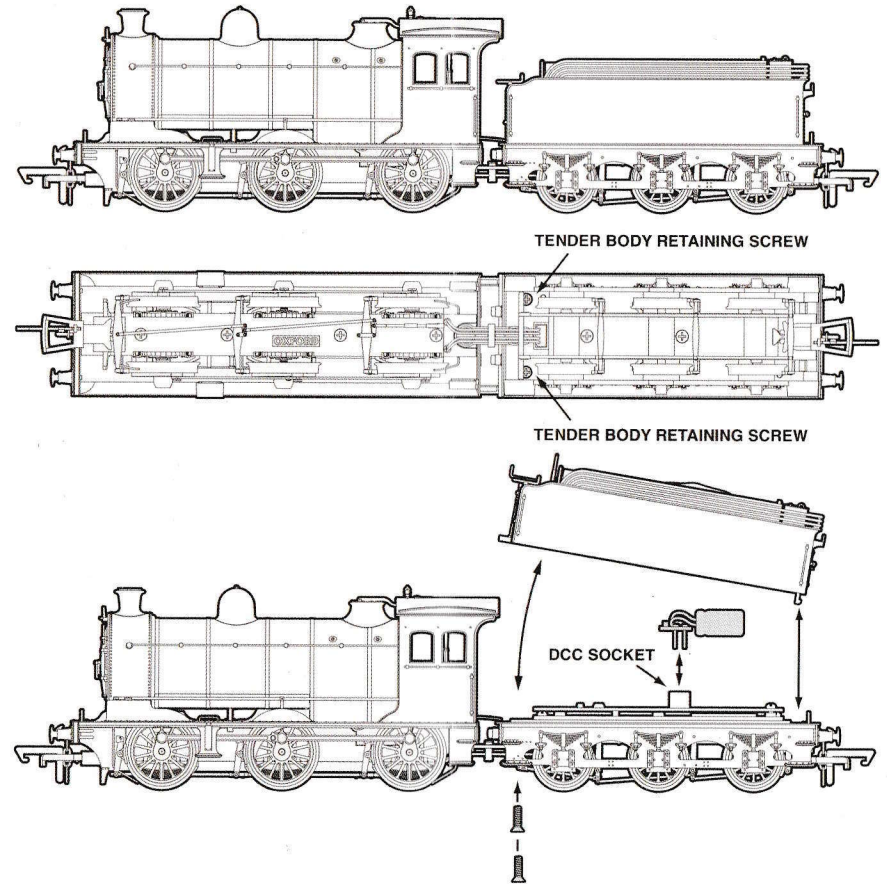
Any excess oil that may come into contact with the locomotive body should be removed immediately as this could damage the locomotives paint or decals.



Removal of Locomotive Body & DCC Socket Location

If your intention is to install a DCC decoder in your locomotive, it is important to ensure that the locomotive

operates correctly as a DC locomotive prior to DCC installation.



Locomotive Drawbar Adjustment

