

### Great British Model Railways

#### Welcome

Thank you for purchasing this EFE Rail Class 74 'HB' Bo-Bo Electro Diesel Locomotive. A lot of care was taken producing your model and we hope you enjoy it for many years to come.

#### History

Ten Class 74 (pre-TOPS designation HB) Bo-Bo Electro Diesel Locomotives were rebuilt during 1967/8 from the earlier 24 strong all electric Class 71 (Pre-TOPS designation HA).

Rebuilding took place at Crewe works and included the original Class 71 booster set (a motor-generator and flywheel combination) to overcome the problem of gapping; however, the separate auxiliary generator and pantograph were removed and a 650hp Paxman 6YJXL 'Ventura' diesel engine fitted.

Buckeye couplers and high-level control & brake jumpers were fitted to facilitate working with other EMU EP stock, especially TC units in push-pull mode and any Blue Star fitted mainline diesel locomotive. Also, air horns were mounted on the cab roof, replacing the original air operated whistle. Like the Class 71s, some members of the Class 74s had additional cab ventilators on the front corner window pillars.

Class 74 locomotives operated regular daytime passenger turns including Waterloo–Weymouth services as far as Bournemouth. Subsequently, their only regular non-freight workings were on night mail and newspaper trains to and from Bournemouth, the Weymouth boat trains, and Southampton 'Ocean Liner Specials'. These trains ran to/from both Southampton Western and Eastern Docks.

They were regular visitors to the London area, often running on London Midland Region and Western Region tracks. In the early half of the 1970s, they made regular appearances on milk trains for the Southern Region working as far as Acton Yard, requiring diesel power from Clapham Junction through Kensington and onto the Western Region mainline.

Originally, they were numbered E6101–E6110. Later they were renumbered 74001–74010. All members of the class were withdrawn by December 1977

#### Model Specification

**Motor:** Coreless

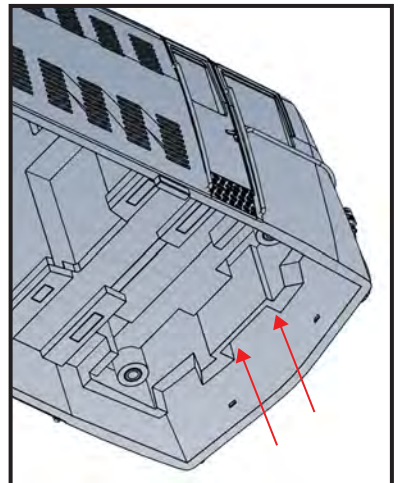
**Decoder:** 21 Pin

#### Accessories

Although our models are highly detailed and read to run straight from the box, we also supply optional accessories to be fitted by the owner, if they wish. This model includes coupling hook/drop buckeye, buffer beam pipework, alternative headcode inserts, bogie to loco brackets, and alternative front valances. Some of these details may interfere with the coupling and/or platform clearances, if fitted.

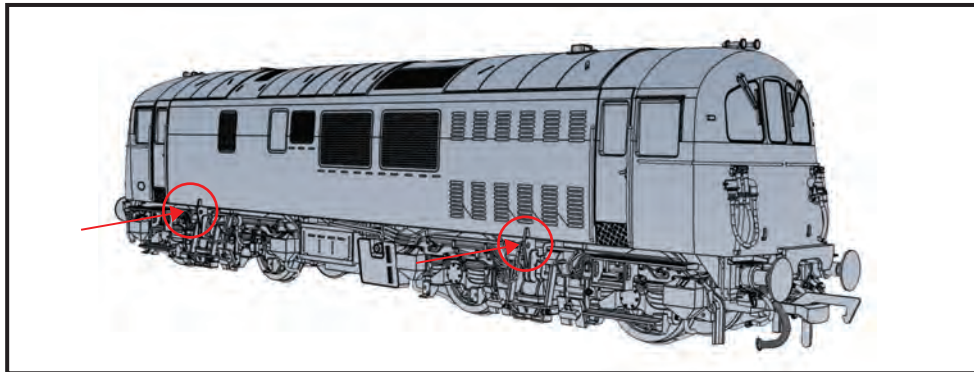
##### Headcode Inserts

Relevant headcode blinds are supplied pre-printed on clear plastic and you can slide the headcode of your choice from those given, into the rear of the headcode panel, once the body is removed (see body removal procedure below) so it shows correctly behind glazing, see diagram to the right.



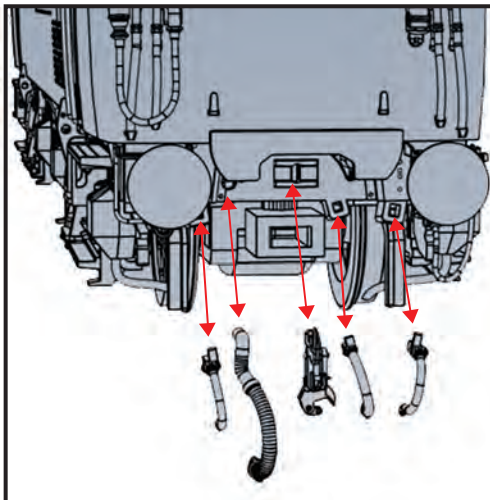
### Bogie to Loco Bracket

The four bogie to loco body brackets, two per side, can be glued into place as per the diagram below. Check bogie/platform clearances on your layout before fitting.



### Buffer Beam Pipework & Coupling Hook / Dropped Buckeye

Please refer to the diagram to the right for guidance on the correct position to fit these, if desired. Some of these details may interfere with the coupling if fitted.



### Running In

It is necessary that this Class 74 'HB' Bo-Bo Electro Diesel locomotive is 'run-in' to allow the mechanism and gears to settle. This requires the model to be run without a load (wagons or coaches, etc.) for 30 minutes at half speed.

As this locomotive uses the latest coreless motor and electronics, it is best practice to use a controller that has been manufactured in the last 10-15 years. Feedback/Half wave/Resistance features are not recommended and electronic track 'cleaners' are to be discouraged.

### Cleaning and Maintenance

Please take care when removing your model from its packaging, as EFE Rail models incorporate many small parts. Run your model on track laid on a firm surface, not on carpet, to avoid dust and fibres entering the working parts of your model.

Care must be taken to clean and maintain your model for optimum performance. When required, wipe the rails and exposed portions of your locomotive's wheels with a soft, lint-free cloth or cotton swab to ensure good electrical contact. Do not use steel wool to clean your track. Take care to avoid scenic material from the layout entering the mechanism.

## Lubrication

All EFE Rail models are supplied ready lubricated and can be used straight from the box. Over time your Class 74 'HB' Bo-Bo Electro Diesel locomotive will require some additional lubrication, which will depend on the frequency of use and storage, so please inspect your model on a regular basis. If required, lightly lubricate the gears through purposely places holes in the bottom of the bogie 'keeper plate'.

## Storage

It is important to retain your packaging and associated information for future reference and storage.

## Body Removal

Unclip the body by gently prising and lifting the body from the chassis, two clips either side just above the inner axles, and remove the body until it clears the chassis. Some care is needed to not pull the wires that connect the body to the chassis.

If you would like to put a crew in one or both cab ends, you will have to unclip the body wires from the chassis. Please remember which goes where and which way round the body should go. The cab is held in by 2 retaining screws. Reverse the process to re-assemble.

## DCC Decoder and Sound Decoder Fitting

Digital Command Control (DCC) allows for greater functionality and control over the models on your layout such as the simultaneous control of speed & direction of multiple locomotives and enables the use of DCC controlled track, points and other DCC Decoder controlled accessories. DCC also allows for the addition of DCC Sound which brings a whole new level of realism to your model railway.

The model is DCC Ready. It is fitted with a 21 Pin decoder socket and blanking plug for standard analogue operation. You will need to remove the body and blanking plug to fit the decoder. Body removal instructions are given above.

To fit a DCC sound speaker, it can easily be clipped into the area at the other end of the top of the chassis and will be securely held in place by the clips visible. Please solder the speaker wires to the 2 tabs on the top corner of the main PCB board (+ positive, has been marked for ease of fitment).

## Lighting

### DC Operation

The head code boxes front and rear light up.

Two switches are provided on the underside of the fuel tank for those using DC to manually turn the cab or 'directional' rear headcode box lighting off.

SW1 - Cab lights 'directional' forward cab ON/OFF

SW2 - Headcode box 'directional' rear ON/OFF

### DCC Operation

When a 21 pin decoder is fitted, headcode boxes at each end are controlled using function F0.

AUX 1 'ON' switches 'OFF' headcode box lights at the fan end of the locomotive.

AUX 2 'ON' switches 'OFF' headcode box lights at the non-fan end of the locomotive.

AUX 3 'ON' switches 'OFF' the cab lights at the fan end.

AUX 4 'ON' switches 'OFF' the cab lights at the non-fan end.

## Spare Parts

Selected spare parts are available from the Bachmann Europe Service Department. For further information & enquiries, please contact the Service Department directly by email [service@bachmann-europe.co.uk](mailto:service@bachmann-europe.co.uk) or by phone 01455 245575.

## Warranty

This product has a Warranty for 12 months from the date of purchase against faulty materials or workmanship subject to the following conditions. During this period such defects that occur will be repaired or defective parts replaced free of charge.

**1.** This Warranty applies only if the item was purchased from an authorised retailer of Bachmann Europe plc ('Bachmann') within the United Kingdom, European Union & European Economic Area. This Warranty does not confer any rights other than those expressly set out above and does not cover any claims for consequential loss or damage. The Warranty is offered as an additional benefit and does not affect your statutory rights as a consumer.

**2.** For claims under this Warranty, in the first instance the product must be returned to the retailer with evidence of the purchase date in the form of retailer receipt/invoice accompanied by a letter setting out the date and place of purchase, giving a brief explanation of the problem that has led to the claim. It is essential that the claim reach the retailer on or before the last day of this Warranty period. Late claims will not be considered.

**3.** This Warranty is only available to the original retail purchaser of this product and is non-transferable.

**4.** The Warranty does not extend to cover damage resulting from misuse or careless handling, accidental damage, wear and tear, or use on a voltage supply other than that stamped on the product.

**5.** The Warranty may be considered void if repairs have been attempted other than by Bachmann staff.

**6.** The Warranty is on the original product in its entirety and does not extend to individual components removed from the product. In respect of train sets the warranty applies to motorised units and controllers only.

**7.** If Bachmann chooses to replace a product it will be with the nearest appropriate model of its choice.

**8.** Bachmann reserves the right to decline service to any model that has been fitted with a decoder after manufacture.

**9.** Bachmann will not be held responsible for damage to or loss of an after market decoder fitted to a model submitted for service under the Warranty.

**10.** The fitting of a Bachmann decoder with a current Warranty shall not be deemed to change the position regarding a product that is otherwise outside its own Warranty. It may be necessary to change decoder settings during service.

**11.** Bachmann's liability under this Warranty will in no case exceed the price paid for the product as originally manufactured.

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