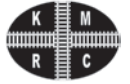


# GWR 1361 CLASS SADDLE TANK LOCOMOTIVE INSTRUCTION SHEET



IN ASSOCIATION WITH DJ MODELS

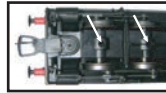
## IMPORTANT INSTRUCTIONS: PLEASE READ BEFORE USE

### THIS MODEL NEEDS RUNNING IN BEFORE USE

This model has been lubricated during manufacture. We suggest running in for 30 minutes in each direction. After this period, light lubrication may be required in the places indicated (refer to image on the right).

We recommend HL654 Woodland Scenics Hob-e-lube Lubricant Oil available from our website. Please apply oil with great caution as excessive oiling will damage the mechanism and some oils can damage the plastic. If oil touches the bodyshell, wipe it off with a non-fluffy cloth immediately. No part of the motor requires lubrication.

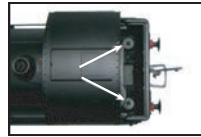
DO NOT operate the model on track laid onto carpet as dust and fibres will impair the mechanism. Fitted with a coreless motor for smooth and quiet operation. Not suitable for use with electronic track cleaners or feedback controllers.



### BODY REMOVAL

The coal load is removable. Removing this (using a very thin flat screwdriver if required) reveals two screws. Undo these two screws and the cab roof will lift off, allowing access to the cab to insert loco crews or fitting of a speaker for DCC Sound. If you need to remove the rest of the body for any reason, gently lift the body from the coal bunker end to about 45 degrees and the smokebox end will release - BE CAREFUL NOT TO DAMAGE THE INTRICATE PIPEWORK IN THIS AREA - GREAT CARE IS NEEDED.

The speaker must be a "sugar cube type" with measurements of less than the allocated space in the bunker.



### INCLUDED ACCESSORY BAG

This bag includes: vacuum pipes, couplings, fire irons and lamps. Vacuum pipes will interfere with couplings when used at the same time. You may need to shorten the vacuum pipe to avoid this.

### DIGITAL COMMAND CONTROL

This model is DCC Ready. It is fitted with a six-pin DCC decoder socket and blanking plug for standard DC analogue operation. Conversion to DCC operation is simple;

**STEP 1:** Gently remove smokebox door (secured by 2 small magnets) avoiding damage to small fragile parts.

**STEP 2:** Remove the circuit board from the smokebox.

**STEP 3:** Remove blanking plate and replace with DCC Decoder.

**STEP 4:** Place circuit board and decoder back into smokebox.

**STEP 5:** Replace smokebox door, avoiding damage to small fragile parts. Gently rotate to position if required.



### WARRANTY

Thank you for purchasing GWR 1361 Saddle Tank locomotive, produced in association with DJ Models. Kernow Model Rail Centre will remedy any defect or malfunction occurring with this model during a period of six months from the date of purchase. This guarantee does not extend to defects or malfunctions of any kind caused by damage or unreasonable use, including failure to provide the correct lubrication. If for any reason the model develops a fault during the warranty period, please return it to the address below. This warranty is given in addition to all legal rights of the purchaser under the 'Sale of Goods Act 1979' and shall expire six months from date of purchase from Kernow Model Rail Centre, who shall not be responsible for any consequential loss or damages arising from this product.

## History of the GWR 1361 Class Saddle Tank Locomotive

The five 1361 locomotives were built at Swindon in 1910 and were set to work alongside the ex-Cornwall Minerals Railway locomotives. They were designed by Churchward and Holcroft, based on the 1392 Class of the Cornwall Mineral Railways. They were the last design of saddle tank engines built by the GWR and were unusual in that they used an outside cylinder arrangement and Allen valve gear. Their usual home was Plymouth Millbay, Devon, (later Laira shed) from where they worked in Millbay Docks and on the Sutton Harbour branch. Until 1928 some of the locomotives could also be found at St Blazey engine shed, Cornwall, where they worked on ex-Cornwall Minerals Railway branches, and also at Moorswater for working the Looe branch.

In 1920 one locomotive was transferred to Newton Abbot, Devon, for shunting the railway workshops there, a duty that was to continue until 1952. Other allocations were Taunton (1953-1961) for working at Bridgwater, Somerset, (again, mainly in the town's docks), and Swindon (1956-1961). One was tried briefly on the Weymouth Harbour Tramway in 1949, and another went to St Philips Marsh, Bristol in 1962.

We wish to acknowledge the assistance and cooperation of the No. 1363 Restoration Team of the Great Western Society having been given full access to the only surviving locomotive as it is being restored. In particular our thanks to Drew Fermor, GWS Project Leader and Mike Romans for their help and assistance throughout, and the Didcot Railway Centre for allowing us access.



A £5 donation from the sale of each model of K2203 will be made to the 1363 Restoration Team. We recommend a visit to the Didcot Railway Centre - see <http://www.didcotrailwaycentre.org.uk/> for further information.

**EUROPEAN REGULATIONS** Kernow Model Rail Centre products conform to WEEE and RoHS requirements. If you have a need to dispose of any electrical components, please do so correctly.



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