

LSWR BEATTIE WELL TANK 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).

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. Due to its short wheelbase and low gearing, this model is not suitable for use at low speed over sectional track curved points with large plastic insulating sections. This model has been produced with a superior coreless motor, and as such will perform at its best with a controller that doesn't use feedback, or electronic track cleaning.



BODY REMOVAL

Gently push the coupling indicated to one side to reveal the fixing screw. Remove this screw and then gently prise body from chassis.

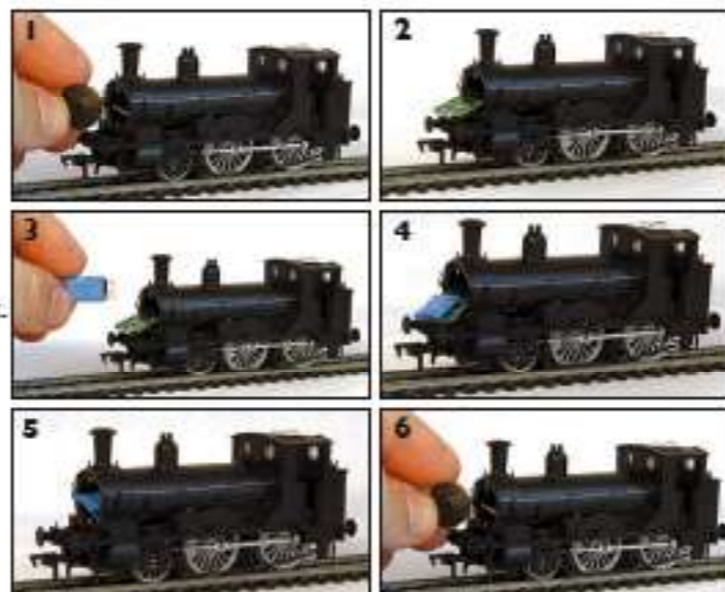


INCLUDED ACCESSORY BAG

This bag includes: vacuum pipes, couplings, fire irons and route indicator discs. 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: Insert decoder into DCC socket.

STEP 4: Correct position of decoder in socket.

STEP 5: Place circuit board and decoder back into smokebox.

STEP 6: Replace smokebox door, avoiding damage to small fragile parts. Gently rotate to position if required.

WARRANTY

Thank you for purchasing this Beattie Well 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 'Sales of Goods Act' 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.

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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History of the Beattie Well Tanks

The LSWR 0298 Class Beattie Well Tank was originally built between 1863 and 1875 for use on passenger services in the suburbs of London.

Joseph Hamilton Beattie, the LSWR Mechanical Engineer, prepared a standard design of 2-4-0 well tank; and the LSWR began to take delivery of these in 1863. The new design eventually totalled 85 locomotives; most came from the Manchester firm of Beyer, Peacock and Company between 1863 and 1875, but three were built in the LSWR workshops at Nine Elms during 1872.

In a well tank locomotive, the water tanks are not mounted above the footplate, but are set low down. On these locomotives, there were two tanks, both between the frames: one was above the leading axle, the other beneath the cab footplate. The three Nine Elms locomotives, and the last six of 1875, exhibited more obvious detail differences compared to the other 76: the leading wheels were 3 ft 7 3/4 in (1.111 m) diameter instead of 3 ft 6 in (1.07 m); two of the four safety valves were larger; but the most noticeable difference was that the splashers were rectangular instead of round. These resembled side tanks, but carried no water - this feature was introduced by J.H. Beattie's son and successor, William George Beattie, who had taken office on 23 November 1871 after his father's death on 18 October.

They handled heavy loads with ease, and were fast runners. From 1890, when newer locomotives became available for the London suburban services, the Beattie 2-4-0VTs were sent to depots outside the London area. Some of their new duties

required a greater water capacity than the tanks could contain, and so 31 were converted to tender engines between 1883 and 1887; these were withdrawn between 1888 and 1898. Of the remainder, most were withdrawn between 1888 and 1899, but six were modernised between 1889 and 1894 for use on branch lines such as those to Exmouth and Sidmouth. Three of these were withdrawn between 1896 and 1898. The other three locomotives (298, 314 and 329) were transferred to the Bodmin and Wadebridge Railway in 1895, which was one of the earliest railways in Cornwall and isolated from the main network until that year. These three remained in service because of the sharp curves of that railway's freight branch to Wenford Bridge, which carried china clay traffic to the main line. They were finally withdrawn in 1962 and replaced by GWR 1366 Class 0-6-0PT tanks.

Two of the locomotives have been preserved. Number 298 (later renumbered 30587) is owned by the National Railway Museum and is loaned to, and normally based at, the Bodmin and Wenford Railway (<http://www.bodminandwenfordrailway.co.uk/>). Number 314 (30585) is owned by the Quainton Railway Society and normally based at their Buckinghamshire Railway Centre (<http://www.bucksrailcentre.org/>).

We wish to thank the following people for their assistance with the research and production of this model. The Buckinghamshire Railway Centre for the loan of 30585 for the initial scan. Hayley Owen for the design work. Graham Muspratt and Andy York at RM Web for help and assistance throughout. Mike Wild, Hornby Magazine and Ben Jones, Model Rail Magazine. Dave Jones at Dapol and the crew in China.

Original number	Duplicate list	Southern Railway	British Railways
298 June 1874	0298 June 1898	3298 May 1933	30587 July 1948
314 June 1874	0314 May 1901	3314 November 1936	30585 December 1948
329 November 1875	0329 October 1901	3329 September 1935	30586 April 1948