

Dapol O gauge GWR 57XX and 8750

Owners guide

1. History: The 5700 class were introduced in 1929, whilst the 8750 class followed four years later in 1933, and construction continued almost non-stop until December 1950, with a total of 863 being built. 6700 to 6779 were only fitted with steam brakes and three link couplings for shunting purposes. From number 8750 top feed was fitted to the boiler and a new styled cab with a rounded roof, rectangular windows and hinged doors, these doors were gradually fitted to the earlier 5700 class where the cab handrail was now repositioned on the cab side sheet. Top feed was fitted to all new construction from 1944. Thirteen engines passed into London Transport ownership, the first two in 1956/57 but these were withdrawn and scrapped four years later and replaced by two more, only eleven were available at any one time. They were distributed over the whole GWR network and could be found on many duties including branchline passenger, pick-up freight and shunting.

2. The Model: The Worcester Locomotive Society have provided much assistance with developing the Dapol model, including sound recording of L92 on the South Devon Railway where it is stationed.

3. Quick Start:

A. DC (Analog) Operation: No modifications are necessary and the model will operate out of the box.

B. DCC Operation: (DCC Ready version) DCC Decoder and speaker fitting are described in section 4

C. Running in: The model should be run at medium speed for 20-30 minutes in each direction, this can take place using either DC or DCC

D. Apply a drop of oil to the crank pins including the jointed coupling rod pin after initial run in.

4. Body Removal: see drawing

A. Turn the model over and place on a soft surface.

B. Remove the two front Philips screws 1

C. Remove the two rear Philips screws 3

D. Finally remove the two middle screws 2

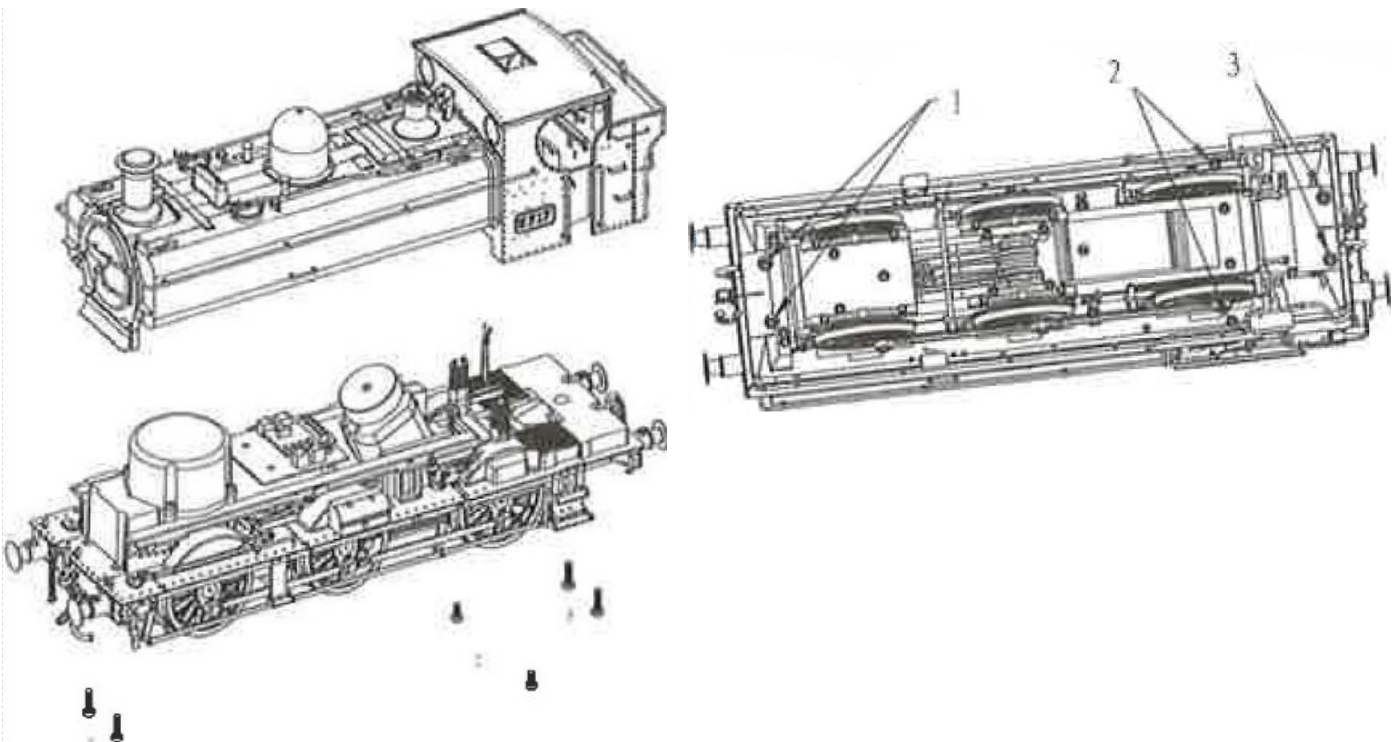
E. Carefully lift the complete body away from the chassis/footplate

5. DCC Fitting: After removing the body (section 4), the DCC blanking plate will be found mounted on the main PCB. Remove by lifting with a gentle rocking motion

A. Insert the decoder ensuring the pins line up correctly

B. The model can be tested without re-fitting the body

C. A 31mm diameter speaker into the speaker enclosure (retained by four screws)



6. Maintenance:

- A. Periodically check and clean pickups and wheels
- B. After approximately 100 hours running apply a drop of oil to the axle bearing surfaces. Over oiling will result in poor electrical pickup
- C. The gearbox requires no lubrication

7. Spare parts: A range of spare parts are available from www.dapol.co.uk or 01691 774455

DAPOL 57XX Pannier

The detail's in the sound!

Thank you for purchasing the 57xx Pannier locomotive with sound.

The sound project has been meticulously crafted from specially commissioned recordings of 57xx Pannier no. L9 on the West Somerset Railway.

The sound project contains some unique features designed to enhance the driving experience and increase the authenticity.

There are a number of sounds that occur when a function button is pressed, and a number of sounds that are played automatically. These are detailed below and overleaf.

We hope you enjoy the added realism and enhanced driving experience that this will bring to your layout operations. To get the best realism and satisfaction out of your sound decoder, you will need to practice a little bit of driving!

The 'RealDrive' Experience

The driving experience can be enhanced by activating 'RealDrive'. This changes the set up of the driving characteristics, such that you will need to apply the brake in order to bring the locomotive to a controlled stop – simply closing the throttle will not suffice!

Explanation of 'RealDrive': In this mode, you feel you really are driving the engine; assuming the locomotive (train) is travelling at a medium speed as the regulator is closed (speed step 0) the locomotive will continue to coast for some considerable distance, slowing gradually. Applying the brake using F7 will bring the model to a stop. The braking speed can be adjusted by changing CVs as below.

- When F7 is ON the brake is ON. When F7 is OFF, the brake is OFF.
- The braking intensity can be altered via CV349. Some users prefer sharper brakes, which allows several short applications to bring the locomotive to a controlled stop (if possible set F7 on your DCC system to 'momentary' operation). Other users may prefer a gentle brake (use a higher value in CV349) so that only a single application of the brake is needed to bring the locomotive to a halt. CV 349 factory setting is 50.
- **Note:** If the brake is left ON, the locomotive will not accelerate. This means that if it is stationary and the brake is ON when the regulator is opened, the locomotive will not move.
- **Note:** The brake will not 'win' over the regulator. This means that if the brake is applied whilst the regulator is open it will continue to run at the current speed.

To activate 'RealDrive' set CV4 to 254, and CV309 to 7.

To de-activate 'RealDrive' set CV4 to 85, and CV309 to 0. These are the factory settings

	Manual functions	Comments
F1	Sound fade in/fade out	Useful when the locomotive is going "off-scene" or into a tunnel, to simulate the effect of going into the distance. Conversely, on entering the scenic section, or when exiting a tunnel, this can be used fo fade the sound back in.
F2	Short whistle	On pressing F2, a short whistle will be heard.
F3	Medium whistle	On pressing F3, a medium whistle will be heard.
F4	Coal shovelling	On pressing F4, the sound of shovelling coal will be heard. The coal shovelling will continue until F4 is turned off..
F5	Injector	On pressing F5, the sound of the water injector will be heard. This sound will continue until F5 is turned off.
F6	Ejector	On pressing F6, the sound of the ejector will be heard. This sound will continue until F6 is turned off.
F7	Brake application/release	When F7 is pressed, the sound of the brakes being applied will be heard. If 'RealDrive' is active, the working brake will also be applied
F8	Buffer up/coupling up	On pressing F8, the sound of the buffer clash will be heard. On pressing F8 again (F8 OFF) the sound of coupling up will be heard.
F9	Light engine mode	With F9 ON, lighter chuffs will be heard and at the same time, the inertia will be reduced to simulate a lightly loaded engine or train. CV390 can be used to determine to what extent the inertia is reduced. As supplied this has a value of 70.
F10	Water tank filler closing	On pressing F10, the sound of the wtaer tanks filler cap being closed will be heard.
F11	Safety valves	On pressing F11, the sound of safety valves operating will be heard. The sound will contiune until F11 is turned off
F12	Manual draincocks	As well as the automatic draincocks, F12 can be used to turn this effect on. The effect will be heard until F12 is turned off.
F13	Distant whistle 1	On pressing F13, the sound of a distant whistle will be heard. This can be used when the locomotive is off-scene or in the distance to give the impression of distance from the listener.
F14	Guard's whistle	On pressing F14, the sound of the Guard's whistle will be heard.
F15	Flange squeal	On pressing F15, the sound of wheel flange squeal will be heard.
F16	Rail 'crump'	On pressing F16, the sound of the rails 'groaning' and the wheel flanges squealing will be heard. This should only be used when the locomtive is travelling slowly at around scale walking pace.

F17	More steam'	On pressing F17, the sound of coal shovelling and the injector will be heard.
F18	Distant whistle 2	On pressing F18, the sound of a distant whistle will be heard. This can be used when the locomotive is off-scene or in the distance to give the impression of distance from the listener.
Automatic functions		Comments
Brake squeal		The brake squeal will be played when the speed of the locomotive drops below the threshold AND the locomotive is decelerating. The threshold can be set via CV287 in order to reduce or increase the amount of brake squeal. As supplied, the value of CV287 is 20. Note: If 'RealDrive' is active the sound will only play if the brake is ON (F7 is ON)!
Different chuff intensities.		There are 3 chuff intensities on this sound project. Heavy chuffs will be heard when the locomotive is accelerating. Lighter chuffs will be heard when the target speed is reached. On deceleration, no chuffs are heard. With F9 ON, even lighter chuffs are h
Other usefel CVs		
No	Purpose	Comment
3	Acceleration rate	As supplied this is set to a value of 100. A higher value gives a slower acceleration. A lower value gives more rapid acceleration.
4	Deceleration rate	As supplied this is set to a value of 85. A higher value gives a slower deceleration. A lower value gives more rapid deceleration.
266	Overall volume	As supplied, this is set to a value of 64. A higher value will increase the volume whilst a lower value will decrease the volume. The recommended maximum is around 100.
267	Chuff synchronisation	As supplied this is set to a value of 72. As your model locomotive is run in, you may find it necessary to alter this to achieve close synchronisation between the sound of the chuffs and the wheel revolutions. There should be 4 chuffs per wheel revolution.