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UNION PACIFIC 49er 4-6-2 3-RAIL OPERATING INSTRUCTIONS

(Please read carefully before operating)

Congratulations on the purchase of the Union Pacific Forty-Niner 4-6-2 Steam Engine, an outstanding 1/4" scale handcrafted reproduction decorated in the colorful yellow, brown and red livery. Because the engine is hand assembled with sheet and cast brass parts, please take care in handling the unit to prevent any accidental damage.

The Union Pacific Forty-Niner has been tested and greased before leaving the factory and is ready-to-run on any 0-54 O Gauge layout. **However, it is recommended that all moving parts be lubricated with household oil before operating to prevent squeaks and enhance performance.** A drop or two of oil on the pickup roller rivets, linkage assemblies and axles on both the engine and tender should be sufficient.

The tender contains a QSI® DCRU™ Electronic Reverse unit which has a plug that must be inserted into the receptacle at the back of the cab in order for the engine to operate. The reverse unit operates on a three-sequence loop: Forward-Neutral-Reverse. The next phase in the loop is entered each time the transformer throttle or directional button is turned off. A "clicking" sound from inside the tender will be heard each time this is done as the unit's relays enter the next phase. Because the engine always starts in neutral, the transformer throttle or directional button must be turned on then off again in order to get the engine to enter the forward phase.

The DCRU reverse unit can be locked into any of the three sequences by entering that sequence using the transformer and then switching the ON/OFF switch on the tender floor to OFF. After an hour or more of non-use, the reverse unit will recycle into any of the three phases and it will be necessary to switch the ON/OFF switch to ON in order for the engine to operate properly.

The engine is also equipped with an operating smoke unit and is wired with an ON/OFF switch so that the engine can be operated with the smoke off. This switch is located under the cab just above the trailing truck. **Whenever the engine is operated without smoke fluid, the ON/OFF switch should be in the off position or the smoke unit will heat up and could eventually burn out.** To add fluid, simply pour a few drops on the enclosed smoke-fluid (or any other brand) into the stack and apply power to the track. After several seconds, the engine will begin smoking.

The engine and tender should be maintained periodically to insure proper operation and performance. All moving parts should be oiled after every 25 hours of operation. On heavily used engines, bearing grease (or a similar lubricant) should be added to the gear box, located between the blind drivers on the drive train. To add grease, remove the four small Phillips screws on the inspection cover and insert the grease using a screw driver. Reassemble and run the engine as normal.

The engine comes with a limited one-year warranty and contains a replacement package of traction tires, screws, and smoke fluid for your convenience. Should you need additional parts or service, contact our factory at the above address.