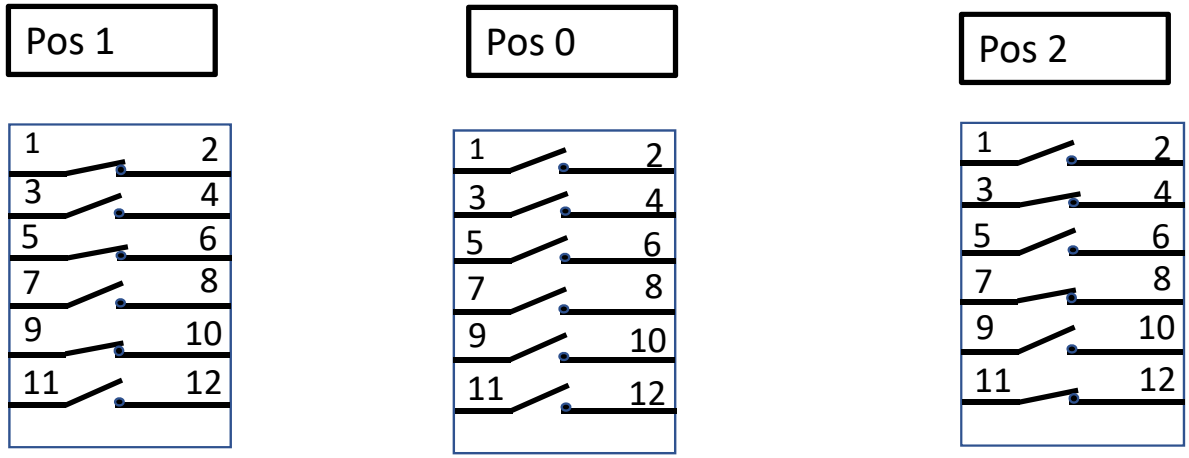

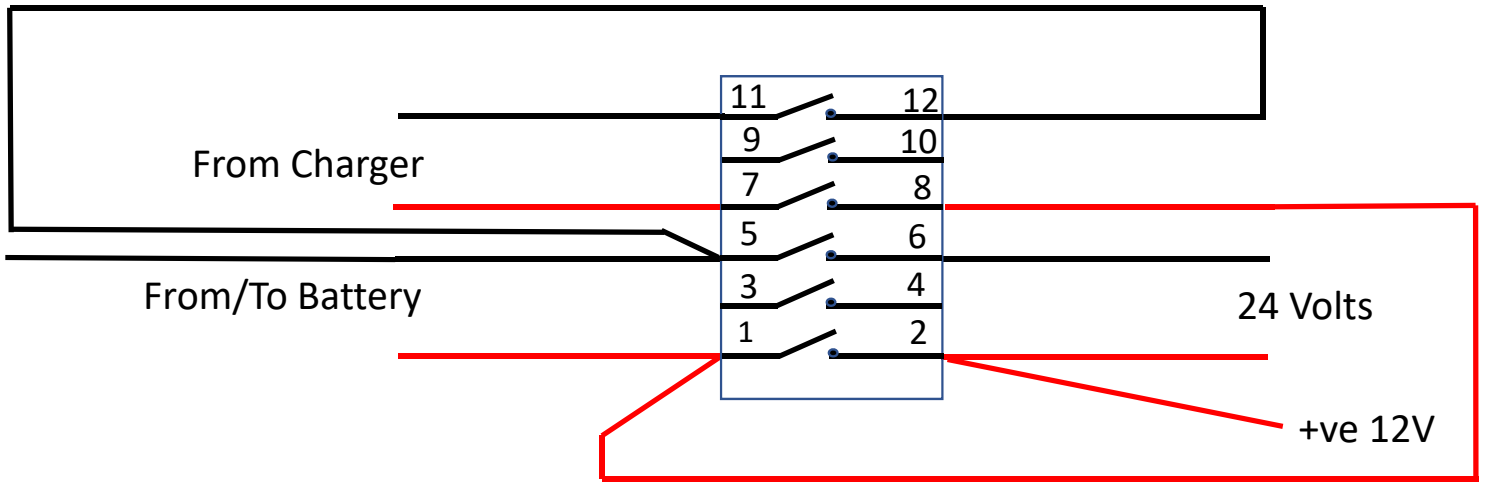

Batteries will be connected to pin 5 –ve and 1 +ve. Pin 6 will then connect to the controller –ve, and pin 2 to the +ve of the controller and the horns. The current +ve connection to the horms will be removed from the battery terminal and connected to pin 2 of the switch

The battery charger connections will be made to a socket connected between pin 11, -ve, and pin 7, +ve.

In position 1 of the rotary switch, the battery will supply power to the locomotive as normal. When the switch is rotated through position 0, all connections will open and battery power will be disconnected to the controller and the horns. When it is moved to position 2, a link will be made between the battery charger connector to pin 11, -ve, and pin 7, +ve.

The output connections pin 12 and 8 will need to be connected to the battery, but should not be connected to the controller or the horns. Pins 8 and 12 therefore need to be connected to pins 1 and 5 respectively.

As these switch connections are now open, no power will go to either the controller or horms. When the charger is connected and switched on, the batteries will be charged.

Note charging at 24Volts.

When normal operation is required, good practice would expect the battery charger to be switched off and disconnected from the locomotive prior to changing any rotary switch settings.

The rotary switch should then be switched from position 2 to position 1, going through position 0.