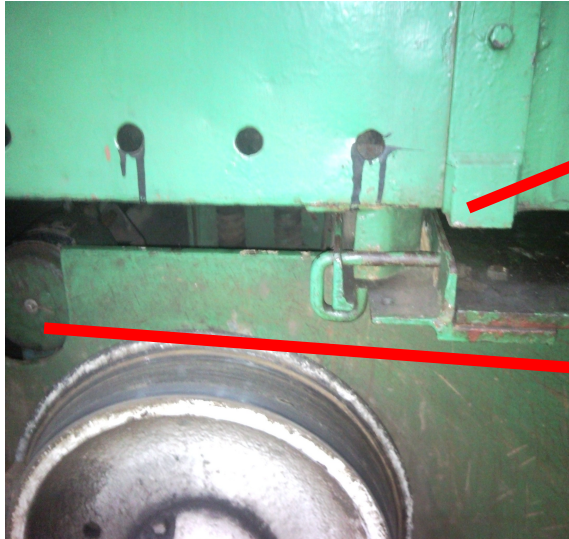


NOT TO BE REMOVED FROM LOCO

Battery Electric Information and checks



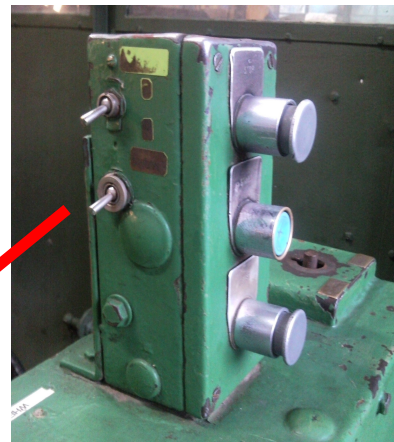
Left Check Battery locking pins in place(4)

Transmission Brake adjuster is knurled knob inside hole.

NB turn clockwise to ease, anticlockwise to increase Authorised personnel only



Left Switch positions normal running both up



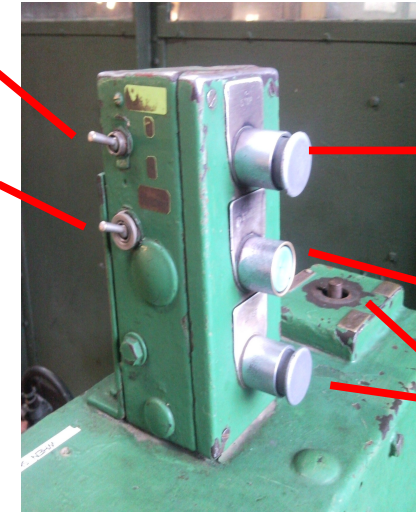
Right Switch positions Shunting both down

Right Controls

Speed up=fast

Freewheel up = freewheel; down = fixedwheel

Use freewheel and handbrake for industrial shunting



Left Controls

Stop (Transmission Brake)

Start

Direction Key

Coast

In fixedwheel hold Start button down to go and release to stop

Duplicated in Wickham Trailer



Above Air Dump Valve (normal running) Pull Collar and lower valve to dump air.

Above Air Filler Valve (normal running) Turn 90 degrees to charge from airline or refill pipes from reservoir.

Statutory Brake Test

On Downhill grade with loco uphill. while rolling Apply Coast.(NOT electric brake) & reduce air pressure until stopped. Close Dump Valve. Open Filler valve slowly and note pressure at which rolling begins.

DO NOT DUMP any other time except emergency. ALWAYS top up air before use

NOT TO BE REMOVED FROM LOCO

WINGROVE AND ROGERS (B.E.V.)

Battery Electric locomotives 4998/**1953** (Model W417)

This Wingrove & Rogers was donated to Amberley Museum by Redland Brick Ltd. from their North Holmwood Works near Dorking, Surrey. Here it had been converted to run driverless from the clay pits to the foot of an incline into the works. The train was set in motion by the operator, and it ran driverless until it hit ramps set in the track which stopped the train. This locomotive is fitted with air fittings to enable its use in passenger service with the Wickham Trailer car, 3404/1943.

WICKHAM 3403 & 3404/1943****

D. Wickham of Ware, Hertfordshire, specialised in building lightweight railcars for inspection and personnel purposes. 3403 was acquired from the Ministry of Defence at their Eastriggs depot in Scotland. Built with a J.A.P. V-twin petrol engine, power is transmitted via a simple friction drive through 90°. Given the WD number WD 904 it ran with a Wickham unpowered railcar trailer (works no. 3404).

3404 has been extensively modified at Amberley to make it suitable for use on the Museum's passenger train service. It has been fitted with electrical controls to enable it to be used with the Wingrove and Rogers battery electric locomotive, 4998/1953. The locomotive can be controlled from the trailer and as such the unit makes an ideal one-person-operated train for use on less busy days. The original knifeboard seating has been replaced by specially constructed crossbench seats for 14 people.

date of manufacture in red

DO not print this page printing/encapsulation instructions only

Colour laser print preferred

Cut off top corners along dotted lines (after printing, duh!) before encapsulating.

Trim overall to minimum margin possible before encapsulating.

After encapsulation punch hole in the area so the hole misses the paper. This will keep it watertight. It is to hang on locomotive while in shed/on display and for driver use to do pre-run check and also to supply information to the public.

Dave Bennett

Tech Pictures for maintenance staff