



PO BOX 231 ~ RR 1 Route 11 ~ NORTHUMBERLAND, PA 17857
PHONE: 570-473-9434 FAX: 570-473-3293
Web Site: www.weavermodels.com ~ E-mail: qcweaver@ptd.net



Reading G1/G2sa 4-6-2 Owner's Manual

Congratulations on the purchase of the Weaver Reading G1/G2sa. This finely crafted scale brass representation is our previously released Reading Crusader with the shrouding removed. The Reading Railroad created the Crusader from the G1 class locomotives. There were 30 G1sa class locomotives built from 1916 through 1924. The G1sa engines primarily serviced the Atlantic City to New York area. The G2sa locomotives were relied on to service the Sellersville and Perkasio areas as these areas had steeper terrain. After a decline in railroad traffic, these engines were taken out of service at the end of the steam era.

The locomotive package contains a replacement packet of screws, smoke fluid, traction tires (3-Rail models only), and a wrench for

the side rods for your convenience. Should you need additional parts or service, contact our factory at the address listed on the front of this booklet.

Before You Use Your Engine:

The Reading G1/G2sa has been tested and greased before leaving the factory and is ready-to-run on any 0-54 layout or larger.

However, it is recommended that all moving parts on this engine are lubricated lightly upon the first initial use and after a heavy or extended period of use, in order to enhance performance. For specific lubrication points please refer to the diagram in Figure 1.

Maintaining Your Engine:

The engine and tender should be maintained periodically to insure proper operation and performance. All moving parts should be oiled after 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,

Figure 1

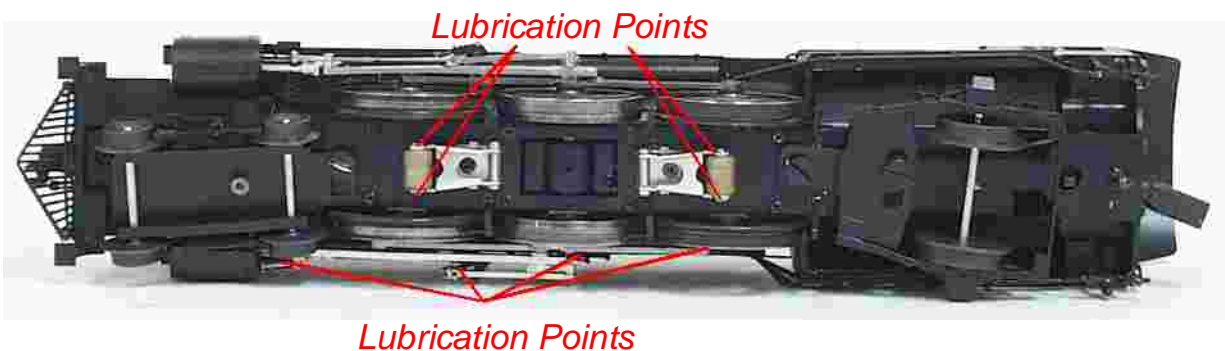
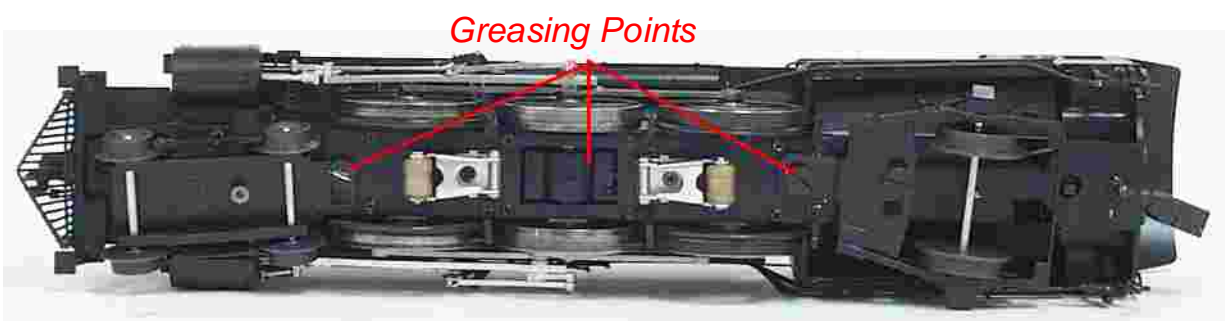


Figure 2



remove the four small Phillips screws on the inspection cover and insert the grease using a screw driver. For specific greasing points, please refer to the diagram in Figure 2. Reassemble and run the engine as normal.

Smoke Unit Instructions:

This engine is equipped with an operating smoke unit and is wired with an ON/OFF switch located under the cab directly behind the trailing truck. If you decide not to use the smoke unit, then the ON/OFF switch should be in the OFF position. This step is highly recommended as the smoke unit will heat up and could eventually burn out. To add fluid, simply pour about 10 drops of the smoke fluid provided with your locomotive, into the smoke stack. After adding the smoke fluid, apply power to your track and after several seconds the engine will begin to smoke.

Battery Installation Instructions For Conventional Mode:

To operate this engine successfully in conventional mode, a 9 volt alkaline battery (not included with the engine) needs to be installed in your tender. There are four 3mm screws, one on each corner of the tender floor. To install your battery, remove the four screws from the bottom of the tender and the tender shell will then remove easily. You will find a 9 volt battery connector end wrapped in black electrical tape among the wires. Install the battery, place the tender shell back on the tender floor, and reinstall the four 3mm screws.

Sound System Operating Instructions (This Section Applies Only To 3-Rail Locomotives With Sound):

All our 3-Rail with sound engines are equipped with Railsounds™ the finest sound system available today and the industry's premier digital operating control system, TrainMaster® Command Control.

This system will operate with a conventional transformer but the additional sound features which include squealing brakes, coupler sound, steam chuff, up and down whistle pitches, steam sound, bell, volume control, tower command, and crew talk will not function without the remote control and command base.

In order to properly function all the additional features you will need:

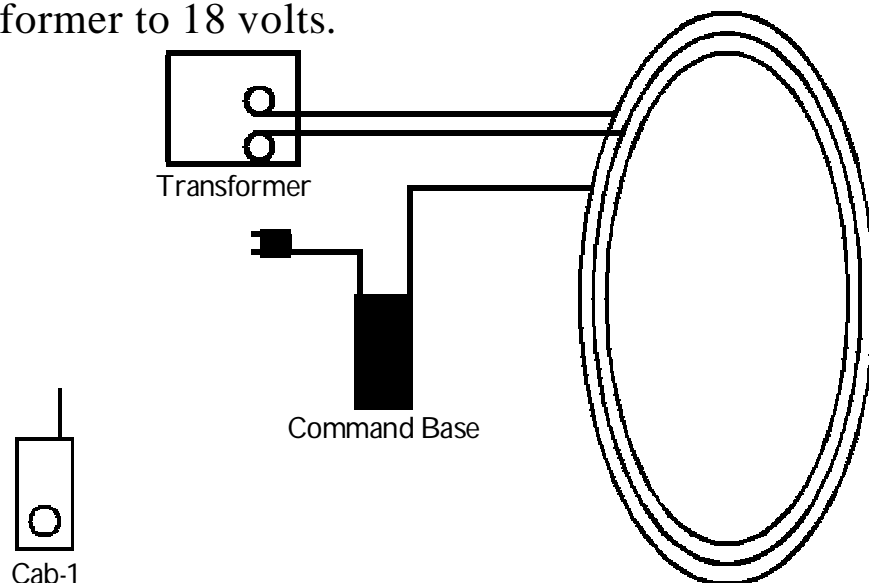
6-12868 CAB-1™ Remote Control

6-12911 Command™ Base

(CAB-1 and Base are available together as 6-12969 TrainMaster Command set.)

Installation is easy:

1. Connect the base output wire to the outer rail. Plug Base into wall outlet.
2. Set your transformer to 18 volts.



Press <ENG> <1>, turn red throttle clockwise to go. To change directions, press <DIR> once. The train will stop. Turn the throttle clockwise to go.

To operate Towercomm message, press <AUX1>, <7>. Message will play in 4 seconds. To operate Crewtalk message, press <AUX1>, <2>.

Horn, Bell, and F and R coupler should be self explanatory.

Pressing <BOOST> speeds the engine up momentarily to climb a grade. <Brake> slows or stops the engine momentarily. The engine will resume its original speed after the <BOOST> or <BRAKE> button is released.

All engines come set as engine #1. To change the ID to any number between 1 and 99, move the "PROGRAM/RUN" switch on the engine to PROG. Turn on track power. Press <ENG> then <#> then <SET>. The horn will blow. Move the switch to the RUN position. To run, press <ENG> then <#>, and turn throttle.

3-Rail With Sound in Conventional Mode:

If you are running your 3-Rail with sound locomotive on a conventional transformer you will only receive a select number of sounds. These sounds include steam chuff, bell, and up and down whistle pitches.

Service And Warranty Information:

This item is warranted for one year from the date of purchase. We will repair or replace (at our option) the defective part without charge for parts or labor, if the item is returned in the manner listed below within one year of the original date of purchase. This warranty does not cover items that have been abused or damaged by careless handling. Transportation costs incurred by the customer are not covered under this warranty.

For warranty repair, DO NOT return your product to the place of purchase. Instead, follow the instructions below to obtain warranty service as our dealer network is not prepared to service the product under the terms of this warranty.

1. First: WRITE, CALL or FAX Weaver Models, PO Box 231, RR

1 Route 11, Northumberland, PA 17857, 570-473-9434 (FAX #570-473-3293), requesting a Return Authorization Number and stating when the unit was purchased and a description of the problem.

2. **CAUTION:** Make sure the product is packed in its original factory packaging including its foam and plastic wrapping material so as to prevent damage during shipping. The shipment must be prepaid and we recommend that it be insured. **A cover letter, including your name, address, daytime phone number and a full description of the problem MUST be included to facilitate the repairs. Please include the description regardless of whether you discussed the problem with one of our service technicians when contacting Weaver Models.**

3. Please make sure you have followed the instructions carefully before returning any merchandise for service.

• • • •

We Also Offer Several Items To Compliment Your Reading G1/G2sa Locomotive



Reading Pullman-Bradley Deluxe Coach



Reading Express Boxcar



**Reading
2 Bay Composite Hopper**