

Instruction Manual



USRA 0-6-0 ELECTRIC



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The USRA 0-6-0's were used all over the Country on as many as 25 or more different roads. Their short wheel base allowed them to go to around very tight curves on city street trackage and in industrial areas. These 0-6-0's were a standard design developed during World War I and were in use all the way to the end of steam in the mid 1950's. Baldwin and Alco both built the 250 plus locomotives of this class, This run of USRA 0-6-0's represents a good cross section of the railroads that used the coal, and oil fired versions that were in use between 1918 and the mid 50's.



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General Information

This accurately detailed model is constructed of brass and stainless steel. A large gearhead motor powers all 6 drivers through a metal gear box and the side rods. The museum quality finish and lettering represents this locomotives as its would have looked in Postwar configuration.

We recommend that you use a D.C. power supply with a capacity of 2.5 amps or large and a 24 volt output. Always pick your model up by grasping it under the frame on both ends. It is a very heavy model so make sure you grasp it firmly.

The 12 pin plug between the engine and tender takes the place of usual "wireless drawbar" that has traditionally been found on metal locomotives models. The drawbar on this model is just what its name implies, a drawbar only, Both locomotive and tender units have carbon brush pickups on both rails to ensure reliable operation when using track power.

Disassembly of this large and complex model is not recommended. However, if it is absolutely necessary; the 1.6 mm hex bolts and nuts can be turned with a nut driver sized for U.S. 00-90.

Electrical Pickup

The model is powered by the DC voltage off the track through the engine and the tender. All wheels are insulated on both sides of the locomotive, and the electricity is picked up with 12 pickup wheels. Be sure to clean electrical pickup units before each operation. Replacement electrical pickup units can be ordered from Accucraft Trains. Track power is connected to the power distribution board which is located in the tender.



Sound Installation

Several manufacturers have sound systems that are acceptable for your new locomotive. Sound system power connectors are available on the power distribution board in the tender, and a generous speaker hole will be found in the tender floor.

General Maintenance

Clean the exterior surfaces of your locomotive with a clean, soft and lint free cloth.

Lubrication

Please lubricate your USRA 0-6-0 Model Before attempting to operate.

With a bit of care, your USRA 0-6-0 should give you many years of pleasure and reliable service. Lubrication is of prime importance on a model of this type with so many moving parts. Always use quality lubricants. This should not be a problem, for there are many modern lubricants available in hobby and sport shops.

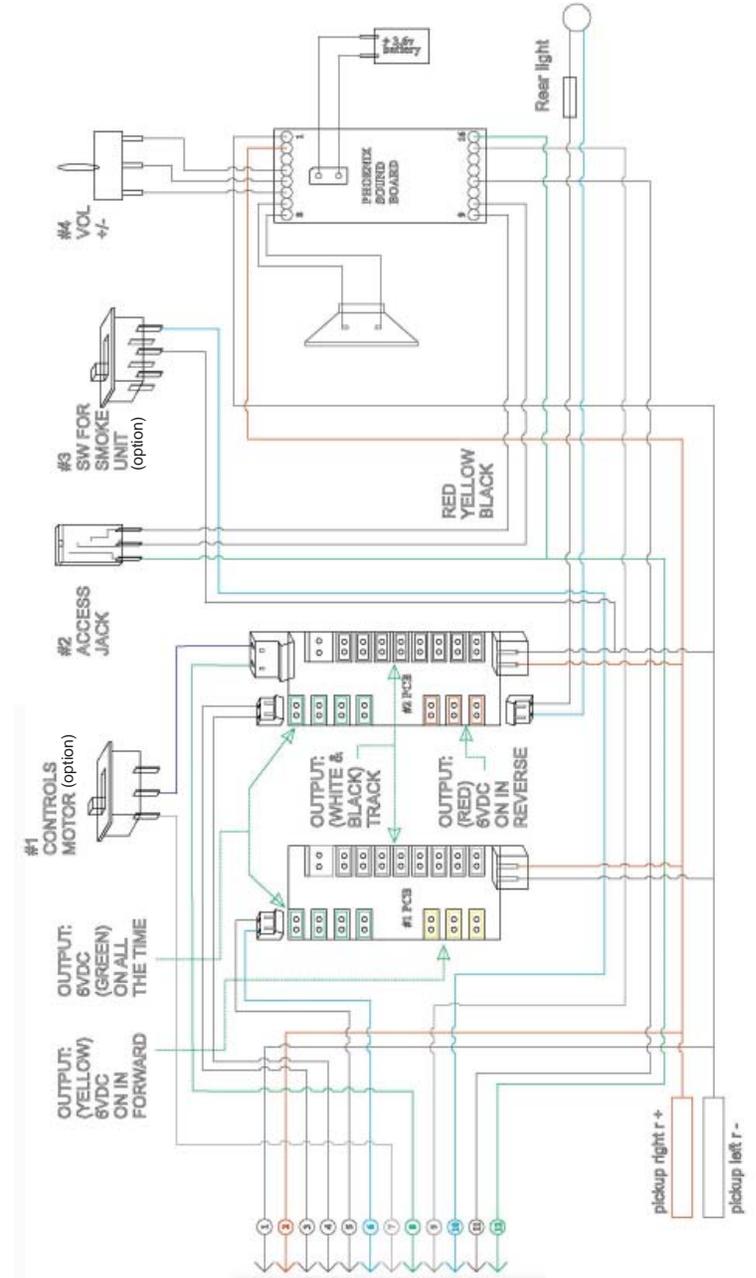
Light oil such as labelle #108 or Hoppe's Gun Oil will do a good job on lubricating most of the moving parts. For pistons and slides, a heavier lubricant such as Labelle #102 would suffice. For gears, use gear grease such as Permatex Super Lube or another hobby gear lubricant.

To access the many moving parts of this model: Using a soft towel or foam sheet, the model should be carefully placed on its side.

A drop of light oil on every moving parts is necessary; there are many moving parts on this locomotive. Be sure to lubricate all the crank pins, crosshead slides, piston rods, etc. that are visible. Be sure you lubricate the tender axle's journals as well. Do not over lubricate, since excess oil only picks up unwanted dirt. Be careful to keep lubrication off the painted surfaces to avoid having shiny areas.

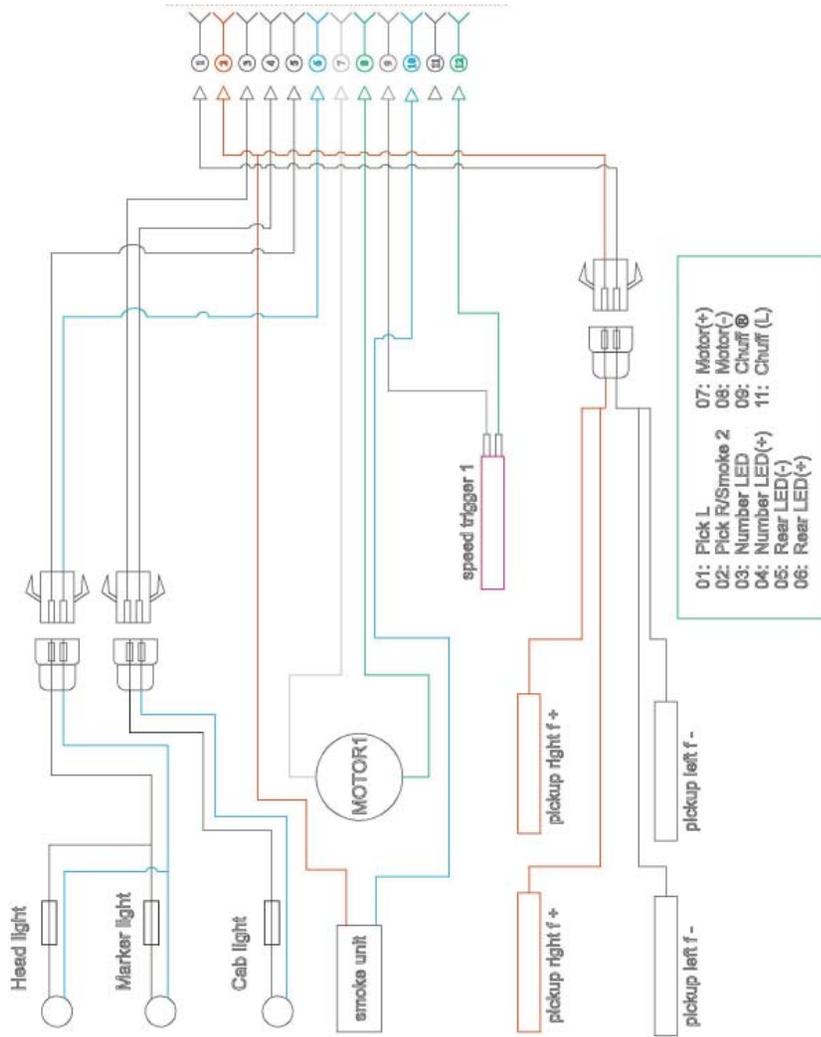


G931 USRA 0-6-0 TENDER SIDE





G931 USRA 0-6-0 LOCOMOTIVE SIDE



Use a type of oil that is a bit heavier to lubricate the axle bushings and pivot points of the lead and trailing trucks.

The main gear box is lubricated in the factory, and will not require attention when you first run your model. However, in time; you should make sure that the gears are well lubricated with some technical gear grease. The gear box cover is held on with screw, and removing it will allow you to access all the gears and bushings that need lubrication.

Lubrication of the locomotive should be done every 25 hours of operation.

Model Features

This model has been handcrafted for AMERICAN MAINLINE by BMMC, which is one of the most respected makers of large scale brass models.

This quality model features:

- Cab interior details with operating cab windows
- Detailed boiler with fitting, domes, pipes, and handrails
- Operating steel drive rods, valve gear and cross heads
- Prototypical livery and lettering
- Steel helical gears in a die-cast transfer box

Specifications:

Scale:	1:29 scale, 45mm gauge
Length:	30"
Width:	4.25"
Height:	6"
Mini. Radius:	30"

Be sure to leave at least 3" clearance (measured from the inner rail) to allow overhang.

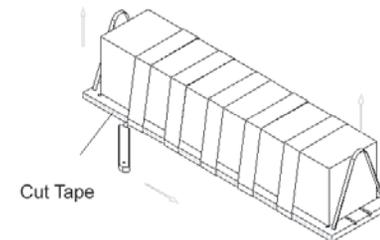
Caution!

This model is an accurate replica of the original locomotive. It has sharp and moving parts. The locomotive drive rods are stainless steel with sharp edges.

AT ANY TIME, OPERATORS MUST NOT BECOME IN CONTACT WITH THE MODEL WHILE IT IS POWERED. UNDER NO CIRCUMSTANCES SHALL ACCUCRAFT TRAINS BE RESPONSIBLE FOR ANY INCIDENTAL OR CONSEQUENTIAL DAMAGES ARISING IN REGARD TO ANY ACCUCRAFT PRODUCT.

Please read following directions before unpacking your locomotive.

1. Remove foam around the locomotive. Slide the inner box cover to the side, and open the inside cardboard box with a cutting knife.



2. Place taped locomotive on a flat surface. Carefully cut the tape along the wood board side surface. Be sure to cut both sides of the wood board. Slowly lift the tape from the locomotive. Be very careful with small parts. Tape cannot be re-used to re-pack the model. Use new packing tape if necessary.