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Isle of Man ‘Mannin’



The Prototype

‘Mannin’ was the last locomotive to be supplied to the Isle of Man and built in 1926 by Beyer, Peacock & Co. (works number 6296). No. 16 was by far the most powerful 2-4-0T locomotive on the line. She was purchased to haul the heavy Port Erin boat train, a job which had previously taken two locomotives either double-headed or banked. Much larger than her older sisters, she was latterly used as Peel-based engine and appears to have never negotiated the Ramsey line. She remained in service until 1964 and later was repainted into Ailsa spring green and placed on static display at St John’s and later Douglas stations until entering the railway museum in 1975. It is unlikely that she will work again in the immediate future. Our model carries the same level of detail and equipment as our previous Isle of Man locos and is available in Indian Red and Holly Green.

The Model

This is a 1:20.3 (15mm: 1 foot) scale model 'Mannin'. The motor is 0-24 volt and the minimum desired radius is 3 feet, but under extreme circumstances the model will negotiate 2 feet 6 inches (LGB R2), but only at a slow speed and on excellent track due to its long wheelbase.

Care and Maintenance.

This model is constructed from stainless steel, brass and die cast parts. With the correct lubrication and handling it should give a lifetime of pleasure. The drive gear box comes pre-lubricated so will not need any attention. Before running for the first time all moving parts should be lubricated with the appropriate oil BUT SPARINGLY! Over lubrication is just as bad as under lubricating, it attracts dirt and can cause premature wear. These parts are – all crank pins – all axle bearings – slide bars and crossheads – piston rods.

Accucraft recommends the range of lubricants supplied by Hob-e-lube, from the Woodland Scenics range of products.

For all the valve gear Light Gear oil is recommended. For all the axle bearings the Heavy Gear oil is recommended, as it tends to cling and keep well lubricated for longer periods.

If you wish to fit a DCC decoder it must be 'hard wired' between the electrical pick ups and the motor. If you are fitting batteries and radio control we strongly suggest either the fitting of a 'double pole double throw' switch so you can switch between either track power or battery power, or the complete disconnection of the track power wires and the isolation of them.

The wires from the power collectors come up into the front of the loco into the smoke box so it is possible to 'hard wire' in a small size DCC decoder in here. The smoke box door can just be pulled open to access the wiring.

We recommend keeping the model clean at all times, a wipe over with a clean cloth is all that should be required. Under no circumstances should cleaning solvents be used as these could damage the protective clear coat and the delicate lining and transfers. Dirt and grit on the motion can cause wear and premature failure of the rods.