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OPERATING INSTRUCTIONS

Isle of Man 'Mannin'

SAFETY FIRST

All our locomotives are safe to run, and will give many hours of pleasure, providing the following safety procedures are followed: -

- 1. Please read the instructions thoroughly before running for the first time.**
- 2. Always do a complete refill of gas, oil and water. Never refill just the gas to prolong the run.**
- 3. Never let the engine run out of water.**
- 4. When refilling the gas, do not have any naked flame present, and NO SMOKING!**
- 5. Do not pick up the engine by the bodywork, chimney or boiler, especially when hot.**
- 6. Only pick up the engine by the buffer beams and, when hot, use old gloves or a cloth.**

7. **Do not stand over the chimney. Ejected boiling water or steam may cause serious injury.**
8. **Do not open the smoke box door while the engine is alight.**

General Hints

As with all operating machinery, whether model or full size, wear will occur. In the model steam locomotive much can be done to help prolong its life and decrease the amount of time required in the workshop for servicing.

Keep the engine as clean as possible, and the motion free from dirt and garden debris. The valve gear, axles and crank pins should be oiled sparingly with light oil, e.g. "3-in-1 Oil". Over-oiling attracts dirt and grit, which will increase wear.

Regularly check that all screws and motion bolts are firm. Do not over-tighten, as this strips threads and shears bolts. **When filling the lubricator, always use a high temperature steam oil; this is available from other retailers. FAILURE TO USE THE CORRECT GRADE OF OIL CAN LEAD TO BLOCKED STEAM PIPES, AND WILL INVALIDATE THE GUARANTEE.** We recommend the Accucraft brand of Superheat Steam Oil.

When running your engine avoid excessive speed and acceleration, both will cause premature wear in the valve gear. Prototypically, narrow gauge locomotives ran at a speed of between 10 and 20 M.P.H., and never exceeded 25 M.P.H.

Positions of Fillers and Drains etc.

The cab roof lifts up and tilts over sideways to give access to all fillers.

The gas tank is in the left hand side tank, and the gas tank filler valve is at the top of the gas tank turret. The gas control valve is attached to this turret, and can be operated through the nearside cab doorway.

The lubricator is in the offside front of the cab, just forward of the doorway and reverse lever. The filler cap has a “T” bar in it to aid removal. To drain the condensed water from the lubricator at the end of the run, close the steam throttle and gently remove the lubricator cap. Using the small syringe and tube provided suck out the water.

The boiler water filler is on top of the steam turret on the boiler in the middle of the cab. Undo the knurled cap to fill with water.

The main steam regulator valve is the valve which protrudes out of the right hand side cab door.

The direction control is the lever in the right hand side cab door. To operate pull gently outwards and move to the desired direction. The control is “gated”, and will therefore hold itself in the full forward or reverse position.

Preparation for Running

Always service the engine in the following order; first gas, oil then water.

To fill the gas tank: invert the gas can and apply the nipple to the gas inlet valve on the top of the tank turret. It is advisable to support the loco under the gas tank whilst filling, to prevent the engine tipping over. You will know when the tank is full; gas will blow back from the inlet valve in a strong jet. A small amount of gas and air will escape during filling, but the difference between this and when the tank is full is always clear. Always keep the gas can vertical when filling the gas tank.

Filling the lubricator: as you will read in the instructions for the end of the run, the lubricator should be empty of oil and water. Remove the lubricator filler cap. Fill up the lubricator with steam oil to about $\frac{1}{4}$ of an inch below the top. Leave the filler cap off for the present, so that any trapped air can escape. It can be refitted after you have filled up the boiler.

To fill the boiler: remove the filler cap. The boiler is fitted with a water sight glass. Fill up the boiler so it is about $\frac{3}{4}$ full. Replace the boiler filler cap, check that the lubricator does not need topping up, and then replace its filler cap also.

Filler caps should be firm finger tight. They are sealed with a trapped 'O' ring and, therefore should not be over-tightened.

Lighting Up

Open the smoke box door; just pull it open by the door handle. Light your lighter/match etc. and gently open the gas control valve until a gentle hiss is heard in the burner. Apply your light into the smoke box and the flame should

‘pop’ down the fire tube and ignite the burner inside the fire tube.

If the gas valve is opened too much the flame will not pop back; it will either fail to ignite, will roar in flame out of the smoke box, or there will be a ball of flame around the front of the engine, which will then blow the whole fire out (after giving the driver a fright)! When the fire sound has stabilised, after about 30 seconds the gas can be turned up until a healthy roar is heard. The smoke box door may be shut after about two minutes. Now leave the locomotive to raise steam.

Running

When the engine has raised about 40 psi, you are ready to start running. It is advisable to run the engine in reverse first; it clears the condensed water from the cylinders best this way. Before commencing your first run of the day, it is advisable to put a cloth loosely over the chimney for a few minutes, as condensed water will be ejected from the chimney. This is quite normal; the motion of the engine will be jerky until all condensate has been ejected. **DO NOT stand over the chimney as ejected boiling water/steam could cause serious scalding.**

Place the direction lever into the reverse position, and then open the main steam valve. The engine should start to move off in the reverse direction. When starting from cold it will be jerky, this is normal, as it has to clear the condensate from the system. The more the main steam valve is opened, the faster the engine will go; our advice is to start slowly and learn the road with your engine.

After a minute or so, remove the cloth and continue running. In running it is correct practice to balance the boiler pressure against the load being pulled and the track conditions. With a light load and level track the pressure may need to be only 25-30 p.s.i. therefore, turn the gas control down to keep this pressure. When running a heavy train with steep gradients, increase the pressure by turning up the gas. The ideal running pressure can be learnt by experience and is one of the pleasures of running a live steam engine. There is no need to have the safety valve constantly blowing off (it is what its name implies – a safety vent for excess steam pressure). In all our designs, the gas has been programmed to run out just before the water, thus it is important not to refill with gas alone in order to lengthen the run by a few minutes. When the gas runs out a complete gas, oil and water service must be done (remember GOW, also remember to shut the gas regulator before refilling, and **DO NOT** refill with gas near any other live steam loco). When the locomotive slows as the pressure falls at the end of a run, stop the engine.

End of Run

As previously mentioned, the locomotive will slow (due to pressure dropping) when the fire has gone out, stop at a convenient place and as previously mentioned, close the steam regulator valve, carefully remove the lubricator cap and suck out the condensed water with the small syringe. The locomotive should be allowed to cool. When cool, clean the engine, check the motion and oil if necessary. The locomotive should always be put away in a clean condition as it attracts less dust and is always ready for the next run (or to be shown to an admiring friend). Always leave boiler filler cap slightly loose so that the boiler will not be strained if subject to any temperature

change. It is advisable to store the locomotive where any residual drips of oil or water do not matter.

Blocked Gas Jets

If the gas jet becomes blocked with particles of dirt within the gas, the jet will have to be removed and cleaned. With a spanner or pliers carefully undo the pipe union on the gas control valve. Remove the pipe and jet holder assembly from the burner. Holding the jet holder gently in a vice, unscrew the jet. To clear, place the jet nozzle against the inverted gas can nozzle and clear the jet with a blast of gas. Under no circumstances use a pricker wire, this will damage the jet hole. Replace the jet in the holder, ideally using a thread sealant sparingly on the threads. Ensure it is tightened up firmly. Replace the assembly into the burner and re-connect the pipe to the control valve. Ensure this is done up tightly, test **CAREFULLY** with a flame and the gas “just on”, for gas leaks. Tighten if required.

As with all comprehensive models, we strongly recommend a full demonstration (by our agents) before purchase, enabling you to get the best out of your model right from the start.

This is a 1:20.3 (15mm: 1 foot) scale model ‘Mannin’. 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.

HAPPY STEAMING!

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.

