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OPERATING INSTRUCTIONS

KERR STUART 'VICTORY'

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 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. 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 running your engine avoid excessive speed and acceleration, both will cause premature valve gear wear.

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.

Positions of Fillers and Drains etc. The cab roof lifts and tilts to the right-hand side to give access to all fillers.

The gas inlet valve is on the top of the gas tank turret in the front left-hand corner of the cab. The gas control valve is in the nearside of the cab and can be operated through the doorway.

The lubricator is in the offside front of the cab, just forward of the doorway and reverse lever. The filler cap has a screw driver slot in it to aid removal. The lubricator drain is to the rear of the right-hand cab step, beneath the footplate, under the bunker. To drain, unscrew the needle valve by about one turn.

The boiler water filler is under the removable steam dome on the boiler. Undo the knurled cap to fill with water. The main steam regulator valve is the valve in the right-hand cab doorway.

The boiler blow down valve is under the footplate, just to the rear of the nearside cab step, underneath the bunker. To open the valve, turn the lever through about one turn.

The direction control is the lever in the offside 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. A special tool has been included to aid this.

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. We recommend that Butane gas is used whenever possible, but the gas tank is manufactured to accept the extra pressures generated by Butane/Propane mix gases, and the burner system will also perform using this gas.

Filling the lubricator: the lubricator should be empty of oil and water with the valve left in the open position. Now close the valve and remove the lubricator filler cap. Fill up the lubricator with steam oil to about ¼ 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 that is under the removable steam dome on the boiler and open the water level check valve. Leave the water level check valve open whilst raising steam. Fill up the boiler completely – ideally use filtered rainwater or distilled water using the large syringe provided. 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, blowing 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 gently. Do not turn the gas up high as the flame could damage the paint on the smoke box door. The smoke box door may be shut after about two minutes - leave the loco to raise steam. As pressure starts to rise, water will be seen running out of the water level check valve. When the water reaches its correct level, steam will be seen. Now shut the check valve and let the loco raise at least 40 p.s.i.

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 must 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.

Gently open the lubricator valve and blow out any condensed water. If you intend to continue running, close the drain when you see oil coming out of it and carry out a general refill. If it is the last run of the day, leave the lubricator drain valve open and blow the lubricator completely clean.

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, put the loco in mid gear and open the lubricator drain valve. Now open the steam regulator and blow out all condensed water and the remaining oil. Leave the drain valve open and allow all the remaining steam to blow out. 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 the lubricator drain valve and the water level check valve open 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** for gas leaks, first with a 50/50 mixture of washing up liquid and water, and then if no bubbles are showing, with a flame and the gas “just on”. Tighten if required.

HAPPY STEAMING

A bit of history

Although the class only amounted to ten members, the Kerr Stuart 'Victory' class ended up scattered about Britain following their disposal by the R.O.D. at the end of World War 1. Built in 1917 for the Inland Waterways & Docks Department the majority saw service at various southern ports and were intended to be operated in France if required. Substantial boilers and large cylinders ensured they had plenty of 'grunt' for lifting boat trains off the quay and made them ideal for industrial use after the end of hostilities.

Although six did, indeed, go to colliery systems, two were sold to the Alexandra Docks Railway, one to the Brecon & Merthyr Railway and one to the light railway empire of Colonel Stephens at the East Kent Railway. This ensured that members of the class started to receive modifications, the Lambton, Hetton & Joicey Colliery example having its cab cut down (in common with all L.H. & J.C. locos) while those that were absorbed into the Great Western Railway gained Swindon boiler fittings. Three 'main line' examples all ended up being allocated British Railways numbers in 1948 and two of them continued in service with B.R. for some time while some of the colliery engines were still at work in the late '60s.

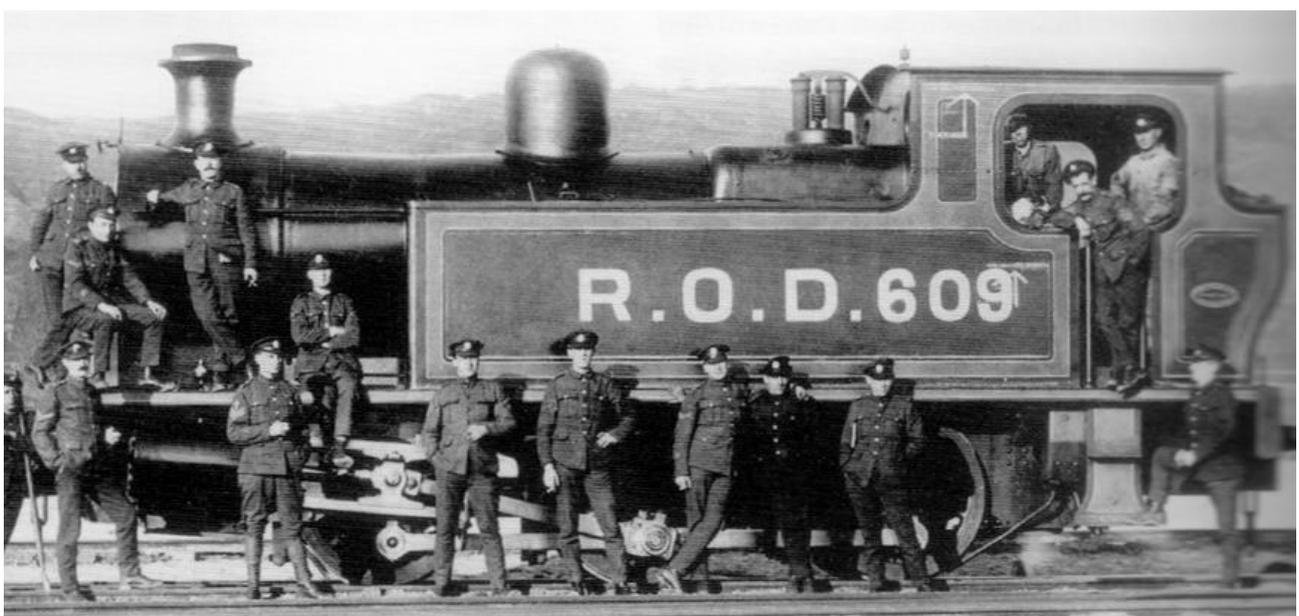


Photo courtesy of The Colonel Stephens Museum, Tenterden

HINTS ON GAS FIRING CONTROL

CONTROLLING THE GAS FIRING OF YOUR LOCO MUST BE DONE WITH CARE AND ATTENTION. TURNING THE FIRE UP TOO MUCH CAN CAUSE GREAT DAMAGE TO YOUR MODEL SUCH AS BURNING OFF THE PAINT, MELTING THE INSULATION OFF THE WHEELS, AND CARBONIZING THE STEAM OIL IN THE SUPERHEATER WHICH BLOCKS IT. NONE OF THE ABOVE DAMAGE WILL BE COVERED BY WARRANTY AS IT IS ATTRIBUTED TO OPERATOR ERROR.

AT ACCUCRAFT WE GIVE YOU THE ABILITY TO RAISE A GOOD HEAD OF STEAM BUT IT IS UP TO THE OPERATOR TO CONTROL THE GAS FLOW SO THE FIRE DOES NOT ROAR OUT OF CONTROL AND BURN IN THE SMOKE BOX. IT IS VERY MUCH LIKE THE ACCELERATOR OF YOUR CAR, HOW YOU USE IT IS UP TO THE USER, DRIVE SENSIBLY AND YOU WILL NOT HAVE AN ACCIDENT; PUT YOUR FOOT DOWN AND YOU WILL PROBABLY END UP IN THE HEDGE. HARDLY THE CAR OR THE MANUFACTURER'S FAULT!

NEVER LEAVE THE LOCO UNATTENDED WHEN RAISING PRESSURE, AS THE HEAT INCREASES THE PRESSURE IN THE GAS TANK ALSO RISES AND YOU WILL HAVE TO TURN THE GAS DOWN. IF THE GAS CONTROL VALVE SPINDLE IS A BIT STICKY IT COULD NEED LUBRICATION WITH STEAM OIL. WHEN YOU UNSCREW THE NEEDLE VALVE TO OIL IT ALWAYS DO IT WHEN THE GAS TANK IS EMPTY.

KEEP LOCOMOTIVE ORIGINAL PACKAGING

WE WISH TO ADVISE YOU THAT IT IS IMPERATIVE THAT ALL ORIGINAL LOCOMOTIVE PACKAGING, BOTH OUTER AND INNER BOXES AND ANY OTHER TYPES SUCH AS SHAPED POLYSTYRENE, SHOULD BE RETAINED.

SHOULD YOU NEED TO RETURN YOUR MODEL FOR ANY REASON, EITHER FOR SERVICE OR WARRANTY WORK, IT MUST BE SECURELY PACKED IN ITS ORIGINAL PACKAGING TO PREVENT DAMAGE IN TRANSIT.

IF THE MODEL IS PACKED IN ANY OTHER WAY WE CANNOT BE HELD LIABLE FOR ANY DAMAGE CAUSED BY IMPROPER PACKING. ALL ITEMS COVERED BY OUR TWO-YEAR WARRANTY WILL BE COVERED BUT ANY PARTS AND LABOUR ATTRIBUTED TO RECTIFYING DAMAGE CAUSED BY IMPROPER PACKING WILL BE CHARGED FOR.

GUARANTEE

Accucraft UK Ltd will remedy any defect or malfunction occurring with this product during a two-year guarantee period from date of purchase. This guarantee does not extend to malfunctions or defects caused by damage or unreasonable use, including the failure to provide the correct types of lubrication and water or by not controlling the gas correctly.

If a claim is to be made within the two-year guarantee period, in the first instance, return both the product and guarantee card to your dealer. In the event of your problem not being able to be fixed by your dealer, he will contact us for advice. If necessary, we will arrange for the product to be returned to our service department for repair.

This guarantee is quoted in addition to all legal rights of the purchaser under the Sale of Goods Act, and shall expire two years from the date of purchase. Under no circumstances shall Accucraft UK Ltd be responsible for any consequential damages arising regarding any Accucraft UK Ltd product.

CARE OF YOUR LOCOMOTIVE

- **Proper lubrication is most important, but must not be overdone.**
- **Care should be taken when removing the loco from its packaging, as any levering action using projecting parts (e.g. buffers) may result in damage.**
- **Check with your dealer that these locomotives wheel standards are compatible with your track system. Ensure that your track is in good condition and well maintained.**
- **Keep the engine free of dust and dirt. Debris such as earth and gravel in the motion will lead to premature wear and failure.**
- **Always use steam oil in the lubricator, never ordinary household oil.**
- **Never light the burner without water in the boiler.**
- **Always control the gas correctly and do not have the fire too high so it goes into the smoke box and damages materials, paint, or wheel insulation.**

SAFETY

- **Always use this product in a well-ventilated area. Never get directly above the chimney, boiling water can sometimes be ejected from it.**
- **When in steam, and for some time afterwards the engine will be very hot. HANDLE WITH CARE.**
- **This model has many small parts and should be handled with care. It is not suitable for children under the age of 14 years old.**

**ACCUCRAFT UK LTD, UNIT 4, LONG MEADOW INDUSTRIAL ESTATE, PONTRILAS,
HEREFORDSHIRE. HR2 0UA.**

LOCOMOTIVE LOG BOOK

Loco Serial No: Boiler Serial No:

Gas Tank Serial No:

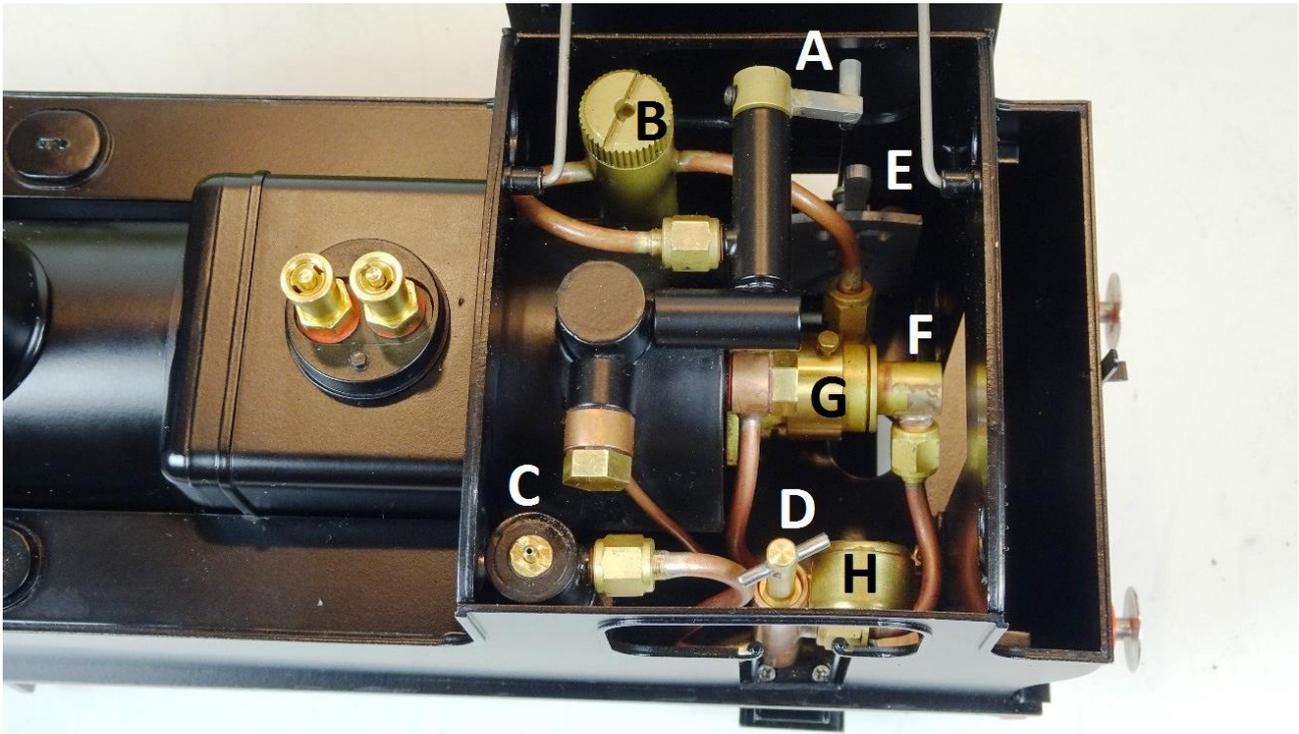
First Registered Owner:

Date Purchased:

Second Registered Owner:

Date Purchased:

Cab Operational Controls:



A: Steam regulator.

B: Lubricator, drain under footplate.

C: Gas Filler valve.

D: Gas Control valve.

E: Reverse lever.

F: Gas Burner Jet

G: Air Control Ring

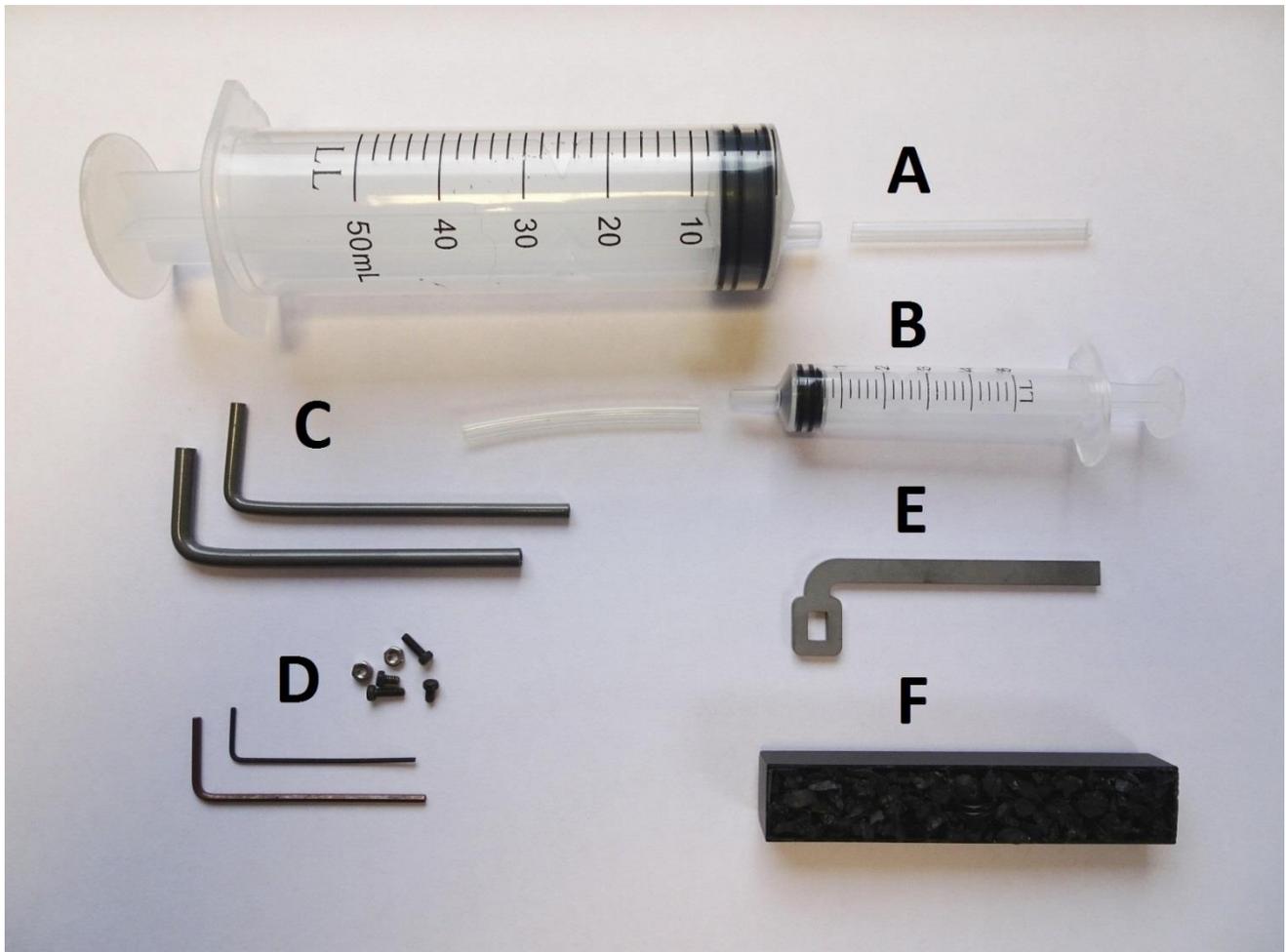
H: Pressure Gauge

I: Lubricator Drain

J: Boiler Blow Down Valve



Accessories Illustrated.



A. Large Boiler filling syringe

B. Small syringe

C. Hex nut spinners for 2mm and 3mm hex bolts

D. Allen keys and spare nuts and bolts

E. Special tool for reversing lever

F. Coal load for bunker