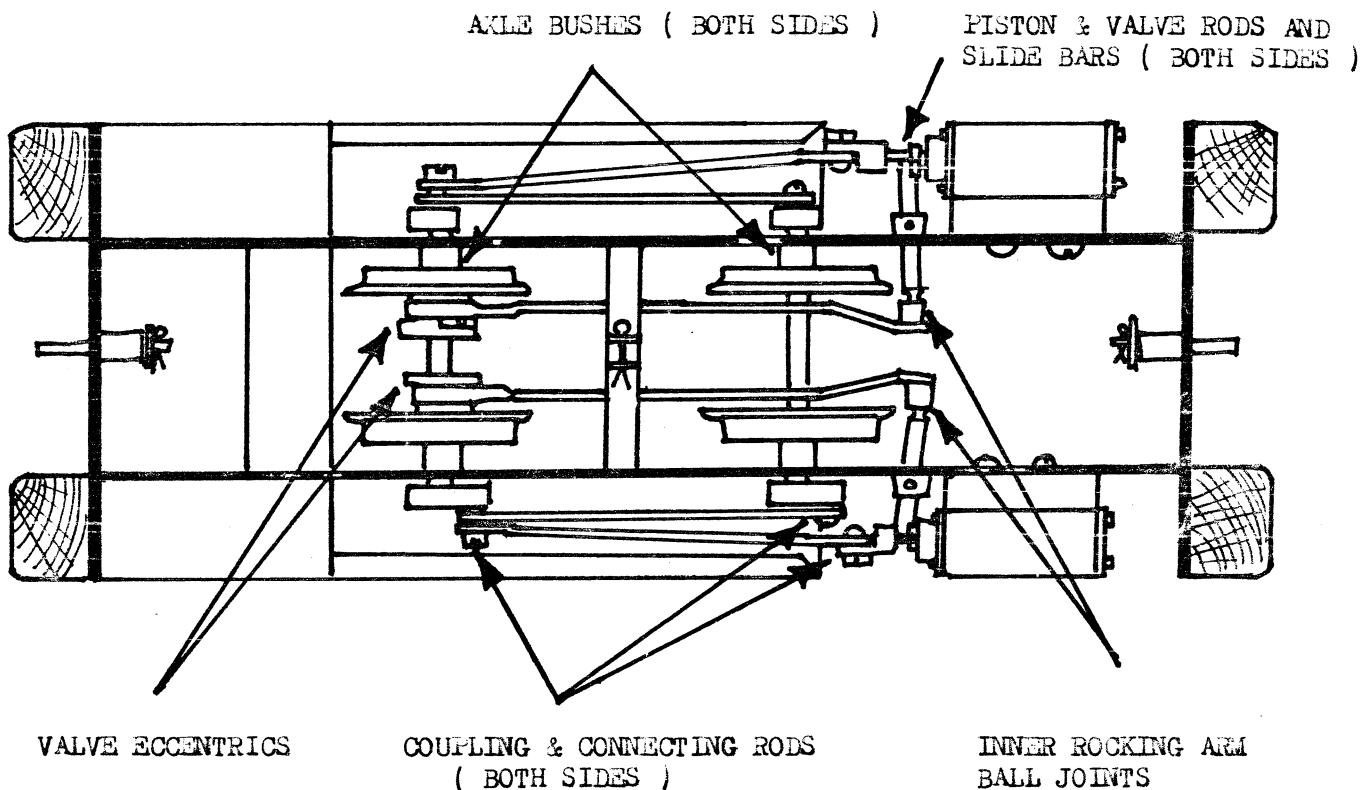


# DYLAN

## Operating Instructions

All locomotives are test run before leaving the workshop but will require a certain amount of running in when new to overcome initial tightness.

Regular lubrication of all working parts is important and should be carried out before each operating session. Use plenty of oil around the piston and valve rods and slide bars, not forgetting the axle bushes and eccentrics inside the frames.



### LUBRICATION CHART

View of under-side of locomotive

The cab roof and its rear support can be removed for access when servicing the model. Slide the roof backwards to remove. The rear support is located in two sockets inside the cab backplate.

To prepare the engine for operating proceed as follows:-

1/. Fill displacement lubricator with thick steam oil. The lubricator is on the left hand side of the footplate and is filled by removing the screw cap and filling with oil up to the steam pipe. Replace cap firmly not forgetting the fibre washer. At the end of an operating session drain off the water from the bottom of the lubricator by means of the drain screw at the base of the unit.

2/. Remove level plug from the boiler backplate. Unscrew safety valve from the top of the boiler and fill with water up to the level. Replace plug and safety valve firmly not forgetting fibre washers. Alternatively, remove only the safety valve and fill from a measuring syringe with 150ml of water.

3/. Remove meths tank filler cap, which is on the right hand side of the footplate and fill with Meths (approx. 65ml.). Replace cap and washer. Light burners from underneath but keep the engine level whilst doing so.

On receiving the model, or when replacing wicks, a certain amount of trial and error is needed to get the burners burning equally. The wicks are of Asbestos string and as the thickness can vary, the number of strands required must be determined by a little experimentation. Use the smallest flame possible consistent with raising sufficient steam for your particular needs. Too large a flame will simply waste fuel and steam and could cause the model to overheat with resultant damage to the soldered joints of steam pipes.

#### WARNING

Asbestos can be hazardous to health if not used with care. When handling or trimming wicks make sure that they are dampened with Methylated Spirits to suppress any dust.

To remove the burner, withdraw the split pin from underneath the centre of the locomotive and remove the screw from the centre of the rear buffer beam. The complete burner and tanks can now be dropped down clear of the engine.

4/. Once full working pressure is reached (approx. 40psi) open the regulator a little and move the engine in the desired direction manually until all water in the cylinders has been expelled, the engine will then ~~move~~ under its own steam. To reverse the engine, close the regulator and move the locomotive manually one revolution of the wheels to set the valve gear. Always remember to close the regulator before changing direction.

When all the water in the boiler has been used up, pressure will drop very quickly (as indicated on the gauge). When this happens extinguish the fire immediately with a sharp blow down the side of the boiler from above. If the fire is left burning for any length of time under an empty boiler, damage to the model could result.

It is recommended that locos are run light when new, until run in.

5/. At the close of an operating session, the boiler, spirit tank and lubricator should be emptied. It is also good practice to clean the engine with a soft cloth and protect all bright metal parts with a smear of light oil applied by a small paint brush.

The piston and valve rods and regulator spindle on this locomotive are fitted with adjustable glands, packed with graphited yarn and can be adjusted if excessive leakage of steam occurs by light tightening up of the gland nuts. Over tightening will render the engine very stiff or inoperative, if this happens back off the gland nuts slightly. When all the available adjustment has been used up, it will be necessary to repack the glands. To do this, unscrew the gland nut and slide it down the rod clear of the boss. Remove the old packing, using a needle or tweezers, and replace it with a length of 1/16th" graphited yarn, long enough to give about 3 or 4 turns around the rod. Press this into the boss using a small screwdriver, then slide back the gland nut and screw it into the boss. Adjust as above.