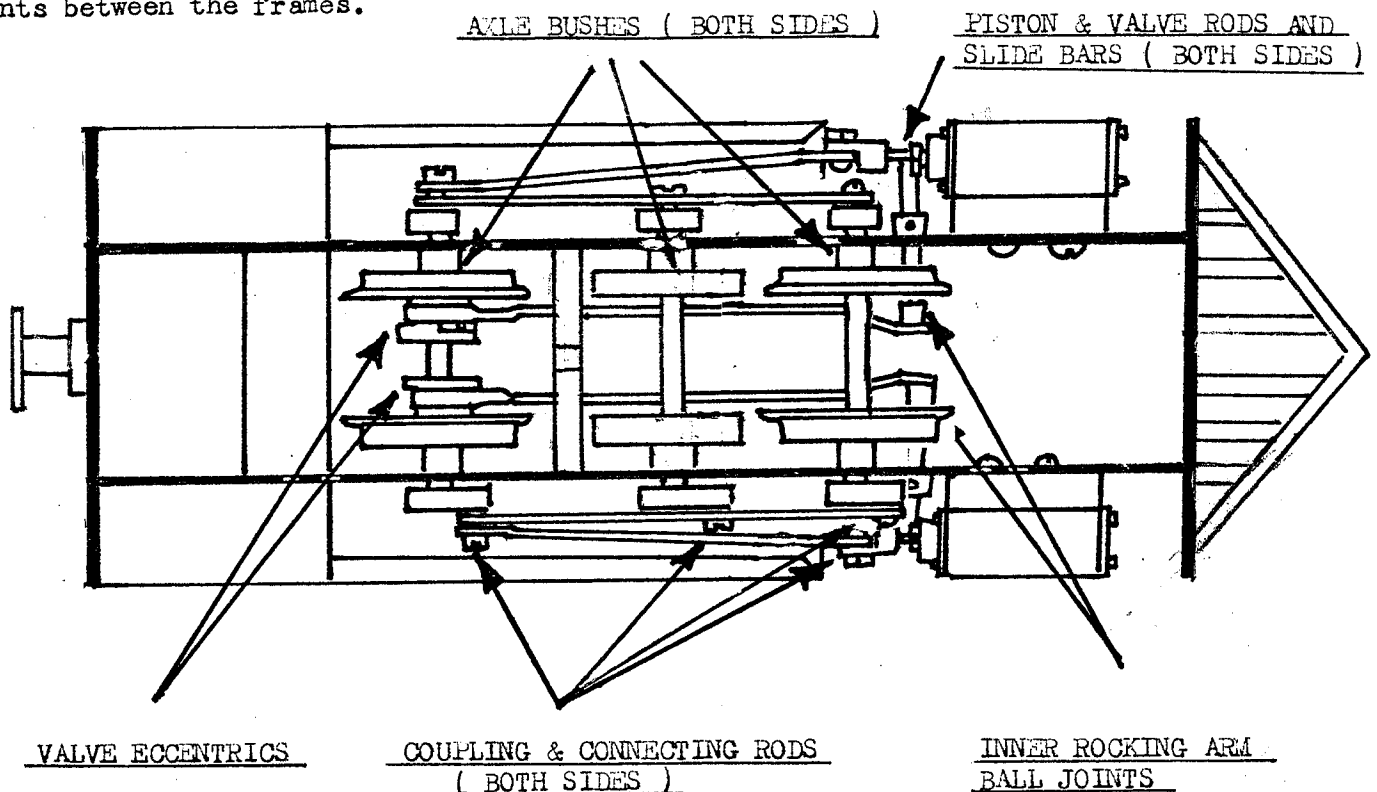


# THE OLD COLONIAL

## 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. It is recommended that the model is run light to start with.

Regular lubrication of all working parts is important and should be carried out before each operating session. Particular attention should be paid to the eccentrics and ball joints between the frames.



On meths fired models, the first job is to remove the meths burner and fit the wicks. These are not fitted in our workshop, as running conditions vary and it is best left to the individual to set for his own requirements. To remove the burner, first remove the bracket which locates the feed tube to the underside of the centre frame spacer (underneath the loco) then unscrew the 6BA brass screw in the rear buffer beam just below the coupling hook. The burner will now drop out clear of the loco. Cut the asbestos string supplied into approx. 1" lengths and pack about eight lengths into each burner tube. The actual number of strands may vary depending on string thickness, the wicks should go in firmly but not too tight. Still with the burner out of the loco, fill the meths tank and light the four wicks. The size of the flames can easily be adjusted by either packing down (to reduce) or removing a strand (to increase) of the wicks to get a good flame. A pair of tweezers is ideal for doing the adjustments. Aim for even burning flames of a 'tear drop' shape and not too large. The wicks should not be more than about 3/32" above the top of the tubes. When satisfied that all is burning well, the unit can be replaced in the loco. Time spent carefully setting the burner will ensure good performance from the model. Once set, the burner will not need removing again unless new wicks need fitting.

WARNING Asbestos can be hazardous to health if not used with care. When handling or cutting wicks it is recommended that they are dampened with meths to suppress any dust.

To prepare the engine for operation, proceed as follows;-

Fill the displacement lubricator with thick steam oil by removing the knurled cap off the top. The lubricator is in the left hand cab doorway. Replace cap finger tight. After two or three runs it will need draining of water by means of the screw in the bottom before filling with oil.

Fill boiler with approx 160ml of clean water by removing safety valve and filling through top of steam dome. Replace safety valve not forgetting washer. Note, hot water from a kettle will reduce steam raising time.

On meths fired locos, fill meths tank through filler pipe in left hand cab doorway. An overflow pipe is provided on the base of the tank to prevent overflowing. Light the burners from underneath the engine.

On gas fired locos, check that the gas valve is shut (underside of gas tank in left hand cab doorway) and fill gas tank through the filler valve in the front centre of cab roof. NOTE always make sure that there are no exposed flames nearby when filling. Open gas valve and light burner from top of boiler then adjust size of flame required. The gas jet is very small and can become blocked with small dirt particles. If the burner fails to light correctly and the tank is full, this could be due to blockage. To clear the jet, remove the jet holder from the rear of the burner tube (protruding from the rear of the firebox below the boiler) by loosening the 6BA retaining screw and pass a length of very fine fuse wire through the centre hole.

Once full working pressure is reached (approx 40psi) open the regulator. Initially, there will be a certain amount of water (priming) in the cylinders and it may be necessary to move the model manually to clear this.

On manual models the regulator is in the cab towards the right hand doorway and is opened by hand.

On radio control models, switch on the receiver (left hand doorway under cab roof) and the transmitter and open regulator with the left hand control lever, down for stop up for go. The right hand control lever is not used on this model. The regulator is a needle valve and will give precise control when the model is run in.

To conserve batteries, always switch off both units when not actually operating. We recommend the use of Alkaline batteries when replacing them. On the loco they are housed under the cab roof and are accessed by removing the cab back. On the transmitter they are housed under a clip off cover on the rear of the unit.

This model is fitted with slip-eccentric valve-gear, which is set by manually moving the engine in the desired direction for one revolution of the wheels. The regulator should always be shut before changing direction.

Refill fuel tanks as required during run. Note, on gas fired locos always extinguish fire before refueling.

When all the water in the boiler has been used up, pressure will drop very quickly (as indicated on the pressure gauge). When this happens, extinguish the fire by either blowing sharply down the side of the boiler from above on meths fired locos, or shutting the gas valve on gas fired models. Do not leave a fire burning under an empty boiler for any length of time or damage may result.

On manual models only, a vacuum tap is fitted to enable the boiler to be refilled more quickly when still hot, however this will only operate if there is still water in the boiler. The operator will soon get to know his model and the length of run to expect on a boiler full of water. The engine should be stopped about 5 to 10 minutes before the end of a run and the fire extinguished. Connect a suitable length of plastic or rubber tube to the end of the copper pipe from the vacuum tap, and place the other end in a container of cold water. Open the tap, which is located on the boiler backhead. Initially, the remaining steam from the boiler will be blown out into the water, then, when this has all gone the cooling of the boiler will create a vacuum inside which will draw in the cold water. When the boiler has refilled its self, remove the rubber pipe and relight the fire. The boiler is now completely full and the vacuum tap should be left open to blow off some of the excess water.

At the end of an operating session, it is good practise to clean the locomotive with a soft cloth and lightly oil all bright metal parts to prevent rusting during periods of storage.