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OPERATING INSTRUCTIONS

"L&B LEW" ELECTRIC POWER

This is a 1:19 (16mm: 1 foot) scale model of 'Lew'. The motor is 0-24 volt and the minimum desired radius is 3 feet, but under extreme circumstances the model will negotiate 2 foot 6 inch radius curves (LGB R2), but only at a slow speed due to the long wheelbase of the model.

Accucraft have modelled the locomotive in two different colours.

- E19-17. Southern Green.
- E19-18. BR Black.

We have supplied loose, name and number plates for the BR Black version of 'Lew'. To fix the plates we do not recommend adhesive, this can damage the paint. We have always fixed nameplates with double sided tape. This allows removal is the position is wrong, and in the future should you wish to repaint or line the model, it allows easy changing of the plates.

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.
Should you wish to dismantle the locomotive for any reason, such as to fit a DCC decoder, the following actions must be taken:

Removal of the Body. This is not a 5 minute job and involves some engineering dexterity.

1. Remove the 3mm AF Hex bolts in small brackets under the tanks at the front which hold the tanks to the chassis. It is easiest if you remove the bolts that hold the brackets to the chassis and not the bolts that hold the brackets to the tanks.
2. Remove the two 3mm AF Hex bolts that hold the front of the tanks to the footplate, these are on the underside of the footplate at the front of the footplate.
3. Remove the screws/bolts that secure the back of the cab to the rear chassis cross member.
4. Carefully bend up the tabs that secure the cab door handrails so the cab will be able to be lifted clear.
5. Remove the M2 nut, using a 4mm A/F Hex nut runner, which secures the safety valve easing bar to the safety valve.
6. Now the cab should be ready to lift off. Move it slightly backwards to disengage the pipe from the casting where it goes into the smokebox then you will have to spring outwards the bottom of the front of the side tanks to allow them to clear the boiler as you lift the body clear. This is not an easy job but have patience!

Removal of the Boiler for access to the motor.

1. Remove the chimney by releasing the large knurled nut that secures it inside the smokebox. We have found it is easiest to remove the complete front ring and door assembly by removing the three 2mm A/F hex bolts that secure it to the smokebox.
2. Using a Phillips head screwdriver by going in through where the chimney was, remove the two screws that hold the smokebox to the smokebox saddle.
3. Remove the four Phillips head screws that hold the firebox end of the boiler to the footplate. These are accessed from the underneath of the loco and are alongside the front of the rear pony truck frame. The complete boiler/smokebox assembly should now lift away giving access to the motor.

If you wish to fit a DCC decoder it must be ‘hard wired’ between the electrical power 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.

To refit the cab and boiler assemblies reverse these instructions, making sure care is taken to re-engage the cab handrails into the tabs that go over the top of them and that the long pipe that goes to the smokebox is engaged in its fitting.

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.

Gauge Changing

First move the power pick-ups for the rear wheels, the rear of the centre wheel and the front of the front wheel into the alternative 32mm gauge fixing holes. Now with a 3mm AF hex nut spinner remove the cross bracer that has the power pick-ups for the front of the centre wheel and the rear of the front wheel attached to it. Lift it out, turn it over and you will then get access to the fixing bolts for these power pick-ups. Move them into the alternate 32mm gauge positions. Replace the cross bracer. Then using the Allen wrench provided slacken the grub screws in the wheel bosses and then slide the wheels in to the alternative 32mm gauge position. You may have to apply power to the power pick-ups to rotate the wheels to a position so you can access the grub screws. Re-tighten so they are all secure. These should be regularly checked.

When moving the power pick-ups it is essential that you check that when in their new positions the wires do not rub on any moving parts such as axles or wheels.

To change the pony truck wheel sets unscrew both the pivot bolts and the spring pivot bolts. Take care not to loose the springs or washers as they are released, lift away both pony trucks. Turn them over and you will have access to the securing bolts. Remove the 45mm wheel sets using a 3mm A/F hex nut spinner and replace with the 32mm wheel sets provided. Replace the pony trucks to the loco in the reverse order of removal.

Pony Truck Wheel Arch Covers

These items are supplied for display purposes or when the model is being used on 32mm gauge and running over very large radius curves of above 2 metres. They cannot be used for 45mm gauge or tight radius curves of 32mm gauge.

A set of four covers are supplied with the loco, one for each specific wheel arch. To fit them remove the M2 hex bolts from the fixing lugs and put carefully to one side. Fit the respective cover to the frame cut out with the fixing lugs to the inside of the frames and secure with the M2 hex bolts previously removed through the pre-drilled holes in the frames.

The Accucraft L&B 'Lew'

Live Steam Version Illustrated.

Lew was built in 1925 to a similar design to the previous Manning Wardle locomotives constructed for the Lynton & Barnstaple Railway, the main difference being a redesigned cab to eliminate a smoke trap, and give more room to the crew.

Following the L & B tradition, she was named after one of the local rivers with a three-letter name. She was sold at auction along with other L&B equipment in November 1935, two months after the railway closed. However, she was purchased by the contractor dismantling the line and was used on these trains until July 1936. In September 1936, the loco sailed from Britain on the SS Sabor – believed to have been destined for a plantation in Brazil. Despite the efforts of many enthusiasts, no proof of the locomotive's current whereabouts or eventual fate has been discovered. The

Ffestiniog Railway has recently completed a replica of the loco and christened it 'Lyd', thus continuing the tradition of three-letter river names and we are pleased to say that in association with the F.R. we have produced a limited edition of this loco as well.