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Isle of Man ‘Caledonia’.

‘Caledonia’ was built in 1885 for the Manx Northern Railway in the Isle of Man, by Dûbs & Co of Glasgow, works No 2178.

This is a 1:20.3 (15mm: 1 foot) scale model ‘Caledonia’. The motor is 0-24 volt and the minimum desired radius is 2 feet 6 inches (LGB R2), but under extreme circumstances the model will negotiate 2 foot radius curves (LGB R1), but only at a slow speed due to the long wheelbase of the model.

Accucraft have modelled the locomotive in two different eras.

- E20-3. ‘Caledonia’ No 15, in Blue as running in 2004.

- E19-4. ‘Caledonia’ Manx Railway No 4, in Tuscan Red as running in 2007.

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-lub, from the Woodland Scenics range of products.

For all the valve gear Light Gear oil is recommended. For all the axle bearings including the tender axles, 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:

To remove the body: The body is held down by six M2 hex headed bolts, two under each tank and two in the bunker. The cab door handrails are either held down by nuts on the underside of the footplate, or are a push fit and require withdrawing upwards. Care should be taken when sliding the body back by a few millimetres to clear the pipe that goes into the cab on the right hand side. Two weights, one in each side tank, will be found bolted to the foot plate with cross head screws. If the space is required these can be removed.

To remove the boiler: This unit is bolted down to the footplate with four M2 hex headed bolts, two under the smoke box area, and two through the angle plate in the cab to the rear of the firebox. You will now have easy access to the motor and wiring harness.

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

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.