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Isle of Man 2-4-0T *Mona*

The Prototype - Arriving as a joint delivery with No. 4 *Loch* in 1874 in readiness for the opening of the Port Erin line, the locomotive is named from the Latin word meaning Isle of Man. Together with sister No. 4 she carried unusual nameplates to compensate for the injector overflow pipe which bisected it, thus the name appears 'MO NA' with a gap to allow for the copper pipe; modifications to the layout leaving this feature redundant and giving it an unusual appearance.

As with the other fleet members, she has idiosyncrasies that distinguish her, such as a chimney numeral in a slightly different style to the other locomotives. The locomotive also carried brass '5' numerals on the side tanks above the name plates, though the one on the driver's side was removed latterly. No. 5 was a regular on the Peel Line later in her career and remained in service right until the 1970 season when she refused to hold a head of steam and was subsequently mothballed. Due to asbestos present in the locomotive's lagging it was hermetically sealed in 2009 and remains out of bounds.



The Model

This is a 1:20.3 (15mm: 1 foot) scale model *Mona*. The motor is 0-24 volt and the minimum desired radius is 3 feet, but under extreme circumstances the model will negotiate 2 feet 6 inches (LGB R2), but only at a slow speed and on excellent track due to its long wheelbase.

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.

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.

The wires from the power collectors come up into the front of the loco into the smoke box so it is possible to 'hard wire' in a small size DCC decoder in here. The smoke box door can just be pulled open to access the wiring.

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.