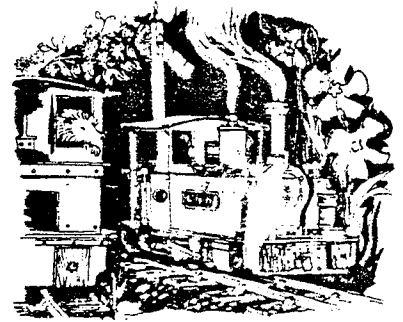


The Roundhouse Engineering Co.

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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 be 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 slide block/reversing gear of the Hackworth type valve gear which are positioned up in the side tanks above the rear axle.

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 split pin which locates the feed tube to the underside of the centre frame spacer (underneath loco) then unscrew the 6BA brass screw in the rear buffer beam just below the coupling hook. The burner will now drop down clear of the loco. Cut the asbestos string supplied into approx 1" lengths and pack about six lengths into each burner tube. Note, the actual no 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 tank with meths and light the four wicks. The size of the flames can be easily 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 tops 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 operating, proceed as follows:-

Remove knurled cap from displacement lubricator (on right hand side of cab) and fill with thick steam oil. Replace cap finger tight. After two or three runs the lubricator will need draining of water by means of the screw at the bottom of the unit.

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 and light burners from underneath loco,
On gas fired locos fill gas tank (lift left hand tank filler to access filler valve).
Note. ensure gas valve (left hand side in cab) is closed when filling and that there are no exposed flames nearby. Open gas valve and light from top of boiler. Adjust size of flame with gas valve. 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 a 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 has been reached (approx 40 psi) select forward or reverse gear and open regulator. On manual models the reversing lever is on the left hand side of the cab and is moved forward for reverse and backwards for forwards gear. It is spring loaded and locks into position in two notches. Lift slightly before moving. When first starting a certain amount of water (priming) will be present in the cylinders and it may be necessary to move the loco manually to clear this.

Refill fuel tanks as required during run. NOTE on gas fired locos always extinguish fire before refilling.

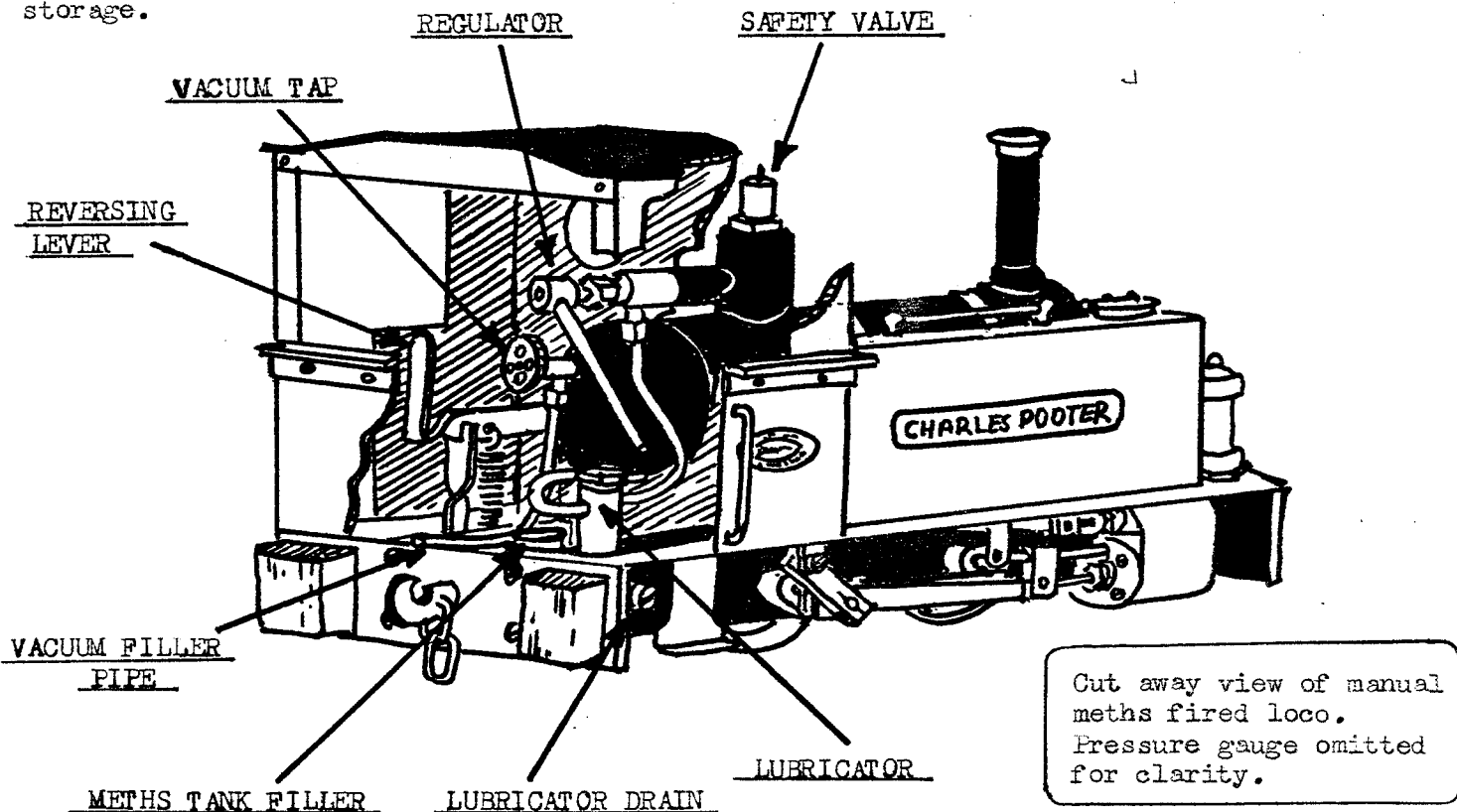
When all the water in the boiler has been used up, pressure will drop very quickly (as indicated on the pressure gauge). When this happens, extinguish the fire by either blowing sharply down the side of the boiler from above on meths fired locos, or shutting the gas valve on gas fired locos. Do NOT leave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

On radio control models, when full working pressure is reached, switch on receiver (under left hand side cab roof) and transmitter and select gear using the right hand lever on the transmitter. The lever is spring loaded to return to centre (mid gear) and is held over to either the left for forward or to the right for reverse. In an emergency releasing this lever will stop the loco. Open the regulator by moving the left hand lever (down for stop, up for go). The regulator is a needle valve and gives verry precise control when the model is run in. With Hackworth valve gear it is normal practise to select full gear (either forward or reverse) and drive on the regulator only without notching up the valve gear.

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, access to the batteries is by lifting the hinge up cab roof. On the transmitter they are housed under a clip off cover on the rear of the unit.

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.



VICTORIA

Operating Instructions

Please read carefully before operating the locomotive.

All locomotives are test run before leaving the workshop, but will require a certain amount of running in when new to overcome initial tightness. As "Victoria" is a single cylindered engine, this tightness will be noticed as jerky running at slow speeds, but will become smoother as all parts bed in.

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 bar, not forgetting the axle bushes and eccentric / connecting rod inside the frames.

NOTE

The meths burner is not fitted with wicks when supplied and should be removed and set up before attempting to run the model.

To remove the burner it is first necessary to remove the locomotives body. This is retained by two 6BA screws, one each side under the foot plate, the body may then be lifted off.

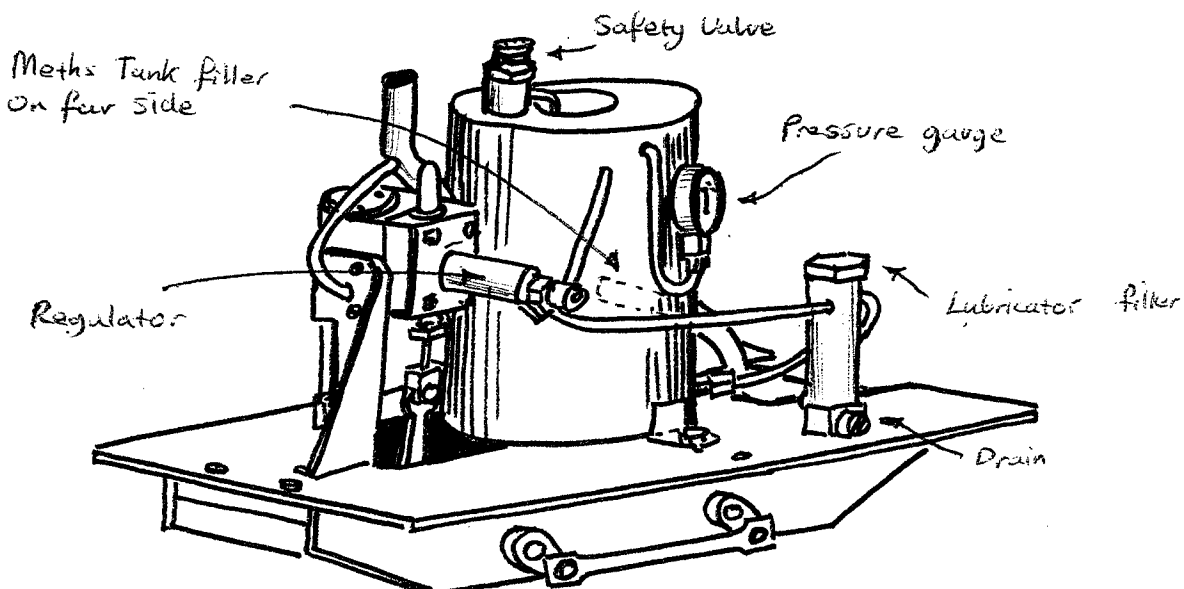
The burner is held in place by two 6BA screws on top of the footplate. These only need to be slackened off and the burner slid back a little, then down to clear the chassis. The asbestos string supplied should be cut into approx. 1" lengths and about six to eight strands put in each tube.

WARNING

Asbestos can be a hazard to health if not used with care. When handling or trimming wicks make sure that they are damped with Methylated Spirit to suppress any dust.

A certain amount of trial and error is needed to get the burners burning equally. The asbestos string used can vary in thickness so the actual number of strands per tube must be determined by a little experimentation. Use the smallest flame possible consistent with raising sufficient steam for your particular needs. Too large a fire will simply waste fuel and steam by constantly blowing off through the safety valve. The size of flame can easily be adjusted by either packing down (to reduce) or removing a strand (to increase) the wicks.

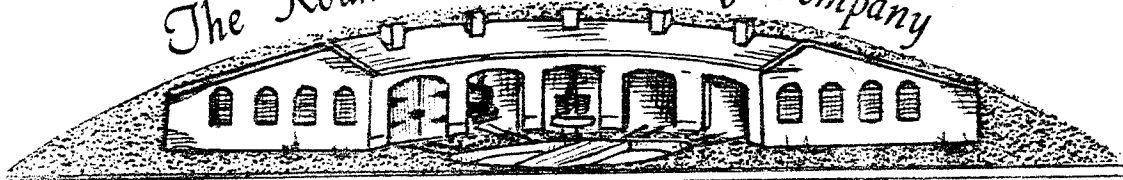
It is recommended that the initial runs are made with the body removed as it may be necessary to make further adjustments to the burner for optimum performance/economy. Once all is running well, the body may be replaced and secured by its two retaining screws and in normal service need not be removed again.



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