

Bedienungsanleitung

Instruction

Instructions de Service



21701



DC ...
0-22 Volt



Das Vorbild:

Die Lokfabrik Krauss in Linz lieferte 1899 eine ihrer berühmten Dampfloks der Reihe U mit der Fabriknummer 4182 an die im damals österreichisch-deutschem Grenzgebiet liegende Friedländer Bezirks-Bahn, wo sie als FBB 1 »Ehrlich« in Betrieb genommen wurde. Ab 1918 kam die Lok als CSD U 37007 zur tschechischen Staatsbahn. 1939 gelangte sie im Rahmen der politischen Veränderungen als DRG 99791 unter deutsche Verwaltung, die sie auf der

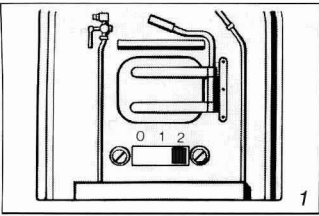
Schmalspurstrecke Hetzdorf-Großwaltersdorf einsetzte.

Nach Fliegerbeschuß befand sie sich 1945 im DR-Ausbesserungswerk Chemnitz. Von dort überstellte man sie zu ihrem letzten Einsatz auf der Prignitzer Kreis-Kleinbahn.

Nach der Privatbahnenteignung in der DDR wurde sie in 994712 umgezeichnet. Die Lok wurde am 15.11.65 ausgemustert, womit der denkwürdige Einsatz einer Lok dieser berühmten österreichischen Loktype in Deutschland endete.

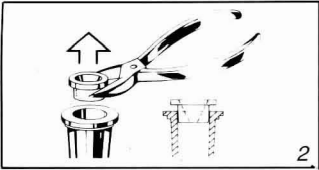


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Abb. 1: Betriebsartenschalter im Lokführerhaus
 Abb. 2: Entfernen der Sicherheitsabdeckung im Schornstein



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Fig. 1: Three-way switch in the engineer's cab

Fig. 2: Removing the safety cover of the smoke stack

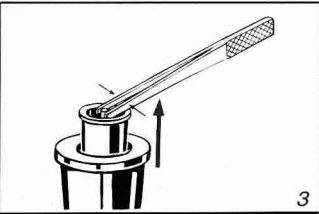
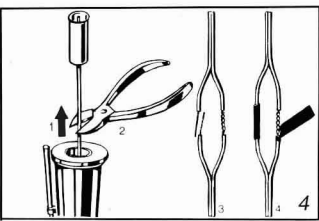


Fig. 3, 4:

- 1) Alten Dampfgenerator entfernen
- 2) Kabel entfernen
- 3) Kabelverbindung mit neuem Dampfgenerator herstellen
- 4) Blande Stellen der Kabelverbindung zur Vermeidung von Kurzschluß isolieren und Dampfgenerator einsetzen



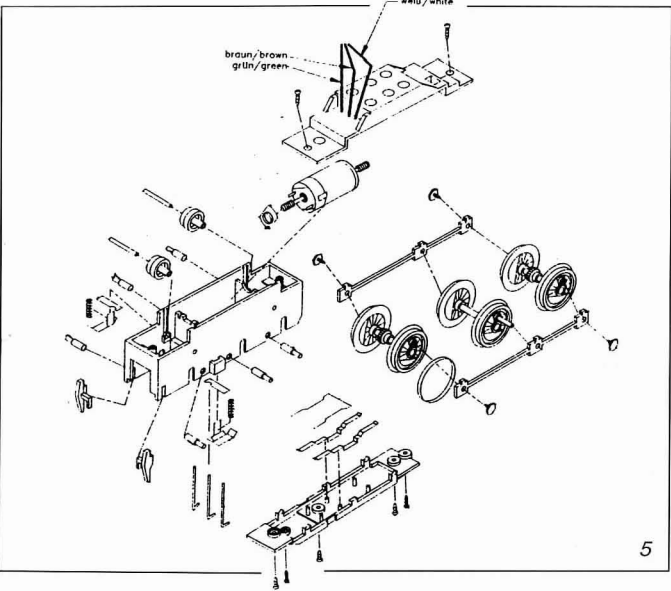
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Fig. 1: Interrupteur de fonction dans le poste de conduite

Fig. 2: Enlèvement de la plaque de recouvrement dans la cheminée

Fig. 3, 4:

- 1) Enlever le vieux générateur de fumée
- 2) Retirer le câble.
- 3) Raccorder le câble avec le nouveau générateur de fumée.
- 4) Isoler les endroits nus du raccordement de câble, afin d'éviter de courts-circuits, et mettre le générateur de fumée en place.



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The Prototype:

In 1899, the locomotive maker Krauss of Linz, Austria delivered one of its famous U series steam locomotives, No. 4182, to the Friedländer Regional Railway (FBB), which was then located in the Austrian-German border area. It operated as FBB 1 »Ehrlich«. In 1918, the locomotive became CSD U 37007 of the Czechoslovakian National Railway. Around 1939, the locomotive became the Deutsche Reichsbahn's No. 99791 and was deployed on the Hetzdorf-Grosswaltersdorf narrow gauge line.

The loco was damaged during an air raid, and in 1945, it was taken in 1945 to the DR repair shop in Chemnitz. From there it was used by the Prignitz regional narrow gauge railway. After expropriation of the private railways in East Germany, it was renamed to DR 994712, and finally, it was taken out of service on November 15, 1965. That ended the memorable history of this famous Austrian locomotive in Germany.

Technical Features:

- Smoke generator
- Automatic directional lighting
- Twin front and rear lanterns
- Lighted cab
- Electronic voltage stabilization circuit
- Three-way control switch in cab
- Rear lighting socket
- Traction tyre
- Furnished cab with instrument panel and engineer
- Prototypical livery and lettering
- Detailed, operating driving gear with four powered wheels
- Opening fire box door with detailed boiler pipes
- Metal plated lantern rings, bell, whistle and driving rods
- Drive unit with seven-pole Bühler motor sheltered from dust and dirt.

Illumination:

At the front are two working lanterns. These lanterns automatically turn off when the locomotive

is run in reverse. Now two rear lanterns are illuminated. To change the bulbs, the lamp rings and glasses should be removed. The blown bulb can be removed either with the fingers or with a pair of tweezers. The driver's cab bulb can be removed by pushing a pair of tweezers through the driver's cab door. An electronic voltage stabilizer circuit helps to keep a steady light in the lanterns from very low speeds to high speeds. Lighting sockets are mounted at the rear of the driver's cab. These sockets can be used to power LGB electrical accessories such as the "Sound of Steam" Boxcar LGB No. 41351 or Interior Lighting Sets LGB No. 68330 (3030).

Drive Mechanism:

This model is powered by a seven-pole Bühler motor. Three axles are powered. One wheel is equipped with a traction tyre.

Smoke Generator:

Enclosed with the locomotive is a small supply of smoke fluid, which allows you to run your locomotive with "steam". The smokestack should only be filled halfway with smoke fluid. This allows the smoke generator to develop sufficient heat to evaporate the smoke fluid. The smoke is harmless and safe. The smokestack can be easily refilled with the LGB Smoke Fluid (Nr. 50010). Because of the voltage stabilizer, running your engine without smoke fluid will not damage the smoke generator.

Attention: Do not touch the fire tube as it can be broken very easily.

Replacing of a defective smoke generator:

To change the smoke generator, carefully lift out the safety cover of the smoke stack with a small lever to avoid damage. After that, the smoke generator should be pulled out carefully with needle-nosed pliers by grasping the center heating pipe.

The wires to the old generator should be cut and reconnected to the replacement generator according to illustration 4. Do not forget to replace the safety cover.

Methods of operation:

You can choose how to operate your engine by using the three-way switch in the engineer's cab:

- Switch position 0 = All power off
- Switch position 1 = Power to lights and smoke generator only
- Switch position 2 = Power to lights, smoke generator and motor

Cleaning:

Dirty locomotives can be cleaned using detergent and water.

Lubrication:

The axles should be occasionally lubricated from with a drop of LGB Maintenance Oil (Nr. 51021). No other lubrication is necessary.

Motor replacement:

This should only be carried out in a specialist workshop. Should you however decide to do this, naturally at your own risk, you should take care to ensure that when the connecting rods are replaced onto the wheel pivots that the wheels do not jam when rotated. Badly fitted connecting rods lead to unsatisfactory locomotive driving characteristics and can also lead to premature gearbox faults.

Should the motor and/or warm and spur gears be replaced the these should be subsequently greased with LGB-Gearbox grease 51020.

Replacing the wheel sets, power pick-up shoes and commutator brushes (Fig. 5):

The chassis bottom can be lifted off after removing five screws. After unscrewing the coupling shaft screws, the wheel sets, power pick-up shoes and commutator brushes can be replaced. When the wheels are replaced, the gears and axle bearings must be adequately lubricated with LGB Graphite Lubricant (51020).

During assembly when the coupling rod is screwed into the pivot, it is vitally important to make sure that the coupling rod does not clamp at any wheel position. This would otherwise inevitably cause poor driving quality and may even destroy the gear.

Engine weight:

2480 grams

Length over buffers:

340 mm

Power supply:

LGB locomotives should only be operated with LGB transformers and

power packs. For this model, we recommend an LGB power supply with power output of 1 amp or more, for example, the 50000 power pack or the 50060 transformer and 50070 speed control combination. Use the LGB JUMBO power pack (50100/50101) for best performance.

This one however, must not be used outdoors.

Replacment parts:	
65853 (2085/3)	Smoke stack insert
62201 (2201)	Motor
68511 (5051/1)	Light bulbs
63120 (2120)	Commutator brushes
63218 (2218)	Pick up shoes
69104 (2010/4)	Traction tyres
51020 (5102)	LGB Graphite Lubricant
51021 (5102/1)	LGB Maintenance Oil
50010 (5001)	LGB Smoke and Cleaning Fluid
50020 (5002)	LGB Special Tool Set