

For Sale

Accucraft C-19 #346 with Green Boiler Jacket.

The Accucraft trains packing label indicates a date of 11-30-2007 which makes me believe this was a late build of this loco. It has a much more robust gearbox than my first generation Model of RGS 41. S/N 119



The Nitty Gritty: when I purchased this locomotive it was a basket case cosmetically, with the operational features unknown. It does have Airwire G3 board and T9000 controller, with a Phoenix P5 sound card. It was changed from incandescent lights to LED's at some point. It is powered by an Airwire 14.8v Lithium ion battery. No charger is included. It does have a charging jack in the water hatch, but I do not have a jack to fit. I have charged the battery directly thru the connector on the Airwire battery.

Repairs made, starting from the front:

As seen below the front of this loco took a lot of damage.



Front steps were removed and straitened, and later reappplied.

Engineer's side flag post was sheared off, drilled out hole and rethreaded to 2mm, removed fireman's side and replaced with trackside details td-157, threading the shanks to 2mm.

Boiler front did not fit due to dented smokebox, marker light mounting posts were badly bent, and number plate was missing and sheared off. (The step was present but not shown in photo) I drilled out the remaining number plate stud and chased the hole with 2mm tap. I made new marker light mounting posts from brass rod, and made a 3d model of a 16" number plate, and rather than apply a decal included the number in the 3d print. Both mounting screws for the boiler front were broken off in the front, but I was able to extract and clean up threads for remounting.

The Boiler braces were nonexistent, so new ones had to be made from brass rod. Apparently on this model they changed the design from the first one I had in that the braces were fitted into a hole in the end beam. I decided bolted boiler braces would look better, so they were secured over the existing holes.

Headlight: one of the support brackets was found to be loose and re-soldered.

Smokebox: this was the biggest challenge, but I was able to reform it back into shape with only the smallest amount of Solder filler in a couple of spots.

The entire smokebox and front were resprayed with a more appropriate graphite color before reassembly.

The next major area of concern was the steam dome:



As the above picture shows the top of the steam dome was completely striped, and the remains of the mounting posts sheared off at the top.

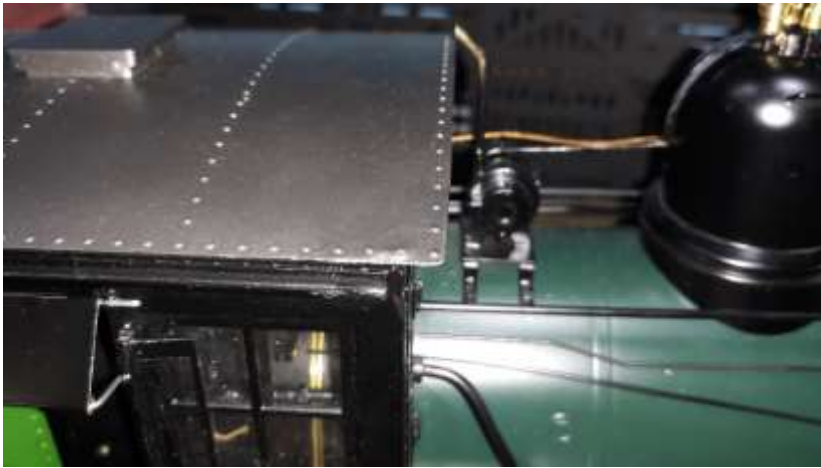
I made a 3d printed fixture to hold the dome in my mill, and center drilled the offending studs before drilling out and chasing with a 2MMM tap.



I replaced the pop valves with TD-43 that I modified to have a longer mounting stud, the monkey tail was made from a TD-224 and a piece of brass rod. The whistle I turned from brass bar stock and drilled a cross hole for the actuating rod.



The cab initially looked pretty good; the only visible defects were a dent on the engineer's side front corner, and the fireman's read door was loose. Upon further inspection the cab end walls had been bent in due to the impact. I was able to gently bend them back into shape and re-soldered the loose cab door. All the cab doors did not fit very well and at first thought the whole cab was racked. Further examination however showed they apparently had not been fitted well at the factory, so I filed them for a better fit. The cab corner was straightened as best as could be done w/o complete disassembly of the cab and the entire cab roof resprayed with graphite paint.



The drawbar was bent as well and straightened.

The Tender:

The worst damage on the tender was the drawbar mounting plate and stud. This had been bent on impact and the solder holding the stud was loose. The drawbar mounting plate was removed and straightened. It was found that a couple of the 1.6mm flat head screws had stripped out, and these were re-tapped to 2MM and new 2MM flat head screws fitted in all holes.

The separate coal load also took a hit. The coal load was loose and looked to not be original. Once the coal load was removed it was easy

to straighten the affected area. Before gluing in the new coal load, I drilled a hole and inserted a plastic tube so the Airwire antenna could exit the tender shell.

Several tender steps were bent and were unbolted and straightened before reassembly. There is one spot on the engineer's side of the tender that got a small dent that just got touch up, and the engineer's rear of the tender trim (half round) was disturbed and was brought closer to where it belonged but is not 100%.



Some of the air brake plumbing was also bent and straightened.

Functionality: this locomotive still operates very well. I cleaned and lubricated the entire drive train, and re-lubed the gear box with moly grease. The motor gear box was flopping around inside the locomotive however, so I made a 3d printed cradle to sit under the motor in the firebox, and loosely zip tied the motor to it. I added back the wires for the sound cam (someone had poorly mounted a magnetic reed switch). I went thru the entire locomotives wiring and cleaned it up.

In the tender I re-mounted all the electronics as the double sided tape had failed, and made an angle bracket for the volume control.

I also replaced the air hoses and glad hands with my 3d printed version. The bell cord was originally a piece of wire, but I fitted an appropriate length of thread. Numerus spots were hit with touch up

paint as you could imagine. The dynamo exhaust pipe was changed also to the more traditional version; the original beehive will be in the spare parts.

So what we have is a one of a kind custom repaired model of an Accucraft C-19 for your consideration.

Here she is on my Ridgeway turntable getting ready for a test run.

