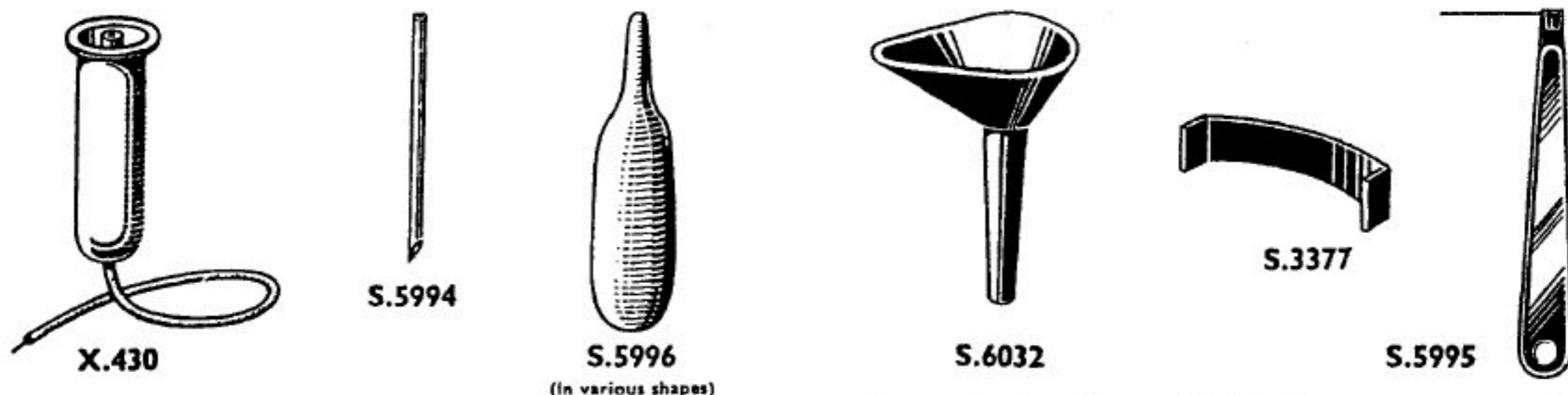


SMOKE UNIT—R.520 (Patented System)



A small coil within the smoke generator is heated electrically causing the vaporisation of the special fluid. The vapour passes up the smoke pipe and is discharged through the chimney of the locomotive in a realistic manner.

FITTING INSTRUCTIONS FOR LOCOMOTIVES PRODUCED AFTER 1st JANUARY, 1961 (For earlier models see Servicing Sheet No. 27)

The design of locomotives R.50, R.52 and R.251 produced after 1st January, 1961, is such that a smoke unit can be fitted without modification.

Such locomotives are marked with an S on the underside of the chassis.

Remove the body of the locomotive from the chassis.

Each chassis has a socket, to accommodate the smoke generator, located immediately below the chimney aperture in the body. Retaining Spring S.3377 holds the generator in place and maintains electrical contact.

R.50 4-6-2 CHASSIS—There are three sockets in this chassis. The centre socket is the one to be used and the retaining spring should be positioned as shown in Fig. 1. Insert end of wire lead, attached to base of smoke generator, down into the socket and pass it out through the slot in the side of the chassis as illustrated. Draw the lead through and push smoke generator into socket.

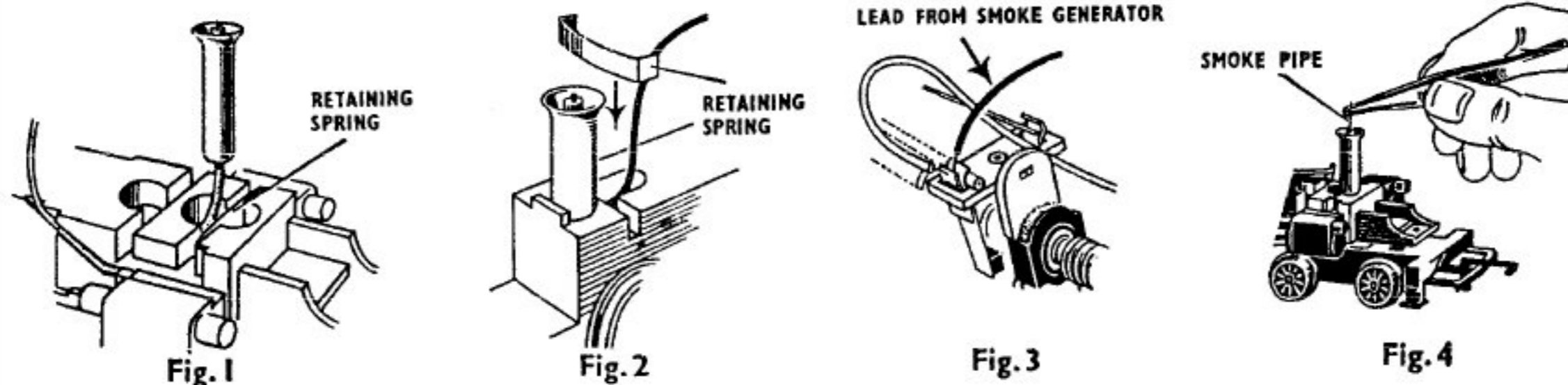
R.52 and R.251 0-6-0 CHASSIS—Insert base of smoke generator into socket leaving end of wire lead at the top. Fit retaining spring between smoke generator and wire lead (Fig. 2).

Do not kink the lead and make sure that the insulation covering is tight up to the base of the generator. Bring the end of the lead back to the motor and insert the bare wire between the brush and the brush clip on right hand side of motor (Fig. 3).

After fitting smoke generator ensure that the smoke pipe is in position in centre of generator.

Replace body on chassis, taking care that the smoke pipe does not fall out in the process.

Place locomotive on track and run on test for a short period.



OPERATION AND MAINTENANCE

Pierce the narrow end of the capsule of smoke oil with a household pin.

Place filling funnel in chimney of locomotive and allow five or six drops of smoke oil to fall on to the inside surface of the filler (away from the hole) and run down into the smoke generator. **DO NOT OVER-FILL.**

Replace pin in oil capsule and remove filling funnel from locomotive chimney.

Start locomotive and run in the usual way.

After the train has been in motion for a few seconds, smoke should appear and continue to be discharged from the chimney, while the model is travelling, until the supply of oil in the generator is exhausted.

If the amount of smoke emitted should decrease or cease altogether after a while, although there is an adequate supply of smoke oil in the generator, the smoke pipe may be in need of cleaning.

It should be withdrawn from the smoke generator (after the body of the locomotive has been removed) and cleaned by passing a piece of fine wire through it. 3 amp. fuse wire is the right size but Smoke Pipe Cleaner No. S.5995 is to be preferred. It is advisable to use tweezers when removing the smoke pipe (see Fig. 4). When replacing the smoke pipe, the angled end should be inserted first.

A spare smoke pipe is attached to the capsule of smoke oil supplied with the smoke unit and may be used should the original be lost or become unserviceable.

Spare parts for smoke units are illustrated at the head of this sheet and listed below:—

X.430	Smoke Generator (without smoke pipe)	S.5995	Smoke Pipe Cleaner
S.3377	Smoke Unit Retaining Spring	S.5996	Capsule of Smoke Oil
S.5994	Smoke Pipe	S.6032	Filling Funnel

Modifications are made to Triang Railways models from time to time. If a spare part is required which does not coincide with the illustration, a full description should be given and, if necessary, a sketch or sample should accompany the order.

PRINTED IN ENGLAND



ROVEX SCALE MODELS LIMITED
WESTWOOD, MARGATE, KENT, ENGLAND
A Member of the Lines Bros. Group of Companies

SERVICING SHEET
No. 26
Issued May, 1961