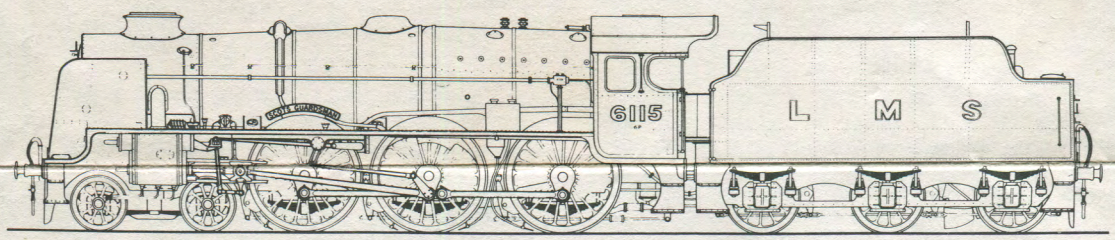
MAINLINE

# 4-6-0 Rebuilt Scot Class Locomotive

## Brief History of the Rebuilt Scot Class of locomotive

All of the seventy 'Royal Scots' were eventually rebuilt from 1943 onwards and, as a result, became one of the best large 4—6—0's ever to be put in express passenger service with a reputation for their excellent steaming, pulling and running abilities. The first loco in this class was introduced by the London, Midland and Scottish Railway in its original form in 1927 and was numbered 6100, named 'Royal Scot'. In 1933 it visited the United States of America and Canada, and was displayed at the Chicago World's Fair. The locomotive covered 11,194 miles over American railroads during its visit, including crossing the Rocky Mountains unaided with its train; a large commemorative plaque was added beneath its nameplate giving details of this event, and the loco was also presented with a special bell. The Royal Scot was rebuilt in 1950 with a taper boiler, under British Railways ownership, serial number 46100, and was eventually withdrawn from service in 1962. The locomotive may now be seen preserved in the crimson livery of the LMS at the Bressingham Steam Museum, Diss, Norfolk. The black LMS version of the Mainline Rebuilt Scot model is based on No. 6115 'Scots Guardsman' this livery being the full 1946 LMS style maroon and straw lining. 'Scots Guardsman' carries the unique distinction of being the only rebuilt Scot under LMS ownership to be equipped with smoke deflectors; in addition this locomotive was the last of the 'Scots' to be withdrawn from service in December 1965. No. 6115 was subsequently purchased for preservation and arrived at the Dinting Railway Centre, Glossop, Derbyshire in May 1969, where it can be seen restored to the post-war LMS livery described.



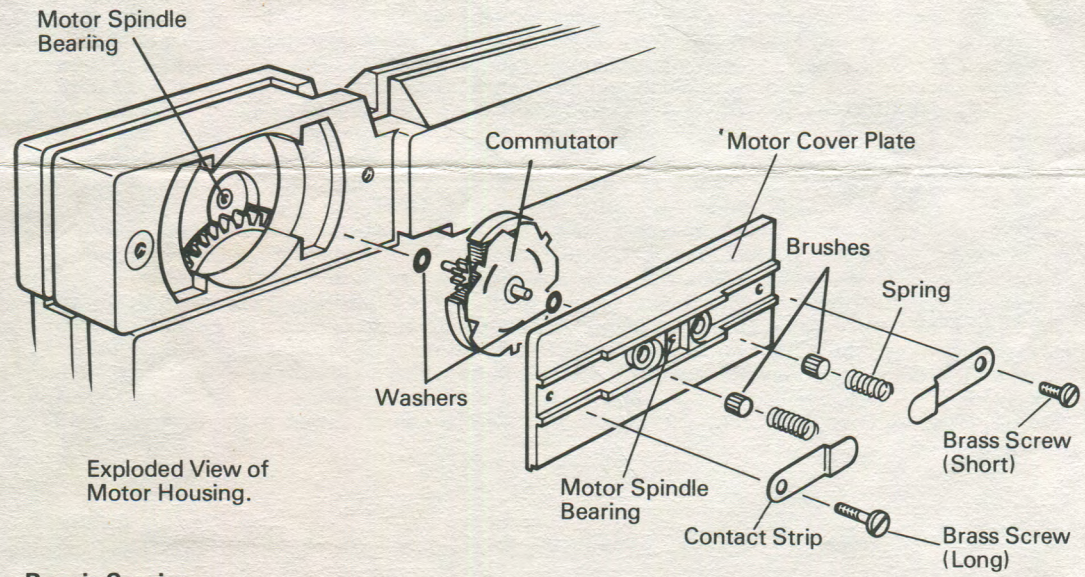

Please read these instructions carefully. Regular cleaning and maintenance, as described in this leaflet, will help ensure a long and trouble free life for your locomotive.
Excessive handling of your Mainline locomotive is strongly discouraged as this will, after a time, impair the overall dull finish of the body, particularly on any raised surface detail on the moulding.

**Removal of locomotive body**
The engine body is removed by undoing two screws set in the locomotive's baseplate moulding. One screw is located beneath the cab (just in front of the protruding boss), the other is to be found above the axle of the leading bogie wheels. Greater ease of access to the latter screw will be obtained if the front bogie axle/wheels are unclipped from the bogie moulding. Before starting to remove screws, or any small parts, from the locomotive it is recommended that a suitable container is used to store these in the course of servicing.

**Motor Cleaning and Brush replacement**
After some time it will be necessary to clean the face of the commutator disc, and to check the condition of the carbon brushes. Undo the small slotted-head brass screws at the end of the metal contact strips on the motor cover-plate. It may be necessary to its side and lightly tap to allow the brushes and coverplate to fall away, taking great care not to misplace the small washer on the motor spindle. The washer may adhere to the lubricant on the spindle bearing mounted in the centre of the cover-plate. The face of the commutator is now exposed for cleaning and this should be done with a dry, non-fluffy cloth, or Peco 'Electrolube' may be used. This is stocked by most model shops and instructions for use are supplied with each tube. The three joints between each segment of the commutator must also be scraped clean of any build up of carbon. Furthermore, scrape away a small amount of the coloured resin, used to lock the screws after factory assembly, before they can be removed with a screwdriver. Lift off the strips, taking great care not to lose the small brush springs which are held compressed beneath the cranked end of each metal strip. Turn the loco chassis on

any deposits of carbon dust must be blown clear of the motor housing and the brass brush-holder set in the cover-plate. After cleaning, replace the cover-plate, insert the brushes, (new ones if necessary), replace the brush springs and secure with the metal cover strips and slotted-head screws. To ensure good electrical pick-up, the securing screws must be fully tightened so that the metal strips are firmly held.

**Spare Parts**
Carbon brushes, springs, replacement couplings, etc. may be purchased from your local Mainline stockist.




Exploded View of Motor Housing.

**Repair Service**
In the event of your Scot locomotive being badly damaged we recommend that you take it to the nearest Mainline dealer. If this is not convenient it may be returned direct to us at the address below. Take care to see that it is securely packed, preferably in the original protective carton. If your locomotive was purchased as part of a Mainline train set, do not use the original carton to return it for repair, but instead send the locomotive individually wrapped in a protective package of suitable size enclosing your name and address in block capitals, with a note detailing the fault, to:—
Consumer Services, P.O. Box 9, Palitoy, Coalville, Leicester LE6 2DE.
A charge for the repair or replacement and postage may be required.

**Lubrication**
Proper lubrication is important but must not be overdone. Again, we recommend Peco 'Electrolube' as a suitable lubricant, as this can be applied in easily controlled small amounts using the purpose-made tube in which it is supplied. All 'Mainline' locomotives are lubricated at the factory and it may not be necessary for some time before any additional oiling is required — using the 'Electrolube' pen apply one small drop of oil on the motor spindle bearing, mounted in the centre of the cover-plate. In addition the second motor spindle bearing, set in the diecast material on the other side of the chassis block, may also be lubricated in a similar manner. If a light machine-oil is being used, such as '3-in-1' do not get any oil onto the carbon brushes or commutator, and use very sparingly. This is best applied on the end of a sharpened matchstick. To lubricate the driving-wheel axles, which run in slots in the base of the motor chassis, turn the chassis upside-down and undo the two countersunk screws positioned either side of the 'Mainline' name. Should the driving wheel stub-axles and/or their running slots require cleaning, this can also be done provided that extra care is taken in handling the valve gear. Once the baseplate has been removed from the chassis the driving-wheel assemblies are exposed for cleaning, or for lubrication, of their stub-axles. In addition, each pair of wheels may be lifted sufficiently clear of their slots, one pair of wheels at a time, enabling the latter to be cleaned; this is best done making use of a pipe-cleaner dampened with methylated spirits, which can be drawn through each of the slots. After cleaning, re-oil each stub or slot before refitting the baseplate. On no account must any force be applied to the valve gear during handling, because of the delicate nature of this assembly. Finally apply a very small drop of 'Electrolube' on the coupling rod pins. Following lubrication replace the bodyshell on the locomotive and allow it to run steadily by itself at a medium speed, for a few minutes.

**Guarantee**
This product is guaranteed against faulty materials or workmanship for 3 months from the date of purchase. In the event of such fault Palitoy will repair or replace the product free of charge. This guarantee is in addition to all legal rights under the Sale of Goods Act. etc.

Palitoy, Coalville, Leicester.

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