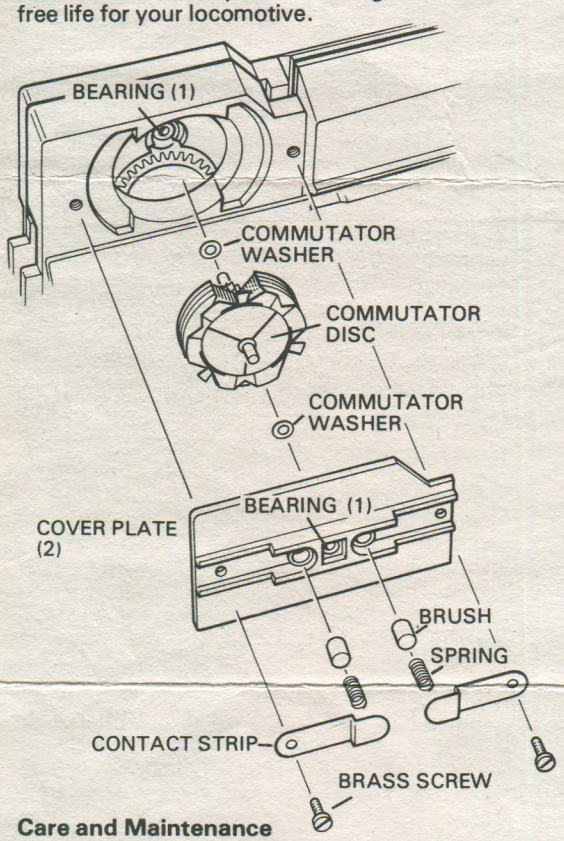
MAINLINE

25-12-79

Standard Class 4 4-6-0 Locomotive

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.



Care and Maintenance

Model locomotives are precision products and for trouble free operation should be handled with care. The moving parts should be kept clean and free from any build-up of dust, carpet fluff, excess oil etc. Extreme care should be taken when oiling the locomotive. All that is required is the smallest drop of oil on the motor bearings (1) and wheel axles after long periods of running. The best lubricant to use is Electrolube, generally available from model railway retailers.

Removal of Locomotive Body

Do not remove the locomotive body unless it is necessary for maintenance. Before starting to remove screws or parts from the locomotive get a small receptacle in which to place the screws so that they cannot be lost. The holding screws for the chassis and body are on the two extreme ends of the locomotive chassis. The front one of these can be seen if the front bogie is turned through its full arc. When these two screws are extracted the body can be easily lifted clear. This reveals the metal contact strips on the motor cover plate.

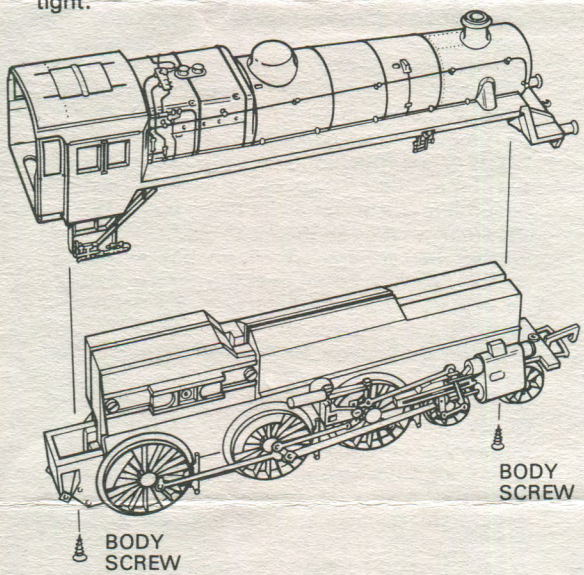
Motor Cleaning and Brush Replacement

After some time in use, 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 screws at the end of the metal contact strips on the motor coverplate. While doing this it is best to hold the plastic coverplate (2) down in place with the finger covering the centre of the coverplate, holding the centre section of the two metal strips in place at the same time. This will enable the screw to be removed. The metal strip can also be removed before the plastic coverplate is lifted clear. A small amount of resin adhesive is used in production to anchor the screws in position. This can be scraped easily from the metal strips to allow them to be removed. Care should be taken when removing the metal strips as on their centre end they each cover the small brush springs which are held compressed beneath the cranked end of each metal strip. When both metal strips are removed the coverplate can also be removed. Care should be taken to collect the two brushes which may remain on the face of the commutator disc or in the small holes on the coverplate. Care should be taken not to misplace the small washer on the motor spindle. This washer may adhere to the lubricant on the spindle bearing mounted in the centre of the coverplate. The face of the commutator is now exposed for cleaning, this should be done with a dry, non-fluffy cloth, or Peco 'Electrolube' may be used. The three joints between each segment of the commutator must also be scraped clean of any build up of carbon. Furthermore, any deposits of carbon dust must be blown clear of the motor housing and the brass brush holders set in the coverplate. After cleaning replace the coverplate, taking care to get this the right way up; The shape of the outside edge indicates its correct position. When the coverplate is replaced insert the brushes (new ones if necessary), replace the brush springs and secure with the metal cover strips and slotted-head screws. For convenience, it is easier to do each spring and metal strip separately. To ensure good electrical pick-up be sure the screws are finger tight.

Lubrication

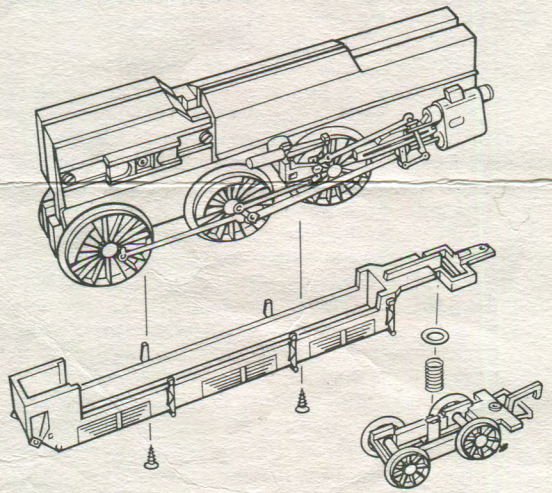
Proper lubrication is important but it must not be overdone. Very little oil is required IT IS EXTREMELY IMPORTANT NOT TO OVER LUBRICATE. We recommend Peco 'Electrolube' as a suitable lubricant as this can be applied in easily controlled small amounts, using the purpose-made tube in which it is supplied. All 'Mainline' locomotives are lubricated at the factory and this lubrication should last some time before it is necessary for any additional oiling. Using the Electrolube pen apply one small drop of oil on the motor spindle bearing (1) mounted in the coverplate (2) and the bearing at the back of the motor housing (3). It is possible to oil the driving wheel axles which run in slots in the motor chassis, without removing the motor baseplate. If the locomotive is turned upside-down and a little oil is placed on the corner of a piece of paper, this can be slipped down inside the wheels as far as the axles. The oil will then penetrate along the axle into the bearing. Oiling in this way avoids the necessity of removing the locomotive's baseplate. If this is unsuccessful, or the locomotive has been in use for a long time, then the baseplate can be removed. This can only be done with the locomotive body removed.

The chassis should then be turned upside-down and the two centre screws on the baseplate on either side of the word 'Mainline' removed. The baseplate is a tight fit to the chassis. It should be lifted gently, a little at a time, from either end until it eventually springs clear. This will reveal the axles in the slots on the chassis. The oil can then be applied. Care should be taken not to remove the wheels from the chassis, as this will bend the delicate metal components on either side of the locomotive. To replace the baseplate make sure that it is located correctly in position and press it firmly into place, turning the screws until they are finger tight.



Reassembly of Chassis to Locomotive Body

Hold the body in the upside-down position and place the chassis carefully into place. Ensure that the small moulded parts on either side locate correctly, then replace the two screws at either end of the chassis until they are finger tight. Do not over-tighten. Following lubrication it is wise to let the locomotive run steadily by itself for a few minutes.



Repair Service

In the event of your 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 Palitoy at the address below. Take care to see that it is securely packed, preferebly in the original protective carton. If your locomotive was purchased as parts 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, and a note detailing the fault to:-
Consumer Service, Palitoy, Coalville,
Leicester LE6 2DE
A charge for the repair or replacement and postage may be required.

Spare Parts

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

Guarantee

This product is guaranteed against faulty materials or workmanship for 3 months from the date of purchase. In the event of such a 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 LE6 2DE

British Railways Standard Class 4MT 4-6-0

Intended for mixed traffic working, a total of 80 of these engines were built at Swindon from 1951-56 (nos. 75000-75079), they were one of the last BR classes to remain in traffic.

They had a high route availability and proved to be a reliable and powerful class of locomotive for their relatively small size.

They were the smaller of the two 4-6-0 mixed traffic engines among the 6 types build under the direction of Mr. R. Riddles of the Railway Executive. Similar in many respects to the BR Standard Class 5 the 75000's were lighter engines and had almost universal availability over main and secondary lines throughout Britain being found mainly on Southern, Western and Midland regions, including routes of the former Cambrian Railways.

This engine was one of the twelve standard designs introduced by BR in 1951 all of which were intended to be built in large quantities. This programme was cut short when the decision to abandon the use of steam propulsion on BR was suddenly made some years later in 1956.

In 1957, some versions, including those allocated to the Southern Region, were fitted with a modified double-blast funnel to improve their steaming capability.

Palitoy, Coalville, Leicester, England.

Palitoy

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