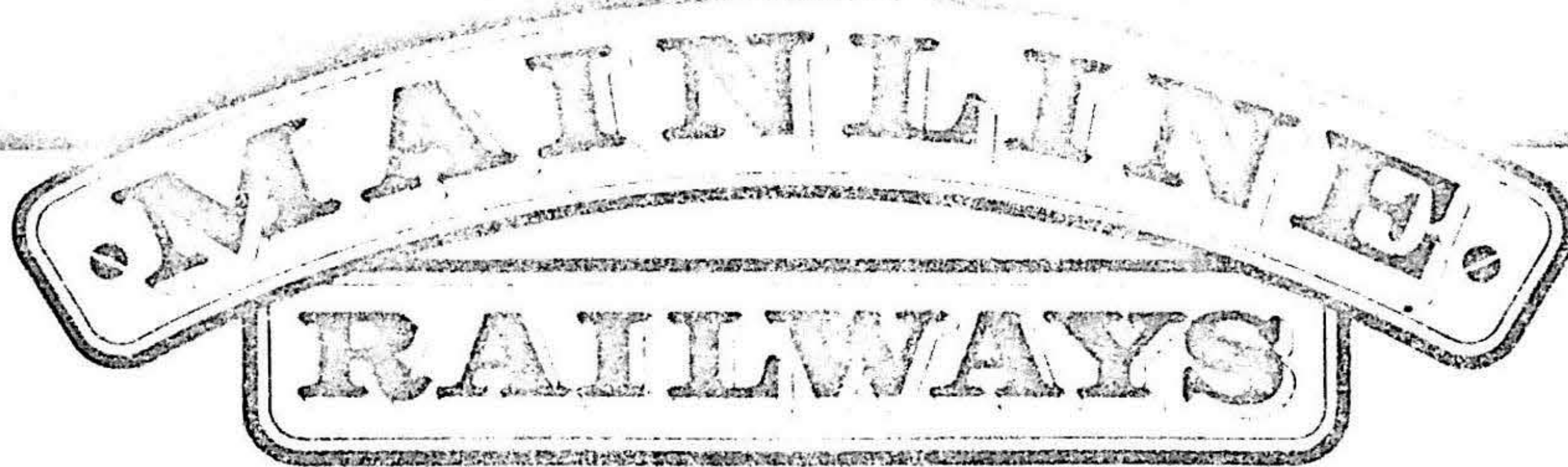




4-6-0 Manor class Locomotive

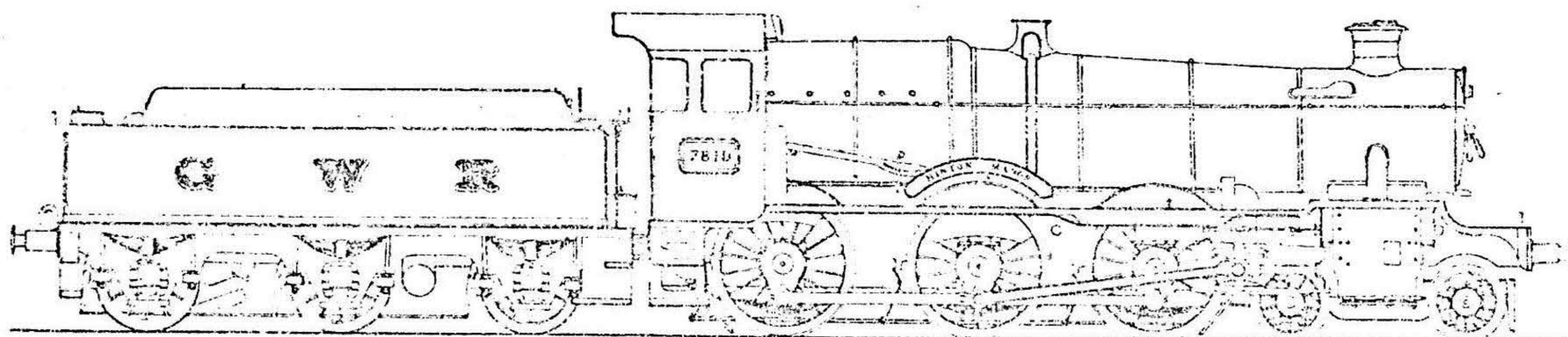
Brief history of the class

The Manor class 4-6-0 was designed by C.B. Collett in 1938 as part of a policy to replace existing 2-6-0 and 4-4-0 locomotives with a range of 4-6-0's capable of mixed traffic use. The Manor was the final, light-weight design needed to implement the scheme. The axle loading was just over 17 tons which was low enough to make them suitable for 'Blue' designated routes, from where the larger 'Grange' class locomotives were barred.

The first twenty engines of the class were constructed utilising the wheels and motion of withdrawn 4300 class 2-6-0 locos. If the Second World War had not intervened this policy would have continued. A further ten Manors were constructed in 1950. The Manor boiler proved to be a poor steamer and the Manors were not considered too successful until a series of tests were made on 7818 in 1951-2. In these experiments the draughting arrangements were modified and

this transformed the steaming performance of the boiler. Once the problems had been solved for 7818 the same blast pipe and chimney arrangements were applied to the remainder of the class which from that time onwards became noted for their fine performance. Being a light weight 4-6-0 the Manors could go where formerly only 2-6-0 and 4-4-0 locos were allowed. The Manors are remembered for their regular use on the 'Cambrian Coast Express', re-vitalised in 1954, where they were turned out in immaculate condition being extremely popular with their crews.

A total of six Manor class locomotives are preserved, four are currently in service, Erlestone Manor and Hinton Manor are running on the Severn Valley Railway, Cookham Manor can be seen at the Great Western Society's Headquarters at Didcot and Lydham Manor on the Dart Valley Railway.



Cleaning and Maintenance

Please read these instructions carefully. Regular maintenance as described in this leaflet will help ensure a trouble free life for your Manor class locomotive

IT IS ADVISABLE NOT TO STORE THE LOCOMOTIVE IN DIRECT SUNLIGHT AS LIVERY COLOURS MAY FADE AND PROLONGED PERIODS MAY CAUSE PERMANENT BODY DAMAGE

Removal of the body

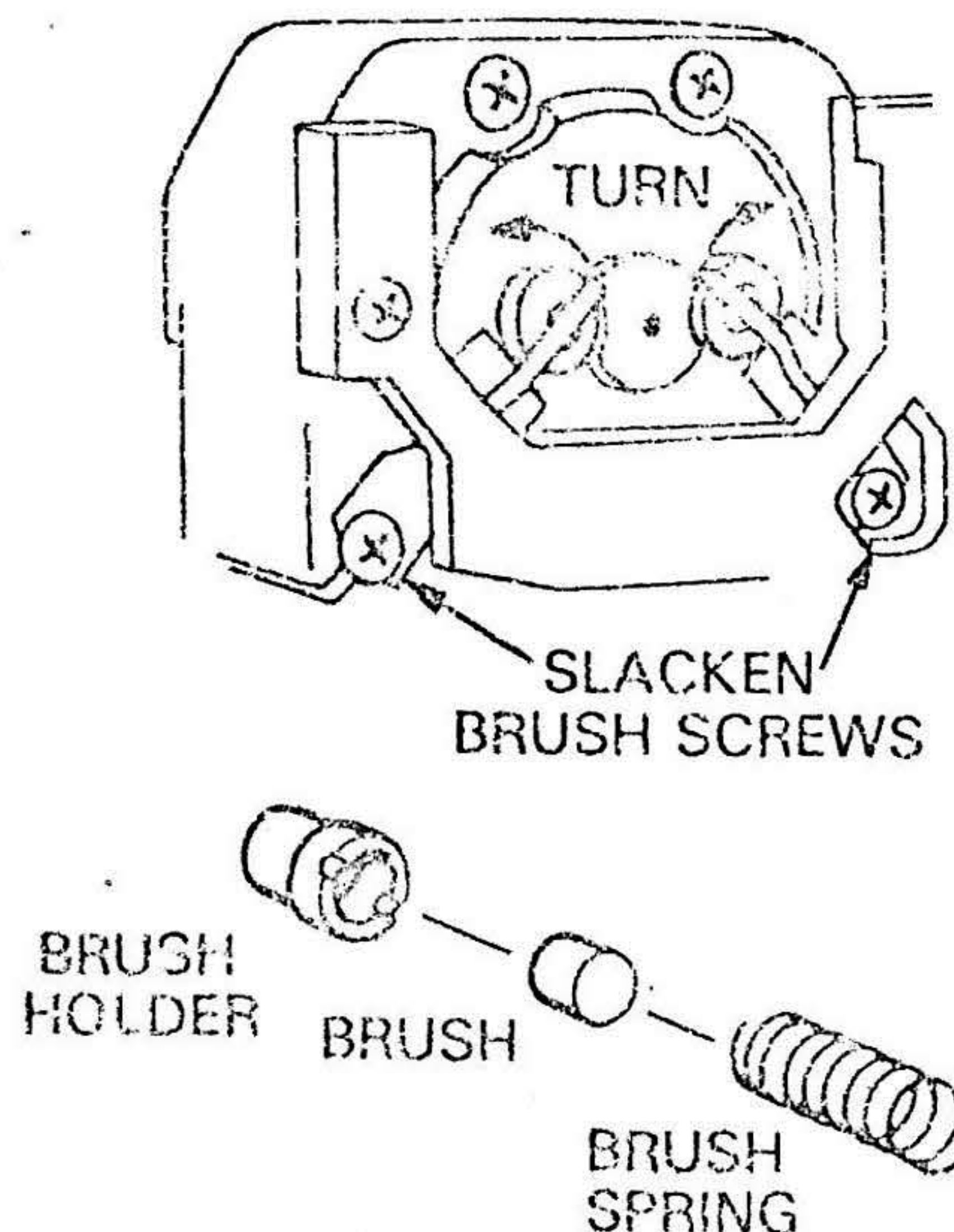
The body shell is removed by undoing the two recessed screws located at either end of the base plate. The rear one is located under the cab, the front screw is located above the leading wheels of the bogie. Remove the body carefully making sure the crosshead pump piston on the right hand side is clear by easing it out of the pump moulding.

Brush replacement and Motor cleaning

After a considerable period of use (approximately 100 hours), the two motor brushes will need to be examined and may need replacement.

This is done by slackening the two brush screws. Once the pressure is off the brushes may be released by turning the clip to one

side (see diagram). The spring can be lifted clear and the brushes will tap out by turning the chassis so that the motor faces downwards. Replacement is carried out by dropping the brushes into place, placing the spring on top, holding this down, swing the spring retainer back and tighten the screw.



Cleaning of the commutator can be carried out by removing the brushes. This allows room for a paint brush, dipped in methylated spirit or lighter fuel, to be inserted gently. It will be found that by turning the wheels of the locomotive slowly a new area of commutator face can be brought into view, which may be cleaned in this way.

If for any reason the motor 'pod' has to be removed it can be done in the following manner. Remove the base plate by removing the two screws, carefully drop out the wheels, removing the crossheads from the slidebars of the cylinders. Undo the screw on the lefthand side of the chassis located between the front and centre driving axle slots. Remove the motor fixing screws (four screws, two on each side of the motor). The two halves of the chassis should now release the motor pod. When re-assembling make sure the black plastic chassis spacers are properly inserted.

Lubrication

Proper lubrication is most important but should never be overdone.

A suitable lubricant for use in your locomotive is Walkers Model Railway Oil available from most model shops. On no account must a mineral based oil be brought into contact with plastic parts. Ensure no oil gets onto the carbon brushes or onto the commutator or onto the traction tyres. The motor spindle is self-lubricating and so requires no oil. It may be easiest to apply the oil with a fine paint brush. A drop of oil may be placed onto the axles, onto each coupling rod pin, and a small drop onto each of the gears.

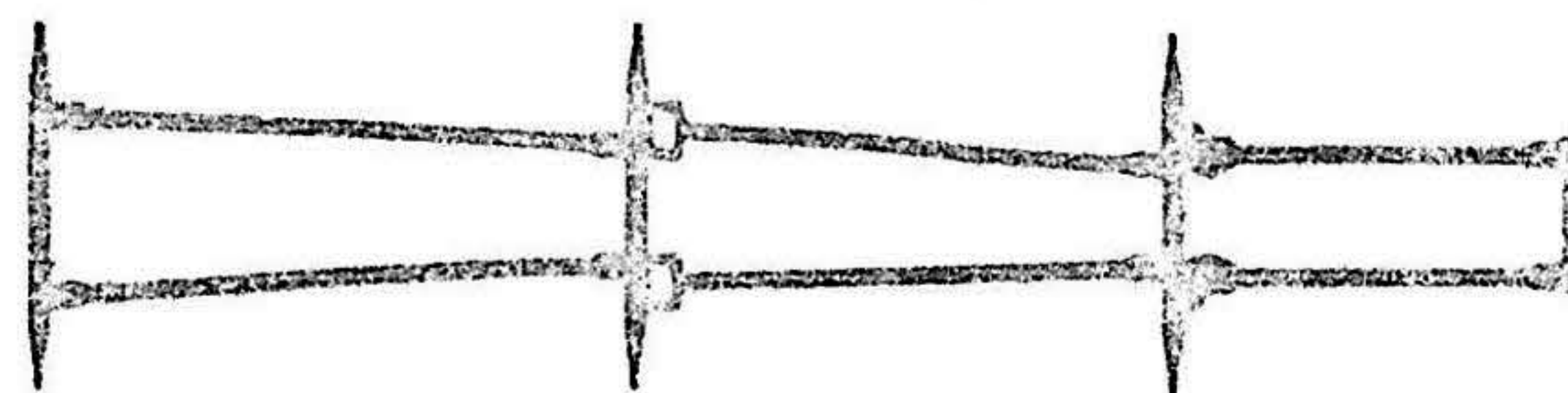
Replacement of traction tyres

Replacing the traction tyres on the rear wheels is undertaken by removing the slotted screw crank pin and allowing the coupling rod to swing clear. A new traction tyre can then be placed over the wheel making sure that the tyre is properly in the groove and that the tyre is flat with no twists. Re-assemble the coupling rod and the crank pin but do not over tighten the crank pin screw.

Fitting brake rods and Chain link

The brake rods for your Manor are found in the slot in the top of the styrene foam tray. These are fitted by holding the loco upside down and slotting the ends of the rods into the holes in the bottom of the brakes on one side of the loco. Then easing the other end of the rod in the opposite hole in turn along the loco, taking care not to damage or distort the projecting pins on the rodding cross pieces. The front of the rodding clips into the hole in the base plate.

LOCO BRAKE RODDING



REAR

FRONT

The straight tender brake rods are fitted in much the same way with the cut-away cross rod nearest the coupling, flat face uppermost. The dummy non-working front coupling can be fitted as an option, if the working Mainline coupler is not required. First unscrew the Mainline coupler from the front bogie and store this safely away with its screw, if this may be required at a later date. The dummy coupling can then be clipped into holes in the front hook on the buffer beam.

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.

Spare Parts

Carbon brushes, springs, motor parts, etc., may be purchased from your local Mainline stockist if he is an appointed service agent. In case of difficulty, spare parts may be purchased direct from Palitoy, by writing to the address quoted below, (see Repair Service).

Repair Service

In the event of your Manor class locomotive being badly damaged we recommend that you take it to your nearest Mainline dealer. If this is not convenient it may be returned to Palitoy at the address below. Take care to see that it is securely packed, preferably in its original protective tray if purchased as an individual locomotive.

NOTE — make sure you enclose YOUR NAME AND ADDRESS, clearly printed in block capitals plus a note detailing the fault, to:—
CONSUMER SERVICES (MAINLINE).
PALIToy,
COALVILLE,
LEICESTER LE6 2DE