



# 2251 Class 0-6-0 Collett Locomotive

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

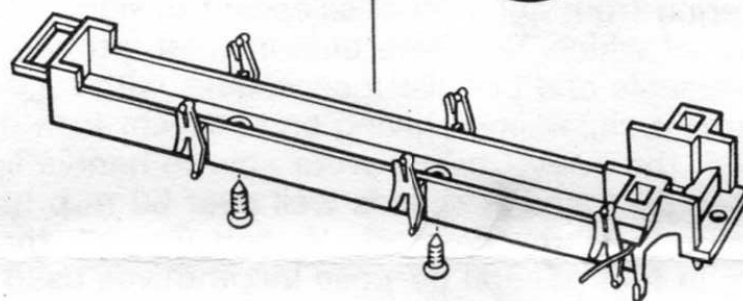
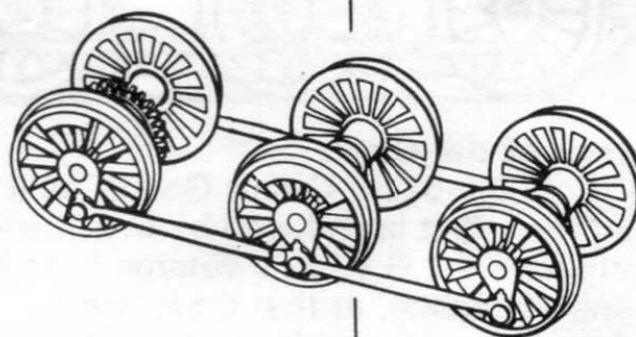
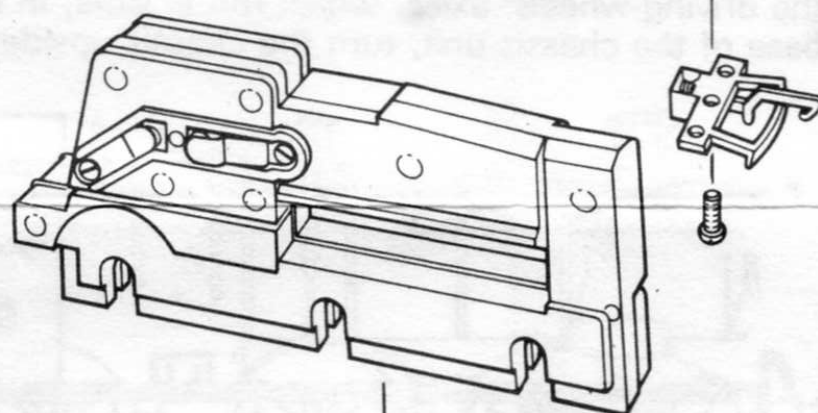
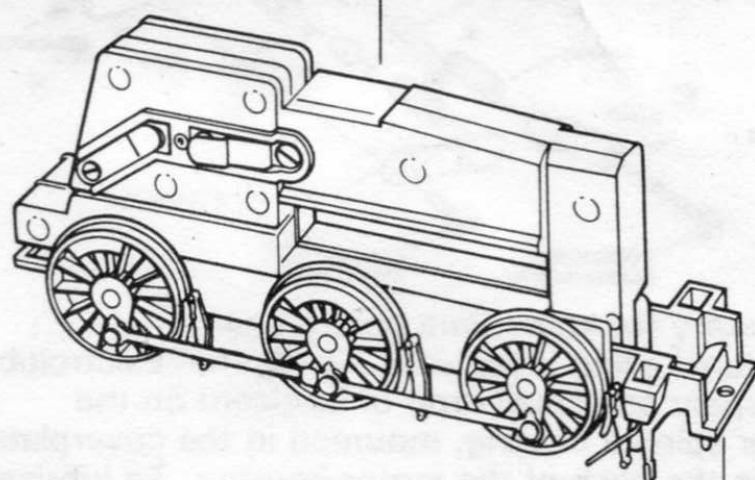
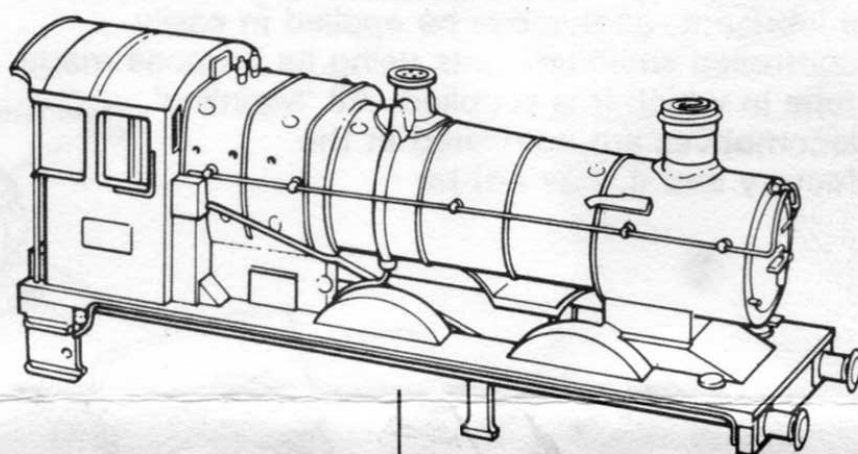
## Removal of Locomotive Body

The engine's body-shell is retained on its chassis by the self-tapping screw located in the front coupler mounting plate. Remove this screw, then, with the loco held upside-down, gently squeeze the cab sides inwards to release the barb, on the chassis, from its slot in the cab moulding. Then, holding the rear pair of driving wheels (taking care not to damage the metal connecting rods) between thumb and forefinger ease the chassis gently out of the body. It may be necessary to ease the protruding motor contact strips past the right-hand inside body.

Refitting the body. Holding the body-shell upside-down place the chassis in the body; then grip the running plate edges and carefully ease outwards to allow the motor contact strips to clear the body. The barb will clip into its slot in the cab — take great care not to overtighten the front coupling screw when refitting, as this may lead to the thread in the plastic material becoming stripped.

## Motor Cleaning and Lubrication

After using your locomotive for some time, it may become necessary to clean the face of the motor's commutator disc, and to check the condition of the carbon brushes. Remove the small slotted head brass screws at the end of the metal contact strips on the motor coverplate. It may be necessary to scrape away some of the coloured resin used to lock the screws during factory assembly, before they can be undone with a screwdriver, particularly material that may be deposited in the slots of the screws' heads. Lift off the strips, taking great care not to lose the fine brush spings which are held compressed under the free end of each metal strip. Turn the chassis on its side, and tap lightly to allow the coverplate, with its brushes, to fall away taking great care not to misplace the small washer on the motor spindle. This washer may adhere temporarily to the lubricant deposited on the bearing housed in the centre of the plastic coverplate. The commutator face 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 deposits. Furthermore, any carbon dust may be blown clear of the motor housing — the armature assembly, with drive gear attached, may be withdrawn from the chassis to do this, without detriment to the magnetic field. Again, care should be taken not to lose the small washer located on the end of the motor spindle. The motor coverplate, and its brass brush holders, must also be cleaned of any carbon dust. After cleaning, as described, replace the coverplate, insert the brushes (new ones if necessary), replace the brush springs and secure



with the metal cover strips (in their respective positions) and slotted head screws. Note that the longer brass screw is located at the lower left hand corner of the coverplate. To ensure good electrical pick-up the securing screws must be fully tightened so that the metal strips are firmly held.

## Repair Service

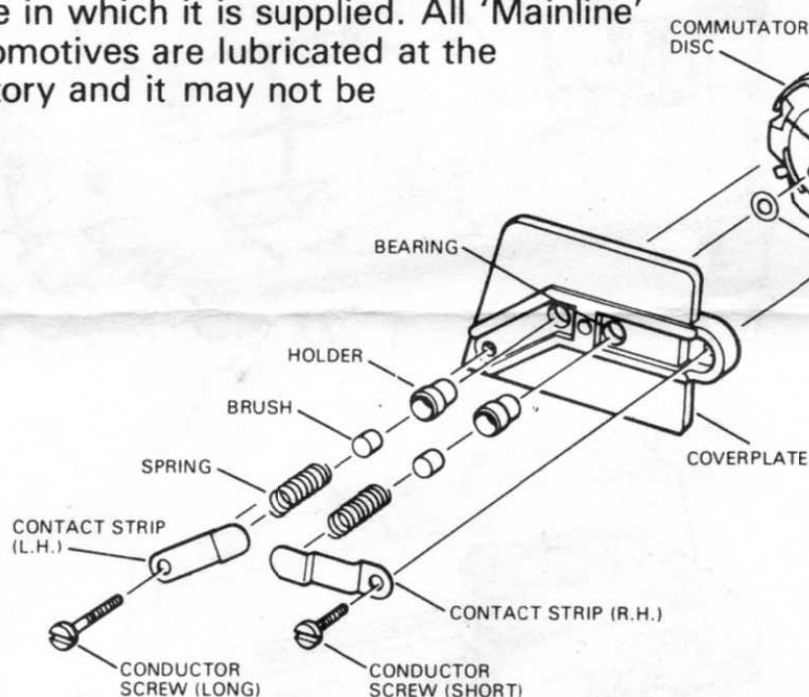
In the event of your Collett locomotive being damaged we recommend that you take it to the nearest Mainline dealer. If this is not convenient it may be returned to Palitoy, at the address below. Take care to see that it is securely packed preferably in the original protective carton, enclosing a brief description of the fault, and **YOUR NAME & ADDRESS IN BLOCK CAPITALS**, to: —



Consumer Services, P.O. Box 9, Palitoy, Coalville, Leicester LE6 2DE.

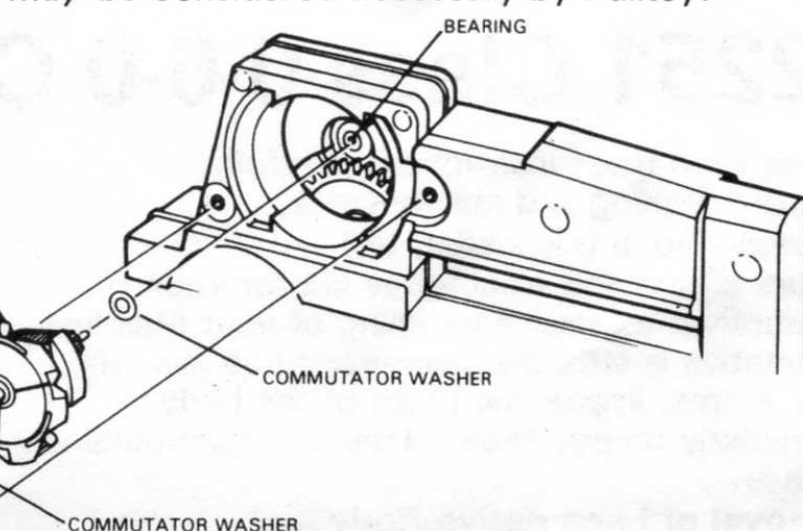
### Lubrication

Proper lubrication is important but must not to be overdone. Again, Peco Electrolube may be used as a lubricant, as this can be applied in easily controlled small amounts using its purpose made tube in which it is supplied. All 'Mainline' locomotives are lubricated at the factory and it may not be

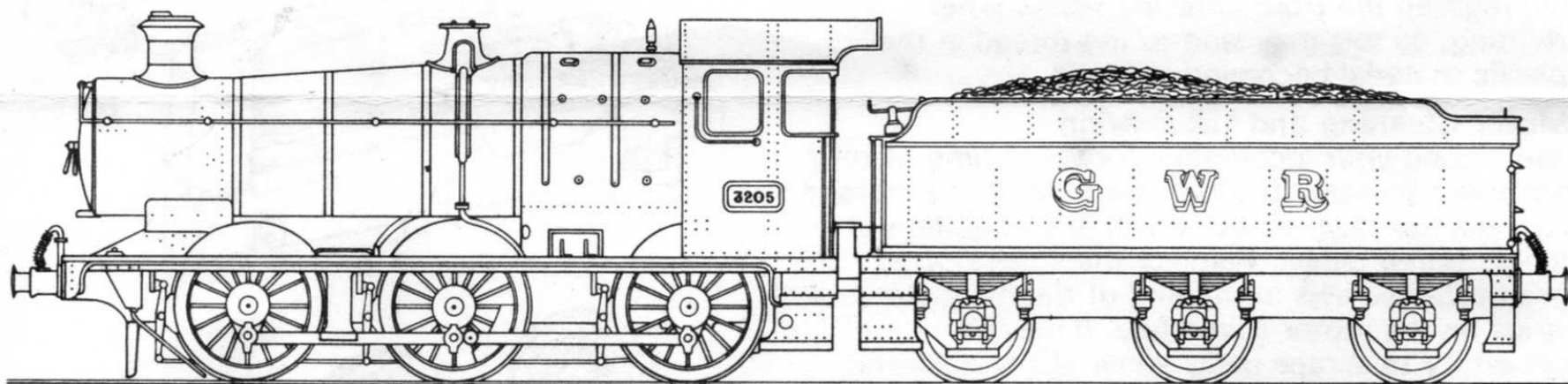


necessary for some time before any additional oiling is required. Using the 'Electrolube' pen apply one small drop of lubricant on the motor spindle bearing, mounted in the coverplate and in the back of the motor housing. To lubricate the driving-wheels' axles, which run in slots, in the base of the chassis unit, turn the chassis upside-

A charge for the repair/replacement, plus postage, may be considered necessary by Palitoy.



down and undo the two countersunk screws, positioned on either side of the 'Mainline' name. The baseplate may then be lifted away, this allows the complete drivingwheel/coupling rod assembly to be lifted out. Treat this assembly with great care. The axle slots and the stub axles may now be cleaned. 'Electrolube' is recommended as a cleaning agent, and is ideally applied with the aid of a pipe-cleaner, which can be drawn through the slots. Lubricate the stub axles and replace the wheel/coupling rod assembly, ensuring that the jointed coupling rods lie in a straight line, force must not be used. The baseplate may now be screwed on. Finally, apply a small drop of lubricant on the coupling rod pins and allow the locomotive to run at a medium speed for a few minutes.



### Brief History of the Class

The 2251 Class 0-6-0, or 'Collett Goods' as it was often called, was first introduced by C.B. Collett in 1930, to improve the G.W.R.'s veteran fleet of 0-6-0 light engines which, at that time, were suffering from age and obsolescent design. The class, of which 120 were built in total, proved to be versatile and popular locomotives with a good steaming capability. Having an excellent turn of speed, the lively Colletts were able to handle light passenger trains at speeds well over 60 m.p.h. Despite their unofficial title 'Collett Goods', they were in fact general purpose locomotives used for any sort of light traffic on main or branch lines, including station pilot and banking duties. Carrying the 'Yellow' spot coding, as a result of its low axle weight loading, gave the Collett almost universal route availability over the G.W.R. network. The Mainline model of the Collett, finished in G.W.R. green livery, is based on the sole survivor of the class, No. 3205 preserved on the Severn Valley Railway, Bridgnorth. One of the most well known locos on the S.V.R., No. 3205 was built at Swindon being completed in October, 1946. It was one of the last batch of twenty locomotives (3200 - 19) to be constructed. Collett No. 3205

has the unique distinction of being the loco which hauled the first public-carrying passenger train at the re-opening of the Severn Valley line on 23rd May, 1970. The black livery Collett model carries the standard mixed traffic colour scheme of British Railways, as seen on the Western Region shortly after Nationalisation. After 1957, a great number of these engines were painted in the fully lined standard passenger green livery of B.R., which Swindon Works re-introduced for the final years of steam. The livery was applied to a variety of types of locomotives whether or not they were intended for mainline passenger duties. The Mainline Collett models are based on the version in the class fitted with riveted tender designed by C.B. Collett with continuous sidefenders, which later replaced some of the original, and less attractive, Churchward design.

### Guarantee

The product is guaranteed against faulty material 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. The guarantee is in addition to all legal rights under the Sale of Goods Act, etc.

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