

# MAINLINE RAILWAYS

## 2301 Class 0-6-0 Locomotive Dean Goods

### Brief history of the class

The 2301 Class 0-6-0 known as the 'Dean Goods', one of the most popular and versatile goods locomotives was first designed and built by William Dean in 1883; two hundred and sixty of this class were built between then and 1899. For seventy five years these locomotives served not only the Great Western Railway but other companies at home and abroad. Designed primarily as a goods locomotive they were also used on passenger trains from time to time notably in Wales. The Dean Goods were of lightweight construction and so were permitted to run without restriction on all lines in the system, they were not, as a result, subjected to the G.W.R. route colouring classification, therefore the class was particularly versatile. As a result almost every G.W.R. shed received an allocation, although from about 1920 they were rarely found in Devon and Cornwall.

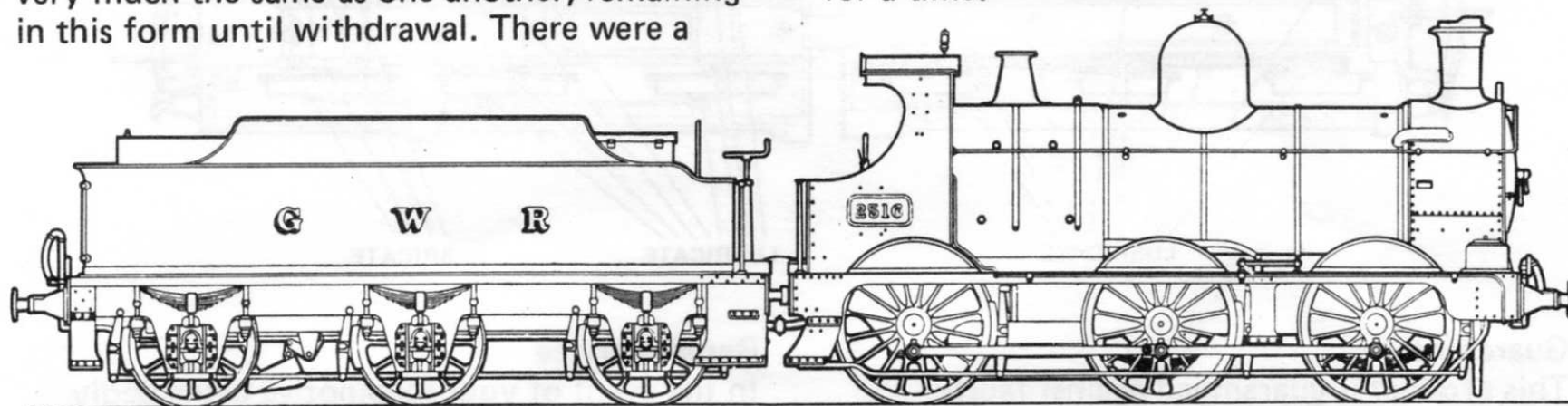
When other railways suffered a shortage of motive power, the G.W.R. came to their assistance and lent out several members of the class; amongst those to benefit was the London and North Western Railway. Early batches had round topped fire boxes and domeless boilers; these were gradually replaced as boiler repairs became due and so by the first few years of this century the class looked very much the same as one another, remaining in this form until withdrawal. There were a

few minor differences between certain of the class as can be expected with a large class of locomotives.

The Railway Operating Division (R.O.D.) acquired sixty-two of the class for service in France in 1917. Most of these later returned to Britain but two locomotives were sold to a foreign operator in 1919. At the outbreak of the Second World War in 1939 the war Department acquired one hundred and eight of the class for service overseas. Most went to France and passed into enemy hands following the retreat to Dunkirk in 1940. Many were subsequently recovered as the allies advanced in later stages of the war. Others saw service in China, Tunisia and Italy.

When hostilities ceased in 1945, withdrawal of the class was stepped up. By Nationalisation only fifty-four locomotives remained in service, most of which survived until the introduction of British Railways standard class 2 2-6-0s in the early 1950s. By 1955 two locomotives remained, 2538 and 2516, both withdrawn in 1956. 2516 is now preserved in Swindon Railway Museum.

In G.W.R. days the locomotives carried standard green livery and on nationalisation carried unlined B.R. black, though at least one carried B.R. lined mixed traffic black livery for a time.



### Care

This locomotive and its tender are permanently linked together. Take care when handling to hold both parts, do not let the tender hang by the drawbar and wires.

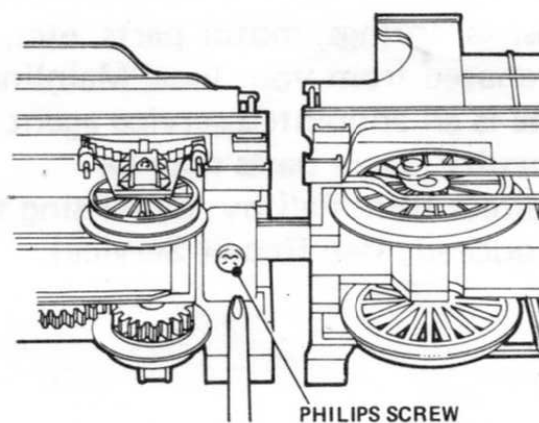
### Cleaning and Maintenance

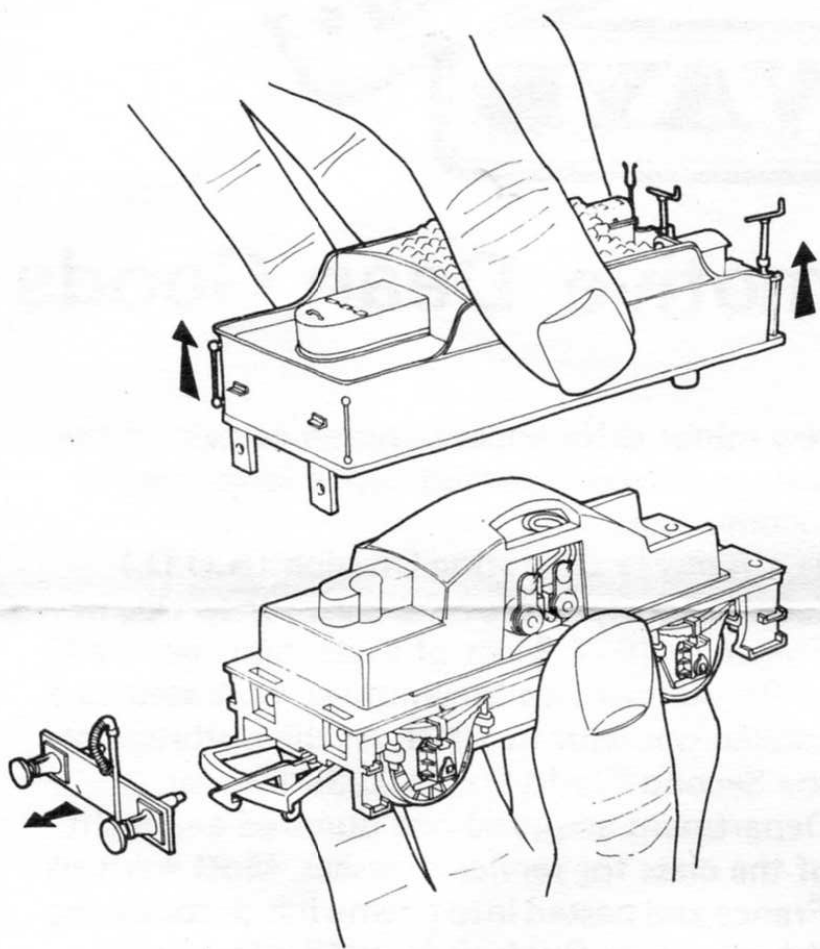
Please read these instructions carefully. Regular maintenance as described in this leaflet will help ensure a trouble free life for your Dean Goods locomotive.

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

To remove the tender body from its chassis turn the locomotive upside down and remove the philips screw retaining the drawbar to the tender. Pull the buffer beam from the rear of the tender and the body can now be removed from the chassis.





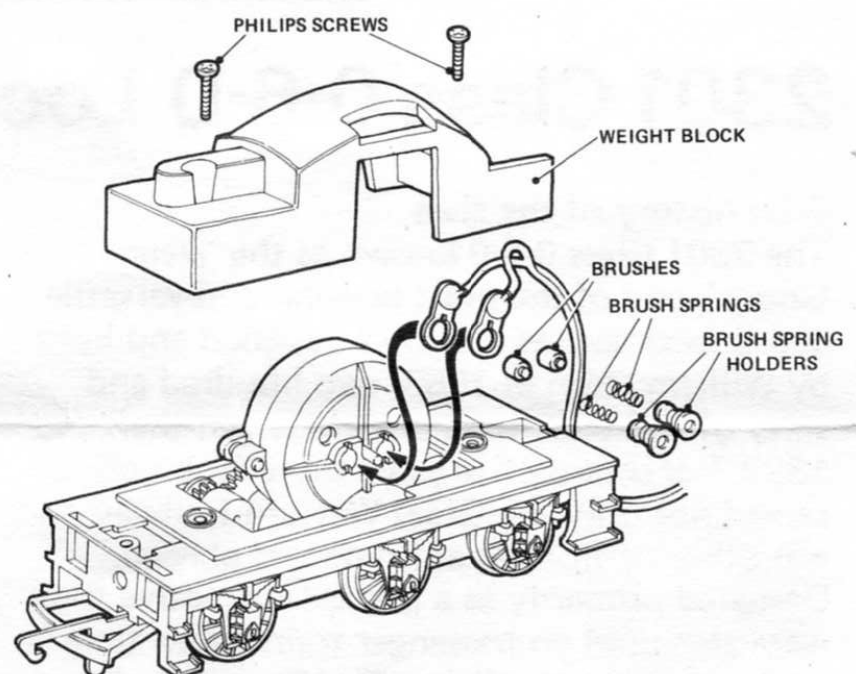
### Brush replacement and motor cleaning

After a considerable period of use (approximately 80 hours), the two motor brushes will need to be examined and may need replacement.

With the tender body removed, withdraw the two philips screws holding the weight block to the chassis, and remove the weight. Carefully prise the two brush holders from the motor casing being careful not to lose any of the small springs etc; the brushes can now be replaced if necessary.

Cleaning the commutator can be carried out

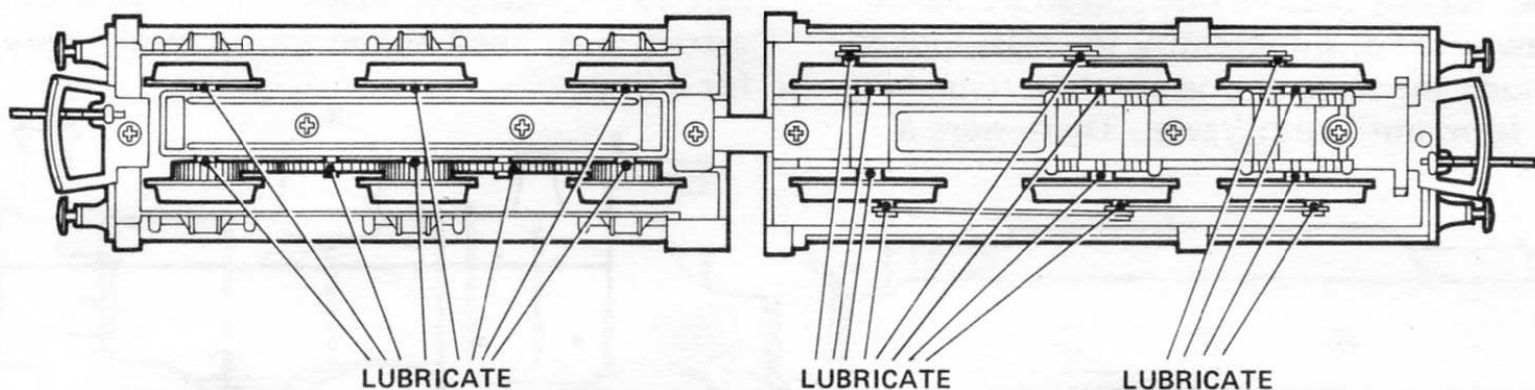
by removing the brushes, this allows room for a small paint brush dipped in methylated spirit or lighter fuel, to be gently inserted. Gently remove any build up of dirt.



### Lubrication

Proper lubrication is most important but should never be overdone.

A suitable lubricant for use in your locomotive is Daywat oil (formerly Walkers Model Railway Oil) available from most model shops. On no account must mineral based oils be brought into contact with plastic parts. Ensure no oil gets onto the carbon brushes, 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.



### 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, (see Repair Service).

### Repair Service

In the event of your 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), THE PALIToy COMPANY, COALVILLE, LEICESTER LE6 2DE

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