

MAINLINE RAILWAYS

0-6-0 PT 5700 Class Locomotive

Brief history of the class

Collectively known as Pannier Tank Locomotives, the 57XX Class 0-6-0 was first introduced in 1929, and eventually totalled 863 in number, over a period of building that lasted until 1950.

The majority of locomotives were built at Swindon though some, under a government scheme, were constructed by outside contractors to create work in the time of the trade depression. These builders were W.G. Bagnall; Kerr Stuart; North British; Yorkshire Engine Company; Armstrong Whitworth and Beyer-Peacock.

This class of locomotive was part of a large-scale programme intended to replace many ageing Victorian built 0-6-0's of saddle- and pannier-tank outlines, and was designed by C.B. Collett of the GWR.

The 5700 was an improved continuation of the pannier version of the 2700 class, the last one of which was built some 27 years earlier.

By definition, a pannier-tank loco had twin water-carriers attached on each side of the boiler, thus leaving a gap above the frames which allowed easy access for inspection and maintenance of their inside valve gear.

The large quantities built of this locomotive class are evidence in itself of their power and working ability, this degree of power showed itself to be at its best when using slow running speeds. The locomotives were used for a multitude of tasks ranging from branch-line freight and passenger trains, to empty carriage workings at Paddington station. These diminutive tank engines were often considerably overloaded in relation to their

size. It has been said that the Great Western Railway could have operated its system using just the 'Hall' class and Pannier-type 0-6-0's such as the versatility and reliability of these two locomotive classes.

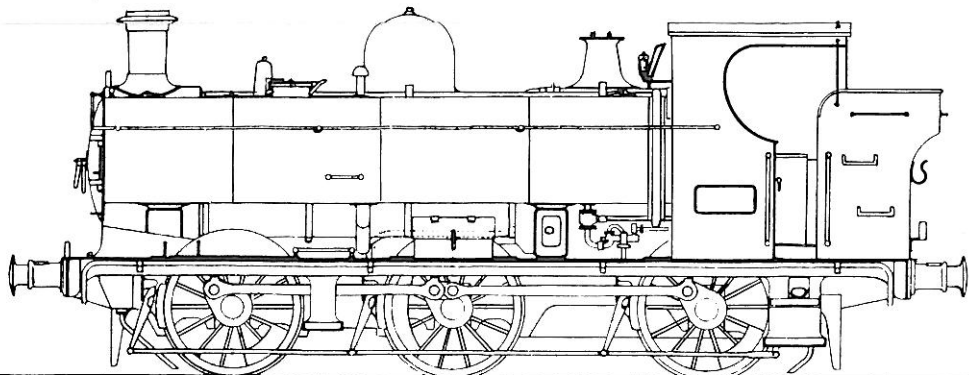
A major modification took place in later built versions of the class, commencing with number 8750, which comprised a larger cab of improved design, which gave the crew better visibility and weather protection.

Withdrawals from service commenced in 1956, the last one of the class being withdrawn in 1966. However, some spare 57XX's renumbered L89 - L99 passed into service with London Transport and were used on engineering and 'rubbish' trains up until 1971, working out of the Neasden depot. These locos carried the distinctive London Transport livery of dark red.

In addition to this extended revenue-earning career some Pannier tanks were sold by B.R. to the National Coal Board, one still being privately preserved at the N.C.B., Maesteg in South Wales.

It is an interesting fact that despite the 57XX being built in such large quantities, and being the most numerous single type to run on the G.W.R., not one locomotive was purchased directly from B.R. stock for intended preservation schemes.

Of the dozen Pannier tanks now preserved, some are already in regular service on these privately owned lines throughout the U.K. Five of these are of ex-London Transport stock and examples of both early and later pattern cabs exist.



Cleaning and Maintenance

Please read these instructions carefully. Regular maintenance as described in this leaflet will help ensure a trouble free life for your 5700 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

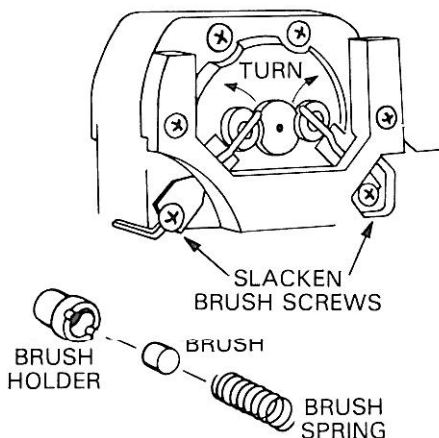
Removal of the bodyshell

The bodyshell may be easily removed by undoing each of the self-tapping screws located in the front and rear coupling fixings. Once the screws are removed the body may be lifted directly off the chassis assembly as a one-piece 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 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. Undo the screw on the lefthand side of the chassis located above the centre driving axle slot. 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 plastic chassis spacers are properly inserted, and that the coupling rods are the correct way up.

Lubrication

Proper lubrication is most important but should never be overdone.

A suitable lubricant for use in your locomotive is Daywat Model Railway Oil (formerly Walkers 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. 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 below, (see Repair Service).

Repair Service

In the event of your 5700 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.

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

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