

**Modern**

# LOCOMOTIVES

## ILLUSTRATED

February-March 2016

£4.50



No. 217

**SR, GW, LNER, LMS & Trial  
Shunters & Class 03s**

**The UK's Number One Modern Traction Partwork**



# Modern LOCOMOTIVES ILLUSTRATED

**Editor:** Colin J. Marsden  
**Editorial Address:** MLI, 1 Burns Court, Marine Parade, Dawlish, Devon. EX7 9DL  
**E-Mail:** modernlocomotivesillustrated@gmail.com  
**Website:** www.modernlocomotives.co.uk  
**ISSN:** 1756-8188

**Managing Director:** Adrian Cox  
**Executive Chairman:** Richard Cox  
**Commercial Director:** Ann Saundry  
**Group Marketing Manager:** Martin Steele  
**Webmaster:** Simon Russell  
**Production Manager:** Janet Watkins

Modern Locomotives Illustrated is published on the fourth Thursday of January, March, May, July, September and November.

**Subscriptions/Mail Order/Back Issues:**  
 Modern Locomotives Illustrated, Key Publishing Ltd, PO Box 300, Stamford, Lincolnshire, PE9 1NA.  
 Telephone +44 (0)1780 480404, Fax: +44 (0)1780 757812  
 E-mail (Subscriptions): subs@keypublishing.com  
 E-mail (Mail Order): orders@keypublishing.com  
 Order on-line at www.modernlocomotives.co.uk

## Advertising:

**Advertising Manager:** Sam Clark  
 Tel: +44 (0) 1780 755131  
 E-mail: sam.clark@keypublishing.com  
**Advertising Production:** Cheryl Thornburn  
 E-mail: cheryl.thornburn@keypublishing.com  
 Tel: +44 (0)1780 755131. Fax: +44 (0)1780 757261.  
 We are unable to guarantee the bona fides of any of our advertisers. Readers are strongly recommended to take their own precautions before parting with any information or item of value, including, but not limited to money, manuscripts, photographs or personal information in response to any advertisement within this publication.

## Contributions:

The Editor welcomes contributions for possible use in *Modern Locomotives Illustrated*. Illustrative material can be sent to the editorial address. Please see our guidelines for digital submissions. Items published will be paid for at the standard rate at the time of publication. All material will be returned either after use or if unsuitable. Material sent to the Editor, either commissioned or freely submitted, is provided at the contributor's own risk. Key Publishing Ltd cannot be held responsible for loss or damage however caused.

All rights reserved. No part of this magazine may be reproduced or transmitted in any form or by any means electronic or mechanical, including photocopying, recording or by any information storage and retrieval system, without prior permission in writing from the publisher or copyright owner. Multiple copying of contents of this magazine without prior written approval is not permitted.

## Printing and Origination:

Modern Locomotives Illustrated is printed in Great Britain by Headley Brothers Ltd, Kent and is produced by The Railway Centre.Com, Dawlish, Devon, using Apple-Mac systems and Adobe CC.

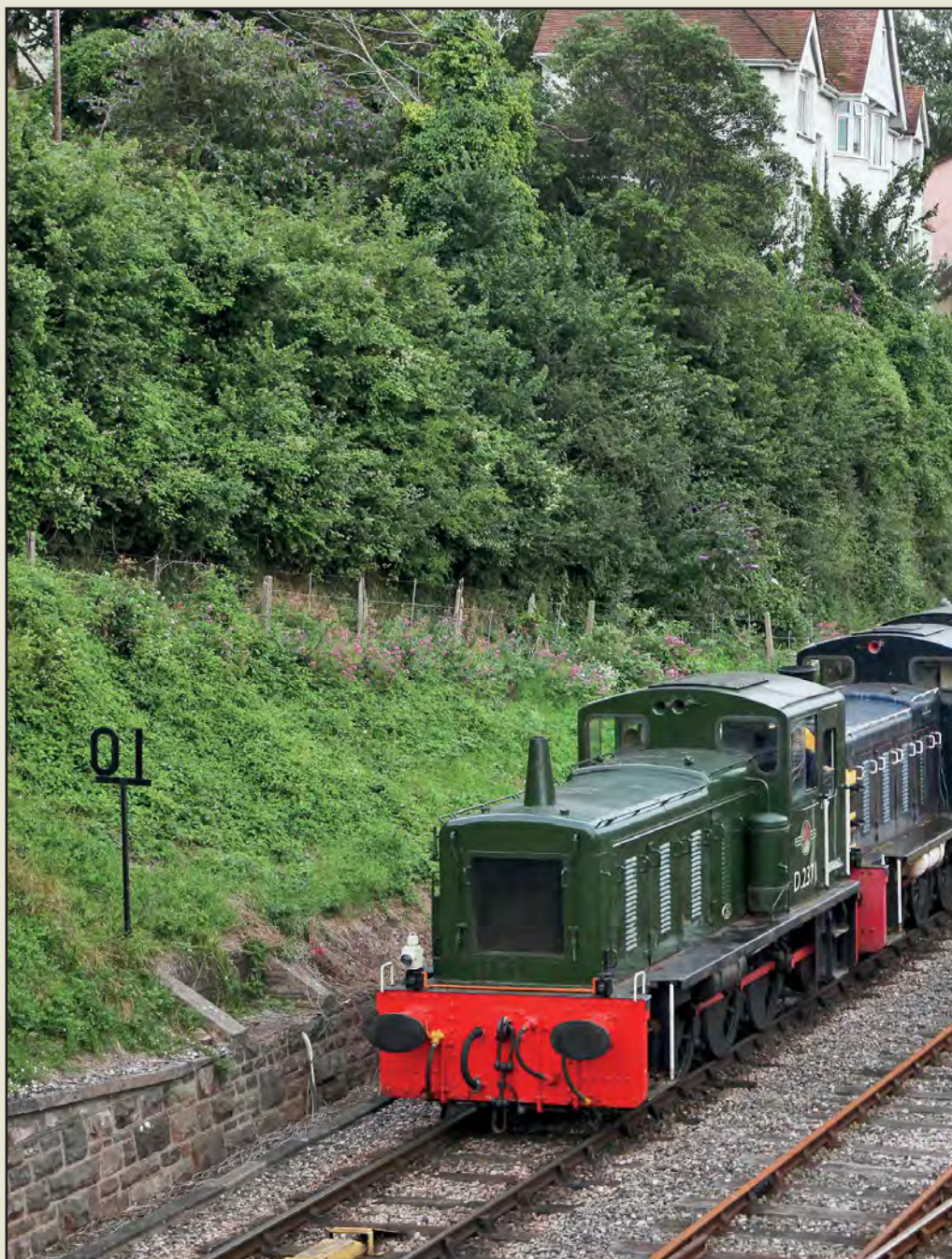
## Trade distribution:

Seymour Distribution Ltd., 2 Poultry Avenue, London. EC1A 9PP. Tel: +44 (0)20 7429 4000

## Published by:

Key publishing Ltd, PO Box 100, Stamford, Lincolnshire. PE9 1XQ.  
 www.keypublishing.com

© Key Publishing Ltd 2016



**Above:** A number of the preserved lines in the UK operate shunting locos of various designs, causing considerable interest among 'haulage' fans whenever they operate passenger services. On the Torbay & Dartmouth Railway in Devon, two ex-BR Class 03s can be found. On 18 July 2015 the pair were in passenger action and here Nos. D2371 and D2192 approach Paignton with the 18.30 service from Kingswear.

Antony Christie

**Cover:** Preserved on the Paignton and Dartmouth Railway, Class 03 No. D2192 is seen in 1960s BR green livery with wasp warning ends on 20 June 1992, working cab-first, in charge of two coaches, forming the 17.20 Kingswear to Paignton, passing Waterside. CJM

## MLI Issue – No. 218 Classes 201-207 & 210

on sale 24 March 2016

## ORDER YOUR COPY TODAY

The modernisation of the Southern Region non-electrified routes using the Class 200 series DEMU stock is the subject of *Modern Locomotives Illustrated* No. 218. A fascinating story of using EMU outline stock powered by above floor mounted diesel engines.

The issue also covers the unique Class 210 fleet, ordered as a precursor of new DMU diesel designs. Order your copy now.







# SR, GW, LNER & LMS Shunters & Class 03s

One of the most interesting subjects of the modernisation of UK railways and its transition from steam power to diesel traction, has been that of the diesel-shunting loco fleets.

Pioneered by the London Midland & Scottish (LMS) Railway in the 1930s, the huge financial and operational benefits of using non-steam power in small yards and large marshalling yards was quickly seen. Many follow-on orders were placed by the LMS and soon the other main operators, The Southern Railway, Great Western Railway and London & North Eastern Railway, designed, refined and introduced diesel shunting power.

Quickly the English Electric Co made huge inroads into supplying their 'K' series diesel engine for use in most of the larger diesel-electric builds, while various private builders provided lower-output diesels for the reduced output locomotives.

After 1948 and Nationalisation, some form of standardisation came about, with the BTC opting for a 350hp diesel-electric design as the 'large' diesel shunter and a 204hp 0-6-0 design as their small loco choice, with both BTC (BR) workshops and the private sector producing large numbers of both styles. The larger 0-6-0 diesel-electric shunting fleet was covered in *MLI* No. 202, while the smaller mass-produced designs were included in edition No. 195. This issue of *MLI* concentrates in detail on the BR design Class 03 'smaller' standard product.

A handful of private companies produced shunting locomotives for evaluation on the BTC network and these are also included in this edition, as are the substantial number of locomotives entering preservation.

Colin J. Marsden  
Editor

## Contents

The LMS Designs .....	4	Class 03 Lot Numbers .....	51
LMS Technical Data .....	4	Class 03 Dual-Brake Project .....	59
LMS Fleet List .....	18	BPGV Line Class 03s .....	60
LNER Shunting Locos .....	24	Industrial Class 03s .....	68
LNER Technical Data .....	24	Class 03s in Preservation .....	69
LNER Fleet List .....	26	Class 03 Fleet List .....	76
The Great Western Designs .....	28		
Great Western Technical Data .....	28	Visit our new Modern Locomotives Illustrated website at <a href="http://www.modernlocomotives.co.uk">www.modernlocomotives.co.uk</a> for all the latest information about MLI and on line ordering.	
GWR Fleet List .....	30		
Southern Shunting Power .....	32		
Southern Technical Data .....	32		
Southern Fleet List .....	38		
Prototype Shunting Power .....	39		
BR Class 03 0-6-0 DMs .....	45		
Class 03 Technical Data .....	46		



If you are a Smartphone or tablet user,  
you can scan the QR barcode on the right  
and be taken direct to our website.

Don't forget to visit the MLI website at - [www.modernlocomotives.co.uk](http://www.modernlocomotives.co.uk)



# The LMS Designs

The early days of diesel shunting power in the UK, pre-dates the London Midland & Scottish Railway 1931-33 designs by some 45 years, when an amazing Priestman 12hp two-axle oil-engined shunting loco was built in 1884, using a wagon style underframe and a transversely mounted engine in an 0-4-0 chassis. It had a metal canopy roof, with a transverse wooden seat at one end. A flywheel was located on one side, and the driver sat between two fuel tanks. The loco worked for a short time on the Alexandra Dock lines of the Hull & Barnsley Railway at Hull.

Between 1898 and 1904 a few oil-engined locos were built by Hornsby for the British War Office, with engines of between 9 and 150hp.

From these early beginnings, it was almost a quarter of a century before another oil-engined loco appeared, but it should be recorded that from around 1910 there had been a fair amount of building, particularly during the years of the Great War, of petrol-engined and petrol-paraffin locos of small size; these were the products of such firms as Hawthorn-Leslie, McEwan Pratt, Drewry, Kerr Stuart, Nasmyth Wilson, Motor Rail to name but a few.

By 1913 Hawthorn-Leslie were developing oil-engined 'thermo' locomotives of up to 1,000hp (746kW). In the 1920s several builders became interested in 'modern traction', but no oil-engined locomotives were sold for commercial use until 1928-29 when both Kerr Stuart and Avonside produced diesel-mechanical locos for shunting. These were followed in 1930 by Hudswell Clarke, who built a 'special' engine of 330hp (246kW) followed in 1932 by Hunslet Engineering offering a 'standard' 150hp (112kW) shunting loco.

The first of the main line railways to become interested in modern traction, was the London Midland & Scottish Railway (LMS), who rebuilt a withdrawn Johnson Class 1F 0-6-0T steam loco No. 1831 at its Derby Works into a then 'state-of-the-art' diesel 'tractor' unit, the original frames and wheels were retained, and a 400hp (298kW) Paxman engine installed, with a Haslam & Newton hydrostatic transmission. A box type body was

added to the chassis, which had a driving cab at each end with small end windows. Vacuum brakes were fitted. Authorised in October 1931, the loco emerged in November 1932 and cost the LMS just £5,967!

The locomotive's four-stroke Davey-Paxman power unit was positioned in the place of the original boiler, the cooler radiators were roof mounted at the opposite end to equal out weight. The transmission consisted of a hydrostatic pump driven by a crankshaft off the main power flange through a universal coupling, the pump unit transferred power hydraulically to a transmission unit, located below. The loco had a top speed of 25mph (40km/h). Loco braking was by air, but a vacuum brake was provided for trains.

The loco gave little useful service, because of a lack of perseverance in regard to the transmission. No. 1831 spent most of its life at Derby and received various rebuilds between 1934-36. In late 1936 when a further round of upgrades were sought, the LMS ended the trial with diesel traction and No. 1831 was stored. Its operational life was not however over, for after spending four years in store, it was rebuilt in 1940 as a mobile generator for static power. Numbered MPU1831 and then MPU3, it was used at Coventry and Crewe.

Although there was little interest in the 1831 project, when an internal LMS committee was formed to investigate means of single manning yard shunting locos, it reviewed the trials with 1831 and made further investigation into diesel possibilities.

At around this time, Hunslet Engine Company produced a 150hp (112kW) 21-ton MAN-engined shunting loco. Hunslet approached the LMS to allow testing, with an eventual view of selling the design to the railway. With information available that production diesel locos would soon be an alternative to steam traction, the LMS agreed to tests, allowing builders and the LMS to gain experience. Thus was born the diesel shunter.

A total of seven prototype LMS diesel shunting locos were delivered in 1933-34, all fitted with mechanical transmissions, from four builders,

and were fitted with no fewer than six different engines.

**No. 7400 (7050):** This 0-4-0 was supplied by the Drewry Car and erected at the Dick Kerr Works in Preston. It was built in mid-1934 and went to the LMS in November 1934. Of the original fleet, this was the only 0-4-0 example. The power unit was an eight-cylinder four-stroke of 160hp (119kW) supplied by W H Allen. It had an electric control system at 24V dc. Engine water and oil cooling was provided by a nose mounted Serck radiator, belt driven from the engine. It had a mechanical transmission and had a fluid coupling and an epicyclic gearbox to the final drive by way of a jackshaft. The outline of the loco had a tapered narrow-width bonnet. The cab was taller than the rest of the loco to provide good all round visibility. The locos top speed was 12mph (19km/h).

The gear system was of the pre-selective type. Performance was impressive with shunting of trains of up to 400 tons being possible. Following delivery, 7400, renumbered to 7050, was allocated to Agcroft, from where it was loaned to the War Department in August 1940. Its first operation took it to Stafford, but by October it was taken north to Leuchars in Scotland, where it remained until August 1941 when it was returned to the LMS. In March 1943 it was sold to the War Department where it carried numbers including 224, 70224, 846 and 240. Thankfully after its WD and later MoD use was over, No 7050 was preserved and is now part of the National Collection at York.

**7401-7404 (7051-7054):** The LMS gave Hunslet of Leeds an order for four 0-6-0 locos with a common structural design, but each had different internal equipment.

The final example of the quartet also had a revised cab structure.

**7401 (7051):** This loco was fitted with a MAN 150hp (112kW) six-cylinder engine and had a separate two-cylinder petrol engine for starting. Transmission was by a multiple-disc clutch and Hunslet gearbox connected via a Hardy-Spicer coupling. Four-speed gears gave a top speed of 30mph (48km/h). Cooling was by means of



## Technical Data

LMS No:	1831	7050	7051	7052
Original LMS No:	-	7400	7401	7402
Built by:	LMS Derby	EE Dick Kerr by Drewry	Hunslet Eng Co	Hunslet Eng Co
Years introduced:	1932	1934	1933	1934
Wheel arrangement:	0-6-0	0-4-0	0-6-0	0-6-0
Weight:	46 tons	29 tons	22 tons	27 tons
Height:	12ft 9in (3.88m)	12ft 8in (3.66m)	12ft 0in (3.66m)	12ft 1in (3.68m)
Length:	30ft 3½in (9.24m)	23ft 10½in (7.28m)	23ft 2in (7.06m)	24ft 8½in (7.53m)
Width:	8ft 7½in (2.63m)	8ft 5in (2.57m)	8ft 4in (2.54m)	8ft 3in (2.51m)
Wheelbase:	15ft 8in (4.78m)	7ft 0in (2.13m)	8ft 0in (2.44m)	9ft 0in (2.74m)
Wheel diameter:	4ft 2½in (1.2m)	3ft (914mm)	3ft (914mm)	3ft 4in (1.02m)
Min curve negotiable:	3 chains (60.35m)	2 chains (40.23m)	3 chains (60.35m)	3 chains (60.35m)
Engine type:	Paxman 4-stroke	W H Allan 8RS18	MAN 6-cylinder	McLaren Benz 8MBD
Engine output:	400hp (298kW)	160hp (119kW)	150hp (111.8kW)	150hp (111.8kW)
Power at rail:	199hp (148kW)	90hp (67kW)	88hp (65.6kW)	88hp (65.6kW)
Tractive effort:	21,000lb (93.41kN)	11,200lb (49.82kN)	11,312lb (50.31kN)	12,800lb (56.95kN)
Cylinder bore:	9in (228mm)	5.7in (146mm)	6½in (165mm)	5½in (133mm)
Cylinder stroke:	12in (305mm)	7.1in (182mm)	8½in (215mm)	7¾in (196mm)
Maximum speed:	25mph (40.2km/h)	12mph (19.3km/h)	30mph (48.2km/h)	8mph (12.8 km/h)
Brake type:	Vacuum on loco, no train brakes	Air on loco, no train brakes	Air on loco, no train brakes	Air on loco, no train brakes
Brake force:	20 tons	12 tons	11 tons	13 tons
Route availability:	Not issued	Not issued	Not issued	Not issued
Heating type:	Not fitted	Not fitted	Not fitted	Not fitted
Multiple coupling type:	Not fitted	Not fitted	Not fitted	Not fitted
Transmission:	Hydraulic (Haslam & Newton)	Mechanical	Mechanical (Hardy Spicer)	Mechanical (Hardy Spicer)
Main generator type:	n/a	n/a	n/a	n/a
Aux generator type:	n/a	n/a	n/a	n/a
Traction motor type:	n/a	n/a	n/a	n/a
No of traction motors:	n/a	n/a	n/a	n/a
Gear ratio:	n/a	n/a	n/a	n/a
Fuel tank capacity:	140gal (636lit)	100gal (454lit)	60gal (272lit)	100gal (454lit)
Lub oil capacity:	65gal (295lit)	30gal (136lit)	18gal (82lit)	36gal (164lit)
Sanding equipment:	Pneumatic	Pneumatic	Pneumatic	Pneumatic





**Above:** Recorded in October 1932, LMS pioneer 0-6-0 diesel-hydraulic shunting locomotive No. 1831 is seen in as built condition at Derby. The locos No. 1 or main cab is seen to the left. Built on the frame of withdrawn Johnson Class 1F steam loco, from which it took its number, the 'new' diesel was powered by a 400hp (298kW) Paxman engine. **CJM-C**

a nose radiator, belt driven from the engine. A take-off from the power drive also drove the air compressor. The driving cab was designed for either side operation.

On delivery the locomotive worked in the Leeds area, but by 1936 it was working in Chester. In 1939 it was called into War Department use and went to the Ministry of Buildings and Works at Capenhurst, working as No 27. It returned to the LMS in mid-1941, only to return to the War Department in August 1944, returning to the LMS in June of the following year and was withdrawn in December, returning to its builders in Leeds.

After being rebuilt with a McLaren engine, the loco saw further industrial use. It first went to the London & Thames Haven Oil Wharves Ltd, working at Stanford-le-Hope between 1949-51, returning to Hunslet it was used as the works pilot.

It was later handed over to the Middleton Railway Trust in 1960.

**7402 (7052):** The second of the Hunslet batch, was powered by a McLaren-Benz 150hp (112kW) eight-cylinder engine. Starting was by a separate two-cylinder petrol engine. Transmission was by a multiple-disc clutch and Hunslet gearbox connected via a Hardy-Spicer coupling. Two speed gears were fitted, giving a top speed of just 8mph (13km/h), restricting the loco to yard working. No. 7402 onwards were slightly longer than the original loco, measuring 24ft 8½in (7.53m) from buffer face to buffer face, compared to 23ft 2in (7.06m) on No. 7401.

After introduction, 7402 remained in the Leeds area until called-up for War Department use in August 1940. It first went to the Air Ministry at Stafford, operating as No. 24, returning to the LMS

in February 1942 at Leeds and soon re-allocated to Nottingham. It was sold by Hunslet to the Admiralty in December 1943 and was substantially rebuilt and flame proofed for work at the Royal Navy Armaments Depot, Broughton Moor, here it worked as No. 87. It remained in WD and then MoD use until 1966 when it was sold to Birds of Long Marston, first used as a yard pilot, but broken up in 1969.

**7403 (7053):** This example was fitted with a six-cylinder Brotherhood-Ricardo 150hp (112kW) engine. It was started by a compressed air motor, which engaged with a ring on the engine fly wheel, the air was supplied by a small compressor. The locos transmission was provided by David Brown, who developed a two-speed gearbox especially for this loco. This transmission was a complex affair and the cause of many problems; ➡

7053	7054	7055-7056	7057
7403	(7404)	(7405-7406)	(7407)
Hunslet Eng Co	Hunslet Eng Co	Hudswell Clarke	Harland & Wolff
1934	1934	1935	1934
0-6-0	0-6-0	0-6-0	0-6-0
26 tons	31 tons	31 tons	28 tons
12ft 7¾in (3.85m)	12ft ¾in (3.78m)	12ft 0in (3.66m)	12ft 0in (3.66m)
24ft 8½in (7.53m)	24ft 8½in (7.53m)	26ft 10½in (8.19m)	25ft 4½in (7.73m)
8ft 3in (2.51m)	8ft 8in (2.64m)	8ft 7in (2.62m)	8ft 6in (2.59m)
9ft 0in (2.74m)	9ft 0in (2.74m)	9ft 0in (2.74m)	12ft 0in (3.66m)
3ft 4in (1.02m)	3ft 4in (1.02m)	3ft 4in (1.02m)	3ft 2in (965mm)
3 chains (60.35m)	3 chains (60.35m)	3 chains (60.35m)	3 chains (60.35m)
Brotherhood Ricardo RZ5	Davey Paxman 6V25	Mirrlees Ricardo	Harland 'Harlandic' TR4
150hp (111.8kW)	180hp (134kW)	150hp (111.8kW)	175hp (130.4kW)
89hp (66.3kW)	100hp (74.57kW)	89hp (66.3kW)	98hp (73.7kW)
13,680lb (60.86kN)	18,600lb (82.73kN)	12,800lb (56.95kN)	11,200lb (49.82kN)
5¼in (133mm)	6½in (165mm)	5¼in (133mm)	5¼in (146mm)
8in (203mm)	10in (254mm)	6½in (165mm)	8½in (215mm)
13¾mph (22.1km/h)	13mph (21km/h)	19mph (30.57km/h)	10mph (16km/h)
Air on loco, no train brakes	Air on loco, no train brakes	Air on loco, no train brakes	Air on loco, no train brakes
12 tons	13 tons	12 tons	13 tons
Not issued	Not issued	Not issued	Not issued
Not fitted	Not fitted	Not fitted	Not fitted
Not fitted	Not fitted	Not fitted	Not fitted
Mechanical (David Brown)	Mechanical (Hunslet)	Mechanical	Mechanical (Harland & Wolff)
n/a	n/a	n/a	n/a
n/a	n/a	n/a	n/a
n/a	n/a	n/a	n/a
n/a	n/a	n/a	n/a
n/a	n/a	n/a	n/a
100gal (454lit)	100gal (454lit)	100gal (454lit)	100gal (454lit)
45gal (205lit)	50gal (227lit)	50gal (227lit)	60gal (273lit)
Pneumatic	Pneumatic	Pneumatic	Pneumatic





**Left:** No. 1831 spent most of its life in and around Derby, it received various modifications and rebuilds between 1934 and 1936, costing the cash-strapped LMS large amounts of money. In late 1936 when a further round of modifications were sought, the LMS ended the trial, placing the loco into store. Its operational life was not however over, after spending four years out of traffic, it was rebuilt as a mobile generator for static power supply. It was renumbered MPU1831 and later became MPU3, being recorded in use at Coventry and Crewe. Soon after entering restricted service at Derby, No. 1831 is seen stabled 'light power' at Derby depot. **CJM-C**

it also incorporated the reversing mechanism. The structural design of the locomotive was the same as No 7402. The locomotive's top speed was 13.75mph (22km/h).

After delivery, No. 7403 went to Plaistow in East London, entering War Department use in October 1939 as No. 23. It returned to the rail industry in January 1941 when it went to the Southern Railway as a pilot at Eastleigh Works. The following May it was again 'called up' and went to the Admiralty. After a period it was sold back to Hunslet, where it was broken up in 1954.

**7404 (7054):** The final loco of this batch was the most powerful, fitted with a six-cylinder 180hp (134kW) Paxman engine. The transmission was again different, after the fluid coupling a free wheel, a drive shaft and a rocking brake were located, which held the shaft during gear changing. A Hunslet-design three-speed gearbox was installed. Its top speed was 13mph (21km/h). The structural design was slightly different, the most noticeable change was the provision of windows in both front and back of the cab. On delivery No. 7404, actually numbered 7054, worked at Leeds before being transferred to Derby. It was called to War Department use in June 1940, but remained with the LMS until November when it went to Longmoor in Hampshire as No. 26. It returned to the LMS in July 1941, operating from Speke

Junction, Liverpool. In May 1943 it was officially withdrawn and handed to the War Department, this time as No. 225, working at Highbridge and then Bicester before being re-sold back to Hunslet.

The loco had a major refit and was hired to the National Coal Board in 1954 and later sold to the NCB. A further major refit in 1960 saw a Rolls Royce C6N engine installed when it was working at Brodsworth Colliery, Doncaster. The locomotive was retired from the NCB in 1974 and broken up at NCB Hickleton Main.

**7405-7406 (7055-7056):** This pair of locos were reminiscent of 0-6-0 steam locos, even down to a chimney. Built on a 26ft 10½in (8.19m) frame, the two were built by Hudswell Clarke and fitted with a Mirlees-Ricardo 150hp (112kW) engine. This was started by direct air supplied by a compressor powered by a small petrol engine. The transmission was a fluid coupling from the engine to a three speed gearbox which contained the reversing mechanism, a carden shaft drive was fitted to a worm gear on one axle. A radiator was fitted at the nose end. After construction the two locos operated around Leeds before the LMS took them into stock, working from Speke, Liverpool. Their operating career was very short, and in mid-1939 both were withdrawn. With the outbreak of war, the pair were not broken up and in 1940 both

were converted to mobile power units (MPUs) and renumbered MPU2 and MPU1. Both were initially used at Coventry, before moving to Crewe. MPU1 remained on the LMS/LM, at Crewe and Kilmarnock, while MPU2 went into Eastern Region stock at Doncaster, Stratford and eventually Thornaby; on the ER it became No. 953.

**7407 (7057):** This 0-6-0 is of quite significant interest as it was built by Harland & Wolff of Belfast, Northern Ireland and shipped to England for use by the LMS, and is to date the only Irish-built loco to have been used on a main line railway in the UK.

It was built in 1934 of 0-6-0 steam appearance. During a period of testing, problems were identified and it was delayed entering service with the LMS until the end of 1936. The locos prime mover was a Harland & Wolff built two-stroke, known as 'Harlandic'. It had a number of unusual features, having airless injection and a scavenger blower, gear driven off the engine crankshaft. One serious problem with the loco was noise, and special silencers had to be installed before entering service. Starting of the locomotive required the pre-heating of 'glow-plugs' to warm the cylinder, this being achieved by using battery power. The transmission consisted of a hydraulic coupling on the engine connected to a two speed gearbox, incorporating a reversing mechanism, this was ➡

## Technical Data

LMS No:	7058 (BR 13000)	7059-7068	7069-7079	7080-7119
Original LMS No:	(7408)	-	12000-12002 (7074/76/79)	12003-12032
Built by:	Armstrong Whitworth	Armstrong Whitworth	Hawthorn Leslie	LMS Derby
Years introduced:	1934	1936	1934-36	1939-42
Wheel arrangement:	0-6-0	0-6-0	0-6-0	0-6-0
Weight:	41 tons	52 tons	52 tons	55 tons
Height:	12ft 5¼in (3.80m)	12ft 6in (3.81m)	12ft 4in (3.76m)	12ft 7in (3.84m)
Length:	28ft 10in (8.79m)	31ft 4½in (9.56m)	28ft 6¼in (8.71m) Note 1	31ft 4¾in (9.57m) Note 2
Width:	8ft 6½in (2.60m)	8ft 7in (2.61m)	8ft 9in (2.67m)	8ft 7in (2.62m)
Wheelbase:	12ft 6in (3.81m)	14ft 6in (4.42m)	11ft 6in (3.51m)	15ft 3in (4.65m)
Wheel diameter:	3ft 6in (1.07m)	4ft 3in (1.29m)	4ft 0½in (1.23m)	4ft 3in (1.29m)
Min curve negotiable:	3 chains (60.35m)	3 chains (60.35m)	3 chains (60.35m)	3 chains (60.35m)
Engine type:	Armstrong Whitworth 6LV22	Armstrong Sulzer 6LTD22	English Electric 6K	English Electric 6K
Engine output:	140hp (104.3kW)	350hp (261kW)	350hp (261kW)	350hp (261kW)
Power at rail:	80hp (59.6kW)	230hp (171.5kW)	230hp (171.5kW)	230hp (171.5kW)
Tractive effort:	22,400lb (99.64kN)	30,000lb (133.4kN)	30,000lb (133.4kN)	35,000lb (157.7kN)
Cylinder bore:	8¼in (209mm)	8¼in (209mm)	10in (254mm)	10in (254mm)
Cylinder stroke:	10¼in (273mm)	10¼in (273mm)	12in (305mm)	12in (305mm)
Maximum speed:	30mph (48.3km/h)	20mph (32.1 km/h)	30mph (48.2km/h) Note 3	20mph (32.1km/h)
Brake type:	Air on loco, no train brakes	Air on loco, Vacuum train brakes	Air on loco, no train brakes	Air on loco, no train brakes
Brake force:	13 tons	19 tons	30 tons	31 tons
Route availability:	Not issued	Not issued	Not issued	Not issued
Heating type:	Not fitted	Not fitted	Not fitted	Not fitted
Multiple coupling type:	Not fitted	Not fitted	Not fitted	Not fitted
Transmission:	Electric	Electric	Electric	Electric
Main generator type:	Lawrence Scott 6-pole	Crompton Parkinson	English Electric	English Electric
Aux generator type:	Lawrence Scott 4-pole	Crompton Parkinson	English Electric	English Electric
Traction motor type:	Lawrence Scott Electro Motor	Crompton Parkinson	English Electric	English Electric
No of traction motors:	1	1	1	1
Gear ratio:	5.75:1	11.1:1	4.38:1 Note 4	14.7:1
Fuel tank capacity:	570gal (2,591lit)	630gal (2,864lit)	500gal (2,273lit) Note 5	660gal (3,000lit)
Lub oil capacity:	190gal (864lit)	200gal (909lit)	90gal (410lit)	100gal (454lit)
Sanding equipment:	Pneumatic	Pneumatic	Pneumatic	Pneumatic





**Above:** The rather pleasing tapered bonnet design of LMS No. 7050, built by Drewry Car at the Dick Kerr Works in Preston is clearly shown in this view. After initial trials in the Preston area, the loco was sold to the LMS. After a few years the central raised section of the cab roof was removed. In 1943 the loco was transferred to the War Department, later working for the Ministry of Defence. After withdrawal the loco was preserved and is now part of the National Collection, based at York **CJM-C**



**Above and Below:** Hunslet Engine Co built LMS No. 7401 in 1933, it was later renumbered to 7051. This prototype was powered by a 150hp (111.8kW) MAN 6-cylinder engine powering a mechanical transmission. Like many of the early diesels, No. 7051 went into War Department use in 1940 working at Capenhurst, before returning briefly to the LMS the following year, before going back to War Department use in 1944-45. In December 1945 the loco was sold back to its builders. Both: **CJM-C**



## Technical Data - Class 11

LMS number range:	7120-7131
BR 1948 number range:	12033-12138
Former class codes:	DEJ 3, later D3/8, D3/8A
Built by:	LMS/BR Derby, BR Darlington
Years introduced:	1945-1952
Wheel arrangement:	0-6-0
Weight:	48 tonnes
Height:	12ft 5½in (3.80m)
Length:	29ft 1½in (8.87m)
Width:	8ft 7in (2.62m)
Wheelbase:	11ft 6in (3.51m)
Wheel diameter:	4ft 0½in (1.23m)
Min curve negotiable:	3½ chains (70.35m)
Engine type:	English Electric 6KT
Engine output:	350hp (261kW)
Power at rail:	194hp (145kW)
Tractive effort:	35,000lb (155.6kN)
Cylinder bore:	10in (254mm)
Cylinder stroke:	12in (305mm)
Maximum speed:	20mph (32km/h)
Brake type:	Air on loco, Vacuum on train
Brake force:	29 tonnes
Route availability:	5
Heating type:	Not fitted
Multiple coupling type:	Not fitted
Main generator type:	English Electric
Aux generator type:	English Electric
Traction motor type:	English Electric
No of traction motors:	2
Gear ratio:	21.7:1
Fuel tank capacity:	659gal (2,996lit)
Cooling water capacity:	140gal (636lit)
Lub oil capacity:	12033-12048 - 65gal (296lit) 12049-12138 - 45gal (205lit)
Sanding equipment:	Pneumatic

### Notes to Technical Data table on left

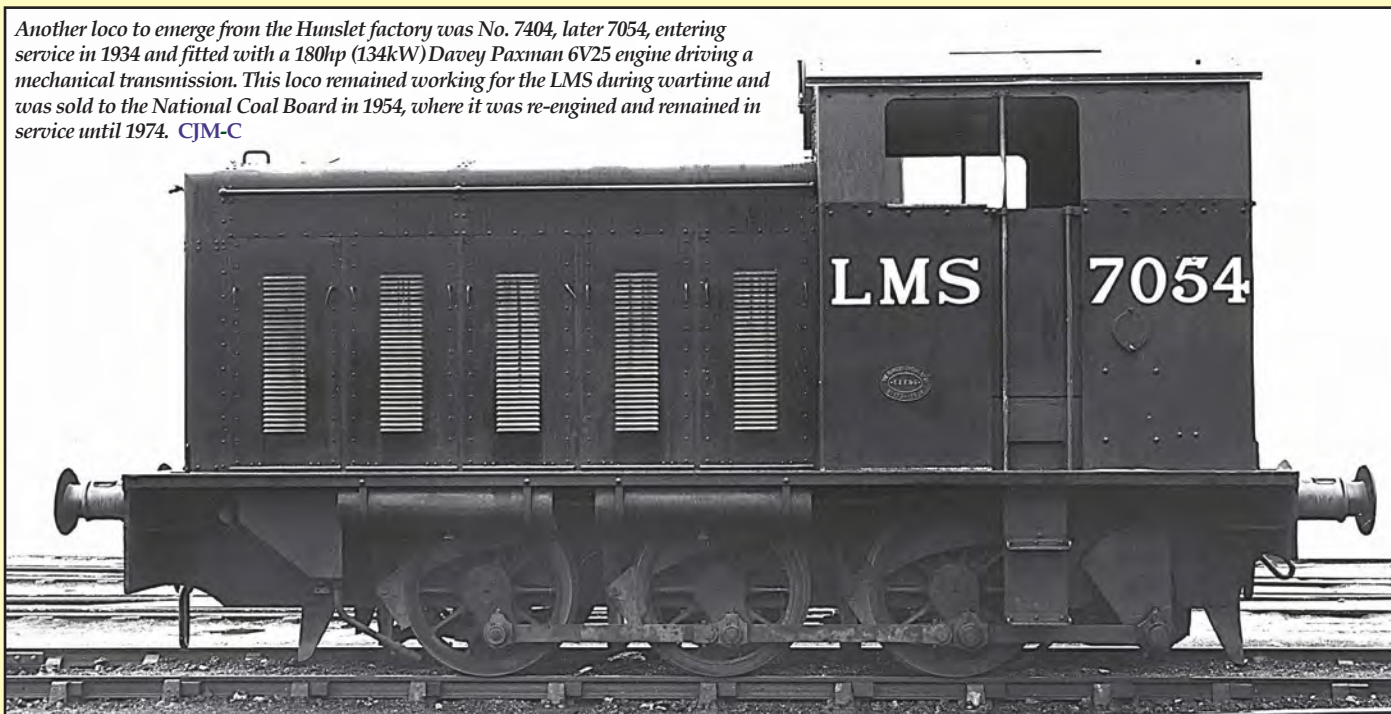
- Note 1: 7079 was 28ft 6in (8.67m)  
 Note 2: 12003-32 32ft 5½in (9.89m)  
 Note 3: 7079 top speed 35mph (56.3km/h)  
 Note 4: 7074 gear ratio altered to 15.5:1 in 1940  
 Note 5: 7079 fuel capacity was 450gal (1,703lit)





**Left:** A second loco of the same structural design as 7401 (7051) emerged in 1934 numbered 7402 (7052). This Hunslet loco was powered by a McLaren-Benz 8M8D 150hp (111.8kW) engine with a mechanical transmission. Using air for loco breaking, but not fitted with any train brake equipment, No. 7052 went into War Department service at the Air Ministry in August 1940, returning to the LMS in 1942. Later, after its useful railway life was over, the loco was sold to the War Department, later Ministry of Defence, where it was fitted with flame proofing and remained in service until 1966, not being broken up until 1969. **CJM-C**

Another loco to emerge from the Hunslet factory was No. 7404, later 7054, entering service in 1934 and fitted with a 180hp (134kW) Davey Paxman 6V25 engine driving a mechanical transmission. This loco remained working for the LMS during wartime and was sold to the National Coal Board in 1954, where it was re-engined and remained in service until 1974. **CJM-C**







**Left Below, Above and Right:** *Hudswell Clarke's input to the 1930s LMS diesel loco trials was the building of two steam-outline locos Nos. 7055 and 7056. Both were fitted with a Mirreles-Ricardo 150hp (111.8kW) engine, powering a mechanical transmission. Their working life for the LMS was short, after introduction in 1934, the pair spent many months working in the Leeds area, before taking up LMS duties in the Speke, Liverpool area in 1935. By mid-1939 the pair were sidelined and eventually withdrawn. Both locos were re-built as unpowered mobile power units (MPUs) to provide static electric power, being renumbered as MPU2 and MPU3. MPU2 was later totally rebuilt by Stratford Works, London, when the cab was sealed up, a transformer mounted on the front frame ahead of the original radiator and an external handbrake was fitted. In this form the 'loco' was renumbered as No. 953. The views left and above show the two 'as built' locos, while the image right shows the Stratford rebuild. All: CJM-C*



connected to the wheelsets by a worm drive on the leading axle. The radiator at the nose end was shaft driven from the engine, air for locomotive braking was provided by an engine driven compressor.

On delivery it was allocated the identity 7057 and allocated to Chester, it later worked at Heysham until it was sold back to Harland & Wolff in January 1945, after being taken out of service 12 months prior. Back in Ireland it was overhauled, converted to 5ft 3in gauge and used by the Northern Counties Committee (NCC). During its rebuild, the engine was exchanged for a more powerful 225hp (165kW) example and the equipment compartment extended to full cab height. It was then numbered 22. The locomotive was subsequently transferred to the Ulster Transport Authority, the successor to the NCC and remained in service until April 1965.

#### The First Diesel-Electrics

In 1934 the LMS purchased a 250hp (184kW) 40-ton single-motor diesel-electric shunting loco from Armstrong-Whitworth, and later the same

year gave facilities to English Electric for the service trial of that builder's initial three-axle two-motor diesel-electric shunter, a 300hp (221kW) output and 47 tons unit, compared with the then standard 0-6-0T steam loco of 49 tons. The work of these two diesel-electrics was quite outstanding, in regard to loads powered, effective work in a shift period, and an ability to maintain 24 hour a day service for up to seven days. Soon the LMS traffic department pressed strongly for more diesel-electric builds, but in a rather larger size for use in bigger yards and on the heaviest shunting duties.

Thereafter the original plan of the LMS to introduce small diesel-mechanical or hydraulic locos was more or less forgotten, at least until after Nationalisation in 1948, with the policy turning towards building diesel-electric locos, suited mainly to the larger yards and heaviest hump shunting work as well as the ability to perform main line 'trip' workings.

Although it was the original desire of the traffic department to operate yard and shunting duties with just one man in the cab, this was largely put

on the back burner in favour of quickly getting a number of powerful machines into traffic to ease problems in yards. This received support from C. E. Fairburn who had recently joined the LMS as deputy chief mechanical and electrical engineer, from English Electric, and a man who strongly influenced the switch in trend to diesel-electric traction.

In 1935 an order was placed for 20 diesel-electric shunting locos, which were delivered in 1936. Ten were from Armstrong Whitworth, and were developed from the 250hp (184kW) machine. They had an Armstrong-Sulzer 350/400hp (261/294kW) engine and a single spring-borne Crompton-Parkinson traction motor driving the wheels through double reduction spur gears, jack shaft and side rods.

The 10 units from English Electric were developed from their prototype 300hp (221kW) unit. These had an English Electric 350hp (261kW) engine, and two nose-suspended traction motors one on each outer axle, all wheels being coupled by side rods. Both design types had a top speed of ➡



30mph (48.2km/h), and initiated the UK railway practice of having a low top speed for greater shunting power.

The Armstrong Whitworth locomotives weighed 52 tons with a 630 gallons fuel tank, and the English Electric units weighed in at 52 tons with 500 gallon tank. Thus another long-standing feature of UK practice commenced, that of a large fuel tank with capacity for up to a week or more of work with up to 24 hours-a-day operation. The results given from early trials by these locomotives confirmed the expectations, with both types returning a 'very satisfactory' performance. The English Electric fleet had a wheelbase of 11ft 6in (3.51m) and this was easier on curves than the 14 ft 6in (4.42m) wheelbase of the Armstrong Whitworth locos, but on the other hand the steam locomotives they replaced, mostly had a wheelbase of 16ft 6in (5.02m).

In 1937 Armstrong Whitworth surprisingly

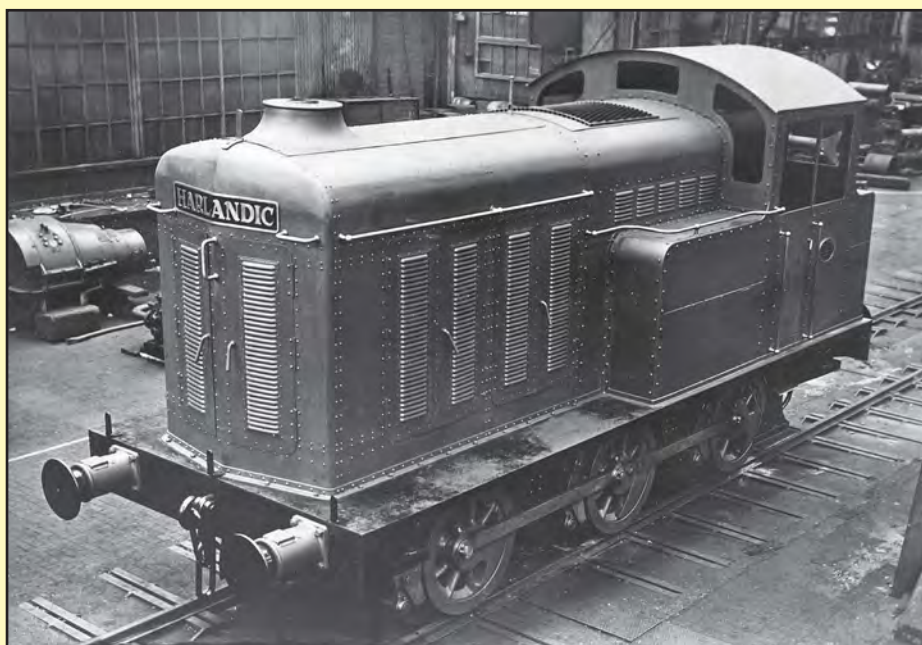
left the locomotive construction business, and it could then be expected that the way was clear for future orders to be placed for the English Electric two-traction-motor design. However, the feeling for a single spring-borne motor and jackshaft drive arrangement was so strong in the mechanical department following experience of 20 locos in 1936, that when another 40 machines were ordered they were given the English Electric 350 hp (261kW) engine, but powering a single spring-borne traction motor with double reduction gears and jackshaft drive, fitted with English Electric control gear. This batch was important in another direction, as it introduced the practice of UK railways' building on a large scale the mechanical portions of diesel locomotives in their own works, and only buying-in engines, transmission and control equipment. The previous 20 locomotives for the LMS had been obtained complete from the private builders.

#### Wartime Developments

The 40 LMS locomotives discussed above began to appear in 1939, but delivery was not completed until 1941. In the meantime, 10 were built at the LMS Derby works in 1940, and were drafted direct to the War Department, and only 30 locomotives (which became Nos. 12003-12032) were actually put into operation by the LMS. During the war years, 18 of the LMS diesel-electric shunting locos, including all 10 of the Armstrong Whitworth locos of 1936, were transferred into War Department service.

LMS shunting locos numbered 7120 and above were the culmination of the many trial and test locomotives of the LMSR in the 1930s and can be described as a true wartime design.

Its design, which later formed the basis for the UK standard 0-6-0 diesel-electric shunting loco, incorporated the proven English Electric 6K power unit, but used the two traction motor outside ➡



**Left and Below:** The most unusual of the prototype LMS shunters was No. 7057. It was built by Harland & Wolff in Belfast, Northern Ireland, and is thus the only Irish-built main line loco to have operated in Britain. Carrying the product name 'Harlandic' on the nose end, No. 7057 was a problematic machine when delivered in 1934. It eventually entered service in 1935, working from Chester painted in LMS black livery. Powered by a 175hp (130kW) Harland 'Harlandic' TR4 engine, driving a mechanical transmission, the machine had a top speed of just 10mph (16km/h). The loco later worked at Heysham until it was sold back to Harland & Wolff in January 1945. Back in Ireland it was overhauled, converted to 5ft 3in (1.6m) gauge and used by the Northern Counties Committee (NCC). During its rebuild, the engine was exchanged for a more powerful 225hp (165kW) example with the equipment compartment extended to full cab height. It was then numbered NCC 22. Both: CJM-C

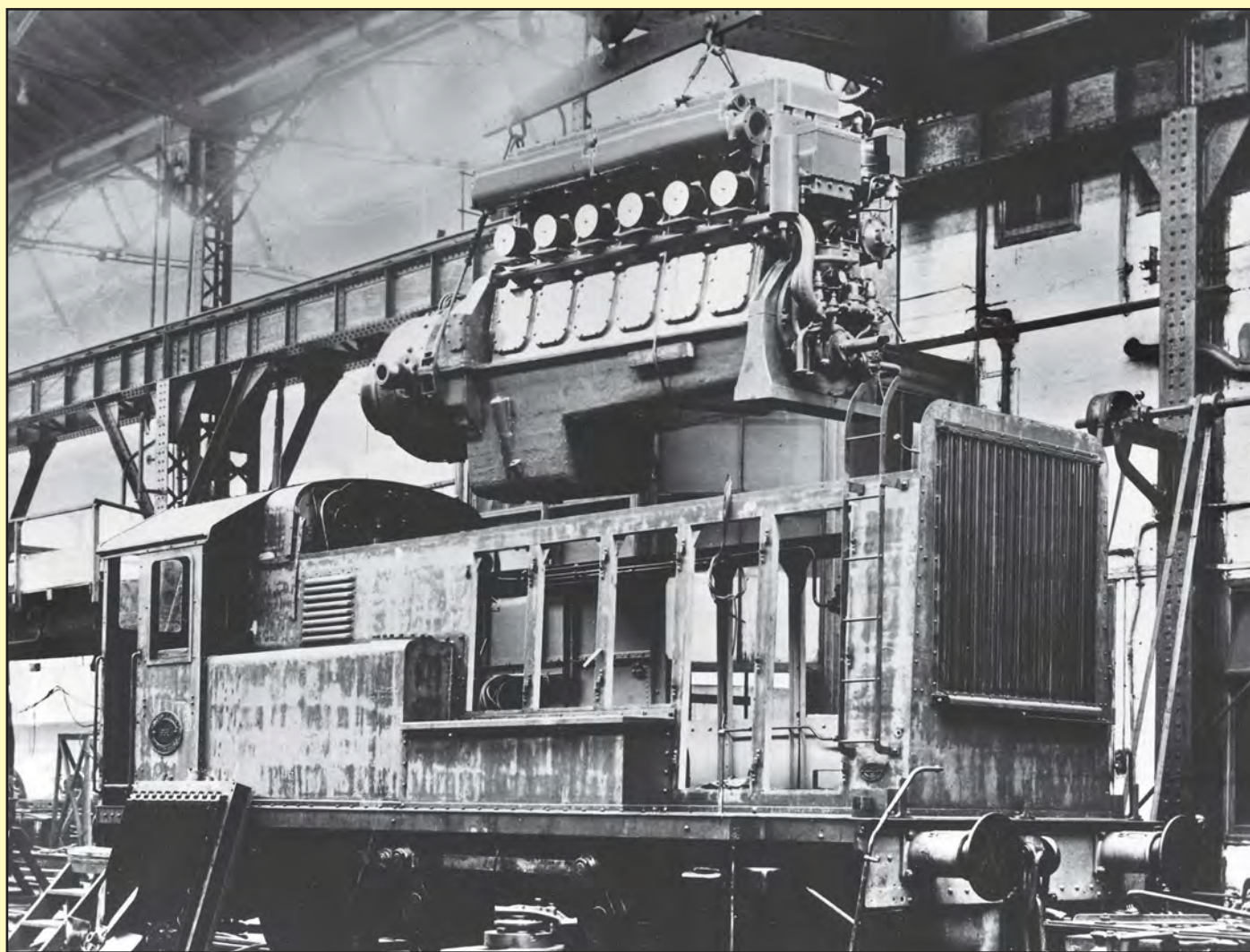




**Right:** In 1934 the LMS took delivery of this 'jackshaft' 0-6-0 diesel-electric shunting loco from Armstrong Whitworth. Developing 140hp (104.3kW) No. 7058, later allocated the BR identity 13000 (which it never carried) used Lawrence Scott electrical equipment. No. 7058 was broken up at Derby in 1950. **CJM-C**



**Below:** One of the first 'big' 350hp (261kW) 0-6-0 diesel-electric locos under construction at the Dick Kerr works in Preston. The body of LMS No. 7072 is seen receiving its English Electric 6K power unit and associated generator group. This loco delivered in January 1936 and transferred to War Department use in April 1940, operating in France and never returning to the UK. **CJM-C**



frame arrangement rather than the 'jackshaft' drive system, which at the time was suffering from frame fractures. The successful design development of this fleet followed refining of the double reduction gears which reduced overheating.

The first loco of the build, painted in LMS black and numbered LMS 7120 emerged in 1944 and was indeed a very historic moment, as this was the first of well over 1,000 locos of a like design to emerge and was the design 'base' for many other fleets for the UK and European operators as well as the War Department (later MoD).

The first order was for 20 locos and after ordering were directed to WD use. While under construction, the final six were deemed 'not required' and went to the LMS. Various repeat orders followed by the LMS and indeed by BR after Nationalisation, in 1948. By 1952 when the order books were closed a fleet of 106 locos was in service. In addition to the LMS factory at

Derby, examples were built at Darlington.

Soon after Nationalisation it was announced that the design of this fleet would be refined into a 'new' standard diesel-electric shunting loco.

The external design had a full width cab at one end, with driving positions either side of a central desk. The driving controls were suitable for operation in either direction from the same position. Visibility was good (at the cab end), but for forward operation the vision along the side of the engine room was no better than on a steam loco. Forward from the cab was an electrical compartment, the main power unit bay and at the nose end, the cooler group.

Front end equipment was basic, with just buffers and a screw shackle on the draw bar, no train braking was provided, loco speed reduction was achieved by direct air brakes on the loco.

When built the first 12 emerged with LMS numbering 7120-7131, while the remainder took the five digit BR 'modern traction' series

in the 12045-12138 range, the original 12 were renumbered into the series as 12033-12044. Some members of the fleet remained in traffic long enough to see a TOPS numeric classification given to the fleet - Class 11, however none remained in service long enough to be given a five digit class prefixed number.

Following the original black livery with bodyside mounted Lion on Wheel crest, the fleet was repainted into BR green livery with the later BR Lion over Crown crest.

A handful of locos were repainted into corporate BR rail blue with yellow/black wasp ends.

From new, electric front and rear marker lights were installed, which were fitted with a white element over which a red shade could be added for rear-end use. One important structural change to befall the class was the removal of the nose end side ladders to reach the top of the radiator, which followed overhead electrification of some lines. ■

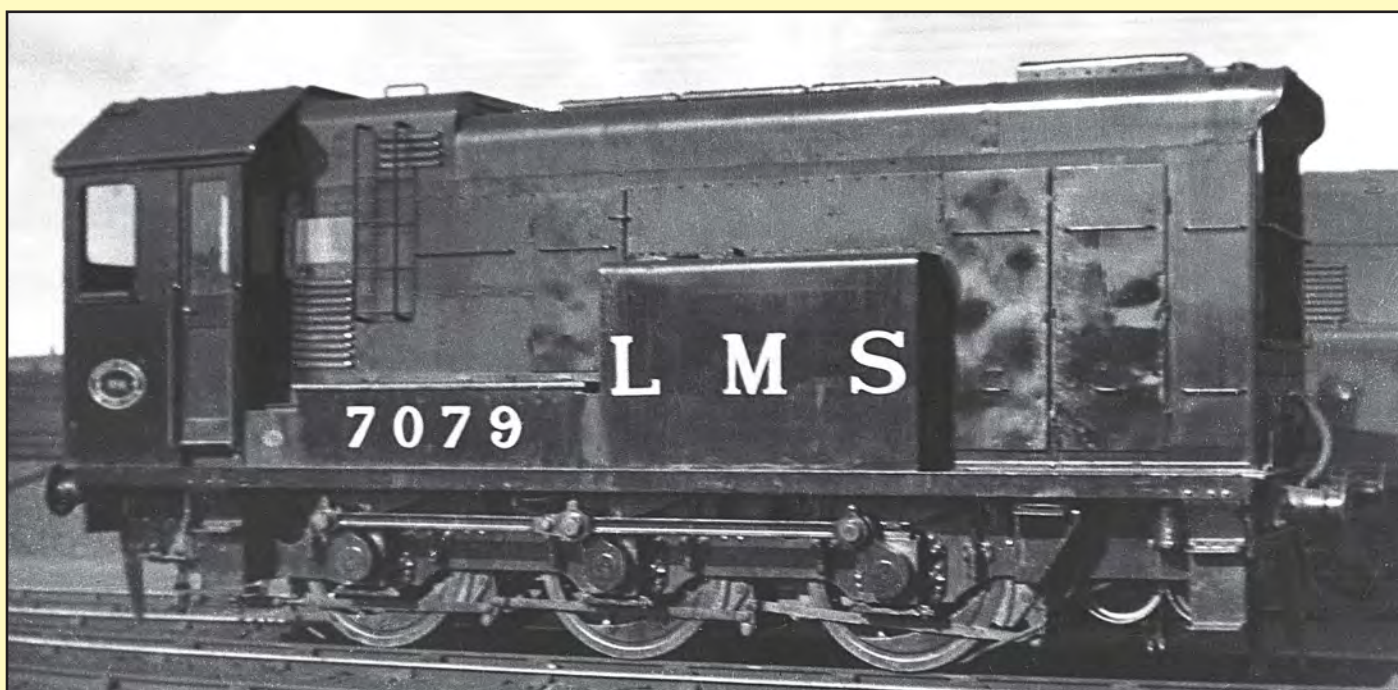




**Above:** Looking immaculate after being handed over to the LMS in April 1936, No. 7073 shows LMS black livery with a wood grained cab door and red buffer beam. This loco was withdrawn from LMS stock in December 1940 and taken over by the War Department seeing service in France. CJM-C



**Left:** Although just eight months old at the time No. 7070 looks rather tatty at Crewe in August 1936. This is another loco which was exported to the War Department in France in 1940, never to return to the UK. CJM-C



**Below:** Built as an English Electric demonstrator, No. 7079 was taken into LMS stock in 1936. It had a number of modifications to others in the series, but was later standardised by Crewe Works. This loco later became BR No. 12002. R. C. Riley





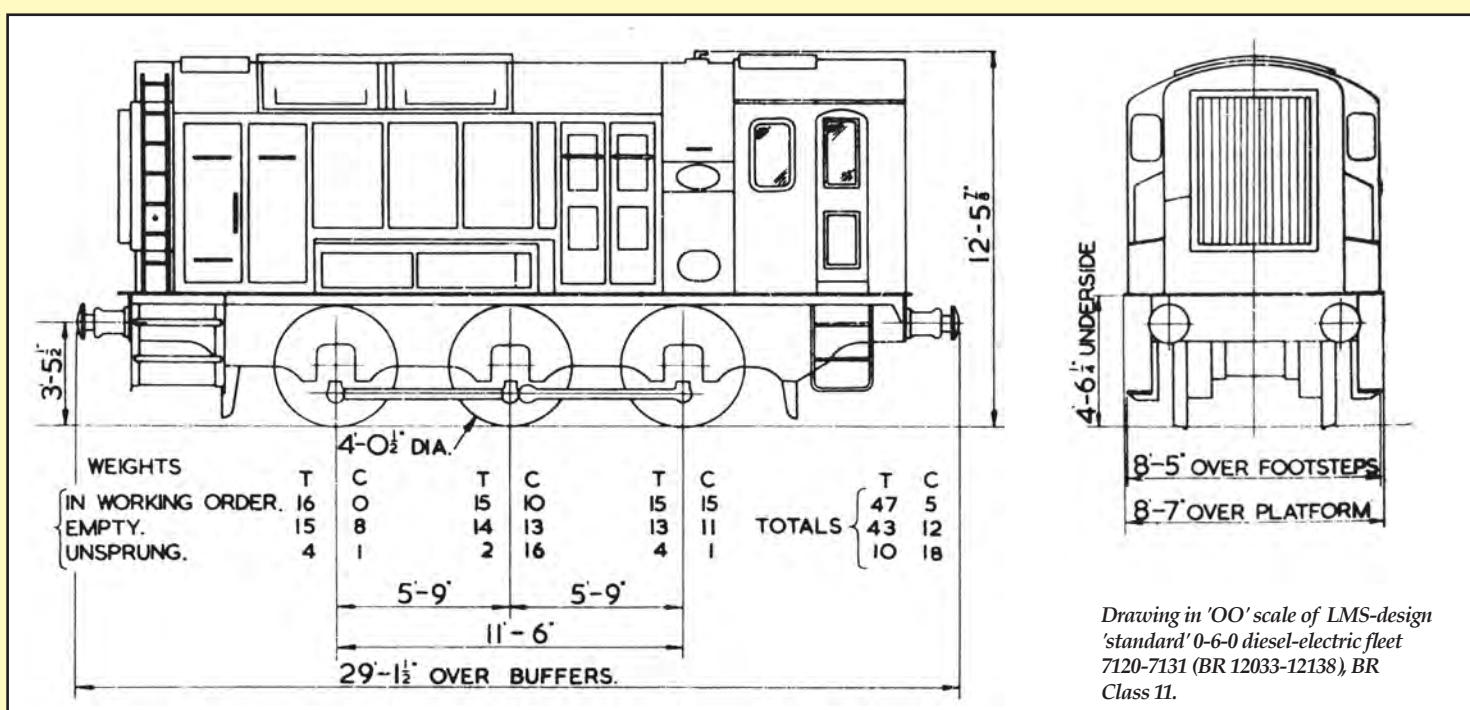
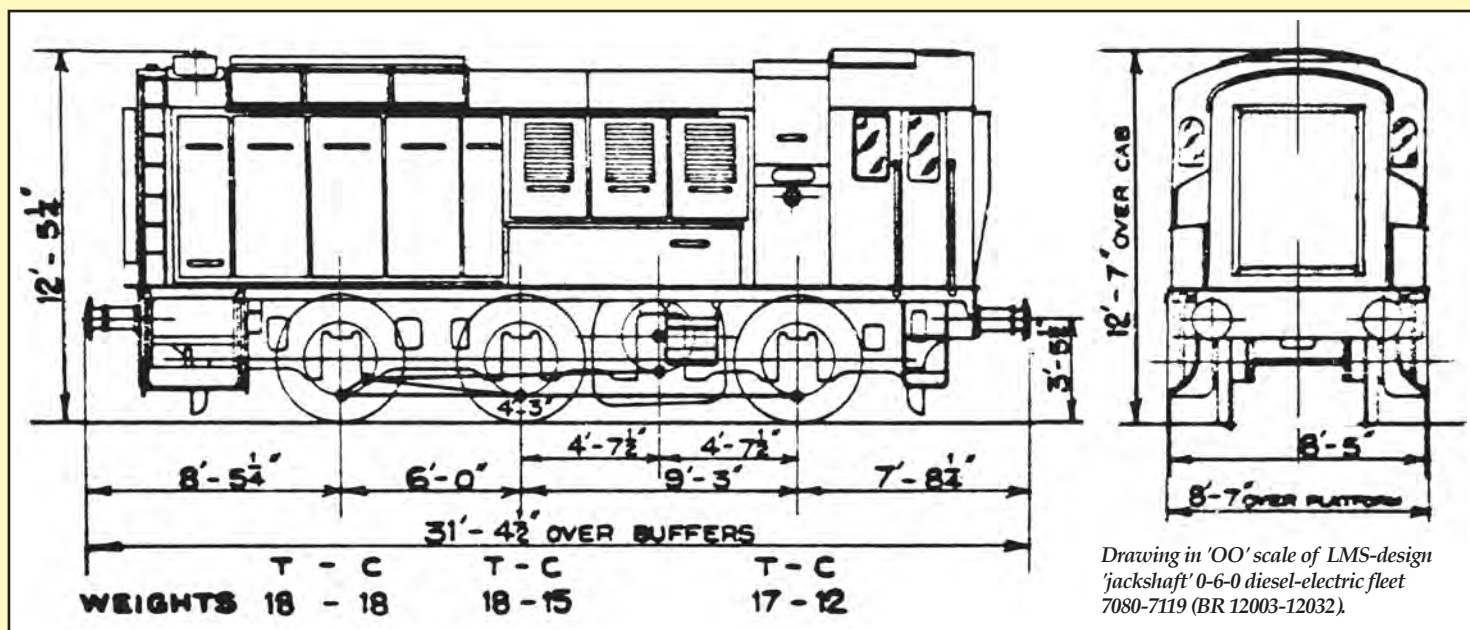
**Above:** Three locomotives from the Hawthorne Leslie 1934-36 batch 7069-7079 survived into BR service and renumbered into the early 12xxx shunter fleet 7074 (12000), 7076 (12001) and 7079 (12002). No. 12000 is seen at Derby in April 1961 a year before it was broken up. [www.colour-rail.com/](http://www.colour-rail.com/) T Owen

**Right:** Looking in a rather poor external condition, No. 12001 is seen at Derby in 1960, painted in BR black livery with a Lion on Wheel logo on the engine room side door. This loco was withdrawn in 1962 and broken up. CJM-C

**Below:** The original LMS No. 7074, now carrying the BR identity 12000, which was applied in July 1949, is seen shunting at Crewe Basford Hall yard on 12 September 1960. This view shows the opposite side of the loco to the image at the top of the page. No. 12000 was withdrawn in April 1961 and broken up at Derby Works in June 1962. [www.colour-rail.com](http://www.colour-rail.com)



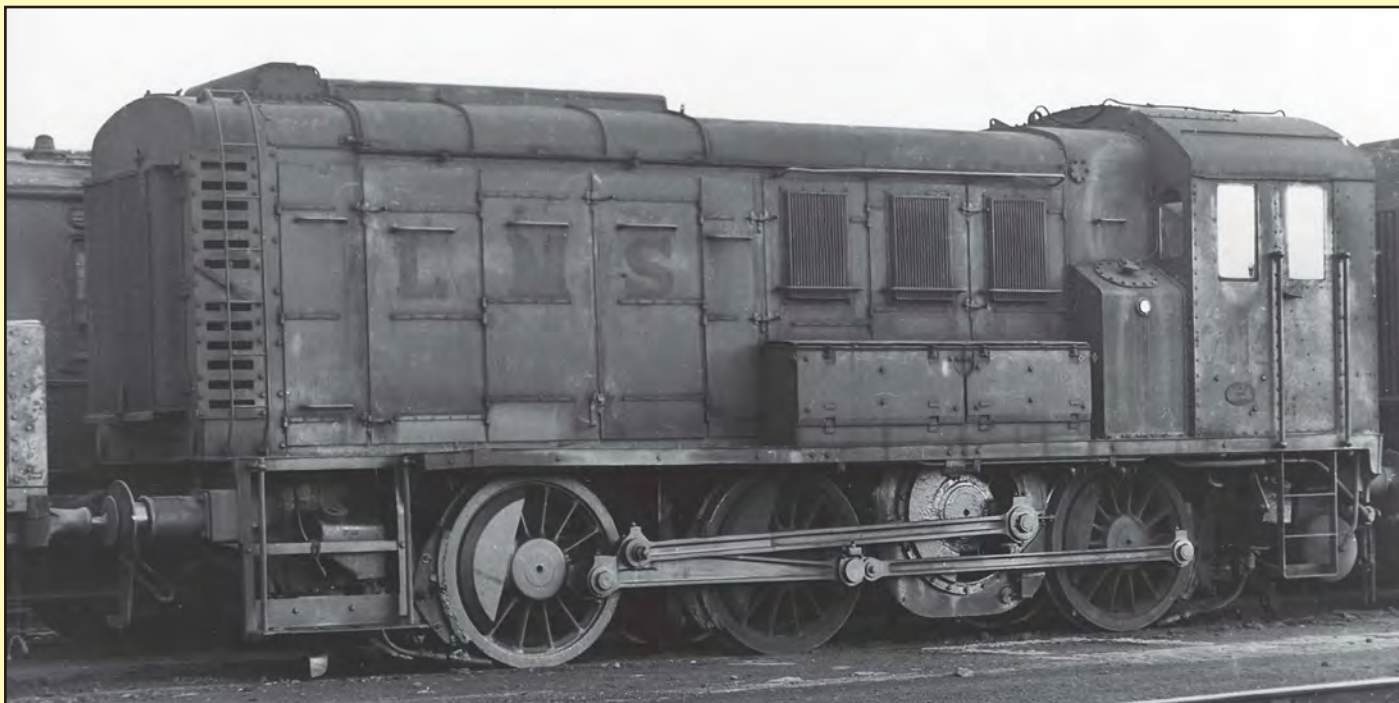




**Below:** Between May 1939 and June 1942 a fleet of 40 0-6-0 'jackshaft' 350hp (261kW) shunting locos were built at Derby. These were originally numbered LMS 7080-7119, becoming BR Nos. 12003-12032. Of the 40 constructed, Nos. 7100-7109 went to War Department service and saw use mainly in Egypt. These 55 ton locos with a top speed of 20mph (32km/h) were all withdrawn by mid-1967. No. 7080, later No. 12003 is illustrated when new. **CJM-C**







**Above:** This view of No. LMS 7112 in a very poor external condition, clearly shows the traction motor-jackshaft coupling arrangement, with a connecting rod to the wheelset. [CJM-C](#)

**Right:** Recorded on 23 July 1949 at Willesden shed in north London, No. LMS 12010 shows the running number applied below the LMS branding on the main bodyside, rather than in the more usual location on the cab side. [www.colour-rail.com](#) / [T Owen](#)



**Below:** Colour views of the LMS 'jackshaft' shunters actually working are rare. However, this view of No. 12018 complete with a 'D' prefix to its number has been found working in the Liverpool area around 1964. This loco was originally LMS No. 7095. [www.colour-rail.com](#)





**modern** THE DEFINITIVE ONLINE GUIDE TO THE UK RAIL INDUSTRY

# railways**insight**

DIRECTORY • REFERENCE OPINION • REVIEW

Brought to you by the team behind Modern Railways magazine, Modern Railways Insight provides strategic information on the UK rail industry. Registered users have access to detailed information from over **2,500** rail businesses.

**Split into 84 key areas it provides invaluable coverage of:**

- **Policy and Finance**
- **Rolling Stock**
- **Infrastructure**
- **Train Operations**
- **Customer Interface**

**Our extensive database includes:**

- **Full Company Listings**
- **Profiles**
- **Route Maps**
- **Contracts**
- **Statistics**



923/15

## **The answer to all of your information needs**

Whether your background is in operations, manufacturing, maintenance, telecommunications, human resources or any other area of the industry, Modern Railways Insight will revolutionise the way in which your business uses UK rail industry data.

For just **£695\*** for a single user, or just **£49.95** with multiple licence purchases<sup>†</sup>, our detailed database could transform the way in which you operate.

To arrange your personal demonstration, contact us today on [mri@keypublishing.com](mailto:mri@keypublishing.com), call 01778 420888/07795 031051 or visit:

\*Excludes VAT or local taxes where applicable. † Based on a 200-licence purchase. Prices correct at time of going to press. Offer valid until 31/12/2015

**[www.modernrailwaysinsight.com](http://www.modernrailwaysinsight.com)**







**Above:** After warning ends became the norm on 'modern traction' many of the remaining 'jackshaft' 0-6-0s were given yellow-black 'wasp' ends, as shown on No. 12009, displaying tatty BR green livery and the Lion holding the Wheel motif on the bodyside at Speke on 16 March 1968 after withdrawal. [www.colour-rail.com](http://www.colour-rail.com)

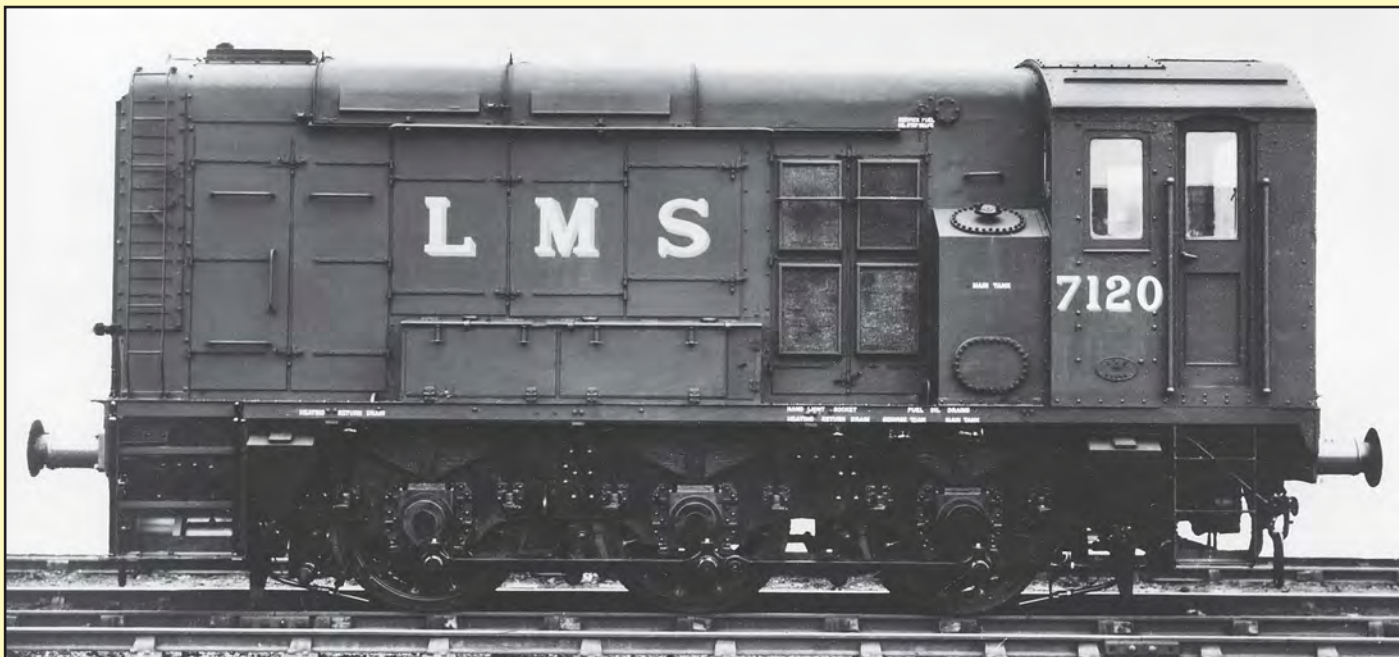
**Right:** Having a shallow nose end buffer beam, these 'jackshaft' locos were always identifiable from the nose end. Painted in green livery with 'wasp' ends, No. 12031 stands in Wigan yard on 11 April 1965. [www.colour-rail.com](http://www.colour-rail.com)



**Below:** Introduced to the LMS in April 1941, LMS No. 7102 was transferred to War Department stock in December 1942 and taken to Egypt, where it operated as WD No. 70051. On 21 April 1952 it is seen at Fayd on the Port Said-Suez main line with a short supply train. **Geoff Bannister**







**Above:** The result of all the trial operations of various LMS shunting loco designs, saw the final refinement of the design which resulted in the forerunner to the standard 'large' UK 0-6-0 loco, later classified as Class 08 and 09. The 1944-LMS 'standard' shunter emerged in 1945 when LMS 7120 was rolled out of Derby Works, construction was slow and by the time of Nationalisation in January 1948 only 12 locos had been delivered carrying LMS numbers, the remaining locos emerged under BTC control and took the five-digit 12045-12138 numeric sequence. LMS No. 7120 was later renumbered as BR No. 12033. Members of this class, which were technically different from the later 'standard' design, were classified under TOPS as Class 11. **CJM-C**



**Left:** Production of the LMS-design 'standard' shunting loco was slow and by 1952, the final batch of locos were built at Darlington Works, of identical design to the Derby products. Derby product No. 12062 is seen shunting in the Birmingham area in 1958. This locomotive, introduced in December 1949 and allocated to Saltley, Birmingham, finished its working days in April 1970 allocated to Crewe. **CJM-C**

## LMS Fleet List

LMS number	Original number	Renumber date	BR 1948 number	Renumber date	Built by	Works number	Date introduced	First depot	Date withdrawn	Final depot
1831					LMSR Derby	8071	May-34	Derby	Sep-39	Derby
7050	7400	Nov-34			DK Preston	D874/2047	Nov-34	Agecroft	Mar-43	Agecroft
7051	7401	Nov-34			Hunslet	1697	May-33	Leeds	Dec-45	Chester
7052	7402	Nov-34			Hunslet	1721	Jan-34	Leeds	Dec-43	Nottingham
7053	7403	Dec-34			Hunslet	1723	Nov-34	Leeds	Dec-42	Eastleigh
7054	7404*				Hunslet	1724	Nov-34	Leeds	May-43	Speke Jn
7055	7405*				H/Clarke	D580	Dec-34	Speke Jn	Apr-39	Speke Jn
7056	7406*				H/Clarke	D581	Oct-35	Speke Jn	May-39	Speke Jn
7057	7407*				H/Wolff	-	Feb-35	Bolton	Jan-44	Heysham
7058	7408	Nov-34	13000*	-	A/Whitworth	D20	Feb-34	Willesden	Nov-49	Toton
7059					A/Whitworth	D54	May-36	Crewe South	Nov-44	Willesden
7060					A/Whitworth	D55	Dec-36	Crewe South	Dec-42	W Department
7061					A/Whitworth	D56 1935	Jun-36	Crewe South	Nov-44	W Department





**Above:** As part of BR policy of the era, the LMS-design 'standard' 0-6-0 shunting locos obtained 'wasp' yellow/black warning end from the mid 1960s. Here, No. 12100 pushes wagons over the hump at Willlesden. This loco shows standard BR green livery. No. 12100 was introduced in April 1952 allocated to Derby and was withdrawn from Springs Branch, Wigan in March 1969. [CJM](#)



**Right:** With BR corporate Rail Blue introduced from the mid-1960s, any example of the by then BR Class 11 which received works attention after that time, appeared in Rail Blue. However, only a handful of examples were so treated. Carrying a 'D' prefix to its number, No. D12062 poses on the traverser at Crewe Works in June 1968. This loco remained in traffic until April 1970 and eventually broken up at BREL Derby Works the following year. [www.colour-rail.com](http://www.colour-rail.com) / [T. J. Edgington](#)

Status code	Disposal detail/ present owner	Date cut up	Notes
C	BR Crewe Works	Aug-51	After withdrawal used as generator
P	National Railway Museum	-	Built: 1934, WD use: 08/40, To LMS: 08/41
P	Middleton Railway	-	Built: 01/32, WD use: 08/40, To LMS: 06/41, WD use: 08/44, To LMS: 06/45
C	Birds, Long Marston	May-69	Built: 05/33, WD use: 08/40, To LMS: 02/42
C	Hunslet Co, Leeds	Jul-55	Built: 1933, WD use: 10/39, To LMS: 01/41
C	NCB Hickleton Main	Oct-74	To WD: 10/39, To LMS: 03/40, To WD: 10/44, To LMS: 07/41, To WD: 03/42, To LMS: 07/42
C	BR Thornaby	Feb-64	Used as Departmental No. 953
C	T Muir, Thornton	Jan-56	Used as Departmental MPU No. 1
E	Northern Counties Committee, Ireland	-	Built: 07/34, WD use: 03/41, To LMS: 06/43
C	BR Derby Works	Jan-50	Built: 06/33, WD use: 08/41, To LMS: 06/43
E	WD in France, later sold to SNCB	-	Built: 07/35, WD use: 08/40, To LMS: 05/41, WD use: 08/41, To LMS: 01/44
E	WD in Egypt	-	Built: 1935, WD use: 01/41
E	WD in France, later sold to SNCB	-	Built: 1935, WD use: 10/40



7062			A / Whitworth	D57 1935	Jun-36	Crewe South	Nov-44	W Department
7063			A / Whitworth	D58 1935	Jul-36	Crewe South	Nov-44	W Department
7064			A / Whitworth	D59 1935	Dec-36	Carlisle	Nov-44	Willesden
7065			A / Whitworth	D60 1935	Jul-36	Carlisle	Dec-42	W Department
7066			A / Whitworth	D61 1935	Aug-36	Carlisle	Dec-42	W Department
7067			A / Whitworth	D62 1935	Sep-36	Carlisle	Nov-44	W Department
7068			A / Whitworth	D63 1935	Oct-36	Carlisle	Dec-42	W Department
7069			H / Leslie	3841	Jan-36	Crewe South	Dec-40	W Department
7070			H / Leslie	3842	Jan-36	Crewe South	Dec-40	W Department
7071			H / Leslie	3843	Jan-36	Crewe South	Dec-40	W Department
7072			H / Leslie	3844	Jan-36	Crewe South	Dec-40	W Department
7073			H / Leslie	3845	Apr-36	Crewe South	Dec-40	W Department
7074		12000	H / Leslie	3846	Apr-36	Crewe North	Apr-61	5B
7075			H / Leslie	3847	Jun-36	Willesden	Dec-40	W Department
7076		12001	H / Leslie	3848	Sep-36	Crewe South	Feb-62	5B
7077			H / Leslie	3849	Sep-36	Preston	Dec-40	W Department
7078			H / Leslie	3850	Dec-36	Willesden	Dec-40	W Department
7079		12002	H / Leslie	3816	Apr-34	Crewe South	Jun-56	5B
7080		12003	LMSR Derby		May-39	18A	Nov-67	8F
7081		12004	LMSR Derby		May-39	1A	Dec-67	8F
7082		12005	LMSR Derby		May-39	18A	Sep-67	8C
7083		12006	LMSR Derby		Jun-39	18A	Sep-67	8C
7084		12007	LMSR Derby		Jun-39	18A	Oct-67	8C
7085		12008	LMSR Derby		Sep-39	18A	Jul-67	8C
7086		12009	LMSR Derby		Nov-39	5B	Sep-67	8C
7087		12010	LMSR Derby		Dec-39	5B	Sep-67	8C
7088		12011	LMSR Derby		Dec-39	5B	Mar-66	5B
7089		12012	LMSR Derby		Dec-39	5B	Dec-67	8C
7090		12013	LMSR Derby		Jan-40	5B	Nov-67	8F
7091		12014	LMSR Derby		Mar-40	18A	Oct-67	8C
7092		12015	LMSR Derby		Mar-40	5B	Oct-67	8C
7093		12016	LMSR Derby		Apr-40	5B	Sep-67	8C
7094		12017	LMSR Derby		Apr-40	5B	Oct-67	8F
7095		12018	LMSR Derby		May-40	5B	Oct-67	8C
7096		12019	LMSR Derby		Jun-40	5B	Oct-67	8C
7097		12020	LMSR Derby		Jun-40	1A	Nov-67	8F
7098		12021	LMSR Derby		Jun-40	1A	Oct-67	8F
7099		12022	LMSR Derby		Jul-40	1A	Nov-66	H-Wks
7100			LMSR Derby		Dec-40	W Department	Dec-42	W Department
7101			LMSR Derby		Jan-41	W Department	Dec-42	W Department
7102			LMSR Derby		Apr-41	W Department	Dec-42	W Department
7103			LMSR Derby		Apr-41	W Department	Dec-42	W Department
7104			LMSR Derby		Apr-41	W Department	Dec-42	W Department
7105			LMSR Derby		Jul-41	W Department	Dec-42	W Department
7106			LMSR Derby		Jul-41	W Department	Dec-42	W Department
7107			LMSR Derby		Jul-41	W Department	Dec-42	W Department
7108			LMSR Derby		Oct-41	W Department	Dec-42	W Department
7109			LMSR Derby		Oct-41	W Department	Dec-42	W Department
7110		12023	LMSR Derby		Jan-42	68A	Dec-67	8F
7111		12024	LMSR Derby		Jan-42	68A	Dec-67	9D
7112		12025	LMSR Derby		Feb-42	68A	Dec-67	8C
7113		12026	LMSR Derby		Feb-42	68A	Oct-67	8C
7114		12027	LMSR Derby		Mar-42	68A	Jan-67	8C
7115		12028	LMSR Derby		Mar-42	68A	Jun-67	8C
7116		12029	LMSR Derby		Mar-42	5B	May-66	8C
7117		12030	LMSR Derby		Mar-42	1A	Aug-64	2F
7118		12031	LMSR Derby		Jul-42	1A	Dec-67	8F
7119		12032	LMSR Derby		Jun-42	18A	Dec-67	8F

1948 number	Renumber date	LMS number	Built by	Works number	Date introduced	First depot	Date withdrawn	Final depot
12033	Jul-48	7120	LMSR Derby		Apr-45	18A	Jan-69	9A
12034	Dec-48	7121	LMSR Derby		May-45	18A	Oct-68	8J
12035	Jun-50	7122	LMSR Derby		Jun-45	5B	Oct-68	8J
12036	May-49	7123	LMSR Derby		Aug-45	5B	Oct-68	6A
12037	Sep-48	7124	LMSR Derby		Oct-45	5B	Oct-68	6A
12038	Apr-51	7125	LMSR Derby		Dec-45	5B	Jan-69	8F
12039	Jan-52	7126	LMSR Derby		Aug-47	21A	Oct-68	5A
12040	Mar-52	7127	LMSR Derby		Sep-47	21A	Oct-68	5A
12041	Mar-52	7128	LMSR Derby		Oct-47	21A	Oct-68	2E
12042	Sep-53	7129	LMSR Derby		Nov-47	21A	Oct-68	2E
12043	Jun-48	7130	BR Derby		Feb-48	21A	Oct-68	2E
12044	Feb-51	7131	BR Derby		Mar-48	21A	Nov-68	2E
12045	-	7132*	BR Derby		Apr-48	18A	Jan-69	1E
12046	-	7133*	BR Derby		May-48	18A	Jan-69	1E
12047	-	7134*	BR Derby		Aug-48	18A	Jan-69	5A
12048	-	7135*	BR Derby		Dec-48	18A	Jan-69	6A
12049	-	7136*	BR Derby		Dec-49	5B	Oct-71	1E
12050	-	7137*	BR Derby		Jan-49	5B	Jul-70	9A
12051	-	7138*	BR Derby		Feb-49	5B	Oct-71	8F
12052	-	7139*	BR Derby		Mar-49	5B	Jun-71	5A
12053	-	7140*	BR Derby		Apr-49	5B	Apr-71	1A
12054	-	7141*	BR Derby		May-49	5B	Jul-70	6A
12055	-	7142*	BR Derby		Jun-49	5B	Jun-71	5A



E	WD in Germany	-	Built: 1935, WD use: 09 / 40
C	E L Pitts, Brackley	Mar-67	Built: 1935, To WD: 09 / 40, To LMS: 03 / 41, To WD: 11 / 42, To LMS: 12 / 42, To WD: 11 / 44
E	WD in France, later sold to SNCB	-	Built: 1935, WD use: 06 / 40, To LMS: 01 / 44
E	WD in Egypt, later sold to Egyptian Rly	-	Built: 1935, WD use: 01 / 40
E	WD in Egypt	-	Built: 1935, WD use: 01 / 41
E	WD in France, later sold to SNCB	-	Built: 1935, WD use: 07 / 41
E	WD in Egypt, later sold to Egyptian Rly	-	WD use: 01 / 41
P	Vale of Berkley Railway, Sharpness	-	WD use: 04 / 40
E	WD in France	-	Built: 1935, WD use: 01 / 40
E	WD in France	-	Built: 1935, WD use: 04 / 40
E	WD in France	-	WD use: 04 / 40
E	WD in France	-	WD use: 01 / 41
C	BR Derby Works	Jun-62	-
E	WD in France	-	WD use: 01 / 41
C	BR Horwich Works	May-62	WD use: 11 / 39, To LMS: 01 / 40, WD use: 03 / 40, To LMS: 07 / 41
E	WD in France	-	WD use: 12 / 39
E	WD in France	-	WD use: 01 / 40
C	BR Derby Works	Sep-56	Built as demonstrator locomotive
C	Slag Reduction Co, Ickles	Aug-68	
C	J Cashmore, Great Bridge	May-68	
C	C F Booth, Rotherham	Apr-68	
C	Slag Reduction Co, Ickles	Jun-68	
C	Slag Reduction Co, Ickles	Apr-68	
C	C F Booth, Rotherham	Feb-68	
C	Slag Reduction Co, Ickles	Sep-68	
C	Slag Reduction Co, Ickles	Sep-68	
C	BR Derby Works	May-66	
C	BR Bolton TMD by W Hatton	Jun-68	
C	Slag Reduction, Ickles	Aug-68	
C	Slag Reduction, Ickles	Apr-68	
C	Slag Reduction, Ickles	Apr-68	
C	Slag Reduction, Ickles	Oct-68	
C	Slag Reduction, Ickles	Apr-68	
C	Slag Reduction, Ickles	Apr-68	
C	Slag Reduction, Ickles	Apr-68	
C	Slag Reduction, Ickles	Aug-68	
C	Slag Reduction, Ickles	Apr-68	
C	J Cashmore, Great Bridge	Aug-67	
E	WD in Egypt	-	
E	WD in Egypt, later sold to Egyptian Rly	-	
E	WD in Egypt	-	
E/P	WD in Egypt, later sold to Italian Rly	-	As IR No. 700.001. Now preserved Musee Ferroviario Piemontese, Turin
E	WD in Egypt, later sold to Italian Rly	-	As IR No. 700.002
E	WD in Egypt, later sold to Italian Rly	-	Returned to LMS: 01 / 42-03 / 42. As IR No. 700.003
E	WD in N / Africa, later sold to Italian Rly	-	Returned to LMS: 01 / 42-03 / 42. In use at LFI Anezzo, Italy
E	WD in Egypt, later sold to Egyptian Rly	-	
E	WD in Egypt, later sold to Egyptian Rly	-	
E	WD in N / Africa, later sold to Italian Rly	-	Returned to LMS: 10 / 42-12 / 42. As IR No. 700.004
C	BR Bolton TMD by W Hatton	Jun-68	WD use: 01 / 42, To LMS: 05 / 42
C	J Cashmore, Great Bridge	Mar-68	WD use: 01 / 42, To LMS: 03 / 42
C	Slag Reduction, Ickles	Oct-68	WD use: 02 / 42, To LMS: 03 / 42
C	Slag Reduction, Ickles	Apr-68	WD use: 02 / 42, To LMS: 05 / 42
C	Slag Reduction, Ickles	Apr-68	WD use: 02 / 42, To LMS: 05 / 42
C	C F Booth, Rotherham	Apr-68	WD use: 03 / 42, To LMS: 05 / 42
C	BR Derby Works	Jul-66	
C	BR Derby Works	Aug-64	Carried No. M7117 02 / 48-12 / 48
C	J Cashmore, Great Bridge	Jul-68	
C	J Cashmore, Great Bridge	Jul-68	

Disposal code	Disposal detail/present owner	Date cut up	Notes
C	J Cashmore, Great Bridge	May-70	
C	J McWilliams, Shettleston	Sep-69	
C	J McWilliams, Shettleston	Sep-69	
C	J Cashmore, Great Bridge	Mar-70	
C	J Cashmore, Great Bridge	May-70	
C	G Cohen, Kettering	May-71	
C	BR Guide Bridge, by J Cashmore	Jan-70	
C	J Cashmore, Great Bridge	Jan-70	
C	BR Swindon Works	Jun-69	
C	J Cashmore, Newport	Nov-69	
C	J Cashmore, Great Bridge	Nov-69	Carried No. M7130 until 06 / 48
C	J Cashmore, Great Bridge	Nov-69	
C	J Cashmore, Great Bridge	Nov-69	Stored: (U) 02 / 69
C	BR Bletchley, by G Cohen	Dec-69	
C	J Cashmore, Great Bridge	Jan-70	Stored: (U) 12 / 68
C	J Cashmore, Great Bridge	Mar-70	
C	European Metal Reprocessors, Kingsbury	Jul-11	PI, Preserved at Mid Hants until 07 / 10 destroyed by fire
C	NCB Philadelphia	Nov-71	PI
C	J Cashmore, Great Bridge	Jul-73	
P	Caledonian Raiway, Brechin	-	
C	Birds, Long Marston	Nov-71	
C	A R Adams, Newport	Apr-84	PI
C	C F Booth, Rotherham	May-72	



12056	-	7143*	BR Derby	Jul-49	18A	Sep-71	2F
12057	-	7144*	BR Derby	Aug-49	18A	Jan-69	8J
12058	-	7145*	BR Derby	Oct-49	18A	Apr-71	1A
12059	-	7146*	BR Derby	Oct-49	21A	Jan-69	2E
12060	-	7147*	BR Derby	Nov-49	21A	Jan-71	9A
12061	-	7148*	BR Derby	Nov-49	21A	Oct-71	8J
12062	-	7149*	BR Derby	Dec-49	21A	Apr-70	5A
12063	-	7150*	BR Derby	Dec-49	14A	Jan-72	8F
12064	-	7151*	BR Derby	Dec-49	14A	Mar-69	1A
12065	-	7152*	BR Derby	Dec-49	14A	May-71	8F
12066	-	7153*	BR Derby	Dec-49	14A	Mar-69	5A
12067	-	7154*	BR Derby	Feb-50	14A	Jan-69	1A
12068	-	7155*	BR Derby	Mar-50	14A	Dec-67	1A
12069			BR Derby	Jul-50	18A	Mar-71	5A
12070			BR Derby	Aug-50	18A	Oct-69	8F
12071			BR Derby	Aug-50	18A	Oct-71	8F
12072			BR Derby	Aug-50	18A	Dec-68	8F
12073			BR Derby	Sep-50	18A	Nov-71	8F
12074			BR Derby	Sep-50	21A	Jan-72	6A
12075			BR Derby	Sep-50	21A	Nov-71	8F
12076			BR Derby	Oct-50	21A	Dec-71	8F
12077			BR Derby	Oct-50	21A	Oct-71	8F
12078			BR Derby	Oct-50	5B	Jan-71	8F
12079			BR Derby	Nov-50	8C	Aug-71	12A
12080			BR Derby	Nov-50	68A	Apr-71	12A
12081			BR Derby	Nov-50	68A	Jun-70	9A
12082			BR Derby	Nov-50	68A	Oct-71	6G
12083			BR Derby	Nov-50	68A	Oct-71	12A
12084			BR Derby	Dec-50	12B	May-71	5A
12085			BR Derby	Dec-50	12B	May-71	12A
12086			BR Derby	Dec-50	12B	Jul-69	12A
12087			BR Derby	Dec-50	12B	Jun-71	2F
12088			BR Derby	Jun-51	3D	May-71	8J
12089			BR Derby	Jun-51	3D	Sep-70	1A
12090			BR Derby	Jun-51	3B	Jun-71	1E
12091			BR Derby	Jul-51	3A	Jun-70	5A
12092			BR Derby	Aug-51	3A	Mar-69	5A
12093			BR Derby	Aug-51	3B	May-71	5A
12094			BR Derby	Sep-51	3B	Oct-71	8J
12095			BR Derby	Dec-51	3D	Mar-69	9A
12096			BR Derby	Dec-51	6A	Feb-69	5A
12097			BR Derby	Dec-51	16A	May-71	8F
12098			BR Derby	Feb-52	16A	Apr-71	9A
12099			BR Derby	Mar-52	16A	May-71	1E
12100			BR Derby	Apr-52	16A	Mar-69	8F
12101			BR Derby	May-52	16A	Aug-70	1A
12102			BR Derby	Jun-52	16A	Feb-71	8F
12103			BR Darlington	Mar-52	30A	Nov-71	30A
12104			BR Darlington	Apr-52	30A	Apr-67	30A
12105			BR Darlington	Apr-52	30A	Jan-71	30A
12106			BR Darlington	Apr-52	30A	Aug-70	30A
12107			BR Darlington	May-52	30A	Dec-67	62A
12108			BR Darlington	May-52	30A	Dec-71	30A
12109			BR Darlington	Jun-52	30A	Nov-72	30A
12110			BR Darlington	Jun-52	30A	Nov-72	30A
12111			BR Darlington	Jul-52	30A	May-71	30A
12112			BR Darlington	Jul-52	34B	Nov-69	2E
12113			BR Darlington	Jul-52	53A	Apr-71	55D
12114			BR Darlington	Jul-52	53A	Oct-70	30A
12115			BR Darlington	Aug-52	53A	Oct-70	30A
12116			BR Darlington	Aug-52	53A	Sep-69	30A
12117			BR Darlington	Aug-52	53A	Feb-69	40B
12118			BR Darlington	Sep-52	53A	May-71	40B
12119			BR Darlington	Sep-52	53A	Dec-68	50B
12120			BR Darlington	Sep-52	53A	Jan-69	50B
12121			BR Darlington	Sep-52	53A	May-71	40B
12122			BR Darlington	Sep-52	53A	Jun-71	40B
12123			BR Darlington	Oct-52	34B	Jul-67	40B
12124			BR Darlington	Oct-52	34B	Nov-68	40B
12125			BR Darlington	Oct-52	34A	Jun-69	40B
12126			BR Darlington	Oct-52	34A	Nov-68	40B
12127			BR Darlington	Oct-52	31B	Oct-72	30A
12128			BR Darlington	Oct-52	31B	Jul-70	30A
12129			BR Darlington	Nov-52	31B	Sep-67	30A
12130			BR Darlington	Nov-52	31B	Jul-72	30A
12131			BR Darlington	Nov-52	31B	Apr-69	30A
12132			BR Darlington	Nov-52	31B	Jun-72	30A
12133			BR Darlington	Dec-52	31B	Jan-69	40B
12134			BR Darlington	Dec-52	30A	Oct-72	30A
12135			BR Darlington	Dec-52	30A	Jun-59	40B
12136			BR Darlington	Dec-52	30A	Dec-71	30A
12137			BR Darlington	Dec-52	31B	Nov-68	30A
12138			BR Darlington	Dec-52	31B	Nov-68	30A



C	G Cohen, Kettering	May-73	
C	J Cashmore, Great Bridge	Jan-70	
C	J Cashmore, Newport	Feb-73	
C	J Cashmore, Great Bridge	Nov-69	
C	NCB Philadelphia	Nov-85	
C	European Metal Reprocessing, Kingsbury	May-13	Was preserved
C	BREL Derby	Dec-71	
C	NSF Nantgarw	Nov-87	PI
C	J Cashmore, Great Bridge	Nov-69	
C	C F Booth, Rotherham	Aug-72	
C	J Cashmore, Great Bridge	Jan-70	
C	G Cohen, Kettering	Dec-69	
C	G Cohen, Kettering	Jun-68	
C	Birds, Long Marston	Mar-72	
C	C F Booth, Rotherham	Aug-70	
C	South Yorkshire Railway by Coopers	Jun-95	
C	G Cohen, Kettering	Dec-69	
C	C F Booth, Rotherham	Jun-72	
C	European Metal Reprocessing, Kingsbury	Jul-02	PI and preserved
C	G Cohen, Kettering	May-73	
C	G Cohen, Kettering	Jul-73	
P	Midland Railway Centre, Butterley	-	
C	G Cohen, Kettering	Nov-71	
C	C F Booth, Rotherham	Aug-72	
C	BREL Doncaster	Mar-72	
C	C F Booth, Rotherham	May-72	
P	Mid Hants Railway	-	Now operates as No. 12049
P	Private at Battlefield Line	-	
C	NCB Philadelphia	Nov-85	PI
C	T W Ward, Barrow	Mar-75	
C	J Cashmore, Great Bridge	Jan-70	
C	G Cohen, Kettering	May-73	
I	HNRC at Butterwell, Northumberland	-	
C	BREL Derby	Dec-71	
C	C F Booth, Rotherham	Jun-72	
C	BREL Derby	Dec-71	
C	J Cashmore, Great Bridge	Dec-69	
P	Caledonian Railway, Brechin	-	
C	C F Booth, Rotherham	Aug-72	
C	J Cashmore, Great Bridge	May-70	
C	G Cohen, Kettering	Dec-69	
C	BREL Doncaster	Mar-72	
C	European Metal Reprocessing, Kingsbury	Jun-06	PI
P	Severn Valley Railway	-	
C	J Cashmore, Great Bridge	Dec-69	
C	G Cohen, Kettering	Aug-71	
C	G Cohen, Kettering	Oct-71	
C	J Cashmore, Newport	Mar-73	Stored: (U) 05 / 69, R/I: 01 / 72
C	BR Stratford, by G Cohen	Oct-67	
C	BR Stratford Diesel Repair Shop	Jun-72	Stored: (U) 05 / 69
C	C F Booth, Rotherham	Jan-71	
C	J McWilliams, Shettleston	Sep-68	
C	T W Ward, Beighton	Dec-72	
C	Marple and Gillott, Attercliffe	Aug-73	
C	Marple and Gillott, Attercliffe	Aug-73	Stored: (U) 11 / 68, R/I: 12 / 68
C	BR Stratford Diesel Repair Shop	Sep-72	Stored: (U) 12 / 68, R/I: 01 / 69
C	C F Booth, Rotherham	Sep-70	
C	G Cohen, Kettering	Aug-71	Stored: (U) 11 / 68, R/I: 12 / 68
C	BR Stratford Diesel Repair Shop	Sep-72	
C	BR Stratford Diesel Repair Shop	Jul-72	Stored: (U) 05 / 69
C	G Cohen, Kettering	Dec-69	
C	Arnott Young, Parkgate	Oct-69	
C	G Cohen, Kettering	Sep-71	
C	NCB Philadelphia	Nov-85	PI
C	NCB Philadelphia	Mar-80	PI
C	C F Booth, Rotherham	Apr-72	
C	NCB British Oak	Jul-85	
C	T W Ward, Beighton	Dec-67	
C	G Cohen, Kettering	Jul-69	
C	J McWilliams, Shettleston	Oct-69	
C	Arnott Young, Parkgate	Jul-69	
C	BREL Doncaster	Apr-75	Stored: (U) 11 / 68, R/I: 12 / 68
C	C F Booth, Rotherham	Jan-71	Stored: (U) 12 / 69
C	Steelbreaking & Dismantling, Chesterfield	Jun-68	
C	J Cashmore, Newport	Feb-73	
P	North Norfolk Railway	-	
C	J Cashmore, Newport	Mar-73	
C	NCB Philadelphia	Nov-85	PI
C	G Cohen, Kettering	Mar-73	
C	J McWilliams, Shettleston	Oct-69	
C	T W Ward, Beighton	Dec-72	
C	BR Stratford, by J E McMurray	Nov-69	Stored: (U) 06 / 68
C	G Cohen, Kettering	Oct-69	

#### Key to tables

*	Number not carried
1A	Willesden
1E	Bletchley
2E	Saltley
2F	Bescot
3A	Bescot
3B	Bushbury
3D	Aston
5A	Crewe North
5B	Crewe South
6A	Chester
6G	Llandudno Junction
8C	Speke Junction
8F	Spring Branch
8J	Allerton
9A	Longsight
9D	Newton Heath
12A	Carlisle Kingmoor
12B	Carlisle Upperby
14A	Cricklewood
16A	Toton
18A	Toton
21A	Saltley
30A	Stratford
31B	March
34A	King's Cross
34B	Hornsey
40B	Immingham
53A	Dairycoates
55D	Royston
62A	Thornton Junction
68A	Carlisle
C	Cut up
E	Exported
I	Industrial
P	Preserved
PI	Previously Industrial
H-Works	Horwich Works





# LNER Shunting Locos



In 1944, the London & North Eastern Railway commenced building a batch of four 0-6-0 standard-outline locos, at the time destined for use in Temple Mills and Goodmayes Yards, London.

Built by Doncaster Works, the fleet followed the by then standard 'shunter' outline, but incorporated a few different features. The buffer beams were shallow, while the cabs were slightly larger than LMS designs. Revisions were also made to bodyside ventilation and access doors. To improve yard operation the coupled wheelbase was extended to 11ft 9in (3.58m).

The locos weighed 51 tons and had fuel tanks

of 580 gal (2,637lit), this equating to up to 28 days work without refuelling.

This fleet were fitted with train braking from new, using the standard vacuum system. Also, electric front and rear marker lights were fitted.

The first loco, carrying the identity LNER No. 8000, was completed in July 1944, and used at Stratford for a short time. The second of the build followed in August 1944 and was demonstrated at a press launch at Liverpool Street in September. Delays in delivery of the power units and control equipment saw the final two stored after construction, not entering service until 1945.

After about a year of operation in East London, all four were transferred to March, Whitemoor Yard, where they remained until the 1960s when

they were transferred to the London Midland Region.

By 1967/68 the fleet was deemed as 'non-standard' and all were withdrawn. At the time of the initial contract, five locomotives were ordered, the fifth example, allocated the number 8004, was transferred to Brush after its frames had been built (see below).

Under the LNER, the locos were numbered 8000-8003, under BR from January 1948 this was amended to 15000-15003, but renumbering was not completed until the early 1950s.

In terms of livery, the fleet were initially finished in LNER or NE black, with a Doncaster oval works plate attached to the nose end engine room door. Under BR control, the black livery was retained, with initially the Lion on Wheel emblem applied, this later gave way to the standard BR logo. Repaints in the 1960s saw standard BR loco green applied. No examples survived to be painted in BR blue or receive TOPS classification.

The Brush Company in Loughborough, followed closely the development of diesel shunting power in the 1930s. Records show that if the outbreak of War had not happened in 1939, a prototype Brush loco was on the cards, as the company was looking to expand its rail operations to supplement its trolleybus business.

Following the return to normality in the mid-1940s, the plan to design and build a Brush shunting loco was again considered. At this time, the Chairman of Brush, Sir Ronald Matthews, was also the Chairman of the London & North Eastern Railway. Through this association, Brush entered in a deal with the LNER to develop a trial 360hp (268.4kW) diesel-electric locomotive.

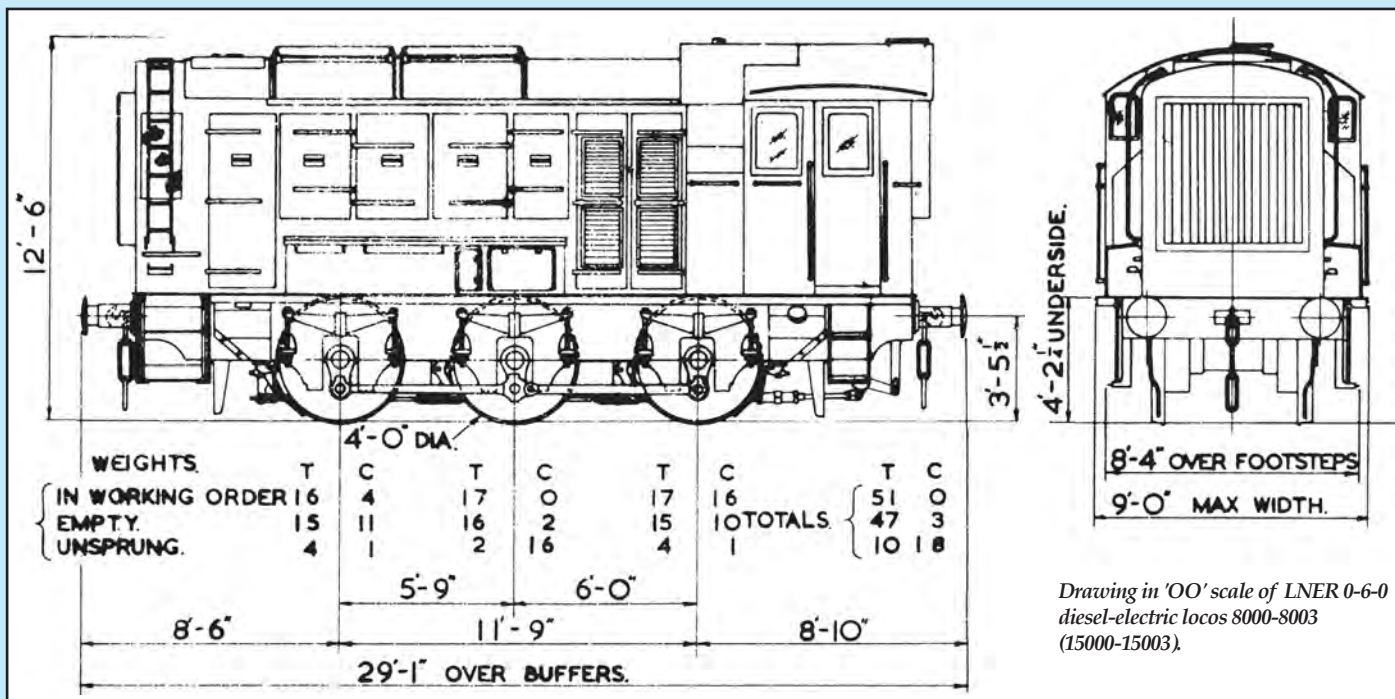
The loco, of basically standard design and following the profile of the 1944 Doncaster-built fleet Nos. 8000-8003, was part-assembled in terms of frame and some mechanical sections, at the LNER works in Doncaster, before being taken to the Loughborough factory of Brush. The loco emerged in September 1947, being allocated the LNER identity of 8004, but this was not carried.

The loco was fitted with a Brush/Petter SS4 engine, a two-stroke unit set to deliver 360hp ➡

## Technical Data

LNER number range:	8000-8003	-
BR 1948 number range:	15000-15003	15004
Former class codes:	DEJ-1, D3/9, later 3/10	DEJ-2, D3/14, later D3/2
Built by:	LNER Doncaster	Brush, Loughborough
Years introduced:	1944	1947 (to stock 1949)
Wheel arrangement:	0-6-0	0-6-0
Weight:	51 tons	51 tons
Height:	12ft 6¼in (3.82m)	12ft 6¼in (3.82m)
Length:	29ft 1in (8.86m)	29ft 1in (8.86m)
Width:	9ft 0in (2.74m)	9ft 0in (2.74m)
Wheelbase:	11ft 9in (3.58m)	11ft 9in (3.58m)
Wheel diameter:	4ft 0½in (1.23m)	4ft 0in (1.22m)
Min curve negotiable:	3 chains (60.35m)	3 chains (60.35m)
Engine type:	English Electric 6RKT	Brush Petter SS4
Engine output:	350hp (261kW)	360hp (268.4kW)
Power at rail:	200hp (149kW)	206hp (153.6kW)
Tractive effort:	32,000lb (142.3kN)	32,000lb (142.3kN)
Cylinder bore:	10in (254mm)	10in (254mm)
Cylinder stroke:	12in (305mm)	12in (305mm)
Maximum speed:	20mph (32.2km/h)	22mph (35.4km/h)
Brake type:	Air on loco, Vacuum for train	Air on loco, Vacuum for train
Brake force:	28 tons	28 tons
Route availability:	Not issued	Not issued
Heating type:	Not fitted	Not fitted
Multiple coupling type:	Not fitted	Not fitted
Main generator type:	Brush	Brush
Aux generator type:	Brush	Brush
Traction motor type:	Brush	Brush
No of traction motors:	2	2
Gear ratio:	21.7:1	21.7:1
Fuel tank capacity:	580gal (2,637lit)	660gal (3,000lit)
Cooling water capacity:	140gal (637lit)	160gal (727lit)
Lub oil capacity:	75gal (341lit)	70gal (318.2lit)
Sanding equipment:	Pneumatic	Pneumatic





Drawing in 'OO' scale of LNER 0-6-0 diesel-electric locos 8000-8003 (15000-15003).

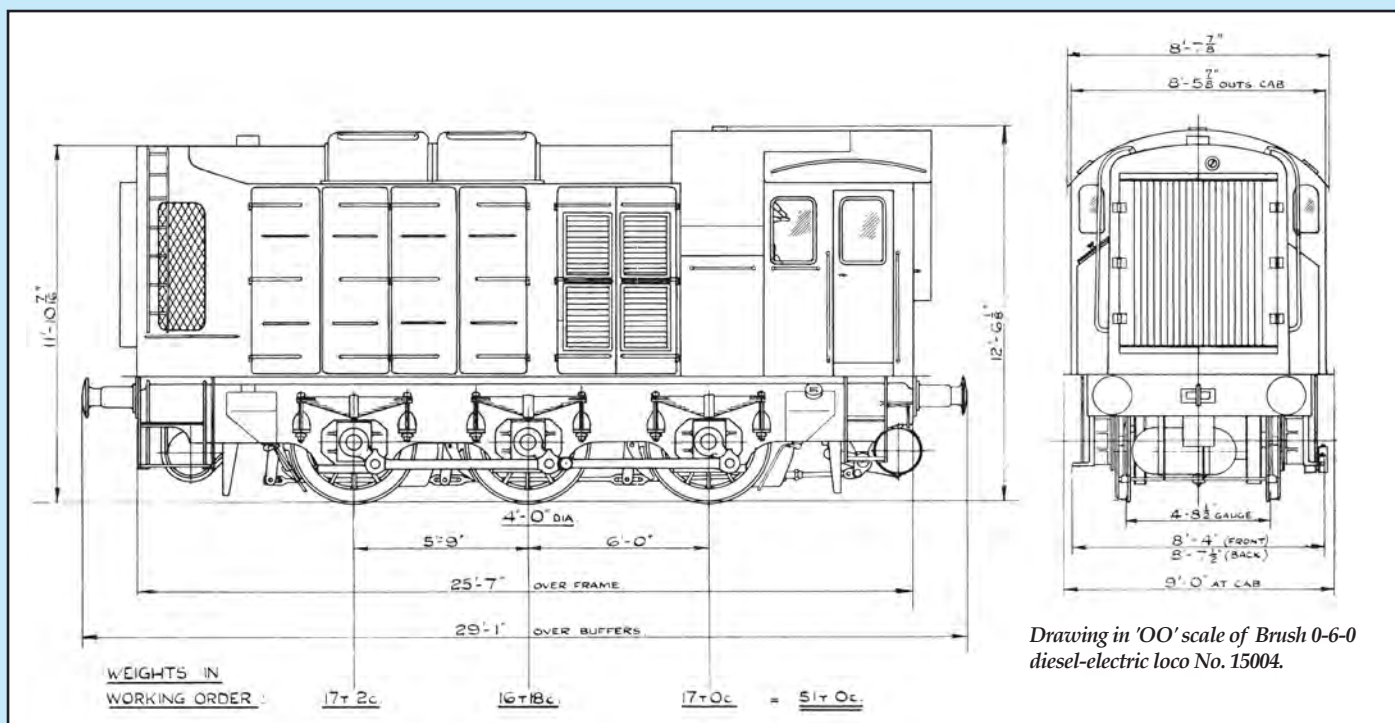
**Above Left:** Introduced by the LNER in 1944, the four 'standard' outline diesel-electric 350hp (261kW) locos were based for many years at March, for shunting duties at nearby Whitemoor Yard. On 6 March 1948, Nos. LNER 8000, 8001 and 8002 pose outside March shed. The trio were soon to be renumbered as 15000-15002. **CJM-C**

**Right:** The pioneer of the design, No. LNER 8000, delivered during war time in August 1944, is seen at Doncaster in the early 1950s, just before renumbering to 15000. [www.colour-rail.com](http://www.colour-rail.com) / C. P. Hughes

**Below:** BR No. 15001, the original LNER 8001 is shown in BR black livery with a forward facing Lion holding Wheel logo on the batterybox side panel. Note the large cast brass builders plate on the forward bodyside door. The loco is seen at March in mid-1958. **CJM-C**







(268.4kW). Coupled to this was a Brush generator which provided power to two Brush traction motors. The machine had a top operating speed of 22mph (35.4km/h).

The loco was initially used at the Brush 'Falcon' works for development work, moving to BR metals the following year at Temple Mills and March, but was still unnumbered. Its trials and development

status, saw it return to the Brush factory at the end of 1948. Following a classified overhaul, the loco was 'sold' to the BTC and taken into BR stock in April 1949 at March. Over the next 13 years it was deployed at several Eastern Region depots, before ending its career at New England (Peterborough) in October 1962.

After transfer to Doncaster Works, the loco was ⇨

**Below:** Posed inside the shed at March on 15 April 1962, BR green-liveried No. 15002 shares space with a BTH Type 1, later Class 15. These LNER-design 350hp shunting locos were unusual in having their train vacuum brake pipe mounted above the buffer beam on the front bodywork. [www.colour-rail.com](http://www.colour-rail.com)



## LNER Fleet List

LNER number	BR 1948 number	Renumber date	Built by	Works number	Date introduced	First depot	Date withdrawn	Final depot
8000	15000	Jun-52	LNER Doncaster	1960	Aug-44	30A	Aug-67	5B
8001	15001	May-52	LNER Doncaster	1963	Aug-44	30A	Apr-67	5B
8002	15002	Jun-50	LNER Doncaster	1973	Dec-44	30A	Aug-67	5B
8003	15003	Nov-51	LNER Doncaster	1978	Mar-45	30A	May-67	5B
(8004)	15004	-	Brush Traction, Loughborough	-	Apr-49	31B	Oct-62	34E



withdrawn and disposed of for scrap the following year.

When originally built, this prototype was finished in grey workshop primer, this was carried during its initial private-ownership trial period. After being taken into BR stock it was repainted into standard black livery, offset by its running number applied to the bodyside. The loco was later repainted into BR green. In the 1950s, it was used in the development of high-visibility warning ends, with a white and black horizontal band pattern applied to the cab end.

To allow shunting of heavy trains and as part of its development role, the loco was built with vacuum train brake equipment, with a straight air system on the locomotive. No electric front or rear lights were fitted. ■

**Right Top:** In immaculate BR green-livery, complete with 'wasp' warning ends and a Lion holding Wheel logo on the battery box, No. 15002 is seen at Doncaster Works, in the company of an unidentified 'Deltic'. The illustration is dated 1964, three years before standardisation saw the loco withdrawn from service. [www.colour-rail.com](http://www.colour-rail.com)

**Right:** The final loco of this group, No. 15004 was built as a demonstrator, as part of an attempt for Brush to enter the foreseen expanding shunter market. The loco was structurally assembled at Doncaster and shipped to Brush, Loughborough for fitting out with a Petter SS4 power unit and Brush electrical equipment. The loco, was originally finished in BR black livery and differed slightly from the four earlier examples. **CJM-C**

**Below:** After a period working from March depot, the unique Brush loco was transferred to Peterborough New England yard in 1962, where this illustration was captured on 18 March, showing the loco still sporting its original black livery. [www.colour-rail.com](http://www.colour-rail.com)



Status code	Disposal detail	Date cut up	Notes	Key to table	
C	A King, Norwich	Aug-68		5B	Crewe
C	J Cashmore, Great Bridge	Aug-67		30A	Stratford
C	A King, Norwich	Oct-68		31B	March
C	Slag Reduction, Ickles	Aug-68		34E	New England
C	BR Doncaster Works	May-63	Built as Brush Demonstrator 09/47, allocated No. 8004 (not carried)	C	Cut up





# The Great Western Designs

The Great Western Railway made its first entry into the 0-6-0 diesel-electric loco field in 1933, when it ordered a loco from Hawthorn Leslie of Newcastle. This was to operate alongside steam traction for evaluation purposes.

The heavy machine of what became the traditional design weighed 52 tons and incorporated a standard English Electric six cylinder 6K engine set to deliver 350hp (261kW). The engine drove an English Electric generator, which powered EE supplied traction motors.

The loco was delivered to Swindon Works in late 1935, painted in GWR green carrying the identity GWR No. 2. It started work at Old Oak Common in April 1936. In comparison with the like period LMS 0-6-0 shunters, GWR No. 2 had a much larger fuel supply of 500 gallons (2,273lit), which increased periods between depot visits.

With the outbreak of war in 1939, the loco was earmarked for operation by the War Department, but its call never came, due to its GWR deployment

at a strategic location - Swansea oil refinery, where it remained until 1946, returning to Old Oak Common.

Following Nationalisation, the loco was given the BR number of 15100, but in the immediate pre-nationalisation period, the GW formed a new 'diesel' numbering system and GWR No. 2 was allocated on paper the identity of GWR 500. Under BR ownership the loco was repainted in standard black livery.

The 29ft 0½in (8.84m) machine was fitted with a single driving cab with two operator positions, it had direct air brakes and was not fitted with train brakes.

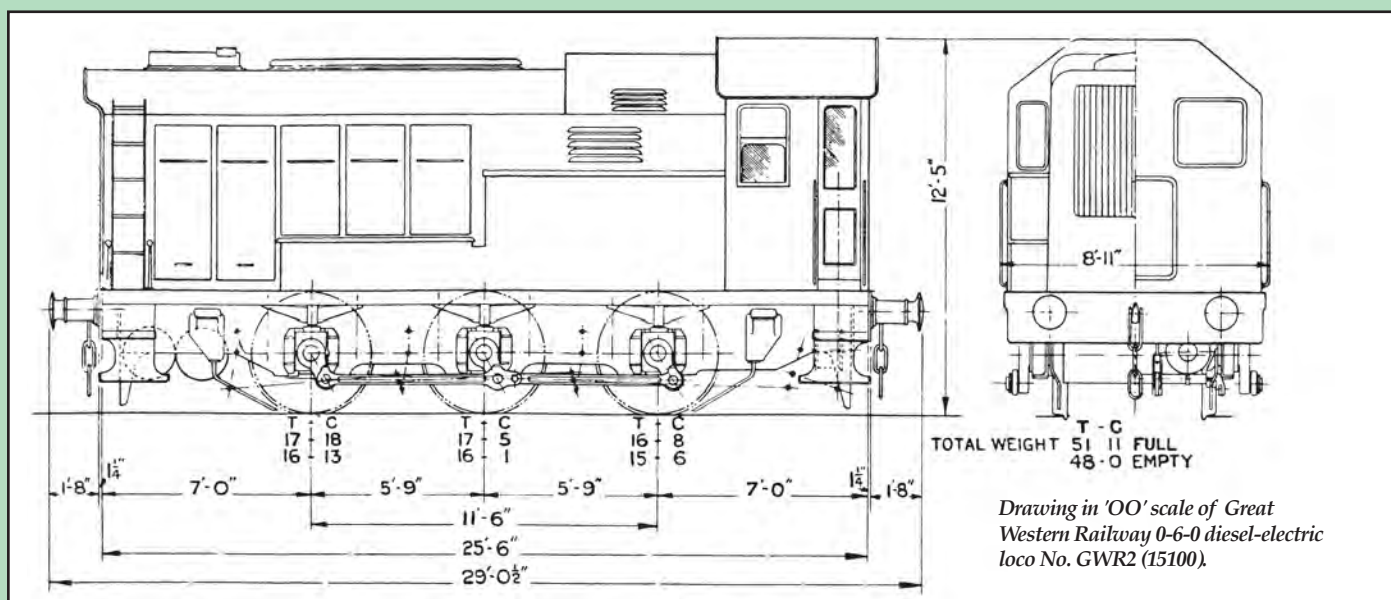
In the early 1950s when warning end experiments were made, No. 15100 was repainted with various arrangements of white, light yellow and mid yellow warning panels, stripes and bands, which were the forerunner of the standard 'wasp' warning ends.

No 15100 was re-allocated in 1949 to Weymouth

but after a few months was returned to Old Oak Common and during the 1950s and early 1960s was used from various depots including Swansea, St Philips Marsh, Swindon and Southall. The loco was withdrawn from service at Swindon in May 1965, but remained at Swindon stock shed until October when it was sold to G. Cohen of Morriston, Swansea for scrap. It was disposed of in January 1966.

GWR No. 2 did not carry any fixed front or rear end marker lights, but always relied on oil lamps. Access to the power unit and control equipment was by six bodyside doors on each side, plus a removable roof section. A distinguishing feature of this locomotive was the large oval Hawthorn Leslie works plate attached to both sides of the cab.

Although the GWR were said to be pleased with GWR No. 2, it was not until 1945 that the company ordered further diesel shunting locos, somewhat surprising, as the GW led the field in diesel passenger railcar development from the 1930s and ➔



Drawing in 'OO' scale of Great Western Railway 0-6-0 diesel-electric loco No. GWR2 (15100).

## Technical Data

Great Western number:	GWR2
BR 1948 number range:	15100
Former class codes:	D3/10, later 3/11A
Built by:	Hawthorn Leslie
Years introduced:	1936
Wheel arrangement:	0-6-0
Weight:	52 tons
Height:	12ft 5in (3.78m)
Length:	29ft 0½in (8.84m)
Width:	9ft 0in (2.74m)
Wheelbase:	11ft 6in (3.50m)
Wheel diameter:	4ft 0½in (1.23m)
Min curve negotiable:	3 chains (60.35m)
Engine type:	English Electric 6KT
Engine output:	350hp (261kW)
Power at rail:	194hp (145kW)
Tractive effort:	30,240lb (134.5kN)
Cylinder bore:	10in (254mm)
Cylinder stroke:	12in (305mm)
Maximum speed:	19mph (30.6km/h)
Brake type:	Air on loco, no train brakes
Brake force:	?? tons
Route availability:	5
Heating type:	Not fitted
Multiple coupling type:	Not fitted
Main generator type:	English Electric
Aux generator type:	English Electric
Traction motor type:	English Electric
No of traction motors:	2
Gear ratio:	??
Fuel tank capacity:	500gal (2,273lit)
Lub oil capacity:	70gal (318lit)
Sanding equipment:	Pneumatic

**Below:** The order for the first Great Western Railway diesel-electric locomotive came in the mid-1930s when an order for a one-off 0-6-0 diesel-electric fitted with a 350hp (261kW) engine, was placed with Hawthorn Leslie. Delivered and introduced in 1936 the loco was of the traditional 'large' shunting loco design. It was painted in GWR lined green livery, off-set by a red buffer beam and a GWR style 'button' logo on the engine room side door. After delivery to Swindon, No. GWR 2 was allocated to Old Oak Common depot and used mainly in the Old Oak and Acton Yard areas. In 'as built' condition, No. 2 can be seen at Swindon before entry into service. **CJM-C**







**Above:** One of the 'classic' diesel shunting locomotive pictures of all time, Great Western Railway No. 2 at work. The image was recorded when the loco was brand new in the mid-1930s, during a demonstration of 'modern' diesel shunting power. This image clearly shows that no train brake equipment was fitted and that the bodyside ladder was installed on this side of the loco only, and not as shown in the drawings. **CJM-C**

were always keen on modernisation.

The 1945 order was for seven locos, of the by-now established 'standard' 0-6-0 diesel-electric design. Six of the locomotives were powered by the standard English Electric 6K power unit and the seventh (the final loco) had Brush/Petter equipment.

In 1945, the GWR allocated the number range 501-506 to the build, with the contract awarded to GWs own works at Swindon. Assembly was a drawn out affair with the first loco not emerging until March 1948, three months after Nationalisation, and thus all appeared with BTC five digit shunter series numbers 15101-15106. It is interesting to record that a cast number 502 was applied to the first of the built in 1947 and removed before painting.

Following the 1944 'standard' LMS 0-6-0 shunter design, the GW-built machines had cast number plates on the cab sides rather than painted-on

numbers. The fleet also carried GW-style shaded Egyptian slab-serifed letters emblazoning British Railways on the bodysides, complementing the green body paint. Nos. 15101-15106 emerged between March and June 1948, initially working from Swindon before being transferred to Old Oak Common. From the late 1940s the fleet was transferred to several South Wales locations and by the early 1960s a handful were found operating from London Midland Region depots. All six were withdrawn between 1968-70 and sold for scrap. None were given BR TOPS numbers.

The final loco of the build, No 15107, built to an almost identical design to the first six at Swindon, was a trial using a different power unit/electrical supplier and followed much of the technical design of the LNER prototype No. 15004.

No. 15107 emerged in November 1949 painted in standard BR black livery; this locomotive was in fact the first of the follow-on GW 0-6-0s and was

allocated the number 501 in the original series.

The locos power unit was a Brush Petter SS4, a two-stroke unit set to deliver 360hp (268kW), this was coupled to a Brush generator group, powering two Brush traction motors.

In common with the original six, cast GW-style numbers were applied and its first allocation was to St Philips Marsh, Bristol. It remained on the Bristol books until early 1957 when it moved to Swindon Works and was stored. The Petter power unit caused major problems, and consideration was given to re-engining with a standard EE unit, but the cost of such work could not be justified, especially with the mass of standard 0-6-0s then in production.

No. 15107 was transferred to the Swindon scrap yard and broken up in September 1958. None of the 15101-15107 build were fitted with train brakes, braking being achieved by a straight air brake on the locomotive and a parking brake. ■

**Below:** Numbered as 15100 and painted in green livery with Lion on Wheel logo, the loco is seen at Southall in December 1962.

[www.colour-rail.com](http://www.colour-rail.com) / C. Gordon-Stuart



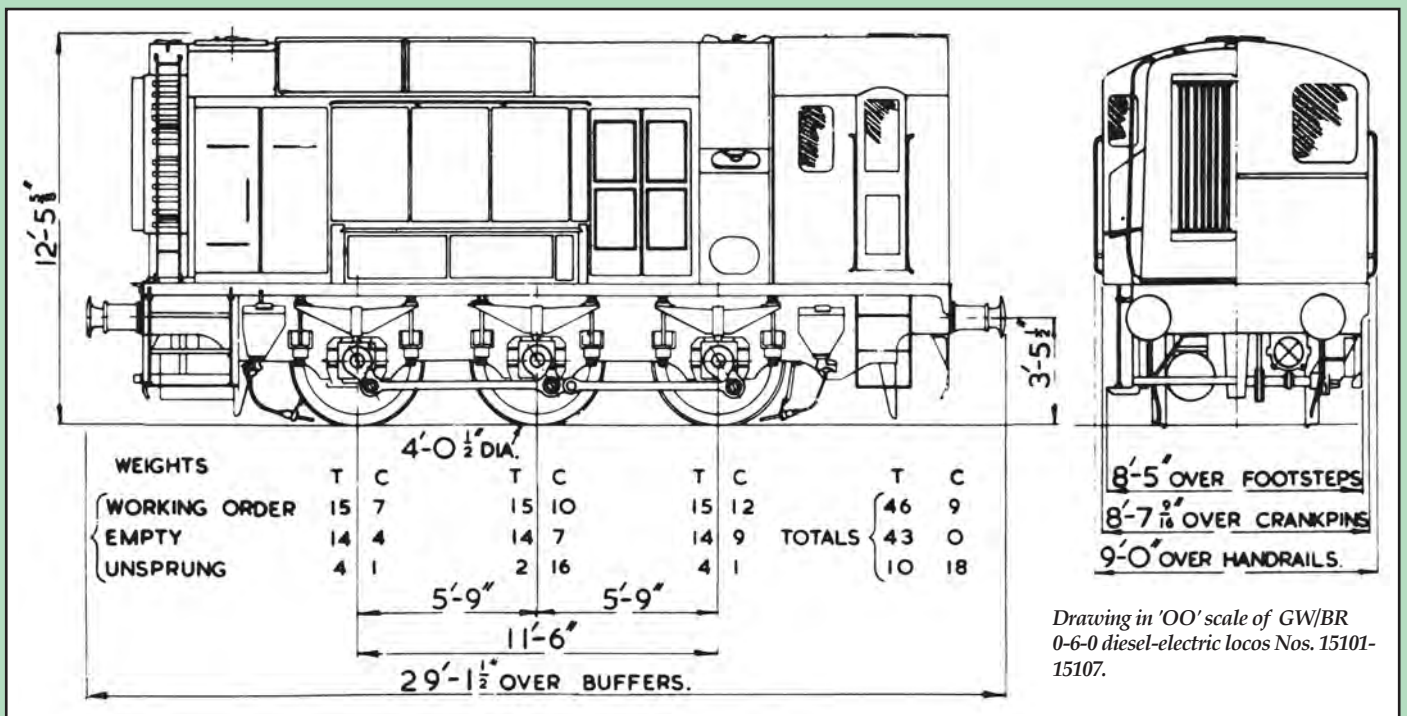
**Below:** In summer 1963 No. 15100 visited Derby when this illustration was taken. Note the large cast oval worksplate on the cabside. [www.colour-rail.com](http://www.colour-rail.com) / A. E. Doyle



## Technical Data

Great Western number range:	-	501 (not carried)
BR 1948 number range:	15101-15106	15107
Former class codes:	D3/11, later 3/11	-
Built by:	BR Swindon	BR Swindon
Years introduced:	1948	1949
Wheel arrangement:	0-6-0	0-6-0
Weight:	47 tons	46 tons
Height:	12ft 5½in (3.80m)	12ft 5½in (3.80m)
Length:	29ft 1½in (8.88m)	29ft 0½in (8.85m)
Width:	9ft 0in (2.74m)	9ft 0in (2.74m)
Wheelbase:	11ft 6in (3.50m)	11ft 6in (3.50m)
Wheel diameter:	4ft 0½in (1.23m)	4ft 0½in (1.23m)
Min curve negotiable:	3½ chains (70.38m)	3 chains (60.33m)
Engine type:	English Electric 6K	Brush Petter SS4
Engine output:	350hp (261kW)	360hp (268kW)
Power at rail:	194hp (145kW)	220hp (164kW)
Tractive effort:	33,500lb (149kN)	33,500lb (149kN)
Cylinder bore:	10in (254mm)	(not available)
Cylinder stroke:	12in (305mm)	(not available)
Maximum speed:	20mph (32km/h)	20mph (32km/h)
Brake type:	Air on loco, no train brakes	Air on loco, no train brakes
Brake force:	20 tons	21 tons
Route availability:	Not issued	Not issued
Heating type:	Not fitted	Not fitted
Multiple coupling type:	Not fitted	Not fitted
Main generator type:	EE801B	Brush
Aux generator type:	EE	Brush
Traction motor type:	EE506B	Brush
Number of traction motors:	2	2
Gear ratio:	21.7:1	(not available)
Fuel tank capacity:	659gal (2,996lit)	600gal (2,728lit)
Cooling water capacity:	140gal (637lit)	120gal (545lit)
Lub oil capacity:	65gal (296lit)	50gal (227lit)
Sanding equipment:	Pneumatic	Pneumatic





Drawing in 'OO' scale of GW/BR 0-6-0 diesel-electric locos Nos. 15101-15107.

## GWR Fleet List

GW number	BR 1948 number	Renumber date	Built by	Works number	Date introduced	First depot	Date withdrawn	Final depot
2	15100	Mar-48	Hawthorn Leslie	3853	Apr-36	82C	Apr-65	82C

1948 number	Built by	Works number	Date introduced	First depot	Date withdrawn	Final depot	Status code
15101	BR Swindon		Apr-48	81A	Aug-67	2F	C
15102	BR Swindon		May-48	81A	Jul-67	2F	C
15103	BR Swindon		May-48	81A	Aug-67	2F	C
15104	BR Swindon		May-48	81A	Jul-67	2F	C
15105	BR Swindon		Jul-48	81A	Aug-67	2F	C
15106	BR Swindon		Jul-48	81A	Aug-67	2F	C
15107	BR Swindon		Nov-49	82B	Jun-58	82B	C



**Left Top:** Ordered by the GWR, but delivered after Nationalisation to the BTC were seven 'production' standard 0-6-0 shunters Nos. 15101-107. The first six having English Electric engines and the seventh a Brush unit. No. 15101 in British Railways livery is seen at Acton in 1948. [CJM-C](#)

**Right:** Usually referred to by just the last digit of their number, in this case '5', No. 15105 is seen at Old Oak Common in poor external condition on 3 March 1957, painted in green livery with the full British Railways name on the engine room side. [www.colour-rail.com / T. Owen](#)

**Below:** The pioneer of the Great Western diesel locomotive fleet No. 15100 is seen inside Swindon Works 'A' Shop on 26 March 1961, while receiving a classified overhaul. After release, the loco returned to shunting and pilot duties for another four years before withdrawal in April 1965. It is interesting to note an early application of a 'wasp' warning end, with horizontal bands over the radiator panel. [www.colour-rail.com / T. Owen](#)



Status code	Disposal detail	Date cut up	Notes	Key to table	82C	Swindon
				2F Bescot	C	Cut up
				81A Old Oak Common		
				82B St Philips Marsh		
C	G Cohen, Morrington	Jan-66				
Disposal detail			Date cut up	Notes		
G Cohen, Kettering			Oct-69	Allocated No. 502 - never carried		
Steelbreaking & Dismantling Co, Chesterfield			Sep-68			
Steelbreaking & Dismantling Co, Chesterfield			Sep-68			
Steelbreaking & Dismantling Co, Chesterfield			Sep-68			
G Cohen, Kettering			Oct-69			
G Cohen, Kettering			Sep-69			
BR Swindon Works			Sep-58			





# Southern Shunting Power

The Southern Railway ordered three 'standard' diesel-electric locos in 1936 for comparative tests against the Class Z 0-8-0 steam locos. The term 'standard' could be applied as the traction package was the English Electric 6K, powering an EE generator group, feeding two English Electric traction motors.

Mechanical parts were assembled by the SR at Ashford and in general followed the previous LMS designs, except that it was four tons heavier and had larger diameter driving wheels - 4ft 6in (1.37m) compared to 4ft 0½in (1.23m) of the LMS design. Larger diameter wheels were stipulated as the locos were destined to operate over third rail electrified areas, and the extra wheel diameter gave the necessary clearance.

The top speed of the Southern trio was 43½mph (70km/h), this increase over the LMS design came as the fleet was proposed to operate main line 'trip' workings between stations, yards or sidings, this speed made it possible to fit such workings in with the growing Southern Railway passenger schedule.

When the three locos emerged between July-September 1937, all were painted in all over black, carrying the legend Southern on the side fuel tank, with the locomotive running number 1, 2 or 3 below. Originally the fleet were shown as numbers 958-960, but this was altered to a new series for diesel traction while under assembly.

The locomotives use by the Southern Railway was short lived, as from 1941 until 1945 all three went to War Department service.

After return to the Southern the trio operated from Norwood Junction until being taken into BR ownership in January 1948. Under BR, the locos became Nos. 15201-15203.

The original black livery eventually gave way to BR green, with numbers and BR Lion and Wheel logo applied to the cab side.

When ordered, no train brakes were stipulated, speed reduction being achieved by a direct air brake on the loco. Oil lamps were used for front and rear identification.

An unusual design feature of this class was the

slight overhang of the cab upper section above the buffers, in which two windows were provided, giving footplate staff good visibility of the coupling. This was especially useful for 'buffering-up' and a feature many loco-men would have liked to have seen carried forward into the standard BR 0-6-0 design.

The fleet of three remained in traffic allocated to Eastleigh, Ashford and Norwood until late 1964 when they were withdrawn. Sadly none were preserved and all three were broken up in South Wales.

Authorised for construction just three years after the SR prototype locos (SR1-3), were eight 0-6-0 standard units under the leadership of the then Southern CME, O. V.S. Bulleid. However, the outbreak of hostilities in 1939 saw the engineering effort placed on more important issues and the eight locos, allocated the numbers Southern 10-18 on official papers were not built. The order was however not cancelled and in 1948 authority was granted for construction of not eight but 26 locos.

By the time the original order was executed, the design of the standard 0-6-0 loco had been refined and a standard design was adopted. However, one very distinguishing feature was the use of Bulleid/Firth-Brown 'Boxpox' wheels. All 26 locomotives were built at Ashford between 1949 and 1952.

The fleet emerged painted in standard black livery offset by white cab side numbers. Initially no BR Lion and Wheel emblem was carried and some examples emerged with numbers applied in white to the red buffer beams.

Although these locos did not emerge until the late 1940s and early 1950s, no provision for train braking was made, the only brakes being straight air on the loco. This is quite surprising as the fleet had a top speed of 27.5mph (44.2km/h) and were designed for trip freight operation.

Allocation of the 26 locos was to Norwood Junction and Hither Green, with the fleet found operating at all principal yards and stations on the former Southern network. Under BR control, a series of trials were undertaken in the 1950s, which saw one locomotive used on the Western Region in the Bristol area and another as far north as Scotland. The Southern Region of BR applied

the five digit numbers 15211-15236 on the buffer beams in white.

With standardisation being the in word of the mid-1960s, the general decline in freight and wagonload traffic,

together with a large surplus of 'standard' 0-6-0 locos, this fleet became redundant, especially in terms of being non-train brake fitted. Locos were withdrawn as major failures befell class members in the period 1968-1971, with the final two operational locomotives Nos. 15211/2 withdrawn from Norwood in December 1971.

Thankfully one example, No 15224, was saved from the cutters torch and was sold into industrial use in the Kent coalfields. After this work had finished the locomotive was preserved at the Lavender Line and is now at the Spa Valley Railway.

Although none were renumbered into the TOPS system, they were allocated Class 12 in the 1968 programme.

Always a controversial figure, Bulleid put forward a one-off 'high-power' diesel-mechanical 0-6-0 loco suitable for main line running as well as yard work. It was projected that the design would be suitable for branch line use on either passenger or freight work.

Given the number 11001 under the BR system, this loco was built at the former Southern works in Ashford from 1947, and was therefore a Southern locomotive in most respects, but no records exist as to its projected Southern Railway identity.

According to records the loco was 'almost' finished in 1947, but some major parts, likely to have involved the power unit, were delayed. Not emerging until after nationalisation the loco came under the remit of R. A. Riddles, the then CME of the BTC who was probably not too amused at having to take delivery of such a one-off, non-standard machine, especially as by this time he was fully employed in the LMS design-based 'standard' shunting fleet.

When No. 11001 emerged in May 1950 it was the most powerful 0-6-0 in the UK and aesthetically looked very pleasing, its total length was 33ft 3in (10.13m) and had a very long low bonnet section. The cab of standard height gave excellent all-round visibility for running in either direction and angled forward facing windows improved the visibility over the bonnet. The locomotive was far more conventional in design than previous shunters, having a radiator compartment just set in from the nose, together with a roof fan.

The main power unit, supplied by Paxman-Ricardo was situated over the two leading wheel sets, while the transmission assembly, provided by SSS Powerflow, was above the cab-end axle, a large jackshaft and counter weight was located directly below the cab.

After introduction, No. 11001 did not have a ➡

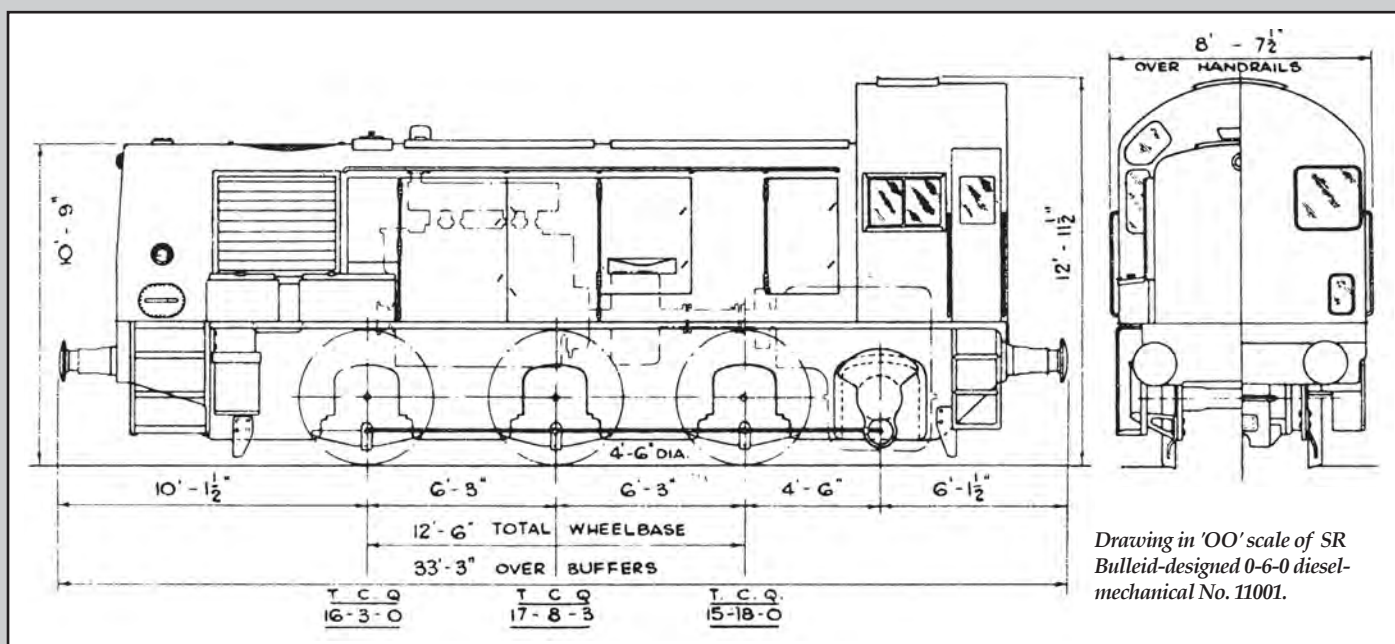
**Below:** One of the most unusual 'shunting' and 'trip' locos to be built was the Bulleid-designed 0-6-0 diesel-mechanical No. 11001 ordered by the Southern Railway, but delivered after Nationalisation to the BTC. The loco is seen from its nose end at Norwood soon after delivery. CJM



## Technical Data

BR 1948 number:	11001
Built by:	BR Ashford
Years introduced:	1950
Wheel arrangement:	0-6-0
Weight:	50 tons
Height:	12ft 11½in (3.95m)
Length:	33ft 3in (10.13m)
Width:	8ft 7½in (2.63m)
Wheelbase:	12ft 6in (3.81m)
Wheel diameter:	4ft 6in (1.37m)
Min curve negotiable:	4 chains (80.46m)
Engine type:	Paxman Ricardo V12 12RPH
Engine output:	500hp (373kW)
Power at rail:	410hp (308kW)
Tractive effort:	33,000lb (146.8kN)
Cylinder bore:	7in (177mm)
Cylinder stroke:	7¾in (196mm)
Maximum speed:	43½mph (70km/h)
Brake type:	Air on loco, no train brakes
Brake force:	35½ tons
Route availability:	Not issued
Heating type:	Not fitted
Multiple coupling type:	Not fitted
Transmission:	Mechanical
	Engine-gearbox - Vulcan Sinclair fluid coupling
	Gearbox - Synchro self-changing
	Final drive - Powerflow
Gear ratio:	Low - 1st - 39.6:1, 2nd - 22.38:1, 3rd - 13.35:1 High - 1st - 16.59:1, 2nd - 9.374:1, 3rd - 5.589:1
Fuel tank capacity:	606gal (2,755lit)
Cooling water capacity:	60gal (273lit)
Lub oil capacity:	45gal (204lit)
Sanding equipment:	Pneumatic





very happy life. It was deemed too high-g geared for shunting work and too low-g geared for main line running. Most of its life the loco operated from Norwood Junction, with some 'main line' turns to Redhill and deployment in Redhill yard. As part of its BR trial, it spent a short time working in the Leeds area soon after entry into service.

Sadly after just nine years of work, BR decided the locomotive was non-standard, problematic and costly to maintain and it was withdrawn on 8 August 1959 and broken up at Ashford the same December.

No 11001 was released from Ashford works in standard BR black livery, a colour it retained all

its working life. It was not fitted with train brake equipment, the only speed retardation being a straight air brake. No electric marker lights were provided, with frontal and rear lighting using oil lamps. Being a true Bulleid design, it was fitted with Bulleid / Firth-Brown 'Boxpox' wheels. ■



**Above:** Viewed from its cab, or No. 1 end, this illustration shows the 'boxy' design, with only two small hinged cab windows, neither of which were fitted with a windscreen wiper! No train brakes were provided with all speed reduction being dependant on the locos own air brakes. No. 11001 spent its entire life allocated to and working from Norwood depot. [www.rail-online.co.uk](http://www.rail-online.co.uk)

**Right:** By the time No. 11001 had been introduced, the design of future shunting locos had been standardised on the LMS designs, and this unique SR creature had a doubtful career. The loco worked for around eight years, before being stored and later transferred back to Ashford Works, where it was built. In very decrepit condition, it was withdrawn in August 1959 and broken up the following December. This illustration at Ashford dated 28 June 1959, clearly shows the loco was out of service long before it was officially stored. [www.colour-rail.com/](http://www.colour-rail.com/) T. Owen







**Above:** In 1937 the Southern Railway took delivery of three 'standard' design 0-6-0s fitted with the EE 6K engine. The first of the fleet Southern 1 is seen in as built condition painted in black livery before entering service at Norwood. CJM-C



**Left:** After Nationalisation and under BTC numbering, the three Southern locos became Nos. 15201-15203. In this view No. 15201 is seen at Ashford Works in 1949 undergoing a classified overhaul. The loco was at the time repainted in black livery. CJM-C

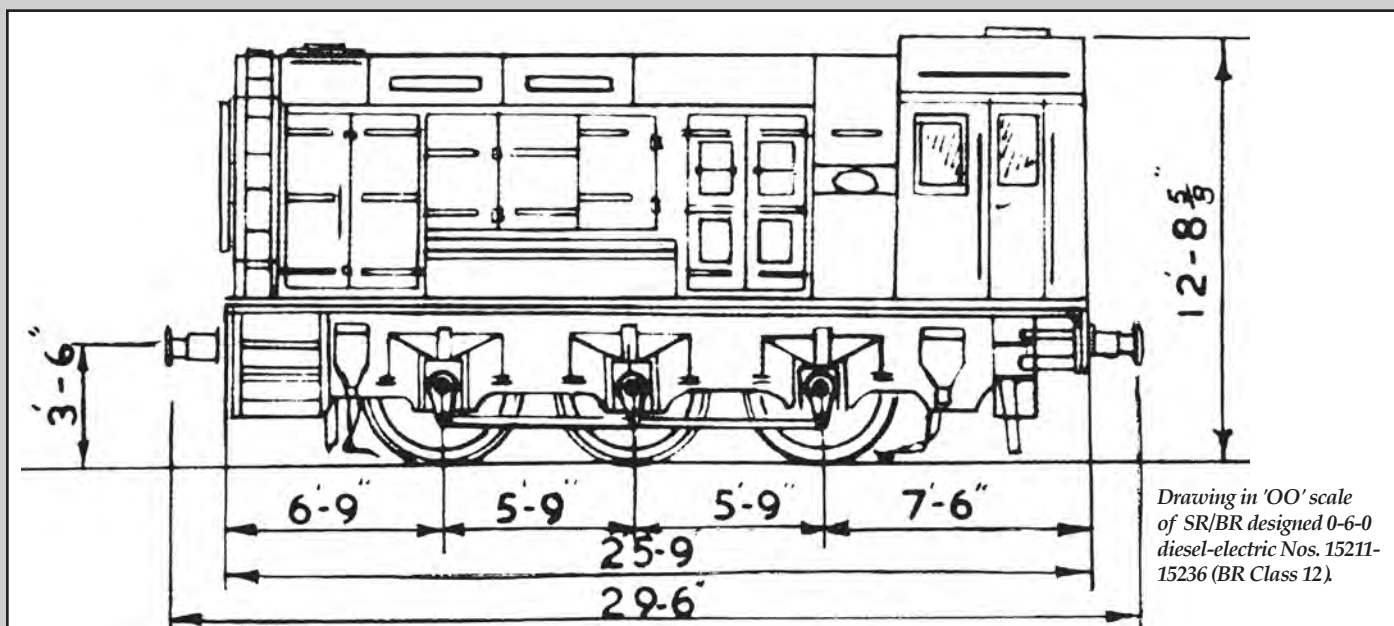
**Below Left:** The three 'Southern' 0-6-0s were later repainted into BR green livery and remained in operation until 1964, when by the year end all were withdrawn and sold for scrap. By this time large number of true 'standard' shunting locos were available to take over shunting and pilot work. CJM-C



## Technical Data

Southern number range:	SR1 - SR3
BR 1948 number range:	15201-15203
Former class codes:	D3/12, later 3/9A
Built by:	SR Ashford
Years introduced:	1937
Wheel arrangement:	0-6-0
Weight:	55½ ton
Height:	12ft 9in (3.89m)
Length:	30ft 3¼in (9.23m)
Width:	8ft 5½in (2.58m)
Wheelbase:	11ft 6in (3.50m)
Wheel diameter:	4ft 6in (1.37m)
Min curve negotiable:	3 chains (60.35m)
Engine type:	English Electric 6KT
Engine output:	350hp (261kW)
Power at rail:	194hp (145kW)
Tractive effort:	30,000lb (133.4kN)
Cylinder bore:	10in (245mm)
Cylinder stroke:	12in (305mm)
Maximum speed:	30mph (48.4km/h)
Brake type:	Air on loco, no train brakes
Brake force:	29 ton
Route availability:	Not issued
Heating type:	Not fitted
Multiple coupling type:	Not fitted
Main generator type:	EE801
Aux generator type:	EE736
Traction motor type:	DK129-2D
No of traction motors:	2
Gear ratio:	??
Fuel tank capacity:	490gal (2,228lit)
Lub oil capacity:	76gal (346lit)
Sanding equipment:	Pneumatic





## Technical Data

BR 1948 number range:	15211-15236	Cylinder bore:	10in (254mm)
Former class codes:	D3/13, later 3/9	Cylinder stroke:	12in (304mm)
Built by:	BR Ashford	Maximum speed:	27½mph (44.2km/h)
Years introduced:	1949-1952	Brake type:	Air on loco, Vacuum on train
Wheel arrangement:	0-6-0	Brake force:	29 ton
Weight:	48 ton	Route availability:	5
Height:	12ft 8¾in (3.88m)	Heating type:	Not fitted
Length:	29ft 6in (8.99m)	Multiple coupling type:	Not fitted
Width:	9ft 0in (2.74m)	Main generator type:	EE
Wheelbase:	11ft 6in (3.51m)	No of traction motors:	2
Wheel diameter:	4ft 6in (1.37m)	Gear ratio:	17.5:1
Min curve negotiable:	4 chains (80.4m)	Fuel tank capacity:	660gal (3,000lit)
Engine type:	English Electric 6KT	Cooling water capacity:	140gal (636lit)
Engine output:	350hp (261kW)	Lub oil capacity:	45gal (205lit)
Power at rail:	194hp (145kW)	Sanding equipment:	Pneumatic
Tractive effort:	24,600lb (109kN)		

**Below:** A fleet of 28 'standard' 0-6-0s were built by BR Ashford Works for Southern Region duties, these almost identical to the BR 'standard' design which later became Class 08-10. These Ashford-built locos were under TOPS classified as Class 12, but none remained in traffic to receive TOPS numbers. No. 15228 is seen outside Ashford Works just after construction prior to entering service. Note the Bulleid 'Boxpox' wheels. **CJM-C**







**Left Top:** The Southern-design 'standard' 0-6-0s could be found operating on all three of the Southern Region divisions and shared duties with the later 'standard' members of Class 08 and 09, the driving controls and operations was however slightly different. On 27 September 1963, No. 15227 is seen light loco to the London side of Ashford station in Kent. In the yard behind is a rake of cattle wagons adjacent to Ashford market, while on the left a BR-design 2-HAP electric multiple unit slows for its Ashford stop with a Charing Cross to Margate service.

[www.colour-rail.com](http://www.colour-rail.com) / D. Ovenden



**Left Middle:** With one roof section removed, a clean-air compartment door open, three bodyside doors removed the two wide open, No. 15233 looks to be receiving attention at Eastleigh depot in May 1953. In the foreground two fitters look at a component mounted on a single-axle barrow. At the time the loco was just 18 months old, having been released from Ashford Works in November 1951. No. 15233 remained in operation until May 1969, when it was withdrawn, its duties being taken over by a BR standard Class 08 or 09 loco.

[www.colour-rail.com](http://www.colour-rail.com) / S. Townroe



**Below:** Looking rather work stained in BR green livery with the later Lion holding Wheel logo on the bodyside, No. 15226 powers a rake of parcels vans through Tonbridge station in 1967. At this time the bodyside ladder was still fitted by the radiator compartment, a feature removed after the installation of overhead power equipment was extended, thus reducing the risk of staff from climbing above cant rail height in electrified areas.

[www.colour-rail.com](http://www.colour-rail.com)



# BR STEAM WESTERN REGION 50 YEARS ON

# BR STEAM WESTERN REGION 50 YEARS ON

**NEW!**



**BR Steam - Western Region 50 Years On** commemorates the 50th anniversary of the end of steam on British Railways Western Region as 31 December 1965 saw the end of steam-hauled Western Region trains.

With supporting text and a wealth of archive photographs, *BR Steam - Western Region 50 Years On* traces the story of steam in the 18 years (1948-1965) that the former Great Western Railway lines, together with some lost, and others gained, spent as part of the nationalised system – British Railways. All railway enthusiasts that recall those halcyon days of Western Region steam will have their own special recollections, and *BR Steam Western Region 50 Years On* will help rekindle some of those memories over 116 high-quality pages.

#### Features include

- An inherited railway
- Pre-Grouping locomotives in Western Region days
- Great Westerns that never were
- Western Standards
- 1963 regional changes and Dr Beeching's medicine
- 1965 - steam's final year

**AND MUCH MORE!**

Available until Thursday 3rd March from **WHSmith** and all other leading newsagents

**ALTERNATIVELY, ORDER DIRECT**

Free P&P\* when you order online at [www.keypublishing.com/shop](http://www.keypublishing.com/shop)



Call UK: 01780 480404  
Overseas: +44 1780 480404

Monday to Friday 9am-5:30pm

\*Free 2nd class P&P on all UK & BFPO orders. Overseas charges apply.

058/16

**SUBSCRIBERS CALL FOR YOUR £1.00 DISCOUNT! SUBSCRIBERS CALL FOR YOUR £1.00 DISCOUNT!**

## BACK ISSUES

Complete your collection with our range of back issues.

**ONLY  
£4.50**



**TO ORDER**

VISIT

[www.keypublishing.com/shop](http://www.keypublishing.com/shop)

CALL

UK: 01780 480404

Overseas: +44 1780 480404

\*P&P free on all UK + BFPO orders. Overseas charges apply.

020/16





**Above:** In green-livery and sporting the early Lion on Wheel bodyside motif, Ashford-built No. 15235 is seen broadside at Eastleigh in 1955, some four years after it was introduced. This loco was withdrawn in May 1971 and scrapped by J Cashmore of Newport, Wales towards the end of the following year.

[www.colour-rail.com](http://www.colour-rail.com)

## SR Fleet List

SR number	BR 1948 number	Renumber date	Built by	Works number	Date introduced	First depot	Date withdrawn	Final depot	Status code	Disposal detail/ Notes	Date cut up
SR1 (958*)	15201	Jun-51	S Railway Ashford	-	Sep-37	75C	Nov-64	70D	C	G Cohen, Morrision Loan to WD 1941-45	Oct-69
SR2 (959*)	15202	Oct-48	S Railway Ashford	-	Sep-37	75C	Dec-64	73F	C	J Cashmore, Newport Loan to WD 1941-45.	Nov-66
SR3 (960*)	15203	May-50	S Railway Ashford	-	Oct-37	75C	Nov-64	75C	C	J Cashmore, Newport Loan to WD 1941-45.	Apr-66
*Allocated but not carried											
1948 number	Built by		Works number	Date introduced	First depot	Date withdrawn	Final depot	Status code	Disposal detail		Date cut up
11001	BR Ashford		-	May-50	75C	Aug-59	75C	C	BR Ashford Works		Dec-59
1948 number	Built by	Works number	Date introduced	First depot	Date withdrawn	Final depot	Status code	Disposal detail			Date cut up
15211	BR Ashford	-	Apr-49	75C	Dec-71	75C	C	J Cashmore, Newport			Dec-72
15212	BR Ashford	-	Apr-49	75C	Dec-71	73C	C	J Cashmore, Newport			Dec-72
15213	BR Ashford	-	Apr-49	75C	Nov-68	73C	C	BR Hither Green			Mar-70
15214	BR Ashford	-	May-49	75C	Oct-71	73F	C	J Cashmore, Newport			May-72
15215	BR Ashford	-	May-49	75C	Mar-68	73C	C	BR Swindon Works			Aug-68
15216	BR Ashford	-	Jun-49	75C	Mar-69	73F	C	BREL Swindon			Feb-70
15217	BR Ashford	-	Jun-49	75C	Aug-70	73C	C	BR Selhurst			Jul-71
15218	BR Ashford	-	Jun-49	73C	Jan-70	73C	C	C F Booth, Rotherham			Aug-70
15219	BR Ashford	-	Jul-49	73C	Oct-71	73F	C	J Cashmore, Newport			May-72
15220	BR Ashford	-	Jul-49	73C	Oct-71	73C	C	J Cashmore, Newport			Nov-72
15221	BR Ashford	-	Aug-49	73C	Oct-71	73C	C	J Cashmore, Newport			May-72
15222	BR Ashford	-	Sep-49	73C	Oct-71	73C	C	J Williams, Bleanfan Quarry, Kidwelly			Sep-78
15223	BR Ashford	-	Oct-49	73C	Jun-69	73F	C	C F Booth, Rotherham			Jul-70
15224	BR Ashford	-	Oct-49	73C	Oct-71	75C	P	Spa Valley Railway			-
15225	BR Ashford	-	Nov-49	73C	Oct-71	75C	C	J Cashmore, Newport			Apr-72
15226	BR Ashford	-	Dec-50	73C	Apr-69	73F	C	J Cashmore, Newport			Nov-69
15227	BR Ashford	-	Feb-51	73C	Apr-70	73F	C	BREL Eastleigh			Jun-70
15228	BR Ashford	-	Apr-51	73C	Feb-69	73F	C	BR Swindon Works			Jul-69
15229	BR Ashford	-	Jul-51	73C	Oct-71	73C	C	J Cashmore, Newport			May-72
15230	BR Ashford	-	Sep-51	73C	Oct-71	73F	C	J Cashmore, Newport			Nov-72
15231	BR Ashford	-	Oct-51	73C	Oct-71	73F	C	Tilcon, Grassington			Feb-84
15232	BR Ashford	-	Nov-51	73C	Apr-71	73F	C	BREL Swindon			Feb-72
15233	BR Ashford	-	Nov-51	73C	May-69	73F	C	J Cashmore, Newport			Dec-69
15234	BR Ashford	-	Dec-51	73C	Dec-68	70D	C	BREL Swindon			Feb-70
15235	BR Ashford	-	Dec-51	73C	May-71	73C	C	J Cashmore, Newport			Nov-72
15236	BR Ashford	-	Jan-52	73C	Dec-68	70D	C	BREL Swindon			Feb-72
Key to table			70D 73C	Eastleigh Hither Green		73F 75C	Ashford Norwood		C P		Cut up Preserved





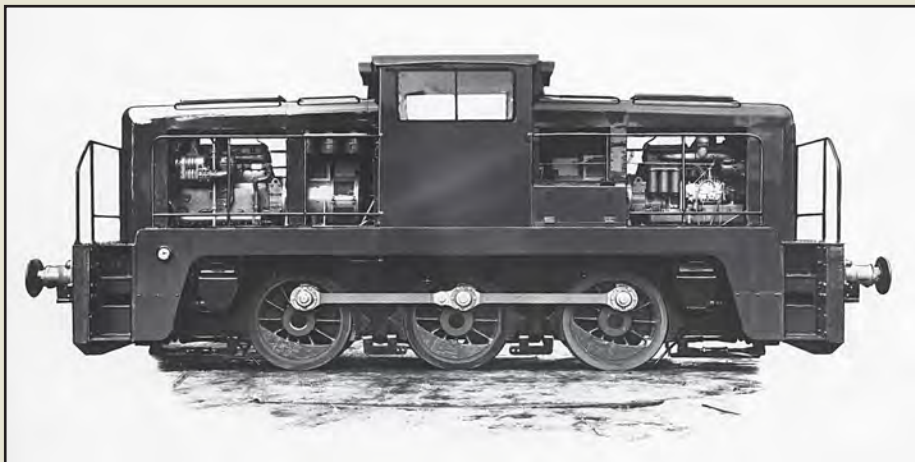
# Prototype Shunting Power

The Yorkshire Engine Company was one of the main industrial locomotive builders in the UK during the 1950s, who was keen to enter the mass markets of producing main line shunting and trip locomotives.

Various attempts were made to offer different designs of heavy 0-6-0 and 0-8-0 locomotives to the BTC, but apart from trials nothing ever came to fruition.

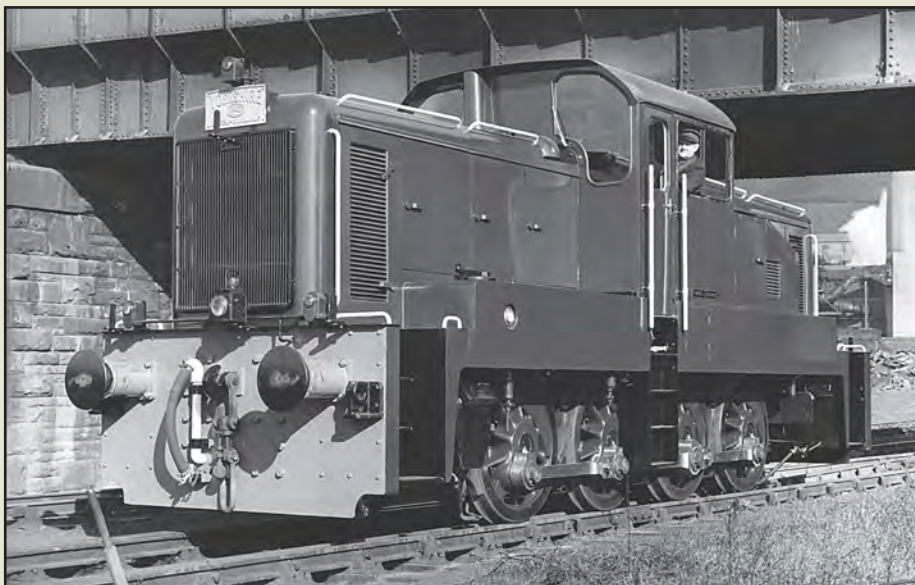
Two locomotives were however given authorisation for limited trials on selected BTC tracks. One, was an 0-8-0, identified at *Taurus* and the other, an 0-6-0, given the title *Janus*. In both cases the name was the Yorkshire Engine Company product title rather than the identity for a specific locomotive.

The two operated limited trials for a short period before being returned to Yorkshire Engine for industrial use. ■



**Right Top:** A view of the 0-6-0 diesel-electric *Janus* product offered to the rail industry. Each nose end housed one Rolls-Royce 8SFL 200hp (149kW) engine. Cab entry on this design was by way of a side walkway from front end steps. **CJM-C**

**Right Middle:** In 1961, the larger 0-8-0 Yorkshire Engine demonstrator loco emerged. This was a little more of traditional design, but still incorporated a central driving cab. Entry to the cab was now by a side door with steps from ground height. This example incorporated a Rolls-Royce 8SFL engine (one in each nose section) set to deliver 300hp (223.5kW), but these drove hydraulic transmission groups, giving a total of 495hp (369kW) available for traction. After on works testing, the 0-8-0 demonstrator went to Stratford depot in East London for trial operation. After testing was complete, the loco was returned to its builder/owner. **CJM-C**



## Technical Data

Name:	Taurus	Janus
Number:	Not issued	Not issued
Built by:	Rolls-Royce, Yorkshire Engine Co	Rolls-Royce, Yorkshire Engine Co
Year introduced:	1961	1956
Wheel arrangement:	0-8-0	0-6-0
Weight:	56 tons	48 tons
Height:	12ft 2in (3.71m)	12ft 2in (3.71m)
Length:	31ft 11¼in (9.73m)	24ft 11in (7.59m)
Width:	8ft 5½in (2.58m)	8ft 5½in (2.58m)
Wheelbase:	13ft 6in (4.11m)	12ft 2in (3.71m)
Wheel diameter:	3ft 9in (1.14m)	3ft 9in (1.14m)
Min curve negotiable:	4 chains (80.44m)	3 chains (60.33m)
Engine type:	2 x Rolls-Royce 8SFL	2 x Rolls-Royce 8SFL
Engine output:	600hp (447kW)	400hp (298kW)
Power at rail:	495hp (369kW)	300hp (24kW)
Tractive effort:	45,000lb (200kN)	30,000lb (133kN)
Cylinder bore:	5½in (140mm)	5½in (140mm)
Cylinder stroke:	6in (152mm)	6in (152mm)
Maximum speed:	36mph (58km/h)	23mph (37km/h)
Brake type:	Air on loco, Vacuum train brakes	Air on loco, Vacuum train brakes
Brake force:	30 ton	24 ton
Route availability:	Not issued	Not issued
Heating type:	Not fitted	Not fitted
Multiple coupling type:	Not fitted	Not fitted
Transmission type:	Hydraulic	Electric
Fuel tank capacity:	450gal (2,046lit)	400gal (1,818lit)
Gear ratio:	9.875:1	9.875:1
Lub oil capacity:	36gal (164lit)	38gal (173lit)
Sanding equipment:	Pneumatic	Pneumatic

### Key to below table

30A Stratford  
82B Bristol

## Fleet List

Name	Date named	Built by	Works number	Start date of loan	First depot	Date recalled from loan	Final depot	Disposal detail/present owner	Date cut up
JANUS	Jun-56	Yorkshire Engine Co	2595	Jun-56	-	Aug-56	-	Yorkshire Engine Co	1965
TAURUS	Mar-61	Yorkshire Engine Co	2875	Mar-61	82B	Mar-64	30A	British Steel, Scunthorpe	-





**Above:** In as delivered condition No. 11104 is seen in lined BR green livery. CJM-C

This odd little locomotive built in 1950 for the Engineers department, but unusually took a BR standard series running number 11104, was a 4-wheel diesel-mechanical and used at West Hartlepool. It was renumbered as Departmental 52 in April 1953. In 1965 the loco was transferred to the Southern Region at Woking, where it was used for the Bournemouth line electrification project. It was withdrawn and broken up in March 1967. ■

## Technical Data

BR 1948 number:	11104	Wheelbase:	5ft 2in (1.57m)	Brake type:	Air on loco, no train brakes
Departmental number:	52	Wheel diameter:	28in (711mm)	Brake force:	Approx 4 tons
Built by:	Hibberd Planet	Min curve negotiable:	1 chain (20.11m)	Route availability:	1
Year introduced:	1950	Engine type:	English National DA4	Heating type:	Not fitted
Wheel arrangement:	0-4-0	Engine output:	52hp (38kW)	Multiple coupling type:	Not fitted
Weight:	11 tons	Power at rail:	39hp (29kW)	Transmission type:	Mechanical
Height:	10ft 4in (3.14m)	Tractive effort:	Not calculated	Fuel tank capacity:	20gal (91lit)
Length:	8ft 6in (2.59m)	Cylinder bore:	(not available)	Lub oil capacity:	5gal (23lit)
Width:	8ft 8in (2.64m)	Cylinder stroke:	(not available)	Sanding equipment:	Pneumatic
		Maximum speed:	15mph (24km/h)		

## Fleet List

1948 number	Built by	Works number	Date introduced	First location	Date withdrawn	Final location	Disposal code	Departmental stock	Departmental number
11104	Hibberd	Planet 3466	May-50	West Hartlepool	Apr-53	West Hartlepool	D	Apr-53	52
Withdrawn from Departmental stock				Final location	Status code	Disposal detail	Date cut up	Key to table	
Mar-67				Woking	C	J Cashmore, Newport	Apr-67	C	Cut up
								D	Departmental



**Left:** Painted in a very attractive black livery off-set by an orange bodyside band and down pointing nose chevron, the diesel-hydraulic member of the EE demonstration pair No. D227 is seen at Stratford depot. This loco used a Krupp 3-D-46 transmission, allowing 330hp (246kW) power at the wheel. The prime mover was a standard English Electric 6K, but set to deliver 500hp (373kW). CJM-C





**Above:** Although most 'train spotters' and photographers visiting Stratford in the late 1950s were looking to capture steam traction, the depots growing allocation of diesel classes, both shunting and main line designs, generated considerable interest. Recorded on 7 June 1959, not too long before the end of its trial period, diesel-hydraulic No. D227 poses on shed at Stratford. [www.colour-rail.com](http://www.colour-rail.com)

The English Electric Co built two 500hp (373kW) diesel trip or shunting locomotives for BTC trials in 1956, these were built in an attempt to provide a second generation of shunting power, something which was of course not required.

The two locomotives were numbered D226 and D227, and although looking very similar, were technically very different.

No D226 was a diesel-electric, while No D227 was a diesel-hydraulic. Construction of the pair was carried out at Vulcan Foundry, Newton-Ie-Willows and after completion and static trials, were sent to Stratford in East London for BTC approval and testing. Both locos housed an English Electric 6K power unit.

Soon after delivery to Stratford in mid-1957, the applied numbering, selected by the builders, clashed with the then newly introduced EE Type 4s, allocated to the depot and an '0' was added in front of the running number, providing the identities of D0226 and D0227.

In the English Electric order book, the locomotives were shown as heavy haul pilots and road locomotives with a top speed of 40mph.

When delivered the pair were painted in black livery, off-set by an orange bodyside band and down point chevron on the nose end.

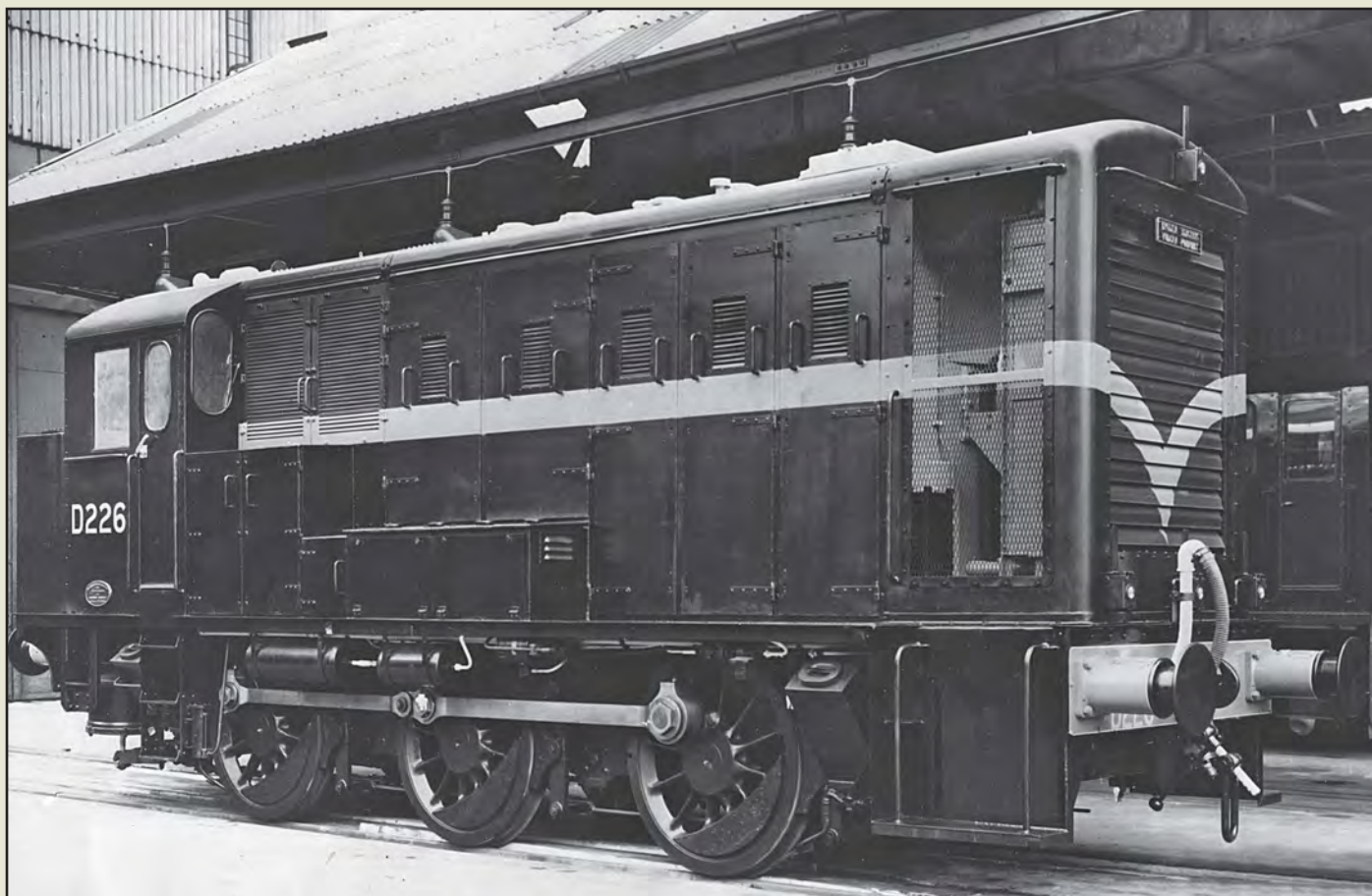
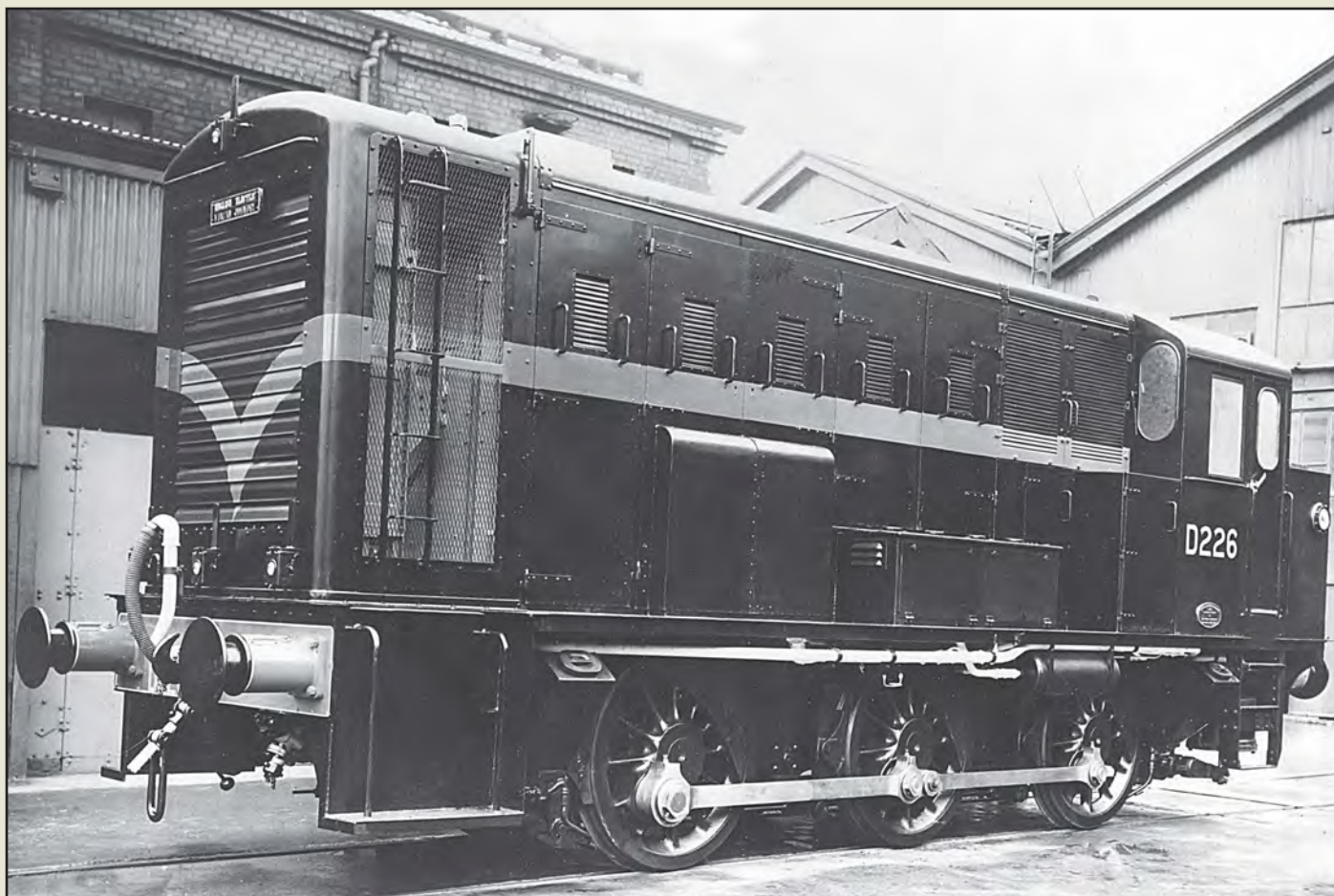
In addition to testing at Stratford some far flung outings were recorded with one example being tested in the Bristol area.

After the trial period both locos were returned to English Electric, No. D226 was eventually saved for preservation and is currently on the Keighley & Worth Valley Railway, while No. D227 was broken up by the Robert Stephenson & Hawthorns factory in Darlington in 1964. ■

## Technical Data

Original number:	D226	D227
Revised number:	D0226	D0227
Built by:	English Electric	English Electric
Year introduced:	1956	1956
Wheel arrangement:	0-6-0	0-6-0
Weight:	47 ton	48 ton
Height:	12ft 3in (3.73m)	12ft 3in (3.73m)
Length:	31ft 8½in (9.66m)	31ft 8½in (9.66m)
Width:	8ft 10in (2.69m)	8ft 10in (2.69m)
Wheelbase:	13ft 0in (3.96m)	13ft 0in (3.96m)
Wheel diameter:	4ft 0in (1.22m)	4ft 0in (1.22m)
Min curve negotiable:	4½ chains (90.49m)	4½ chains (90.49m)
Engine type:	English Electric 6RKT	English Electric 6RKT
Engine output:	500hp (373kW)	500hp (373kW)
Power at rail:	380hp (283kW)	330hp (246kW)
Tractive effort:	33,000lb (146.7kN)	33,000lb (146.7kN)
Cylinder bore:	10in (254mm)	10in (254mm)
Cylinder stroke:	12in (305mm)	12in (305mm)
Maximum speed:	40mph (64km/h)	40mph (64km/h)
Brake type:	Vacuum	Vacuum
Brake force:	27 ton	28 ton
Route availability:	Not issued	Not issued
Heating type:	Not fitted	Not fitted
Multiple coupling type:	Not fitted	Not fitted
Transmission:	Diesel-electric	Diesel-hydraulic
Main generator type:	EE824-1B	-
Aux generator type:	EE	-
Traction motor type:	EE607A	-
Transmission type:	-	Krupp 3 WD 46
Number of traction motors:	2	-
Gear ratio:	8.13:1	-
Fuel tank capacity:	545gal (2,477lit)	545gal (2,477lit)
Lub oil capacity:	75gal (341lit)	75gal (341lit)
Sanding equipment:	Pneumatic	Pneumatic





## Fleet List

Key to table C Cut up P Preserved 30A Stratford 82B Bristol

Original number	Revised number	Re number date	Built by	Works number	Start date of loan	First depot	Date recalled from loan	Final depot	Status code	Disposal detail	Date cut up
D226	D0226	Aug-59	EE, Vulcan Foundry	2345/D226	Jul-57	30A	Oct-60	82B	P	K&WV Railway	-
D227	D0227	Aug-59	EE, Vulcan Foundry	2346/D227	Jul-57	30A	Sep-59	30A	C	RSH, Darlington	Jul-64





**Above:** This amazing and very rare illustration has come to light of diesel-electric prototype No. D0226 (renumbered from D226 to avoid confusion with the Type 4 of the same number) working at Bristol Temple Meads, where the Western Region authorities carried out a brief comparison of shunting and Type 1 designs in 1959. Information shows that while the demonstrator performed well, there was no advantage over railway built designs in terms of performance and running costs. [www.colour-rail.com/](http://www.colour-rail.com/) B R Hardy

**Left Upper and Left Lower:** Two views showing both bodysides, from the nose end of diesel-electric prototype No. D226. On this loco an English Electric type 824-1B generator group was attached to the EE 6K prime mover. Traction was provided by two English Electric EE607A traction motors, one mounted to each of the outer axles. Locomotive braking was provided by air, while vacuum was provided for the trains. Both: CJM -C

**Below:** After the trials with both prototypes was over, they were returned to English Electric. The diesel-hydraulic loco was subsequently broken up in 1964, while the diesel-electric example remained stored with English Electric. In March 1966 it entered preservation on the Keighley & Worth Valley Railway, where it remains in operational condition today. Modified slightly from its trial days and painted in a two-tone red livery No. D226, now named Vulcan is seen working on the K&WVR on 6 August 1983. [www.colour-rail.com](http://www.colour-rail.com)





**Anbrico® Felixjaz®** Transport DVD Films

**Midland Mainline Station DVDs**

Single DVDs £14.95 each (Free P&P)

AVDBY This is Derby (1991-2014)  
 AVLEI This is Leicester & Loughborough (1991-2013)  
 AVSHF This is Sheffield, Dore & Chesterfield (1987-2015)  
 AVSTP This is St Pancras & Kentish Town (1993-2015)

4 x DVDs £39.95 each (Free P&P)  
 AVMMML The Midland Mainline (1987-2015)  
 (Includes: AVSHF, AVDBY, AVLEI & AVSTP)

Visit our online shop: [www.anbricofelixjaz.com](http://www.anbricofelixjaz.com)  
 Now over 210 DVDs available.

Send for catalogue of all our DVD titles to the address below.  
 Cheques should be made payable to **Anbrico Felixjaz** and sent to:  
 Room 2, 14 St Giles Way, Copmanthorpe, York, YO23 3XT



**key SHOP**

**For a great selection of books, DVDs, magazines and models**



[www.keypublishing.com/shop](http://www.keypublishing.com/shop)

**Colour-Rail**



Visit our redesigned website at [www.colour-rail.com](http://www.colour-rail.com) to view nearly 60,000 images –, modern traction, stations, steam, buses and much more. Modern Traction views from the 1950s to 2015.

Looking for a good home for your treasured negatives and slides?

Then e-mail [colourrail@aol.com](mailto:colourrail@aol.com) or write to  
 558 Birmingham Road, Bromsgrove, B61 0HT

**WEST COAST RAILWAYS – TAKEN TO COURT**

THE RAILWAY WORLD – PAST, PRESENT AND FUTURE

**Railways ILLUSTRATED**

[www.railwaysillustrated.com](http://www.railwaysillustrated.com)

**Moving a Clayton**

Crossrail Class 345 Design Revealed



**PLUS**

Schoolboy Tales – Added Variety  
 Then and Now – Changing railways

Fabulous February Flings  
 Lost Lines – Dover Marine

**ONLY £4.40**

**EUROSTAR CLASS 374S ENTER SERVICE**

**FEBRUARY ISSUE OUT NOW**

Each issue of *Railways Illustrated* offers a comprehensive round-up of the latest news and topical events from the UK across the present day railway, including heritage traction in operation on the main lines.

**FEBRUARY ISSUE FEATURES:**

**MOVING A CLAYTON**  
 Pip Dunn went along to experience an extraordinary ride when Clayton D8568 went home to Chinnor after the Severn Valley Railway Diesel Gala.

**SCHOOLBOY TALES PT7**  
 Two weekday trips with the Desborough School Railway Society dominate this instalment.

**THEN AND NOW**  
 In the first part of an occasional new series, Bernard Mills provides a personal view of the changing face of the UK's railway network.

**FABULOUS FEBRUARY FLINGS**  
 Ardent Class 47 'Basher' Johnnie Walker recounts chasing the locos to and from Scotland in February 1986.

**AND MUCH MORE!**

March Issue available 4th February

Available now from **WHSmith** and all other leading newsagents

**ALTERNATIVELY, ORDER DIRECT:**

Order online with FREE P&P\* at [www.keypublishing.com/shop](http://www.keypublishing.com/shop)  
 \*Free 2nd class P&P on all UK & BFPO orders. Overseas charges apply.  
 Postage charges vary depending on total order value.

OR

Call **UK 01780 480404**  
**Overseas +44 1780 480404**  
 Lines open 9.00am - 5.30pm GMT

Also available on

Google play

Available on iTunes

Available on the App Store

also available for PC, MAC & Kindle Fire from

pocketmags.com

Search: Railways Illustrated





# BR Class 03 0-6-0 DMs

After dozens of 'small' shunting locomotives had been built, by a variety of different manufacturers, BR tried, perhaps rather too late in the day, to establish a 'standard' small medium-wheelbase, 0-6-0 design, fitted with a diesel-mechanical transmission.

The loco design adopted incorporated the best parts of all the 'short-run' fleets, in terms of equipment design, positioning and structure, and incorporated the well proven and reliable Gardner 8L3 engine, set to deliver 204bhp (152kW). Transmission was provided by a Wilson-Drewry CA5 R7 forward and reverse gearbox. In many ways the design was a refinement of the earlier Drewry Car Co built 0-6-0 diesel-mechanical fleet, which later became Class 04.

Construction contracts for the small 'standard' BR 0-6-0 fleet was placed in late 1955 with the BR Workshops Division, who contracted mechanical assembly to Swindon and Doncaster Works. A total of 230 locos were being built in the period December 1957 to June 1962.

Swindon Works was given the initial build contract, and long prior to the emergence of the first loco, the Works Manager announced the fleet would carry steam locomotive style chimneys, and in true Great Western workshop tradition would have a copper cap! When senior BTC management got wind of the plan, a directive was soon issued on exhaust stack design, which was to be of the conical or 'saxa' style. Swindon did actually have the last laugh on this subject, as after the fleet was introduced, the light weight of the nose end caused adhesion problems. The answer lay in the fitting of a 'plant-pot' surround to the exhaust stack, which

was actually cast from heavy metal to a steam design - albeit without a copper cap.

The driving cab design was probably the best of all the small shunters, with good size cab doors, and excellent all-round visibility from the greenhouse style windows. The structural design of the body section consisted of five removable panels on each side to give access to the engine and equipment bay. The section closest to the cab was of slightly raised height.

When ordered the 1948 'modern traction' numbering system was still in use, and the range 11187 onwards was allocated. However, while assembly was being carried out, the 1957 numeric series using a four figure 'D' prefixed number was introduced and the new design was issued with the D2000 series, which was carried from new. As the fleet eventually rose to 230 members with several follow on orders, the number range went right through the D20xx and D21xx series. As the D22xx numbers were already allocated, this final fleet members were allocated numbers in the D2370-D2399 range.

The entire fleet emerged in standard BR locomotive green, and as the yellow /black wasp stripe ends design was standardised, this was applied from new to later-built examples and retro-applied to earlier builds. From 1967 repaints following overhaul were carried out in the new standard BR corporate Rail Blue, again with yellow /black wasp ends.

From 1973, following the introduction of five-digit class prefixed TOPS numbering, the fleet became identified as Class 03 and renumbered in the 03xxx series. By this time a number of

locomotives had been withdrawn, so in this range a number of gaps were to be found, as no attempt was made to close up the range, as was the case in some other classes.

Two locomotives are of special interest Nos. D2370 and D2371, these were constructed to the standard design but emerged as Departmental Nos. 91 and 92 for Eastern Region engineers use. The pair were however renumbered into the main fleet in mid-1967 when their departmental role finished.

Although 230 locos were constructed, a fleet of this size was soon found to far exceed the needs of the rail industry which was rapidly closing freight yards and removing the very work for which this and other small fleets were assembled.

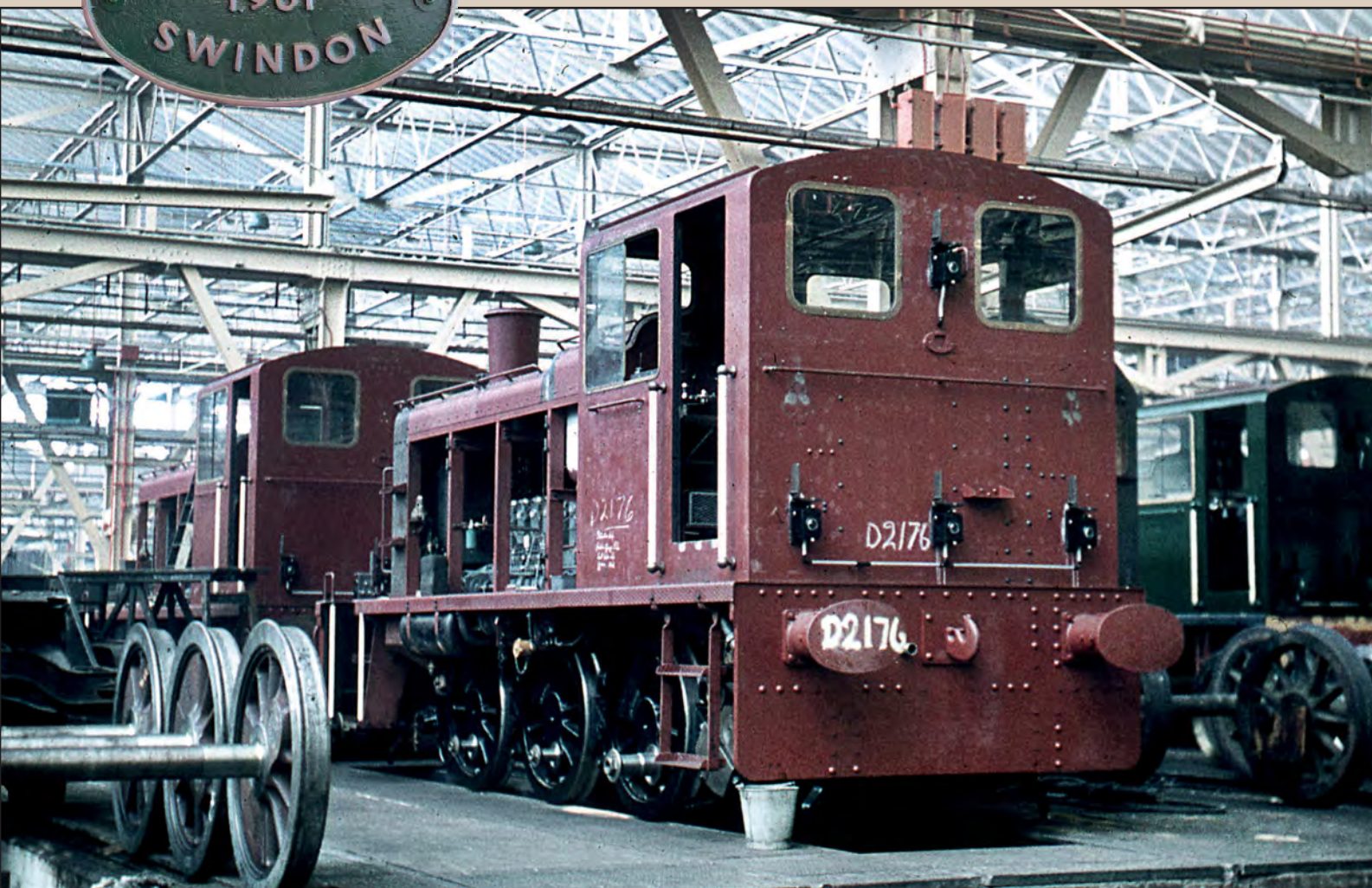
A number of locomotives were withdrawn during the mid-1960s, with a large number passing to industrial users. The fleet remained operating for the mainstream railway until 2003, with one example remaining in use as the depot pilot at Homsey EMU depot in North London. This loco, No. 03179, was one of a pair used for a period on the isolated Isle of Wight system.

Many of the Class 03s have found their way into preservation, where their design, basic engineering and flexibility have been useful to a number of preserved railways operating works trains and some passenger duties.

Vacuum train brakes were applied to this design from new. With the onset of air braking in the 1960s and 1970s a number were fitted with dual air / vacuum brake equipment with some examples fitted with high-level waist-height air connections for coupling to multiple unit stock. ■



**Below:** Swindon Works was associated with the small BR standard shunter build project from mid-1957 until November 1961, with each loco taking on average 13 weeks to build. On 3 December 1961, No. D2176 is seen under assembly in Swindon 'A' shop, this loco was destined for Ashford on the Southern Region. It was withdrawn in mid 1968. [www.colour-rail.com](http://www.colour-rail.com)

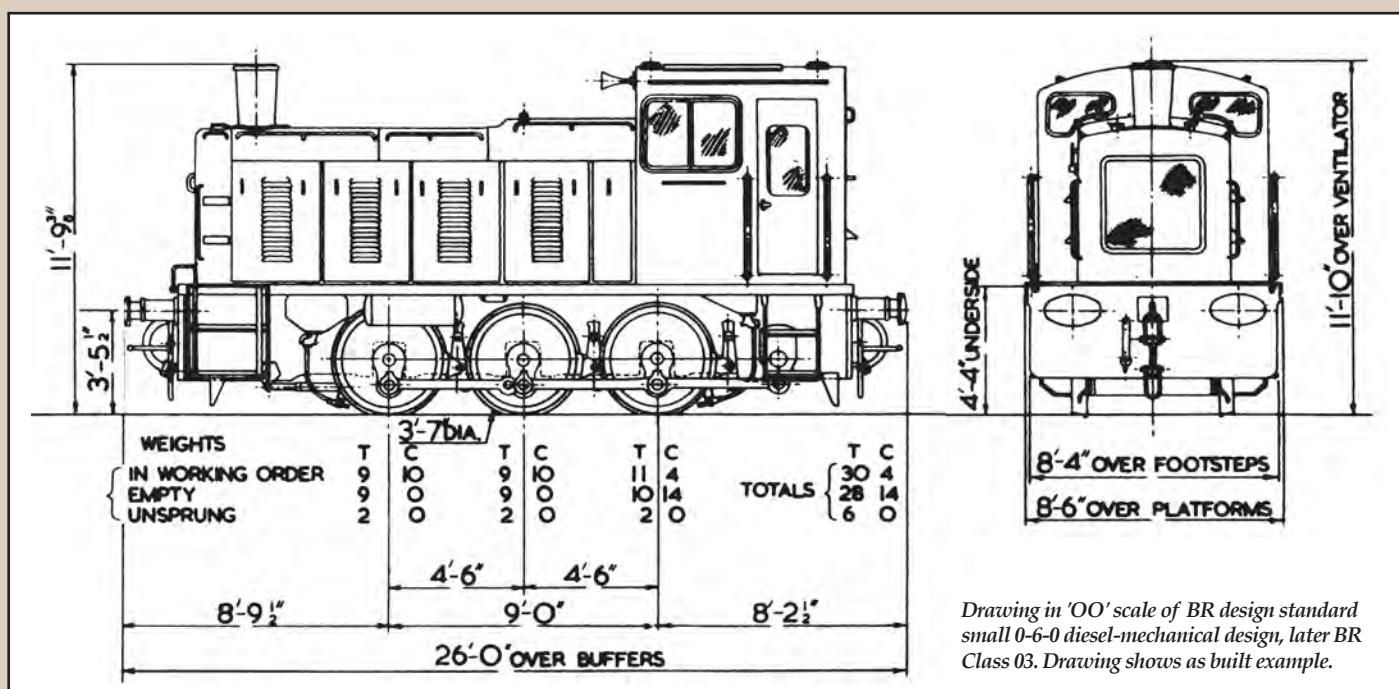
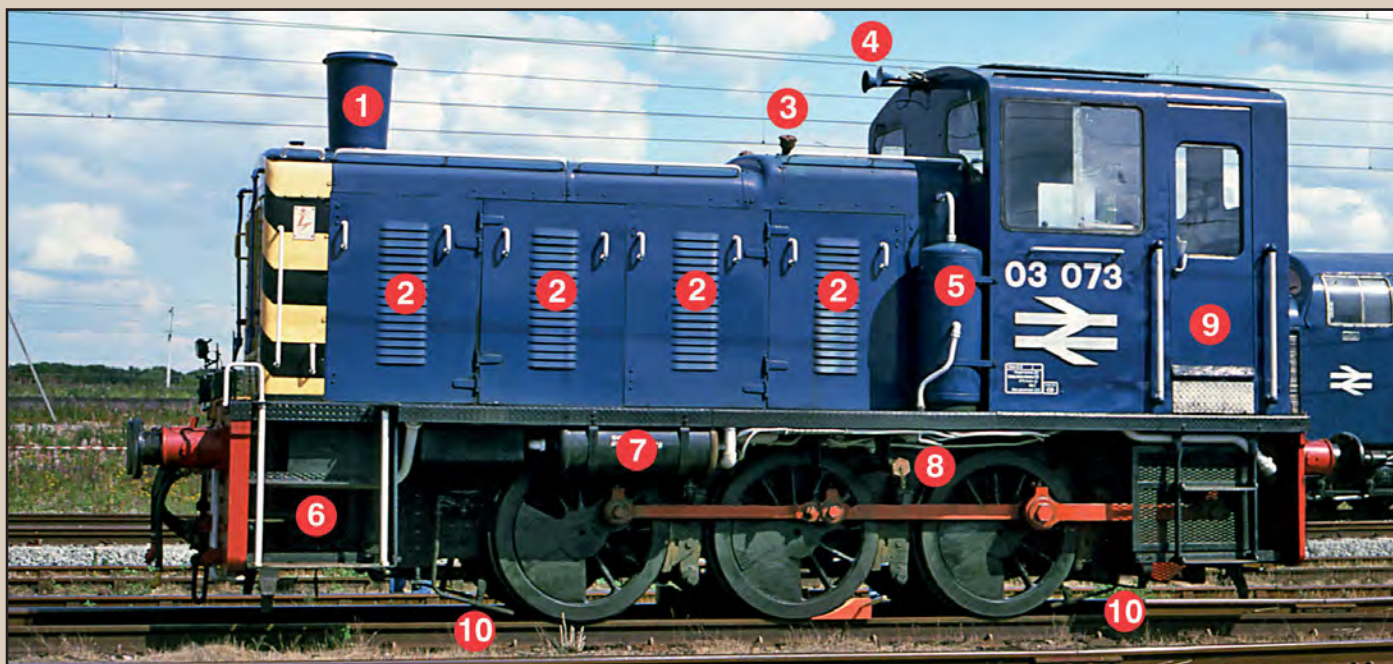




## Technical Data

TOPS number range:	03004-03399	Cylinder stroke:	7 $\frac{1}{4}$ in (197mm)
1948 number range:	11187-11211 (not carried)	Maximum speed:	28 $\frac{1}{2}$ mph (45.8km/h)
1957 BR number range:	D2000-D2199, D2370-D2399	Brake type:	Vacuum, some rebuilt with Dual
Former class codes:	DJ15, then D2/2, 2/1	Brake force:	13 tonnes
Built by:	BR Workshops Swindon and Doncaster	Route availability:	1
Years introduced:	1957-1962	Heating type:	Not fitted
Wheel arrangement:	0-6-0	Multiple coupling type:	Not fitted
Weight:	30.3 tonnes	Transmission:	Mechanical
Height:	12ft 3 $\frac{7}{16}$ in (3.75m) Note 1		Engine-gearbox - Fluidrive type 23 HYD
Length:	26ft 0in (7.92m)		Final drive - SCG RF11
Width:	8ft 6in (2.59m)	Gear ratio:	First - 4.07:1, Second - 2.33:1
Wheelbase:	9ft 0in (2.74m)		Third - 1.55:1, Fourth - 1:1
Wheel diameter:	3ft 7in (1.09m)		Fifth - 1:1.87
Min curve negotiable:	2 chains (40.2m)	Fuel tank capacity:	300gal (1,364lit)
Engine type:	Gardner 8L3	Cooling water capacity:	40gal (182lit)
Engine output:	204hp (152kW)	Lub oil capacity:	8gal (36.4lit)
Power at rail:	152hp (113kW)	Sanding equipment:	Pneumatic
Tractive effort:	15,300lb (68kN)	Note 1: Locos D2119/20/41/42/44/45/51/52 (03119/20/41/42/44/45/51/52) rebuilt with 4 $\frac{1}{2}$ in (114.3mm) lower cab for BPGV line operation	
Cylinder bore:	5 $\frac{1}{2}$ in (133mm)		

**Below:** Class 03 equipment positions - air brake fitted locomotive. 1: Exhaust stack, 2: Removable equipment doors, 3: Oil filler port, 4: Warning horns, 5: Air reservoir (dual brake locos only), 6: Shunters standing position, 7: Air reservoir (all locos), 8: Fuel inlet valve, 9: Cab door, 10: Sanding jets. Loco shown is No. 03073, which after withdrawal was preserved at the Crewe Heritage Centre and fully restored to 1960s BR Rail Blue livery with wasp ends. [www.colour-rail.com](http://www.colour-rail.com)



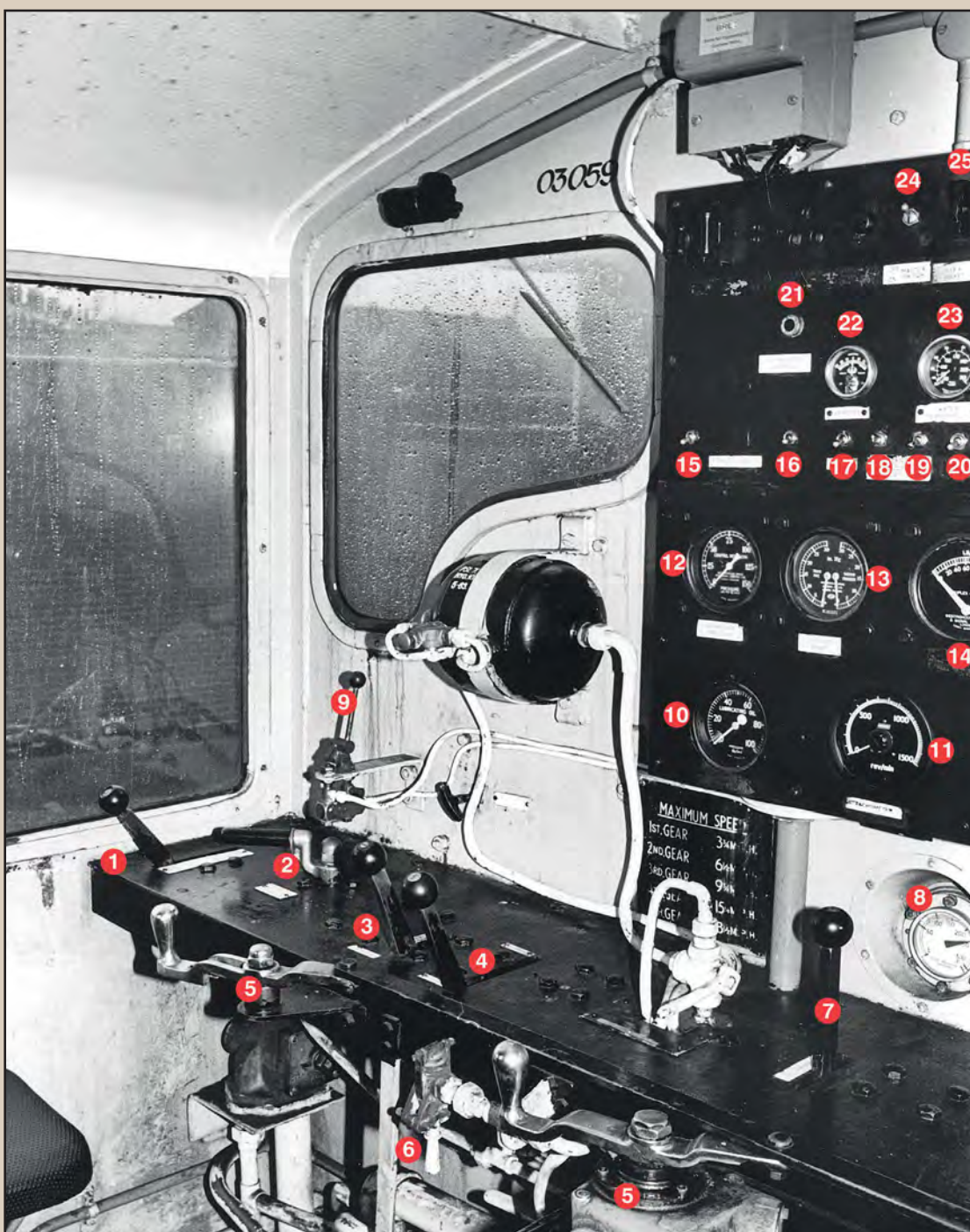
Drawing in 'OO' scale of BR design standard small 0-6-0 diesel-mechanical design, later BR Class 03. Drawing shows as built example.



**Right Upper:** View showing the 'B' side of a dual (air/vacuum) brake fitted Class 03, clearly showing the additional air reservoir just ahead of the cab on the main running frame and the addition of a box housing an extra air compressor at the front end. Loco No. 03089 is seen at York depot on 5 May 1984. It was withdrawn from Norwich in November 1987 and is now preserved at the Mangapps Farm Railway. CJM



**Right Lower:** Class 03 driving cab. 1: Gear selector, 2: Loco brake valve (air), 3: Throttle controller (power), 4: Forward/reverse controller, 5: Train brake controller (air on loco, vacuum or air if fitted for train), 6: Brake release trigger, 7: Sanding controller, 8: Fuel gauge, 9: Horn valve, 10: Lub oil pressure gauge, 11: Engine rev counter, 12: Gearbox air pressure gauge, 13: Vacuum brake gauge, 14: Duplex pressure gauge, 15: Front (nose) marker light left, 16: Front (nose) marker light right, 17: Cab panel light switch, 18/19: Cab heat switches, 20: Cab light switch, 21: Oil pressure warning light, 22: Ammeter, 23: Water temperature gauge, 24: Master cab switch, 25: Cab socket fuse. Cab illustrated is from No. 03059. Michael J. Collins







**Left Top:** With its first coat of green paint applied, No. D2175 is seen in advanced stage of construction at Swindon 'A' shop on 3 December 1961. This loco was destined for the Southern Region at Ashford, Kent when delivered towards the end of the month. Records show that at the height of the standard small shunting loco assembly project, Swindon had as many as 20 locos in various stages of assembly at one time. [www.colour-rail.com](http://www.colour-rail.com)



**Left Middle:** Released from Swindon Works in October 1957, one of the early locos with a conical exhaust stack, No. D2029 is seen on the Eastern Region at Cambridge. All locos of this design emerged from either Swindon or Doncaster Works painted in standard BR loco green, with the then standard Lion holding Wheel motif within the British Railways roundel on the cab sides. **CJM -C**



**Below:** In immaculate ex-works condition, No. D2023 poses outside Swindon Works Stock Shed in August 1958, awaiting delivery to the Eastern Region at Lincoln shed, where it remained for its entire working life, being withdrawn from the same shed in July 1971. This loco was however not broken up, it was preserved and is currently at the Kent & East Sussex Railway where it operated for a period as their No. 3. [www.colour-rail.com](http://www.colour-rail.com)





**Above:** As built the 'standard' small 0-6-0s had four marker lights on the cab end, three directly above the buffer beam and one between the two cab windows. A lamp bracket was fitted above each light. Looking a little weather stained, No. D2063, a product from Doncaster Works is seen at York on 27 April 1962, coupled to TPO vehicle No. 80311. [www.colour-rail.com](http://www.colour-rail.com)

**Right:** Stored by the turntable at Hull Dairycoates in the company of two Class 14 diesel-hydraulic locos, No. D2064 has its exhaust stack covered and looks very tatty in this 1966 image. This loco was stored between 1966 and February 1968 when it was overhauled and transferred to Darlington. [www.rail-online.co.uk](http://www.rail-online.co.uk)



**Below:** In addition to shunting duties, the small 'standard' fleet also undertook trip workings between yards. Here No. D2018 is seen traversing the East Coast Main Line near St Neots on 19 July 1962, leading a stunning collection of unfitted wagons. [www.colour-rail.com](http://www.colour-rail.com) / K. Fairey







**Above:** It was quite common when the fleet was under assembly at Swindon Works to find new locos operating as the works pilots, ensuring all was working well before delivery. Here Dairycoates-based No. D2171 works in Swindon Works Yard on 11 December 1960. [www.colour-rail.com](http://www.colour-rail.com)



**Left:** A product from Doncaster Works in May 1960, No. D2091 was one of the fleet introduced with yellow/black wasp ends. The loco was allocated to Bradford Hammerton Street and is seen working a local industrial complex in autumn 1960. [www.colour-rail.com](http://www.colour-rail.com)

**Below:** With a Great Western Railway 'shunters truck' coupled between, two of the Swindon-allocated 'standard' small 0-6-0s Nos. D2188 and D2189 pose in Swindon Works yard in October 1960. When the early examples of the fleet emerged from Swindon they were fitted with a non-screw three link coupling, later examples had the screw design. [www.colour-rail.com](http://www.colour-rail.com)







**Above:** Introduced in December 1959 as a product from Swindon Works, No. D2127 was first allocated to Swansea, but by the following year was transferred to the West Country and worked from Laira depot in Plymouth for several years. On 9 June 1962 the loco is seen shunting a BR Southern passenger coach at Laira depot, while a NBL Type 2 is seen in the background. This loco was one of the early withdrawals being taken out of service in May 1968. [www.colour-rail.com](http://www.colour-rail.com)

**Below:** Deep in rural Cornwall and working over the Wenfordbridge branch with a short clay train, No. D2183 crosses the A389 road at the open crossing at Dummere in June 1965. Awaiting to cross the track on the far side is a GPO Telephone van, with its original registration plate 448 GPO. This section of the railway is now part of the Camel Trail, a long distance footpath. No. D2183 was withdrawn from the West Country in September 1968. [www.colour-rail.com](http://www.colour-rail.com)



## Lot No. Fact File

The BR standard 204hp 0-6-0 diesel shunting loco fleet was built at either Swindon or Doncaster workshops. Several different orders were placed with different lot and order numbers issued.

### Swindon Works

Lot Number	Loco Numbers
427	D2000 - D2022, Dptl 91 & 92
430	D2023 - D2043
438	D2086 - D2088
439	D2114 - D2130
441	D2131 - D2142
445	D2147 - D2174
446	D2143 - D2146
452	D2175 - D2199, D2372 - D2384

### Doncaster Works

Lot Number	Loco Numbers
E007	D2044 - D2052, D2082
E008	D2053 - D2059, D2083 - D2085
E009	D2060 - D2069
E010	D2070 - D2077
E011	D2078 - D2081
E012	D2089 - D2093
E013	D2094 - D2113
E018	D2385 - D2399



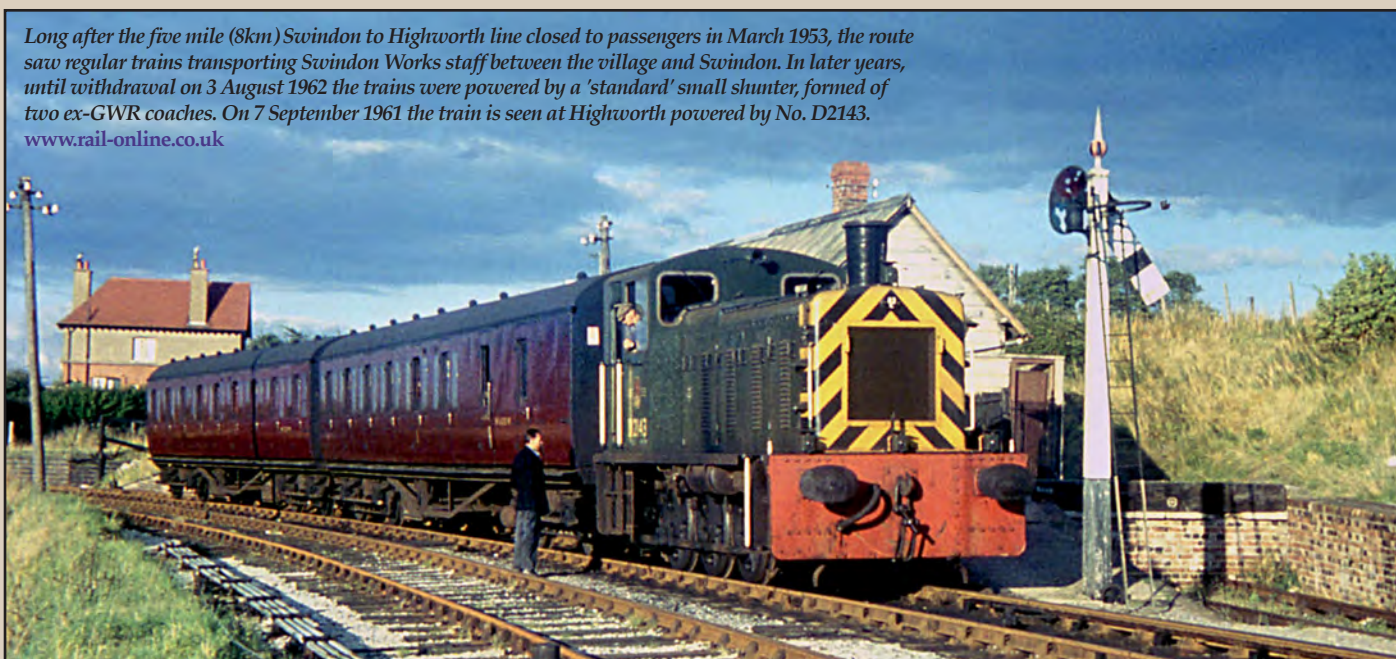


**Above:** With Bournemouth steam depot in the background, one of the Southern Region-allocated small shunters No. D2028 shunts a maroon-liveried CCT van at Bournemouth station on 17 September 1966. This loco was introduced to the Eastern Region in October 1958, moving to the Southern in May 1966. [www.rail-online.co.uk](http://www.rail-online.co.uk)



**Left:** The penultimate member of the fleet, No. D2398 introduced in September 1961 to the Southern Region at Hither Green, later went to the 'Western' section and is seen in this illustration coupled to a GWR-design shunting match truck at Weymouth in June 1962. This loco was never renumbered into the TOPS series, being withdrawn in 1971 and broken up by contractors at Fratton, Portsmouth in October 1972. [www.rail-online.co.uk](http://www.rail-online.co.uk)

Long after the five mile (8km) Swindon to Highworth line closed to passengers in March 1953, the route saw regular trains transporting Swindon Works staff between the village and Swindon. In later years, until withdrawal on 3 August 1962 the trains were powered by a 'standard' small shunter, formed of two ex-GWR coaches. On 7 September 1961 the train is seen at Highworth powered by No. D2143. [www.rail-online.co.uk](http://www.rail-online.co.uk)







**Above:** Resting between duties at Cattedown Wharves on the Laira (Plymouth) to Cattewater branch, an original London & South Western Railway route, No. D2128 sits with one open wagon in August 1973. In the background the 48yard (44m) long Cattedown Tunnel can be seen. [www.colour-rail.com](http://www.colour-rail.com)

**Right:** Doncaster-built No. D2095 rests between duties at Sowerby Bridge on 21 October 1961, introduced just nine months prior. This loco became No. 03095 and remained in traffic until December 1975. [www.rail-online.co.uk](http://www.rail-online.co.uk)



**Below:** Looking rather weather worn, green-liveried No. D2033 stands at Norwich depot on 30 March 1970. In the rear is one of the 0-6-0 Drewry tramway locos. [dieselimagegallery.com](http://dieselimagegallery.com) / Jim Binnie







**Above:** By the mid 1970s, the corporate Rail Blue livery was being applied to everything, including the mundane shunter fleets. Complete with 'wasp' ends, Nos. 2152, 2171 and 2169 pose at Goole Docks in 1972.  
[www.rail-online.co.uk](http://www.rail-online.co.uk)



**Left:** In blue livery, several different styles were found, depending on which workshop/depot carried out the repaint, this was especially apparent in the positioning of numbers, logos, data panels and overhead live wire signage. No. 2111 stands on shed at Bradford Hammerton Street in 1969. This loco was renumbered as 03111 in November 1973 and remained in traffic until 1980.  
[www.rail-online.co.uk](http://www.rail-online.co.uk)

**Right:** One of the first members of the class to receive Rail Blue paint was No. D2388, which is seen at Warrington shed on 29 May 1967 sporting its new colours, sharing depot space with other green diesels and the last handful of operational steam locomotives. At the time most locos were having the two protruding steps removed from the side of the radiator, to stop staff from climbing above cant rail height. However, on this example they remained in situ. No. D2388 was withdrawn in July 1972 before it received its five-digit TOPS number (which would have been 03388).  
[www.rail-online.co.uk](http://www.rail-online.co.uk)







**Above:** A good comparison of the BR 'standard' shunter designs, with green-liveried Class 03 No. 03128 sharing depot space at Laira (Plymouth) depot with Class 08s Nos. 08488 and 08394 on 20 August 1976. This Class 03 started life at No. D2128 in 1960 and was withdrawn just before this image was recorded. [www.colour-rail.com](http://www.colour-rail.com)

**Right:** One of the early Swindon products, No. 2011 which retained its as built 'conical' exhaust stack, is seen at March depot on 18 January 1972. On most examples painted in Rail Blue, the buffer beams were painted in yellow, while the connecting rods varied between red, yellow or black. [www.colour-rail.com](http://www.colour-rail.com)



**Below:** Both displaying green livery, but with different style cab side embellishments, Nos. 2057 and D2046 pose adjacent to the fuelling apron at Thornaby depot on 27 February 1971. No. 2057 sports a BR double arrow logo on green livery. [dieselimagegallery.com](http://dieselimagegallery.com) / Jim Plant







**Above:** For many years after the demise of steam traction powering trains along the Weymouth Tramway line between Weymouth station and Quay, Class 03s were the preferred power. As most of the Southern Region stock used on these services were air brake fitted, dual brake locos were required. DB fitted No. D2086, complete with high level duplicate air pipes, traverses the quay line on 1 September 1970. As these trains operated along the public street, a man had to walk in front with a flag, protecting cross-traffic and ensuring cars, bikes and people were clear of the tracks. [www.colour-rail.com](http://www.colour-rail.com) / M. H. Yardley

**Below:** With heads turning to see the unusual sight of a train running along the public streets of Weymouth, Rail Blue No. D2397, a dual-brake fitted loco runs between Weymouth Quay and town station with a through train to London Waterloo in the early 1970s. In the summer season two through trains operated each day; after the '03s' were retired, modified Class 33/1s with plug-in warning bells/flashing lights were introduced. [www.rail-online.co.uk](http://www.rail-online.co.uk)







**Above:** The Class 03s were very popular in East Anglia, working in such locations as Ipswich, Norwich and Kings Lynn. In April 1978, No. 03017 is seen from its cab end at Kings Lynn, a loco still retaining its conical exhaust. [www.colour-rail.com](http://www.colour-rail.com)

**Right:** York was another area where Class 03s could usually be found, mainly performing shunting work in some of the many yards in the area with restricted clearance. Vacuum-brake No. 03075 is pictured at York in 1975. [www.rail-online.co.uk](http://www.rail-online.co.uk)



**Below:** The Newcastle area was also a hub of Class 03 activity for many years, working in and around Tyne Yard as well as performing Newcastle Central station pilot duties. Dual brake fitted No. 03066 stands in Tyne Yard on 12 March 1978. [www.rail-online.co.uk](http://www.rail-online.co.uk)







**Above:** Under a very stormy sky, Class 03 No. 03072, painted in mid-1960s Rail Blue, takes rest between duties at Darlington on 12 March 1978. This image clearly shows the single tube warning horn, mounted at cant rail height on the front of the cab. No horn was provided on the cab end. [dieselimagegallery.com](http://dieselimagegallery.com) / Jim Binnie



**Left:** Devoid of its cast Doncaster 1959 works plate on the bodyside, No. 03064 in Rail Blue livery is captured at Dunston carriage sidings, Newcastle on 15 July 1979. This loco was introduced in July 1959 and retired in June 1981, always working in the North East. [dieselimagegallery.com](http://dieselimagegallery.com) / Jim Binnie

**Below:** Class 03 operation continued in the North East around Newcastle until 1988, when the Gateshead-allocated locos were withdrawn. In this 3 February 1988 view Nos. 03094, 03063, 03078 and 03066 are seen stabled at Gateshead. CJM





## Dual Brake Fact File

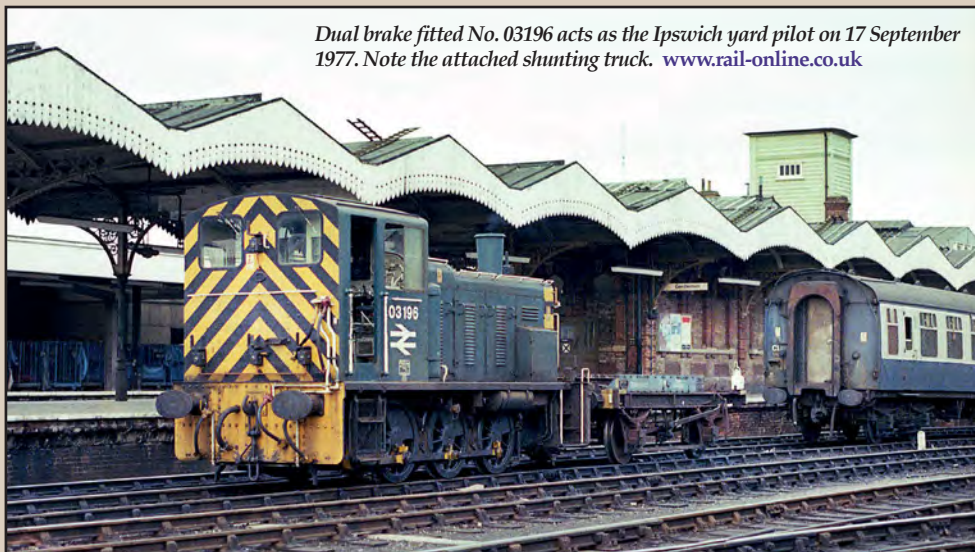
A total of 21 Class 03s were modified with dual brake (vacuum/air) equipment, in a modification project carried out in 1968-69 when modern air-braked passenger stock was being introduced.

Loco	Year modified
D2059	1968
D2063	1968
D2066	1968
D2073	1968
D2078	1968
D2084	1969
D2086	1968
D2089	1968
D2094	1968
D2112	1968
D2158	1968
D2162	1968
D2170	1968
D2179	1969
D2180	1968
D2196	1968
D2197	1969
D2371	1968
D2397	1969
D2398	1968
D2399	1968

**Right Middle:** One of the last areas to see revenue earning Class 03 action was in the Birkenhead area. On 21 July 1988 No. 03073 is seen in the dock complex sporting a modified cab end, with only two marker lights, one above each buffer. This is a dual-brake example but without high-level connections. **CJM**

**Below:** No. 03094 coupled to a shunting truck and attached to vans, awaits work in one of the south facing bays at Newcastle Central in June 1984. [www.colour-rail.com](http://www.colour-rail.com)

Dual brake fitted No. 03196 acts as the Ipswich yard pilot on 17 September 1977. Note the attached shunting truck. [www.rail-online.co.uk](http://www.rail-online.co.uk)







## BPGV Fact File

Locos modified for operation over the Burry Port and Gwendraeth Valley line in Wales. To allow operation over the route a batch of Class 03s had their maximum height reduced by 4½in (114.3mm).

Loco	Modified
D2119 (03119)	Dec-70
D2120 (03120)	Mar-72
D2141 (03141)	Sep-65
D2142 (03142)	Jul-65
D2143 (03143)	Jul-65
D2144 (03144)	Aug-65
D2145 (03145)	Jul-65
D2146 (03146)	Mar-65
D2151 (03151)	Sep-74
D2152 (03152)	Sep-74
(D2382) 03382	May-81

**Left:** The Burry Port and Gwendraeth Valley Railway in West Wales was home to several reduced height Class 03s until 1983, powering coal trains over the difficult, flooding prone route. Powering 30 wagon loaded trains, the services were frequently operated by two or three locos. With a nose mounted headlight, Nos. 03144, 03151 and 03120 pass Pontyberem with a loaded coal train on 20 September 1983.

**Peter Fitz-Gerald**

**Below:** The same train as above is recorded just a few miles south passing under a bridge at Ponthenry, one of the structures which caused a gauge restriction. The train had originated from the mine at Cwm Mawr. **Peter Fitz-Gerald**

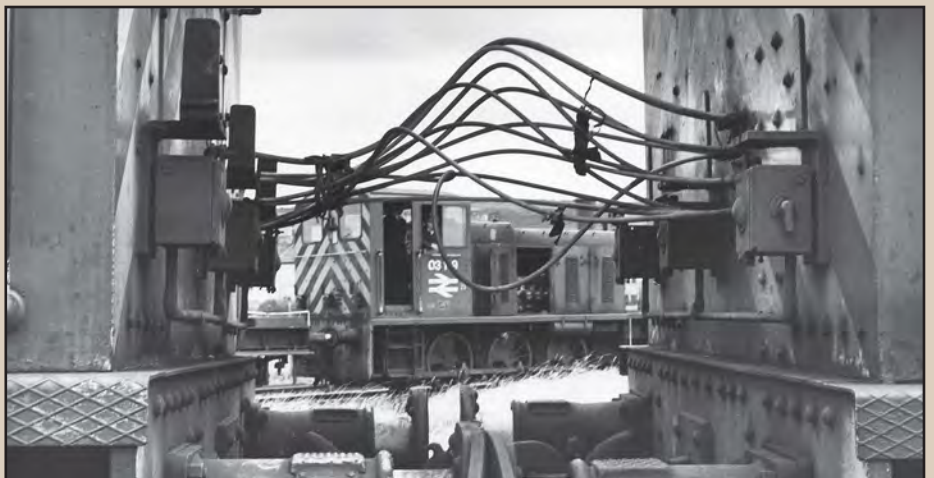




**Right:** If this and images of a standard Class 03 are compared the 4½in reduction in cab height is quite noticeable. The modification work, while looking complex was relatively easy as it only involved the upper section of the cab structure, with little technical equipment. The BPGV fleet were maintained at Swansea Landore depot, where usually two or three locos could be found. All locos of the batch carried a basic headlight, due to the number of open and unprotected crossings on the route. No. 03145 is seen 'on shed' at Swansea Landore in July 1982. [www.colour-rail.com](http://www.colour-rail.com)



**Above:** In Rail Blue-livery, with a crew member on the outside of the cab, Nos. 03119, 03120 and 03144 pass the picturesque Pont Yates level crossing on the BPGV system in April 1984, doing their best to restrain a 1000 ton vacuum fitted coal train on the down grade section. [www.colour-rail.com](http://www.colour-rail.com)



**Right:** To allow up to three Class 03s to operate together powering the BPGV coal trains, Landore depot set up a unique loco control system between the cab sections, consisting of a clutch of cables on basic plugs and sockets. This was unlikely to have met some of the later Group Standards, but it worked. **Brian Morrison**



# SUBSCRIBE AND

when you take out a 2-year or  
Direct Debit subscription to

**Modern** **LOCOMOTIVES**  
ILLUSTRATED



ONLINE



PHONE



POST

[www.modernlocomotives.co.uk](http://www.modernlocomotives.co.uk)

UK 01780 480404  
OVERSEAS +44 1780 480404  
FAX UK 01780 757812 OVERSEAS +44 1780 757812

COMPLETE THE FORM AND POST TO:  
MODERN LOCOMOTIVES ILLUSTRATED,  
KEY PUBLISHING LTD, PO BOX 300, STAMFORD,  
Lincs, PE9 1NA, UNITED KINGDOM

**3 EASY WAYS TO ORDER...** THIS FANTASTIC  
SUBSCRIPTION OFFER!



# SAVE



## AMERICAN READERS

Readers in the USA may place orders by:  
Telephone: Toll-free 800-428-3003 Fax: 757-428-6253  
or by writing to: Modern Locomotives Illustrated,  
3330 Pacific Ave, Ste 500, Virginia Beach,  
VA 23451-9828 · Alternatively, order online at  
[www.imsnews.com/mli](http://www.imsnews.com/mli) quoting/entering code MLI416

# MAKE GREAT SAVINGS!

when you pay by easy Direct Debit - just **£22** annually plus FREE DVD

Free gift is only available on Direct Debit with a minimum 2 year subscription.

☒ **YES**, I would like to subscribe to Modern Locomotives Illustrated

### PAYER'S DETAILS

Title  First name  Surname

Address

Postcode  Country

Email address

Please complete to receive news updates and offers from us by email.

### DELIVERY DETAILS (IF DIFFERENT)

Title  First name  Surname

Address

Postcode  Country

Email address

Please send gift card tick here ☐ Please send me: BR Vol.1 DVD ☐ BR Vol.2 DVD ☐

### SPECIAL OFFER (PLEASE TICK)

	6 FOR THE PRICE OF 5	BEST OFFER - 12 FOR THE PRICE OF 9
UK	6 issues <input type="checkbox"/> £22.50	12 issues <input type="checkbox"/> £39.00
Europe	6 issues <input type="checkbox"/> £29.99	12 issues <input type="checkbox"/> £48.49
USA	6 issues <input type="checkbox"/> \$49.49	12 issues <input type="checkbox"/> \$84.99
Rest of the World	6 issues <input type="checkbox"/> £29.99	12 issues <input type="checkbox"/> £49.50

### PAYMENT DETAILS

I enclose a cheque for £/\$ ..... made payable to Key Publishing Ltd

Please debit my Mastercard ☐ Visa ☐ for £ / \$ .....

Expiry date Security Code (3 digit code on reverse of card)

OFFER CLOSE DATE: 30 APRIL 2016 PLEASE QUOTE: MLI416

Signature ..... Today's date .....

### INSTRUCTION TO YOUR BANK OR BUILDING SOCIETY TO PAY BY DIRECT DEBIT

Please tick: ☐ UK Direct Debit ☐ Annual £22.00

	Instruction to your bank or building society to pay by Direct Debit	
Please fill in the form and send to: Key Publishing Ltd, PO Box 300, Stamford, Lincolnshire, PE9 1NA, UK Name and full postal address of your bank or building society		
To: The Manager	Bank/building society	Service user number 6 5 8 9 6 0
Address		Reference
Postcode		Instruction to your bank or building society Please pay Key Publishing Ltd. Company Direct Debits from the account detailed in this Instruction subject to the safeguards assured by the Direct Debit Guarantee. I understand that this Instruction may remain with Key Publishing Ltd. and, if so, details will be passed electronically to my bank/building society.
Name(s) of account holder(s)		Signature(s)
Branch sort code		Date
Bank/building society account number		

Banks and building societies may not accept Direct Debit Instructions for some types of account.

**Direct Debit UK only. If paying by Direct Debit please send in form. Free gift available on UK Direct Debit orders only.**

Payments are accepted by Direct Debit, cheque, Postal Order, Credit Card and US Dollar check. Payments by credit or debit card will be shown on your statement as Key Publishing Ltd. Key Publishing will hold your details to process and fulfil your subscription order. Occasionally we may wish to contact you to notify you of special offers on products or events. If you do not wish to receive this information please tick here ☐ or mention when calling. Should you cancel your subscription earlier than an invoice will be raised for the full price of the gift.





**Above and Right:** For many years in the 1970s and 1980s, a single Class 03 attached to a shunting match wagon, coupled to assist in the positive operation of track circuit equipment, was frequently to be found stabled on the through siding tracks in Newcastle Central station, from where they carried out shunting of van trains within station limits especially during the evening and overnight. These two views show vacuum-brake fitted No. 03079 coupled to shunting truck TDB701983 stabled in the small hours of 20 May 1982. Both: **CJM**



**Left:** One of the problems of continually operating a locomotive through the carriage washing plant, especially if it was using strong bleach, was that after a time the loco became faded and almost white. By the look of the paint work, this was the problem with No. 03063 seen stabled at Hull Botanic Gardens depot in summer 1980. This loco after withdrawal was preserved and is currently on the North Norfolk Railway at Sheringham. **CJM**





**Above:** No. 03162, the original D2162, was restored to 1960s BR green livery in January 1987 by staff at Birkenhead South depot, to mark the closure of the depot. In addition to green livery, the loco was named Birkenhead South 1879-1985, reverting to its original 'D' prefix number. The as built 'flower-pot' style exhaust stack was replaced with a short conical type. The dual brake fitted loco is seen in immaculate condition at Birkenhead Docks on 28 February 1987. After withdrawal in March 1989, this loco entered preservation and is currently at the Llangollen Railway. **CJM**

**Below:** With slightly thinner numbers than standard, No. 03170, another of the dual brake locos, stands between duties at Birkenhead Docks on 28 February 1987. In those days the '03s' working within the dock complex were left all weekends stabled around the yard, with no fear of damage or 'repainting' by vandals. This image clearly shows the extra box fitted to the frame of dual brake examples. This was a hinged door housing access to the air compressor. This loco was withdrawn from Birkenhead in March 1989 and is now preserved at the Epping & Ongar Railway. **CJM**







**Above and Left:** The Isle of Wight, always being a little different in rail terms took on a Class 03 in April 1984 to replace a withdrawn Class 05. No. 03079 a vacuum braked example was transferred from Gateshead via Eastleigh and was usually to be found around the small yard at Sandown, where these two images were recorded. The upper view shows the faded loco on 8 October 1993, while the view left was taken on 7 June 1988. Both: **CJM**

**Below:** In January 1989 a second '03' was transferred to the Isle of Wight, when No. 03179 a dual-braked example arrived. This loco was quickly repainted into Network SouthEast livery and is seen at Ryde Depot on 13 July 1989. It remained at Ryde for only a short time returning to the mainland in 1998. **CJM**







**Above:** After privatisation, operator West Anglia Great Northern sought a pilot loco for use at Hornsey depot in North London and obtained dual-braked No. 03179 from the Isle of Wight. The loco arriving at Hornsey in 1998. It was soon repainted into the then WAGN colours of white, grey, red and blue and is seen stabled in the depot yard. **Darren Ford**

**Left:** The 'bonding' between depot staff and locomotives has always been strong. On 25 September 1998, No. 03179 was named Clive after Clive Allison, a Maintenance Supervisor at the depot, to mark his retirement after 43 years railway service. Clive was invited to unveil the plates during a private ceremony. **CJM**

Franchise changes on 1 April 2006 saw the West Anglia Great Northern operation taken over by First Group, trading as First Capital Connect. This deal included the acquisition of No. 03179. The loco was soon repainted into FCC colours, but saw less and less use. In 2008 it was requested and visited the Nene Valley Railway diesel gala, where it is seen stabled with a then First Group/GBRf Class 66 No. 66727. When it was returned to Hornsey, the loco was hauled at excessive speed, which damaged the transmission and it has never worked since. **Antony Christie**





## Industrial use



**Left Above:** With many of the Class 03 having considerable life left in their operational parts when withdrawn, way short of full life expectancy, many locos were snapped up for industrial use, both in the UK and some in mainland Europe. The Ford Motor Company, with its sizeable internal rail network at Dagenham was one such operator who purchased one loco No. D2051. Here the loco is seen inside the loco workshop at Dagenham on 30 July 1984. This loco was built by BR Doncaster in January 1957 and withdrawn from Colchester in 1972. After its industrial use was finished, the loco was purchased by the preservation movement and is now at the North Norfolk Railway. [www.colour-rail.com](http://www.colour-rail.com)



**Left Middle:** After being withdrawn in mid-1972, No. D2054 was sold to the Chair Centre, Sinfen, Derby where it remained until July 1979 when it was re-sold to British Industrial Sand at Middleton Towers, Kings Lynn, Norfolk. Here the loco acquired a white livery with BIS branding complete with a painting of a camel on the cab bodyside. It is seen at Middleton Towers in 1979 soon after entry into traffic. [www.colour-rail.com](http://www.colour-rail.com)

**Below:** Withdrawn from Norwich in May 1973, No. 03018 was sold to G Cohen of Kettering for disposal. However, it was subsequently re-sold to 600-Ferrous Fragmentisers Ltd at Willesden, London, where it was eventually renumbered as 600/2. It is seen on 5 November 1993 out of service and dumped adjacent to the main line. The loco was eventually saved for preservation going initially to the Lavender Line before moving to the Mangapps Railway Museum at Burnham on Crouch, Essex. This loco is the oldest surviving Class 03 having been built at Swindon in 1958. [dieselimagegallery.com](http://dieselimagegallery.com/) / Jim Binnie





## Preservation



**Left:** Officially withdrawn from BR service at York on 18 July 1976, No. 03090 went direct to the National Railway Museum as pilot loco, being fitted with exhaust reduction technology for operating inside the museum buildings. The loco was originally intended as a 'stop-gap' until a Class 02 was restored, but in reality the '03' became part of the National Collection. On 20 November 1979 the loco is seen inside the Great Hall, stabled on one of the turntable tracks. **CJM**

**Right:** Withdrawn in June 1972 from Barrow-in-Furness depot and stored at the facility for a year, the loco was then sold to Anglian Building Products, Lennvade, Norfolk where it provided limited yard pilotage, this was followed by a period working at Dow-Mac, Stamford. After becoming redundant it entered preservation being purchased by Harry Needle Railroad Co who moved the loco to the South Yorkshire Railway in 1996, it then spent spells at Rutland Railway and eventually Peak Rail from where it was sold in 2010 to the Great Central North and is now based at Ruddington. The loco is seen in store at Peak Rail in 2009. **Antony Christie**



**Left:** After working in the North East and withdrawn from Gateshead shed, Newcastle on 7 November 1982, No. 03022 was destined for the Scrap yard at BREL Swindon, arriving back at its place of birth in January 1983. Still in reasonable operating condition the loco languished in the works yard and was successfully purchased for preservation by the Swindon & Cricklade Railway, moving to its new home at Blunsden in November 1983. Perhaps fulfilling the dream of the late 1950s Swindon Works manager the loco was given a cast numberplate reading 2022. The loco is seen at the railway in October 2010. **Antony Christie**









**Above:** One of the first preserved railways to see Class 03 action was the Kent & East Sussex Railway. On 3 May 2009, superbly restored No. D2023, sporting all-over green livery with a red buffer beam and an original conical exhaust stack, much as it would have been when released from Swindon Works in August 1958 for work at Lincoln shed. The loco is seen leading a mixed passenger/goods on Tenterden bank. **Phil Barnes**

**Left:** Displaying a non-authentic bauxite red livery, No. D2117 pilots green-liveried No. D2072 on the Lakeside & Haverthwaite Railway in Cumbria on 13 November 2005. The four Mk1 vehicle train is seen near Newby Bridge, forming the 14.30 from Lakeside to Haverthwaite. **Tom Heavyside**

**Left Below:** After delivery from Swindon Works to Derby in October 1961, No. D2381 remained in the Derby area for all of its 11 year BR life, being withdrawn in June 1972 as surplus to requirements and stored at Derby. On 13 April 1973 the loco was transferred to The Hon John Gretton (of Bass brewing fame) and taken to the newly opened railway centre at Market Overton. Three years later the loco was the property of Flying Scotsman Enterprises and was transferred to Steamtown, Carnforth and is now owned by West Coast Railway at Carnforth. Viewed on 17 August 1985 in its Steamtown days the loco displays lined green livery. Today the loco is non-operational. **Tom Heavyside**

**Below:** At the time still in BR service, but with a preservation feel, Chester-based, Birkenhead-docks No. 03189 is seen on 12 September 1982 working 'shuttle' services with a two-car Derby DMU between Southport station and Steamport Southport for an open weekend. The train passes the former excursion platforms and coal sidings. 03189 remained in BR service until 1986 and is now preserved at the Ribble Steam Railway in Preston. **Tom Heavyside**







**Above:** One of the Class 03s which received a reduced height cab structure for operation over the BPGV line in West Wales, No. D2119 (03119) is now preserved. In this 4 April 1994 view, the loco is seen restored to 1960s BR Green livery with wasp warning ends, carrying the cast name Linda, at Norchard on the Dean Forest Railway. This loco later went to the West Somerset Railway (March 1996) and is now kept at the Epping & Ongar Railway. [dieselimagegallery.com/](http://dieselimagegallery.com/) Jim Binnie

**Below:** Introduced on 23 December 1960, No D2113 was a product of Doncaster Works and went to 50A York shed, remaining working in the York, Scarborough area for all its 15 year life. It was withdrawn from York shed as No. 03113 on 3 August 1975. The following year the loco was purchased by Gulf Oil for yard shunting at its Milford Haven complex, where it remained operational until the mid 1980s and was then used as a supply of spare parts. During this time the loco received some body modifications, as seen in the illustration. In October 1991 the loco was donated to the Milford Haven Maritime Museum, where it remained on static display until purchased by the Heritage Shunters Trust in November 2002 and is currently fully restored at Peak Rail. The loco is seen prior to restoration on 24 April 2004. CJM







**Above:** After working on the Western Region from May 1961, No. D2192 was withdrawn on 25 January 1969 and in August 1970 became the property of The Dart Valley Railway at Buckfastleigh. Owned by the Dart Valley Railway PLC, the loco was transferred to the Torbay & Dartmouth Railway in July 1977 where it operated as Ardent. In 1992 it was fully restored to 1960s BR green livery entering traffic in June 1992. Subsequently the loco has been repainted into black (non authentic) livery and named Titan. On its first run in restored green No. D2192 hauls an engineers train from Churston yard on 19 June 1992. **CJM**

**Right Middle:** Another of the former Western Region locos, that never strayed from the area was No. D2133. Introduced in February 1960 to Taunton (83B) the loco remained there for most of its life. It was withdrawn in July 1969, and immediately sold to British Celanese of Bridgwater, Somerset, the manufacturer of cellophane and used for internal shunting for over 20 years. It sported a mid-blue livery with Courtaulds branding. After withdrawal it was donated to the West Somerset Railway and rolled out in Courtaulds Films livery in August 1996. Subsequently the loco has been restored to BR green livery. No. D2133 is seen stabled at Minehead on 24 August 1996. **CJM**



**Right Below:** This illustration should be compared with the image upper left, which shows the same ex-BPGV loco No. 03119, now sporting BR Rail Blue livery on the West Somerset Railway, recorded adjacent to 'Western' No. D1010 at Bishops Lydeard on 16 May 1997, just over a year after it arrived. The restoration to blue at the Somerset base, under the supervision of its owner Dr John Kennedy and the D&EPG also saw the small headlight fitted to the top front lamp bracket as used on the BPGV line. The loco after operating well on the West Somerset was transferred to the Epping & Ongar in December 2011. **CJM**







**Above:** The celebrity Birkenhead North Class 03 No. D2162 (03162), restored to mock BR green livery in 1987 and named to mark the closure of Birkenhead shed in 1985, was, after withdrawal from Birkenhead in March 1989 purchased by Wirral Borough Council. The loco was subsequently moved to the Llangollen Railway, where it remains today. This loco is recognisable by a non-standard conical exhaust. The dual brake fitted loco is seen at Corwen on the Llangollen Railway on 22 April 2008.  
[www.colour-rail.com](http://www.colour-rail.com) / Paul Chancellor



**Left Middle:** Introduced to the London Midland Region in July 1961, No. D2199 worked for BR for just 11 years before being sold to the National Coal Board (NCB) on 18 June 1972. It first worked at Rockingham Colliery, Birdwell near Barnsley and later at Royston Drift Mine, Barnsley before being purchased by Harry Needle Railroad Co and parked at the South Yorkshire Railway, Meadowhall, Sheffield. In green livery and modified for air brake operation only, the loco is seen at Meadowhall on 28 May 1995. The loco is now part of the Heritage Shunters Trust, based at Peak Rail. [dieselimagegallery.com](http://dieselimagegallery.com) / Jim Binnie



**Left Below:** Former Western Region-allocated No. D2134, is seen painted in blue and white livery at Meadowhall, the former home of the South Yorkshire Railway Preservation Society on 28 May 1995. This loco was withdrawn by BR on 4 July 1976 and in October was sold to Birds of Cardiff for scrap. However, it was subsequently re-sold and saw use during the harbour extension at Zeebrugge, Belgium, where it was given the blue & white livery. It was also numbered as 6G1, 6G2 and 66 at various times. The loco returned to the UK in April 1995 and was preserved at the South Yorkshire Railway Preservation Society. In 2004 it was sold to the Royal Deeside Railway, where it is now restored.  
[dieselimagegallery.com](http://dieselimagegallery.com) / Jim Binnie





**Above:** A stunning collection of various shunting locos of many different classes are preserved by the Heritage Shunters Trust, based at Peak Rail in Derbyshire. In the main locos are restored to the highest of standards and frequently displayed to the public. Restored to mid-1970s BR Rail Blue, vacuum brake fitted No. 03099 is seen in the yard at Peak Rail in 2004. This loco was introduced in July 1960 to the North East and withdrawn in February 1976, entering industrial use with the National Coal Board. After its shunting days were over, the loco entered preservation and is now part of the Heritage Shunters fleet. **CJM**

**Below:** One of the original Southern Region-allocated locos, No. D2084, which towards the end of its life went to Norwich, is one of the few fitted with high-level duplicate air connections, to allow easy coupling to Southern Region EMU and DEMU stock. After withdrawal in 1987 this loco was stored and entered preservation in 1992, owned by the Amber Valley Loco Group it went to Peak Rail. In 2004 it was transferred to the Ecclesbourne Valley Railway and then to LH Group for technical restoration. In 2009 it moved to the Lincolnshire Wolds Railway and later sold to Dr Beet, the owner of steam locomotives who moved the loco to Camforth, where it is now to be found with the West Coast Railway fleet. The loco is seen in summer 2004 at Peak Rail. **CJM**





## 03 Fleet List

1957 number	1948 number	TOPS number	Renumber date	Name	Date named	Built by	Works number	Date introduced	First depot	Date withdrawn	Final depot
D2000	11187					BR Swindon		Dec-57	34A	May-69	75C
D2001	11188*					BR Swindon		Dec-57	34A	Jun-69	73F
D2002	11189*					BR Swindon		Dec-57	34A	Jun-69	75C
D2003	11190*					BR Swindon		Dec-57	34A	May-69	73C
D2004	11191*	03004	Feb-74			BR Swindon		Jan-58	31A	May-76	CA
D2005	11192*	03005	Feb-74			BR Swindon		Jan-58	31A	Nov-76	CA
D2006	11193*					BR Swindon		Jan-58	31A	Oct-72	31A
D2007	11194*	03007	Feb-74			BR Swindon		Jan-58	31A	May-76	CA
D2008	11195*	03008	Mar-74			BR Swindon		Feb-58	31A	Dec-78	CA
D2009	11196*	03009	Jun-74			BR Swindon		Feb-58	31A	Jul-76	CR
D2010	11197*	03010	Feb-74			BR Swindon		Feb-58	31A	Nov-74	TE
D2011	11198*					BR Swindon		Feb-58	31A	Oct-72	31B
D2012	11199*	03012	Feb-74			BR Swindon		Mar-58	31A	Dec-75	MR
D2013	11200*	03013	Feb-74			BR Swindon		Mar-58	31A	Jul-76	YK
D2014	11201*	03014	Mar-74			BR Swindon		Mar-58	31A	Jun-74	SF
D2015	11202*					BR Swindon		Mar-58	31A	Jul-71	31B
D2016	11203*	03016	Feb-74			BR Swindon		Apr-58	31A	Dec-78	CA
D2017	11204*	03017	Mar-74			BR Swindon		Apr-58	31A	Feb-82	MR
D2018	11205*	03018	Mar-74			BR Swindon		Apr-58	34D	Nov-75	NR
D2019	11206*					BR Swindon		May-58	34D	Jul-71	32A
D2020	11207*	03020	May-74			BR Swindon		Jun-58	40B	Dec-75	NR
D2021	11208*	03021	May-74			BR Swindon		Jul-58	40B	Nov-82	GD
D2022	11209*	03022	May-74			BR Swindon		Jul-58	40B	Nov-82	GD
D2023	11210*					BR Swindon		Aug-58	40A	Jul-71	40A
D2024	11211*					BR Swindon		Aug-58	40A	Jul-71	40A
D2025		03025	May-74			BR Swindon		Sep-58	40A	Sep-77	LN
D2026		03026	May-74			BR Swindon		Sep-58	40A	Feb-83	LN
D2027		03027	May-74			BR Swindon		Oct-58	40A	Jan-76	CR
D2028						BR Swindon		Oct-58	31A	Dec-69	70D
D2029		03029	Apr-74			BR Swindon		Oct-57	31A	Sep-79	NR
D2030						BR Swindon		Oct-58	31A	Aug-69	75A
D2031						BR Swindon		Nov-58	31A	May-69	75A
D2032						BR Swindon		Nov-58	32A	Jul-71	32A
D2033						BR Swindon		Dec-58	32A	Dec-71	32A
D2034		03034	Apr-74			BR Swindon		Jan-59	32A	Feb-83	LN
D2035		03035	Apr-74			BR Swindon		Feb-59	32A	Jul-76	NR
D2036						BR Swindon		Feb-59	32A	Dec-71	32A
D2037		03037	Apr-74			BR Swindon		Feb-59	32A	Sep-76	NR
D2038						BR Swindon		Feb-59	32A	Mar-72	32A
D2039						BR Swindon		Mar-59	32A	Feb-72	32A
D2040						BR Swindon		Mar-59	32B	Jun-69	73F
D2041						BR Swindon		Apr-59	32B	Feb-70	75C
D2042						BR Swindon		Apr-59	32B	Jun-69	75C
D2043						BR Swindon		May-59	32B	Sep-71	73F
D2044		03044	Feb-74			BR Doncaster		Nov-58	52F	Jan-76	DN
D2045		03045	Dec-73			BR Doncaster		Dec-58	52F	Feb-79	41E
D2046						BR Doncaster		Dec-58	52F	Oct-71	51L
D2047		03047	Mar-74			BR Doncaster		Dec-58	52B	Jul-79	HS
D2048						BR Doncaster		Dec-58	52A	Oct-72	32A
D2049						BR Doncaster		Jan-59	52C	Aug-71	GO
D2050		03050	Apr-74			BR Doncaster		Jan-59	52B	Aug-78	CA
D2051						BR Doncaster		Jan-59	53A	Dec-72	30E
D2052						BR Doncaster		Feb-59	53A	May-72	52A
D2053						BR Doncaster		Apr-59	53A	May-72	52A
D2054						BR Doncaster		Apr-59	53A	Nov-72	55B
D2055		03055	Jan-74			BR Doncaster		Apr-59	52A	Jun-74	SF
D2056		03056	Feb-74			BR Doncaster		May-59	52A	Jun-80	GD
D2057						BR Doncaster		May-59	52A	Oct-71	51L
D2058		03058	Feb-74			BR Doncaster		May-59	52A	Jun-75	GD
D2059		03059	Jan-74			BR Doncaster		Jun-59	52A	Jul-87	NC
D2060		03060	Jun-74			BR Doncaster		Jun-59	52A	Dec-82	HS
D2061		03061	Feb-74			BR Doncaster		Jun-59	52A	Oct-80	GD
D2062		03062	Jan-74			BR Doncaster		Jul-59	50C	Dec-80	NR
D2063		03063	Feb-74			BR Doncaster		Jul-59	50A	Nov-87	GD
D2064		03064	Feb-74			BR Doncaster		Jul-59	50A	Jun-81	GD
D2065						BR Doncaster		Aug-59	50A	Dec-72	TE
D2066		03066	Feb-74			BR Doncaster		Aug-59	50A	Jan-88	GD
D2067		03067	Feb-74			BR Doncaster		Sep-59	51L	Aug-81	GD
D2068		03068	Mar-74			BR Doncaster		Sep-59	51C	Apr-76	TE
D2069		03069	Oct-73			BR Doncaster		Sep-59	51C	Dec-83	GD
D2070						BR Doncaster		Oct-59	51C	Nov-71	51L
D2071						BR Doncaster		Oct-59	56G	May-72	52A
D2072		03072	Feb-74			BR Doncaster		Oct-59	56G	Mar-81	DN
D2073		03073	Mar-74			BR Doncaster		Nov-59	56G	Mar-89	BD
D2074						BR Doncaster		Nov-59	56G	May-72	52A
D2075		03075	Feb-74			BR Doncaster		Nov-59	56G	Jul-76	TE
D2076		03076	Nov-73			BR Doncaster		Dec-59	51A	Mar-76	TE
D2077						BR Doncaster		Dec-59	51C	Oct-72	51L
D2078		03078	Feb-74			BR Doncaster		Dec-59	51L	Jan-88	GD
D2079		03079	Jan-74			BR Doncaster		Jan-60	51L	Aug-98	RY
D2080		03080	Feb-74			BR Doncaster		Jan-60	51A	Dec-80	DN
D2081		03081	May-74			BR Doncaster		Jan-60	56G	Dec-80	MR
D2082						BR Doncaster		Feb-59	75A	Dec-69	70D



Status code	Disposal detail/present owner	Date cut up	Notes
C	Steelbreaking and Dismantling Co, Chesterfield	Aug-69	Carried No. 11187 when built
C	C F Booth, Rotherham	Oct-70	
C	BR Kentish Town, by Ingot Metals	Sep-69	
C	BR Kentish Town, by Ingot Metals	Sep-69	
C	G Cohen, Kettering	Nov-76	
C	BREL Doncaster	Mar-77	
C	BREL Swindon	Jun-73	
C	G Cohen, Kettering	Nov-76	
C	BREL Swindon	Mar-79	
C	G Cohen, Kettering	Nov-76	
E	Exported to Trieste, Italy	Oct-97	After withdrawal to P Wood, Queenborough
C	BREL Swindon	Aug-73	
C	Meyer Newman, Snailwell	Jan-91	PI
C	BREL Doncaster	Mar-77	
C	BREL Doncaster	Apr-76	
C	G Cohen, Kettering	Jul-72	
C	BR Swindon Works	May-79	
C	BREL Swindon	Sep-82	
P	Mangapps Farm Railway Museum	-	
E	ISA, Ospitaletto, Italy	-	After withdrawal to P Wood, Queenborough
P	Sonic Rail Ltd. Burnham-on-Crouch	-	
C	BREL Swindon	Feb-83	
P	Swindon and Cricklade Railway	-	
P	Kent and East Sussex Railway (No. 3)	-	
P	Kent and East Sussex Railway (No. 4)	-	
C	BREL Swindon	Mar-78	Stored: (U) 07/77
C	C F Booth, Rotherham	Apr-84	Withdrawn: 11/82, R/I: 11/82
P	Heritage Shunters Trust, Peak Rail	-	
C	BREL Doncaster	Feb-72	
C	BREL Doncaster	Nov-79	Stored: (S) 02/77, R/I: 04/77
C	C F Booth, Rotherham	Nov-70	
C	Pollock and Brown, Southampton	Sep-69	
E	ISA, Ospitaletto, Italy (stored)	-	After withdrawal to P Wood, Queenborough
E	Siderurgica, Montirone, Italy (stored)	-	After withdrawal to P Wood, Queenborough
C	C F Booth, Rotherham	Aug-83	Withdrawn: 12/76, R/I: 07/77
C	G Cohen, Kettering	Sep-77	
E	Siderurgica, Montirone, Italy	-	After withdrawal to P Wood Queenborough
P	Royal Deeside Railway	-	
C	T W Ward, Beighton	May-73	
C	T W Ward, Beighton	May-77	
C	C F Booth, Rotherham	Oct-70	
P	Colne Valley Railway	-	For Sale
C	BR Kentish Town, by Ingot Metals	Sep-69	
C	P Wood, Queenborough	Sep-73	
C	G Cohen, Kettering	Sep-76	
C	BREL Doncaster	Sep-79	Stored: (U) 01/69, R/I: 03/69, Stored: (U) 04/77
P	Private at Plym Valley Railway	-	
C	BREL Doncaster	Oct-79	Withdrawn: 06/76, R/I: 11/76
C	BREL Swindon	Mar-73	
C	NCB British Oak by Wath Skip Hire	Nov-85	
C	C F Booth, Rotherham	May-79	Withdrawn: 06/76, R/I: 11/76
P	North Norfolk Railway	-	
C	A Draper, Hull	Dec-73	
C	A Draper, Hull	Nov-73	
C	C F Booth, Rotherham	Sep-82	PI
C	BREL Doncaster	Nov-74	
C	BREL Doncaster	Mar-81	
C	C F Booth, Rotherham	May-86	Rebuilt by Hunslet as 6645 of 1967, PI
C	BREL Doncaster	Feb-77	
P	Isle of Wight Steam Railway, Havenstreet	-	
C	BREL Doncaster	Jul-83	
C	BREL Swindon	Feb-82	
P	East Lancashire Railway	-	
P	North Norfolk Railway, Sheringham	-	
C	BREL Doncaster	Aug-81	
C	C F Booth, Rotherham	Jul-73	
P	Barrow Hill Museum	-	
C	BREL Doncaster	Apr-82	
C	G Cohen, Kettering	Sep-76	
P	Gloucestershire-Warwickshire Railway	-	
C	Cotswold Rail, Gloucester	Jul-01	
C	A Draper, Hull	Nov-73	
P	Lakeside & Haverthwaite Railway	-	
P	Crewe Heritage Centre	-	
C	A Draper, Hull	Nov-73	
C	BREL Doncaster	Jan-79	
C	G Cohen, Kettering	Oct-76	
C	BREL Swindon	Apr-73	
P	Stephenson Railway Museum & North Tyneside Railway	-	
P	Derwent Valley Railway	-	To Departmental Stock as No. 97805 04/84-02/89
C	BREL Swindon	Mar-81	
E	Mangapps Farm Railway Museum	-	Worked at Gerappe Sugar Factory Charleroi, Belgium
C	BREL Doncaster	Sep-71	



D2083			BR Doncaster	Mar-59	73C	Jun-69	70D
D2084	03084	Dec-73	BR Doncaster	Mar-59	73F	Jul-87	NC
D2085			BR Doncaster	Apr-59	71A	Dec-69	70D
D2086	03086	Dec-73	BR Swindon	May-59	82C	Nov-83	BC
D2087			BR Swindon	Jun-59	82C	Jun-71	LE
D2088			BR Swindon	Jul-59	82C	Jun-72	30E
D2089	03089	Feb-74	BR Doncaster	May-60	56G	Nov-87	NC
D2090	03090	Feb-74	BR Doncaster	May-60	56G	Jul-76	YK
D2091	03091	Feb-74	BR Doncaster	Jun-60	56G	Mar-74	HS
D2092	03092	May-74	BR Doncaster	Jun-60	52E	Aug-77	SF
D2093			BR Doncaster	Jun-60	52E	Oct-71	51L
D2094	03094	Feb-74	BR Doncaster	Jun-60	50A	Jan-88	GD
D2095	03095	Feb-74	BR Doncaster	Jul-60	50A	Dec-75	DN
D2096	03096	Feb-74	BR Doncaster	Jul-60	50A	Dec-76	TE
D2097	03097	Feb-74	BR Doncaster	Jul-60	50A	Jun-76	HM
D2098	03098	Feb-74	BR Doncaster	Jul-60	50A	Nov-75	DN
D2099	03099	Feb-74	BR Doncaster	Aug-60	50A	Feb-76	TE
D2100			BR Doncaster	Aug-60	50A	Nov-71	50C
D2101			BR Doncaster	Aug-60	50A	Nov-71	55B
D2102	03102	Feb-74	BR Doncaster	Sep-60	50A	Feb-76	GD
D2103	03103	Mar-74	BR Doncaster	Sep-60	50A	Feb-79	NR
D2104	03104	Feb-74	BR Doncaster	Sep-60	50A	Jun-75	GD
D2105	03105	Feb-74	BR Doncaster	Sep-60	50A	Feb-76	GD
D2106	03106	Feb-74	BR Doncaster	Sep-60	50A	Sep-75	GD
D2107	03107	Feb-74	BR Doncaster	Oct-60	50A	Jul-81	GD
D2108	03108	Feb-74	BR Doncaster	Oct-60	41A	Nov-76	GD
D2109	03109	May-74	BR Doncaster	Oct-60	51A	Jul-75	CR
D2110	03110	Feb-74	BR Doncaster	Nov-60	50A	Feb-76	GD
D2111	03111	Nov-73	BR Doncaster	Nov-60	50A	Jul-80	GD
D2112	03112	Mar-74	BR Doncaster	Nov-60	50A	Jul-87	NC
D2113	03113	Apr-74	BR Doncaster	Dec-60	50A	Aug-75	YK
D2114			BR Swindon	Jul-59	87C	May-68	82C
D2115			BR Swindon	Aug-59	87C	May-68	85A
D2116			BR Swindon	Aug-59	87C	Oct-71	12C
D2117			BR Swindon	Sep-59	87C	Oct-71	8F
D2118			BR Swindon	Sep-59	87C	Jun-72	12C
D2119	03119	Mar-74	BR Swindon	Sep-59	87C	Feb-86	LE
D2120	03120	Mar-74	BR Swindon	Oct-59	87C	Feb-86	LE
D2121	03121	Jan-74	BR Swindon	Oct-59	87C	May-81	BR
D2122			BR Swindon	Oct-59	87C	Nov-72	82A
D2123			BR Swindon	Nov-59	87C	Nov-68	82C
D2124			BR Swindon	Dec-59	87C	Feb-70	12C
D2125			BR Swindon	Dec-59	87C	Nov-68	82C
D2126			BR Swindon	Dec-59	87C	Oct-71	8F
D2127			BR Swindon	Dec-59	87C	May-68	85A
D2128	03128	Feb-74	BR Swindon	Jan-60	83D	Jul-76	BR
D2129	03129	Feb-74	BR Swindon	Jan-60	83A	Dec-81	BH
D2130			BR Swindon	Jan-60	83A	Aug-72	16C
D2131			BR Swindon	Feb-60	83B	Jun-68	82C
D2132			BR Swindon	Feb-60	83B	May-69	82C
D2133			BR Swindon	Feb-60	83B	Jul-69	82A
D2134	03134	Feb-74	BR Swindon	Feb-60	83D	Jul-76	BR
D2135	03135	Mar-75	BR Swindon	Mar-60	82E	Jan-76	CR
D2136			BR Swindon	Mar-60	85B	Jan-72	82A
D2137	03137	Mar-74	BR Swindon	Apr-60	85B	Jul-76	BG
D2138			BR Swindon	Apr-60	85B	May-69	82C
D2139			BR Swindon	Apr-60	85B	May-68	85A
D2140			BR Swindon	Apr-60	83B	Apr-70	84A
D2141	03141	Mar-74	BR Swindon	May-60	83B	Jul-85	LE
D2142	03142	Feb-74	BR Swindon	May-60	83B	Oct-83	LE
D2143			BR Swindon	Jan-61	82C	Jun-68	87E
D2144	03144	Feb-74	BR Swindon	Jan-61	82C	Feb-86	LE
D2145	03145	Feb-74	BR Swindon	Feb-61	82C	Jul-85	LE
D2146			BR Swindon	Feb-61	82C	Sep-68	82C
D2147	03147	Feb-74	BR Swindon	Jun-60	50A	Sep-75	GD
D2148			BR Swindon	Jun-60	50A	Nov-71	55C
D2149	03149	Apr-74	BR Swindon	Jun-60	52E	Nov-82	LN
D2150			BR Swindon	Jun-60	50A	Nov-72	55B
D2151	03151	May-74	BR Swindon	Jul-60	50A	Jul-85	LE
D2152	03152	May-74	BR Swindon	Jul-60	50A	Oct-83	LE
D2153	03153	Mar-74	BR Swindon	Jul-60	50A	Nov-75	TE
D2154	03154	Feb-74	BR Swindon	Jul-60	50A	Sep-83	MR
D2155	03155	Mar-74	BR Swindon	Aug-60	50A	Jun-75	NR
D2156	03156	Jan-74	BR Swindon	Aug-60	50A	Nov-75	GD
D2157	03157	Jun-74	BR Swindon	Aug-60	50A	Dec-75	BG
D2158	03158	Mar-74	BR Swindon	Sep-60	50A	Jul-87	NC
D2159	03159	May-74	BR Swindon	Sep-60	50A	Oct-77	TE
D2160	03160	Mar-75	BR Swindon	Sep-60	50A	Dec-81	SF
D2161	03161	Mar-75	BR Swindon	Sep-60	50A	Dec-81	SF
D2162	03162	Feb-74	Birkenhead South 1879-1985 01/87-03/89	Oct-60	50A	Mar-89	BD
D2163	03163	Feb-74	BR Swindon	Oct-60	50A	Jan-76	GD
D2164	03164	Jan-74	BR Swindon	Oct-60	50A	Jan-76	SF
D2165	03165	Feb-74	BR Swindon	Oct-60	50A	Aug-75	GD
D2166	03166	Feb-74	BR Swindon	Oct-60	51A	Nov-75	HM
D2167	03167	Feb-74	BR Swindon	Nov-60	50A	Jul-75	YK
D2168	03168	Apr-74	BR Swindon	Nov-60	50B	Aug-81	SF



C	Pollock and Brown, Southampton	Nov-69	
P	WCRC Carnforth	-	
C	BREL Doncaster	Mar-72	
C	BREL Doncaster	Mar-84	
C	Pounds Shipbreakers, Fratton	Aug-73	Stored: (U) 04/71
C	C F Booth, Rotherham	Mar-73	
P	Mangapps Farm Railway Museum	-	
P	National Railway Museum, 'Locomotion' Shildon	-	
C	BREL Doncaster	Mar-77	
C	BREL Doncaster	Jan-78	
C	C F Booth, Rotherham	Apr-86	Rebuilt by Hunslet as 6643 of 1967, PI
P	Royal Deeside Railway	-	
C	G Cohen, Kettering	Oct-76	
C	BREL Doncaster	Mar-77	
C	BREL Doncaster	Mar-79	
E	Exported to Italy (05/76)	-	After withdrawal to P Wood Queenborough
P	Heritage Shunters Trust, Peak Rail	-	
C	G Cohen, Kettering	Jul-72	
C	T W Ward, Beighton	Jul-72	
C	G Cohen, Kettering	Sep-76	
C	BREL Doncaster	May-79	
C	BREL Doncaster	Feb-76	
C	G Cohen, Kettering	Sep-76	
C	W Heselwood, Attercliffe	May-76	
C	BREL Doncaster	Oct-82	
C	BREL Doncaster	Mar-77	
C	BREL Doncaster	Apr-76	
C	G Cohen, Kettering	Sep-76	
C	BREL Swindon	Feb-81	Withdrawn: 06/76, R/I: 11/76
P	Rother Valley Railway	-	PI
P	Heritage Shunters Trust, Peak Rail	-	
C	Birds, Long Marston	Jan-75	Stored: (U) 07/67
C	G Cohen, Kingsbury	Sep-68	Stored: (U) 09/67
C	Marple and Gillott, Sheffield	Aug-73	
P	Lakeside & Haverthwaite Railway (No. 8)	-	
P	Great Central Railway, North	-	
P	Epping & Ongar Railway	-	
P	W H McAlpine, Fawley Hill Railway, Buckinghamshire	-	
C	BREL Swindon	Sep-85	
C	J Cashmore at Duport Steel, Briton Ferry	Aug-76	
C	Birds, Bristol	Nov-78	PI, Stored: (U) 08/68
C	Slag Reduction, Barrow	Sep-70	
C	Birds, Cardiff	Jun-76	PI, Stored: (U) 10/68
C	P Wood, Queenborough	Sep-73	
C	G Cohen, Kingsbury	Oct-68	Stored: (U) 01/67
P	Appleby-Frodingham RPS, Scunthorpe	-	
C	C F Booth, Rotherham	Mar-83	In use after withdrawal
C	C F Booth, Rotherham	Mar-73	Withdrawn: 06/76, R/I: 07/72
C	G Cohen, Kettering	Nov-68	Stored: (U) 06/86
C	C F Booth, Rotherham	Nov-84	Stored: (U) 11/68, R/I: 01/69, Stored: (U) 05/69, PI
P	West Somerset Railway	-	
P	Royal Deeside Railway	-	Stored near Aberdeen
C	P Wood, Queenborough	Jul-76	Stored: (U) 08/67, R/I: 11/67
C	Robinson and Hanon, Blaydon	Oct-72	
C	BREL Doncaster	Dec-77	Stored: (U) 08/67, R/I: 11/67
P	Midland Railway Centre, Butterley	-	
P	Heritage Shunters Trust, Peak Rail	-	
C	BREL Swindon	Feb-72	
P	Pontypool & Blaenavon Railway	-	
C	BREL Swindon	Sep-85	Stored: (U) 05/83
C	J Cashmores, Newport	Dec-68	Stored: (U) 06/68
P	Wensleydale Railway	-	
P	Moreton Park Railway - Moreton-on-Lugg	-	
C	Birds, Long Marston	Jul-78	Stored: (U) 08/68
C	C F Booth, Doncaster	Apr-76	
P	Ribble Steam Railway	-	
C	BREL Doncaster	Jul-83	Stored: (U) 01/77
C	Cotswold Rail, Gloucester	Jul-01	PI
C	C F Booth, Rotherham	Oct-85	Stored: (U) 05/85
P	Swindon & Cricklade Railway	-	
E/C	Exported to Trieste, Italy (05/76)	c-Jul-86	After withdrawal to P Wood, Queenborough
C	BREL Doncaster	Nov-83	Stored: (S) 07/77
C	BREL Doncaster	Apr-76	
E/C	Exported to Trieste, Italy (05/76)	c-Jul-86	After withdrawal to P Wood, Queenborough
E/C	Exported to Trieste, Italy (02/77)	May-97	After withdrawal to P Wood, Queenborough
P	Titley Junction	-	
C	BREL Swindon	Oct-78	Stored: (U) 07/77
C	C F Booth, Rotherham	Apr-83	Stored: (U) 04/81
C	C F Booth, Rotherham	Apr-83	Withdrawn: 09/76, R/I: 02/77, Stored: (U) 04/81
P	Llangollen Railway	-	Renumbered back to 1957 number series 01/87
C	G Cohen, Kettering	Sep-76	
E/C	Exported to Trieste, Italy (02/77)	May-97	After withdrawal to P Wood, Queenborough
C	C F Booth, Doncaster	Feb-76	
C	C F Booth, Rotherham	Jun-76	
C	BREL Doncaster	Jun-76	
C	BREL Doncaster	Apr-82	



D2169	03169	May-74		BR Swindon	Nov-60	50B	Nov-75	BG
D2170	03170	Mar-74		BR Swindon	Nov-60	50B	Mar-89	BD
D2171	03171	May-74		BR Swindon	Nov-60	50B	Oct-77	SF
D2172	03172	Feb-74		BR Swindon	Nov-60	50B	May-76	YK
D2173	03173*			BR Swindon	Nov-60	50B	Nov-73	BG
D2174	03174	Mar-74		BR Swindon	Dec-60	50B	Nov-75	HM
D2175	03175	Apr-74		BR Swindon	Dec-60	73F	May-83	MR
D2176				BR Swindon	Dec-61	73F	May-68	C-WKS
D2177				BR Swindon	Dec-61	73F	Sep-68	85A
D2178				BR Swindon	Jan-62	73F	Sep-69	84A
D2179	03179	Dec-73	Clive	09/98	BR Swindon	Jan-62	73C	
D2180	03180	Jan-74		BR Swindon	Feb-62	73C	Mar-84	NC
D2181				BR Swindon	Feb-62	82C	May-68	87E
D2182				BR Swindon	Mar-62	83B	May-68	87E
D2183				BR Swindon	Mar-62	83B	Sep-68	87E
D2184				BR Swindon	Apr-62	87F	Dec-68	82A
D2185				BR Swindon	May-62	87C	Dec-68	85A
D2186				BR Swindon	May-62	82C	Sep-69	82C
D2187				BR Swindon	Mar-61	82C	May-68	82C
D2188				BR Swindon	Mar-61	82C	May-68	83B
D2189	03189	Feb-74		BR Swindon	Mar-61	82C	Mar-86	CH
D2190				BR Swindon	Apr-61	82C	Dec-68	82A
D2191				BR Swindon	Apr-61	82C	May-68	87E
D2192				BR Swindon	May-61	82C	Jan-69	82C
D2193				BR Swindon	May-61	82C	Jan-69	82A
D2194				BR Swindon	May-61	82C	Sep-68	85A
D2195				BR Swindon	Jun-61	82C	Sep-68	82A
D2196	03196	Jan-74		BR Swindon	Jun-61	82C	Jun-83	BC
D2197	03197	Jan-74		BR Swindon	Jun-61	83D	Jul-87	NC
D2198				BR Swindon	Jun-61	8A	Nov-70	8F
D2199				BR Swindon	Jun-61	8C	Jun-72	12C
D2370	03370	Mar-74		BR Swindon	Jun-61	DPTL	Dec-82	NR
D2371	03371	Feb-74		BR Swindon	Jul-61	DPTL	Nov-87	GD
D2372				BR Swindon	Jul-61	8D	Nov-70	8F
D2373				BR Swindon	Aug-61	8A	May-68	9D
D2374				BR Swindon	Aug-61	8G	May-68	8H
D2375				BR Swindon	Aug-61	8G	May-68	8H
D2376				BR Swindon	Aug-61	8G	May-68	8F
D2377				BR Swindon	Sep-61	17A	May-68	8F
D2378				BR Swindon	Sep-61	17A	Jun-71	87A
D2379				BR Swindon	Oct-61	17A	May-68	8F
D2380				BR Swindon	Oct-61	17A	May-68	1F
D2381				BR Swindon	Oct-61	17A	Jun-72	16C
D2382	03382	Sep-74		BR Swindon	Nov-61	17A	Oct-83	LE
D2383				BR Swindon	Nov-61	17A	Apr-71	16C
D2384				BR Swindon	Nov-61	17A	May-68	5A
D2385				BR Doncaster	Mar-61	6C	Feb-70	8H
D2386	03386	Jul-74		BR Doncaster	Mar-61	6F	Mar-76	16C
D2387				BR Doncaster	Apr-61	8G	Dec-72	16C
D2388				BR Doncaster	Apr-61	6C	Jul-72	16C
D2389	03389	Feb-74		BR Doncaster	May-61	9G	Feb-83	LN
D2390				BR Doncaster	Jun-61	9G	May-68	10A
D2391				BR Doncaster	Jun-61	9G	Nov-70	8F
D2392				BR Doncaster	Jun-61	9G	Jun-71	8F
D2393				BR Doncaster	Jul-61	8A	Dec-69	8M
D2394				BR Doncaster	Aug-61	8D	Nov-68	12C
D2395				BR Doncaster	Aug-61	21C	May-68	5B
D2396				BR Doncaster	Aug-61	21E	May-68	8J
D2397	03397	Mar-77		BR Doncaster	Sep-61	75C	Jul-87	NC
D2398				BR Doncaster	Sep-61	73C	Oct-71	70F
D2399	03399	Mar-77		BR Doncaster	Sep-61	73F	Jul-87	NC



**Left:** Comparison between the two main designs of 'small' diesel-mechanical 0-6-0 shunting locos. On the left is BR design, later Class 03, while in the background is a Drewry Car / Vulcan Foundry design, later BR Class 04. The two preserved locos Nos. D2133 and No. D2271 share yard space on the West Somerset Railway at Minehead on 19 May 2004. Some of the main structural design differences can easily be seen; straight top to engine compartment and deeper front facing window on the Class 04, revised handrails, extra underframe air reservoir and wider shunter steps on the '03'. The Class 03 also had larger cab side widows and a different cab roof profile. **CJM**



C	BR Botanic Gardens, by A Draper	Jun-76	
P	Epping and Ongar Railway	-	
C	G Cohen, Kettering	Apr-78	Stored: (S) 07/77, R/I: 09/77
C	G Cohen, Kettering	Aug-77	
C	BREL Doncaster	Mar-77	
C	C F Booth, Doncaster	May-76	
C	BREL Doncaster	Nov-83	Stored: (S) 07/67, R/I: 11/67, Stored: (S) 06/83
C	G Cohen, Kettering	Nov-71	
C	Birds, Long Marston	Jun-70	Stored: (U) 03/68, R/I: 03/68, Stored: (U) 07/68
P	Gwili Railway	-	
S	First Capital Connect, Hornsey (for sale)	-	To Departmental Stock No. 97807 07/87-02/89
P	Peak Rail, Darley Dale	-	
C	W Heselwood, Sheffield	Jan-87	Stored: (S) 07/67, PI
P	Gloucestershire-Warwickshire Railway	-	
C	Birds, Long Marston	Mar-70	Stored: (S) 07/67, R/I: 06/68, Stored: (U) 08/68
P	Colne Valley Railway	-	
C	Birds, Long Marston	Jun-78	Stored: (S) 08/68, R/I: 11/68, PI
C	A R Adams, Newport	Jan-81	
C	Birds, Long Marston	Jun-78	Stored: (S) 08/67, PI
C	Birds, Long Marston	Feb-78	Stored: (U) 08/67, R/I: 11/67, Stored: (S) 01/68, PI
P	Ribble Steam Railway	-	
C	Birds, Long Marston	Jun-70	Stored: (U) 11/68
C	G Cohen, Kingsbury	Nov-68	Stored: (S) 07/67
P	Paignton & Dartmouth Railway	-	
C	A R Adams, Newport	Jan-81	Stored: (U) 01/69
C	Birds, Long Marston	Jul-78	Stored: (U) 09/68, PI
C	Duport Steel, Llanelli	Sep-81	Stored: (U) 08/68, PI
P	West Coast Railway Co, Carnforth	-	
P	Sonic Rail Ltd, Burnham-on-Crouch	-	
C	BREL Doncaster	Mar-72	Stored: (S) 03/70
P	Heritage Shunters Trust, Peak Rail	-	
C	BREL Doncaster	Jul-83	Operated as Departmental No. 91 until 07/67
P	Paignton & Dartmouth Railway	-	Operated as Departmental No. 92 until 07/67
C	G Cohen, Kettering	Oct-71	Stored: (S) 04/70
C	NCB Manvers Main	Mar-82	PI
C	G Cohen, Kettering	Dec-68	
C	G Cohen, Kettering	Nov-68	
C	G Cohen, Kettering	Nov-68	
C	BREL Swindon	Feb-70	
C	BREL Swindon	Oct-72	Stored: (U) 04/71
C	BREL Swindon	Feb-70	
C	G Cohen, Kettering	Dec-68	
P	West Coast Railway Co, Carnforth	-	
C	BREL Swindon	Feb-86	Withdrawn: 06/72, R/I: 08/72, Stored: (U) 05/83
C	T W Ward, Beighton	Feb-72	
C	G Cohen, Kettering	Nov-68	
C	C F Booth, Rotherham	Oct-70	Stored: (U) 01/70
C	G Cohen, Kettering	Dec-76	Stored: (U) 12/75
C	C F Booth, Rotherham	Apr-73	Stored: (U) 11/72
C	C F Booth, Rotherham	Feb-73	
C	C F Booth, Rotherham	Jul-83	
C	G Cohen, Kettering	Nov-68	
C	G Cohen, Kettering	Dec-71	Stored: (U) 03/70
C	C F Booth, Rotherham	Mar-72	
C	C F Booth, Rotherham	Jun-71	
C	C F Booth, Rotherham	Sep-69	
C	G Cohen, Kettering	Dec-68	
C	G Cohen, Kettering	Nov-68	
C	V Berry, Leicester	Jan-91	Withdrawn: 05/71, R/I: 10/71, Stored: (U) 10/72
C	Pounds Shipbreakers, Fratton	Sep-72	
P	Mangapps Farm Railway, Burnham-on-Crouch	-	

<b>Key to above table</b>		9G	Gorton	51A	Darlington	83A	Newton Abbot	HM	Healey Mills
		10A	Springs Branch	51C	West Hartlepool	83B	Taunton	HS	Hammerton Street
C	Cut up	12C	Carlisle Canal	51L	Thornaby	83D	Laira	LE	Landore
D	Departmental	16C	Mansfield	52A	Gateshead	84A	Laira	LN	Lincoln
E	Exported	17A	Derby	52B	Heaton	85A	Worcester	MR	March
P	Preserved	21C	Bushbury	52C	Blaydon	85B	Gloucester	NC/NR	Norwich
S	Stored	21E	Monument Lane	52E	Percy Main	87A	Landore	RY	Ryde
		30A	Stratford	52F	North Blyth	87C	Danygraig	SF	Stratford
1F	Rugby	30E	Colchester	53A	Dairycoates	87E	Landore	TE	Thornaby
5A	Crewe Diesel	31A	Cambridge	55B	York	87F	Llanelli	YK	York
5B	Crewe South	31B	March	55C	Healey Mills				
6C	Birkenhead	32A	Norwich	56G	Hammerton Street	BD	Birkenhead	*	Number never carried
6F	Bidston	32B	Ipswich	70D	Basingstoke	BG	Botanic Gardens		
8A	Edge Hill	34A	Kings Cross	70F	Bournemouth	BH	Barrow Hill	PI	Previous Industrial use
8C	Speke Junction	34D	Hitchin	71A	Eastleigh	BR	Bristol Bath Road		
8D	Widnes	40A	Lincoln	73C	Hither Green	CA	Cambridge		
8F	Springs Branch	40B	Immingham	73F	Ashford	CH	Chester		
8G	Sutton Oak	41A	Darnall	75A	Brighton	CR	Colchester		
8H	Allerton	41E	Barrow Hill	75C	Norwood Junction	C-WKS	Crewe Works		
8J	Allerton	50A	York	82A	Bristol Bath Road	DN	Darlington		
8M	Southport	50B	Neville Hill	82C	Swindon	GD	Gateshead		
9D	Newton Heath	50C	Hull	82E	Bristol Barrow Rd	GO	Goole		



# HORNBY 2016 HANDBOOK

**NEW!**

New for 2016 is the first Hornby Handbook. Bringing together full details on Hornby's 2016 range together with practical guides to railway modelling this new 140 page special is a great way to start out in railway modelling. Inside the new models from Hornby are listed in full together with detailed histories of the new locomotives. Alongside this are step by step guides to building baseboards, making a station, a tunnel, locomotive detailing and much more.

**EXCLUSIVE: FULL 2016 RANGE PREVIEW!**

**HORNBY®**

**2016**  
HANDBOOK



Beginners guides

Prototype history

Modelling



**JUST  
£7.99\***

PRODUCTS • DETAILING • PROJECTS [www.hornby.com](http://www.hornby.com)

## FEATURING:

### Hornby 2016 range preview

Full listings for new locomotives, carriages, wagons, buildings and more.

### Model development

Discover how Hornby takes a new project from dream to reality.

### Planning your first railway

A beginners guide to the basics of designing a model railway.

### Laying down the line

A step by step guide to laying track.

### Prototype surveys

Historical features on the 'Merchant Navy', Class 71, 'Q6', 'B12' and Peckett 0-4-0ST.

### How to make tunnel

A step by step guide to building scenery and installing a tunnel.

### Building a Skaledale station

A detailed guide to assembling a realistic station with Skaledale buildings.

**AND MUCH MORE!**

Available now from [WHSmith](http://www.whsmith.co.uk) and all other leading newsagents  
Alternatively, Order Direct

**JUST £7.99 + FREE P&P\***

\*Free 2nd class P&P on all UK & BFPO orders. Overseas charges apply.

**FREE P&P\*** when you order online at  
[www.keypublishing.com/shop](http://www.keypublishing.com/shop)

**OR**

Call UK: 01780 480404  
Overseas: +44 1780 480404  
Monday to Friday 9am-5:30pm

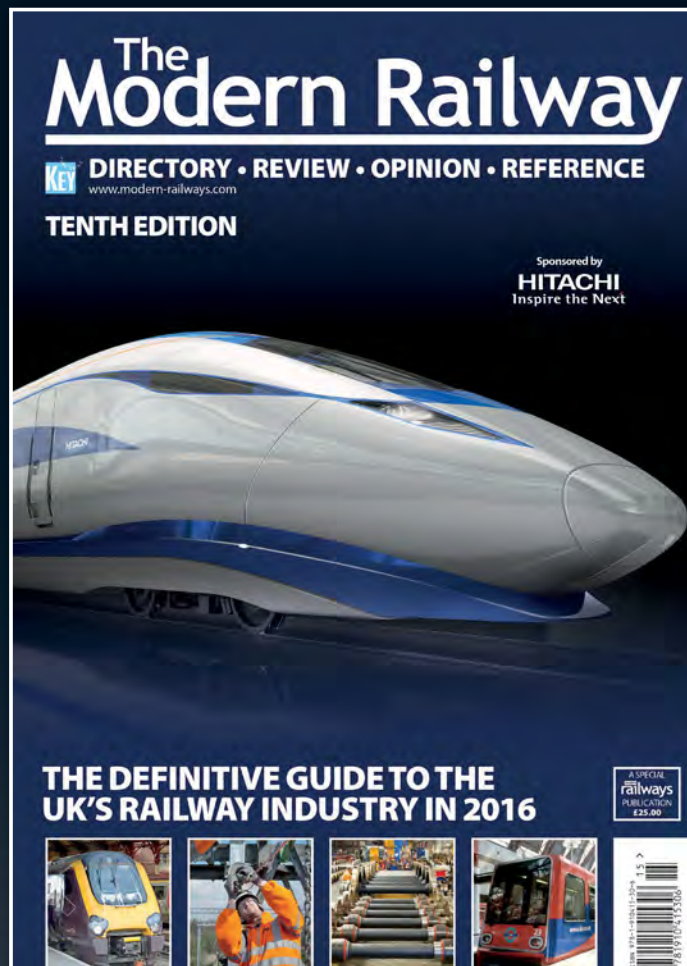
**SUBSCRIBERS CALL FOR YOUR £1.00 DISCOUNT!**



# 2016 Edition OUT NOW!

# NEW

## THE INDISPENSABLE, HANDS-ON REVIEW AND DIRECTORY OF THE UK RAIL INDUSTRY



Edited by *Modern Railways'* Ken Cordner with contributions from Roger Ford, Tony Miles, Alan Williams and other members of the team, *The Modern Railway* 2016 hardback version is set over 208 pages and provides an in-depth examination of:

- Policy and finance
- Infrastructure maintenance and renewal
- Train operation (passenger and freight)
- Civil engineering
- Rolling stock manufacture and maintenance
- Signal & telecommunications
- Customer interface and support
- Light rail & Metro systems
- European Developments

Over 2290  
Rail Companies  
listed!

### Special features include:

- **2016 – Year of Frustration.**  
Modern Railways' Roger Ford on why 2016 is set to be a year of contrasting fortunes for infrastructure and operations.
- **New trains arriving** – promises are turning into hardware, says Roger Ford's annual rolling stock review.
- **Community Rail** – Alan Williams on how international enthusiasm is reflected in the UK.
- **Profits and performance** at train operating companies – specialist analysis.
- **Construction and intermodal sustain rail freight**, says our annual sector review – with big changes in network geography
- **Signalling & control** - can the new technology deliver? Roger Ford considers the issues.
- **Into Europe** – major projects, modernisation and new technology on the continent's railways.
- **Profiles of all the main players** in the UK rail industry – from multinationals to innovative start-ups.

The Modern Railway sponsored by

# HITACHI

Inspire the Next

### The most comprehensive directory of UK rail companies

As well as editorials on all the key players and projects, *The Modern Railway* includes a comprehensive directory of over 2290 suppliers and businesses involved in keeping the UK industry in operation. This section has comprehensive contact information including website addresses and email details, making this publication an essential tool for today's railway professional.



# JUST £25.00 + FREE P&P\*

1347/15

\*Free 2nd class P&P on all UK & BFPO orders. Overseas charges apply.

Free P&P\* when you order online at  
[www.keypublishing.com/shop](http://www.keypublishing.com/shop)



Call UK: 01780 480404  
Overseas: +44 1780 480404

Monday to Friday 9am-5:30pm

## SUBSCRIBERS SAVE 20% - CALL FOR YOUR DISCOUNT!





# Brush up on your Type 2's...

**371-112** Class 31 Diesel, BR Blue, No.31173



- Two body versions to choose from
- Double heading lighting options
- NEM Couplings & 6 pin decoder socket
- Bi-directional lighting
- Powerful twin flywheel mechanism
- Electrical pick up on four axles



Accessories on buffer beam



Prototypical A1A-A1A bogie



Etched grille & engraved roof fan detailing



Illuminated headcode box

## Also Available:

**371-110** Class 31 Diesel, BR Green Full Yellow Ends, No. 5826



**371-111** Class 31 Diesel, BR Green Small Yellow Panel, No. D5596



Era 5 = 1957-1966. Era 6 = 1967-1971. Era 7 = 1971-1982.

6 DCC features 6 pin DCC Socket. [Icon] fitted with directional lighting. [Icon] features NEM Couplings.