



“Rebuilding the past for the future”



“LISTER”

The Project 22 Journal

January 2016

Issue : D6300

Journal Overview



Welcome. *Page 3*

From the Chair *Page 4*

News.

- *Engine Up-date: Page 7*
- *New Website: Page 11*
- *Class 22 Book: Page 12*



Shareholders.

- *Donate and Invest: Page 13*
- *December's prize: Page 14*



Activity Report. *Page 15*



Class 22 Chronicles.

- *"Buy British" the Class 22 is born:
(the first of four articles) Page 19*
- *NBL/MAN engines: Page 23*



Our Compatriots.

- *DEPG: Page 27*
- *SWCPG: Page 31*

Front Cover: D6300 pictured at Truro on the 7th May
1966. David Mant Collection

Welcome

Welcome to "Lister" the very first issue of the Class 22 Society Magazine, named after D6320, which was unofficially named at Gloucester Horton Road, with an oval "Lister" sticker. This is Issue is D6300, we aim to have a locomotive by issue D6358.

The route to a completed Class 22 is a long one, involved, relying on many people in different roles and areas to build a historic locomotive. We need more than engineers and money. This publication is aimed at the enthusiast, the people we are building this locomotive for, the people who are going to be instrumental in the success of the project. This is for you and in return we would like you to support us by investing.

Lister will be published every 3 months; we will endeavour to keep you informed as to the activities and progress of the project. Also keeping you entertained with stories, facts and information on the "Baby Warship" British Rail's Class 22. We welcome feedback and your stories and pictures as well as your view on this project. Your comments will be selected and printed here warts and all.

Richard Benyon
Business Manager.



From the Chair

It was such a straight forward thought “let’s build a class 22” it can’t be that difficult? So where do we start? Ok, let’s start at the end and work back shall we? Set up a group on Facebook and see what happens. We get 700 watchers in a month, all asking complex questions about the Project 22 and how it’s going to be done. Unfortunately we don’t know, as we have only been going for a week.

Ok, so let’s form a committee and see who wants to become involved, within 4 weeks there is a Constitution and a Committee. Ok so let’s see if anyone will pay to join? Let’s get a table and some merchandise and go to some galas and see what happens? And people joined, 70 paid up members joined in the first year.

So let’s look at what we have? A fantastic project with huge interest being generated, being run by a group of volunteers from Facebook, a strong team who have taken the project from nothing and created a Society and a Company.

Within the first few weeks a Project Manager was appointed who was challenged with the remit of answering a simple question, is it possible to build a class 22? And if so how?

The answer that came back was, yes! And the second answer was like this:

- Locate all drawings.
- Locate a NBL MAN engine (or 2).
- Locate a Voith Transmission.
- Make a list of all components needed and what can be salvaged from existing locos.
- Get quotes for all of the heavy welding needed.
- Convert specification from 1957 to current.
- Come up with a basic costing.
- Find people with the skills to assemble the loco.
- Find a build location.
- Find a long term home.
- Get more people involved.
- Raise £1,200,000 just to start.

At this point most people would have given up and gone home but Project 22 is managed by some very driven and determined people.

Is it possible to build another Class 22? Yes it is, all you need is the knowhow and the funds. So it is possible! Now, if we had set out to build a full size working Starship Enterprise, we'd have an issue and people would be right to consider this a pipe dream.

D6319 almost made it into preservation but was cut up in error by Swindon.



Left: D6332 trundles through Oxford March 1970. Withdrawn 5/71. Photo: © G Wareham

P22 appeal

Please send us an email confirming you have received your copy of "Lister"

D6330 and D6317 at Laira in 1968, D6317 withdrawn 09/68 and D6630 10/71

Photo © Fred Caster.



News

Engine Up-date

As most people will be aware we now have our first engine in place and stored securely in South Wales.

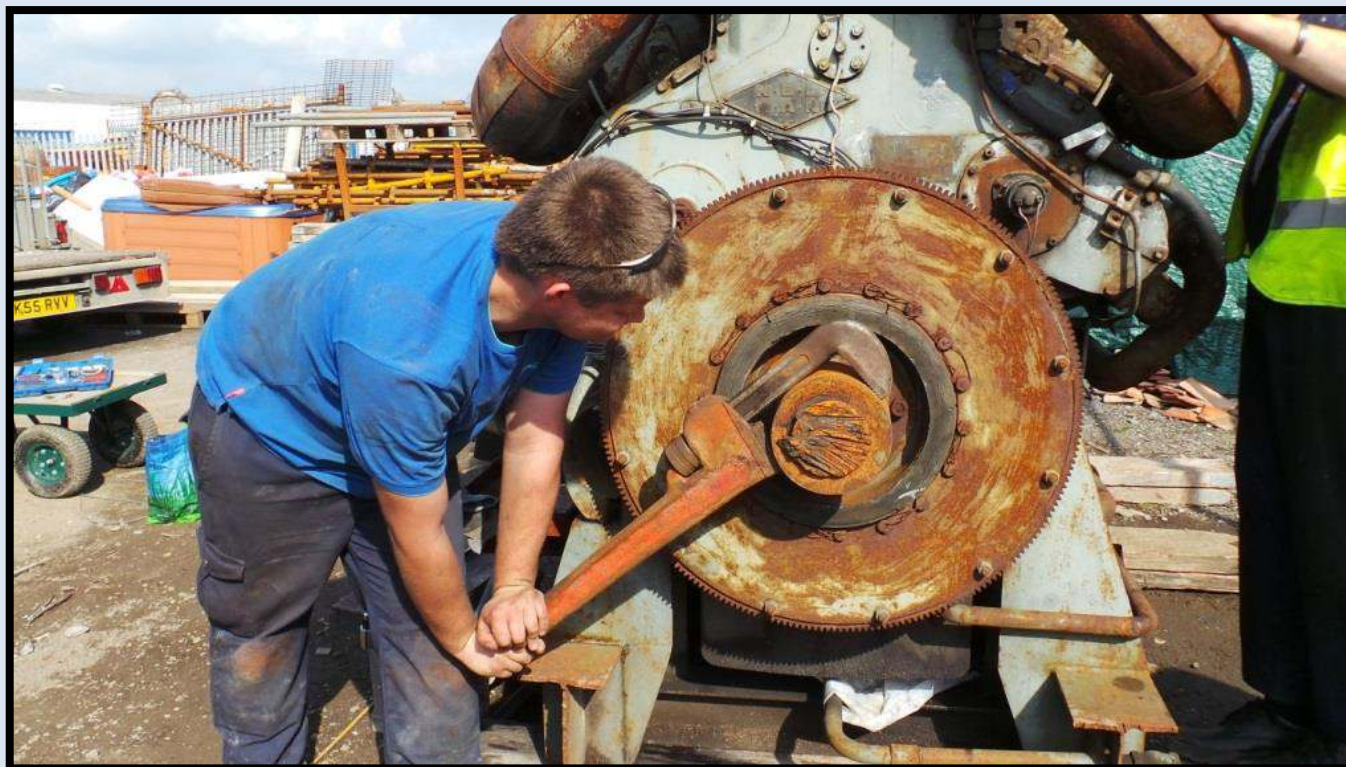


Engine No:220 sits in the yard with the cab of 1971 stock. 3314

Our engine, No 220, is an NBL/MAN L12V 18/21 BS built in 1959 and initially used in a D6306, which one we are not sure of yet, possibly 6308/9 or 10. We have a partial history from 1964, kindly supplied by Mark Alden.

Our engine was involved with 3 experiments during it's time in the Warships, First was Fitting the exhaust elbows with clips to stop them coming too far apart, Second was copper coated cylinder head joints which was run at the same time as the Third experiment, which involved fitting 'Klinger' rocker cover gaskets. More details of these experiments can be found on our web page.

As to the condition of No. 220, we have examined it closely and it's in generally good condition. We have just received the results of the oil sample that we took on delivery. The results were very encouraging. Basically we were told that the sample was indicative of an engine that has had a heavy overhaul and done little hard work since. There is no sign of any coolant in the oil, though there is fresh water, no doubt from standing outside for some time. There is an indication of fuel dilution in the oil, but, as these engines were well known for it, that's not anything to worry about.



Dave Forster (Chairman) bars over the engine for the first time.

The next move will be to have the Governor, Injection Pumps and Turbocharger checked out and overhauled as necessary, then we will consider if we need to investigate further before trying a start. Sometime next year would be the earliest that would occur.

Kyle Transport Service Kindly Sponsor Project 22

KYLES
TRANSPORT
SERVICES Ltd

HIAB HIRE SPECIALISTS

We are proud to be a FORS accredited Hiab hire transport company

FORS FLEET OPERATOR

FORS FLEET OPERATOR

MORRIS LUBRICANTS

Fluid Analysis Laboratory
Conwy
LL32 8FA
United Kingdom
Tel: 01492 574750
Fax: 01492 574778

Make:	MAN	Sample No.:	5177764
Model:	L12V	Location:	Morris Lubricants
Serial No.:	18/21BS	Client:	Keiron Thorogood
System:	Engine	Kit Ref/Bottle No.:	ML97526
Brand:	NOT GIVEN	Job No.:	8192
Grade:		Sampled:	09/10/15
Unique No.:	4198009	Received:	13/10/15

Diagnosis Key: **Normal** **Caution** **Serious** Diagnostician: Jamie Phillips

Water contamination evident, no evidence of coolant contamination from additive elements; suggesting fresh water as the source. Fuel contamination, advise check fuel system for possible leak, check unit for source of water, change oil and feedback findings from unit inspection to lab.



Results

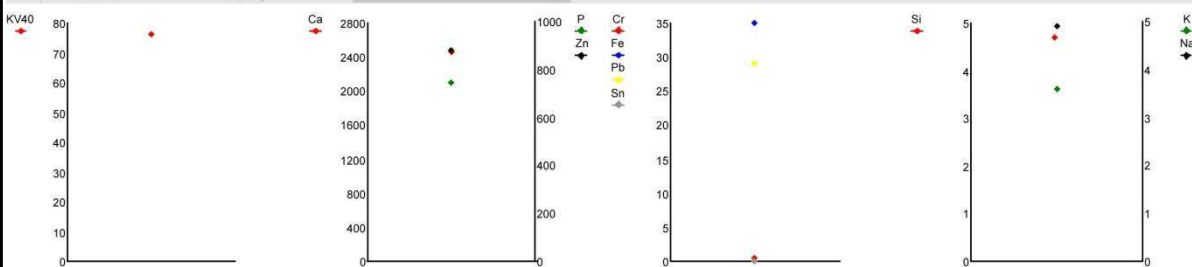
Current Sample		Historical Samples
Sample No	5177764	
Status		
Sampled	09/10/15	
Fluid Age	HOURS	
Unit Age	HOURS	
Received	13/10/15	

Fluid Condition		
Viscosity @ 40 °C	mm ² /s	76.3
Ox Area	Abs/cm	8.97
Nit Area	Abs/cm	10.00
BN	mg KOH/g	9.0

Additives		
B (Boron)	mg/kg	6.4
Ba (Barium)	mg/kg	2.3
Ca (Calcium)	mg/kg	2460
Mg (Magnesium)	mg/kg	71
P (Phosphorus)	mg/kg	742
S (Sulphur)	mg/kg	11373
Zn (Zinc)	mg/kg	879

Contamination		
Water	%	0.44
Fuel	-	C
Soot	wt %	<0.1
Na (Sodium)	mg/kg	4.9
K (Potassium)	mg/kg	3.6
Si (Silicon)	mg/kg	4.7
Li (Lithium)	mg/kg	0.9
Glycol	%	0.1

Wear Metals		
Al (Aluminium)	mg/kg	3.3
Sn (Tin)	mg/kg	0.0
Pb (Lead)	mg/kg	29
Cu (Copper)	mg/kg	217
Fe (Iron)	mg/kg	35
Cr (Chromium)	mg/kg	0.5
Mo (Molybdenum)	mg/kg	0.0
Ti (Titanium)	mg/kg	0.0
Cd (Cadmium)	mg/kg	1.9



Official records show the following:

No:	Loco	Fitted	At	Removed	At	Experiments	Hrs	Note
220	D860B	16/0964	-			268		
	D853A	29/10/66	Laira	1968		330/354		High Lub oil consumption
	D850	04/03/69	OOC	03/69	OOC		75	Throwing oil



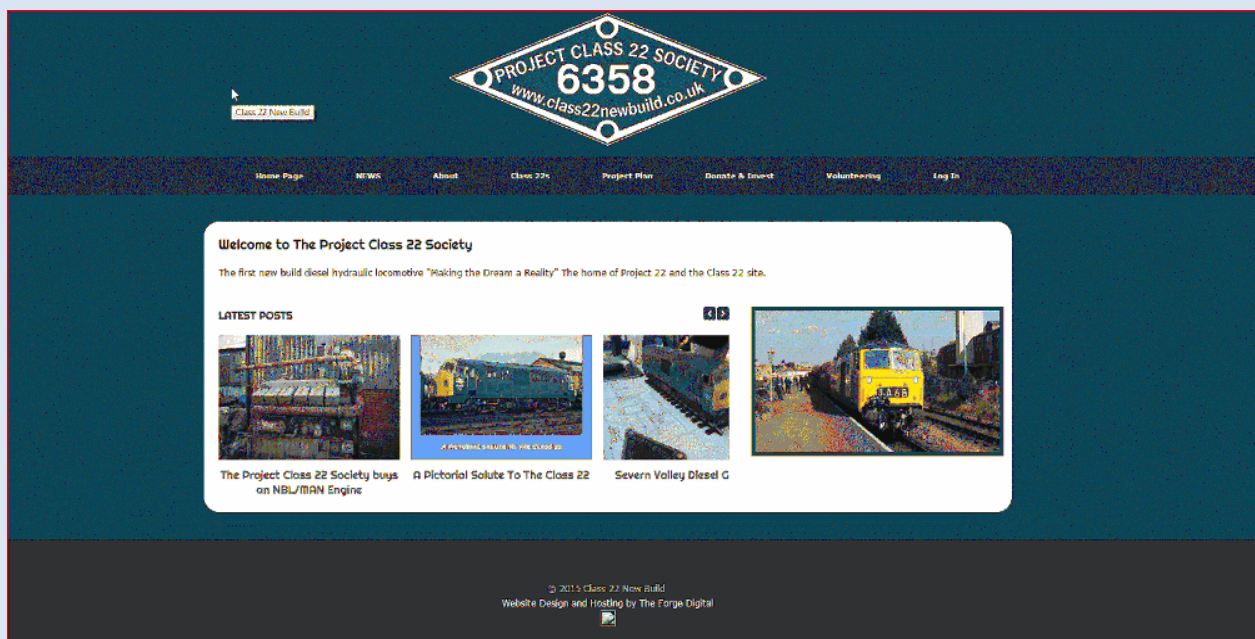
D850 at Reading 1971 shot by David Canning ©, very probably running with No:220.

Morris Lubricants kindly supplied and oil analyses sponsoring Project 22



Web site up-date

www.class22newbuild.co.uk



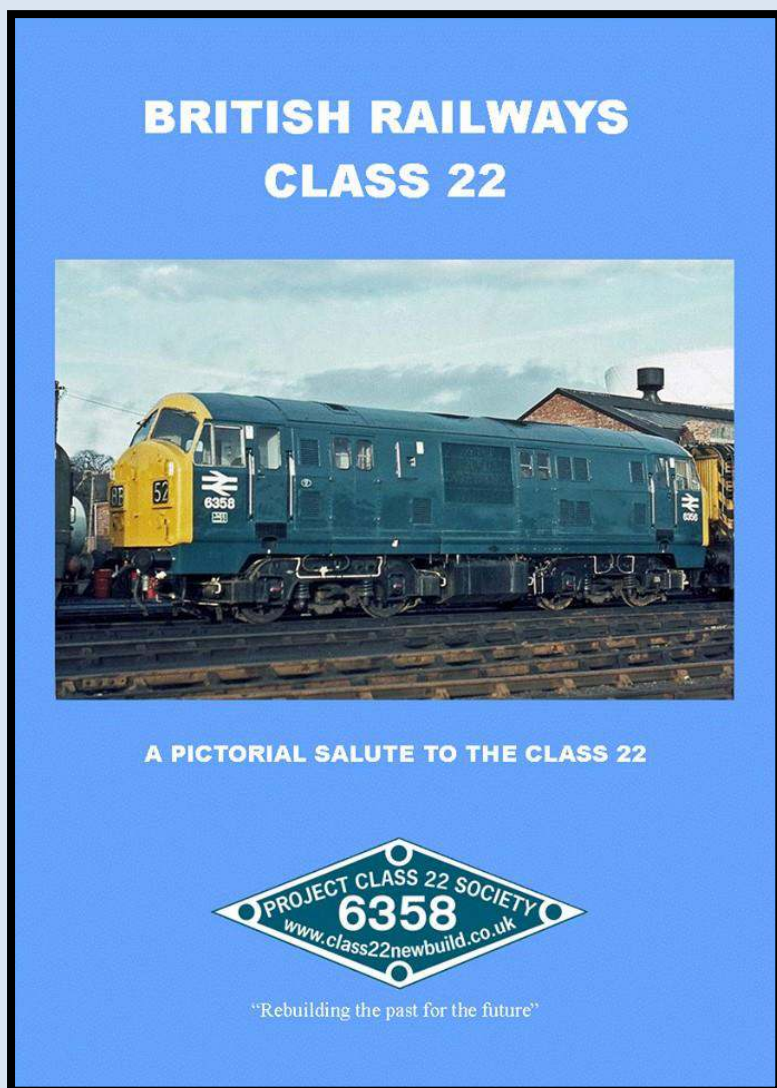
The new look website is up and running. A work in progress we will keep these pages up to date with our progress. There will be lots of Class information and access to merchandise.

We are also looking to create a modelling Zone or Class 22 models, and articles or advice will be welcomed.



“Founded on Facebook 2014” Join our groups for chat and comments as well as competitions. Have your say.

Class 22 Page: For General Information.
Class Model Zone: For Class 22 related Modelling.



Project 22 produces the first book

“A Pictorial Salute to The Class 22” was produced in time for the Severn Valley Diesel Gala in October 2015.

Inspired by requests from members and visitors to the stand at the West Somerset Railway Diesel Gala in June 2015.

There was a big demand for an inexpensive Class 22 book, with some unpublished photos and data about the class.

The book also contains information on Project 22 and the background to the group’s inception.

A second book is planned for spring 2016 with more unpublished photographs. Issue two will have a different theme and offer the reader an alternative few.

A Pictorial Salute is priced at £10.00 and is available on EBay. We have sold 130 copies to date. All proceeds are going directly to the loco build fund.

If you haven’t got your copy yet put it on your Christmas list as it’s a must for all Class 22 enthusiasts. The book has been designed and produced by Dave Blake who is the Publishing Officer for Project 22.

Donate and Invest



There are a number of initiatives being put in place that will involve our members and donators.

Donate and Invest

We are hoping to expand our donation givers by providing an opportunity to invest in the Project and become a shareholder of our locomotive.

Shares

Our principle is that if you invest you win, we will draw a member every 6 months to win one of these unique opportunities. All you have to do is become a donator and give £10 per month towards the build. 90% of your money goes to a trust account and is used towards the loco. Should the group disband for any reason your 90% will be donated to another Diesel Hydraulic group based in the UK, or if you wish returned to you. On completion of the build your donations will be transferred into shares in the loco.

“ We need to raise the funds to build our Class 22, please become an investor and help make this dream a reality.”

“Please don’t hesitate – Donate”

Follow the link to download the prospectus and standing order mandate or donate monthly with PayPal.

Investors Prize Draw

At the end of December 2015 our prize draw was drawn and one of our monthly donators won a cab ride in one of GBRF's main line locomotives. The actual route is to be agreed with the winner based on the GBRF network and what is available at the time.

To be eligible for the draw you need to donate £10 each month towards the build of our Class 22. The Next Prize will be announced in D6301, due April 2016.

Please visit the website to set up your monthly payment and become a future shareholder.



GBRF 59003 at the WSR Diesel Gala.

GB Railfreight kind sponsors of Project 22



Activity Report

This year has been dominated by the need for firm structures and a coherent plan for Committee activities. Working structures that put the organisation on a business footing are vital to take the project forward.

One of the major areas that needed organising was our Marketing, how we were perceived by the public and how we are going to be perceived by the railway industry, the financial bodies and organisations we will be depending on to get the support and funding needed later in the project.

So we have created a brand at Project 22, an image that has become the face of The Project Class 22 Society. It's not a specific thing other than what you see here in this publication, and what you are now recognising by sight, and are starting to see a number of different places.

Our Mission Statement:

The Project Class 22 Society

Mission Statement

Structure

to give a structure, organization, or arrangement to; construct or build a systematic framework for: **Building a Class 22 Locomotive**

"Making the dream a reality"

We know it's possible to build a locomotive and we know it's going to become very complicated. It's going to take a massive amount of time and cost a lot of money. Project 22 has to become a Business and Project Management Company in order to put the plans into place.

We are fully aware that we can't build this locomotive on our own. We will have to have partners to provide the skills we do not have. We are building strong relations with groups that have a common interest and can provide technical advice and support, who have many years' experience in maintaining and re-building Diesel Hydraulic Locomotives.

We have 3 main areas of the Business running in parallel:



Sales and Marketing:

Fund Raising
Direct Marketing
Members
Web Design
Media
Public Relations
Publishing/ Historical Research
Merchandise
Events
Social



Engineering Planning:

CAD Design
Structural Design
Structural Drawings
Specifications
Contracts
Component Sourcing
Component
Health & Safety
Feasibly Planning
Project Management
Human Resources



Business Management:

Industrial Funding
Grant Funding
Legal Compliance
Finance Management
Business Planning
Structures and Procedures

We are at the very early stage of our project, but are very clear on where we are going and how we are to plan to get there. We fully understand the level of competence that is required. But we also want to play trains at any opportunity we get; we love the Galas and the work on the stand, visiting scrap yards and working in our yard in Bridgend. We love chatting on Facebook and enjoy meeting people and having a laugh. And without that there would be no reason to carry on. We are very clear that Project 22 is about the people involved. Our primary object is not to build a Class 22 at all cost, it is to enjoy the process of building a Class 22 that may make the project longer, but that will keep us engaged and focused.

Social Evening

We held our first social evening while attending the Severn Valley Diesel Gala. We rented a room at the pub on the station and provided a Fish and Chip supper for guests and visitors. It was a good evening and 22 people joined us.

The evening and printing of the Donate and Invest prospectus forms were sponsored by CJP Sales Ltd.



CJP Sales Ltd Kindly sponsor Project 22



C.J.P. Sales Ltd.
PVC and Polymer Distribution

30th Anniversary

Our new Information Stand – “Project 22 On Tour”

After a fantastic response at the WSR Diesel Gala in June and again at the Severn Valley Railway in October the stand is going from strength to strength.



We have a great deal of merchandise to offer and a lot of information and photos of class 22s. The stand is our shop window and our opportunity to meet people and discuss the Project and the progress we are making.

Project 22 on tour 2016

Diesel Galas:

West Somerset Railway (WSR)

Severn Valley Railway (SVR)

Dean Forest Railway

Gloucester and Warwickshire Railway

East Lancashire Railway (ELR)

P22 appeal

We are looking for volunteers to help on the stand even if for an hour. So if you live near one of these locations and can help, please let us know by contacting Richard Benyon.

www.richard@class22newbuild.co.uk

"Buy British" The Class 22 is born.

Designed and built by the NBL Company in Glasgow. Formally known as, BR Type B or Type 2 Mixed Traffic Locomotives introduced in 1959 and numbered D6300 – D6357. The first 6 as a pilot scheme and 52 a production order, which was completed in 1962. The class was extinct by January 1972 none were preserved.

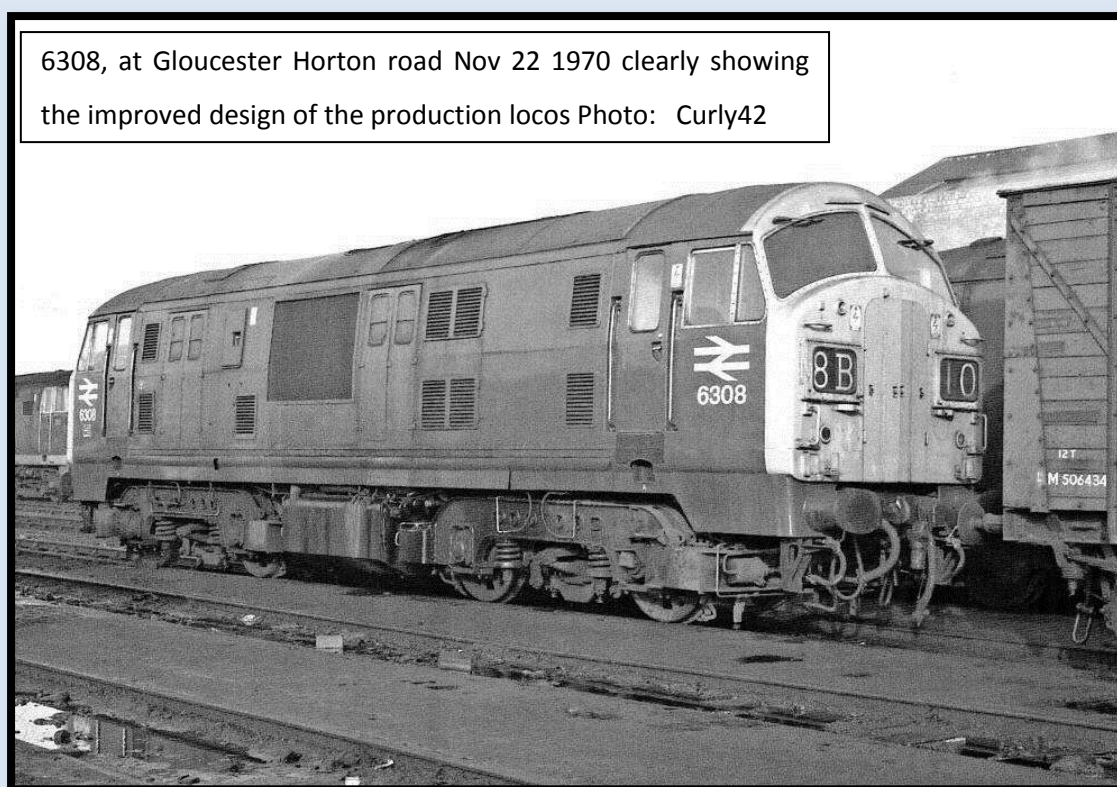
The BTC was favouring a fleet of diesel electric locomotives, proving very successful in the USA and with some experience in Britain. The LMS Ivatt twins 10000/1 and the Southern Region Bullied 10201/2 where proving reliable prototypes that with development, could have been purchased in bulk for the larger locomotive requirements. The LMS Bo-Bo 10800 had been designed for the lighter mixed traffic.



Pressure was building for the BTC to deliver the savings and advantages of diesel traction and replace the steam locomotives in service. In 1957 Swindon received and order for 30, D800's and NBL an order for 52 D6300's.

The type B was designed as a smaller version of the Type C, A1A – A1A, twin engined heavy duty mainline D600 pilot scheme locomotive. The type B, was a smaller mixed traffic locomotive, intended for use in multiple to replicate the power of the larger D600s. Type B, later to become a Type 2 and subsequently a Class 22. In 1955 the British Government embarked on a “Modernisation Plan” with the primary objective of removing steam traction from British Railways. Diesel and Electric traction was becoming widely accepted around the world, and was more efficient. It was felt that Britain was behind in this area and a huge poorly thought out program was put in place.

The British Transport Commission was tasked with conceiving and implementing the Modernisation Plan, which resulted in a large number of pilot scheme Diesel and Electric locomotives being commissioned. The locomotives were ordered with a wide range of manufactures in Britain, as specified by the government, the policy then was firmly “Buy British.”



The overall plan was to electrify all of the British Railways mainline routes, with Diesels being a 'stop gap' until this could be achieved. Before this, R C Bond was involved with the trials of a pair of NBL Diesel Hydraulics for Mauritius that took place in Scotland. He was so impressed that when the Modernisation Plan came along, he suggested that a trial with Hydraulics would be a good idea. NBL had already drawn up a Type C 2,000 hp loco and a 1,000 hp Type B. They offered 5 of the larger and 6 of the smaller. BTC took up the offer and the decision was made to use them on the Western Region as the mainline was totally contained within the Region. In addition, there were flat, fast sections and very steep parts as well; a very good place to trial a new transmission. Considering that they were 20% cheaper than an equivalent Diesel Electric, it was well worth the trial. What is often forgotten is that the only 2,000 hp Diesel Electric loco in Britain at the time was 10203, built in 1954 and this weighed 130 tons, so when the D600's came in at 117 tons, they were lightweight. This decision influenced the WR to look at the locomotive type with a different view point. They were of course, aware of the developments of the German Railways (DB) who were developing a lightweight high powered Diesel Hydraulic locomotive. This became the V200 and was being used very successfully in Germany.

There were a number of design changes that NBL wanted to carry out with the D6306's as against the D6300's. At the time of the 1957 order for 52 locomotives the pilot order had not been delivered. In 1958 another order was placed with NBL for 33 Swindon designed D800s and an order for a further 5 Swindon ones would follow, these last 5 locos being built instead of 5 Westerns to keep Swindon's production line going while the Westerns were prepared for production. This caused difficulties for NBL in Glasgow as not only did they have to learn the stressed skin techniques they also had to introduce the L630rV Voith transmission at the same time. This resulted in the production of the Class 22 to be put on hold for 18 months. The first D6300 was delivered to the WR in 1959.



D6303 at Laira late 60s, withdrawn 05/68. Photo © Andrew Harvey.

Having accepted the hydraulic transmission, the WR pushed for this type of lightweight locomotive. There were also plans by the BTC to phase out all loose coupled freight trains by the early 60's. This meant that the heavier locomotive for braking would not be required, making the lighter German design hydraulics a good option for WR. The BTC allowed the WR to order a pilot batch of locomotives based around the V200 as a further experiment as the WR made a good business case for them. Swindon had now gained an order for the first 3 D800 pilot scheme locomotives. The buy British policy was difficult for the WR, as all the experience was coming from Germany. Licensees for the body shell, Maybach Engines and Transmissions had to be arranged, as buying German was definitely not allowed.



D6320 'Lister' and D6331 at Gloucester. D6320 withdrawn 05/71 and D6331 withdrawn 03/71. Photo Curly42 @ flickr.

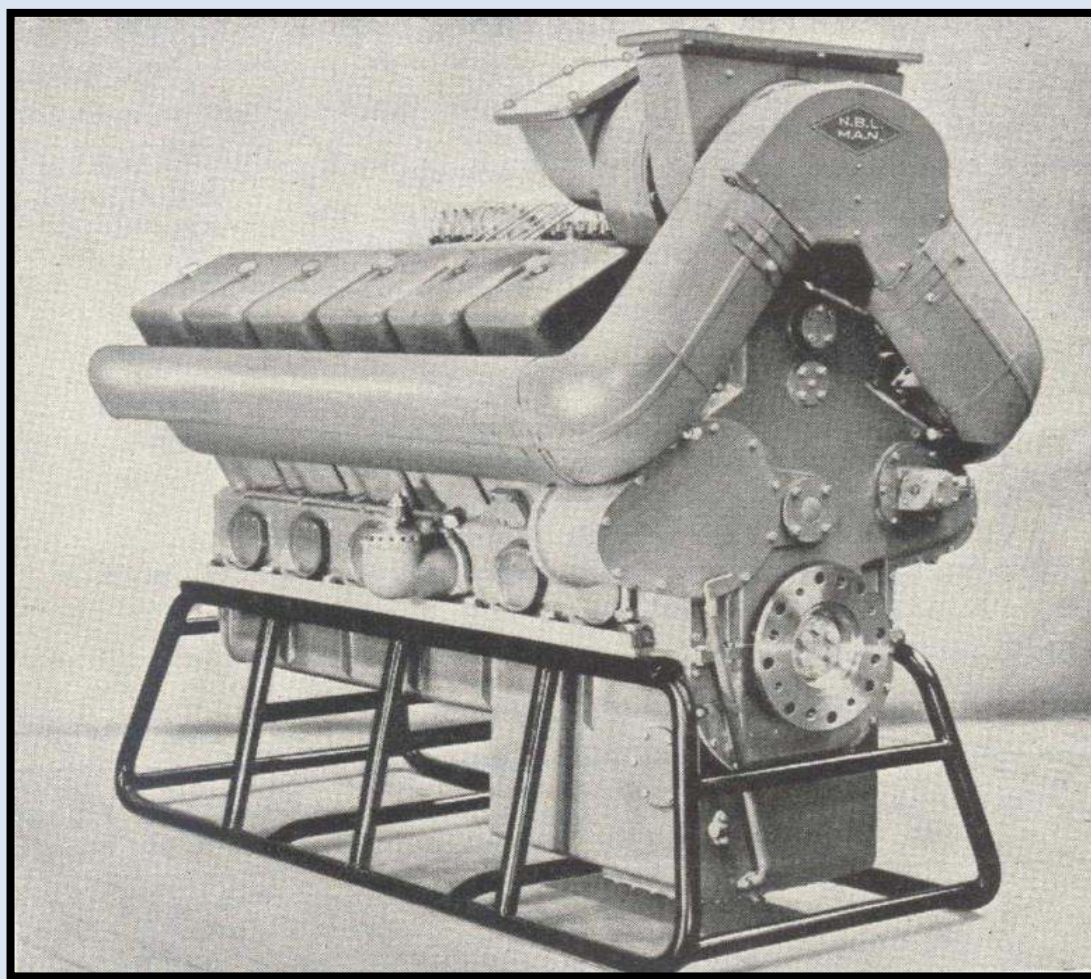


D6311 and D6305 at Swindon works
Photo: Keith Long

Article 2

"Construction and Delivery" see Lister D6301

NBL/M.A.N. L12V18/21BS Engine



It might be interesting to take a brief look at this particular engine type. Designed and manufactured in Germany by M.A.N (Maschinenfabrik Augsburg-Nurnberg). The most immediate predecessor to the L12V18/21 was the MAN L12V17.5/22 of 800 bhp at 1400rpm some of which were used by the DB in certain class V80/V100 locomotives, as well as in locomotives exported for use overseas. A need for an engine of higher power output was required to compete with rival manufacturers, such as Mercedes Benz and Maybach, which led to the development of the higher rated engine, designated L12V18/21 specifically for potential use by DB in the new V200 class locomotives then under development.

Fortunately, and in spite of the passage of several decades since the last surviving example of Class 22 was scrapped, we knew that certain surviving engines were still in existence, and felt that obtaining at least one of them was an absolute must in order to secure a beating heart for the locomotive. We are of the opinion that no substitute engine would correctly represent the lost sound of a North British mainline diesel locomotive in action. We continue our search for further examples, some of which we're sure must survive.

The society believes, and has believed from the very inception of the project, that the use of an original engine preferably; actually, used in a Class 22 and which formed the essence and life blood of the locomotive, would be vital in order to accurately recreate the 59th member of the class. Examples of the same engine type were used in the similar Class 21 locomotives, the D600 "Warship" locomotives, of North British design and build, as well as the North British built version of the Krauss Maffei /Swindon "Warship" design, often known as D833 type and later as Class 43, although none of them survived long enough to suffer renumbering. German built engines were also used in the "Blue Pullman" diesel electric multiple unit trains, each set having one per power car for a total installed 2000bhp per set.



The L12V18/21 was issued in normally aspirated form (no suffix) and supercharged (Suffix A - Aufladung - Supercharged). All NBL built engines were to the A specification i.e. fitted with turbocharger except that for UK customers, Napier turbochargers replaced MAN blowers and CAV injection equipment replaced Bosch (Which were identical anyway). Confusing the issue, NBL re-designated "A" to "S" - Supercharged. There seems to be no evidence that a "B" specification engine ever existed, "BS" simply indicated that it was a British built Supercharged (S) model, in the same way that the CAV BPE injection pumps were British built Bosch PE pumps. Taking the foregoing into consideration it is easy to understand why writers may previously have described A & B series engines as being different, rather than a different designation for the same engine. It seems that many of the so called changes in specification such as the increased crank pin diameter may have taken place as a result of the development process for the new engine, although it is certain that modifications would have been made and incorporated into later engines as a result of experience.

Although of relative simplicity many feel that the design was later developed to the maximum potential of its type, perhaps in fact even in excess of that, which might account for its reputation for unreliability when driven to its maximum rating. The type was originally given a railway rating of 1000bhp at 1440rpm with a 1 hour rating of 1100bhp at 1500rpm. Experience with the engine, including a continuous 80 hour test run by DB, resulted in a revision of the railway rating to 1100bhp at 1530rpm. This was a high figure for an engine of conventional design and might have led to unreliability issues when run at full output for extended periods. Lack of piston crown cooling has often been cited as a further weakness, however study of the plans will show this to be at least partly false, as a drilling in the little end of the connecting rod was provided to spray a jet of oil onto the underside of the piston crown for the purpose of cooling.

In order to allow them to compete in the manufacture of diesel locomotives for British Railways, a licensing arrangement was put into place allowing North British to manufacture a range of oil engines of MAN design for the home market. NBL were also able to manufacture Voith Hydraulic transmissions under a similar arrangement.

Whatever the truth of the matter, Engine No: 220, built under license by North British in Glasgow is type L12V18/21BS and was rated at 1100bhp at 1530rpm when in service with British Railways.



Project 22 believe that in spite of much that has apparently been written elsewhere further investigation needs to be made in order to try to establish the actual truth behind the various incarnations of the unit, and will continue to research the subject.

Our Compatriots

Diesel & Electric Preservation Group Ltd.

The Story of a Locomotive Preservation Group

The story of the D&EPG begins way back in 1973 when British Rail decided to run the last Class 35 "Hymek" hauled charter train, from London Paddington to Hereford, outward via Severn Tunnel Junction and Pontypool Road; and homeward via Worcester and Cheltenham. The train was to run on 22nd September 1973 and was named "The Hymek Swansong" and was to be hauled by two specially prepared Class 35 "Hymeks" Nos. D7001 and D7028. On the way back from Hereford, the train passed another Class 35 "Hymek" No. D7017 at the head of an up London service at Worcester and booked to run via Oxford. Many of the diesel enthusiasts on board "The Hymek Swansong" assumed that their charter would be into Paddington before the service train and so they would not, in fact, be arriving on the very last Hymek-hauled passenger train into London - as promised by BR when they bought their tickets. But the doubters were wrong, as "The Hymek Swansong" was booked to call at Didcot, where a visit to the Great Western Society was in the deal.



Whilst in the depot, many were drawn to the Didcot avoiding line fence, to see if the up London from Worcester would pass - and so she did, with D7017 going like a "bat out of hell", with her horns screaming and clouds of black clag streaming back along her train. Without doubt, this was another moment of magic for the many Hymek enthusiasts on the "Swansong" and once back aboard their train, the idea to try and purchase and preserve a "Hymek" was very first born.

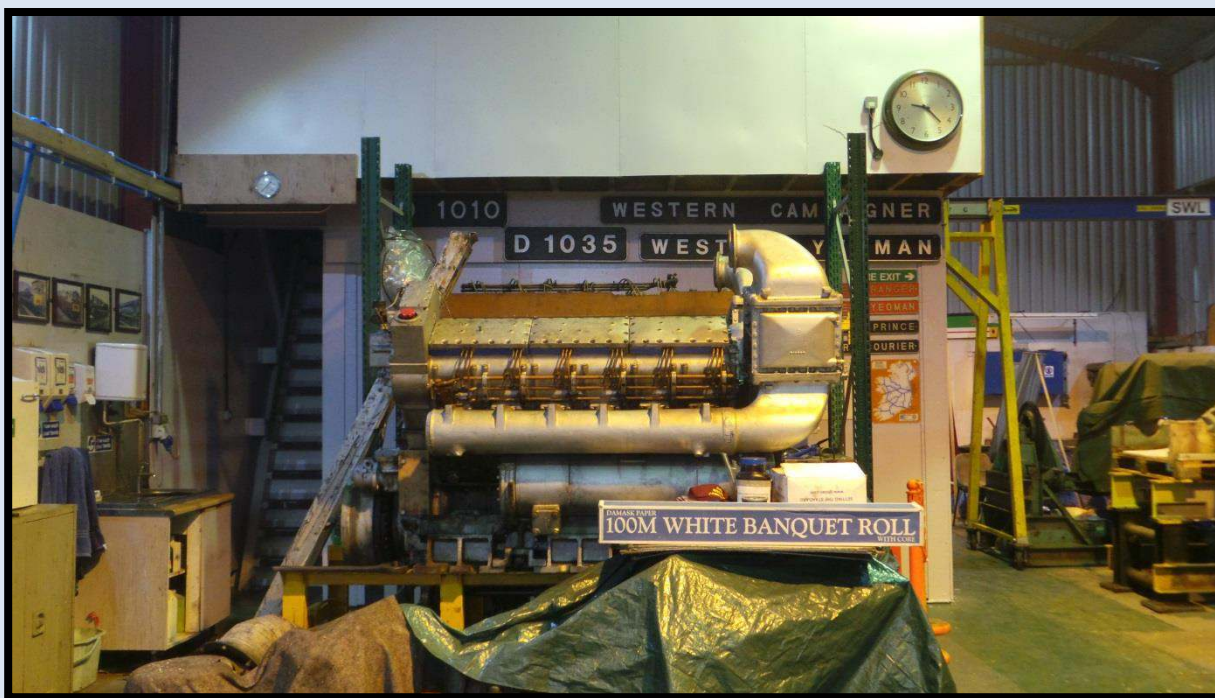
So two young men gave up their window-gazing and on the last leg up to Paddington they walked the full length of the train to share their idea with fellow enthusiasts. By the time they had reached Paddington they had collected an amazing £500 in donations (remember this was 1973!) towards the purchase of a Hymek for preservation. Contact details of all those who had donated were noted and these people effectively became the first members of the D&EPG, which back then was known as the Diesel & Electric Group.



As it happened, the few remaining Hymeks were not withdrawn in 1973 as planned, but the 8 remaining operational locomotives out of a total of 101 built by Beyer Peacock in Manchester between 1961 and 1964, soldiered on until March 1975, when the very last 5, including our own D7017 and D7018 were finally withdrawn. By then, the Group had saved nearly £4,000 and in May 1975 were successful in their bid to purchase D7017.

Where to preserve D7017 was the next challenge and this was quickly resolved by the acceptance of an invitation received from the nascent West Somerset Railway Company, to base D7017 at Minehead. D7017 finally arrived at Minehead in March 1976 after 9 months of storage at Taunton shed and the rest, as they say, is history. We will continue that history of what happened after the D&EG arrived at Minehead with D7017: the Didcot years: and how the D&EPG became the Group





The Diesel & Electric Preservation Group currently owns and operates (or is in the process of restoring) Class 52 "Western" No. D1010 "Western Campaigner"; Class 35 "Hymeks" Nos. D7017 & 7018; and Class 14 "Teddy Bears" Nos. D9518 and D9526. Based at Williton on the West Somerset Railway, the D&EPG also care for and operate several private owner locomotives including Class 42 "Warship" No. D832 and Class 33 "Cromptons" Nos. D6566 and D6575. Membership is open to all and includes a posted copy of the D&EPG quarterly Newsletter.

Please visit: www.depg.org for details.

The South Wales Loco Cab Preservation Group

Based in Bridgend, South Wales at “**The Cab Yard**” a collection of cabs is beginning to grow.

Set up in 2013 quite by accident I must add, as an avid collector of tat, I couldn't help myself but to buy a cab in 1994 from MC metals. I was looking for a Class 81, 82, 83, 84 or 85. I just missed the 81s at Sheffield and struggled to get anything else due to asbestos. I nearly purchased a cab from 84 009. I followed it through Newport on a low loader heading for Gwent Demolition. When I called the GW they advised me it was being preserved and was not being cut. Some weeks later I see in Rail that a cab was saved, I have been trying to buy it since then. I nearly had it last year when I approached the AC Electric group, again it got away.



45128 The first of 13 cabs

The first cab came in Early 1996, with the purchase of 45128's cab. I spent a day at MC Metals making notes to find the most complete cab. I then went back through the cabs and collected as many bits that could be removed.

The cab was collected by Cardiff Transport who were shifting steel from South Wales to Scotland. Back load to Newport, then Hiab to my sisters farm in Llantrisant.

Keeping a cab isn't easy. I restored the cab with a group of lads from The Bridgend Valleys Railway. I was decided that it was too risky keeping it, I had to move it 3 times as no one wanted that big lump on their property. An advert went in Rail "For Sale Peak Cab" which prompted a call from Tom Cullimore, who was involved with the restoration on 45149. They desperately needed cab parts.

We shook hands for a load of shares in 45149 and 45128 when on to become instrumental in the restoration of 45149. The agreement was that 45128 would not be scrapped; it would be stripped of usable parts but kept as whole as possible to go on display.

For 20 years 128 was at Toddington being stripped for the greater good. Every time I was there working I would go and have a look at here. And it was one of these visits that inspired me to buy a Class 47 cab.

MC Metals 1996, 128 waiting collection



Photo: Richard Hall

On a visit to Toddington in the summer of 2012 I visited 128 to find her at the back of the shed in a very sorry state. I was advised that she had fulfilled the objective and was going for scrap.

So the decision was made it was coming back to Wales again, no matter what condition. With a help from the Cotswold Diesel Group, in the form of some doors and grills, 45128 was collected and brought back to Bridgend.





45128 started it all off and will always have a home with the SWLCPG. She is first up for stripping to steel in 2016. She will receive a full external restoration. But for now protected and stored.



www.taincabs.co.uk

P22 appeal

We are looking for more people to come forward and help with Project 22.

ENGINEERING MANAGER:

To advise and manage all aspects of engineering design and build.

To manage the engine the overhaul procedure.

Working with the Project Manager on component replacement and compatibility.

ELECTRICAL ENGINEER:

To advise and manage the wiring of a new class 22 locomotive using current specifications.

HISTORIAN/RESEARCHER:

We need someone to head up a small team of researchers looking at the history of NBL and the class 22 locomotives. We are looking for information to share in "Lister".

COMMUNICATIONS OFFICER:

Would be responsible for keeping in touch with the membership and expanding our database for market research.

We are all volunteers, who spend as much time as we are able to progress the project.

Lister D6301 second issue

The second is planned for the end of April 2016. To receive yours please just register on www.class22newbuild.co.uk.

We would welcome comments and of course any content you would be prepared to share and have printed here. Please send us your hydraulic locomotive pictures and stories.

Please email us on – information@class22newbuild.co.uk



www.class22newbuild.co.uk