



“Rebuilding the past for the future”



“LISTER”

The Project 22 Journal

Summer/Autumn 2017

Issue: D6302



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PROSPECTIVE: THESE FOOT NOTES EXPLAIN THE RELEVANCE OF THE ARTICLE TO PROJECT 22



Welcome

Welcome to D6302, our third issue of 'Lister'. 2016 has been an interesting year for Project 22 as we are faced with the usual pitfalls of a committee based society. We have spent many months working on a firm legal structure for the Project to cover our needs going forward, as we expand into the role of an active not-for-profit business. This is still very much on going with a hopeful conclusion by the spring of 2017.

The challenges we face can be daunting at times but also rewarding and exciting, a project of this magnitude will take time to become well established and matured so that it is in a strong position. This can only be achieved by attracting the right people to the management committee. We have been very careful to make sure we can run before we can walk. By the right people, I refer to those with time to commit and skills to share.

We are aware that there will be extended periods where it seems like little is happening, when in fact we are all very busy. We want Project 22 to be more than just building the locomotive, that we call “Nelly” as it is referred to so often. So, we have started “Lister”. Here we want to share lots of Class 22 data and stories, from modelling to specific engineering information. We want to spread stories across other Preserved Hydraulic groups as well, so we don't only talk 22s but all Hydraulics. The reason being, we feel it is important to keep Project 22 current while the background work is completed. We will share our progress, and in the coming months there will be more to report.

We aim to keep Project 22 interesting and a value to the members that are investing in the future by supporting our group.

Richard Benyon **Business Manager**

PROSPECTIVE: Please tell us what you think by leaving feedback on the website. And please remember we're always looking for people to join the team and help with the project.

News

Addition to the team

In line with our 2017 objectives, we now have a dedicated Component Engineer on the Committee. Robin Holroyd agreed to take the position in January 2017. Robin has followed and invested in the Project since meeting the team at a Severn Valley Diesel gala 2 years ago. Robin brings much needed skills in component



engineering, with a long working history at Holbeck, Leeds working on Sulzer's as a British Rail fitter and an Operations Manager. Robin is currently a locomotive driver with Freightliner Intermodal Ltd, spending his day at the helm of a Class 66.

The role of Component Engineer is vital for Project 22. The key responsibility is to identify all the class 22 components and detailing the specifications to produce

a comprehensive component database. Each original component is then cross referenced to find existing alternatives. Having this information available will help us locate suitable components to fit in the new locomotive.

As the database of component develops, Robin will look at the feasibility of purchasing new modern components that could operate more efficiently and be readily available. This option would offer advantages with ongoing maintenance and ease of servicing in the future.

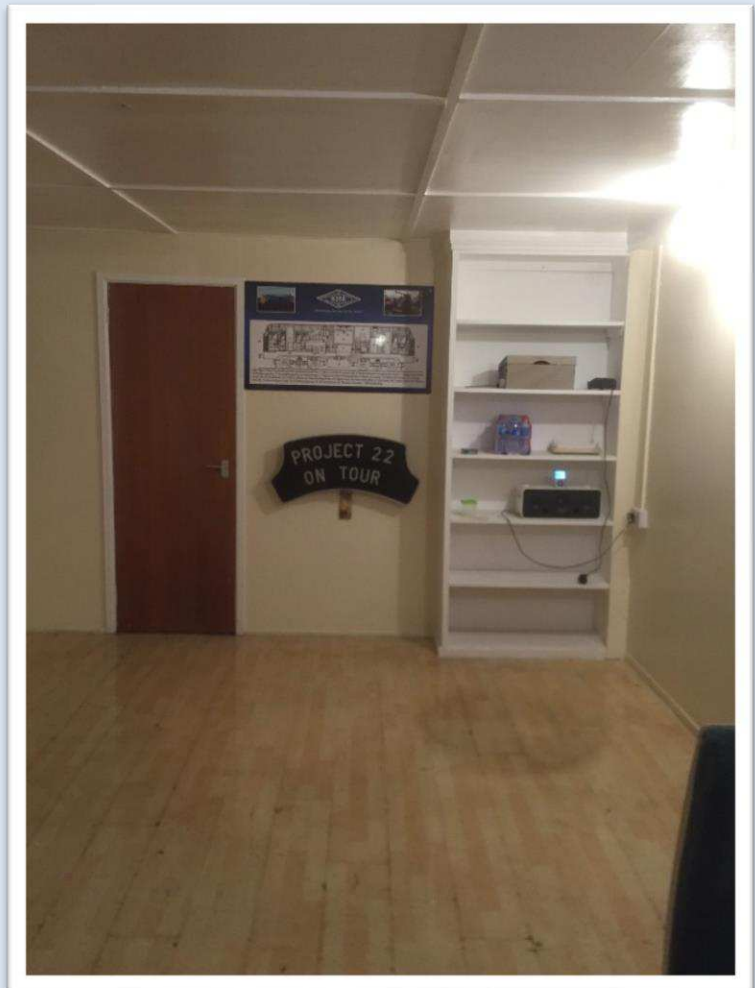
Robins work with our team will allow us to take a balanced view on component resourcing.

Project 22 working base is taking shape

In January 2017, the offices were completed at The Cab Yard in Bridgend, South Wales. This facility is shared with the South Wales Loco Cab Preservation Group. We now have a working base, where our committee meetings are held and the planning and development of the project are carried out.

The small site also offers workshop facilities and houses our engine 220. This is where all components will be stored and assessed prior to restoration. This location will serve our needs in the short term until we are ready to start assembly. During this process, we will be moving to a railway site hopefully where the loco will be housed and maintained for future use.

The AGM will be held at our site in **July** 2017. All members are invited to visit the site at any time to discuss the project, look over the drawings and look around the cabs in the yard. We will announce all future meetings and gatherings on the events page of the website.



PROSPECTIVE: The Cab Yard gives Project 22 a place to work and store components and will become more critical in the future as component sourcing becomes more proactive.

D6339 Instow 1969. Chris Osment



6338 inside St Blazey Aug 71 R.L.Young





What is the plan?

Throughout the past three years, a great deal of work has been carried out on Project 22 and we have learnt much about the complexities of building a locomotive. We don't have a business that employs 250 draftsmen with a contract to produce a locomotive on a £1,200,000 budget. What we do possess, however, is a great deal of historic data, and access to almost all the original North British Locomotive Company Limited (NBL) drawings for the D6300 locomotives. There are also many hundreds of documents at the National Railway Museum (NRM) in York to assist us.

Much of the initial thinking and anticipated method of creating the loco has not changed since conception. We are going to build using the same process as NBL did, using cast cabs, body sides, roof and wheels, with welded bogies and frames, plus an original rebuilt engine and transmission. All other suitable components will be acquired from donor locomotives at the end of their working lives, other than gear boxes and cardan shafts which must also be built from scratch. The electrical system will be of a new modern design to meet today's standards.

One of the most important tasks is being undertaken by the Project Manager, Doug Parfitt, who is collating and cataloguing original drawings, and prioritizing which are purchased and in which order. The design process then requires the drawings for the welded frame and bogie to be put into a Computer Aided Design (CAD) format. This process is then repeated for all the castings to provide comprehensive data that real estimates can be produced from. When completed, we will have a computerized model of the finished locomotive, that can then be modified to take the non-original components prior to final costing and production.

We cannot build this loco ourselves; all the welded and cast sections will be contracted-out, fabricated and delivered to an assembly location yet to be agreed. We are going to need a home where we can lift the frames, paint them with a long-term rust protection and fit all the internal components. Electrical wiring and pipes for air and water must be laid out, and the bogies equipped with a braking system and gear boxes. Cab sections and control gear need to be added, and the body lifted to run the bogies in place and receive the body-side sections.



The timetable for this work will be dependent on the resources available to us. We still need to find an Electrical Engineer; establish the best way to get the CAD work completed; and ensure the design meets current acceptable specifications. We have several options that are being considered and we intend to report on these later.

It is unlikely that the build location will be the ultimate home of the finished loco, as that would depend on suitable vacant indoor space being found on a heritage railway. We are looking at options and hope to gain a firm commitment in 2017. Location is also going to be dependent on our volunteer base; if the bulk of our members are in Birmingham it would make little sense to locate in Cornwall. Although still too early to predict, we are confident that we will be very successful in attracting the skills we need for Project 22 over the next 2 years.

Funding

Our intention is to build the loco by raising funds through a 'Donate & Invest' scheme where we transfer donations to a basic share in the finished locomotive, with various sponsorship options. We also believe that choosing to re-create this type of loco will provide a great deal of good will - it will be a welcome addition anywhere on the heritage railway scene. At the moment, the Committee is setting up a Charitable Incorporated Organisation (CIO) for us to be able to accept sponsorship from business and industry. This will require the transformation of the society to a more secure organisation for the future.

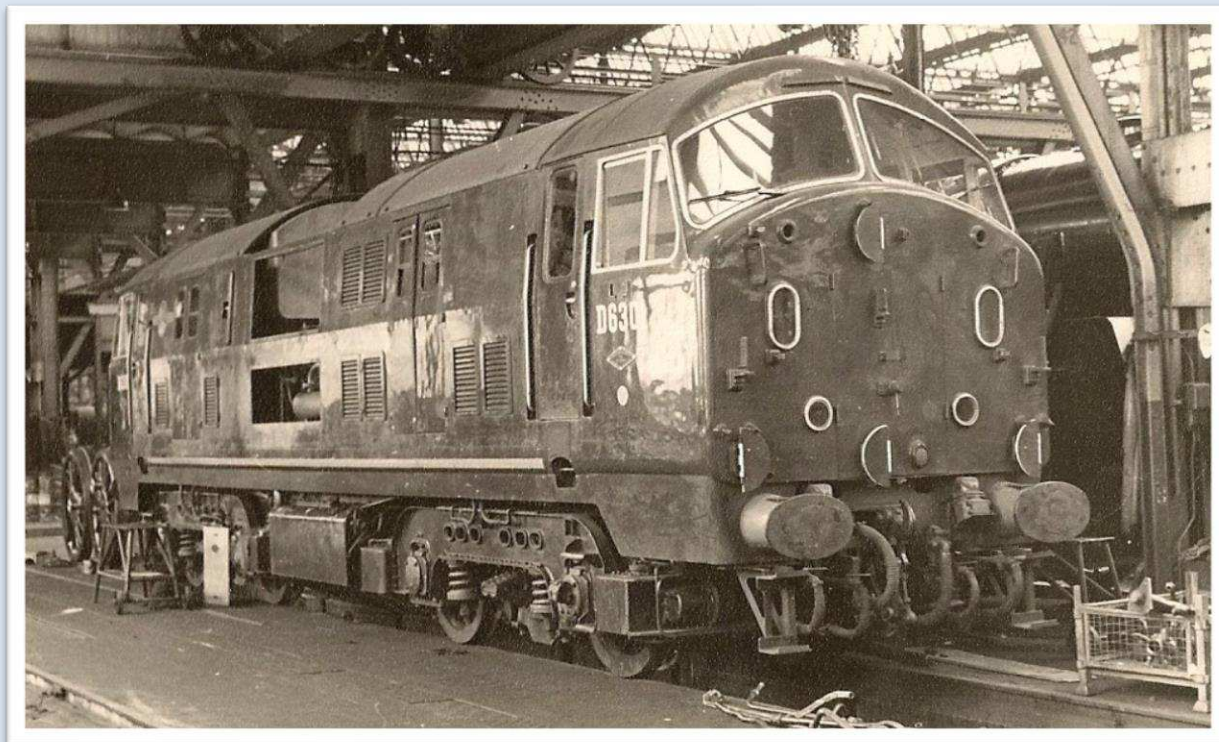
The structure of Project 22 is evolving to allow us to take it more firmly forward. There are many grants and funding organisations that will help us raise the money needed and gain support through educational organisations and other charities. It's a long and complex process that can't be explained in full at this point as we are still discovering diverse ways of raising money. From simple good will to commitments of real on-the-ground hard work, we are confident of receiving these and to some degree already are. However, we can't expect the level of funding we need until we prove that we are a serious prospect. To achieve this, we must demonstrate and present a comprehensive Prospectus and Business Plan. Our current Business Plan was produced in 2015. Many of the financial assumptions have now had to be re-thought, so a revised version will be issued in due course.

This is a big project, and we are determined not to be considered a ‘pipe dream’ or ‘pie in the sky’ operation. There are almost 20 new-build steam projects in the UK, all of which are doing well. We have looked very carefully at these and have gained a great deal of guidance and inspiration from them, though doing our own thing with our own ideas. **Progress can't be rushed or pressured to make us run before we can walk, we believe that carefully-considered attention to detail will be the key to our eventual success.**



D6348 being lifted in Swindon works 11-62. CJM collection

Featured Locomotive: D6302



D6302 inside Swindon works looking new around 1961. Patrick Kelly

D6302, third of the pilot scheme locos was delivered to Swindon works in January 1959 together with D6301, carrying NBL Progressive Number 27667. Unfortunately, we have no record of which components it was fitted with when new, other than the bogies, D6300/5 & D6300/6.

After a few days of examination on Swindon Works, it was sent out on a trial run in multiple with D6301 on 15th Jan 1959. On the 5th Feb 1959, both locos were used on the 07.35 Swindon to Bristol and 10.05 Bristol to Swindon following which they were dispatched to Laira where D6302 would stay for its life on BR.

Within a few weeks, it was back at Swindon to be fitted with ATC, then settled down to a year of useful uninterrupted activity in the West.

On the 11th of April 1960, it was at Swindon again for an unscheduled repair, the transmission was found to have a large amount of debris in the sump. For reasons

that are lost in time, it was not released back into traffic until the 19th of September.

By the 28th September it was once again back at Swindon for another unscheduled repair, but, again we don't know what was done and was released on 9th November.

Back on home territory for the New Year, things didn't start well, On the 30th January 1960, D6302 and D6324 were working 2C74, the 05.10 St. Austell to Plymouth and, at the eastern end of Wiveliscombe Tunnel in a cutting, the train collided with a landslide. Both locos were extensively damaged and the line did not fully open again until 06/03/61.

D6302 once again travelled to Swindon for repair.



By the 19th Feb, Swindon had decided that it needed to go back to NBL for repair from which it didn't return until the 30th November. While there it was fitted with bolted on head code boxes high up on the front. Swindon then carried out some checks and released it to traffic on the 6th December, just in time for another New Year.



Things got back to normal for a short while, a Light Casual repair was undertaken at Laira between the 19th & 21st March and then on 24th May another call to Swindon was required. This time not a repair as such, it was that its transmission was required for use in D602 which was standing idle at Swindon while there were no spare transmissions available. Obviously, a Warship was more important than a Type 2. Transmission No. H7/15 was removed for fitting to D602 B end. The replacement transmission was sent from NBL on the 9th July to fit to D6302. Whilst at Swindon Yellow warning panels were applied.

It was not until the 9th August that it was again released to traffic.

So far, we've looked at D6302's general life, but now we shall look at a typical day in its life.

We shall look at Monday 8th July 1963. On that date, the day started on shed at Laira where it had arrived at 03.00.

Light engine to Tavistock Junction to pick up the 04.20 Tavistock Junction – Plymouth Friary and other trips until 08.20 then back to Laira.

From there, it picked up 0B59 10.00 Laira – Plymouth Friary where it shunted from 10.05-10.40

Then onto

9B20	10.45	Plymouth Friary - Cattewater
9B66	11.15	Cattewater - Plymouth Friary
0B77	LD	Plymouth Friary - Tavistock Junction (<i>Upside</i>)
9B70	11.20	Tavistock Junction (<i>Upside</i>) - Plympton
9B84	12.20	Plympton - Tavistock Junction
0Z36	12.35	Tavistock Junction – Laira

From Laira, to pick up 3C65 12.46 Laira Carriage. Sidings. – Plymouth at 13.06 from Laira Junction

2C51	13.18	Plymouth - Tavistock Junction
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2C50	16.25	Tavistock North - Plymouth
3C65	17.13	Plymouth - Laira C.S. as far as Laira Junction
3C65	17.40	Laira C.S. – Plymouth at 18.00 from Laira Junction
2C51	18.13	Plymouth – Tavistock north
2C50		Tavistock North - Plymouth and trips until 22.15

And finally, back to Laira.

This was typical of its duties for all its active life.



D6302 looking rather fresh outside 'A' Shop Swindon 1967. G Wareham

From 15th August to the 20th August 1963 another Light Casual was performed at Laira. Between then and 1966 there were a couple of visits for routine

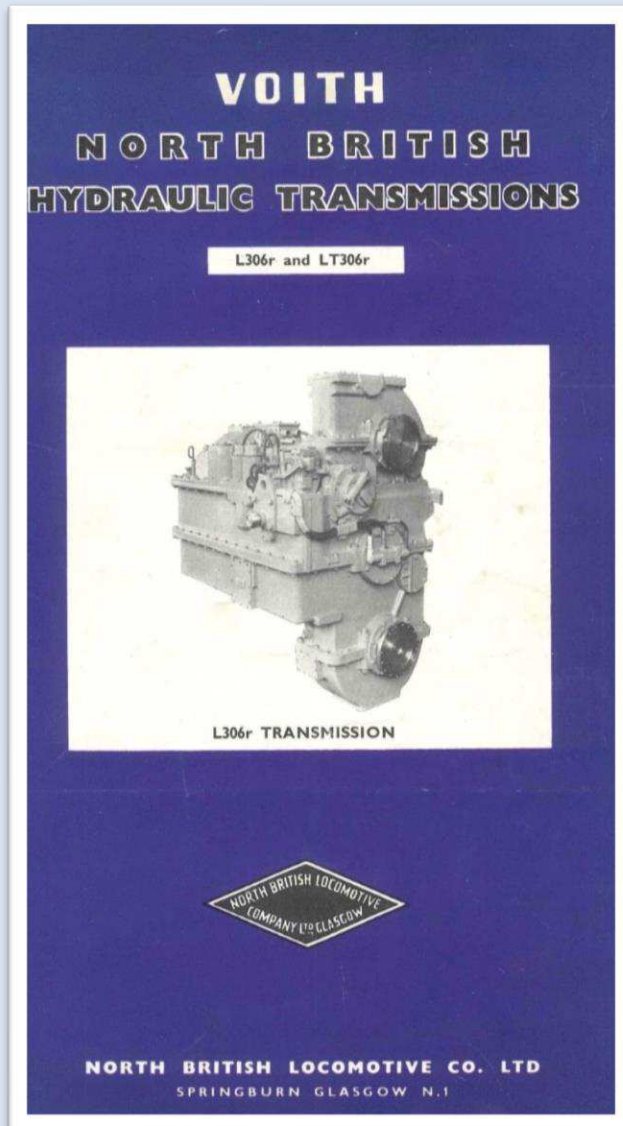


maintenance for which we have no details, then, on the 1st December 1966 it was back to Swindon for a transmission change. Once more back to Laira for the new year and all was well till May when on the 5th it was at Swindon for repair to accident damage. While it was there it was painted in Blue with Full Yellow Ends. It was just 1 year left for D6302 as it was withdrawn from service at Laira on the 1st May 1968. The final act came on the 1st December 1968 when it was

towed from Laira to J. Cashmore's, Newport with D6304, D6305 & D6313.

Class 22 Major Components

Focus: Transmission



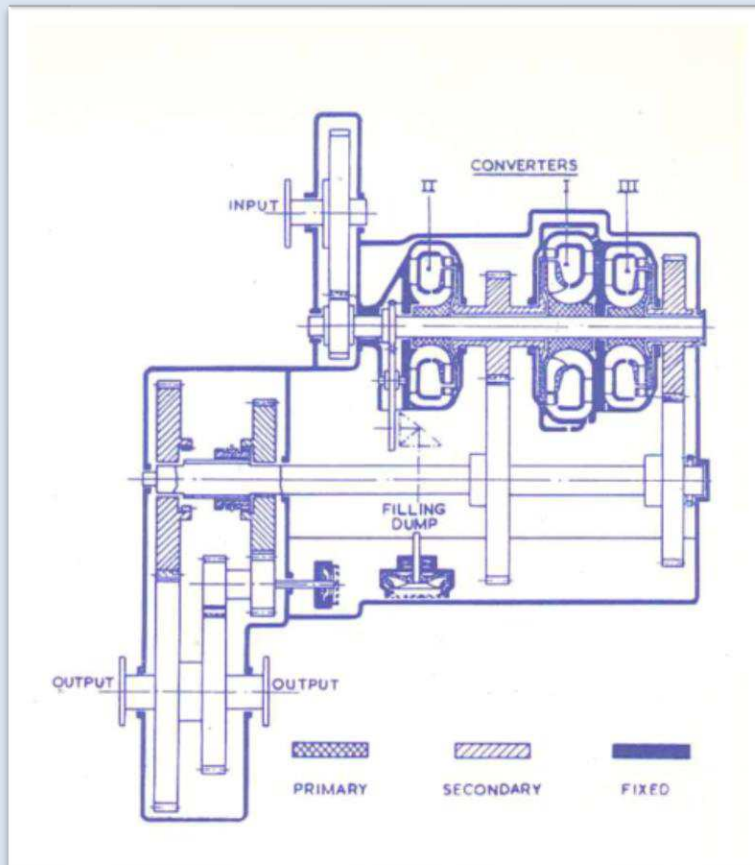
The main functions of the transmission

Considering the fundamental characteristics of the diesel engine, it becomes necessary to introduce a device between the prime mover and the loco wheels. This device is called the transmission and is designed to fulfil the following requirements:

- It must apply power to start a heavy load, providing a very high starting point torque at the axels with minimum loss.
 - It must provide necessary permanent speed reduction, as the axle speed is normally much lower than the engine speed.
 - It must provide a high torque multiplication at start which should gradually fall with the increase of vehicle speed and vice-versa.
-
- It must be able to run in both directions with ease
 - It must have the provision to connect and disconnect the diesel engine from axles for starting and stopping the locomotive.

How a transmission works

It's a large scale automatic gear box, like that used in a car or bus. Using torque converters in three stages to convert the speed of the locomotive, namely, 1st converter for starting and low speeds, 2nd converter for intermediate speeds and 3rd converter for high speed. The change over from one stage to another is entirely automatic.



Hydraulic transmission converts power through the medium of the kinetic energy of moving oil. The hydraulic parts are therefore run at high speed to reduce their size and produce a compact unit. The transmission castings contain step up gears between the input shaft and the primary side of the converters. The ratio is chosen without difficulty over a wide range, to match the transmission to the speed of the engine.

The transmission contains fluid torque converters that consist of an impeller or centrifugal pump and a turbine runner and a set of fixed blades. The pump that is driven by the engine converts the power to kinetic energy in oil impacting on the turbine blades. The faster the blades move the less the relative impacting speed of the oil and the faster the locomotive works.

The three convertor impellers are fixed to a common input shaft driven by the prime mover through a pair of step up gears. Oil circulating in one or other of the converter castings transmit the engine power to the output shaft. The drive is completely positive but its application is cushioned by the transmission fluid.

There is no direct mechanical connection between engine and transmission and it is impossible to stall or overload the prime mover.



A filling pump circulates oil first through the converter in use and then through an external cooler which is given sufficient capacity to prevent overheating in the most arduous service. Only one circuit is in use at one time, the others being empty of oil and transmitting no torque. The change from one converter to another is made automatically

whenever the locomotive speed reaches the values to which the transmission governor is set.

The whole changeover process is timed so that one circuit fills as another empties. In this way, the change is made without a break in the transmission of torque and without shock to the engine. This was the main feature of a Voith Transmission, which enables converters to be combined into one transmission without elaborate mechanical clutches to wear delicate control gear liable to failure.

Transmission Control from the cab

The main control comprises only one handwheel or lever which actuates the engine throttle. This is also linked to the transmission filling valve which can either engage or cut off the whole transmission. At idling speed, the driver increases engine revolutions to the normal working speed, thus bringing the transmission into operation and filling the first fluid circuit. Thereafter this transmission governor takes full control of the locomotive performance and relates this to the resistance encountered at the rail. This leaves the driver free to concentrate on the track ahead.



D6323 Laira 2-5-71. KDH archive

Class 22 Chronicles.

Class 22s in Cornwall by Lewis Bevan



The first photo was taken on my Brownie 127 camera (a present for my 11th birthday) and shows Bristol Temple Meads with Hymek D7006 the main subject. Note 2 x D63xx in the siding at Bath Road depot. I understand that 9Bxx were head codes for the pick-up freights that served various yards and sidings in the Bristol area in the early 1960s. I'm not certain now exactly when this was taken - I believe its sometime early in 1963, but happy to be corrected if anyone can date it more accurately. The other 2 photos were taken while on a family holiday in Cornwall in the summer of 1968. We were staying near Par, and had travelled down from Cardiff on 7th August 1968. On arrival at our lodgings my brother and I headed straight to St Blazey (a shed we visited several times during the week) where we noted shunters D3524/3526/4007 and Class 22s D6308/6311/6312/6317/6318/6322. My photo of D6306 at St Blazey was taken the following day, 8 August.



On 10th August, my brother and I took a trip from Par to Plymouth on a Newquay-Newcastle train behind Class 52 D1061 "Western Envoy". This train had been worked into Par with D6311 as pilot loco, but unfortunately for me the Class 22 was removed at Par. On arrival at Plymouth we headed straight for Laira, where we noted 8 Class 52s, 12 "Warships" and no less than 13 Class 22s, of which D6300/6302-6305/6313 had already been withdrawn.

On returning to Plymouth station we noted more Warships and Westerns, and D6315/6309 arriving on a Penzance-Liverpool train. A few days later (13 August 1968) we made a day trip to Penzance, travelling behind D1033 "Western Trooper". D6315/6309 were passed on an ECS working at Truro, and D6312 was also at Truro, on freight. D6307/6314 were at Penzance, and D6315/6309 were noted again on the return journey (behind D1598 on the 16.20 Penzance-Plymouth) at Truro on an unidentified passenger working.

On 14th August, we returned home to Cardiff behind D822 "Hercules" as far as Plymouth (where it was replaced by D1067) on a Penzance-Manchester train. D6310 was seen on Newton Abbot shed, and D6342 was noted on a freight at Lawrence Hill station in Bristol.



A few weeks after our Cornish holiday, on 4 September 1968, I made a spotting trip to Gloucester, where we saw D6323 with head code 1Z01 hauling an inspection saloon, and D6320, which had by then been named “Lister”. D6320 was, at that time, one of the two Class 22s I hadn’t seen, the other being D6321. I never got to see D6321, which was unlucky, as it would be cut up at Cashmores scrapyards in Newport in June 1969, and Cashmores was a yard that we visited frequently from Cardiff to see the latest arrivals for scrapping.

I wish I had taken more photos of Class 22s, especially of those double-headers seen in Cornwall in 1968! But I guess we all have our regrets about trains not photographed, and should be thankful for the photos we did take.

Our Compatriots

PROSPECTIVE: These memories are our inspiration and give us the drive to build this locomotive
“It’s important to remember why we are doing this”

Western Locomotive Association
"Buying a Western" by Richard Holdsworth

Part One of Saving D1013 Western Ranger.



D1013 Bridgnorth. © Richard Hargreaves

For those who don't know me, let me introduce myself... I am Richard Holdsworth who ran a business manufacturing camper vans and mini buses from the late 1960's through to the mid 1990's. And also, a railway enthusiast from the moment I could say the magic words, Isambard Kingdom Brunel. Born in South London, evacuated to somewhere west of Reading in 1939, I was brought up in the sight and sound of Brunel's masterpiece.

"Skipped lessons again, eh boy?"

"Yes sir...but I did see a King on the down Cornish Riviera...!"

I worked my passage to Australia when I was 20... must have been something to do with the fact that British Rail was just about to embark upon the mass destruction of its entire fleet of steam locos – and when I came back from Oz eight years later – they had been successful! Scarcely a puff of smoke to be seen... So, when King George 1 (backed by Bulmer's Cider) pioneered the *Return to Steam* tours I was the first to book, and realising that my marriage could be on the line, dragged along my new-found Australian wife, Heather. "The cider's good," she said. That's where I went wrong! On a subsequent steam excursion with "The King" I was amazed to see young rail fanatics rushing down to the end of the platform to see a diesel. A DIESEL!! "Stop lads, stop!" I cried..." It's only a box on wheels...!" And the reply came back, "It's not just an *ordinary* box on wheels, this is Western, German technology, two Maybach's and Hydraulic Transmission... it's something special... the best that money can buy... typically Great Western Railway.



D1013 Approaching Bewdley 1980. © WLA

Then the killer, "They're cutting them up too... just like your beloved Kings."



I was hooked. Or about to be. I joined the WLA (thousand members to save a thousand) and have never looked back. Looked down at times (in despair) looked up frequently (to high Heaven) ... but never looked back! Being an investigative sort of fellow, every time I travelled out of Paddington I fronted up to the head of the train and if it was a Western enquired, "Room for one more up there?" In those days, life was much more easy-going and, invariably, this sort of approach got me a cab ride to Reading. Without exception, the drivers waxed lyrical about their Thousands. "Best Diesels the Railway has ever had... being chopped up now... life will never be the same..." Then they would relate the deeds they had performed with a Western on God's Wonderful Railway.

"Ten minutes down by Newton Abbot... ten minutes up at Plymouth..." And then again: "You should have seen her on Dainton..." Or: "Nothing pulls like a Western and two thousand tons of stone behind..." I had personnel experience of the Western's prowess. As a treat, and unbeknownst to me, Heather booked as a birthday present a meeting with the boss of Laira. What a great guy, can't remember his name for which I apologize, but he introduced me to the legendary Mike Woodhouse who took pride in keeping the flagging fleet going. But it was on the way back that did it. I had been told to introduce myself to the driver of our returning train. "He's a crotchety old sod, but tell him I sent you..." True to his word, the driver was not averse to calling a spade a shovel and the fact that it was dark and raining and he was thirteen minutes late backing onto his train didn't help either. But eventually he was persuaded to invite me up and I found beneath my feet D1028 'Western Hussar' and she set about recovering the lost time to such an extent we were ten minutes early at Reading! Up the Devon banks, through the tunnel, down the other side; it was dark and sparks flew out of 1028's exhausts and the sound of those Maybach's were to live with me till today.

Where is all this leading you may ask? Well, as I say, I was a member of the WLA and at the AGM of 1976 I met the Chairman, a wonderful guy by the name of Dave Ashley. He had given the rather hap-hazard WLA some sort of professionalism and a great deal of credence. Using his business skills, and the money donated by the WLA members, they had successfully tendered for D1062. In the pub afterwards (why is it always the pub?!) I suggested that two heads being better than one, the same analogy might be applied to Westerns.

“If my company bought one... would your lads look after it...?” The answer came back, swift and sharp, “Goodness, yes...especially if you can get a Swindon built loco...” Thus, was born an allegiance that stretches to this day... and hence me penning this story for Steve Draper and his excellent magazine.

D1013 Kingswear 29/04/78. © WLA



As I say, hard work, native cunning, and much money had secured D1062 ‘Courier’. And it was at this stage I was introduced to leading members of the WLA, not least being two invaluable guys, Graham Howell

and Phil Harper. Invaluable, yes. But also, funny, clever, great blokes but, perhaps, above all, they worked at Swindon so knew what made a Western tick. Graham was a Swindon engineer and had been through the whole hydraulic saga, from inception, creation, then the massive task of keeping them on the road. Phil, likewise, but as an electrician he possessed the other vital capability with something as complex as “the box on wheels.” In fact, Phil told me over a jar (why is it always a jar?!) that he had wired up Ranger. He remembered it being towed out of the erecting shop, brand spanking new, standing in a siding waiting to be named. Some guy had wandered along and chalked the word “Ranger” on the side... its name to be... and Phil thought how appropriate as he was a Rangers supporter at the time. So, the whole “Buy a Western” plan was ready to be hatched. All we had to do was wait for British Rail to finish with the last of the fleet; not too long as any old excuse seemed to get them withdrawn. I remember two great machines going in one weekend late in summer 1976. One was D1001, Western Pathfinder, that had unwittingly hit a Transit van on a level crossing.



I'm not sure of the fate of the occupants of the Trannie, but Pathfinder was withdrawn with a dislodged air reservoir tank under the buffer beam! An hour or two to repair, perhaps less; Mike Woodhouse would have fixed it in his tea break, but Pathfinder was for the chop. As I say, any old excuse in those days. I remember walking round Swindon Dump one Sunday afternoon with Graham Howell... the "Dump" being the place where dead Westerns were deposited. Graham said it grew almost daily. Good, honest, locomotives that had seen the Region in good stead... had spearheaded the speed-up of schedules in the 1960's... had handled the heaviest freight on the Rail Network... done everything with aplomb. Yet the 50's came in showing what poor substitutes they were and as for the 56's, the "stone" out of Westbury needed two locos just to ensure the load got there. Yes, progress lads, progress...

Eventually, just five Westerns remained. D1010, D1013, D1023, D1041 and D1048. Even then the Westerns wouldn't lie down. I had a friend in high places who phoned me when one of the famous five was diagrammed for a task... and the day after they were officially withdrawn he came on the phone in a high state of excitement saying ten twenty-three was on the up-Westbury commuter. A quick dash to Tywford station and there she was... a locomotive that, according to British Rail, didn't exist! Earlier, I had gone down to Reading station to see Campaigner come in from Paddington. She was on a commuter train and, as usual, she was ahead of time and being treated like a celebrity film star. There must have been at least 30 bowler-hated City gents jostling around the cab trying to get a better view. Why not? They had relied upon the Westerns to get them behind their desks each morning and home again in the evening for the past decade and a half and had rarely, if ever, let them down. Back to the story. The name Richard Holdsworth was, by now, on British Rail's list as a possible investor (or was it idiot?) who could be persuaded to part with his hard-earned cash for something they didn't want and, in due course, the brown envelope with its magic piece of paper plopped through the letterbox, *Tender for the Purchase of Redundant BR Stock*. And a week or so later a team of four, Heather and me, Graham and Phil – like some excited school kids on a sea-side excursion – headed for Newton Abbott and the Famous Four, Fusilier having been earmarked for York and the National collection. We were to report to the Works Manager, a



wonderful little man by the name of Reg Smail, who in better days had run a busy workshop where steam and then diesel had been maintained. Now Reg had just one charge – the Works’ cat, plus kettle that was permanently on the boil, and a lifetime of knowledge of the Thousands.

We tried 1013 first. She was fired up. Graham checked oil pressures... plus lots of complicated things I knew nothing about while Phil checked the electrics.

Having declared ten-thirteen worn out, we moved on through Campaigner, Prince and Lady. Five hours later and we were back with Ranger. “She’s not that bad,” declared Graham looking more optimistic than realistic while Phil nodded his agreement. “Yes, it’s ten-thirteen you should go for,” they declared and Graham had the bright idea of tendering for the loco without name and number plates reasoning that BR would get a thousand quid for them and thus keep my costs down, while any decent engineering company could make duplicates. A month later and the phone call that sealed my fate (and that of Ranger) for the next 15 years. “Richard Nixon’s is on the phone,” my secretary said in an astonished tone. It turned out not to be the President of the United States but Richard Nixon of BR Derby. “Congratulations, you’re the proud owner of D1013 ‘Western Ranger’ he declared, “... and now your problems begin...”

Yes, British Rail had disgorged itself of one loco... yours truly had become the owner of approximately 108 tons of metal with nearly one-and-a-half million miles on the clock. And headaches to come... But that’s another story. You’ll have to wait for the next instalment...

Part two. Dart Valley Railway next stop; lots of problems. Early running days. Derek Wright arrives on the scene. Seven Valley comes into the reckoning. Getting off the Dart. A visit to Cardiff Canton for tyre turning... More problems.... Does Ranger have a flawed axle?

Richard Holdsworth 25.06.07

PROSPECTIVE: One day we will have a story to tell, we believe that sharing the success of other groups will inspire us to keep on going and build D6358.



Lister D6303 Spring 2017

The search for a Transmission.

The Spanner Boiler.

Project 22 Drawings update.

Progress Reports.

Buying a Western: Part two

www.class22newbuild.co.uk



D63xx in London Paddington, Bob Masterton