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Class 35 'Hymek'

The UK's Number One Modern Traction Partwork

Modern LOCOMOTIVES ILLUSTRATED

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Above: No. D7094 has just left Tidenham tunnel on the abandoned Wye Valley line and passes the remains of Netherhope Halt with ballast from the nearby quarry at Tintern on 5 May 1971. The remains of the line which was only open between Wye Valley Junction north of Chepstow and Tintern quarry was closed completely in 1981.

David Cobbe Collection

Cover: During a short stay on the South Devon Railway, preserved No. D7017, operated by the D&EPG, approaches Hood Bridge near Staverton with the 14.15 Buckfastleigh to Totnes on 7 October 1995. At this time the loco was restored to BR 1960s blue with small yellow warning panel end, white window surrounds and a blue roof. CJM

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Class 35 'Hymek'

While the Western Region and its locomotive works at Swindon is often thought of as the home of all things hydraulic, it was a private Manchester-based locomotive builder that would form a consortium to design and build the largest of the mainline diesel-hydraulic classes which became known as the 'Hymeks', and later under the BR TOPS numeric system Class 35. Fortunately they proved to be arguably the most successful UK locomotive employing a hydraulic transmission and would come to number 101 locomotives.

This issue of *Modern Locomotives Illustrated* recalls the wide variety of work which these Type 3s could be found performing through most of the Western Region territory and way beyond. Beyer Peacock produced a handsome looking locomotive, that shared little in common with other sister diesel-hydraulic classes. Those readers that missed the class in daily service, may be surprised at the size of trains which these small compact locomotives were called to operate, but in those days, BR expected a lot from its new traction.

It was perhaps unfortunate that the class found itself up against very stiff competition from the diesel-electric camp in the shape of excellent products from both English Electric and Birmingham Railway Carriage & Wagon in the Type 3 power category. The fate of the Hymeks was probably sealed as early as 1964 as BR sought to standardise on the diesel-electric transmission for its locomotive fleet.

Just ten years after the first delivery, mass withdrawal would start bringing a premature end to this most distinctive class.

Fortunately the preservation movement secured four examples which can now be enjoyed at work on our heritage lines, with the unmistakable deep throb of the largest of the Maybach range of engines utilised in this country.

MLI would like to thank Hugh Dady for undertaking most of the writing for this edition.

Colin J. Marsden
Editor

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The Beyer Peacock 'Hymek'

By Hugh Dady

Of all the diesel-hydraulic classes ordered for the former Western Region of British Railways it was a consortium of private companies led by renowned locomotive builder Beyer Peacock Ltd of Manchester that would produce arguably the most successful mainline locomotive in the hydraulic stable.

Beyer Peacock, founded in 1854, had made it's name producing locomotives for many countries and was particularly noted for the Garratt articulated steam locomotives. Transition to diesel building was quite late following earlier attempts to form partnerships with English Electric, Metropolitan Vickers and Brush which had all fallen by the wayside. When the BTC realised its omission during the 'Pilot' programme for locomotives in the 1,500bhp - 1,750 bhp category, Beyer Peacock joined with partners Bristol Siddeley Engines Ltd and J. Stone & Co (Deptford) Ltd and successfully bid for the supply of 45 diesel-hydraulic mainline locomotives, the order being confirmed in June 1959. Before the first had been delivered, a follow-on order was made in 1960 to increase the total to 95 which was quickly extended to 101 locomotives in total. This was still only about one third of the orders which the consortium named Beyer Peacock (Hymek) Ltd had hoped for.

D7000 - D7044 ordered 06/59

to B-P Order No. 1711

Swindon Lot No. 449

D7045 - D7094 ordered 07/60

to B-P Order No. 1714

Swindon Lot No. 455

D7095 - D7100 ordered 12/61

to B-P Order No. 1715

Swindon Lot No. 457

Overall design of the compact 75ton locomotive was conventional with the power-plant and transmission of Maybach origin built under license in the UK respectively by Bristol Siddeley Engines at Coventry and what became Stone - Platt Industries at Deptford in south-east London. The locomotives were fabricated at the Gorton Works of Beyer Peacock in Manchester. External styling benefited from the BTC appointed design consultants Wilkes & Ashmore based in Horsham, Sussex.

The main differences between the first and subsequent two orders were a change in

suppliers for the train heating boiler and for both the locomotive brakes and compressor. In all cases this seems to have been to satisfy the dual-sourcing policy of British Railways, but as with other classes it complicated the spares position. External differences were small, the most obvious being the addition of headboard clips from No. D7034 onwards.

As with virtually all classes there were some initial problems as the miles began to accumulate but once these had been addressed, the class settled into a period of hard work which was really only cut short by the rationalisation policy of the national traction plan to eliminate hydraulic locomotives in the interests of standardisation. In the authors experience, it was rare to find a bad word for the Hymeks among railwaymen and many on the Western would miss the available power of a useful Type 3 when the last examples were finally laid up in March 1975. As with the other hydraulics, the decision to withdraw and scrap was an extraordinary wasteful exercise. On average the fleet saw less than 10 years service per locomotive with the best making only just over 13 years in front line operation.

Underframe and Bogies

The underframe was of welded construction, built from rolled steel joists, plates and sections to form a solid floor with apertures for the transmission block and cardan shafts. Weight saving was not an issue and thus the design did not employ the stressed skin construction techniques (and associated potential license costs to Krauss Maffei) that had been the hallmark of the Swindon designed hydraulics. The frame was above buffer height because of the need to accommodate the 45 inch diameter wheels, so as with construction of the North British locomotives, a drag box and bufferbeam assembly had to be built to take the buffing forces.

The four wheeled bogies were of the Commonwealth pattern, an American design marketed in Great Britain by English Steel Castings. The one-piece cast steel frames supported a single bolster via swing links pivoted from the locomotive underframe through full elliptical leaf springs as the secondary suspension. The Timken roller bearing axle boxes were supported in vertical slots in equaliser beams with the primary

suspension of helical springs between the cast bogie frames and the equaliser beam. The wheel diameter was the largest of any of the hydraulics requiring tyres and brake block spares that were unique to the class.

Layout and Superstructure

The superstructure including cabs and bulkheads was of steel sheets welded to a framework of steel sections which took no part in load carrying. The cab canopies were fibre-glass mouldings. Front windows of the cabs were glazed with electrically heated 'Therglas' which consisted of a thin gold film moulded within the glass. Sound insulation of the electrically heated cabs was provided by fibreglass insulation of cab bulkheads and roofs.

Behind the cab bulkhead at the 'A' end in the first compartment were the exhausters and preheater with the engine mounted centrally over the trailing axle of the bogie. Almost in the centre of the locomotive sat the transmission with water tanks within the body above and the main fuel tanks hung below the underframe between the bogies. The cooler group was positioned in a separate compartment above the rear axle of the 'B' end bogie with the train heating boiler positioned in a third compartment immediately behind the bulkhead of the 'B' end cab. Internally the layout was quite cramped and the walkway through the locomotive was not easy to negotiate having to pass close to several angled cardan shafts from the engine to transmission and dynostarter. Access to the engine compartment was improved for maintenance staff with two large hinged bodyside doors which were often seen folded back during depot examinations.

Cabs were compact and most of the electrical control equipment was housed in a dust proof cabinet in the 'A' end. The control desk was laid out across the full width of each cab which extended back to form pedestals on each side of the drivers footwell. To the drivers left were the vacuum and air brake controls while to the right the Brush designed master, power and reversing controllers were located. Speedometer, engine tachometer, vacuum gauge, air pressure gauge and air brake cylinder pressure gauges were all presented in front of the driver's sight-line. The locomotive handbrake and various electrical switches



Left: Mr Stanley Raymond, General Manager of BR Western Region tests out a working model of a Hymek presented to the Region by Mr H. Wilmot (left), Chairman of Beyer Peacock (Hymek) Ltd and displayed in the new enquiry centre at Paddington Station. Assistant General manager Mr H.G. Bowles looks on (right). CJM Collection

Right Top: Official railway photographs were rarely taken in colour even as late as 1961, so it was fortunate that others present utilised colour film which could record livery detail that was missed in Black and White. This is the view of the 'B' end of No. D7000 outside the Gorton Works of Beyer Peacock. Of particular interest is the 'blue circle' route classification which would be changed as soon as the locomotive was weighed during acceptance procedures at Swindon.

Hugh Dady Collection

Right: The official photograph of No. D7000 posed outside the Gorton works of Beyer Peacock & Co Ltd Manchester in May 1961. CJM Collection



were placed centrally, while on the second man's side was the battery charge ammeter, windscreen wiper controls and fire alarm test buttons. Overall layout was agreed with input from the BTC to provide at least some commonality with other classes.

Engine and Auxiliaries

The power was provided by a Bristol Siddeley-Maybach 16 cylinder MD870 engine, pressure charged and intercooled. It was rated at 1,700bhp at 1,500rpm although the engine was capable of a traction rating of up to 1,920bhp. As with the Westerns, all engines were built under license at Bristol Siddeley's Ansty works near Coventry.

The engines were of the well known Maybach tunnel crankcase design. This was a welded monoblock made up of steel sections forming a rigid yet comparatively light structure. Two banks of cylinder housing were

arranged in a 'V' formation. Transverse walls in the crankcase were bored to take the outer races of the crankshaft main roller bearings, the races being secured by retaining plates. The disc webbed crankshaft reduced the engine length by using large diameter discs instead of the ordinary crankwebs and main journals of conventional design. The webs were drilled to allow lubricating oil to flow into the hollow crankpins and thence to the connecting rod big end bearings.

The drive-end of the crankshaft accommodated the primary gear wheel which transmitted the drive through gear trains to the camshafts, engine speed governor, water pumps, main oil pumps and the turbo charger top bearing oil pump. 'V' type engines were provided with fork and blade connecting rods. The main rods were supported on the crankpins, while the blade rods, describing an oscillatory motion only, rested upon the outer

shells of the main rod bearings.

Each piston comprised of a piston body and a detachable crown. The piston body carried two scraper rings, one at the top and one at the bottom, while three compression rings were fitted to the piston crown. The pistons were pressure oil cooled by means of telescopic tubes which entered a recess in the underside of the piston crown with special concentration behind the piston rings. The oil flowed through grooves into pockets in the top of the piston body, draining through a central hole affording lubrication for the gudgeon pin and small end bearing as it returned to the crankcase sump.

Cylinder liners were of the 'wet' type. Pressed into the crankcase they provided a water jacket between themselves and the crankcase and were splash lubricated





Above: New Hymeks were usually tested over the Peak line to Derby as happened on 27 June 1962 with No. D7041 seen awaiting return to Manchester. On return to Beyer Peacock, any final adjustment would be made before despatch light engine to Swindon for acceptance by the regional CM&EE staff.
Alec Swain / M. Wroblewski Collection

internally.

Cylinder heads were bolted to the top of the cylinder block and provided a fixture for the combined fuel pump and injector units, and the air inlet and exhaust valves with their operating mechanisms. Three air inlet and three exhaust valves were concentrically arranged around a central, almost spherical pre-combustion chamber. The cylinder heads were hollow to allow for water cooling.

The driving gear wheels for the camshaft, the engine speed governor, the accessory drives gear box, the water circulating pumps and lubricating oil pumps, and the turbo charger top bearing oil pump were contained in a chamber at the driving end of the crankcase and in the camshaft and rocker casings.

To obtain precise delivery of fuel to the cylinders, accurate timing of injection is critical. This was achieved with the combined L'Orange fuel pump and injector, each delivery being determined by the camshaft. The camshaft was driven through reduction gearing to provide one revolution of the

camshaft for every two revolutions of the crankshaft.

The lubricating oil retained in the sump was pumped under pressure to all moving parts of the engine and also provided the medium for operation of the servo-mechanism of the engine-speed governor. Cooling water was continuously circulated between the crankcase and the cylinder liners and cylinder head, being pumped from there back to the radiator.

The engine was fitted with twin model A.G.L 83 turbochargers which had separate Vokes air intake filters staggered within panels on opposite sides of the roof to avoid ingestion of trackside dust. The Maybach turbocharger was of vertical shaft form, a design developed for rail traction to make use of space available in the roof area. Air, when compressed by the turbocharger, increases in temperature and to obtain more power for the MD870 the air was passed through intercoolers, acting as heat exchangers to reduce the temperature. The intercoolers were incorporated in the cooling water circulation but were an independent system to the diesel engine cooling water →

Right Top: Before the locomotive was handed over to the WR at Paddington, No. D7000 was sent to an exhibition held in the goods yard at Marylebone, as part of the celebrations for the 50th anniversary of the Institute of Locomotive Engineers. No. D7000 ended up sandwiched between steam loco No. No. 71000 Duke of Gloucester and prototype gas-turbine No. GT3. This photograph taken on 12 May 1961, before the event opened, shows No. D7000 during preparation for the event with wooden steps in position for the expected visitors.
Andrew Vines Collection



Left: It seems that not all locomotives had reached the final stages of painting before trial running from the Gorton works at Manchester via Matlock and Ambergate to Derby was organised. Here, No. D7046 awaits departure from Derby Midland while still in undercoat.
P. J. Lynch

Right: The first two Hymeks Nos. D7000 and D7001 share space with 'Warship' No. D810 Cockade at Bristol Bath Road, itself still undergoing conversion to a diesel depot on 9 August 1961.
Brian Haresnape / CJM Collection

circuit.

The Behr-Serk cooler group was sited at the 'B' end of the locomotive with a single fan in the roof driven hydro-statically giving infinitely variable speed. The oil motor drive consisted of a positive displacement hydraulic pump driven through a cardan shaft from the diesel engine crankshaft and coupled only by pipes to a constant displacement hydraulic motor on the output shaft on which was mounted the radiator fan. A temperature sensitive controller, mounted with its operating thermostatic element in the cooling water system of the diesel engine governed the speed of the hydraulic motor by regulating the amount of fluid allowed to pass from the hydraulic pump to the hydraulic motor. As cooling water temperature increased a valve allowed some of the operating fluid to pass from the pump to the fan motor. At the same time operating fluid passed to the radiator shutter control valve to operate the shutters as required. The shutter setting was not variable over the full range of fan speed being in the full open position when the fan reached quarter speed.

The diesel engine was safeguarded against starting from cold with a Stone-Vapor Watchman pre-heater built into a branch of the water circuit. This was an oil fired unit which was used before start up to raise the engine cooling water temperature and thus reduce wear on moving parts. It was also set to maintain engine temperature during short lay-overs when the engine was shut down.

Engine starting was by means of a Brush dynostarter located beneath the cooler group with a cardan shaft to the transmission. For starting, engine rotation was achieved by connecting the battery to the dynostarter and using it as a series motor. When the diesel engine was running the dynostarter became a generator supplying 110V dc to the various electrical motors (auxiliary machines) and maintained battery charging.

Transmission

The Mekydro hydro-mechanical transmission employed a single torque converter in conjunction with four-speed change gears. This design offered by Maybach differed significantly from the Voith pattern found in other WR hydraulic locomotives where



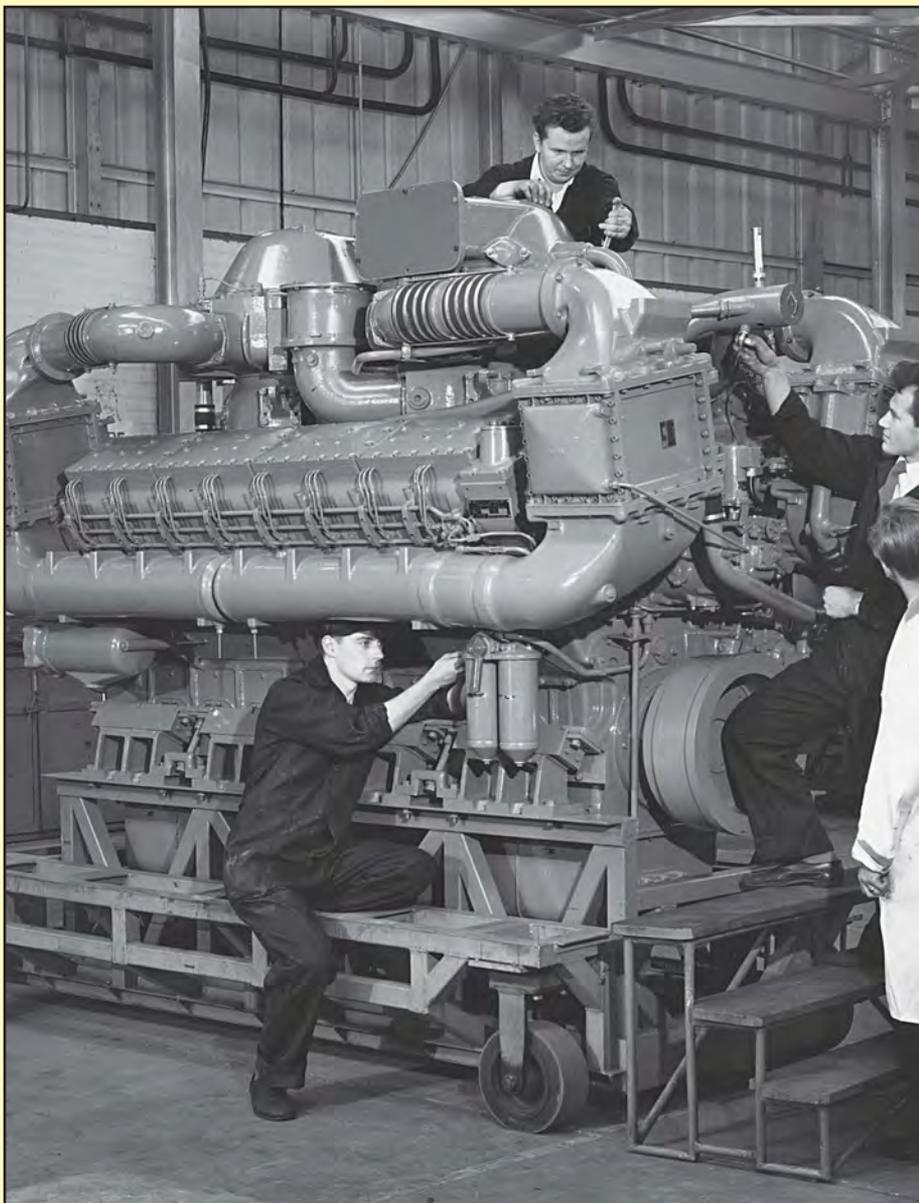
three separate converters emptied and filled in sequence to provide the required speed and torque range. The Mekydro pattern had a single torque converter coupled with large chunky gearwheels that had to be engaged and disengaged as speed rose and fell. The drawback was a brief but total interruption of drive torque as the changeover between gears took place which, if the drivers did not ease the throttle as change-over speed approached, could give quite a 'kick' to the train. This effect was pronounced on the Hymeks because of the single power train; with the Swindon Warships also fitted with the Mekydro pattern, the effects were largely mitigated because the two sets of transmissions rarely changed up and down at precisely the same time.

The model fitted to the Hymeks was the K184U. 'K' signified the type of transmission, while 18 was the maximum horse power in hundreds, only 17 being used for the

Hymeks, the figure '4' gave the number of speed changes while the letter 'U' signified that the output drive was transmitted in both directions.

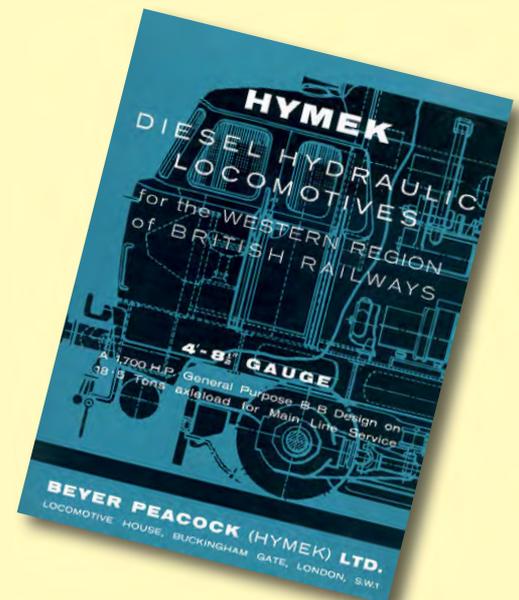
With converter turbine in the engaged position, driving torque was transmitted through the solid secondary shaft to the four speed gear train. A change of speed was effected by engagement of the appropriate over-running dog clutches which operated automatically in relation to the diesel engine and locomotive speed. Power from the speed change gears was transmitted to the directional gear train by another pair of dog clutches which engaged one or other of the gears according to the direction that the locomotive was required to travel. From this point the power was transmitted to the output flange which had connected to it cardan shafts travelling in both directions to the leading and trailing, intermediate and final axle drives. →





Left: Engine for the Hymeks was the 16 cylinder 'V' type Maybach MD870. All were built under license and an example is seen receiving final fitting out at the Ansty works of Bristol Siddeley Engines Ltd. The intercoolers are the square looking boxes fitted into the large circular air ducting that ran from the turbos sitting on top of the engine to the cylinder heads.
CJM Collection

Below: The original Beyer Peacock (Hymek) Ltd brochure published covering the design, specification and operation of the locomotives.
CJM Collection



To reduce noise, both the speed change and directional change gear wheels had inclined teeth and were ground on the flanks.

A traffic/shunting switch was provided, to be found on the switch panel of the auxiliary cupboard in the 'A' cab, which when moved to the shunting position allowed the driver to isolate the first gear of the transmission when required to make shunting movements over an extended period. When employed as bankers on the Lickey Incline the facility could also be used to prevent gear change and thus a sudden interruption of power causing snatching of the train.

Control Equipment

Control was through 110v electrical circuits with a Brush supplied master controller and reverser handle to perform the starting and running of the diesel engine, controlling the output of the dynostarter and the power unit. As well as the circuits determining forward or reverse movement, the reverser handle also selected locomotive lighting, fire alarm circuit, fuel transfer pump motor circuit, water circulating pump motor circuit, drivers safety device circuit, air compressor, vacuum exhaustor and local engine start circuits. The master controller was a shaft having fixed cams mounted in such a position that movement of the Master controller handle caused a rotary movement of the shaft enabling the cams to close contacts energising

various electrical circuits, opening the air acceleration valve, increasing the revs of the engine and thus the power to be transmitted to the road wheels.

For working in multiple the locomotives were provided with through control lines grouped via a flexible cable as the control jumper. The designation was a yellow triangle as the locomotives could only work in multiple with other Hymeks.

Braking systems

The system was designed so that the locomotive itself was braked by compressed air but in addition was required to handle vacuum fitted freight and passenger vehicles. To achieve this a straight air brake was fitted for use when running light or working unfitted freight stock. It had no drivers safety device protection and was not automatic (ie it did not fail to safety). An automatic vacuum-air proportional brake was fitted to enable the locomotive to work vacuum fitted freight or passenger stock, the locomotive air brake being applied proportional to and in synchronism with the vacuum brake applied throughout the train.

The straight air brake was controlled from each cab by the driver's brake valve and was applied on each bogie in conjunction with relay valves which controlled the flow of air to and from the brake cylinders. The air brake was supplied with compressed air from the

main reservoir system via a reducing valve, reducing it's pressure to 55psi. It was stored in a reservoir located on each bogie from where it flowed as far as the inlet port of the relay valve. Four brake cylinders of eight inch diameter were mounted on each bogie, one to each wheel. A return spring, fitted between the piston body and the piston rod cover returned the piston to its normal position after a brake application had been released.

The vacuum proportional brake controlled by the driver's vacuum brake valve in each cab applied the train brake and made a proportional application of the locomotive air brake. The locomotives were fitted with two types of vacuum brake valve. The first batch D7000-D7044 being fitted with the Laycock Knorr pattern while all subsequent locomotives had one supplied by the Westinghouse company. The Laycock Knorr product was a rotary type consisting of two ports which could be rotated on its seat by the brake valve handle. The Westinghouse Co. valve incorporated a spherical valve connected to the brake spindle so that the movement of the brake valve handle moved the spherical valve across the valve seat to uncover a port to admit atmospheric pressure into the vacuum train pipe via slots in the brake valve cover.

Compressed Air System

The compressed air system operated the independent locomotive air brake, the →

automatic vacuum proportional valve, the engine speed control governor and low air pressure switch, the sanding equipment, horns and window wipers and the atomising air for the Stones steam generator (locos Nos. D7000 - D7044)

The compressor fitted to locomotives Nos. D7000-D7044 was a Laycock Knorr vertical three cylinder (two low pressure, one high pressure), two stage air cooled machine driven by means of a flexible coupling directly coupled to the compressor motor. Nos. D7045-D7100 were fitted with a Westinghouse compressor, a similar design but with only two cylinders.

A connection from the main reservoir system was made to a pressure gauge on the control desk in each cab. Main reservoir air pressure was 85-100psi and a further connection was made to a low pressure switch in the diesel engine control and power circuits set to close at 70psi to prevent increasing rpm of the engine and movement of the locomotive until main reservoir air pressure had reached at least 70psi. When locomotives were coupled to work in multiple both sets of main reservoir equalising air pipes had to be connected, their respective isolating cocks being opened after the hose pipes had been connected.

Exhauster equipment

Two Northey exhausters were provided to create a vacuum to control the braking of vacuum braked vehicles and the proportional valve of the locomotive automatic air brake. The exhausters were motor driven and arranged to run at two speeds. They were located at the 'free end' of the diesel engine and

were supplied with current at 110volts from the dynostarter when the diesel engine was running. The exhausters normally ran at 1,250 rpm but a higher speed of 1,850 rpm could be selected by the driver to rapidly create vacuum for quick release of the brakes.

Train heating boiler

Two types of train heating boiler were employed with the initial batch being fitted with the Stone-Vapor OK4616 steam generator while subsequent batches had the Spanner 'Swirlyflo' Mk III boiler. The Stone-Vapor steam generator consisted of several coils of tubing arranged concentrically and joined to form a single tube. The feed water under pressure from a pump entered the outer coil which was made of small bore tubing. The bore of the tube gradually increased towards the centre coil located in the hottest zone where conversion of the water into steam took place.

The Spanner Swirlyflo was essentially a multi-tubular boiler in which helically grooved fire tubes were used, giving greatly increased efficiency. The fuel oil was delivered by an electrically driven pump and atomised by means of compressed air. Combustion air was supplied under pressure by a motor driven fan incorporated in the burner assembly. The boiler feed pump was driven by a separate electric motor with the boiler output automatically controlled by a float switch which switched the feed pump on and off to meet variations in demand. The burner had a similar on and off switch to maintain the pressure constant. The Mark III was a horizontal version of earlier vertical fire tube designs.

In practice, as with other classes, both types

of boilers were the source of constant trouble and later in their lives many of the Hymeks had the boilers isolated limiting those members to freight use.

Styling

Wilkes & Ashmore of Horsham, Sussex were contracted by the BTC to provide exterior styling and livery advice. A distinctive reverse angle end contour was developed for the front end with a fibreglass roof dome which led to a higher roof contour between the cabs. In the words of the designer, Ted Wilkes, the Hymek presented a visually lower faster shape than the front of a D1000 due to the accent on the horizontal lines.

The slightly unusual roofline would later provide a convenient space for the horns which from No. D7003 were mounted atop the roof cab to improve audibility. The designer gave careful consideration to adding some type of cowling to enclose the horns but concluded that whatever shape, any cowling would spoil to some degree the original conception of the shallow roof.

General detailing of the body side gave a tidy appearance to the necessary large ventilation louvres with engine room windows surrounded by polished aluminium frames. At the front a lip skirted the full width of the bufferbeam providing a side to side walkway capped with a strip of aluminium chequerplate.

The attractive shape was immediately recognisable and would be developed further for the prototype *Lion* and eventually in a slightly softened style for the ubiquitous Brush Type 4 Class 47. ■

Below: The sleek lines of the front end design are shown to advantage in this view of No. D7066 heading west through Sonning cutting. CJM Collection





Hymeks go into service

By Hugh Dady

The first loco of the fleet No. D7000 was officially handed over to the WR in a ceremony at Paddington on 16 May 1961, some two days after being displayed at the Golden Jubilee celebrations of the Institute of Locomotive Engineers at Marylebone goods depot. The locomotive had been delivered some three months ahead of schedule and by August 1962 the initial batch of 45 locomotives had been completed. First deliveries up to No. D7021 were to Bristol Bath Road where they were set to work on South Wales to South coast services as far as Salisbury but as crew training progressed they quickly spread their wings with both freight and passenger to Cardiff, Taunton, Weymouth and Paddington.

Conditions for servicing at Bath Road were far from ideal as the depot was only partially opened on 10 July 1961 for the servicing of diesels. The new locomotives had to endure what was best described as a building site for home during their early months. Contemporary reports suggests that they were well liked by both crews and maintenance staff. Commencing on 6 August 1961 the latest delivery No. D7003 found itself on a diagram for the week working into Paddington with the 07.05 from Cheltenham and returning as pilot to a 'Castle' on the 14.55 South Wales Express. By the year end 16 locomotives had been delivered and accepted for traffic.

On 8 January 1962 training began for Cardiff Canton tutors who would ultimately train their shed colleagues. The turns covered were the 09.40 Cardiff to Plymouth as far as Bristol returning with the 11.08 Plymouth to Cardiff. By mid-January the locomotive for this working was being supplied from Westbury, working to South Wales each night on the 20.40 parcels from Westbury and returning the following evening on the 15.50 fish from Milford Haven. Although still early days with crew familiarisation, another diagram took the class to Leicester Central on the 21.50 Swindon to York and the 22.22 York to Bristol due back at 02.11 from Leicester with a Swindon crew.

Compared with the introduction of new locomotives today the speed at which training was completed, often with the most primitive conditions for instruction and servicing, was

extraordinary. For most, this was not just a conversion course from one diesel to another but the requirement to become conversant with some very complex machines that were entirely different from those which had served the railway for over one hundred years. The push to spread the class continued through January with a member of the class rostered from the 22 January between Bristol and Shrewsbury for the 10.30 Penzance to Manchester and the 19.20 ex-Manchester return.

With deliveries continuing apace the WR planned to have enough Type 3s at Canton by the summer of 1962 to cover the whole Cardiff to Paddington service with them. This in itself seems rather strange as the Hymeks had been billed as a mixed traffic replacement for Halls, Granges etc and to take over services from Castles on trains with some of the heaviest formations regularly worked over Western Region metals was asking a lot. There simply were not enough of the new Westerns in early 1962 to consider extensive use in South Wales and with the London Midland electrification in progress the handful of more powerful Type 4s were largely reserved for the Birmingham - Paddington corridor.

Driver training in London began in early February. After coming up with No. D7009 on the 08.50 Cheltenham to Paddington on 4 February 1962 No. D7008 was employed through the following week on a diagram covering the 08.10 and 19.00 Paddington to Didcot with a mid-day parcels in the reverse direction.

No. D7022 was the first Hymek to be allocated to Cardiff from new on 26 February 1962 and was quickly followed by Nos. D7024/25 and D7028-39. Several of the London services were made up to 13 bogies with a tare load of about 420 tons and on some services such as the down 17.55 'Red Dragon' up to 15 bogies were allowable. The most difficult part of the route was the climb out of the Severn Tunnel. Although the west bound climb out was steeper at 1:90 for up to three miles it was the eastbound ascent with nearly three miles at 1:100 followed by a brief level section through Pilning only to face another three miles of 1:100 to Patchway that could take its toll on a locomotive in other

than excellent condition. The first diagram to be covered comprised the 09.00 from Cardiff (the train originating from Fishguard), the 13.55 back from London to Swansea and the 21.10 Swansea to Cardiff. Bath Road allocated No. D7023 took up this duty on 5 March 1962 and by the month end had found itself re-allocated to join sisters at Canton. The diagram alternated with a second roster covering the 02.15 Cardiff to Paddington, the 10.55 down 'Pembroke Coast Express' to Swansea, the 15.45 Swansea to Paddington and 00.45 Paddington to Cardiff newspapers. The third diagram embraced the 05.45 Cardiff to Swansea, 10.30 Swansea to Paddington and 17.55 down 'Red Dragon' to Cardiff.

At a time when 2,200hp was regarded as the minimum essential for Bristol and the West of England with 2,700hp already on the way, the deployment of only 1,700hp on the South Wales mainline meant that these locomotives were pushed exceptionally hard. From mid-March the class had gained their first working to Devon the 15.45 Stoke Gifford to Tavistock Junction freight. By September 1962 Hymeks were observed in regular use from South Devon with both No. D7015 appearing on the 11.50 Paignton to Paddington and No. D7003 on the following 12.22 Kingswear to Paddington on Saturday 15 September 1962.

By the end of 1962 the Hymeks had spread to visit most parts of the Western Region and the year ended with 62 accepted into traffic with few significant problems. The untarnished record was not to last and by the spring of 1963 serious problems began to show largely connected with the Mekyll transmission. Difficulties were experienced with the correct gear selection and at the same time there was a very high failure rate in the cardan shafts either side of the transmission. It was fortuitous that by the summer the WR now had sufficient of the larger Western locomotives for them to largely replace Hymeks on the Paddington - South Wales services. To an extent this took the heat out of the Hymek problems where to try and establish the cause, nearly 40 locomotives had their engines downrated from 1,700hp to 1,350hp. At the same time Beyer Peacock retained D7077/79/80/81 for further tests delaying their entry to traffic by some six ➔



months. It took nearly a year to get to the root of the transmission problem which was traced to a change made in manufacturing tolerances which had resulted in temperamental operation of the reverse torque mechanism and claw clutch responsible for changing gear. The problems were also occurring with K184 transmissions operating in Germany and could thus not be blamed on the UK units made under license. Corrective action was made by the drawing office at the Maybach works in Friedrichshafen where as well as adjusting tolerances, some strengthening was made to the gearwheel hubs.

The cardan shaft problems proved more difficult and did not reduce to acceptable levels until an additional flexible coupling was fitted to the primary input shaft along with softer bonded rubber sections between yoke and shaft on cardans between the engine and transmission. The modification programme would last into 1965 after which all locomotives were finally returned to their 1,700hp rating.

Some of the Hymeks displaced from the South Wales service in 1963 were sent to work the Worcester – Paddington services, an association with the line that would last until their demise. It was on these shorter trains that the Hymeks would excel with the locomotives frequently reaching sustained 90mph running on the Thames Valley section of the route. Elsewhere the locomotives displaced from the top link London to South Wales corridor began to take up the secondary duties for which they had originally been designed. In February 1964 the last Hymek No. D7100 was delivered to Newton Abbot joining other sisters for work all over Devon including regular freight flows to Rogerstone and Severn Tunnel Junction, both passenger and freight on the former LSWR lines west of Exeter as well as Taunton to Minehead. The one county that saw little regular use was Cornwall despite an allocation to Laira, although class members were occasional visitors even down to the far west at Penzance. Further shuffling of allocations in the mid-60s saw the Devon based locomotives moved back to Bristol and South Wales at the end of the 1966 summer timetable although in practice this seemed to make little difference to the number actually operating in the County.

In 1965 the BRB made its intentions clear

with the publication of a report on experience with hydraulic and electric transmission types. As part of that report the Hymek had been selected for comparison against the English Electric Type 3 arguably the UK's most successful diesel locomotive type. That the Hymek stood up so well in that power category against the best of the electric transmission types says much for the design which had come straight off the drawing board in quantity. In truth, the decisions had been made years before and the storm clouds were already brewing for the unique Western Region diesel fleet.

For two or three years the class entered a relative period of stability on many secondary routes of the Western as well as Southern Region territory. So common was their use over Southern metals that Waterloo saw fit to issue its own 'Motive Power Training School' books as well as drivers fault finding guides. Weymouth had seen regular visits from Bristol and Westbury services but by 1966 the Weymouth portion of the 08.30 ex-Waterloo was regularly hauled by a Hymek onward from Bournemouth. Inter-regional services from the North via Reading would bring Hymeks down to Southampton, Poole and Weymouth on a daily basis while on the London Division freight services saw regular jaunts to Norwood Junction and Hither Green, a pattern that would continue into the 1970s.

After several intermittent appearances, 1967 saw a small stud Nos. D7021-25 allocated to Worcester for banking duties on the Lickey incline. Drivers were required to isolate the first gear of the transmission so that gear change would not provide an interruption of tractive force. Updates to the national traction plan that year sent further ominous signals about the long term future for all hydraulics but shortage of traction elsewhere gave the Hymeks a new foothold in the far west of Wales where they took over freight working west of Swansea from the English Electric Type 3s which were required by the Eastern Region. Although none were actually allocated to Landore, the Hymeks took over pick up freights such as the Newcastle Emlyn line from Pencader junction as well as work around the Swansea docks.

Visits to the West Midlands continued usually on freight but with intermittent

passenger workings on inter-regional reliefs, excursions and football specials as well as the odd appearance on the Paddington – Birmingham route.

1968 would really be their last unchallenged year because the Spring of 1969 saw the first Brush Type 2s transferred from the Eastern to Old Oak Common. The Eastern still found itself short of power and was loathed to release further diesel electrics in a planned hydraulic replacement programme. 1970 found the WR treading water with its motive power such that few withdrawals of any hydraulics occurred and the Hymek fleet remained intact working across the entire region. It was the calm before the storm and on 11 September 1971 the first two class members succumbed when Nos. D7006/81 were laid up from Bristol Bath Road and Cardiff Canton respectively. By the year end they would be joined by 14 further sisters.

1972 was a grim year for the class with a further 63 withdrawals leaving just 20 locomotives at work by New Year's day in 1973. The replacements were not popular not least with the London commuters who quickly learnt that the Class 31s had nothing like the acceleration or fast running that they had been used to. Undeterred, the authorities announced that the Class 35s as they had been designated would be eliminated by the autumn and a 'Hymek Swansong' farewell was planned for 22 September 1973. Through 1973 the handful of survivors continued to roam turning up almost anywhere, although with the remaining fleet now concentrated at Old Oak Common, haulage in the London Division was the easiest to come by. Trips on class 1 passenger to Worcester and Hereford were still common and some members retained operational boilers for such work. As the autumn approached it became clear that the WR simply couldn't quite do without them and 10 were left to see in 1974.

The boilers were isolated on most examples leaving them on parcels or freight trip work but still visits as far as Devon were regular, the 11.00 Reading West yard to Exeter Riverside being a particular favourite. Visits to the old stamping grounds in South Wales still took place with No. D7017 working freights out of Margam on 26 March 1974 and No. D7026 employed on the Whitland milk at the end of May before reaching Margam again from the ➔

Left: Head to head are the two classes that were to form the comparative trials in the Type 3 category for the famous BR report on Hydraulic versus Electric transmission systems. Last of the Hymek Class No. D7100 meets English Electric No. D6939 at Rhymney River bridge, Cardiff on 24 May 1967.
R. O. Tuck / Rail Archive Stephenson

Right: Carrying green-livery with a small yellow end, No. D7075 passes Chalford in the Golden Valley on 12 October 1964 with a Cheltenham to Swindon local service. P. Harrod



Westcountry on 30 July 1974. Severn Tunnel Junction remained a popular destination but perhaps the most surprising aspect as the year wore on was the continuing visits to Devon either to Tavistock yard or Plymouth on van workings. Newton Abbot managed to acquire No. D7022 for the Stoneycombe ballast duties in June, followed in late July by No. 7018 on the same duty giving holiday makers a last chance for sampling the class at work, while in early September Old Oak provided a silver buffered No. D7093 to work a shuttle within the Swindon works complex when steam loco No. 6000 *King George V* became unavailable for their open day.

Mid-October saw one of the final workings to the west when No. D7029 was provided to work the 15.50 Bristol to Plymouth vans on 17 October 1974 returning with the Old Oak empty vans on the following morning.

As 1975 dawned there were just half a dozen to see in the New Year. Old Oak could usually be relied on to house at least one working example, the deep throb of the engine announcing the 'on shed' presence often long before a sighting. Somehow they clung on for life even after the peak of Christmas mail traffic, the WR seemingly reluctant to say goodbye to a class that most realised was being retired long before its due time. Few on

the Western were impressed with either the Class 31 replacements or the Class 25s which had been sent to replace.

One by one they fell as winter released its grip leaving just Nos. D7017/18 at work around Reading on 12 March 1975. No. D7017 was stopped the following day and five days later on 18 March 1975 No. D7018 worked for the last time in British Rail ownership. Despatched light engine from Old Oak Common to Didcot, the locomotive worked back with the 5A06 11.35 Didcot to Old Oak Common empty vans. Fortunately both would find a place in preservation for future generations to enjoy. ■

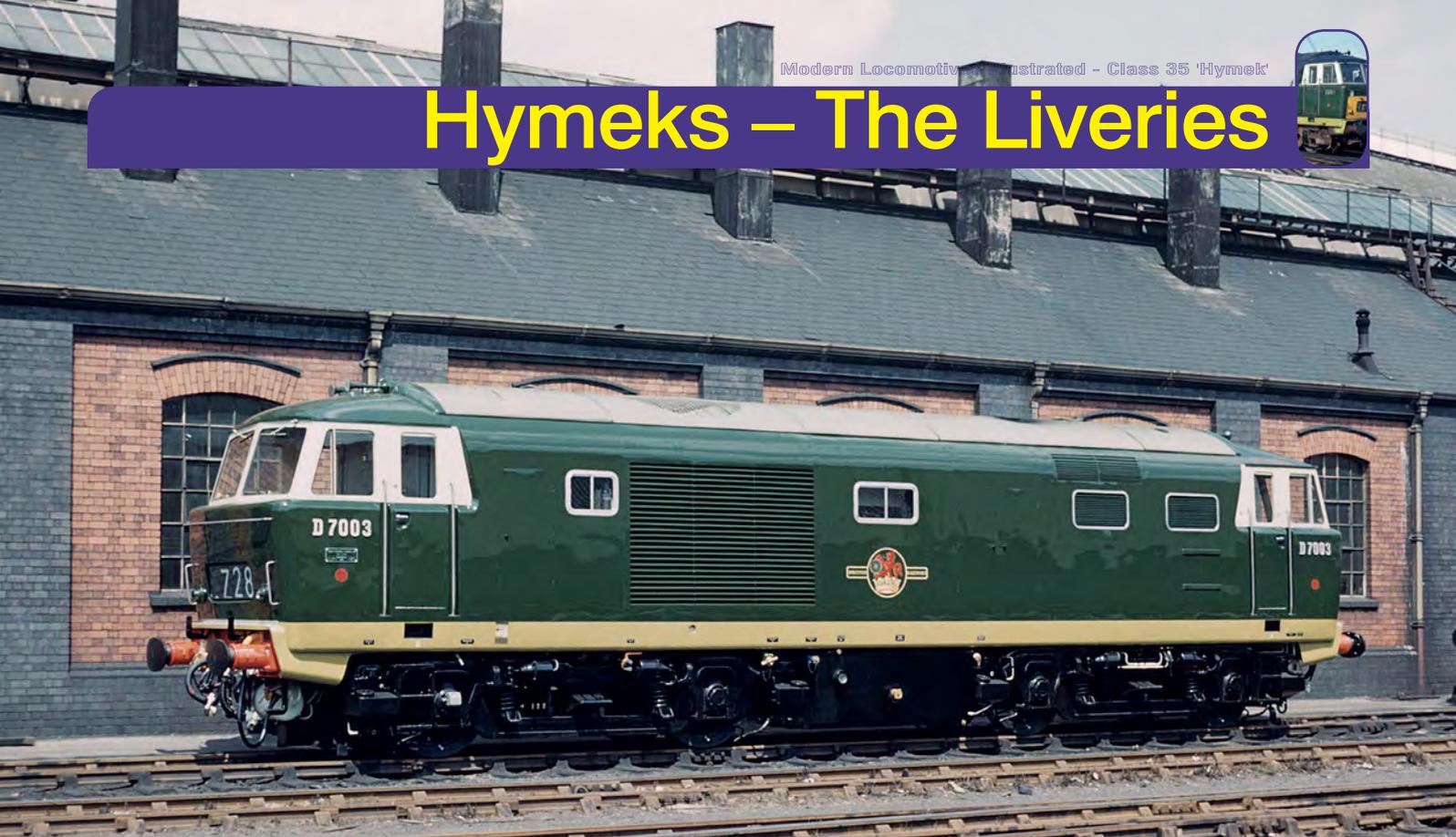


Left: Hymeks began regular diagrams on what today is known as the Cotswold line from September 1963, and although largely displaced by the Class 43 'Warships' for three years from 1968, they regained most of the workings until 1973 before a progressive hand-over to Class 47s. On 30 September 1964, No. D7054 approaches Evesham with the 13.10 Worcester to London Paddington. **F. A. Haynes**

Below: On the approach to the eastern portal of Whiteball tunnel, No. D7011 is about to leave Somerset and enter Devon with a service bound for Kingswear from the Midlands on 18 August 1962. **M. J. Fox / Rail Archive Stephenson**



Hymeks – The Liveries



Above: No. D7003 stands newly delivered in Swindon works yard awaiting acceptance into traffic on 30 July 1961. This was the first locomotive to carry the air warning horns on the roof from new. Unusually, the works plates have been painted in locomotive green; most locomotives were delivered with a black background to the two works plates one placed under each drivers side window. **David Cobbe Collection**

Few changes took place during the locomotive's life, a testament to the original design. Nos. D7000-D7002 were delivered with the warning horns hidden within the bufferbeam area but from No. D7003 onwards the horns were moved to the roof at the behest of the BTC to improve audibility. The early trio were brought into line during early works visits.

As delivered Nos. D7000-D7033 had a clean front-end without headboard clips which they would retain throughout their life. From No. D7034 onwards clips were added, perhaps brought about by a change of plan as the locomotives took up duties on the South Wales express services. In practice they were never utilised as further changes of thought within BR dispensed with most of the named trains and the practice of carrying headboards.

Modification M.B. 400/95 started in 1966, with the fitting of an addition cab door handle towards the base of the door which was fitted by Swindon to both green and blue locomotives. In all some 97 locomotives were treated but four missed the modification Nos. D7002/21/54/60.

No. D7000 was delivered new without yellow panels or electrification 'flash' signs, a pattern that would be followed up to and including No. D7019. As delivered, No. D7000 carried a 'blue circle' route classification coding but this was changed to red circle after weighing at Swindon and before the loco entered traffic. The locomotive body sides were in 'locomotive green' to specification No. 30' with a pale green-yellow skirt band to BS 2660-5062. On No. D7000 this skirt colour was carried along the bodyside only. All later examples had the green-yellow area extended around the bufferbeam cowl and indented lower side cowls. Roof panels were mid-grey to BSS 2660-9100 while the window area was picked out in off-white. Underframes, bogies and tanks were black to BSS 2660-9103.

From No. D7020 yellow panels were added from new to all subsequent deliveries. The first 20 locomotives had yellow panels added as they visited Swindon with all so treated by December 1964.

Electrification 'flash' signs were added to all locos usually placed in line with the red/white marker lights, the exception being Nos. D7000, D7004-D7008 and D7010 where the signs were placed in the corner to line up with the end of the handrail.

With the advent of full yellow ends, several locos that had yet to fall due for a blue repaint were given full yellow to include the window-frame area and wraparound as for blue locos. These green with full yellow end locomotives were Nos. D7000, D7009, D7013, D7014, D7016, D7018, D7020, D7023, D7031, D7084, D7092, D7093, D7097.

The first Hymek to gain Monastral or Rail blue was No. D7033 out-shopped from Swindon in November 1966. The loco received full yellow ends and the only deviation from what would eventually become the new standard, was that the yellow was not carried round to the flat bodyside to the same extent as later repaints, giving a sharper point under the front window pillar and extending so that it lined up less than a third of the way along the small side indented cowl at skirt level.

Several other locomotives painted in 1967 bore this style including at least Nos. D7004 (after it had carried blue with panels), D7035, D7037, D7042, D7058, D7061, D7063 and D7067.

Having out-shopped No. D7033 with full yellow ends Swindon clearly remained unhappy with the new paint job. The instructions for application of the new corporate livery came from Derby, but the detail for individual loco types including size of emblems etc had yet to be fully worked out. At this point, rather strangely, Swindon reverted to yellow panels for the next three, Nos. D7004, D7007 and D7051. This was not

totally out of step with Derby, who themselves were turning out Class 25s and 45s in blue with yellow panels.

Still not satisfied, Swindon turned to John Beresford-Evans the consultant that had originally produced the new corporate livery for British Rail. Back came the off-white window frames for the early 1967 repaints and together with half yellow warning panels, many felt that this was the most attractive scheme for locos in blue. Swindon treated 14 in this pattern to include No. D7010, D7012, D7027, D7034, D7036, D7040, D7046, D7047, D7048, D7052, D7056, D7057, D7059, D7064.

By the summer of 1967 Swindon had been told to fall into line with the approved corporate style and reverted to the drawings from Derby that had first been used to repaint No. D7033.

At some point in 1968 the livery was slightly modified with the full yellow front now wrapping round further to the flat side of the body such that the yellow now finished to line up approximately half way along the side indented cowl. This pattern now became standard for all further blue repaints.

The last repaint into blue carried out by Swindon works was given to No. D7011, which was the final member of the class to receive an intermediate repair, leaving on 18 August 1971. The polished aluminium numeral 'D's were left in place but painted over with blue paint. Several class members would have their 'D' character removed at either one or both ends but this seems to have been carried out largely by the depots and was often more difficult than had been anticipated.

A particular oddity was No. D7076 which during 1968 suffered collision damage. As part of the repair, Swindon replaced the damaged numerals at the 'B' end only with 'Serif' style transfer numbers.

This was not the end of repainting which now fell to the operating depots principally ⇒

Old Oak Common. Ahead of the 'Hymek Swansong' railtour in September 1973, No. D7001 received a full repaint and No. D7028 was carefully cleaned up. As late as mid-1974 both No. D7022 and finally No. D7017 were given repaints by the London depot. The latter was also shorn of its polished aluminium

numerals which were replaced on the drivers cab-side only with standard 'rail alphabet' white transfer numerals.

As the scrapyards beckoned, just 13 locomotives had escaped the corporate blue paint brush with Nos. D7002, D7003, D7005, D7006, D7008, D7021, D7024, D7025, D7054,

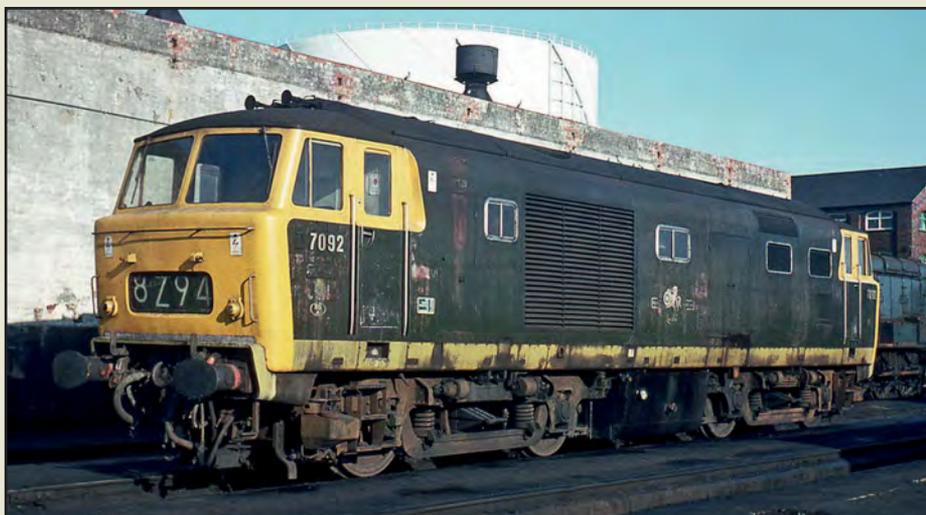
D7060 going to the breakers still wearing green with yellow panels while Nos. D7013, D7014 and D7020 met their end wearing green with full yellow ends. ■

● Prepared with thanks to Mark Alden for the supply of detailed records.

Left Top: The green paintwork on No. D7054 continues to wear well in this view recorded at Cardiff on 6 November 1969, following a repaint in early 1966 just avoiding the introduction of blue. This was the only livery that all Hymeks eventually carried, and No. D7054 would prove to be the last to operate in green being withdrawn as seen. It was one of the few locomotives that escaped the addition of lower cab door handles. **Derek Jones**



Left Middle: Some of the tatty green locomotives received full yellow ends, one such example being No. D7092, seen at Gloucester Horton road depot on 30 September 1969. This locomotive would survive to see a coat of BR blue, but was withdrawn from Cardiff Canton in June 1972. **Derek Jones**



Below: Painted in blue with small yellow warning panels, but no white window surrounds, No. D7007 stands at Bristol Bath Road on 16 September 1967. Curiously, this livery version would be joined by Nos. D7004 and D7051, although the first blue Hymek No. D7033 had already been outshopped with full yellow ends. **Russell Leitch / Hugh Dady Collection**





Top: The addition of white window surrounds, as the class had carried from new while in green, seemed to make a significant visual difference and was quickly adopted for 14 class members. Here, No. D7036 displays the scheme at Hereford on 13 June 1967. **CJM**

Above: No. D7037 is seen at Bath Spa station displaying limited yellow wrap-around livery powering the 15.10 Weymouth to Bristol on 11 July 1968.

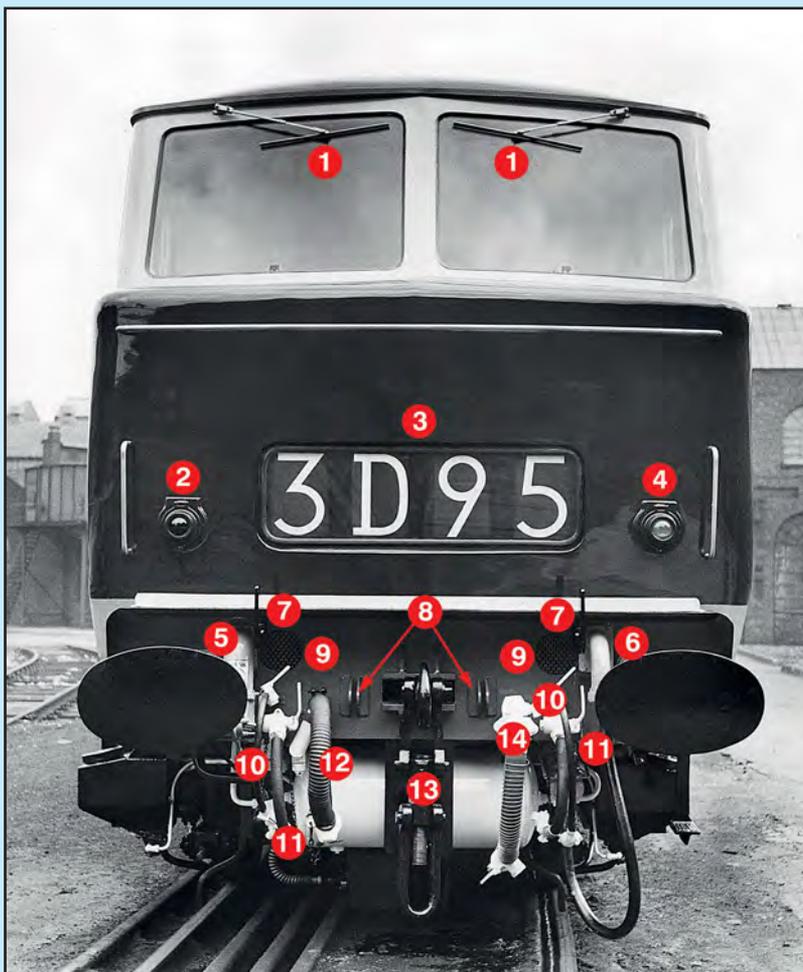
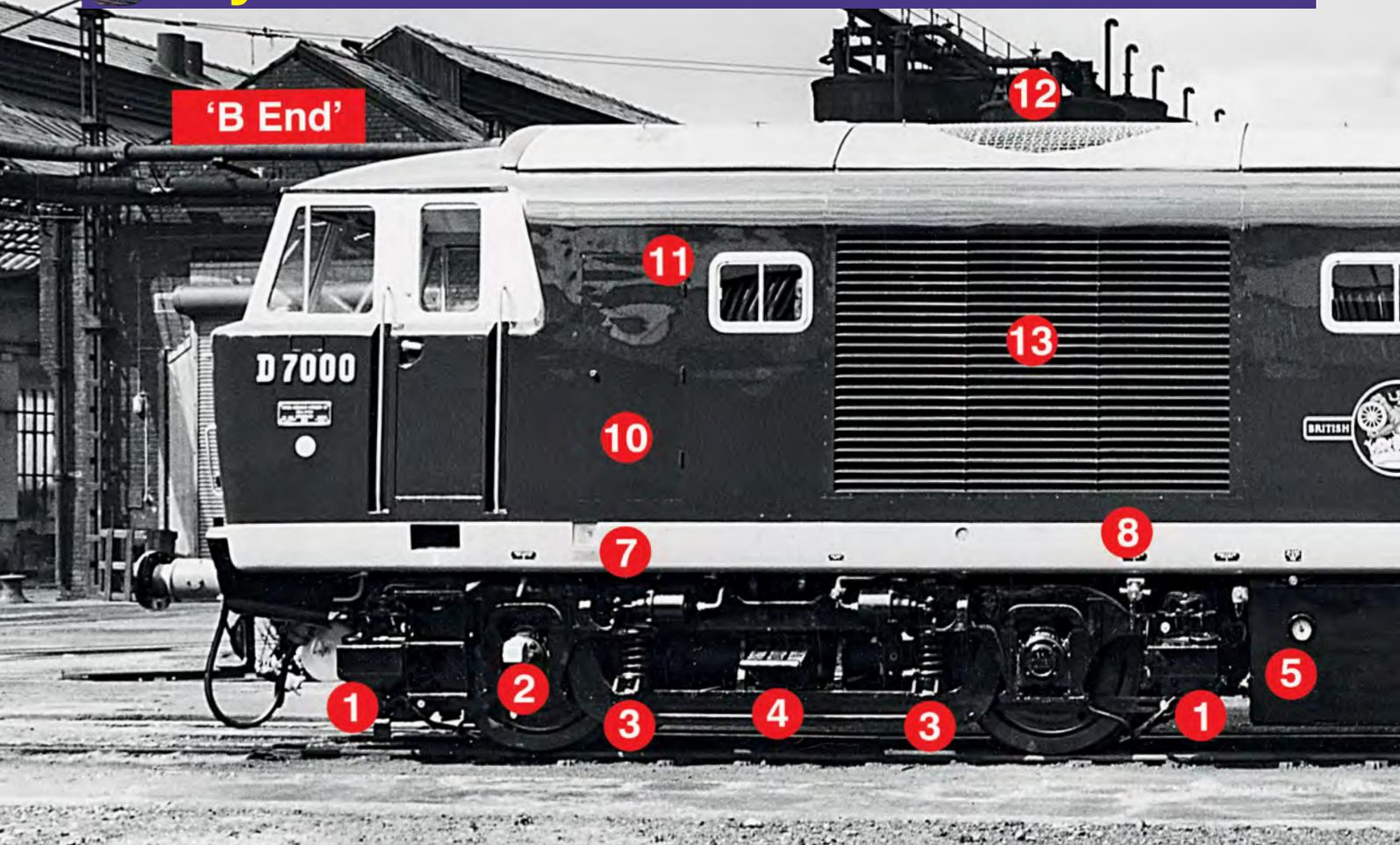
Russell Leitch / Hugh Dady Collection

Right: The final version of BR blue as applied to No. D7022 at Old Oak Common depot on 3 August 1974. **Hugh Dady**



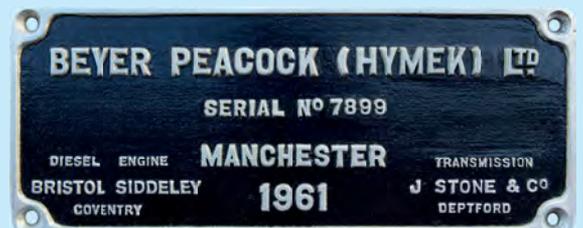


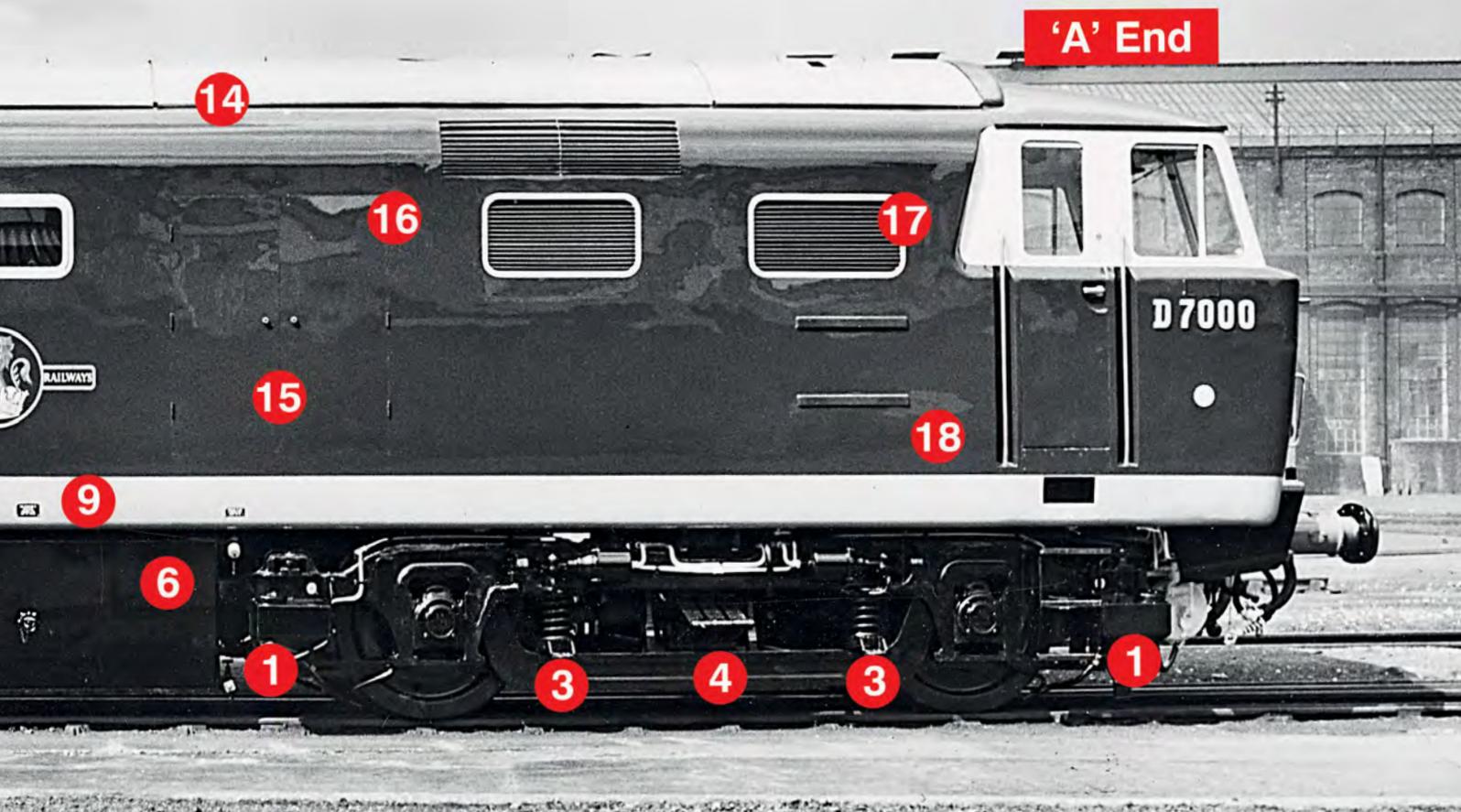
Hymek Walkaround



Left: Hymek front end equipment positions. 1: Windscreen wipers, 2: Red tail light, 3: Route indicator panel (operated from inside the cab), 4: White marker light, 5: Multiple control jumper socket (yellow triangle), 6: Multiple control jumper cable (yellow triangle), 7: Lamp bracket, 8: Snowplough brackets, 9: Warning horns (in this position only on Nos. D7000-D7002), 10: Control air pipe, 11: Main reservoir pipe, 12: Vacuum pipe, 13: Screw coupling, 14: Steam heat pipe. Loco No. D7000 illustrated. CJM Collection

Below: Beyer Peacock (Hymek) cast builders plate, No. 7899 from locomotive No. D7005, introduced in August 1961. Plate from the Hugh Dady Collection.





Above: Hymek main equipment positions. 'A' end on right, 1: Sand box, 2: Mileometer (attached to axle head), 3: Main springs, 4: Secondary springs, 5: Fuel tank gauge, 6: Fuel tank, 7: Fire bottle release pull handle, 8: Boiler filler port, 9: Position of transmission, 10: Outward opening inspection door (single) by boiler compartment, 11: Position of train heating boiler, 12: Roof fan for radiator, 13: Radiator side air grilles, 14: Removable roof hatches over engine compartment, 15: Twin outward opening inspection doors by power unit, 16: Position of Maybach MD870 engine, 17: Position of brake frame, 18: Position of batteries. Loco No. D7000 shown in as delivered condition. CJM Collection

Below: No. D7092 painted in standard BR rail blue with full yellow ends, stands at Severn Tunnel shed in Spring 1971, view showing opposite side of loco to above view with 'A' end on left. www.dieselimagegallery.com / Jim Plant





Class 35 Cab and Technical

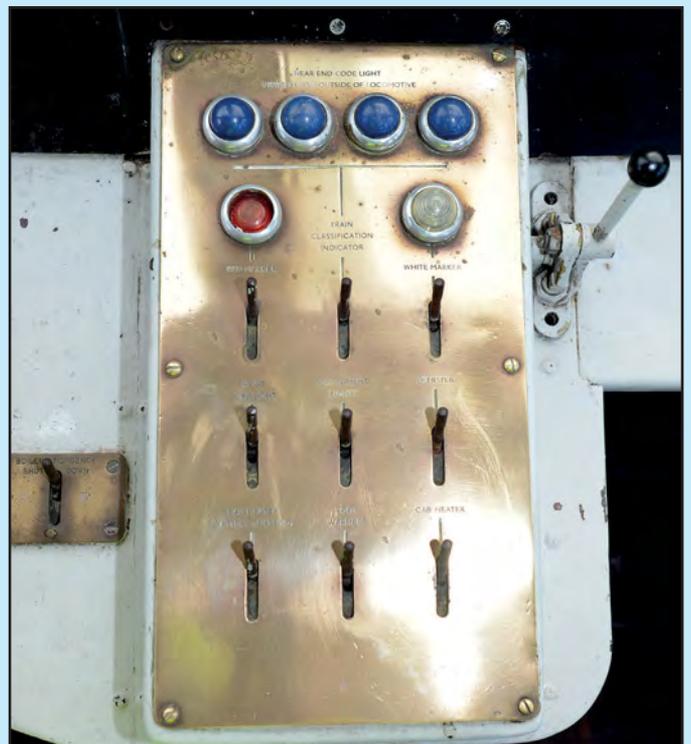


Above: Non-driving cab side desk. CJM

Left: Hymek 'A' end control cubicle side switch equipment positions. 1: No. 1 exhaust isolating switch, 2: No. 2 exhaust isolating switch, 3: Fire bell, 4: Engine start isolating switch, 5: Air compressor switch, 6: Traffic/shunting switch, 7: Earth fault isolating switch, 8: Fuel transfer isolating switch, 9: Low water temperature warning light, 10: Reverser warning light, 11: High water temperature warning light, 12: High oil temperature warning light, 13: Negative earth fault test button, 14: Positive earth fault test button, 15: High transmission temperature warning light, 16: Low water level warning light, 17: Battery volt indicator, 18: Engine over-speed warning light. CJM

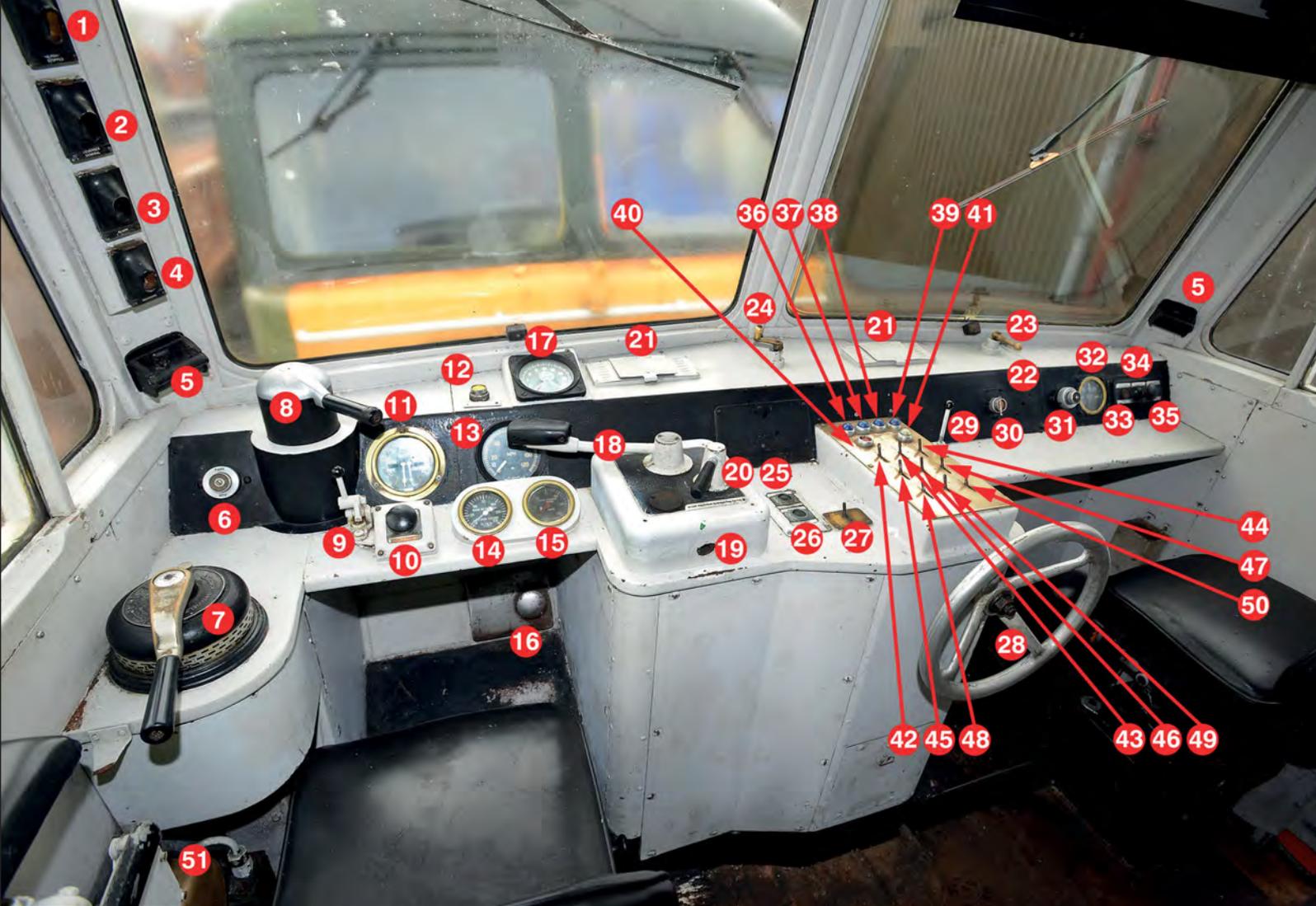
Right Top: Hymek driving cab equipment 1: Engine stopped light, 2: Reverser general light, 3: General alarm light, 4: Deadmans alarm light, 5: Ash tray, 6: Windscreen wiper valve, 7: Vacuum train brake valve, 8: Loco straight air brake valve, 9: Warning horn valve, 10: Second loco DSD holdover button, 11: Duplex vacuum brake gauge, 12: Rear cab horn button, 13: Speedometer, 14: Air brake pressure gauge, 15: Brake cylinder pressure gauge, 16: Deadmans pedal, 17: Engine tachometer, 18: Power controller, 19: Master key socket, 20: Master switch, 21: Route indicator viewer x2, 22: Position of leading/trailing loco switch (not fitted), 23: Route indicator selector handle, 24: Route indicator winder, 25: Engine Stop button, 26: Engine start button, 27: Boiler emergency shut down switch, 28: Handbrake wheel, 29: Warning horn valve, 30: Vacuum governor shorting switch, 31: Windscreen wiper control valve, 32: Battery charge/discharge gauge, 33: Fire alarm test button, 34: Deadmans holdover button, 35: Brake overcharge release button, 36-39: Route indicator repeater warning lights, 40: Red tail light repeater indicator, 41: White marker light repeater indicator, 42: Red marker light switch, 43: Route indicator light switch, 44: White marker light switch, 45: Front cab light switch, 46: Instrument light switch, 47: Demister switch, 48: Cab heater (battery supplied) switch, 49: Foot warmer switch, 50: Cab heater switch (main), 51: AWS equipment. CJM

Below: Detail of desk switch panel. CJM



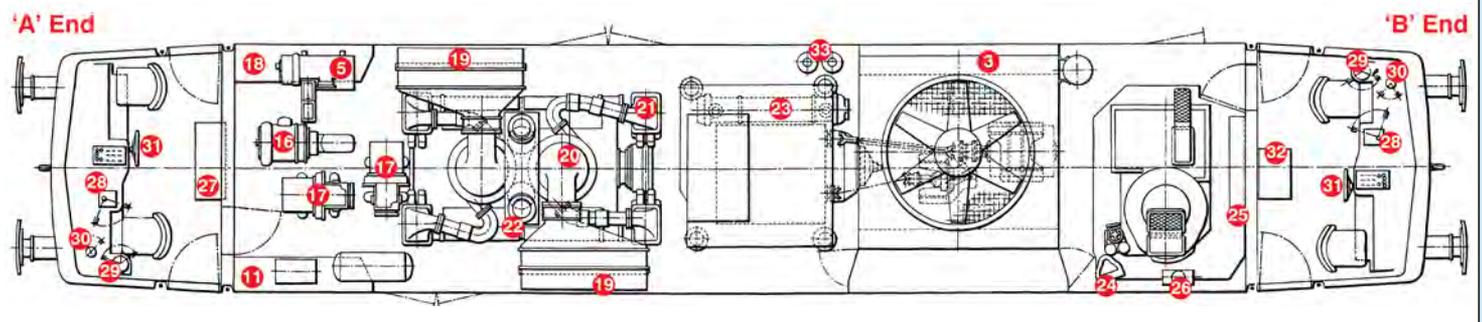
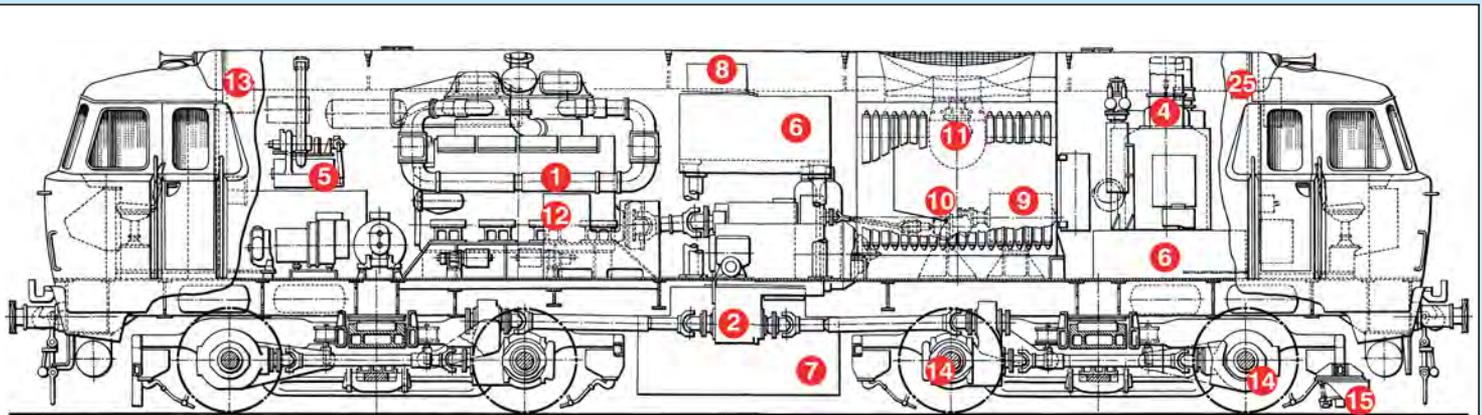
Hymek Technical Data

1957 BR number range:	D7000-D7100
Former class codes:	D17/2, later 17/7
Built by:	Beyer Peacock
Introduced:	1961-64
Wheel arrangement:	B-B
Weight (operational):	74 tonnes
Height:	12ft 10½in (3.92m)
Width:	8ft 8½in (2.65m)
Length:	51ft 8½in (15.76m)
Min curve negotiable:	4 chains (80.4m)
Maximum speed:	90mph (145km/h)
Wheelbase:	36ft (10.97m)
Bogie wheelbase:	10ft 6in (3.04m)
Bogie pivot centres:	25ft 6in (7.77m)
Wheel diameter:	3ft 9in (1.14m)
Brake type:	Vacuum
Sanding equipment:	Pneumatic
Route availability:	6
Heating type:	D7000-D7044 - Steam - Stone OK 4616 D7045-D7100 - Steam - Spanner Mk 3
Multiple coupling restriction:	Yellow Triangle
Brake force:	33 tonnes
Engine type:	Maybach MD870
Engine horsepower:	1,700hp (1,267kW)
Power at rail:	1,320hp (984kW)
Tractive effort:	46,600lb (204.6kN)
Cylinder bore:	7.3in (185.4mm)
Cylinder stroke:	7.9in (200.6mm)
Transmission type:	Mekydro K184U
Fuel tank capacity:	800gal (3,640lit)
Cooling water capacity:	100gal (455lit)
Lub oil capacity:	60gal (273lit)
Boiler water capacity:	800gal (3,640lit)
Boiler fuel supply:	From main tank



■ *Modern Locomotives Illustrated* would like to record its thanks to the Diesel & Electric Preservation Group, especially to Cameron Walker, for their assistance in making No. D7017 available for cab photography on 3 January 2015 at Williton Depot.

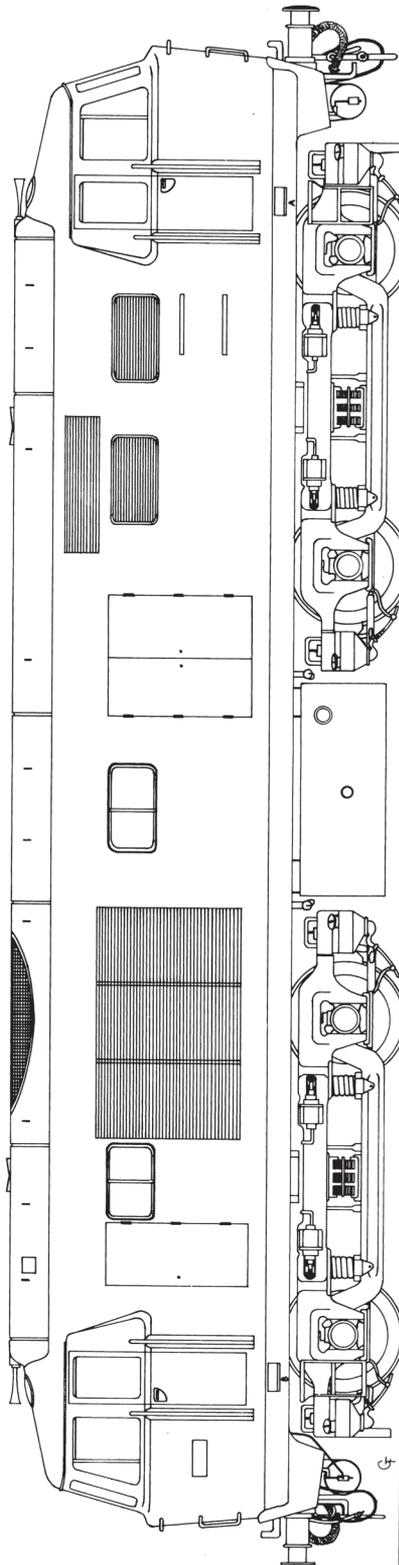
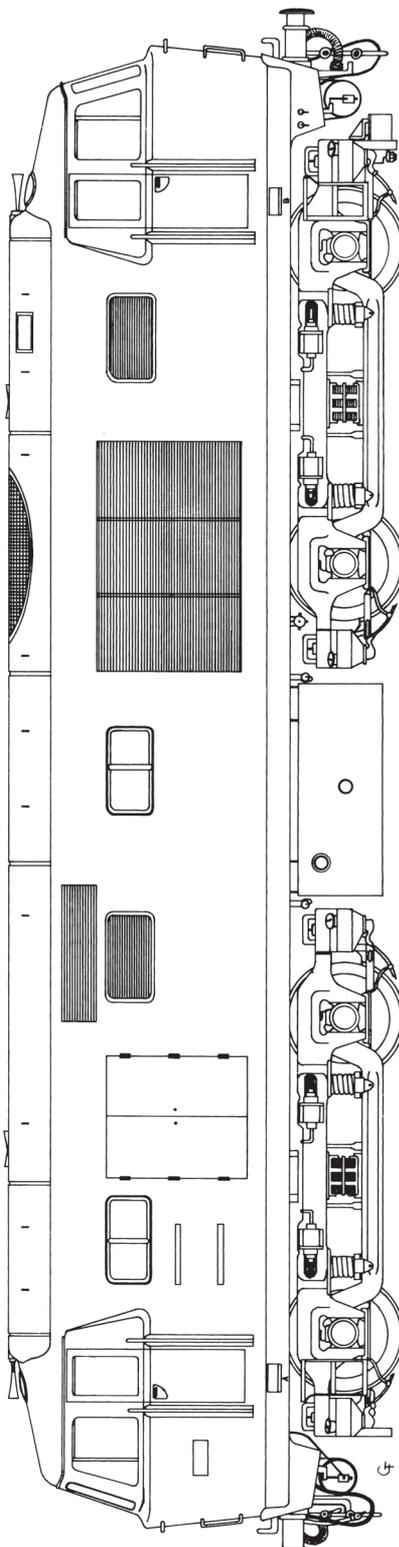
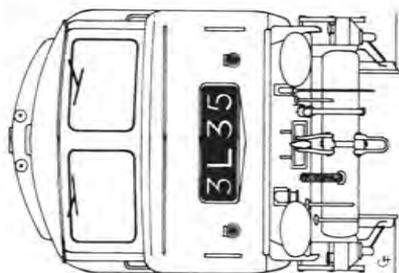
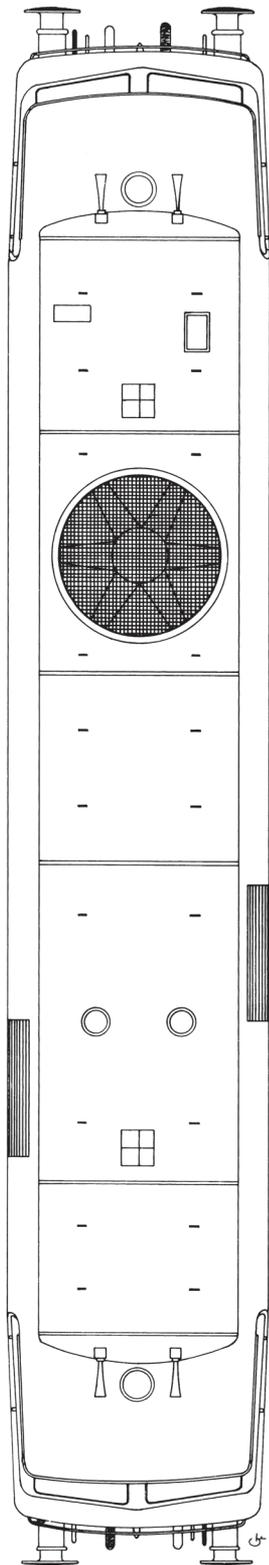
Below: Hymek equipment positions. 1: Maybach MD870 diesel engine, 2: Transmission, 3: Cooler group, 4: Train heating boiler, 5: Engine pre-heater, 6: Water tanks, 7: Main fuel tank, 8: Reserve fuel tank, 9: Dynostarter, 10: Hydraulic pump fan drive, 11: Hydraulic motor fan drive, 12: Engine mounted instrument panel, 13: Automatic voltage regulator, 14: Final drive gearbox, 15: AWS pick up shoe, 16: Air compressor, 17: Vacuum exhausters, 18: Batteries, 19: Air intake filters, 20: Pressure chargers, 21: Intercoolers, 22: Exhaust silencer, 23: Transmission heat exchanger, 24: Toilet, 25: Toilet water tank, 26: Boiler water treatment tank, 27: Control cubicle, 28: Drivers power controller, 29: Train vacuum brake valve, 30: Locomotive air brake valve, 31: Handbrake wheel, 32: Shore power supply unit, 33: Fire extinguisher bottle. CJM Collection





Hymek Drawings in 'OO' & 'N'

Class 35



Top: Class 35 'Hymek' roof detail, 'A' end on left.

Middle: Class 35 'Hymek' side elevation, 'A' side, with 'A' end on left.

Above: Class 35 'Hymek' side elevation, 'A' side, with 'A' end on right.

Above left: Class 35 'Hymek' front end elevation.

The drawings are reproduced in exact OO gauge 1:76 - 4mm to the foot scale

All: © Graham B. Fenn. Additional line drawings of main line locomotives can be found in the Oxford Publishing Co book British Rail Main Line Diesel Locomotives - ISBN 0-86093-544-2

Class 35

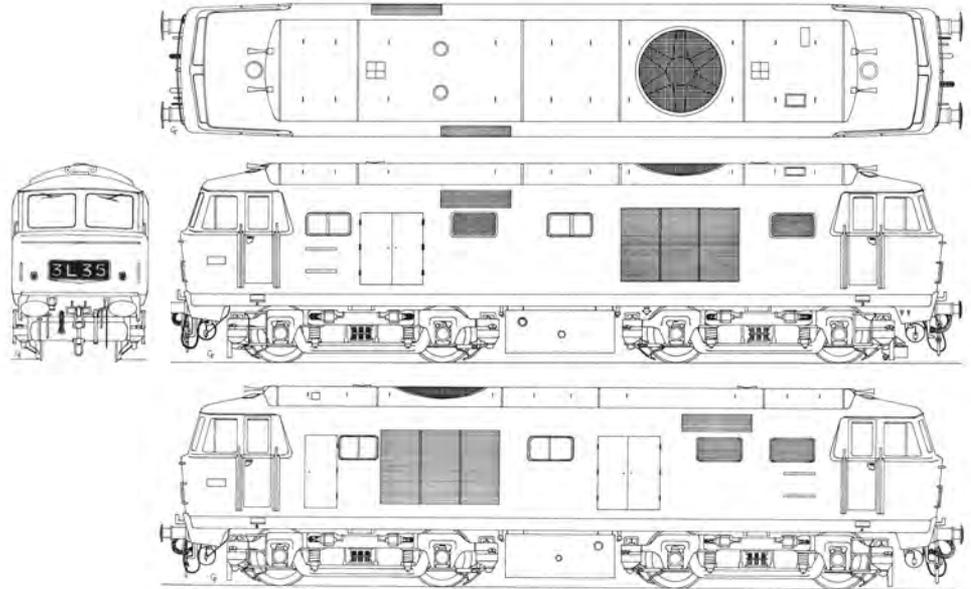
Right Top: Class 35 'Hymek' roof detail, 'A' end on left.

Right Middle: Class 35 'Hymek' side elevation, 'A' side, with 'A' end on left.

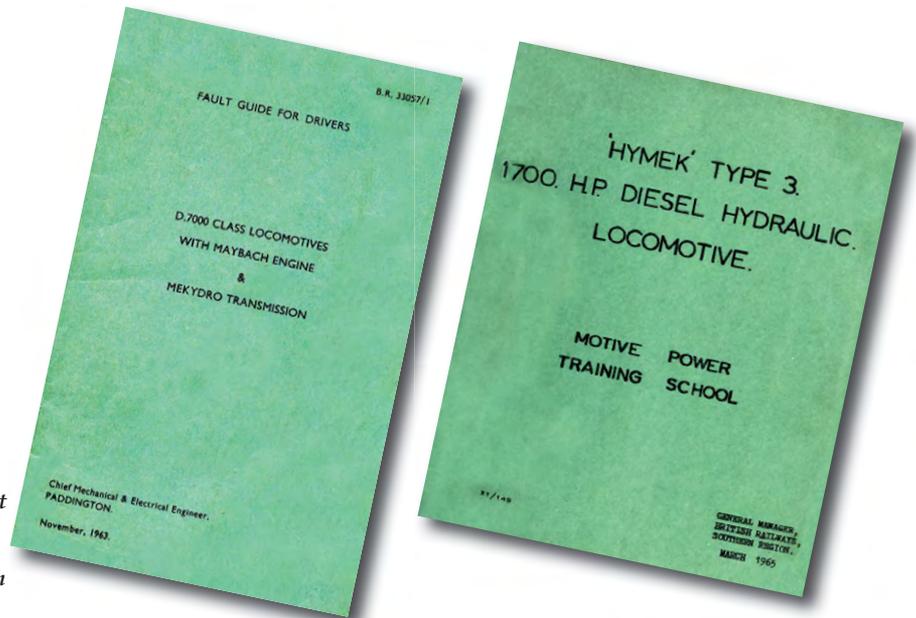
Right Below: Class 35 'Hymek' side elevation, 'A' side, with 'A' end on right.

Right: Class 35 'Hymek' front end elevation.

These drawings are reproduced in exact N gauge 1:148 - 2.02mm to the foot scale.



Right: Two of the early Hymek driver training manuals, one issued by the Chief Mechanical & Electrical Engineer at Paddington in November 1961, and a revised and much fuller training manual adapted by the Southern Region driver training school at Waterloo. Both: **CJM Collection**



Below: Viewed from the 'A' end, No. D7056 is seen at Gloucester Horton Road depot on 10 April 1969. Note that the various engine room windows and grilles were not a mirror image on each side, largely because the fold back doors to allow access to the engine were staggered on each side. www.dieselimagegallery.com/ Norman E. Preedy





Bristol and Bath area

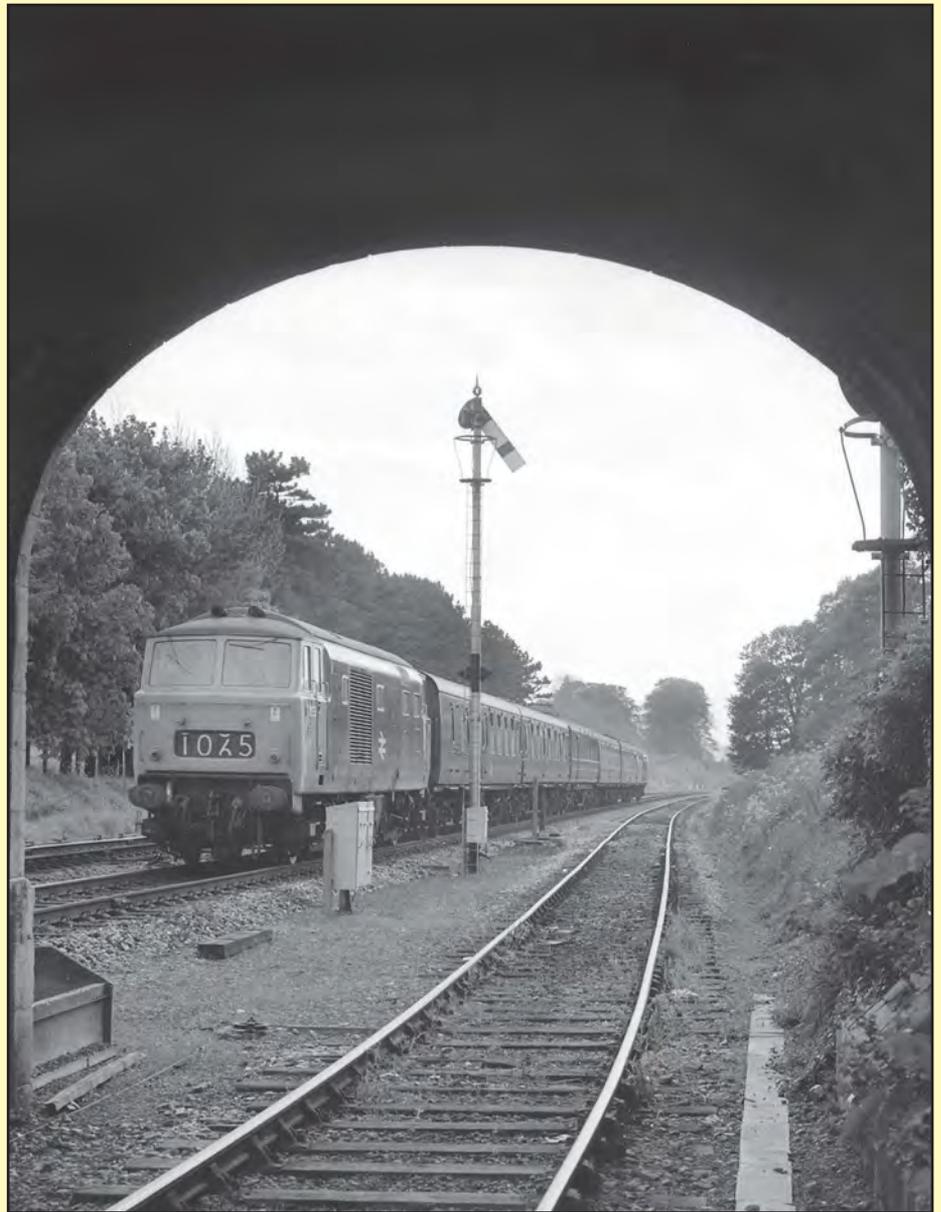


Above: An unidentified green-liveried loco is seen climbing out of the Severn Tunnel with an excursion for the South coast on 17 May 1964. At this time such extra traffic operated with an 'X' route code. **Rodney Lissenden**

Below: No. D7044 heads south through Stapleton Road station, on the outskirts of Bristol, on Sunday 9 July 1967 with the weed control train, formed of a goods brake van, box vans, two ex-passenger vehicles and several tank wagons. **P. J. Fowler**



Right: Approaching Bathampton Junction, where it will fork south, a Hymek powers a very mixed formation that includes a Gresley vehicle as the third from the front. The train is a Cardiff to Portsmouth Harbour via Salisbury service. Robert Carroll Collection



Below: St Annes Park station, on the outskirts of Bristol, is the location for now preserved No. D7017 heading east on 25 August 1969 with a rake of Pres-flow cement wagons, probably bound for the Blue Circle cement works at Westbury. Bernard Mills





Above: Approaching Keynsham and Somerdale station, No. D7056 leads the 07.25 Westbury to Bristol Temple Meads on 3 June 1968. The vans almost seem to outnumber the passenger coaches, which was not unusual at the time, with some of the traffic originating from the busy yard at Weymouth. Russell Leitch / Hugh Dady Collection

Below: Sidney Gardens, just east of Bath station has offered a wonderful view of trains approaching the city for many years, with many photographers recording westbound trains. Sadly today, under the remit of Health & Safety, fencing has been positioned on top of the wall restricting the view and photographic possibility. In better days on 3 July 1967, pristine Hymek No. D7035 passes through the gardens in charge of a cement train from Westbury cement works. CJM Collection





Above: A very tatty looking green small yellow warning panel liveried No. D7031, prepares to leave Bristol Temple Meads with the 15.25 to Weston-super-Mare on 18 April 1968. www.dieselimagegallery.com / Jim Binnie

Right: In green with a full yellow warning end, No. D7009 passes engineering work at Dr Days Junction, Bristol on 2 April 1970, with a Class 8 freight probably bound for Stoke Gifford. This is the point where the tracks out of Bristol Temple Meads split, with lines going to either Bath or Bristol Parkway/South Wales. www.rail-online.co.uk



Below: The pioneer Class 35, No. 7000 in Rail Blue livery, with its 'D' prefix painted out in blue, pulls away from Bristol Temple Meads station with a west country-bound parcels duty in 1971. www.dieselimagegallery.com / Jim Plant





On South Wales Tracks



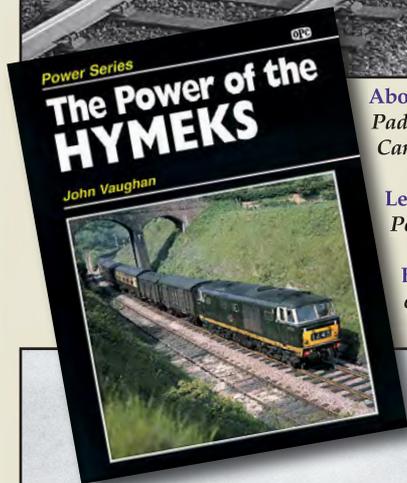
Above: Getting into it's stride at Newtown, on the outskirts of Cardiff, No. D7035 has nine coaches that make up the 10.35(Saturday only) Cardiff to Paddington train on 7 August 1965. The more powerful 'Westerns' had largely taken over the London service by this date, which may account for the relatively short formation of this dated service. R. O. Tuck / Rail Archive Stephenson

Below: The Type 3 Hymeks were powerful little machines, just as well for the length of freight trains that were commonly encountered. On 2 June 1967 No. D7098 eases out of Cardiff Pengam with a mixed load including several oil tankers from the now defunct Regent oil company. R. O. Tuck / Rail Archive Stephenson





Above: An early morning picture at Rhymney River bridge, Cardiff, sees No. D7032 with the 07.00 Cardiff to Paddington on 17 May 1962. The locomotive was barely two weeks old at the time, having been delivered to Cardiff Canton on 5 May 1962. R. O. Tuck / Rail Archive Stephenson



Left: Although the Hymeks were one of the most popular diesel classes, it was not until 2006 that the book 'The Power of the Hymeks' was published by Ian Allan under the OPC banner authored by John Vaughan.

Below: Plenty of luggage accommodation appears to have been provided on the 15.55 Paddington to Swansea on 3 May 1963. The train is seen powered by No. D7035 speeding west near St Mellons near Cardiff. R. O. Tuck / Rail Archive Stephenson





Above: The Sunday afternoon milk train from Pont Llanio to Carmarthen heads downhill between Pencader and Llanpumpsaint on 24 May 1970. At Carmarthen, the train will join up with other feeder services to form the regular 'trunk' working to West London before splitting to the various processing plants. **John Spencer-Gilks**

Below: No. D7036 stands at Milford Haven before taking an afternoon freight to Carmarthen. Clearly visible is the extra lower cab door handle which was fitted to the majority of the class to assist entry from ground level. Note the obvious collision damage on the near front cab side, compounded by dents on the lower body panels just above the fuel tank. **Robert Carroll Collection**





Above: Under a fine array of semaphores No. D7044 enters Swansea High Street station with a vans train. The headcode is misleading, and the working is thought to be empty stock from Maliphant carriage sidings to form the 4A07 18.30 parcels and mail to Paddington.
George Woods

Right: In standard rail blue livery, No. D7062 passes Severn Tunnel Junction in 1971 with a loaded Coke train. In the background is a tatty green-liveried Class 08.
www.dieselimagegallery.com / Jim Plant



Below: Taking the middle road eastbound through Newport High Street station on 13 June 1967, No. D7094 leads a loaded coal train, an unusual commodity to find as a Hymek load. By the look of the bodywork this loco was due workshop attention. CJM Collection





Above: Now owned by the Diesel Traction Group and under restoration on the Severn Valley Railway, No. D7029 is seen in its BR days awaiting departure time at Carmarthen station with the 14.40 through service from Neyland to Paddington on 3 July 1963. www.colour-rail.com



Left: No. D7020 painted in green livery with full yellow ends, approaches Cardiff General station with an eastbound freight, mainly formed of four-wheel box and open mineral wagons during 1971, this being one of the last operational Hymeks in green livery. www.dieselimagegallery.com / Jim Plant

Below: Cardiff Canton depot could be relied on to host several members of the class. On 22 February 1970, No. D7039 takes a rest between duties buffered up to the vehicles that formed the area breakdown train. www.dieselimagegallery.com / Jim Binnie





Central England



Above: One for the coaching stock enthusiasts, with a Hawkesworth vehicle at the front followed by an Eastern vehicle with an ex-LMS coach bringing up the rear, all of them forming a Swindon to Cheltenham Class 2 stopping service. Modernity is provided by No. D7002, still running without roof mounted horns passing Standish Junction on 21 August 1965.
R. O. Tuck / Rail Archive Stephenson



Right Middle: From 1967 the resident Class 37s employed on Lickey banking duties were transferred away, and Hymeks took up the job with their first transmission gear locked-out to prevent an interruption of torque. On 10 June 1969, No. D7025 is giving rear end assistance to a lengthy rake of mineral wagons as the train passes Bromsgrove. John Glover



Right Below: Dropping down the Lickey in June 1965, No. D7043 is returning to the Western Region with a lengthy rake of vans.
www.colour-rail.com



Left Top: Cleaning did not appear to be high on the agenda at Worcester shed and the Hymeks allocated here for the Lickey banking duties became progressively dirtier during their stay. Shabby looking No. D7025 stands 'on shed' on 14 April 1970. Hugh Dady



Left Middle: On 18 August 1962 No. D7040 marshals stock for a Gloucester train at the south end of Hereford station, with the signal box on the far right side, which survives to this day, although now working colour light signals. R. C. Riley



Below: Waiting to proceed across the crossing gates at Lydney Junction on 27 July 1966 is No. D7006. This was an unlucky machine, as it was one of the first two casualties of the fleet, being withdrawn in September 1971. Robin Leleux / John Stretton Collection



Above: As the shadows of early autumn begin to lengthen, No. D7001 has just passed through Chalford station on the climb to Sapperton with an eastbound freight on 26 September 1964. Note the almost immaculate 'Door to Door' container on the first wagon.
 Bill Potter / Robert Carroll Collection



Right Middle: Just a month old at the time of taking, No. D7076 is captured near Colwall on 1 June 1963 powering four maroon-liveried Mk1 coaches while being used for crew training in the Worcester area. This loco is now preserved and kept on the East Lancashire Railway.
www.rail-online.co.uk



Right Below: With the driver watching the photographer record the image, Hymek No. D7037 awaits departure time at Worcester Shrub Hill station in June 1964 with a London Paddington bound express.
www.rail-online.co.uk



Above: With an excursion conveying an ex-Bulleid Southern coach as the first in the formation, a Hymek runs downgrade and is about to pass under Skew Bridge at Sapperton on 5 June 1965. The twisting nature of the route through what is generally known as the Golden Valley can be appreciated with the line reappearing above the sixth coach on the way up to the tunnel at the summit. **Bill Potter / Robert Carroll Collection.**

Below: The twin exhausts from the MD870 engine of No. D7096 darkens the sky as the locomotive pulls away from a signal check at Wootton Bassett with a rake of empty Mk1 Inter-City sleeping car stock, heading west for Bristol and the carriage sidings at Malago Vale on 14 January 1972. **Garry Stroud**





Above: Near Yarnton Junction on the northern outskirts of Oxford, Hymek No. D7053 heads south with a Worcester to Paddington service in November 1971. The second of the nine coach formation is one of the prototype XP64 first class FK vehicle, originally built with a sliding central door but later modified to a conventional hinged door design. **Robert Carroll Collection**

Below: No. D7094 awaits departure from Tintern Quarry in the Forest of Dean with loaded ballast train on 5 May 1971. Tintern Quarry provided railway track ballast for many years and was located on a branch from Chepstow. The quarry and rail connection closed in 1981. Tintern Quarry was located on the opposite bank of the River Wye to the town of Tintern. **Bill Potter / Rodney Lissenden Collection**





In the West Country



Above: Photographed from the footbridge to the west of Taunton station known as '40 steps', No. D7014 slows for the station stop with 10.18 Newton Abbot to Bradford on 30 June 1962. The 12 coach load will have represented a formidable challenge for a Type 3 over Whiteball bank, but schedules were less demanding of speed at that time.
M. J. Fox / Rail Archive Stephenson



Left: First of the class, No. D7000 makes for Yeovil Pen Mill on 2 June 1963 with a Weymouth to Bristol Temple Meads service.
John C. Beckett

Below: Leaving Taunton and its busy sidings and depot complex adjacent to the station, No. D7012 sets off with the 06.35 Walsall to Kingswear after its station call on 30 June 1962.
M. J. Fox / Rail Archive Stephenson





Above: Hymeks were frequent visitors to Exeter throughout their life, and in the early years had a number of diagrams on the inter-regional services from the North and Midlands to Newton Abbot, Paignton and Kingswear. On Saturday 13 July 1963 No. D7071 departs from St David's for the North while another member has arrived with a local service. [R. C. Riley](#)

Below: No. D7094 pulls away from Watchet with the 09.43 Taunton to Minehead on 22 August 1964. The scene has changed little compared with the view today, where it is still possible to catch a Hymek powered train departing for Minehead. Perhaps it may one day become possible to catch a Hymek over the full route from Taunton. [M. J. Fox / Rail Archive Stephenson](#)



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Above: Yeovil South Junction with the recently lifted line to Yeovil Town in the foreground, sees No. D7045 with the Sunday 10.40 Bristol to Weymouth on 11 August 1968. It seems unfortunate that with three stations serving the town of Yeovil, it was the most central that would see closure, with the site now forming a large shoppers car park. **R. A Lumber / David Mitchell Collection**

Below: The Western Region motive power department made sure this train had no shortage of motive power, with No. D7073 piloting 'Warship' No. D866 Zebra in charge of the 'down' Cornishman, seen approaching Worle Junction near Weston-super-Mare on 3 June 1963. **M. J. Fox / Rail Archive Stephenson**





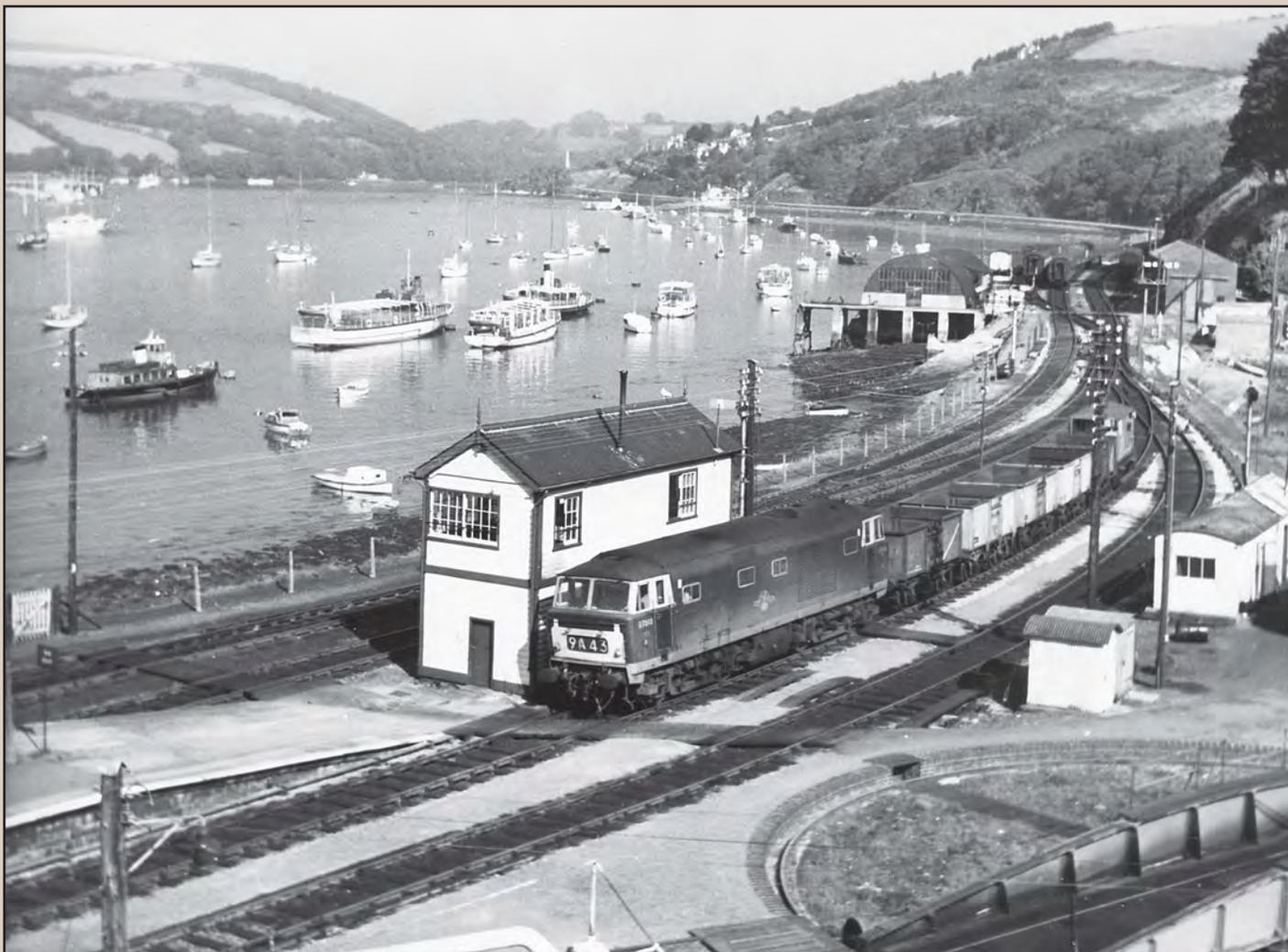
Above: A very deserted Dawlish Warren sees the first of the class No. D7000 passing the original ex-GWR camping coaches on 1 May 1969 powering the 15.20 Plymouth to Sheffield service. The carpark area on the left is now an amusement park, while the footbridge from which the picture was taken has long since gone. **Keith Holt**

Right: No. D7044 and Brush Type 4 No. D1679 stand at Exeter St David's after arriving 65 mins late with the 08.50 from Brighton on 15 July 1969. This was usually a Class 33 turn, so it is a surprise that a Class 47 was powering the train engine with the Hymek performing some sort of rescue after a likely failure. **David Mitchell**



Below: The Bank Holiday of 30 August 1965 finds No. D7070 waiting to leave Yeovil Pen Mill with the 12-coach 08.45 Bristol to Weymouth excursion. Behind, No. D7015 has run round after working six empty coaches from Weymouth; it will head for Yeovil Town to form the 13.15 back to Weymouth. **R. A Lumber / David Mitchell Collection**





Above: Coal was landed at Kingswear dock and transferred to rail, mainly to serve Torquay Gas works at Hollicombe, located between Paignton and Torquay. On 17 September 1963, No. D7049 arrives at Kingswear with a short rake of 16t mineral wagons for loading. Today, the River Dart estuary area adjacent to the long demolished signal box has been reclaimed to provide hard standing for the local yacht club. **R. E. Toop**

Below: Passing Cockle steps on the Exe estuary, located just south of Cockwood Harbour near Dawlish Warren, No. D7005 hauls a mixed bag of stock, including at least two ex-LMS Stanier design coaches with an inter-regional service bound for Paignton on 4 August 1962. **CJM Collection**





Above: With the tail of the train stretching back to Rockstone Bridge a Hymek heads for Newton Abbot Hackney yard passes under the now demolished private footbridge that was once located just north of Coastguards bridge on the Dawlish Sea Wall. This area was very much in the news during 2014 when February gales breached the sea wall just beyond the bridge where the walkway drops down to sea level. www.dieselimagegallery.com

Right: With Teignmouth Docks in the background, blue full yellow-liveried No. D7043 heads west in the late 1960s with a service from South Wales bound for Paignton. This image was recorded from the bridge linking Teignmouth with Shaldon. This view is still possible today, but the dock has considerably expanded and far more boats are in the harbour. **Peter Gray**



Near the top of Bincombe bank on 4 June 1967, No. D7024 heads south with a local service for Weymouth from Westbury. The smart rake of maroon Mk1s with two first class coaches looks a little grand for such a working but being a Sunday it may well have been a 'filling in' turn for the stock. **R. C. Riley**





Above: Nearly at the summit of Whiteball bank, No. D7021 passes the 'down' refuge sidings with the 08.30 Paignton to Cardiff service on 4 August 1962. M. J. Fox / Rail Archive Stephenson



Left: Bishops Lydeard station, currently the eastern terminus of the West Somerset Railway, looks to have just two passengers waiting for the arrival of the nine-coach 06.24 Oxford to Minehead service on Saturday 2 August 1969. David Mitchell

Below: The Hemyock milk was generally a Class 22 diesel-hydraulic turn from 1968, after the bridges on the line were strengthened, but as the '22s' declined, Hymeks made the occasional appearance. Believed to be the first working of the type, No. D7005 is seen shunting after arrival with train 8C07, the 12.28 empties from Exeter. David Mitchell





Above: Beautiful evening light finds No. D7039 heading south from Chelwood bridge with the 18.00 coal empties from Portishead to Radstock on 13 June 1968.

Ivo Peters / Hugh Dady Collection

Right: Any doubts about how common Hymeks were at Weymouth should be dispelled by this view of four of the class lined up on shed on 3 August 1964. www.colour-rail.com



Below: No. D7056 calls at Maiden Newton on 9 June 1969 with a Weymouth to Bristol service, making the connection with the single 'bubble' car working the branch to Bridport. The little branch which had survived the Beeching era on the grounds of poor road alternatives finally closed in May 1975. R. C. Riley





Above: Green full yellow-end liveried No. D7020 stands at Coplestone on Saturday 4 July 1970. The signalman is offering the staff for the single line section to the driver of the 16.00 Exeter St Davids to Ilfracombe, three months before services over the Ilfracombe branch ended. [R. A. Lumber / David Mitchell Collection](#)

Below: Freight traffic from the yard at Barnstaple appears to have been buoyant as late as 1972, as No. D7093 is seen near Lapford with a lengthy rake of four wheel and bogie vans bound for Exeter Riverside Yard. [Patrick Russell / Rail Archive Stephenson](#)



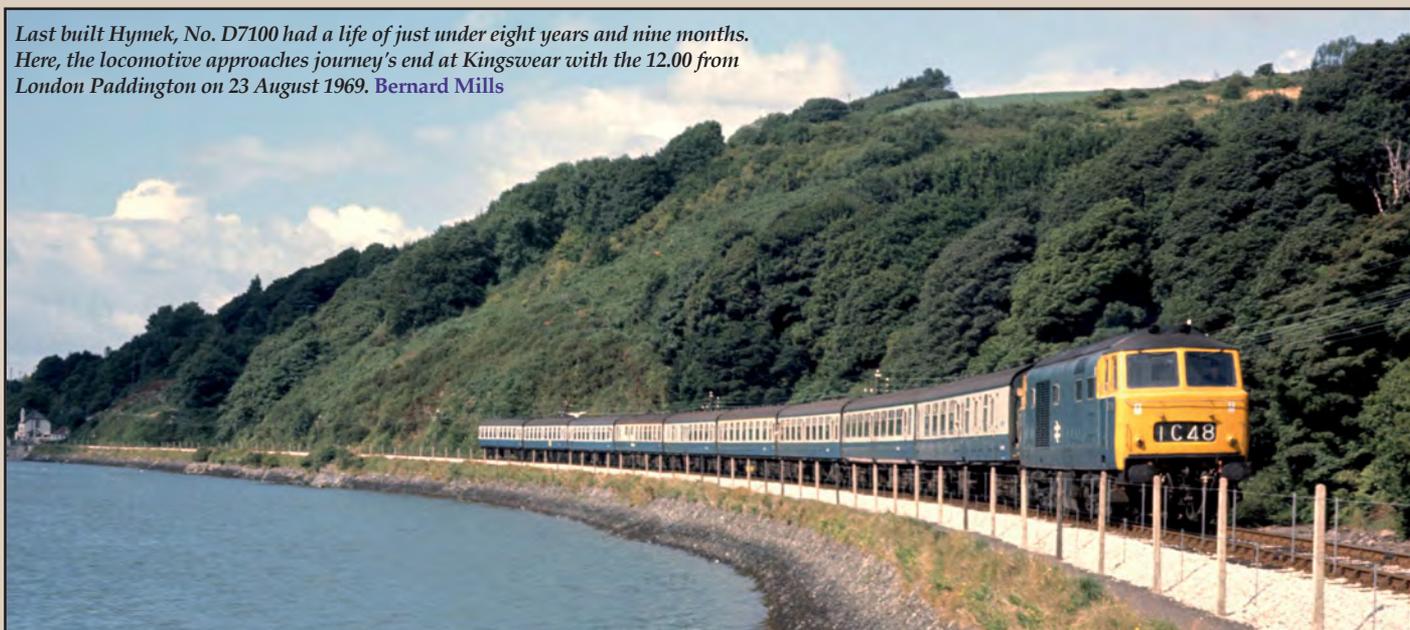


Above: No. D7071 passes Kings Nympton on 25 July 1970 with the 16.00 Exeter to Ilfracombe. No. D6333 plus a DMU trailer can just be seen in the 'up' platform. This was the last day that the passing loop at this location was in use; the signal box was closed the following day with the 'down' line (over which the train is running) taken out of use. R. A Lumber / David Mitchell Collection

Right: Displaying 8C09 which covered several local trips, No. D7049 drops down the incline from Exeter Central and enters Exeter St David's with the 14.28 Newcourt sidings to Exeter Riverside on 15 July 1969. The load was 37 wagons, including a couple of 'conflats' from the RN stores at Newcourt, while the coal empties trailing would have been collected from the coal concentration depot at Exmouth Junction. David Mitchell



Last built Hymek, No. D7100 had a life of just under eight years and nine months. Here, the locomotive approaches journey's end at Kingswear with the 12.00 from London Paddington on 23 August 1969. Bernard Mills





The London Division



Above: Approaching Old Oak Common No. D7065 heads a down vans train on 10 September 1966. The retaining wall on the left separates the carriage only lines from the Grand Union canal and behind that Kensal Green Cemetery, last resting place for Isambard Kingdom Brunel. Peter Groom



Left: No. D7067 passes under the girder bridge carrying the 'up' empty carriage line near the Kensal Green washing apron on the approach to Old Oak Common on 19 October 1963. Trevor Owen / www.colour-rail.com

Below: Near Saunderton on 16 August 1965, No. D7063 has charge of the 16.15 Paddington to Banbury. The old GW route to Birmingham had been severely downgraded by this time with just a handful of peak hour loco-hauled services to augment the DMU service from Marylebone. H. K. Harman / Rail Archive Stephenson





Above: No. D7028 passes Old Oak Common signal box heading towards Paddington with 13 vehicles making up what is thought to be the up 'Red Dragon' on 21 August 1962. The leading six carriages are all equipped with B4 bogies, the 'Red Dragon' being one of two train sets equipped with a trial batch (the other being the 'Bristolian'). Robert Carroll Collection



Right: Blue small yellow panel painted No. D7034 is on London Midland territory having worked round via Mitre Bridge to a point almost opposite Willesden electric traction depot, where the locomotive will be waiting for a path into one of the Willesden yards to pick up traffic either for the Western or Southern regions. CJM Collection

Photographed soon after passing Hayes & Harlington, No. D7020 has a vintage rake of vans forming 3C07, the afternoon Paddington to Plymouth (via Swindon) parcels train on 19 October 1963. Brian Stephenson



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Above: No. D7016 approaches Reading station with the first station call for train 1C78 the 15.05 Paddington to Hereford on 2 June 1973. Largely as a result of last shopping dates at Swindon, the early examples of the class seemed to have a much greater chance of survival as the fleet was whittled down. By the end of 1973, No. D7016 was one of just 10 survivors, nine of which were from the first 30 locomotives built.
Norman E. Preedy

Right: Resting at the stop blocks at Paddington after arrival with a service from Worcester on 1 September 1973, No. D7028 leads a rake of Mk1 stock. Three weeks later this loco, one of the few to retain a working boiler, was chosen to partner No. D7001 with the 'Hymek Swansong' farewell railtour.
Hugh Dady



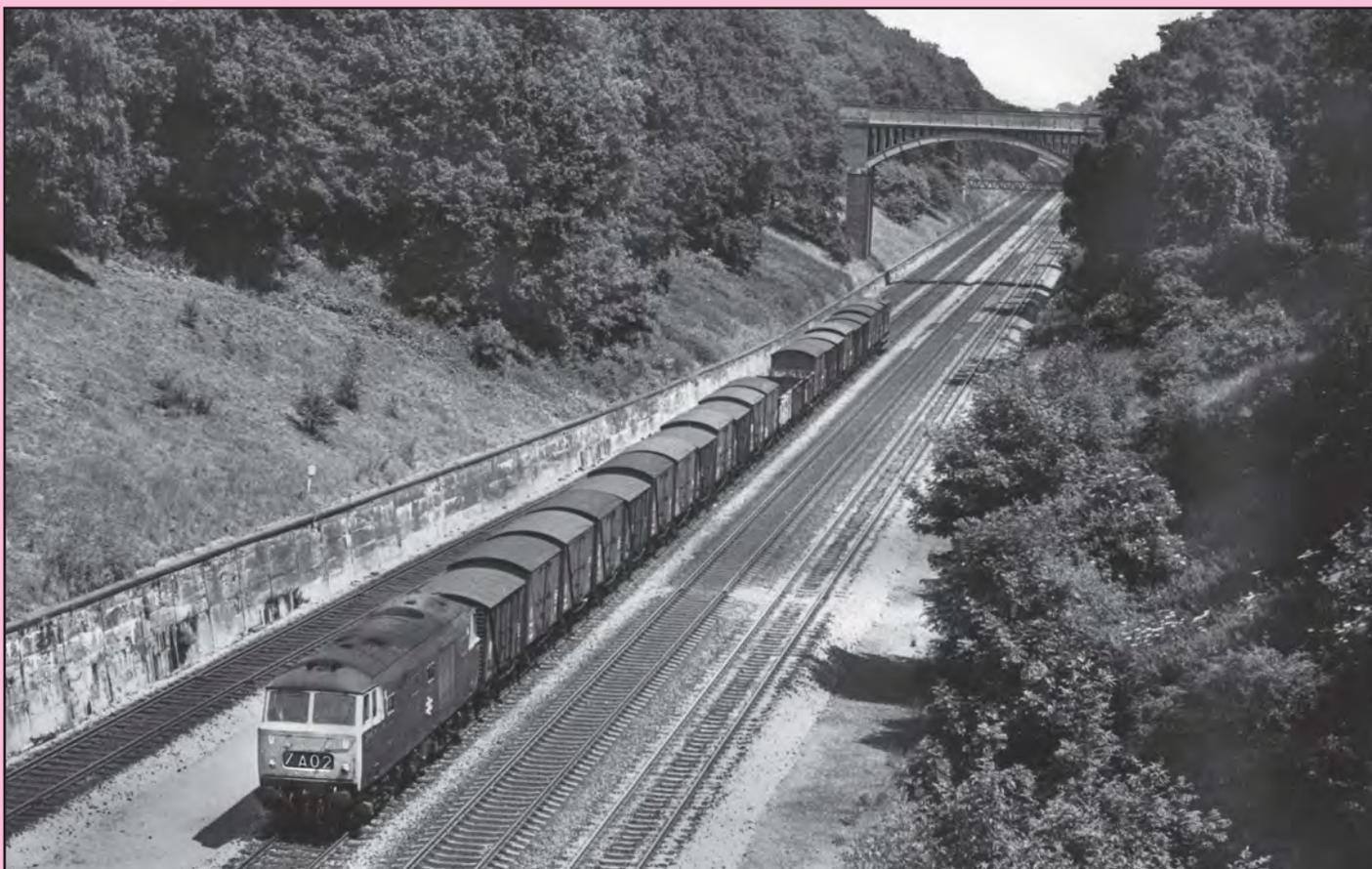
Below: Flanked by the products of Brush, No. D7052 leaves Paddington with the 15.05 for Hereford on 29 May 1972. To the left is No. D1605 with a service for Bristol while on the right No. D5535 is employed on empty stock duties.
Keith Holt





Above: The boiler looks to be working well as No. D7029 pauses at Reading with the 18.03 Paddington to Oxford on New Year's day 1974. Despite quite a serious shunt which was poorly repaired by Swindon, No. D7029 would find its way into preservation with the fledgling Diesel Traction Group (DTG) who at first based the loco just half a mile to the east of the station at Reading Gas Works where early restoration work took place. **Norman E. Preedy**

Below: Passing under the iron bridge carrying the small lane known as Warren Road in the deepest part of Sonning cutting, east of Reading, an unidentified Hymek heads west for the yards at Reading. In history, 1,200 navies laboured for three years to dig the famous Sonning cutting which was opened on 30 March 1840. Soon this vista will change for ever with the erection of overhead power equipment as part of the Greater Western electrification and CrossRail projects. **John Cooper-Smith**





Above: No. D7001 heads south through Kensington Olympia with an inter-regional freight on 4 October 1971. In the station, Class 42 'Warship' No. D829 Magpie has just completed the shunting of milk tankers and waits to return to Old Oak Common. R. C. Riley



Right: Running on the 'up' relief line due to Sunday engineering work, No. D7034 powers an up Worcester to Paddington service over Goring water troughs in the summer of 1963. Although some early diesel classes were fitted with water scoops, Hymeks were not among them. It had been quickly established that water supplies for train heating boilers needed treatment to prevent scaling, so top-ups were normally done at a depot. From the first batch of Hymeks, this locomotive would have been fitted with a Stone Vapor steam generator but there was little evidence to suggest that these were better or worse than the Spanner Swirlyflo equipment fitted to later batches. Ken Wightman / Rodney Lissenden Collection



On Southern Lines



Above: Near Quidhampton looking towards Salisbury, a Hymek is seen at the head of a Brighton to Cardiff via Westbury service on 27 August 1963. Rodney Lissenden



Left Middle: No. D7055 passes through Surbiton station with a lengthy rake of empty milk tankers, perhaps the result of a Sunday closure preventing access to the WR via the West London line. Vauxhall saw regular milk deliveries piped down to waiting lorry tankers but usually of only a few wagons which, once discharged, ran on the Windsor lines to Waterloo. Here a turnover locomotive would return the empties to Clapham yard. Although Chard was a regular destination for milk tankers on the L&SWR, such a long train would probably have been split with most ending up at Exeter for return to collection sidings throughout Devon and Cornwall. CJM Collection



Left Below: In days when cross-country travel was in the luxury of Mk1 loco-hauled stock, No. D7035 passes Millbrook near Southampton with the 09.40 Birmingham New Street to Poole on 6 May 1967. John Bird



Top: Carrying green with small yellow panel livery, No. D7088 heads north from St Denys near Southampton with a working from Poole to Birmingham on 27 May 1967. **David Cobbe Collection**

Above: While a WR Class 117 DMMU waits in the bay at Basingstoke, No. D7060 makes the station call with the 09.40 Birmingham to Poole on 1 July 1967. Then allocated to Old Oak Common, the loco would have taken the train forward after reversal at Reading. **CJM Collection**

Right: No. D7030 passes Worting Junction on 25 August 1971 with a Birmingham to Poole service which the loco would have taken over at Reading. From the mid-60s, Hymeks were regular performers on the inter-regional services between Reading and various south coast resorts making them a common sight at Bournemouth, Poole and Weymouth. **Bernard Mills**





Above: One of the few machines fitted with miniature snow ploughs for the winter season, No. D7009 passes Upwey & Broadwey with an afternoon Bristol to Weymouth service on 11 April 1972. David Cobbe Collection



Left: Boundary changes saw Yeovil Pen Mill come under Western Region control in the mid-60s, but the Southern green of the signalbox nameboard was a solid reminder of earlier regional boundaries. No. D7004 leaves the station on 6 July 1967 with a working from Weymouth to Bristol having recently had full yellow ends applied. The locomotive was one of the early blue repaints at the end of 1966 initially with yellow warning panels but without white windows. George Woods

Below: From the earliest years of Hymek operation, Salisbury saw several daily workings with the Cardiff/Bristol to Portsmouth being a stronghold until the end of 1972. On the fine evening of 11 August 1972 the 17.25 Portsmouth Harbour to Cardiff runs down from the short Bishopdown tunnel and passes East yard on the approach to Salisbury. Geoff Gillham





Above: Hymeks were never diagrammed to the Waterloo to Exeter route, although they did make infrequent appearance when the booked 'Warship' was unavailable. On one such occasion No. D7038 is seen slowing for the Woking stop on 6 May 1970 with the 13.08 Waterloo to Exeter service. **John Scrae**

Right: With a small cloud of exhaust, No. D7017 powers upgrade near Albury between Chilworth and Gomshall on 6 July 1972 heading east along what today is known as the North Downs line. The train is the previous day's 21.35 Bradford to Redhill vans, which one of the Old Oak Common based Class 35s regularly took over at Reading for the final stage of the journey onto the Central Division of the Southern Region. **Trevor Maxted**



Below: No. D7098 waits to return from Worthing with an excursion on 16 July 1972. Hymeks were not common over the Coastway route and this is possibly one of the famous mystery excursions (Mystex) which were very popular on summer Sundays when stock was spare. **John Vaughan / R. W. Carroll Collection**



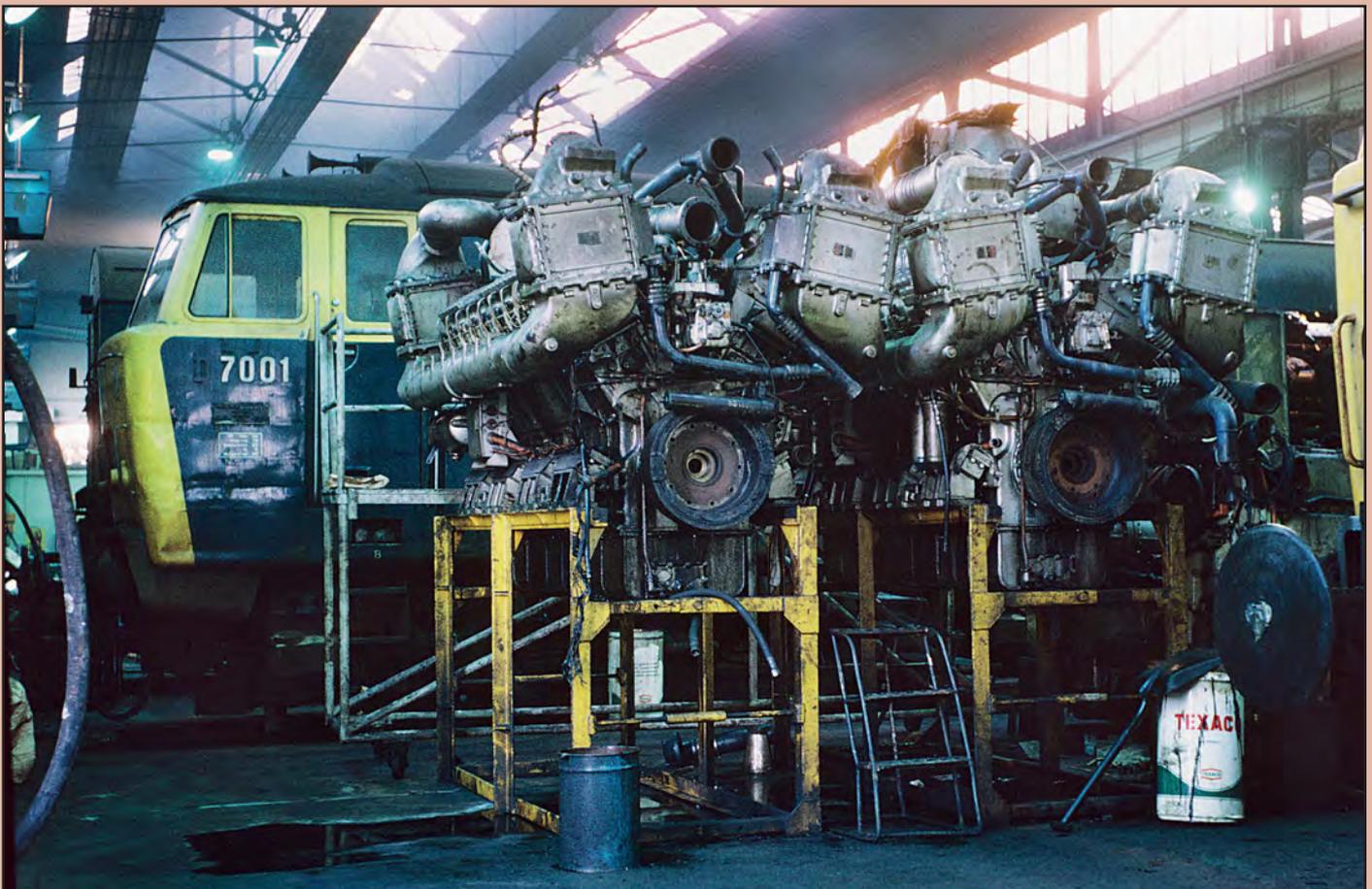


Maintenance and Repairs



Above: Inside the factory at Old Oak Common, west London, the engine room doors on No. D7017 have been folded back and the roof sections removed to allow access to the MD870 engine. By the date of this scene in autumn 1974, re-conditioning work on engines at Swindon had ceased and a serious engine defect would usually result in withdrawal. www.dieselmagegallery.com

Below: An earlier view also inside the factory at Old Oak Common, recorded on 31 December 1972, shows two Maybach MD870 engines resting on stands in front of No. D7001. At this time, engines were regularly being swapped at the depot, to keep as many locos as possible in traffic. The wholesale withdrawals that year had led to several condemned locomotives laid up at this, and other depots, which were robbed for their better components. **Hugh Dady**





Above: Inside the erecting shop at BREL Swindon Works on 7 July 1971. No. D7011 is receiving the last intermediate overhaul on the class, with one of the re-conditioned bogies in the foreground. Also present is 'Warship' No. 818 Glory. **Michael Vinten**

Right: Cardiff Canton depot plays host to No. D7070 and another Hymek during 1971. In the background two Class 47s can be seen. **Jim Plant / www.dieselimagegallery.com**



Below: Ex-works outside Swindon Works erecting shop on 2 August 1971, No. D7016 will soon be ready for a return to traffic following attention and final testing. **Garry Stroud**





'Hymeks' in Decline



Above: Time was running out for the Hymeks by Christmas Eve 1974, as the second man looks back from No. D7017 to check all is well as the locomotive departs Swindon with train 6A27 from Malago Vale (Bristol) to Old Oak Common empty vans train. The lead vehicle is a 'Siphon G' built by BR in the early 50s to an original GWR design and used extensively for carrying newspaper traffic. Garry Stroud



Left: Now preserved No. D7029 stands at Southall depot on 30 September 1974. The depot on the right is now operated by West Coast Railway as a steam depot. Trevor Maxted

Below: No. D7026 heads towards London near Waltham St Lawrence, between Twyford and Maidenhead, with an up ballast train for weekend engineering work on 10 August 1974. The locomotive appears to have suffered quite a 'thump' at the front end, very likely from a shunting manoeuvre while being driven from the wrong end. No. D7026 was short-listed for preservation by the D&EPG during the group's early search, but was rejected in favour of No. D7017 and found its way to George Cohen at Kettering for cutting. David Josey / David Cobbe





Above: Wearing its recently applied coat of blue following a depot repaint, No. 7017 rounds the Greenford loop at West Ealing where it is about to join the mainline with a lengthy freight from Park Royal goods yard bound for Acton Yard on 21 August 1974. Even at this very late stage, Old Oak Common had decided to give the locomotive a full repaint during which all of the cast numerals were removed and replaced at the drivers end only with white transfer numerals in the 'rail alphabet' style. **Hugh Dady**

Below: Heading along the down relief line at West Ealing on 16 May 1974, No. D7093 leads a freight for Reading that was typical of the period, with several empty coal wagons that would be making their way back to South Wales. In the background is the small loading dock that still received regular milk deliveries tripped from Acton, which were off-loaded to Co-op lorries for onward movement to their processing plant. **Norman E. Preedy**



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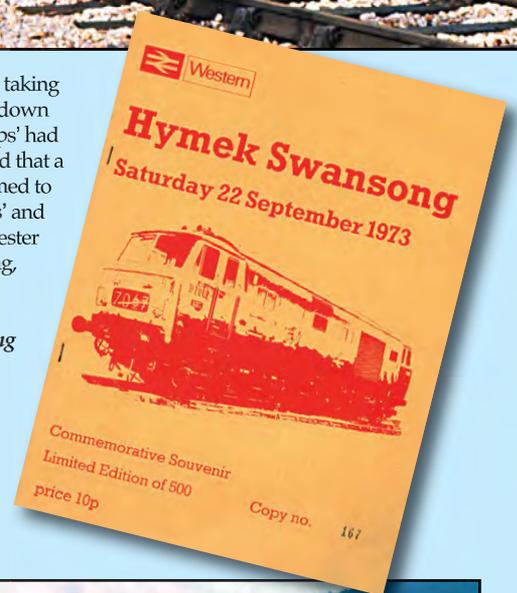




In the late summer of 1973 a plan was hatched for a special billed as the 'Hymek Swansong', a circular trip taking a pair of locos from Paddington down to the outskirts of Wales and then on to Hereford before returning down another old haunt via Worcester, the Cotswolds and finally to Didcot. Only nine months earlier the 'Warships' had slipped away with no farewell and interest for such a trip was uncertain. The commemorative booklet stated that a date had been chosen where as many interesting events as possible could be enjoyed. The train was thus timed to reach Pontypool to await the arrival of *King George V* and *Flying Scotsman* on the 'Atlantic Venturers Express' and then follow the steam special to Hereford. After an hour's break the Hymeks then made their way via Worcester to Didcot for a visit to the Great Western Society, before retracing their steps via the pick up points at Reading, Slough and Ealing Broadway to Paddington. ■

Above: On 22 September 1973 No. D7001 leads No. D7028 with train 1Z14 the 'Hymek Swansong' during a crew change stop at Worcester Shrub Hill. Early fears that the trip might prove hard to sell proved unfounded and most tickets were snapped up within the first week of sale. **George Woods**

Below: The 22 September 1973 was a day of sunshine and showers. Catching a sunny spell Nos. D7001 and D7028 pass Llanvihangel, north of Abergavenny, with the 09.10 Paddington to Hereford 'Hymek Swansong'. The lead locomotive had been repainted at Old Oak Common ahead of the trip with the duo being given a test run to Oxford on a service train earlier in the week to check that all was well. **Garry Stroud**





Afterlife and Disposal





Above: St Phillips Marsh depot in Bristol was used to store Hymeks awaiting transfer to Swindon works for disposal as had happened with earlier hydraulic classes. In late summer 1973, No. D7055 stands isolated, while to the right Nos. D7009, D7023, D7096 and D7076 stand in a line, the latter instantly recognisable because of its transfer numbers following accident damage. **Garry Stroud**

Left Top: Following withdrawal No. D7076 and No. D7096 were requisitioned by BR Research at the RTC Derby to act as dead weight vehicles for studies on track dynamics and other projects for the next generation of high speed operation. After use, No. D7076 was saved by the preservationists but No. D7096 was not so lucky and is seen in a very poor state on the Old Dalby test track in July 1984. The loco was eventually broken up by Marple & Gillott at Attercliffe, Sheffield. **CJM**



Left Below: A number of Hymeks found their way to northern scrapyards. This is No. D7089 in the sidings at Stockton-on-Tees on 14 February 1976. After withdrawal in May 1973 the loco was used at Laira depot as a carriage heating unit and allocated the number TDB968005. It was withdrawn from departmental service in November 1975 and sold to T. J. Thomson Ltd of Stockton-on-Tees who dismantled it in the spring of 1976. **Ian S. Carr**

Right Middle: The cutting area at Swindon Works could become quite congested at times, presumably the reason why the locos were staged at Bristol to be called forward first for stripping in the erecting shop. Little more than empty shells, from left are No. D7068 with Nos. D7054 (nose only), D7097, D7098 and D7023 awaiting the cutters torch on 12 October 1974. **Garry Stroud**



Right: Depending upon the condition of engines some were removed in the erecting shop for possible resale, while other were left for the breakers to deal with in the yard. No. D7059 is flanked by two Maybach MD870s on 14 June 1972. **Michael Vinten**

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D7100 Re-railing Demonstration



Above, Left and Below: Training in many different methods of locomotive and vehicle recovery were very important to the rail industry, with site recovery teams based at most of the main depots. In the main recovery of locomotives was either done by the use of jacks mounted on traverser tables or in extreme conditions by crane. However, in the early 1970s the use of air bag technology was being considered with one or two private companies developing the technology. The systems were demonstrated to the rail industry and one of these demonstration events involved the derailing of Hymek No. D7100 at Old Oak Common and placing the loco on its side in November 1972. The recovery involved slightly jacking the loco off the ground and inserting flat air bags which were then slowly inflated, pushing the loco upright. The pressure of the air bags against the weight of the loco caused considerable damage to the body structure. Several full and part lifts were carried out over a couple of days. Another demonstration of the air bag lifting technology was undertaken at Temple Mills, this time using a four-wheel tank car. At Old Oak Common, after the tests with No. D7100 were complete the loco was hauled to Swindon Works for scrap in February 1974. These three views were recorded on 17 and 18 November 1972. All: CJM





Preserved Class 35s



Above: During a short stay on the South Devon Railway, No. D7017 approaches Hood Bridge near Staverton with the 14.15 Buckfastleigh to Totnes on 7 October 1995. In BR days the larger hydraulics had not ventured onto the line which remained steam worked until closure. **CJM**

Below: The D&EG first bid for No. D7026 which was regarded as a non-runner following withdrawal but were unsuccessful. They bid again against a later tender with happier results and secured No. D7017 which at least had been withdrawn in working condition. Pending movement onto its new home at the West Somerset Railway the locomotive is pictured at Taunton shed. www.rail-online.com





Above: No. D7029 ended its work for British Rail on 20 February 1975 powering the down 4B05 vans to Bristol and return with train 6A27, the 11.55 Bristol Malago Vale to Old Oak Common empty vans. After arrival back at the London depot, engine problems were discovered, with the locomotive side-lined and eventually withdrawn at the end of the month. In the autumn of 1975 following purchase, No. D7029 was moved to Reading Gas works sidings, where it shared a siding for over a year with 'Warship' No. D821 Greyhound both in the care of what became the Diesel Traction Group (DTG). As can be seen in the bare yard, conditions for restoration left a lot to be desired, with no mains services or easy water supply. With little or no security, vandalism also became a problem. **Paul Winter**



Right Middle: A move to BREL Swindon Works in February 1977 for secure storage, allowed restoration work to continue at a much faster pace. Here with the bogie area painted in various primers, the locomotive shares space on the turntable area with 'Warship' No. 818 Glory which itself had been repainted by BREL apprentices for display. **Paul Winter**



Right Below: With expertise, facilities and the availability of a few spares, rapid progress was made during the spell at Swindon. Here the finished product is nearly ready to leave for a new home working services on the North Yorkshire Moors Railway. The move away from Swindon along with No. D821 took place in April 1981 behind Class 31 No. 31158. **Paul Winter**



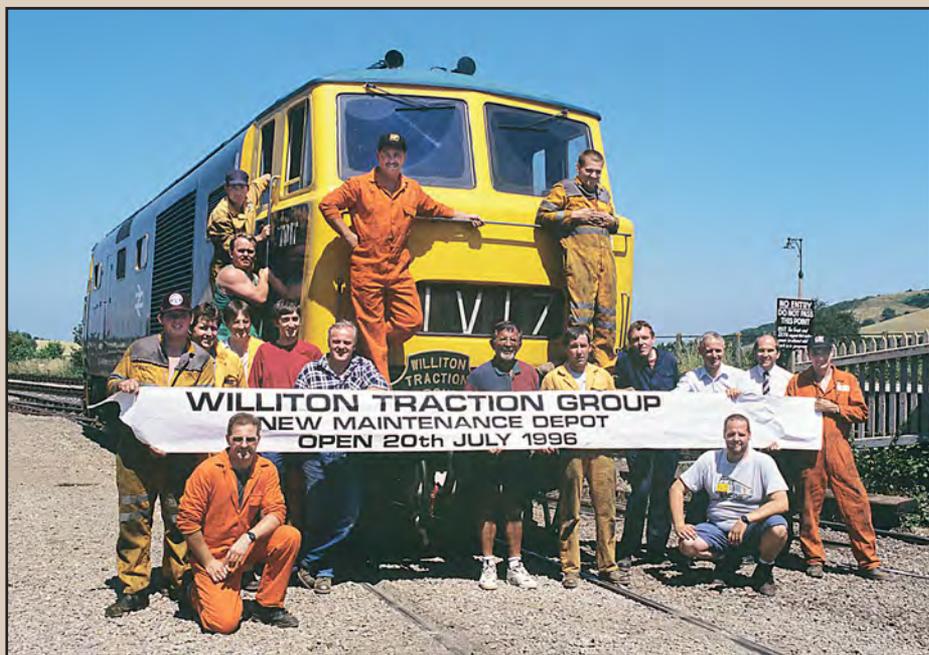
Above: When No. D7017 first arrived on the West Somerset Railway the locomotive operated in BR blue, but that had been quickly replaced by green with yellow panel after which the locomotive was treated to most livery variations. On 29 March 1992, it was sporting green with full yellow ends as it departs from Williton with the 10.15 Minehead to Bishops Lydeard service. **CJM**



Left: No. D7018 was originally purchased from BR by Derby businessman David Edleston, but was sold on to the Diesel & Electric Group while the locomotive was at the GW Society at Didcot. On 5 May 1990 the locomotive is shown giving rides on the GWS Didcot demonstration track. **John Stretton**



Above: Strangest of all the liveries carried by No. D7017 was the 'make-believe' Civil Engineers 'Dutch' colours which were applied in autumn 1992 complete with depot plaque of an apple (reflecting Taunton's apple growing for cider), placed above a nameplate Williton. Domino spots in the headcode and the TOPS five digit class prefixed number of 35017 completed the illusion of what might have happened had the Hymeks remained in service to see the BR Civil engineers era. The loco is seen at Williton on 26 September 1992. **CJM**



Right Middle: No prizes for the date of this view with a banner held in front of No. D7017 to mark the opening of the new diesel depot at Williton on the West Somerset Railway, promoting the Williton Traction Group. **CJM**



Right Below: D&EPG-owned No. D7017 is recorded passing Stanton heading for Laverton on the Gloucestershire and Warwickshire Railway during their 2014 Diesel Gala event powering the 'Cheltenham Spa Express'. The locomotive visited the line from the West Somerset Railway as part of the event, and fitted perfectly as a class which used to operate over the route in BR days. **Brian Garrett**



Above: No. D7029 together with 'Warship' No. 818 Glory stand by the turntable at BREL Swindon works on 23 April 1977. The loco had arrived at Swindon two months previously for secure storage after a spell at the far from ideal site of Reading Gas works. No. D7029 was purchased from BR for £3,240 and would stay at Swindon while restoration continued for four years. In April 1981 it was towed to its first home on the North Yorkshire Moors railway. Garry Stroud

Right: Starting to look a little tatty in its external appearance, No. D7029 is seen at Grosmont, in company with DTG Class 42 'Warship' No. D821 Greyhound. Paul Winter



Below: On 11 July 1981, Diesel Traction Group No. D7029 runs round its train at Grosmont. This was the first summer of over six years of operation on the North Yorkshire Moors Railway during which the locomotive clocked up some 20,000 miles of operation. Keith Dungate





Above: Sunday 2 January 2011 saw the West Somerset Railway celebrate the 40th Anniversary of the lines closure, when the last scheduled passenger and freight trains operated on 2 January 1971. To coincide with the achievements made since then, the WSR operated a number of special workings during the day. A Special charter service provided passengers with the chance to travel from Exeter to Minehead on board a First Great Western Class 150 DMU, the D&EPG Hymek D7017 was used to simulate the last freight train which operated over the length of the line, it was also renumbered as No. D7047 for the day and given the correct headcodes which matched those displayed on the loco 40 years before. After most passengers had vacated the railway No. D7047 starred in a unique 'night shoot' at Williton Station organised by David Williams (WSRA Chairman), the EMRPS and the D&EPG. The locomotive is seen posed at Williton illustrating the last freight to leave the line in 1971. [Brian Garrett](#)

Below: Looking immaculate in 1960s BR green livery with small yellow warning panel end, Diesel Electric Group No. D7017 approaches Doniford Halt on the West Somerset Railway on 8 June 2013 powering Class 8 freight 8A02, the 17.45 Bishops Lydeard to Minehead demonstration train during the lines Mixed Traffic Gala weekend. [Antony Christie](#)



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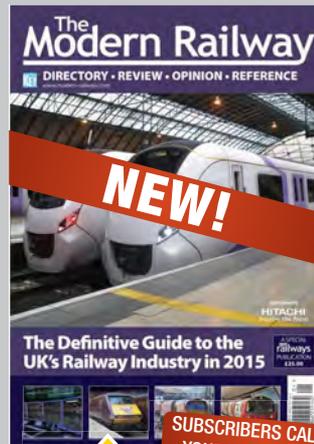
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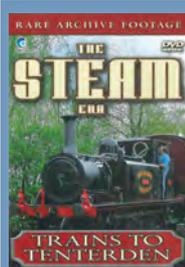
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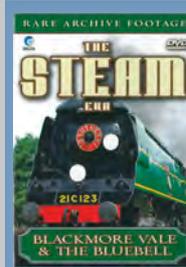


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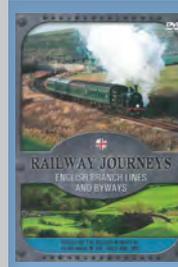


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Above: Hymek No. D7076 visited the West Somerset Railway from the East Lancs Railway as part of the 2007 'Mixed Traffic Event'. The locomotive is pictured at Crowcombe, departing for Minehead on one of the many enthusiast trains it hauled during the event. This was the only operational Hymek on the WSR at the time, as No. D7018 was having a long term overhaul and No. D7017 was out of traffic. **Brian Garrett**

Below: No. D7076 heads south through Burrs Country Park on 29 September 2013 with the 14.26 Rawtenstall to Heywood service on the East Lancashire Railway. In 2009 when its own power unit was in need of attention, the locomotive was fitted with one of the Maybach MD655 engines from No. D1041 and dubbed a 'Wesmek'. During 2011 two MD870 engines in good condition were discovered to be available near York having been used as stand-by generating sets. This allowed No. D7076 to be quickly returned to traffic with one of these units. **Keith Dungate**





Above: It is not unknown for private loco owners to renumber their locomotives with false identities, mainly to please the photographers who like to have different numbers on their pictures. One such event took place on the East Lancashire Railway in 1994, when resident No. D7076 was renumbered as D7096, as a 'thank you' to No. D7096 donating many parts during restoration. Painted in 1960s BR green with a small yellow panel but no BR emblem, No. D7096 pauses at Irwell Vale Station on 8 June 1994 forming the 10.00 Bury to Rawtenstall service. **Lindsay Atkinson**

Below: The preservation of No. D7076 was only made possible because of the locomotive's survival with BR Research at Derby. However, when purchased by the Bury Hydraulic Group, it presented by far the most daunting of the restoration projects. A light green undercoat has tidied up the locomotive which was captured being towed past Bury South signal box on 4 March 1984 by Manchester Ship Canal 0-6-0 T No. 32. The Hymek had arrived at Bury on 25 February 1983 and years of hard work along with parts salvaged from sister No. D7096 would be required to return the locomotive to operational condition. **Richard Fox**





Dark Side of the 'Hymeks'

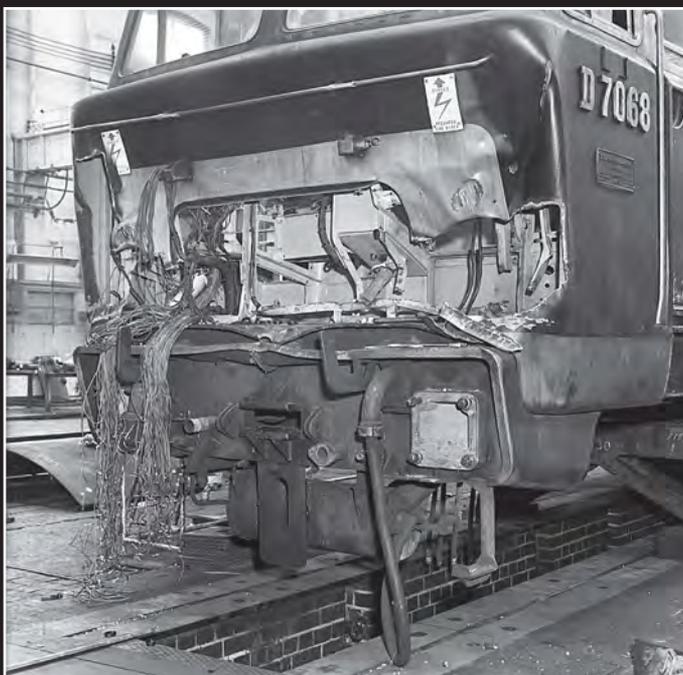


Above and Below: The Class 35 Hymek fleet, like all other main line classes, were subject to a number of collisions and mishaps over the years. In March 1969, No. D7038 received serious front end and bodyside damage in an accident near Ashchurch, Gloucestershire, when the loco struck an open door of a passing freight train, ripping away part of the cab front and side and damaging the fuel tank. After site recovery the loco was taken to Ashchurch sidings and then Swindon Works where it was repaired and returned to traffic later the same year. The above view shows the loco at Ashchurch after site recovery and the view below, dated 18 March 1969 shows the loco inside Swindon Works 'A' shop being assessed for repairs, before the damaged sections were cut away and new parts fitted. **Norman E. Preedy / CJM Collection**





Above and Right: Following a derailment at Spetchley on the main line north of Cheltenham in July 1969, in which Hymek No. D7048 ended up on its side with major front end and bodyside damage. At the time, many considered the loco a candidate for early withdrawal, but the expertise of the bodyshop at BREL Swindon Works, returned the loco to front line use after just a few months. The loco then remaining operational until 1972. These two views were recorded at Swindon Works on 24 July 1969 and show the loco parked up in the works yard after arrival from the accident site awaiting a full assessment. In the upper view note the grass still attached to the bodyside from where it scraped along the ground. Both: **CJM Collection**



Left: Green small yellow warning panel liveried No. D7068 is seen inside the main BREL Swindon 'A' shop on 6 June 1966 being stripped after arriving with major front end impact damage after coming into contact with freight stock at a too higher speed during a shunting move. By the looks of all the cables protruding from the damaged route indicator box, the works electricians are needed, as well as the bodywork team. **CJM Collection**



'Hymek' Fleet List

Number	Built By	Works Number	Introduced	Original Depot	Date Withdrawn	Final Depot	Disposal Code	Disposal Detail	Date Cut Up	Notes
D7000	Beyer Peacock	7894	May-61	82A	Jul-73	OC	C	BREL Swindon	Oct-75	
D7001	Beyer Peacock	7895	Jul-61	82B	Mar-74	OC	C	G Cohen, Kettering	May-75	
D7002	Beyer Peacock	7896	Jul-61	82A	Oct-71	82A	C	BREL Swindon	Jun-72	
D7003	Beyer Peacock	7897	Aug-61	82A	Jan-72	82A	C	BREL Swindon	Aug-72	
D7004	Beyer Peacock	7898	Aug-61	82A	Jun-72	82A	C	BREL Swindon	Aug-72	Withdrawn: 01/72, R/I: 01/72
D7005	Beyer Peacock	7899	Sep-61	82A	Jul-72	82A	C	BREL Swindon	Oct-72	Withdrawn: 01/72, R/I: 01/72
D7006	Beyer Peacock	7900	Oct-61	82A	Sep-71	82A	C	BREL Swindon	Sep-72	Stored: (U) 09/71
D7007	Beyer Peacock	7901	Oct-61	82D	Apr-72	82A	C	BREL Swindon	Jun-72	Withdrawn: 01/72, R/I: 01/72
D7008	Beyer Peacock	7902	Oct-61	82A	Jan-72	82A	C	BREL Swindon	Sep-72	
D7009	Beyer Peacock	7903	Nov-61	82A	May-73	82A	C	BREL Swindon	Oct-74	
D7010	Beyer Peacock	7904	Nov-61	82A	Jan-72	82A	C	BREL Swindon	Nov-72	
D7011	Beyer Peacock	7905	Dec-61	82A	Mar-75	OC	C	Marple and Gillot, Sheffield	Jan-77	Stored: (U) 01/75
D7012	Beyer Peacock	7906	Dec-61	82A	Jan-72	82A	C	BREL Swindon	Jun-72	
D7013	Beyer Peacock	7907	Dec-61	82A	Jan-72	82A	C	BREL Swindon	Oct-72	
D7014	Beyer Peacock	7908	Dec-61	82A	Jan-72	82A	C	BREL Swindon	Aug-72	
D7015	Beyer Peacock	7909	Dec-61	82A	Jun-72	81A	C	BREL Swindon	Sep-72	
D7016	Beyer Peacock	7910	Jan-62	82A	Jul-74	OC	C	BREL Swindon	Jun-75	
D7017	Beyer Peacock	7911	Jan-62	82A	Mar-75	OC	P	D&EPG on WSR	-	Withdrawn: 05/73, R/I: 05/73.
D7018	Beyer Peacock	7912	Jan-62	82A	Mar-75	OC	P	D&EPG on WSR	-	
D7019	Beyer Peacock	7913	Feb-62	82A	Sep-72	81A	C	BREL Swindon	Oct-72	Withdrawn: 07/72, R/I: 09/72
D7020	Beyer Peacock	7914	Feb-62	82A	Jan-72	82A	C	BREL Swindon	Sep-72	
D7021	Beyer Peacock	7915	Feb-62	82A	Jan-72	82A	C	BREL Swindon	Jun-72	
D7022	Beyer Peacock	7916	Feb-62	88A	Mar-75	OC	C	G Cohen, Kettering	Jan-77	Stored: (U) 01/75, R/I: 02/75
D7023	Beyer Peacock	7917	Feb-62	82A	May-73	OC	C	BREL Swindon	May-75	
D7024	Beyer Peacock	7918	Mar-62	88A	Jan-72	82A	C	BREL Swindon	Nov-72	
D7025	Beyer Peacock	7919	Mar-62	88A	Jan-72	82A	C	BREL Swindon	Jun-72	
D7026	Beyer Peacock	7920	Mar-62	82A	Oct-74	OC	C	G Cohen, Kettering	Jan-77	
D7027	Beyer Peacock	7921	Apr-62	82A	Nov-71	81A	C	BREL Swindon	Aug-72	Stored: (U) 11/71
D7028	Beyer Peacock	7922	Apr-62	88A	Jan-75	OC	C	G Cohen, Kettering	Feb-77	Stored: (U) 10/74
D7029	Beyer Peacock	7923	Apr-62	88A	Feb-75	OC	P	Diesel Traction Group	-	Stored: (U) 01/75, R/I: 02/75
D7030	Beyer Peacock	7924	Apr-62	88A	May-73	81A	C	Birds, Long Marston	Feb-74	
D7031	Beyer Peacock	7925	Apr-62	88A	May-73	81A	C	BREL Swindon	Sep-75	
D7032	Beyer Peacock	7926	May-62	88A	May-73	81A	C	BREL Swindon	Jul-75	
D7033	Beyer Peacock	7927	May-62	88A	Jan-72	81A	C	BREL Swindon	Nov-72	
D7034	Beyer Peacock	7928	May-62	88A	Jan-72	81A	C	BREL Swindon	Sep-72	
D7035	Beyer Peacock	7929	Jun-62	88A	Jan-72	81A	C	BREL Swindon	Aug-72	
D7036	Beyer Peacock	7930	Jun-62	88A	Jun-72	81A	C	BREL Swindon	Oct-72	Withdrawn: 01/72, R/I: 04/72
D7037	Beyer Peacock	7931	Jun-62	88A	Sep-72	81A	C	BREL Swindon	Nov-72	Stored: (U) 08/75
D7038	Beyer Peacock	7932	Jun-62	88A	Jul-72	82A	C	BREL Swindon	Jun-73	Withdrawn: 01/72, R/I: 01/72
D7039	Beyer Peacock	7933	Jun-62	88A	Jun-72	82A	C	BREL Swindon	Aug-72	
D7040	Beyer Peacock	7934	Jul-62	82A	Jan-72	82A	C	BREL Swindon	Aug-72	
D7041	Beyer Peacock	7935	Jul-62	82A	Jan-72	82A	C	BREL Swindon	Sep-72	
D7042	Beyer Peacock	7936	Jul-62	82A	Jan-72	82A	C	BREL Swindon	Jul-72	
D7043	Beyer Peacock	7937	Jul-62	82A	Jan-72	82A	C	BREL Swindon	Aug-72	
D7044	Beyer Peacock	7938	Aug-62	82A	May-73	81A	C	Birds, Long Marston	Feb-74	
D7045	Beyer Peacock	7949	Aug-62	82A	Nov-72	82A	C	BREL Swindon	Aug-73	
D7046	Beyer Peacock	7950	Aug-62	82A	Jan-72	81A	C	BREL Swindon	Jul-72	
D7047	Beyer Peacock	7951	Aug-62	82A	Jan-72	82A	C	BREL Swindon	Aug-72	
D7048	Beyer Peacock	7952	Sep-62	82A	Jan-72	81A	C	BREL Swindon	Aug-72	
D7049	Beyer Peacock	7953	Oct-62	82A	Jan-72	81A	C	BREL Swindon	Jul-72	
D7050	Beyer Peacock	7954	Oct-62	82A	Nov-72	82A	C	BREL Swindon	Jun-73	
D7051	Beyer Peacock	7955	Oct-62	82A	Jan-72	81A	C	BREL Swindon	Jun-72	
D7052	Beyer Peacock	7956	Oct-62	82A	Nov-72	86A	C	BREL Swindon	May-73	Withdrawn: 01/72, R/I: 05/72, Withdrawn: 07/72, R/I: 10/72
D7053	Beyer Peacock	7957	Oct-62	82A	Jan-72	81A	C	BREL Swindon	Aug-72	
D7054	Beyer Peacock	7958	Nov-62	82A	Dec-72	81A	C	BREL Swindon	Apr-75	Withdrawn: 01/72, R/I: 05/72, Withdrawn: 07/72, R/I: 09/72
D7055	Beyer Peacock	7959	Nov-62	82A	Apr-73	82A	C	BREL Swindon	Nov-75	Allocated No. 968004 (not carried)
D7056	Beyer Peacock	7960	Nov-62	88A	Jan-72	82A	C	BREL Swindon	Jul-72	
D7057	Beyer Peacock	7961	Nov-62	88A	Jan-72	82A	C	BREL Swindon	Oct-72	
D7058	Beyer Peacock	7962	Nov-62	88A	Oct-71	86A	C	BREL Swindon	Jun-72	
D7059	Beyer Peacock	7963	Nov-62	88A	Oct-71	86A	C	BREL Swindon	Jul-72	
D7060	Beyer Peacock	7964	Dec-62	88A	Oct-71	86A	C	BREL Swindon	Oct-72	
D7061	Beyer Peacock	7965	Dec-62	88A	Jan-72	81A	C	BREL Swindon	Aug-72	
D7062	Beyer Peacock	7966	Jan-63	88A	Oct-71	86A	C	BREL Swindon	Aug-72	
D7063	Beyer Peacock	7967	Dec-62	88A	Oct-71	86A	C	BREL Swindon	Nov-72	
D7064	Beyer Peacock	7968	Jan-63	88A	Oct-71	86A	C	BREL Swindon	Sep-72	
D7065	Beyer Peacock	7969	Jan-63	88A	Jan-72	81A	C	BREL Swindon	Sep-72	
D7066	Beyer Peacock	7970	Jan-63	88A	Nov-71	81A	C	BREL Swindon	Aug-72	Stored: (U) 11/71
D7067	Beyer Peacock	7971	Feb-63	88A	Oct-71	86A	C	BREL Swindon	Aug-72	
D7068	Beyer Peacock	7972	Feb-63	88A	Dec-72	82A	C	BREL Swindon	Apr-75	
D7069	Beyer Peacock	7973	Feb-63	82A	Oct-71	86A	C	BREL Swindon	Aug-72	
D7070	Beyer Peacock	7974	Mar-63	82A	Sep-72	86A	C	BREL Swindon	Oct-72	Withdrawn: 01/72, R/I: 05/72, Withdrawn: 07/72, R/I: 08/72

Number	Built By	Works Number	Introduced	Original Depot	Date Withdrawn	Final Depot	Disposal Code	Disposal Detail	Date Cut Up	Notes
D7071	Beyer Peacock	7975	Mar-63	82A	Jan-72	81A	C	BREL Swindon	Sep-72	
D7072	Beyer Peacock	7976	Mar-63	82A	Oct-71	86A	C	BREL Swindon	Sep-72	Stored: (U) 09/71
D7073	Beyer Peacock	7977	Mar-63	82A	Dec-71	86A	C	BREL Swindon	Oct-72	Stored: (U) 11/71
D7074	Beyer Peacock	7978	Mar-63	82A	Dec-72	82A	C	BREL Swindon	Aug-75	
D7075	Beyer Peacock	7979	Mar-63	83A	May-73	82A	C	Birds, Long Marston	Jan-74	
D7076	Beyer Peacock	7980	May-63	81A	May-73	82A	P	East Lancashire Railway	-	To Departmental Stock - D7076 Aug-74 - Nov-82. TOPS No. 89376 allocated (not carried)
D7077	Beyer Peacock	7981	Dec-63	82A	Jul-72	82A	C	BREL Swindon	Oct-72	
D7078	Beyer Peacock	7982	May-63	81A	Oct-71	86A	C	BREL Swindon	May-72	
D7079	Beyer Peacock	7983	Dec-63	82A	Oct-71	86A	C	BREL Swindon	Aug-72	
D7080	Beyer Peacock	7984	Dec-63	86A	Nov-72	82A	C	BREL Swindon	May-73	
D7081	Beyer Peacock	7985	Dec-63	82A	Sep-71	86A	C	BREL Swindon	Aug-72	Stored: (U) 08/71
D7082	Beyer Peacock	7986	Jun-63	88A	Apr-72	86A	C	BREL Swindon	Oct-72	
D7083	Beyer Peacock	7987	Jun-63	88A	Oct-71	86A	C	BREL Swindon	Sep-72	
D7084	Beyer Peacock	7988	Jun-63	88A	Oct-72	86A	C	BREL Swindon	Nov-72	
D7085	Beyer Peacock	7989	Jun-63	88A	Oct-72	81A	C	BREL Swindon	Nov-72	Withdrawn: 07/72, R/I: 09/72
D7086	Beyer Peacock	7990	Jul-63	88A	Jan-72	86A	C	BREL Swindon	Sep-72	
D7087	Beyer Peacock	7991	Jul-63	88A	Oct-72	82A	C	BREL Swindon	Sep-73	
D7088	Beyer Peacock	7992	Oct-63	88A	Jan-72	86A	C	BREL Swindon	Oct-72	
D7089	Beyer Peacock	7993	Jul-63	88A	May-73	82A	C	T J Thomson, Stockton	Dec-75	To Departmental Stock - 968005 Feb-75 - Nov-75
D7090	Beyer Peacock	7994	Sep-63	86A	Jun-72	86A	C	BREL Swindon	Sep-72	
D7091	Beyer Peacock	7995	Sep-63	86A	Aug-72	86A	C	BREL Swindon	Oct-72	
D7092	Beyer Peacock	7996	Dec-63	86A	Jun-72	86A	C	BREL Swindon	Sep-72	
D7093	Beyer Peacock	7997	Dec-63	82A	Nov-74	OC	C	G Cohen, Kettering	Feb-77	Withdrawn: 05/73, R/I: 08/73, Stored: (U) 10/74
D7094	Beyer Peacock	7998	Dec-63	86A	Nov-72	86A	C	BREL Swindon	Jul-73	
D7095	Beyer Peacock	7999	Dec-63	86A	Oct-72	86A	C	BREL Swindon	Nov-72	
D7096	Beyer Peacock	8000	Dec-63	86A	Dec-72	82A	C	Marple & Gillot, Sheffield	Feb-76	To Departmental Stock - D7096 Aug-74 - Nov-82
D7097	Beyer Peacock	8001	Dec-63	86A	Dec-72	82A	C	BREL Swindon	Mar-75	
D7098	Beyer Peacock	8002	Jan-64	83A	Dec-72	86A	C	BREL Swindon	Mar-75	
D7099	Beyer Peacock	8003	Jan-64	83A	Oct-72	86A	C	BREL Swindon	Oct-72	
D7100	Beyer Peacock	8004	Feb-64	83A	Nov-72	82A	C	BREL Swindon	Dec-74	Stored: (U) 10/72

Key to above listing

C	Cut up	OC	Old Oak Common	82B	Bristol St Philips Marsh	86A	Cardiff Canton
P	Preserved	81A	Old Oak Common	82D	Westbury	88A	Cardiff Canton
		82A	Bristol Bath Road	83A	Newton Abbot		

Below: Displaying as delivered green livery with a small yellow warning panel, No. D7060 poses outside the 'factory' at Old Oak Common depot on 2 December 1967. This loco remained in traffic until October 1972. www.rail-online.com



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