

## **BR 0-6-0 DIESEL ELECTRIC SHUNTER 08436**

Built at BR Derby it was outshopped on 3rd October 1958, numbered D3551, and first allocated to 61B Ferryhill, Aberdeen.

The BR Class 08 diesel shunter was based on the 1944 LMS design, but fitted with 4ft 6in diameter wheels as previously used on a similar SR design. The British Transport Commission (BTC) required the general arrangement to be the same as several previous types with the design conforming to the L1 loading gauge restriction. This permitted use in virtually all locations except where prohibited by axle load or wheelbase.

The loco height was 12 ft 8½ in and 8 ft 6 in wide. In working order it weighed 47 tons and had a maximum speed of 20 mph. Most locos were fitted with a 6-cylinder engine providing 400 hp and GEC electric transmission giving a tractive effort of 35,000 lb.

The structural design was based on an underframe frame 29 ft 3 in long over buffers. A full width driving cab (at one end) was fitted with two driving positions, both facing forward, looking down the sides of the slightly narrower bonnet section. The equipment compartments were accessed by outside doors from running plates. Forward from the cab these were electrical equipment, power unit bay and a cooler group at the front. By today's standards the cabs were very basic, noisy and extremely draughty.

A number of items were manually operated, including the fuel transfer pump, taking fuel from the main tank to the header (service) tank for distribution to fuel injectors. One of the driver's jobs was to use this pump to maintain 'his' supply. One speedometer and ammeter was provided, on a hinged central column, and had to be turned around depending from which side the driver was working. Cab heating was very poor as, when the first examples entered service, the only provision for heat was a radiator water pipe running through the cab. This was later supplemented by electric heaters.

At the design stage it was agreed to install the established English Electric (EE) six-cylinder 6K power unit, set to deliver 350-400hp. An EE supplied the type EE801 generator which powered two EE nose suspended traction motors driving the outer wheelsets through double reduction gears. BTC orders for the first batch of standard shunters was placed in 1949 with the construction contract being awarded to BR Derby works. The first loco, number 13000, emerged on 3<sup>rd</sup> October 1952 and was allocated 'on paper' to Tyseley but actually worked for several weeks at Toton near Nottingham.

Over the next few years numerous follow-on orders were placed and, due to the volume of these orders, Derby was not able to cope with the demand so BR Works at Darlington, Crewe, Doncaster and Horwich, all assisted with the build. Construction continued until the final loco, D4192, emerged from Darlington in September 1962. When the construction was underway it was decided that some locos, to be allocated to Southern Region, would be fitted with revised gearing giving a higher maximum speed of 27 mph as well as waist height air connections to couple to post-1951 multiple units. These were classified under TOPS in 1973 as Class 09.

When built originally these shunters were fitted with air operated loco brakes and vacuum brakes for train working although dual brakes were installed on later builds. Subsequently, most of the original vacuum only locos were modified for dual brake operation and a large number had their vacuum equipment removed leaving them air brake only. Some standard

Class 08s were also modified with SR style high level air connections.

A large number of early withdrawals passed to industrial use while a handful were exported. Withdrawals continued through the 1980s and 1990s with the preservation movement purchasing a sizeable number. Few heritage railways do not now have at least one operational Class 08. Although the need for large-scale shunting work on the main network has long since gone it is expected that some Class 08 and 09s will remain in operation for many years to come. No realistic replacement design has been on the drawing board.

During the period ended 1<sup>st</sup> July 1961 it appears D3551 moved to 61A Kittybrewster depot and spent six years there followed by another eighteen months back at Ferryhill. In the period ended 1<sup>st</sup> March 1969 it was transferred to 60A Inverness for three years. During the week ended 26<sup>th</sup> February 1972 it came south of the border to be allocated to 36A Doncaster before moving to its final depot of 40B Immingham during the week ended 6<sup>th</sup> May 1972. In March 1974 D3551 was renumbered, under the TOPS system, to 08436. At some stage it received the unofficial name "Beighton" painted on seemingly whilst at Tinsley depot.

It was reported that 08436 was withdrawn on 10<sup>th</sup> January 1992 from Doncaster depot still 'named' "Beighton" when photographed in 'scrap' sidings. It was sold for preservation in April 1993 to the South Yorkshire Railway, then sold to RT Rail in 2001 after SYR closed down. RT Rail was a subsidiary of Ealing Community Transport (ECT) that specialised in Class 08 shunting locos. On 18<sup>th</sup> March 2000, 08436 was noted on hire by RT Rail, to Hays Chemical Distribution Ltd, Sandbach. Apparently, 08436 was on display at Doncaster Works Open Day on 26<sup>th</sup> July 2003. RT Rail were sold in 2008 to British American Railway Services (along with ECT's other rail assets) and became part of the BARS loco hire division of their subsidiary company RMS Locotec.

08436 was purchased around 2004 and arrived at the Railway. It has been used regularly as the Swanage Shunter as well as on Permanent Way trains over the whole length of the line. It received an AVR repair and regular exam which was completed on 29<sup>th</sup> April 2013. Further refurbishment took place in Swanage Goods Shed and 08436 (D3551) was out-shopped in July 2017 painted in lined Black livery and has since gained "BRML Eastleigh Works" branding.

Information compiled by Peter Sykes 7<sup>th</sup> December 2021