

For immediate release

## **Wheels pulled from under the Baby Deltic**

The Baby Deltic Project (BDP) has suffered a double blow this week with the surprise news that the offer of a pair of Class 20 bogies pledged to complete the project has been withdrawn.

This unexpected development has the potential to leave the project temporarily homeless as the Project's landlords, the Deltic Preservation Society, have confirmed that they cannot keep an immobile locomotive within their Depot.

Simon Hartshorne of the BDP said, "The withdrawal of the offer of bogies for this important project is problematical, but is not a game-changer at this stage of the programme. The key thing is to press ahead - we have time to examine other options. There are other Class 20 bogies out there and we have opened talks with a number of owners about purchasing or leasing a pair."

The BDP has now agreed terms with Rampart Carriage and Wagon Services for them to undertake the major modification work on the locomotive that had been earmarked for BDP volunteers. The work will be carried out at Rampart's new Barrow Hill workshops.

On completion of the modification work, which involves the shortening of the nose ends and body centre-section, the loco will be lifted onto accommodation bogies and moved to store at Barrow Hill. The remainder of the conversion work will then be undertaken by Project members.

The major modification work will be part-funded by a loan from the Transport Trust and the accommodation bogies will be loaned by the 5BEL Trust. "We are extremely grateful to both organisations for the generosity shown in our hour of need", said Hartshorne.

Hartshorne, in his guise as MD of rail vehicle engineering specialists Pindari, is already working in partnership with Rampart to return the *Brighton Belle* electric multiple unit to traffic. Rampart's MD Paul Ramsden said, "The Class 23 is a missing link in our locomotive heritage so we're delighted to play a part in this high-profile programme. It's precisely the kind of challenge the team enjoys."

**ENDS**

26 January 2012

## Notes to Editors

1. The British Rail Class 23 was a class of ten Bo-Bo diesel-electric locomotives built by the English Electric Company in 1959. The power unit used was a Napier Deltic T9-29 9-cylinder engine of 1,100 bhp (820 kW) driving an English Electric generator, which powered the four traction motors. The T9-29 diesel engine was a half-sized version of those used in the more powerful British Rail Class 55 'Deltic' locomotives. The overall design and external appearance of the Class 23 was similar to English Electric's Class 55, but much shorter, leading to the nickname 'Baby Deltic'.
2. The ten locomotives entered service between April and June 1959. The Class was withdrawn following the implementation of BR's "National Traction Plan" in the late 1960's, which aimed to rationalise the number and types of diesel locomotives in traffic. The last Class 23, D5901, was cut up in 1977.
3. The only part of a Baby Deltic to survive is the T9-29 engine and generator from D5905. This has been restored from a seized and solid hulk to fully operational condition by the project team at Barrow Hill and installed and run in Class 37, 37372. The Class 37 – the English Electric Type 3 - has a close familial likeness to Classes 23.
4. On 5 September 2010, the Baby Deltic Project announced its plans to recreate a replica of the class, involving the rebuilding of 37372's body mounted on Class 20 bogies, thus closely reproducing the Class 23, with the authentic T9-29 engine and generator at its heart.
5. A book about the restoration of the sole-remaining Baby Deltic engine is available via the BDP website, [www.thebabydelticproject.co.uk](http://www.thebabydelticproject.co.uk).
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