

HIGHLY DETAILED CAB INTERIOR

Wheel Diameter: 3ft 7in

 $\frac{1}{4}$



BR Class 03 0-6-0 Diesel-Mechanical Shunter

Class 03 Fleet History

Having taken delivery of dozens of different designs of small diesel shunting locomotives from the early-1950s onwards, British Railways eventually opted to develop a 'standard' 0-6-0 for lighter shunting work, employing the tried-and-trusted Gardner 8L3 engine couple to a diesel-mechanical transmission.

Essentially, the design was a development of the Drewry Car Co. 0-6-0DM that later became BR Class 04. Contracts for construction were awarded in-house to BR's Swindon and Doncaster Works in late-1955 and eventually 230 locomotives were built between December 1957 and June 1962. Numbered from D2000 upwards, D2000-43/86-88, D2114-99, D2372-84 were built at Swindon and D2044-85/89-113 and D2385-99 at Doncaster. Unusually, two additional locomotives, D2370/71, were built for use at Eastern Region engineers' depots and emerged as Departmental Nos. 91 and 92, although they were later renumbered into the main fleet.

Allocated to depots across England and Wales, they were deployed on station and yard pilot duties, shunting at industrial sites such as collieries and even short-distance goods trips and the occasional branch line passenger train, where their top speed of 28mph could be put to good use. However, even while they were being built, it was becoming clear that far too many locomotives had been ordered and much of the work they were built for was fast disappearing.

Withdrawals started in the mid-1960s, with many nearly new locomotives passing into industrial use with the National Coal Board and other private users, including a small number exported to Italy and Belgium.

The fleet was steadily whittled down through the 1970s, although a reduced fleet was retained and 21 were modified with dual air/vacuum braking equipment in 1968-69 for station pilot work at locations including Norwich, Newcastle and York. The remaining locomotives handled freight duties on tightly curved or height restricted lines around Birkenhead, Tyneside and in East Anglia. Other notable duties included hauling Channel Islands boat trains over the Weymouth Quay tramway and working triple-headed coal trains over the Burry Port & Gwendraeth Valley in West Wales.

Two locomotives were reduced in height to work on the Isle of Wight, the second of which, 03179 *Clive*, became the last active Class 03, returning to the mainland as depot pilot at Hornsey EMU depot in north London until 2003.

Large numbers of '03s' have passed into preservation, either directly from BR or after a second career in industry. They continue to provide sterling service all over the country with their excellent all-round visibility, ease of use and ability to go almost anywhere making them ideal for maintenance and engineering duties.



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Thank you for purchasing this HELJAN Class 03 locomotive. This highly detailed working replica will give years of pleasure and reliable operation if it is handled with care and regularly serviced.

This scale model is designed to operate from 12 Volts direct current (DC) supplied from a model railway transformer/controller. A powerful 5-pole motor and heavy die-cast chassis ensure a haulage capacity that will meet most demands. Running characteristics will improve with use.

The locomotive should initially undergo a 'running-in' period to allow all the moving components to bed in properly. It is suggested that the model is left to run for at least 30 minutes in each direction at a medium speed. Please ensure that all gears, bearings and axles are properly lubricated. This has been undertaken during manufacture but periodic cleaning and light relubrication using plastic compatible oils and greases is suggested.

Good electrical continuity is essential for smooth and reliable operation. As well as ensuring the rail heads are clean, it is imperative that an uninterrupted supply to the motor is maintained by regular cleaning of wheel treads and the wiper pick-ups acting on the back of the wheels. Inspect before use and carefully remove any deposits, debris or fluff that may have accumulated. Requests for spare parts should be directed to HELJAN UK (see address overleaf) stating the model catalogue reference number and specific part numbers (see diagram enclosed).

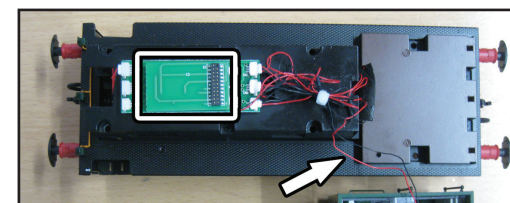
IMPORTANT NOTICE! THIS MODEL SHOULD NOT BE RUN ON DCC LAYOUTS WITHOUT DECODER!

Digital command control

Your HELJAN Class 03 model comes ready to be adapted for digital command control. The conversion of this locomotive to DCC operation is a simple task. The printed circuit board mounted over the motor features a NEM660 21-pin socket into which a dummy plug is inserted. Remove the dummy plug and simply plug in your preferred decoder unit in its place.

DCC can also be configured to give constant brightness illumination of the headcode panel and tail lights.

Remove screws under locomotive and gently remove cab and bonnet sections from chassis, taking care to avoid damage to handrails and fine details.



Please be careful if removing body! It is connected to cab by wire. Marked in square is the PCB.



Body removal screws. Marked in square is the cab light on / off switch.



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