

Barrow Hill shed diesel gala days are numbered

BARROW Hill's twin-engine/Type 5 gala on August 8/9 could be the roundhouse centre's final diesel gala.

Project Manager Mervyn Allcock says that the success of the commercial side of Barrow Hill means the heritage events are becoming harder to stage.

Three Class 56s, four Class 66s, two 'Westerns' and two 'Deltics' featured in the gala, which saw the preservation debut of 56101. It was bought from DB Schenker at the start of 2009 and moved to the facility near Chesterfield, where restoration has been undertaken largely inside the roundhouse.

It has been finished in large logo blue with white windows in a similar fashion to Class 56s painted by Tinsley depot in the 1980s. It was used on shuttles on both days, and is eventually destined for a main line return.

Also in use was DB Schenker 56006, which has been at the site for eight years. It was hauling its



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first trains for more than four years, though these were not advertised prior to the event. The '56', which has been returned to working order by Barrow Hill staff, was originally part of EWS' heritage fleet and was loaned to Barrow Hill, where it has remained.

The final '56' in use was 56098, which moved from the Battlefield Line, although this involved a prolonged stay at a service station, while it was split from its bogies because it was deemed too heavy. It is expected to return to Shackerstone imminently, where it will appear at the railway's diesel gala.

The Class 66s in use were Direct Rail Services 66425 and 66433, and Advenza Freight 66841 and 66842. The latter was used on August 9, and all four '66s' were hauling

their first passenger trains. All shuttles used Cargo-D Mk 2s, with Harry Needle Railroad Company 47818 *Emily* providing electric train heating - this was on the rear of all trains.

Class 52s D1015 *Western Champion* and D1023 *Western Fusilier* were also used on the shuttles, along with 55019 *Royal Highland Fusilier* and 55022 *Royal Scots Grey*. HNRC 07001 hauled one shuttle while industrial locomotive No. 50 *Janus* was also in action.

Also on display was 37372, which has been fitted with a 'Baby Deltic' engine. This was started several times throughout the weekend, the first time one has been heard in public since Class 23s were withdrawn.

Also at the event, HNRC 20096 was unveiled in BR blue livery. It was paired with 20107, which returned to traffic earlier in the

Left: 37372 has been fitted with a 'Baby Deltic' engine, which was started up several times during the Barrow Hill event. A plume of exhausts erupts from the '37' during one of the startups. DARREN FORD.



Above: Advenza Freight 66841 and 66842 made their passenger debuts at the Barrow Hill event. On August 8, 66841 passes 55022 *Royal Scots Grey* and 56006 on a shuttle. RYAN TRANMER.

Below: 20096 was repainted prior to the event, and on August 8, displays its new livery. RICHARD CLINNICK.



56101 made its preservation debut at the Barrow Hill diesel gala over the weekend of August 8/9. The newly-restored '56' trails a shuttle into Barrow Hill station. RICHARD CLINNICK.

