



## HELP RESTORE A 58!

The Class 58 Locomotive Group acquired 58016 in June 2010. Following its subsequent move to Barrow Hill Roundhouse, near Chesterfield, in Derbyshire and more recently its new home at the UKRL Depot in Leicester, work is progressing on returning the 1984-built locomotive to operation. To aid the restoration project, several components and spares were recovered from classmate 58045, of which the condition was higher to our own 58016.

We still have lots of work to do, everything from cleaning to heavy engineering, so if you've ever been interested in restoring an historic Diesel Locomotive here's your chance to get involved..... The opportunity to restore and maintain 'our' Class 58 is open to all current Class 58 Locomotive Group members.

Therefore, if you have filled out the Membership Application Form over-leaflet and are also keen to help with the restoration project, please complete the following:-

## GET IN TOUCH

-  [www.c58lg.co.uk](http://www.c58lg.co.uk)
-  [contact@c58lg.co.uk](mailto:contact@c58lg.co.uk)
-  [@c58lg](https://twitter.com/c58lg)
-  [www.facebook.com/groups/c58lg](https://www.facebook.com/groups/c58lg)

Back in July 2001, when it became apparent that the Class 58s were to disappear from Britain's mainline railway network, the CLASS 58 LOCOMOTIVE GROUP was formed; aiming to promote the importance of this historic type of heavy freight engine. Since then, we have established ourselves as the key source for all things Class 58 and here is an invitation for you to join us in helping preserve the legacy of the Class 58s.....



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**INFORMATION LEAFLET  
MEMBERSHIP FORM**



I am interested in helping restore 58016  (✓)

I can offer the following skills and experience:

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## CLASS 58 HISTORY

During the late 1970s, British Rail was keen to develop a brand new, low-cost, easily maintainable heavy freight locomotive that would be capable of handling the predicted rail freight growth of the 1980s. Following design development and approval, the contract to build the new Class 58s was awarded to British Rail Engineering Limited (BREL) at Doncaster; where work had seen a major multi-million pound upgrade of 'E2' shop, where the locomotives would be manufactured. BREL dropped traditional locomotive construction methods in favour of an entirely new and innovative modular approach.

The first locomotive was handed over to British Rail at Doncaster Works on the 9th of December 1982 and delivery of the remaining 49 swiftly followed. Hopes for subsequent export orders from Europe never materialised and so following completion of 58050 the jigs at Doncaster were dismantled, with the locomotive not only being the last Class 58 to be built but also the last diesel locomotive to be built at 'The Plant'.

The Class 58s went on to enjoy a successful entry into UK service and despite trials on various traffic flows, including Freightliner and Speedlink services, the engines mainly concentrated on Merry-go-round coal workings within the Midlands, operating between collieries and power stations in the manner for which they had been designed.

Class 58s occasionally featured on passenger workings, with early timetabled passenger work being in the summer of 1985, when they regularly piloted electric trains over the Birmingham to Nuneaton route during periods of major engineering work on the electrified main line.

As privatisation approached it look almost certain that the entire Class 58 fleet would form an important working part of the modern rail freight scene. Private company English Welsh & Scottish Railways (EWS), who inherited operation of the type, once quoted that the engines were their 'most reliable and consistent Type 5s', and so it came as a shock in 1999 when it was announced that a large number of '58's were to be placed into long term

store, with 58017 stopped on the 30th April 1999, followed by 58022 on the 1st June 1999.

The introduction by EWS of 250 General Motors-built Class 66s had seen the Class 58s become non standard, with the remaining 48 examples gradually stopped and stored at various sites across the country. The final few Class 58 locomotives were simply switched off in September 2002, following the last charter train, the 'Bone Idol', which ran from Kings Cross to Skegness and return.

In 2000, Dutch operator Afzet Container Transport Systeem announced it was to hire redundant UK freight engines to supplement its own small fleet, hauling sea container services. After negotiation, 58039 was overhauled and repainted into ACTS colours, as No. 5811, being exported to Holland on the 25th June 2003; shortly followed by 58044. 58038 joined the pair in May 2005, with a period of successful operation undertaken prior to all three moving to France in July 2009, for another foreign contract.

The ACTS hire deal was followed by further demand for the use of the Class on the continent, with Spanish operator Continental Rail leasing the type for working construction trains on a new high speed line from Madrid.

Subsequent contracts have seen the type establish a real presence in Spain, with 12 engines going on to work in the North West of the country.

Infrastructure work in France saw Class 58s exported in 2004/05, working alongside EWS Class 56s on hire to Fertis, TSO and Seco. Whilst all returned to the UK in 2006/07; a further contract on a Rhine to Rhone LGV project saw 21 engines overhauled in 2008/09 prior to export, being joined by the three former Dutch examples. Despite a lack of orders for export designs when the Class 58s were built, it now seems ironic that 36 of these fine locomotives are now based in mainline Europe.

By 2010, the remaining 14 engines were stored at Toton, Eastleigh and Crewe, with several in heavily stripped and deteriorated states. On the 19th April 2010, DB Schenker (EWS' successor) put seven Class 58s up for tender; the first chance for any of the type to be purchased privately.

Since 2001, the Class 58 Locomotive Group has acted as the key source for all things Class 58 and with an ultimate ambition of preserving a '58' this opportunity was too good to miss. The subsequent hectic process of inspections and fund raising culminated by successfully acquiring 58016.

## MEMBERSHIP FORM

Name: \_\_\_\_\_

Address: \_\_\_\_\_  
\_\_\_\_\_

Post Code: \_\_\_\_\_

Email: \_\_\_\_\_

Tel No.: \_\_\_\_\_

**Annual C58LG Membership Costs £12.00**

**+ Optional Donation of £ \_\_\_\_\_**

**I wish to receive Red Diamond magazine by:**

**Post**  **E-Mail**  (✓)

DATA PROTECTION ACT: The CLASS 58 LOCOMOTIVE GROUP Membership Secretary retains names and addresses of members on a computer database. To comply with the Data Protection Act, the Committee must ask that if anyone objects to their information being stored this way that they should contact the Membership Secretary ASAP. Details are ONLY used to assist in the distribution of literature for the C58LG and shall NOT be offered or disclosed to any third party.

Signed: \_\_\_\_\_ Dated: \_\_\_\_\_

*(If under 16 a signature from a Parent/Guardian is required)*

Once complete, please send this, together with a SAE and payment (making all cheques & Postal Orders payable to 'Class 58 Locomotive Group') to:-

**The Membership Secretary  
Class 58 Locomotive Group  
15 Wimblington Drive  
Lower Earley  
READING  
RG6 4JG**

Alternatively, this page can be Scanned and Emailed to:

**membership@c58lg.co.uk**