



## Wickness Models Soundscape 10000 and 10001

**Manufacturer:** -

Wickness Models **Project number:** - WMD16-2-S

**Project version:** - SSV1-Hedgerow

**British Rail Class D16/2 (LMS 10000,10001)**

Power type Diesel-electric  
Builder LMS Derby Works  
Order number LMS Lot number 198  
Build date 1947–1948  
Total produced 2



LMS No. 10000 and 10001 were the first mainline diesel locomotives built in Great Britain. They were built in association with English Electric by the London, Midland and Scottish Railway at its Derby Works, using an English Electric 1600 hp diesel engine, generator and electrics.

Under British Railways the locomotives became British Railways Class D16/1; they were initially operated primarily on mainline express passenger services on former LMS lines, both in single and in multiple. In 1953 they were transferred to the Southern Region for comparison with O. Bulleid's British Rail Class D16/2 diesel locomotives. Both units were withdrawn and scrapped in the 1960s.

In March 1947 the LMS announced its intention to operate main line passenger services using diesel traction - initial specifications were for a pair of 1600 hp locomotives with a top speed of 100 mph, capable of hauling express services such as the Royal Scot. The company also announced it intended to use the same type singly on semi-fast suburban and medium weight freight services such as were hauled by 2-6-4T engines ; English Electric engines were specified of similar design to that used on the company's diesel electric shunting locomotives. The LMS signed an agreement with the English Electric Company to construct two 1600 hp locomotives: the mechanical parts were to be constructed at the LMS's Derby Works with H.G. Ivatt responsible as the overall designer; electrical parts and diesel engine were to be supplied by English Electric. The bogies took an American pattern design, which was modified by Edward Fox and his team at Derby to create a smooth riding suspension. The welded bogie frame was derived from Fox's earlier design for Liverpool-Southport electric trains (later renumbered British Rail Class 502)

Both locos were lastly allocated to Willesden. The locomotives were laid up at Derby in 1963 with Bulleid's diesels; No. 10001 was made functional using parts of both, and continued operating on until 1966 fitted with a yellow warning panel. No. 10000 was withdrawn in 1963 and scrapped at Cashmores, Great Bridge, in around May 1968; between withdrawal and scrapping 10000 spent some time in storage at Derby,[35] and was one of the locos on display at the Derby Works Open Day and Flower Show in August 1964.

No. 10001's later workings were said to be mainly on North London freights to Greenwich, but was also photographed on Wolverhampton expresses and WCML freights during this period. Together, the two units they clocked more than 2 million miles. 10001 was withdrawn in 1966 and scrapped at Cox & Danks, North Acton, in February 1968.

**Decoder Type:** - V4, V4 Micro, V4XL Speed Steps: 128

**CV63 Main Volume:** - 128(Max 192) Speaker: (4-8 Ohm)

**Volume CV's Column:** - Relevant CV's to adjust individual sound volume

