

33057/D6575

Built: BRC&W Works, Smethwick
Introduced to Traffic: 4th November 1961
BRC&W Works Number: DEL 179
Pre-TOPS Number: D6575
TOPS Renumbering: 8th December 1973

Named: “SEAGULL” at Eastleigh Depot on 6th September 1991.
Nameplates removed at Stewarts Lane Depot on 9th October 1996.

Depot Allocations:

HG (73C):	04/11/61.
SL:	24/11/85.
Withdrawn:	21/03/89.
Reinstated:	23/03/89.
SL:	23/03/89.
Withdrawn:	13/02/90.
Reinstated:	27/03/90.
EH:	27/03/90.
SL:	16/05/93.
Stored (U/S):	17/05/96.
Withdrawn:	13/02/97.
KM (U/S):	15/06/01.
BH (U/S):	02/02/05.
HQ:	11/11/05.

Modifications / Restrictions:

Snowploughs Fitted until 06/06/89, and from 02/91 to 11/92 and from 02/95.
One Man Operation (SSF) Fitted: Summer 1989.
ETH Defective: 03/4/88 to 06/07/90.
ETH Isolated: EH 19/03/91.
60 mph restricted: 07/90.
Headlight / Cab Telephone Fitted: EH 11/91.

Liveries:

BR Green.
BR Green with small yellow warning panels.
BR Green with full yellow ends.
BR Blue.
Departmental Grey.
Departmental Dutch Yellow and Grey.
BR Green with small yellow warning panels. (P)

Livery Notes:

Red Guttering Stripe applied: 03/88.
Spitfire Plaques applied: 06/91 to 09/93.
SL Battersea PS Plaques applied: 10/93 to 05/96.
Black Lamp Brackets applied: SL 7/95.

Sectors:

11/05/87 – Provincial.
28/05/87 – PXXX.

18/01/88 – PXXA.
 16/05/88 – FAXX.
 16/08/88 – FALS.
 22/01/89 – FASB.
 26/03/89 – DCSA.
 14/05/89 – FASB.
 13/02/90 – FXXA.
 27/03/90 – DCSA.
 30/09/90 – DCSM.
 05/04/92 – NKJM.
 20/03/94 – EWDB.
 07/06/96 – ENXX.
 10/09/98 – WHZX.
 26/05/99 – HNRL.
 15/06/01 – XHSD.
 11/01/02 – XHSS.
 02/02/05 – HNRS.
 11/11/05 – MBDL.

Works Attention: Intermediate Overhaul at ZG: 15/02/82.
 Intermediate Overhaul (CEM) at ZG: 06/07/90.
 Main Generator Change at ZG: 11/92.

Withdrawn from Service: Out of Service at 17.00 at SL on 21/03/89.
 Condemned at 17.00 at SL on 21/03/89.
 Bogie defects.

Reinstated to Traffic: Stewarts Lane Depot on 23/03/89.
 (Bogie Swap from 33011).

Withdrawn from Service: Out of Service at 14.00 at SL on 22/11/89.
 Condemned at 09.15 at SL on 13/02/90.
 Traction Motor and Main Generator defects.

Reinstated to Traffic: Eastleigh Works on 27/03/90 for Overhaul.

Withdrawn from Service: Out of Service at 16.00 at SL on 09/05/96.
 Stored Unserviceable at 09.00 at SL on 17/05/96.
 Condemned at 06.00 at SL on 13/02/97.
 Fire Damage at Coulsden North.

Final Passenger Working:

20/04/96: 1Z33 15.06 Eastbourne-Bristol Temple Meads, with 33 026. “The Southern Coasterman” Railtour.

Disposal & Preservation:

As a result of dragging brakes the locomotive suffered fire damage to No. 2 traction motor and other electrical wiring at Coulsden North on 9th May 1996, whilst working 6Y56 10.18 Three Bridges-Hoo Junction paired with 33030.

Stored initially at Stewarts Lane awaiting disposal by EWS. Locomotive placed on EWS tender list in February 1997 and sold for preservation to Harry Needle, Industrial and Historical Locomotives Ltd in March 1997. Locomotive moved by road on 10th July 1998 to The Railway Age, Crewe, arriving on 13th July 1998. Locomotive moved by road to Barrow Hill on 12th May 2000.

Locomotive was then sold to Direct Rail Services on 15th December 2000. Locomotive then moved by road to Ministry of Defence, Longtown on 21st February 2001, arriving on 22nd February 2001 for storage pending a decision regarding future restoration. It was resold back to the Harry Needle Railroad Company during November 2004 and subsequently offered for resale.

Locomotive was purchased by Clive Burrows of the Diesel and Electric Preservation Group in 2005. It left Ministry of Defence, Smalmstown (near Carlisle) by road on 15th September 2005, arriving on the West Somerset Railway at Bishops Lydeard on 17th September 2005. Following acquisition of all missing components and extensive electrical and mechanical work, the locomotive was started up at Williton Depot in February 2008. Locomotive was moved by road on 11th March 2010 to Brush Traction, Loughborough for traction motor change and various brake and underframe repairs, arriving there on 12th March 2010. It was then moved by road to Cranmore Traincare & Maintenance Services, East Somerset Railway, in May 2010 for a full bodywork overhaul and repaint into green livery with small yellow ends carrying its original number D6575.

Returning to the WSR in April 2011 via tyre re-profiling at Bristol St. Phillips Marsh depot mechanical and electrical work continued and a first test run was performed in November 2011.

Following rectification of defects and further test running, the loco entered WSR service in June 2012.

Archive Pictures- Please note where the copyright status of the pictures is known it has been stated otherwise from Ian Robins collection.



D6575 and friends on shed at Hither Green in the snow. Early 1960s



D6575 heads the Cliffe-Uddingston cement train through Doncaster 4th May 1963. The SR loco was booked to work as far as York.



D6575 at York having worked there on a Cliffe-Uddingston cement train. Early 1960s.



33 057 at Faversham stabling point in company of another Class 33 and a Class 71. Mid 1970s.



33 057 enters Bristol Temple Meads. 1980s.



33 057 at Dawlish on an Exeter St. Davids to Paignton stopping service. 12th July 1983.
Photo P. Ryan. Copyright Ian Robins.



33 057 leaving Dawlish on an Exeter St. Davids to Paignton stopping service. 12th July 1983.
Photo P. Ryan. Copyright Ian Robins.



33 057 getting a wash at Cardiff Canton 25th January 1984.



33 057 at Barnstaple 25th August 1984. A John Vaughan photograph.



33 057 & 33 004 at St. Mary Cray. 24th October 1988.



33 057 at Eastleigh following its last works overhaul in 1990.



33 057 and 33 030 hauling a rake of Seacows at Hoo Junction 29th April 1996.
Copyright Ian Cuthbertson.



33 057 stored at Crewe in "graffiti livery". May 1999.
Looking for a new home! Copyright Ian Robins.