

## Fleet Profiles

# 47 402

Released from Brush, Loughborough in 1962 bearing works number 343, D1501 was the second example of an initial batch of 20 new 'Brush Type 4's', out-shopped in striking BR Two-Tone Green, as part of a Pilot Scheme order placed by British Railways in February 1961.

D1501 was first allocated to Finsbury Park (34G) and was delivered there new on the 13<sup>th</sup> November 1962 but was well-travelled during its first decade of service, moving to New England (34E) for crew training in January 63, back to 34G in February 63 then to Darnhall (41A) in October 63 and back to 34G in April 64. After a few years at 'home', the next move was to Immingham (40B) in November 67 and back again to 34G in September 69. During its time at Finsbury Park, D1501 received a repaint in February 1974, losing the two-tone Green livery, becoming BR Blue with new TOPS identity of 47 402.

The locomotive's days under the Finsbury Park banner were blackened on the 5<sup>th</sup> September 1977 – Whilst working the 1M41 21.50 York - Manchester mail train, 47 402 was signal-checked and came to a stand at a red signal at Farnley Junction (Leeds); while stationary, the train was hit head-on by 1E89, the 20.42 Liverpool – Hull 'Transpennine' DMU service. The locomotive was badly damaged in the incident, with the leading cabs of both the Class 47 and DMU severely crushed. "The cause of the accident was discovered to be a fault in a lineside electrical cabinet which had resulted in the junction signals and points being incorrectly set, causing both trains to be directed onto the same running line with the inevitable and tragic consequence. Both drivers were killed and 15 passengers on the DMU were injured" – (www.Class47.co.uk)

The locomotive was moved to BREL Crewe in 12/1977 where, despite the extent of the damage, repairs were undertaken and 47 402 returned to service in August 1979 now allocated to Gateshead (GD). The locomotive was later named "GATESHEAD" at Gateshead TMD on the 25<sup>th</sup> November 1981.

Stored on 1/10/86, 47 402 escaped disposal the same month by pure luck, if records are to be believed, due to a shortage of ETH-fitted locos at that moment in time – Thankfully! The locomotive was transferred to Immingham (IM) in May 1988 where the nameplates were be removed and the loco withdrawn from service and stored in January 1990. BR considered further use as a driver-training loco in February 1990, but the idea was shelved.

47 402 was 'officially' withdrawn for the final time in July 1992 and remained in store at Immingham until bought for preservation by Pete Waterman in April 1993. The loco moved from Immingham, via Manchester Longsight, to the East Lancashire Railway, arriving in June 1993. The locomotive was later re-named "GATESHEAD" and stepped into ELR service. "Gateshead" bowed-out gracefully for overhaul in 2001. Work included: Power unit removal and overhaul, electrical works, main & auxiliary machines, replacement of traction motor blower bellows, cab refurbishment, plus many other tasks.

47402 returned to ELR service in May 2005, further proving what a valuable and popular loco is at the Railway. In 2010, D1501 was repainted back into as-Built BR Two-tone Green livery with the removal of headlights, nameplates, and complete with functional headcode panels and 34G shed plates.

### See also:

[www.class47.co.uk/c47\\_numbers.php?s\\_loco=47402](http://www.class47.co.uk/c47_numbers.php?s_loco=47402)

[www.weathercharts.org/railway/farnley-junction-collision-1977.pdf](http://www.weathercharts.org/railway/farnley-junction-collision-1977.pdf) (Accident Report)