

NSWGR 422 Class Locomotive

Ready-to-Run In HO Scale



TRUST AUSCISION FOR PRECISION



Prototype Photo by Graeme Pannin

42220 Super Series Tuscan

Delivery Expected Late 2009

The NSW Government Railways (NSWGR) accepted delivery of its first 422 Class locomotive, 42201, in January 1969. The delivery of 42201 marked the commencement of a new era of locomotive design in Australia with the first use of a double-ended box cab full-carbody arrangement. In all 20 such locomotives were built by Clyde Engineering at Granville for the NSWGR, with the final class member, 42220, entering service in January 1970. Clyde designated the 422 Class a Model J26C. The class was fitted with an EMD 16-645E roots-blown engine, which was also the first use of this equipment in Australia. From their introduction until 1996, it was very rare for a 422 Class locomotive to work anywhere else apart from the Southern and Illawarra regions of NSW. The only real exception was the Albury to Melbourne line in Victoria, with through-working of the 422 Class becoming commonplace from 1982 onwards.

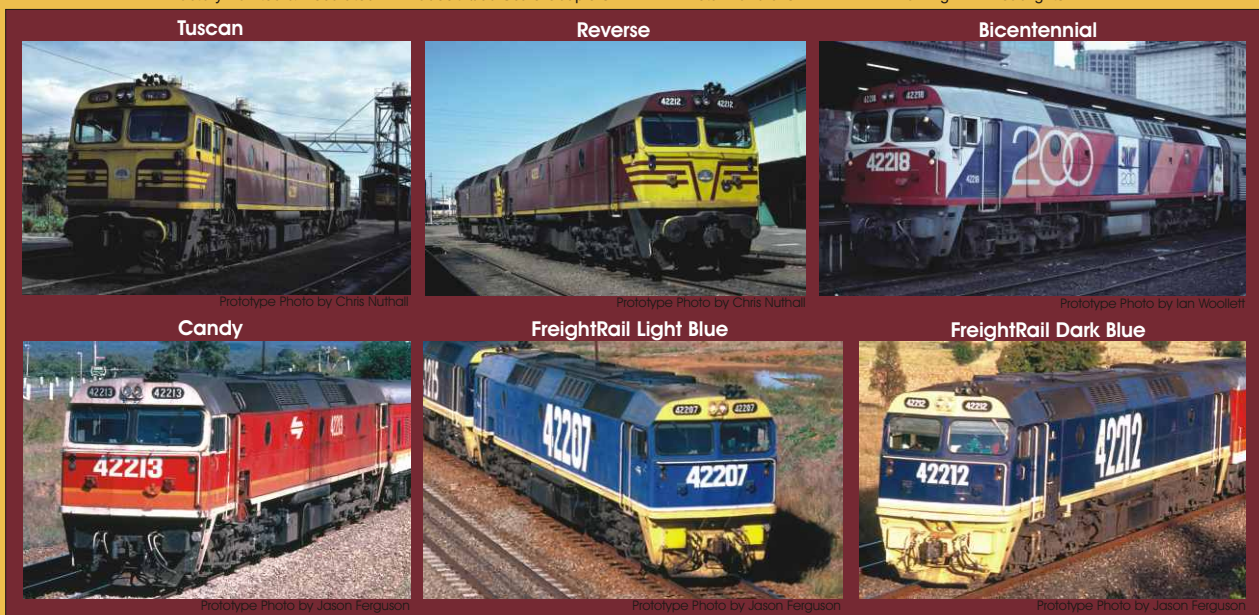
In late 1980, 42220 re-entered traffic following rebuilding at the Clyde Engineering Rosewater SA plant. This locomotive was fitted with many upgraded features, including Super-Series and an EMD AR16 alternator en lieu of the D32B generator fitted to the rest of the class. Whilst retaining its general shape, many body modifications were carried out. Clyde designated 42220 a model J26C-2SS. 42220 was the only 2000HP locomotive in the world to be fitted with Super-Series.

For 18 months from 1996 into 1997, the 20 class members were allocated to National Rail, and became a common sight on the Melbourne to Brisbane corridor. By early 1999, only 42206, 42209, 42210 and 42219 were in regular service with FreightCorp, 42203, and 42220 were with CountryLink, and the remainder of the class was in storage.

Whilst the 422 Class was in service with the NSWGR and its successors (NSW State Rail Authority, Freight Rail and FreightCorp), class members received only a small number of modifications. In the early 1970's, spark arrestors were fitted to the exhaust system, which resulted in the twin exhaust stacks being repositioned closer together. In the mid 1980's, buffing plates were progressively removed from the entire class. In the 1990's, the staff exchangers were removed from a number of class members, and in some instances the staff exchanger recesses were plated over. In 1999, 42203 and 42220 were fitted with air conditioners, which resulted in a large meshed door being fitted to diagonally opposite corners of the body sides. 42201, 42202 and 42203 had no pressings in the mansard roof sections. All other class members entered service with the mansard roof areas having 3 parallel pressings.

Auscision Models standard features include:

- Five Pole Skew Wound Motor
- DCC Ready with 8 Pin Socket
- Turned Metal Wheels
- Red & White Marker Lights
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- All Wheel Drive & Electrical Pickup
- See-Through Etch Grilles
- Cab Interior Detail with Drivers
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- Metal Handrails
- Working LED Headlights



Tuscan

Reverse

Bicentennial

Candy

FreightRail Light Blue

FreightRail Dark Blue

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Model details & delivery dates subject to change without notice