

Romic Consulting Limited is proud to be able to offer:

### Quantity x Class 43 High Speed Diesel-Electric Locomotives



The British Rail InterCity 125 (HST - high speed train) needs little by way of introduction; Romic Consulting is proud to be able to offer the Class 43 HST locomotives to the world market.

#### Additional Specification

Engine: MTU 16V4000 R41R  
Traction motors: GEC G417AZ (43124-43152) or Brush Traction TMH68-46 (frame mounted, four per locomotive)  
Alternator: Brush Traction BA1001C  
Bogie type: BP10  
Wheel diameter: 1,016mm (3'4")  
Fuel capacity: 4,500L (990 imperial gallons)  
Maximum tractive effort: 80kN (17,980lbf)  
Continuous tractive effort: 46kN (10,340lbf)  
Train brakes: Air  
Train heating: Electric  
Safety systems: AWS / TPWS  
Multiple working: Within class

#### Brief Specification

Type	Diesel Electric
Wheel arrangement	Bo-Bo
Specification	UIC
Maximum Speed	200km/h (125mph)
Gauge	1,435mm (4' 8.5")
Length over Buffers	17,790mm (58' 4 3/8")
Width	2,740mm (9')
Height	3,900mm (12' 9.5")
Weight	70.25t (metric)
Axle Load	17.56t (metric)
Maximum Power	1,678kW (2,250hp)
Power at Rail	1,320kW (1,770hp)

Please send expressions of interest to:

Robert Coleman: robert@romic.co.uk 07538 382 401 (+44 7538 382 401)

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#### Background to the Class 43 High Speed Train

Built by British Rail Engineering between 1975 to 1982, the Class 43 is still officially the fastest diesel locomotive in the world, with a recorded top speed of 148.5mph. Regular service speed was 125mph, with trainsets formed of Mk3 coaches with a Class 43 power car at each end.

From 2005 the class was extensively overhauled and life-extended with the original Paxman Valenta power units being replaced with MTU 4000 units.

The Class 43 offers a proven high-speed, long-distance passenger solution for non-electrified lines.

Romic Consulting is able to offer these locomotives worldwide, having already supplied a number of these locomotives in Mexico and Nigeria. We can provide an end-to-end service including shipping from the UK, training and handover, and provide a support package of spare parts including major spares such as engines, alternators and bogies.

Mk3 coaches also available in a variety of configurations; first class, standard class, restaurant / buffet and with guard's / train manager accommodation.

We welcome expressions of interest from interested parties.

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#### Additional Photographs



Driver's controls



MTU Power Unit

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Available spare parts - MTU 4000 engines



Available spare parts - alternators

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Mk3 coaches available in a variety of configurations



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