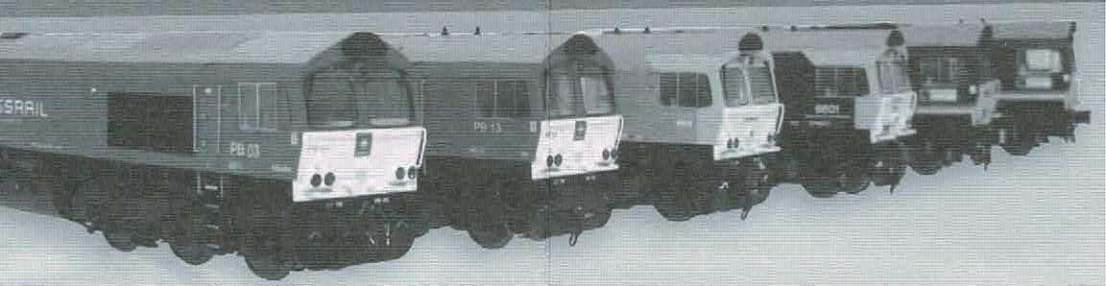
Nothing stops a

Class 66

on the way to your model railroad!

HELJAN



The new 'H0' 1:87 gauge HELJAN class 66 can now become yours and is the preferred workhorse for handling most of your freight trains.

- **6-axel pulling power**
- **SMD LED components**
- **Unique sound created in corporation with ESU**
- **Weight: 500 grammes**

... and featuring many other fine details!

Please notice: All photos show preproduction samples.

CROSSRAIL

CAPTRAIN

ASCANIOS Rail Leasing

SEE ALL MODELS RELEASED ON BACK OF THIS PAGE

CLASS 66

Product #	Description
10066001	**Crossrail PB03, DC analog**
10066002	Crossrail PB03, AC digital
10066003	Crossrail PB03, DC digital sound
10066004	Crossrail PB03, AC digital sound
10066011	**Crossrail PB13, DC analog**
10066012	Crossrail PB13, AC digital
10066013	Crossrail PB13, DC digital sound
10066014	Crossrail PB13, AC digital sound
10066201	**Captrain(SNCF Benelux) DC analog**
10066202	Captrain (SNCF Benelux), AC digital
10066203	Captrain (SNCF Benelux), DC digi. sound
10066204	Captrain (SNCF Benelux), AC digi. sound
10066211	**Captrain (SNCF Benelux), DC analog**
10066212	Captrain (SNCF Benelux), AC digital
10066213	Captrain (SNCF Benelux), DC digi. sound
10066214	Captrain (SNCF Benelux), AC digi. sound
10066301	**Ascendos Rail Leasing PB02, DC analog**
10066302	Ascendos Rail Lea. PB02, AC digital
10066303	Ascendos Rail Lea. PB02, DC digi. sound
10066304	Ascendos Rail Lea. PB02, AC digi. sound
10066311	**Ascendos Rail Leasing DE63, DC analog**
10066312	Ascendos Rail Lea. DE63, AC digital
10066313	Ascendos Rail Lea. De63, DC digi. sound
10066314	Ascendos Rail Lea. DE63, AC digi. sound

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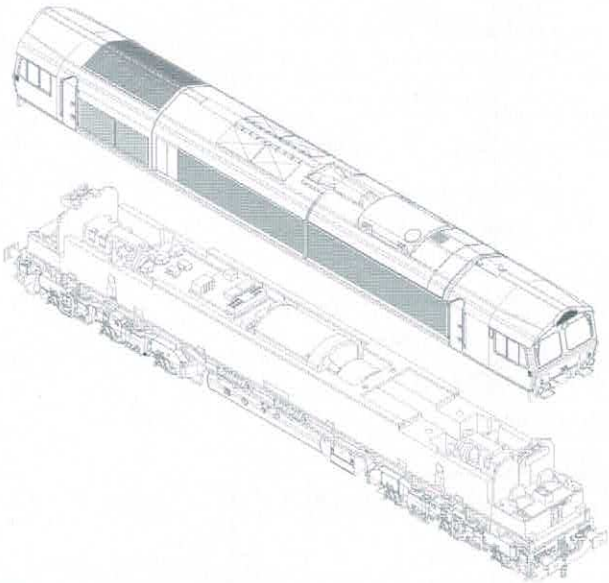
66001 - 66314

Prototype specification:
Length: 21,4 meters
Width: 2,65 meters
Weight: 129,6 tonnes
Engine: 3,300 horsepower (2,460 kW) at rail: 3,000 horsepower (2,240 kW)
Transmission: Diesel-Electric



UK:
To access the decoder you simply need to remove the body as shown on the picture above.
Decoder information can be found on backpage.

D:
Für die Decoder-Installation, entfernen Sie einfach das Gehäuse wie im Foto dargestellt.
Weitere Informationen zur Decoder-Installation finden Sie auf der Rückseite.der Betriebsanleitung.

NL:
Voor het installeren van de decoder, dient u eenvoudig de bovenbouw te vewijderen zoals aangetoond op de foto.
De inlichtingen betreffende de decoder (voornaamste functies) vindt u op de andere zijde van dit blad.

F:
Pour l'installation du décodeur, enlevez simplement la carrosserie comme indiqué sur l'image.

Les informations concernant le décodeur (fonctions les plus importantes) se trouvent au verso de cette page.

Class 66 Diesel-Electric locomotive history

On the privatisation of British Rail's freight operations in 1996, Wisconsin Central Transportation Systems under the control of Ed Burkhardt bought up a number of the newly privatised rail freight companies: Transrail; Mainline; Loadhaul; and later Railfreight Distribution and Rail Express Systems. Controlling 93% of UK rail freight, after a public relations exercise involving the input of the general public, the company was named English, Welsh and Scottish Railways.[1]
EWS inherited a fleet of 1,600 mainly diesel locomotives, with an average age of over 30 years; 300 had been cannibalised for spares.[1] Typical of the fleet, the 2400 hp Class 47's needed a major overhaul every seven years, costing £400,000; yet had an average daily availability of less than 65% with only 16 days between major failures.[1] To enable it to offer its stated lower pricing to customers, EWS needed to reduce operating costs and raise availability.[1]
After reviewing the existing privately commissioned Class 59, which was more powerful, highly reliable and with lower operating costs, EWS approached its builder Electro-Motive Diesel (EMD), then a division of General Motors. EMD offered their JT42CWR model, which had the same loading gauge-passing bodyshell as the Class 59. The engine and traction motors were different models to enable higher speeds, and the Class 66s incorporated General Motors' version of a "self-steering bogie" ("radial truck", in American usage), designed to reduce track wear and increase adhesion on curves.[1]
Placing what was termed as "the biggest British loco order since steam days",[1] EWS placed an order for 250 units to be built at the EMD plant in London, Ontario, Canada.[2] The EMD 710 12-cylinder diesel engine is a development of one used over 20 years, whilst the EM2000 control equipment is the same as that used on Irish Railways IE 201 Class.[1] EWS reduced the locomotive's time into operation through specifying cab systems laid out like the Class 59,[1] whilst increasing availability with a fuel tank of 8,180 litres (1,800 imp gal; 2,160 US gal) capacity, compared to 3,470 litres (760 imp gal; 920 US gal) on a standard Class 47.[1]
The first locomotive shipped to the UK arrived at Immingham in June 1998,[2] taken to Derby for testing.[1] The second was taken to AAR's Pueblo Test Centre for endurance testing, before shipping to the UK.[1] The locomotive's then shipped at a rate of 11 per month into the UK via Newport Docks, until the order was completed in December 2001.[1] After unloading, EWS engineers then simply took off the tarpaulin, unblocked the suspension, and finally as each was shipped with water and fuel, hooked up the batteries, before starting the engine and handing the locomotive into service.[1]
Each locomotive is specified and guaranteed to 95% availability, aiming for a minimum of 180 days mean time between failures.[1] It is designed to cover 1·6million km between major rebuilds, equivalent to 18 years' service, with each major rebuild costed at £200,000.[1]
The initial classification was as Class 61, then they were subsequently given the Class 66 designation in the British classification system (TOPS). In 1998 Freightliner placed an order for locomotives. They were followed by GB Railfreight, and then Direct Rail Services.
Although sometimes unpopular with many rail enthusiasts, due to their ubiquity and having caused the displacement of several older types of (mostly) British built locomotives, their high reliability has helped rail freight to remain competitive. Rail enthusiasts call them "sheds".

The Class 66 design has also been introduced to Continental Europe where it is currently certified for operations in Germany, the Netherlands, Belgium, Luxembourg, Sweden, Norway, Denmark, France, and Poland, with certification pending in the Czech Republic and Italy. They currently operate on routes between Sweden and Denmark and between Germany, Belgium, The Netherlands and Poland. As a result of its well-known British identity, EMD Europe markets the locomotive as "Series 66".