

REXQUOTE KOMATSU PW160 MEGARAIL 10

99709 940079-5

The Komatsu PW160 Megarailer 10 was a variant of the PW160-10 wheeled excavator, designed specifically for rail applications. The "-10" indicates it is the tenth generation of this model series and features an EU Stage IIIB compliant Komatsu SAA4D107E-2 engine. The "Megarailer" designation refers to the specialized build for the railway industry, allowing it to carry loads of up to 10 tonnes on the rail.

Komatsu PW160-10 wheeled excavators were expressly designed and built to stand up to the most demanding work environments in Europe. With all the muscle and sophistication needed for a broad range of works, EU Stage IIIB engines and advanced hydraulics made them environmentally friendly machines with increased power but with a lower fuel consumption (up to 8% reduction).

Cabs were re-designed to be a comfortable and quieter work place, with improved ergonomics and outstanding views of work sites. To allow the use of many attachments, such as buckets, breakers or clamshell buckets, an additional hydraulic circuit controlled by a sliding joystick button, is standard on the PW160-10.

To enable safe, accurate and smooth work, the user-friendly electronic monitor has an intuitive user interface for the machine's Equipment Management and Monitoring System (EMMS). All essential information is available at a glance, featuring simple and easy-to-operate switches and multifunction keys providing the operator with fingertip access to a wide range of functions and operating information.

The Komatsu SAA4D107E-2 four-cylinder engine delivers 110 kW (148 hp) and is EU Stage IIIB certified. To maximise power, fuel efficiency and emission compliance, it is turbo charged and features direct fuel injection, air-to-air after-cooling and cooled Exhaust Gas Recirculation.

The Swanage Railway's Komatsu PW160-10 was manufactured in 2005 being issued with serial number K40297. The makers full registered number is KMTPW013V55K40297. It was a standard four-wheel drive excavator built by Komatsu Europe International N.V. factory in Vilvoorde in Belgium.

It was then transported to Rexquote Ltd at Bishops Lydeard near Taunton. Rexquote converted the basic road-going excavator into a Road Rail Vehicle and gave it conversion number 2068. On entering L&W Contracting service it was allocated fleet number RRV 117. It was equipped with rail wheels and other necessary items to enable it's use on railway tracks.

It was first seen in March 2006 as part of the L&W Contractors fleet in Battersea. On acceptance by Network Rail it was allocated identification number: 99709 940079-5. Similar to many RRV's in the L&W fleet it was used across a wide range of the South of England.

In it's entire 16 year main line career the closest workings to Dorset appear to have been some years ago. It was spotted at Millbrook Maritime Container Depot on 28th December 2013 and at Southampton Airport Parkway on 5th January 2014.

It appears to have returned to Rexquote for a few months, during the early summer period

in 2016, and this may have been for a heavy overhaul.

London Victoria Station needed some rail welding undertaken and RRV 117 was seen propelling a Rexquote track trolley loaded with equipment towards the work site on 9th July 2019. On 23rd February 2021 it was noted on the Bluebell Railway at their Permanent Way Yard at Horsted Keynes. It appears to have ended its main line railway career after being spotted at Keymer Junction AP yard, just south of Wivelsfield in West Sussex on 5th December 2021.

RRV 117 was then put up for sale by L&W Contracting and purchased by the Swanage Railway. It was first noted at the Arne Road sidings in Norden on 6th May 2022 and has been used regularly on Swanage Railway Permanent Way Department duties ever since.

Information collated by Peter Sykes 27th March 2023

Kindly checked by Billy Johnson 28th March 2023