Bluebell Railway

SpotLog Dataset Book

SpotLog

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BR Diesel

09

Class 09 Shunter Gronk

The British Rail Class 09 is a class of 0-6-0 diesel locomotive designed primarily for shunting and short-distance freight trips along branch lines.

The 26 locos are nearly identical to the more numerous Class 08 shunting locomotives but have different gearing, giving a higher top speed of 27.5 mph (44 km/h) at the expense of a lower tractive effort. They were introduced from 1959 to 1962 and latterly operated in the Southern Region of British Railways, although some of the class were originally allocated to depots in the Midlands and North. Further locomotives were converted from Class 08 in 1992 and, following this and privatisation in 1997, the class has been distributed much further afield.

Gauge	1435mm
Builder	BR Darlington, Horwich
Max Speed	27.5mph
Introduced	1959-62 (1992-93)
Length	8920mm
Width	2590mm
Height	3870mm
Weight	49.8t
Engine	English Electric 6KT
Transmission	Diesel Electric
Power	261kW
TE	111.2kN
Driving Wheel Dia	1372mm
Wheelbase	3510mm
Wheel Arrangement	0-6-0

Number			Livery
D4106	*09018*	P	GRN

33

Class 33 Crompton

The British Rail Class 33, also known as the BRCW Type 3 or Crompton, is a class of Bo-Bo diesel-electric locomotives, ordered in 1957 and built for the Southern Region of British Railways between 1960 and 1962.

They were produced as a more powerful Type 3 (1,550 bhp) development of the 1,160 bhp Type 2 Class 26. This was achieved, quite simply, by removing the steam heating boiler and fitting a larger 8-cylinder version of the previous 6-cylinder engine. This was possible because of the traffic requirements of the Southern Region: locomotive-hauled passenger traffic depended on seasonal tourist traffic and was heavier in the summer, when carriage heating was not needed. In the winter, their expected use was to be for freight. Thus, they became the most powerful BR Bo-Bo diesel locomotive

Gauge	1435mm
Builder	BRCW
Max Speed	85mph
Introduced	1960-62
Length	15470mm
Width	2690mm
Height	3860mm
Weight	74.2t/78.2t
Engine	Sulzer 8LDA28
Transmission	Diesel Electric
Power	1156kW
TE	200kN
Driving Wheel Dia	1092mm
Wheelbase	11890mm
Wheel Arrangement	Bo-Bo

Number	Name			Livery
D6570	Ashford	*33052*	P	GRN

BR Electric

73

Class 73 Electro-Diesel

The British Rail Class 73 is a British electro-diesel locomotive. The type is unusual in that it can operate from the Southern Region's 650/750 V DC third-rail or an on-board diesel engine to allow it to operate on non-electrified routes. This makes it very versatile, although the diesel engine produces less power than is available from the third-rail supply, so the locomotives are rarely operated outside of the former Southern Region of British Rail.

Following the withdrawal and scrapping of the more powerful Class 74 electro-diesels in 1977, the Class 73 was unique on the British railway network until the introduction of the Class 88 electro-diesels in 2017. Ten locomotives have been scrapped. Several locomotives have been preserved on heritage railways, where they run on their diesel engines: no preserved line has third rail electrification.

System	750DC Third Rail
Length	16.36m
Introduced	1962
Wheel Arrangement	Bo-Bo
Power	1420HP
Weight	78.03t
TE	186KN
Driving Wheel Dia	1.016m
Builder	BR Eastleigh Works / EE Vulcan Foundry
Engine	English Electric 4SRKT Mk II 2 × Cummins QSK19 (73951-2) MTU 8V 4000 R43L (73961-971)
Transmission	73/0: EE 542A 73/1: EE 546/1B
Max Speed	73/0: 80 mph 73/1: 90 mph
Brakes	Vacuum, Air and Electropneumatic
Heating	ETH

Number	Name			Livery
E6940	Bluebell Railway	*73133*	P	SBB

BR Multiple Units

207

Class 207 Oxted Thumper 3D DEMU

The British Rail Class 207 (3D) diesel-electric multiple units were built by BR at Eastleigh in 1962. The fleet had a lifespan of 42 years. The Southern Region class 201 to 207 DEMUs are nicknamed 'Thumpers' due to the noise their engine units make.

When new the class were used on the Oxted Line, and were mostly concentrated on services between London Victoria and Uckfield and Eridge to Tonbridge via Tunbridge Wells. Other routes that the units operated included occasional workings on the Marshlink Line, the Three Bridges to Tunbridge Wells Central Line and the Cuckoo Line. Following the closure of the last two of these routes the unit gained workings on the Redhill to Tonbridge Line, and were known to deputise for 3R units on the North Downs Line to Reading. Most units were withdrawn in 1987 following the electrification of the Oxted Line's East Grinstead branch. Four of the seven surviving units were used on the Reading to Basingstoke Line between 1988 and 1993; once this had finished three were withdrawn and the fourth sent to join the other three survivors on the Marshlink Line; between 1995 and 1998 this included through services from Ashford International to Brighton. After this the class operated on the Marshlink Line between Ashford and Hastings and the Oxted Line between London Victoria and Uckfield for privatised companies Connex South Central and Southern. The final three units were withdrawn in August 2004

Builder	BR Eastleigh
Max Speed	75mph
Introduced	1962
Engine	English Electric 4SRKT
Power	370kW
Withdrawn	2004
Weight	56.9t
Transmission	two English Electric type EE507 traction motors rated at 250 hp (190 kW) each

Number	Name	
1305	Brighton Royal Pavillion	*207202*

BR Steam

2MT (Tank)

Std Class 2MT Tank

The class was designed at Derby Works and introduced in 1953. The design derived from the LMS Ivatt Class 2 2-6-2T which BR had built after nationalisation. Modifications were made to the Ivatt design including a reduced cab to reduce the loading gauge and some standard fittings. BR classified them 2MT, emphasising a mixed-traffic role.

As most services which required 2MT 2-6-2Ts were already served by the 130 Ivatt engines, B.R. only ordered 30 engines, which eliminated pre-grouping steam locomotives as much as possible on local services.

None of the class survived the cutter's torch. However, four BR Standard Class 2 2-6-0 locomotives did survive, and one of these, 78059, is being rebuilt into 2-6-2T "84030". This takes the next number in the original series. 78059 was chosen primarily because it lost its tender. Further reasons cited by the Bluebell Railway, where 78059 is based, are the suitability of the locomotive class for the railway's service trains, and because the tender version of the class was never allocated to the Southern Region, and hence the tank version (which was allocated there) is far more appropriate for the Bluebell's Southern Region location.

As of 2013, 78059 was considered to no longer exist, as the fitting of the hind engine frame extensions have turned it into 84030.

Wheel Arrangement	2-6-2T
Length	38ft 9 1/2in
Width	8ft 7 1/2in
Height	12ft 9 1/2in
Introduced	1953
Withdrawn	1966
Weight	67.11t
TE	18,515 lbf
Driving Wheel Dia	5ft
Boiler Pressure	200 psi
Num Cylinders	2, outside
Cylinder Dimensions	16 1/2 in × 24 in
Builder	BR Crewe & Darlington
Valve Gear	Walschaerts

Number			Note
84030	*78059*	C	Conversion from 78059

4MT (4-6-0)

Std class 4MT (4-6-0)

The British Railways Standard Class 4 4-6-0 is a class of steam locomotives, 80 of which were built during the 1950s.

The class was introduced in 1951. They were designed for mixed traffic use on secondary routes where the otherwise ubiquitous BR Standard Class 5 and their predecessors, the Black Fives, would be too heavy. They were essentially a tender version of the standard 4 2-6-4T, with similar characteristics to the GWR Manor Class, but built to the universal loading gauge. They used the same running gear as the tank engine (with the leading bogie from the Standard Class 5), and substantially the same firebox, smokebox and boiler.

Six have been preserved.

Builder	BR Swindon
Introduced	1951
TE	25,520lbf
Driving Wheel Dia	5ft 8in
Wheel Arrangement	4-6-0
Boiler Pressure	225 psi
Cylinder Dimensions	18 in × 28 in
Num Cylinders	2, outside
Valve Gear	Walschaerts
Length	60ft
Width	8ft 9 1/2in
Height	13ft
Withdrawn	1968
Weight	68.99t

Number		Livery
75027	S	GRN

4MT (Tank)

Std class 4MT Tank

The British Railways Standard Class 4 tank is a class of steam locomotive, one of the BR standard classes built during the 1950s. They were used primarily on commuter and outer suburban services. They were capable of reaching speeds of 75 mph.

On the decision to build the BR standard series of locomotives, a series of class four tank engines was ordered, based on the ex-LMS Fairburn 2-6-4T with some modifications. The lineage of the class could therefore be tracked through the LMS/BR Class 4 2-6-4T locomotives back to the Fowler design of 1927.

155 were built, 15 have been preserved.

Builder	BR Derby, Doncaster & Brighton
Introduced	1951
TE	25,520 lbf
Driving Wheel Dia	5ft 8in
Wheel Arrangement	2-6-4T
Boiler Pressure	225 psi
Cylinder Dimensions	18 in × 28 in
Num Cylinders	2, outside
Valve Gear	Walschaerts
Length	44ft 10in
Width	8ft 9 1/4in
Height	13ft
Withdrawn	1967
Weight	88.04t
Max Speed	75 mph

Number		Note	Livery
80100	S		
80151	O	80151 Locomotive Co Ltd	BLK

5MT

Std class 5MT

The British Railways Standard Class 5MT 4-6-0 is one of the 12 standard classes of steam locomotive built by British Railways in the 1950s. It was essentially a development of the LMS Stanier Class 5 4-6-0 ("Black Five") which had been the most successful mixed-traffic type in Great Britain.

A new set of 'standard' locomotives was to be built by British Railways, based on LMS designs and incorporating modern ideas. In particular, the Standard design incorporated features designed to make disposal of the engine after a working "turn" easier: a self-cleaning smokebox and a rocking grate removed the necessity for crews to undertake dirty and strenuous duties at the end of a long shift. This was a necessary investment with the ever-increasing costs of labour following the Second World War.

The original design proposal for the class 5 locomotive had a 4-6-2 wheel arrangement, similar in concept to the Bulleid Light Pacifics that performed impressively during the 1948 Locomotive Exchanges. However, this was deemed unnecessarily large and costly for a class 5 power requirement, so the successful LMS Class 5 4-6-0 design was used as the basis instead.

A total of 172 were built between 1951 and 1957. 5 have been preserved.

Builder	BR Derby & Doncaster
Introduced	1951
TE	26,120lbf
Driving Wheel Dia	6ft 2in
Wheel Arrangement	4-6-0
Boiler Pressure	225 psi
Cylinder Dimensions	19 in × 28 in
Num Cylinders	2, outside
Valve Gear	Walschaerts / Caprotti
Length	62ft 7in
Width	8ft 9in
Height	13ft
Withdrawn	1968
Weight	77.22t

Number	Name		Note	Livery
73082	Camelot	A	The 73082 Camelot Locomotive Society	BLK

9F

Standard Class 9F

The British Railways Standard Class 9F 2-10-0 is a class of steam locomotive designed for British Railways by Robert Riddles. The Class 9F was the last in a series of standardised locomotive classes designed for British Railways during the 1950s, and was intended for use on fast, heavy freight trains over long distances. It was one of the most powerful steam locomotive types ever built for British Railways, and successfully performed its intended duties. The class was given the nickname of 'Spaceships', due to its size and shape.

Nine 9F locomotives survived withdrawal from mainline service into preservation: Evening Star became part of the National Collection; eight others were bought directly from BR or from Woodham Brothers scrapyard in Barry, South Wales. Only six members of the class have been restored to running order. 92240 was the first of the class to steam in preservation after restoration work in 1990. Engines from both builders have survived with three Crewe-built engines and six Swindon-built engines. The majority of the class have double chimneys but 92134 is fitted with a single chimney.

Builder	BR Crewe & Swindon
Introduced	1954
TE	39,671 lbf
Driving Wheel Dia	5ft
Wheel Arrangement	2-10-0
Boiler Pressure	250 psi
Cylinder Dimensions	20 in × 28 in
Num Cylinders	2, outside
Length	66ft 2in
Withdrawn	1968
Weight	88.1t
Max Speed	90 mph

Number		Livery
92240	D	GRN

LMS

NLR 75

NLR Class 75 0-6-0T

MRG

The North London Railway Class 75 is a class of 0-6-0T steam locomotive. Thirty were built to a design by J. C. Park from 1879 to 1905. They were designed for shunting the NLR's docks and were very compact but powerful engines. This made them suitable later for transfer onto the Cromford and High Peak Railway in Derbyshire, and some were sent north. They worked there until they were displaced by J94 "Austerity" 0-6-0STs.

All passed to the London, Midland and Scottish Railway on grouping, and were renumbered 7503–7532. In 1934 the surviving engines were renumbered by adding 20,000 to their numbers. In 1948 the 14 surviving engines passed to British Railways on nationalisation and were renumbered 58850–58863. One, (BR 58850 ex LMS 27505, LMS 7505, LNWR 2650, NLR 116) has been preserved.

Introduced	1879
Withdrawn	1960
Wheel Arrangement	0-6-0 T
Builder	Bow Railway works for the NLR
Weight	46.23t
TE	18,140 lbf
Driving Wheel Dia	4ft 4in

LMS

Boiler Pressure	160 psi
Num Cylinders	2, outside
Valve Gear	Stephenson
Cylinder Dimensions	17 in × 24 in

Number		
58850	*76, 116, 2650, 7505, 27505*	S

SR

0415 Radial Tank

LWSR 415 Class 4-4-2T Radial Tank

The LSWR 415 class is a 4-4-2T steam tank locomotive, with the trailing wheels forming the basis of its "Radial Tank" moniker. It was designed by William Adams and introduced in 1882 for service on the London and South Western Railway (LSWR).

Originally rostered for suburban traffic, the class was soon displaced to the countryside by Dugald Drummond's M7 class. Most of the class was scrapped around the end of the First World War, and further decreases meant that all of them were due to be withdrawn by 1929. However, the class was noted for its long service on the Lyme Regis branch line, and three members of this long obsolete class were utilised on this duty until 1962, when suitable replacements became available. One has survived

Length	36ft 5 1/2in
Introduced	1882
Withdrawn	1961
Wheel Arrangement	4-4-2T
Builder	Various
Weight	56.3t
TE	14,919 lbf
Driving Wheel Dia	5ft 7in
Boiler Pressure	160 psi
Num Cylinders	2, outside
Valve Gear	Modified Stephenson
Cylinder Dimensions	17 1/2 in × 24 in

Number			Livery
30583	*E0488, 3488, 488*	D	073

A1 Terrier

LB&SCR A1 Class 0-6-0T Terrier

The LB&SCR A1 class is a class of British 0-6-0T steam locomotive. Designed by William Stroudley, 50 members of the class were built in 1872 and between 1874 and 1880, all at

SR

Brighton railway works. The class has received several nicknames, initially being known as "Rooters" by their south London crews. However, the engines were more famously known as "Terriers" on account of the distinctive 'bark' of the exhaust beat.

Eight members of the class were purchased privately for preservation, with two other examples being donated by British Railways to the Canadian Railway Museum and the National Railway Museum.

Length	26ft 0 1/2in
Introduced	1872
Withdrawn	1963
Wheel Arrangement	0-6-0 T
Builder	Brighton Railway Works
Weight	27.9t
TE	7650 lbf
Max Speed	60 mph
Driving Wheel Dia	4ft
Boiler Pressure	150 psi
Num Cylinders	2, inside
Cylinder Dimensions	12in x 20in

Number	Name			Note	Livery
32636	Fenchurch	*B636, 2636, 672*	O	under overhaul at Statfold Engineering	LBS
32655	Stepney	*B655, 2655, 55, 655*	D		BLK

B4

LSWR B4 Class 0-4-0T

The LSWR B4 class is a class of 0-4-0 tank engines originally designed for station piloting and dock shunting. They were later used extensively in Southampton Docks for nearly half a century.

The locomotives were designed by William Adams. They were unusual in having inside Stephenson valve gear but outside cylinders and coal bunkers on the footplate inside the cab. The class were originally built with Adams's design of stovepipe chimney, although these were later replaced by a lipped version designed by Adams' successor, Dugald Drummond. Some examples also had cut away cabs to improve visibility. They were designed for shunting in locations with a sharp curves, such as the dockyard at Devonport and as pilots at the major stations.

SR

Drummond designed a similar class of five locomotives in 1907, with a slightly smaller boiler and lipped chimney. These were delivered during 1908. These locomotives were originally regarded as a new class. However, Drummond's successor Robert Urie, considered them to be so similar to the originals, that they were merged with the B4 class in 1912.

Two examples of the class have survived into preservation.

Diagram	B4, D6, K14
Length	24ft 10 1/2in
Height	12ft
Introduced	1891
Withdrawn	1963
Wheel Arrangement	0-4-0 T
Builder	LSWR Nine Elms
Weight	33.9t
TE	14,650 lbf
Driving Wheel Dia	3ft 9 3/4in
Wheelbase	7ft
Boiler Pressure	140 psi
Num Cylinders	2, outside
Valve Gear	Stephenson (inside)
Cylinder Dimensions	16 in × 22 in

Number	Name			Livery
30096	Normandy	*E96, 96*	D	BLK

BB/WC

Battle of Britain / West Country Class 4-6-2

The SR West Country and Battle of Britain classes, collectively known as Light Pacifics or informally as Spam Cans, are air-smoothed 4-6-2 Pacific steam locomotives designed for the Southern Railway by its Chief Mechanical Engineer Oliver Bulleid. They were amongst the first British designs to use welding in the construction process, and to use steel fireboxes, which meant that components could be more easily constructed under wartime austerity and post-war economy.

They were designed to be lighter in weight than their sister locomotives, the Merchant Navy class, to permit use on a wider variety of routes. They were a mixed-traffic design, and were used on all types of services, frequently far below their capabilities. A total of 110 locomotives were constructed between 1945 and 1950, named after West Country resorts or RAF and other subjects associated with the Battle of Britain.

Builder	Brighton / Eastleigh
Introduced	1945
Weight	87.4t
Power	7P
TE	31,000lbf
Driving Wheel Dia	6ft 2in
Wheel Arrangement	4-6-2
Boiler Pressure	280 psi
Cylinder Dimensions	16 3/8 x 24 inch
Num Cylinders	3
Length	67ft 7 3/4in
Withdrawn	1967

SR

Wheelbase	35ft 6in
Valve Gear	Bulleid Chain

Number	Name			Livery
34023	Blackmore Vale	*21C123*	D	GRN

C

SECR C class 0-6-0

The SECR C Class is a class of 0-6-0 steam locomotive, designed by Harry Wainwright and built between 1900 and 1908. They were designed for freight duties, although occasionally used for passenger trains. They operated over the lines of the railway in London and south-east England until the early 1960s. One example was rebuilt as an S Class saddle tank.

One example has been preserved.

Introduced	1900
Withdrawn	1962
Wheel Arrangement	0-6-0
Builder	Various for SECR
Weight	44.5t
TE	19,520 lbf
Driving Wheel Dia	5ft 2in
Boiler Pressure	160 psi
Num Cylinders	2, inside
Valve Gear	Stephenson
Cylinder Dimensions	18 1/2 in x 26 in

Number			Livery
31592	*A592, 1592, 592, DS239*	A	SECR

E4

LB&SCR E4 class 0-6-2T

The LB&SCR E4 class is a class of 0-6-2T side tank steam locomotive designed by Robert Billinton. They were introduced in 1897 and were essentially a larger version of the E3 Class. They were powerful for their size and were stalwarts of local passenger, freight and branch work for more than fifty years.

They were so successful that they were more commonly assigned to passenger trains as opposed to freight work, which is what they were originally intended for. During World War I the Railway Operating Division borrowed several members of the class for work in France. All of them were returned to England in 1919.

Seventy-five members of the class were built, one has been preserved.

Length	35ft 3in
Introduced	1897
Withdrawn	1963
Wheel Arrangement	0-6-2 T
Builder	Brighton Railway Works
Weight	57.7t
TE	18,050 lbf
Driving Wheel Dia	5ft
Boiler Pressure	160 psi
Num Cylinders	2, inside
Cylinder Dimensions	17 1/2 in × 26 in

Number	Name			Livery
32473	Birch Grove	*B6880, 2473, 473*	D	GRN

H

SECR H class 0-4-4T

The SECR H Class is a class of 0-4-4T steam locomotive originally designed for suburban passenger work, designed by Harry Wainwright in 1904. Most of the sixty-six members of the class were later equipped for push-pull working for use on rural branch lines.

The H class boiler design was found to be so successful that it was later used as a standard replacement boiler on the SECR R1 class, LCDR B1 class, LCDR B2 class, LCDR R class, SER O1 class, SECR Q1 class, and SER R1 class. The majority of the class replaced Q class locomotives on the London suburban services of the SER and remained on these duties until after they entered Southern Railway stock in 1923.

Two members of the class were withdrawn during the Second World War, but the remaining 64 entered British Railways stock in 1948. 45 of the survivors were equipped for push-pull train working between 1949 and 1960, and the class was increasingly used on motor-trains on rural branches. One has been preserved.

Builder	SECR Ashford Works
Introduced	1904
Weight	34.1t
Driving Wheel Dia	5ft 6in
Wheel Arrangement	0-4-4 T
Boiler Pressure	160 psi
Cylinder Dimensions	18 in × 26 in
Num Cylinders	2, inside

SR

Length	32ft 10 3/4in
Withdrawn	1964
TE	17,360 lbf

Number			Livery
31263	*A263, 1263, 263*	A	SECR

H2

LB&SCR H2 class 4-4-2

May 2025

MRG

The LB&SCR H2 class was a class of 4-4-2 steam locomotives for express passenger work. They were designed when D. E. Marsh was officially Locomotive Superintendent and were built at Brighton Works in 1911 and 1912. They were an immediate success and shared with the H1 class the London to Brighton express trains including the heavily loaded Pullman services the Brighton Limited, and the Southern Belle.

One member of the class was withdrawn in 1949, but the remainder continued in regular use until 1956. No. 32424 "Beachy Head" was the last survivor, it was withdrawn in April 1958, and none were preserved.

No examples of the H2 class were preserved, but on 29 October 2000 the Bluebell Railway announced its intention to reconstruct a replica of SR/BR period Beachy Head. Many surviving locomotive parts had been assembled including an ex-GNR 'Atlantic' boiler, and an ex-LB&SCR B4 class tender chassis. The boiler was tested around August 2018.

Introduced	1911

SR

Withdrawn	1958
Wheel Arrangement	4-4-2
Builder	LBSCR Brighton Works
Weight	70.4t
TE	20,840 lbf
Driving Wheel Dia	6ft 7 1/2in
Boiler Pressure	170 psi
Num Cylinders	2, outside
Cylinder Dimensions	21 in x 26 in

Number	Name	
32424	Beachy Head	A

O1

SECR O1 class 0-6-0

Spa Valley Railway, June 2023

MRG

The SECR O1 class 0-6-0 were rebuilt from the SER O class locomotives between 1900 and 1932.

The SER O Class were designed for freight work, and were the main freight engines of the SER, and later the SECR for a number of years. However, they were displaced by the more powerful C class locomotives following the amalgamation of the SER and the LCDR in 1899.

SR

This relegated the class to working on the numerous branch lines in Kent, on both passenger and freight work. The majority were withdrawn before the outbreak of the Second World War in 1939, and those that remained were slowly withdrawn from nationalisation onwards.

The death knell for the final few members of the class came with the Modernisation Plan of 1955, which closed down many of the branch lines they continued to serve in Kent. All members of the class had been withdrawn by 1962, and only one member of the class has survived scrapping.

Introduced	1878
Withdrawn	1961
Wheel Arrangement	0-6-0
Builder	Ashford Works & Sharp Stewart & Co.
Weight	41.7t
TE	17,300 lbf
Driving Wheel Dia	5ft 2in
Boiler Pressure	150 psi
Num Cylinders	2, inside
Valve Gear	Stephenson
Cylinder Dimensions	18 in × 26 in

Number			Livery
31065	*A65, 1065, 65*	D	SECR

P

SECR P class 0-6-0T

The SECR P class is a class of 0-6-0T steam locomotive designed by Harry Wainwright.

They were inspired by, and loosely based on, the more successful LB&SCR A1 class "Terriers" and 8 were built in 1909 and 1910. They were originally intended for lightweight passenger trains, to replace underpowered steam railmotors. Certain cost-saving design compromises had been made, compared to the Terrier design, and the P class were found to be underpowered, having only 73% of the Terrier's tractive effort.

The P class were later re-allocated to shunting and station pilot duties.

All eight locomotives passed into Southern Railway ownership at The Grouping in 1923, and into British Railways ownership at Nationalisation in 1948. Withdrawals took place between 1955 and 1961, but four examples have been preserved.

Introduced	1909
Withdrawn	1961

SR

Wheel Arrangement	0-6-0 T
Builder	SECR Ashford Works
Weight	29t
TE	7,810 lbf
Driving Wheel Dia	3ft 9 1/8in
Wheelbase	11ft
Boiler Pressure	160 psi
Num Cylinders	2, inside
Valve Gear	Stephenson
Cylinder Dimensions	12in x 18in

Number			Livery
31027	*A27, 1027, 27*	O	
31323	*A323, 1323, 323*	A	SECR

Rebuilt WC

Rebuilt Battle of Britain / West Country Class 4-6-2

Due to problems with some of the new features, such as the Bulleid chain-driven valve gear, sixty locomotives were rebuilt by British Railways during the late 1950s. The results were similar to the rebuilt Merchant Navy class.

Introduced	1950
Wheel Arrangement	4-6-2
Power	7P
Driving Wheel Dia	6ft 2in
Wheelbase	35ft 6in
Boiler Pressure	250 psi

SR

Num Cylinders	3
Valve Gear	Walschaerts
Cylinder Dimensions	16 3/8 x 24 inch
Weight	92.6t
TE	27,720 lbf

Number	Name			Livery
34059	Sir Archibald Sinclair	*21C159, 98759*	A	GRN

S15 (Maunsell)

SR S15 class 4-6-0

The LSWR S15 class is a British 2-cylinder 4-6-0 freight steam locomotive designed by Robert W. Urie, based on his H15 class and N15 class locomotives. The class had a complex build history, spanning several years of construction from 1920 to 1936.

Maunsell's modifications included increasing the boiler pressure to 200 psi, and the reduction of the cylinder bore by half an inch. The footplate was also modified for operation on the Southern's new composite loading gauge. Other modifications included the lengthening of valve travel and fitting larger outside steam pipes to streamline the flow of steam into the cylinders.

Fifteen locomotives of this revised design were built in 1927, and some were given 4,000-imperial-gallon six-wheeled tenders for use on the Southern Railway's Central section. This allowed the locomotive to be turned on the shorter turntables found on this part of the network. From new, the rest of the class was equipped with the Urie 5,000-imperial-gallon eight-wheel bogie tender, which allowed the class to operate on the extended freight routes of the Southern Railway's Western section.

SR

The standardisation measures undertaken by both Urie and Maunsell were soon vindicated by the fact that tenders and other parts were swapped with those of other classes on the Southern Railway when locomotives were under overhaul.

A third batch was ordered in 1931, coinciding with a downturn in the volume of freight due to the Great Depression. This meant that the last of the S15 class was not completed until 1936, although weight-saving modifications were undertaken to this batch. A final modification was also applied to the class at this time, when all locomotives were equipped with smoke deflectors to improve visibility from the footplate when travelling at speed. This modification was a feature that became common to most Maunsell-influenced designs.

Four have been preserved and an additional one, no. 841 has been cannibalised to keep no. 825 going.

Builder	Eastleigh Works
Introduced	1927
TE	29,860 lbf
Driving Wheel Dia	5ft 7in
Wheel Arrangement	4-6-0
Boiler Pressure	200 psi
Cylinder Dimensions	20 1/2 in × 28 in
Num Cylinders	2, outside
Valve Gear	Walschaerts
Length	65ft 6 3/4in
Withdrawn	1965
Weight	137.8t

Number		
30847	*847*	O

U

SR U class 2-6-0

The SR U class are 2-6-0 steam locomotives designed by Richard Maunsell for passenger duties on the Southern Railway. The class represented the penultimate stage in the development of the Southern Railway's 2-6-0 "family", which improved upon the basic principles established by GWR CME George Jackson Churchward for GWR locomotives. The U class design drew from experience with the GWR 4300s and N classes, improved by applying Midland Railway ideas to the design, enabling the SECR to influence development of the 2-6-0 in Britain.

The U class was designed in the mid-1920s for production at a time when more obsolete 4-4-0 locomotives were withdrawn and derived from Maunsell's earlier SECR K class 2-6-4

tank locomotives. The first 20 members of the U class were rebuilds of the K class locomotives. A further 20 U class locomotives were built in 1928 to fill the gap in cross-country and semi-fast express passenger services after the withdrawal of the K class. The design also continued the standardisation of the Southern Railway locomotive fleet by using parts designed to be interchangeable with other Maunsell-designed classes.

A total of 50 locomotives were built over three batches between 1928 and 1931, and the design formed the basis for the 3-cylinder U1 class of 1928. They were able to operate over most of the Southern Railway network, gaining the nickname "U-boats" after the submarine warfare of the First World War, and continued to operate with BR. The class saw continuous use until 1966, when all members of the U class were withdrawn from service.

Four U class locomotives have been preserved on two heritage railways in the south of England.

Builder	Ashford, Brighton and Eastleigh Works
Introduced	1928
TE	23,866 lbf
Driving Wheel Dia	6ft
Wheel Arrangement	2-6-0
Boiler Pressure	200 psi
Cylinder Dimensions	19 in × 28 in
Num Cylinders	2, outside
Valve Gear	Walschaerts
Length	57ft 10in
Withdrawn	1966
Weight	112.5t

Number			Livery
31618	*A618, 1618*	D	BLK
31638	*92838, A638, 1638*	A	GRN

LMS

LNWR Observation Car

MRG

Number	
1503	A

Sleeper First

Diagram	2166

Number	Note
398	Volunteer accommodation

LNER

GNR Directors Saloon

MRG

Number	
43909	A

Met

Brake Third

Number		Note
387	A	Brake Third (Built by Ashbury, 1898) (512, 2761) [Operational]

Composite

Number	Note

Met

368	A	Composite (Built by Ashbury, 1898) (515, 9702) [Operational]
412	A	Composite (Built by Cravens, 1900) (516, 9705) [Operational]

T

Introduced	1900
Builder	Ashbury

Number	
394	A

SR

LBSCR BS

Number	Note
89	part body only

LBSCR BT

Mainline Brake Third

Diagram	D45
Introduced	1878
Wheel Arrangement	4 wheel

Number	Note
725	Dismantled. Body sections only

LBSCR BTY

Craven Brake Second

Number	Note
221	Brake Second/Third (1852 or 1859) (Original No. Unknown, 221 as Bk.Third) [will be rebuilt after fire]

LBSCR BTY

Stroudley Brake Third

Stroudley, four-wheel suburban brake third.

Diagram	D34
Introduced	1875
Wheel Arrangement	4 wheel

Number		Note
676		(1875) Body Only
949	R	(1881) Body Only

LBSCR BY

Craven Full Brake

LBSCR 4-wheel passenger Brake (body only) built 1858

Introduced	1858
Wheel Arrangement	4 wheel

Number	Note
94	Full Brake (c1858) [body and underframe]

LBSCR F

LBSCR 142 First built 1903

Diagram	49/SR514
Introduced	1903
Wheel Arrangement	Bogie

Number		Note
7598	A	First (1903) (LBSCR 142) [Operational]

LBSCR F

Craven 3 Comp First

Quadrant-windowed 3-compt First.

Body only, dismantled

Introduced	(c1866)

Number	Note
204	dismantled body only

LBSCR FZ

Stroudley, 6 Wheel first

Main-line First

Diagram	37
Introduced	1878
Wheel Arrangement	6 Wheel

Number		Note
661	A	Main-line First (1880) (originally 6w, now 4w) (Suburban Brake Second 262 (1909), Brake Third 1648)

LBSCR PMVZ

Perishables traffic van

SR

Number
270

LBSCR S

4 compartment Second

LBSCR 35 4-compartment Second (body only - dismantled!) built 1856

Number	Note
35	4-compt Second (c1856) [dismantled body only]

LBSCR SPEC

Directors Saloon

Number	Note
60	Directors' Saloon (1913)

LBSCR T (4w)

Stroudley Main-line Third

Diagram	2811
Wheel Arrangement	4 wheel

Number		Note
328	R	4w Main-line Third (1890)

LBSCR TY

Stroudley Main-line Third

Diagram	145
Wheel Arrangement	4 wheel

Number	Note

SR	
992	1880. Body Only

LCDR BSY

LCDR 4wheel Brake Third

Wheel Arrangement	4w

Number		Note
114	A	4-wheel Brake Third (1889) (Brake Second 106, Brake Third 114 (1891), 548 (1899), 3068 (1903)) [Operational]
3360	A	4-wheel semi-saloon (1889) (built as Brake Second 51, Brake Third 285 (1897), SECR 3360 (1901)) [Operational]

LCDR BSZ

Diagram	221
Introduced	1894
Builder	LCDR Longhedge

Number	Note
48	6-wheel Brake Second (1894) (Brake Third 2781, SR 3630 (1927))

LCDR TZ

Brake Third

Number		Note
3188	A	28' Third (1897) (LCDR 668, SECR 3188 (1907), Brake Third, SR 3652 (1926)) [Operational]

LSWR BTL

Lavatory Brake Third

Diagram	16, SR124
Introduced	1910

Number	Note

SR

1520	A	Lavatory Brake Third (1910) (2975) [Operational]

LSWR PMVY

Number	
5498	*1686S*

LSWR SAL

Family Saloon

Diagram	DB9

Number	Note
25	34' family saloon (1885) (SR 0905 and 7937)

LSWR TK

Number	Note
494	Corridor Third (1911) (673)

LSWR TL

Lavatory Third

Number		Note
320	*SR320, S320S, 288*	Lavatory Third (1900, rebuilt and lengthened in 1935) (1228, 288)

Maunsell BCK 2

Maunsell

Number		Note
6686	A	Corridor Brake Composite (1935)

Maunsell BCK

Brake Composite

Maunsell brake composite.

Diagram	2403 (6575 is 2401)

Number		Note
6575		Corridor Brake Composite (1929)
6686	A	Corridor Brake Composite (1935)

Maunsell BTK

Hastings Line Corridor Brake Third

Restriction 0, i.e. 8ft wide for Hastings line

Diagram	2105
Width	8ft
Introduced	1931

Number		
3687	*S3687S, DS70160, 083409*	A

Maunsell BTK

Corridor Brake Third

Diagram	2101
Introduced	1930

Number	Note
3724	Corridor Third Brake (1930)

Maunsell BUA

Unclassed open Brake

Maunsell Nondescript Brake (could be used for First, Second or Third class as required)

SR

Restriction 1

Diagram	2654A
Introduced	1933
Wheel Arrangement	Bogie

Number	Note
4441	
4444	Underframe only

Maunsell CK

Diagram	2304
Introduced	1930
Wheel Arrangement	Bogie

Number	Note
5644	Corridor Composite (1930)

Maunsell POS

Post Office Sorting Van

SR Post Office Sorting Van (POS) built 1939

Diagram	3192
Introduced	1939

Number	Note
4922	Sorting Carriage for Travelling Post Offices (1939)

Maunsell RF

Restaurant Car

Diagram	2656
Introduced	1932

Number	Note
7864	Restaurant Car (1932, rebuilt 1947 as Kitchen Buffet)

Maunsell RTO

Dining Third

SR 7866 Maunsell dining saloon built 1927

Diagram	2652
Introduced	1927

Number	Note
1365	built 1927: Dining Third 7866, redesignated Open Third 1365, 1930, Ambulance 6802 in 1944 and Compo Diner 7841 in 1947

Maunsell TO

Third Open

Diagram	2007

Number		Note
1309	A	Open Third (1935) [Operational]

Maunsell TO

Droplight open third

Maunsell design third open

Diagram	2005
Introduced	1930
Wheel Arrangement	Bogie

Number		Note
1336	A	"Drop-Light" Open Third (1933) [Operational]

SECR BCL

SECR Birdcage Lavatory Brake Third

Birdcage Lavatory Third Brake (originally Second/Third composite) (1910)

Introduced	1910

SR

Diagram	S2322
Wheel Arrangement	SECR Ashford

Number		Note
3363	A	originally Second/TSECR 1084, DS22

SECR BS

Birdcage Brake Second

Number	
950	X

SECR BT

Birdcage Brake Third

Number	Note
1170	Birdcage Third Brake (1912) (3410)
1061	Birdcage Third Brake (originally Second/Third composite) (1909) (3334)

SECR PMVY

4 Wheel Parcels Van

SECR design four wheel parcels Van. Original design that later became standard SR PMVY

Diagram	960
Wheel Arrangement	4 wheel

Number	Livery
153	BRN
177	

SECR T

100 seater Third

MRG

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Diagram	2811/4
Wheel Arrangement	Bogie

Number	
971	R
1098	A

SER BT

Brake Third

Number	Note
18??	Brake Third (1877-8) (One of four, numbered 1887-90) [body only]

SER C

Composite

South Eastern Railway composite

Diagram	SR50
Introduced	1897
Wheel Arrangement	Bogie

Number	Note
1050	Composite (later all Third) (1897/9, reconstructed by SR in 1924) (SER 568 and 792, SECR 1440, SR 5546)
1440	Composite (see 1050 under SER Carriages above) - probably for use as centre coach for Birdcage trio set

SER SAL

First Class family Saloon

Number	Note
172	First Saloon (1898) (later brake First) (SR 7874) [body only]

SER T

6 comp Third

Number	Note
2159	6-compartment Third (1887) [body only]

SR BTK (2124)

Bulleid Semi-open Brake Third

Bulleid semi-open brake third

Diagram	2124
Introduced	1947
Wheel Arrangement	Bogie

Number

SR

4227	*S4227S*
4279	*S4279S*

SR BTK (2123)

Bulleid Semi-open Brake Third

Saloon Third Brake with Coupé (i.e. half) compartment

Introduced	1948
Diagram	2123
Wheel Arrangement	Bogie

Number		
2515	*S2515*	
S2526S	*2526*	A

SR BY

Four wheel van C

Southern Railway Van C (BY). Four wheel Guard/Luggage Van

Introduced	1938
Diagram	3092

Number	
442	X
405	
404	
419	

SR CCT

Covered Carriage Truck

Southern Railway four wheel Covered Carriage Truck

Diagram	3101
Introduced	1938
Wheel Arrangement	4 Wheel

Number

SR

S2531S

2276

SR CK (2318)

Bulleid corridor Composite

Bullied corridor composite

Introduced	1947
Diagram	2318
Wheel Arrangement	Bog

Number		
S5768S	*5768*	A

SR GUV

General Utitily Van

Gangway Bogie Luggage Van

Diagram	3099

Number
2462

SR GUV

Scenery Van

Diagram	3182

Number	Note
S4601S	“Elephant van”

SR PMVY

Four wheel parcels van

Diagram	3103
Wheel Arrangement	4 wheel

SR

Number
2186
1788

SR TO

Bulleid Third Open

Bulleid design open third carriage.

Introduced	1947
Diagram	2017
Wheel Arrangement	Bogie

Number		
S1464S	*1462*	A
1481		
S1482S	*1482*	A

MKI

Saloon

Number		Note
5034	O	(formerly SO, then TCL 99165) (1962) [Under overhaul, Converted to multi-use saloon with wheelchair lifts]
S4941	A	(formerly SO) (1962) [Operational, Converted to multi-use saloon with wheelchair lifts]

BCK

Brake Composite Corridor

Number			
S21246		*21246*	A
21271			

BG

Number	Name			Livery
81025	Countess of York	*84025, 99783, Valiant Baggage Car, Valiant*	O	PUL
6334		*81478, 84478, E84478, 92128*		

BSK

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Number			Livery	
S34556	*34556*	A		
35207	*S35207, 99544, 883*	A	CAR	
35419	*977166*			

CCTY

Number	
94181	P

CK

Number			Note
S16012S	*16012*	A	Corridor Composite (1957) (7012, S16012) [Operational]
S16210	*16210*	A	Corridor Composite (1961) (7210) [Operational]

FO

Number	Name		Livery	
S3064		*3064*	A	
3069	Sapphire	*S3069*	A	CHC

GUV

Number			Note	Livery
94006	*86202, 85506*	S	Stores Van	RES

RBR

MKI

Number			Note
1674	*S1674*	A	Restaurant-Buffet (Refurbished) (1961)

RMB

Number			Note
S1818	*1818*	A	Restaurant Miniature Buffet (1960) [Operational]
1838		O	Restaurant Miniature Buffet (1959) [Awaiting overhaul]

SK

Number			Note
S25728	*25728*	A	Corridor 2nd (1961) (18728) [Operational]
DS25871	*25871*	X	

SO

Number			Note	Livery
S4754	*4754*	A	Open Second (64 seats) (1957) (Bicester Military Railway WGP 8806) [Under overhaul]	GRN
S4957	*4957*	A	Open Second (64 seats) (1962)	

TSO

Number	
4941	P

MKIII

SLE

Number		Livery
10693	P	CAT
10690	P	FSR

SLEP

Number		Livery
10526	P	FSR
10605	P	FSR

Pullman

Brake Third

Number	
157	O

PFK

Kitchen First

Number		Note
89		see South Eastern Railway Car 33
175	A	

Third

Number			Note
219	*64*	A	formerly "Car No.64" (1928)

TK

Pullman Kitchen Third

Pullman kitchen third, build for LBSCR, rebuilt as observation car

Number	Name	
157	Fiona	*490, 54*

Track Machines

Tampers

Number			Note	Livery
DR73315	*73315*	P	Plasser & Theurer 07-275 Switch & Crossing Tamper	YEL

Steam

Fletcher Jennings

Fletcher Jennings Standard Gauge Locomotive

MRG

In 1857 Fletcher, Jennings & Co took over the business of Tulk and Ley at Lowca near Whitehaven in Cumberland (now Cumbria). From this time until 1884 the firm concentrated on making four and six coupled tank locomotives for industrial use. By 1884 the company had built 171 locomotives when Henry Fletcher retired and the company acquired limited liability as Lowca Engineering Co.

Introduced	1877
Withdrawn	1959
Wheel Arrangement	0-4-0 T
Builder	Fletcher Jennings
TE	8,740lbf
Driving Wheel Dia	3ft 6ins
Boiler Pressure	150psi
Valve Gear	Fletcher Jenning's own patented variation of Allen Straight Link motion
Cylinder Dimensions	12 in x 20in

Steam

Number	Name			Note
158	Baxter	*3*	D	0-4-0T

Manning Wardle

Locomotives built by Manning Wardle

Manning & Wardle purchased the business of E B Wilson and Company in 1858 when the later company foundered. Manning & Wardle thus acquired the designs and a large part of the works in Jack Lane in Hunslet.

Length	Varies
Width	Varies
Height	Varies
Wheel Arrangement	0-6-0 ST unless otherwise noted
Builder	Manning Wardle

Number	Name			Note
641	Sharpthorn	*4*	D	0-6-0ST

Internal Combustion

Howard

Frederick Howard Ltd built locomotives

James & Fred Howard of Bedford, later known simply as Howards, were one of the smaller English makers of agricultural machinery and steam traction engines. At The Great Exhibition of 1851 they exhibited a range of horse-drawn implements. After World War I, Howards became part of AGE, Agricultural & General Engineers, along with many of the other British makers of similar machinery. In 1932 F.C. Hibberd acquired the goodwill of the company and the company moved to Park Royal, London, and began manufacturing locomotives there.

Length	Varies
Width	Varies
Height	Varies

Number	Name		Note
957	Britannia	P	B

Rolls Royce

Rolls Royce built locomotives

Rolls Royce purchased Sentinel (Shrewsbury) Limited in 1956. Sentinel made machine tools and industrial locomotives. Rolls-Royce took over Sentinel's Shrewsbury factory for diesel engine production and all its diesel work was transferred there. West Riding manufacturer of diesel shunting locomotives, Thomas Hill (Rotherham) Limited, was added to the group in 1963.

Length	Varies
Width	Varies
Height	Varies

Number	Name			Note
10241	Skippy	*247C*	P	4wDH

Thomas Hill

Thomas Hill built locomotives

Thomas Hill rebuilt various 4w Sentinel vertical boilered steam locos into diesel locos. They removed the steam equipment and superstructure, added new buffer beams, shunters recesses steps and side skirts. Above the running plates, new superstructures housed either a 6-cylinder Rolls-Royce engine, torque converter and gearbox or the 8-cylinder Rolls. These locos were allocated works numbers with a 'c' suffix ('c' for conversion).

Thomas Hill rebuilt nearly a dozen Fowler 0-4-0 diesel mechanical locos as 0-4-0DH, retaining the frame, running gear and some of the bodywork, fitting new engine and transmission and engine cover. These locos also were allocated works numbers with a 'c' suffix.

Thomas Hill also built Vanguards, Titans, and Steelmans amongst others.

Length	Varies
Width	Varies
Height	Varies

Number	Name			Note
247C	Skippy	*10241*	P	4wDH

New-build Locomotives

New-build Steam Locos

New Build Steam Locomotives

Newly constructed locomotives from classes that have disappeared from existence, some of these have yet to be fully completed, some are merely a set of frames and have been included for the sake of completeness. These are created as new members of their classes (and have a previously unallocated number) rather than a duplicate of an original member that has been scrapped.

Length	Varies
Width	Varies
Height	Varies

Number	Name			Note
32424	Beachy Head		A	
84030		*78059*	C	Conversion from 78059

Rail Cranes

Joseph Booth

Joseph Booth & Bros Cranes

Jeremiah Booth, the father of Joseph Booth, entered the crane making business with partners Jeremiah Balmforth and David Smith. They had established their business in the Calverley area of Leeds in 1820 and were joined by Jeremiah Booth in 1833. The company made machinery for mills, and from 1840 their range included hand-operated cranes.

In 1847 Jeremiah Booth left and established his own crane making company at the 'Union Foundry' in Rodley, West Yorkshire. The works was situated on a narrow strip of land between Town Street and the Leeds and Liverpool Canal. In 1855 the company passed to Jeremiah Booth's son Joseph, and the name Joseph Booth & Bros was adopted. For most of the company's history, it operated alongside the 'Old Foundry' of Thomas Smith & Sons,Thomas Smith being the son of the David Smith who had formerly been in partnership with Jeremiah Booth.

Length	Varies
Width	Varies
Height	Varies

Number			Note	Livery
1748	*1748S, DS1748*	S	12t 6w Hand Worked Yard Crane	GRY

Ransome and Rapier Ltd

Ransome & Rapier was a major British manufacturer of railway equipment and later cranes, from 1869 to 1987. Originally an offshoot of the major engineering company Ransome's it was based at Waterside Works in Ipswich, Suffolk

Length	Varies
Width	Varies
Height	Varies

Number	Note	Livery

F4991	*122, DE330122, RS1083/45, ADRR95215*	S	45t 8w Steam Driven Breakdown Crane	BLK

Personnel / Equipment Trolleys

Geismar

Geismar Vehicles

The Geismar Company was established in 1924 in the town of Colmar, located in the Alsace region, France. Since its incorporation, the company has been supplying tools for railway tracks maintenance.

The company was formed in 1950 to help with the post-WW2 rebuilding of France and during that year it launched its first portable track maintenance machines. As a supplier to the French Railways (S.N.C.F) and national contractors, the company broadened its customer base to the neighbouring countries.

In 1960 Geismar developed its first heavy plant for track laying. The company then extended its network in Europe by opening of subsidiaries in Germany, United Kingdom, Italy, and Spain.

By 1970 the Geismar Group are pioneering new concepts such as the design and manufacture of turnkey installations for rail welding and rail reclaiming. Geismar starts building a worldwide commercial network by setting up subsidiaries in South Africa, Brazil, the United States and Canada.

In the 1980's the first purpose built track motorcars and shunting vehicles were released from the company's production line. The Group intensified its geographical expansion, particularly in the Far East.

By the 1990's Geismar's know-how extends to include the design of electronic measuring instruments for the monitoring of track and catenary geometry. The Group expands in the former Soviet Union republics, and in the year 2000, Geismar produced its first road rail vehicles.

Length	Varies
Width	Varies
Height	Varies
Builder	Geismar Group

Number		Note
M44/072	P	2w-2PMR

Permaquip

Permaquip Vehicles

In 2007, Harsco Corporation, a multi-billion-dollar, US-based multinational group, decided to divest a UK-based non-core division, Permaquip.

Permaquip is a leading provider of rail maintenance equipment in the UK. It designs and manufactures a range of trusted products, from rail trollies to road-rail vehicles.

Length	Varies
Width	Varies
Height	Varies
Builder	Harsco Permaquip

Number		Note
001	*68800, DX68800*	4wDHR