Great Central Railway

SpotLog Dataset Book

SpotLog

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BR Diesel

01/5

Privately Owned Shunters

Class code 01/5 is used for any small privately owned shunter that can run on the national network.

Length	Varies
Width	Varies
Height	Varies
Wheel Arrangement	Various
Builder	Various

Number			Note	Livery
01563	*12083, M413, 201276*	P	When re-registered for national network was allocated 01563. Engine being recovered	BLK

07

Class 07 Shunter

The British Rail Class 07 diesel locomotive is an off-centre cab 0-6-0 diesel-electric shunter type built by Ruston & Hornsby in 1962 for the Southern Region of British Railways. The 14 members of the class were primarily used at Southampton Docks and later also at Eastleigh Works.

Gauge	1435mm
Builder	Ruston and Hornsby
Max Speed	27.5mph
Introduced	1962
Length	8170mm
Width	2590mm
Height	3910mm
Weight	43.6t
Engine	Paxman 6RPHL
Transmission	Diesel Electric

BR Diesel

Power	205kW
TE	125.6kN
Driving Wheel Dia	1067mm
Wheelbase	2630mm
Wheel Arrangement	0-6-0
Withdrawn	1977

Number	Name			Livery
07005	Langbaurgh**	*D2989*	S	GRN

08

Class 08 Shunter Gronk

The British Rail Class 08 is a class of diesel-electric shunting locomotive built by British Railways (BR). As the standard BR general-purpose diesel shunter, the class became a familiar sight at major stations and freight yards. Since their introduction in 1952, however, the nature of rail traffic in Britain has changed considerably. Freight trains are now mostly fixed rakes of wagons, and passenger trains are mostly multiple units or have Driving Van Trailers, neither requiring the attention of a shunting locomotive. Consequently, a large proportion of the class has been withdrawn from mainline use and stored, scrapped, exported or sold to industrial or heritage railways.

As of 2020, around 100 locomotives remained working on industrial sidings and on the main British network. On heritage railways, they have become common, appearing on many of the preserved standard-gauge lines in Britain, with over 70 preserved, including the first one built

Gauge	1435mm
Builder	BR Crewe, Darlington, Derby, Doncaster, Horwich
Max Speed	15/20mph
Introduced	1952-62
Length	8920mm
Width	2590mm
Height	3880mm / 3600mm (08/9)
Weight	50.4t - 51.8t
Engine	English Electric 6KT
Transmission	Diesel Electric
Power	261kW
TE	160kN
Driving Wheel Dia	1372mm
Wheelbase	3510mm

BR Diesel

Wheel Arrangement	0-6-0

Number	Name			Livery
D4137	Molly's Day**	*08907*	P	GRN
13101		*D3101*	P	GRN

10

Class 10 Shunter Gronk

The British Rail Class 10 diesel locomotive was a variant of the standard Class 08 diesel-electric shunter with a Lister Blackstone diesel engine and General Electric Company plc (GEC) traction motors. The locomotives were built at the BR Works in Darlington and Doncaster over the period 1955–1962, and were withdrawn between February 1967 and June 1972.

Introduced	1955
Withdrawn	1972
Wheel Arrangement	0-6-0
Builder	BR Darlington
Power	261kW
Weight	48.6 t
TE	155.7 kN
Engine	Blackstone ER6T
Transmission	Diesel-Electric
Max Speed	27.5 mph
Length	29ft 3in
Width	8ft 6in
Height	12ft 8.5in
Driving Wheel Dia	4ft 6in
Wheelbase	11ft 6in

Number	Name			Livery
D4067	MARGARET ETHEL - THOMAS ALFRED NAYLOR	*10119, 1802/B4, 1802*	P	NCB

11

Class 11 Shunter Gronk

The British Rail Class 11 was applied to a batch of diesel shunting locomotives built from April 1945 to December 1952, based on a similar earlier batch built by the London, Midland and Scottish Railway (LMS) between 1934 and 1936.

Builder	BR Derby
Weight	45.2tons
Max Speed	20MPH
Length	29ft 1.5in
Width	8ft 5in
Height	12ft 5.5in
Introduced	1945
Withdrawn	1972
Wheel Arrangement	0-6-0
Power	350HP
TE	34900lbf
Engine	English Electric 6KT
Transmission	Diesel Electric
Driving Wheel Dia	4ft 0.5in
Wheelbase	11ft 6in

Number			Note	Livery
12083	*01563, M413, 201276*	P	When re-registered for national network was allocated 01563. Engine being recovered	BLK

20

Class 20 Chopper

The British Rail Class 20, otherwise known as an English Electric Type 1, is a class of diesel-electric locomotive. In total, 228 locomotives in the class were built by English Electric between 1957 and 1968, the large number being in part because of the failure of other early designs in the same power range to provide reliable locomotives.

The locomotives were originally numbered D8000–D8199 and D8300–D8327. They are known by railway enthusiasts as "Choppers"

Gauge	1435mm
Builder	English Electric

BR Diesel

Max Speed	75mph
Introduced	1957-68
Length	14262mm
Width	2670mm
Height	3860mm
Weight	73.2t
Engine	English Electric 8SVT Mk2
Transmission	Diesel Electric
Power	746kW
TE	186.8kN
Driving Wheel Dia	1092mm
Wheelbase	9910mm
Wheel Arrangement	Bo-Bo

Number			Note	Livery
D8098	*20098*	S	Type 1 Loco Company	GRN

25

Class 25 Rat

The British Rail Class 25, also known as the Sulzer Type 2, is a class of 327 mixed traffic diesel locomotives built between 1961 and 1967 for British Rail. They were numbered in two series, D5151-D5299 and D7500-D7677. All remaining examples in preservation

Gauge	1435mm
Builder	BR Crewe, Darlington, Derby, Beyer Peacock
Max Speed	90mph
Introduced	1961-67
Withdrawn	1987
Length	15392mm
Width	2769mm
Height	3861mm
Weight	72.1t-77t
Engine	Sulzer 6LDA28-B
Transmission	Diesel Electric
Power	932kW
TE	170kN
Driving Wheel Dia	1143mm
Wheelbase	11125mm
Wheel Arrangement	Bo-Bo

Number	Name			Note	Livery
D5185	Castel Dinas Bran**	*25035*	P	WDN: 15/03/1987	GRN

27

Class 27 McRat

British Rail's Class 27 comprised 69 diesel locomotives built by the Birmingham Railway Carriage and Wagon Company (BRCW) during 1961 and 1962. They were a development of the earlier Class 26; both were originally classified as the BRCW Type 2. The Class 27s were numbered D5347-D5415. All surviving examples preserved

Gauge	1435mm
Builder	BRCW
Max Speed	90mph
Introduced	1961-62
Withdrawn	1987
Length	15470mm
Width	2690mm
Height	3860mm
Weight	81.2t
Engine	Sulzer 6LDA28-B
Transmission	Diesel Electric
Power	932kW
TE	187kN
Driving Wheel Dia	1092mm
Wheelbase	11890mm
Wheel Arrangement	Bo-Bo

Number			Livery
27056	*27112, D5401, 5401*	P	BRB

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
D6535	Hertfordshire Rail Tours	*33116*	P	BRB

37

Class 37 Tractor

The British Rail Class 37 is a diesel-electric locomotive. Also known as the English Electric Type 3, the class was ordered as part of the British Rail modernisation plan. They were numbered in two series, D6600–D6608 and D6700–D6999.

The Class 37 became a familiar sight on many parts of the British Rail network, in particular forming the main motive power for InterCity services in East Anglia and within Scotland. They also performed well on secondary and inter-regional services for many years. The Class 37s are known to some railway enthusiasts as "tractors", a nickname given due to the similarities between the sound of the Class 37's engine and that of a tractor.

Builder	English Electric
Max Speed	90mph

BR Diesel

Introduced	1960
Engine	English Electric 12CSVT
Transmission	Diesel-Electric
Power	1305kW
TE	247kN
Wheel Arrangement	Co-Co
Length	18.75m
Width	2.71m
Height	3.89m
Weight	107t
Driving Wheel Dia	1.143m
Wheelbase	15.44m

Number	Name			Note	Livery
37714	Cardiff Canton	*L26, L031, 37024, D6724, Thornaby TMD*	P		BRT
37207	William Cookworthy	*D6907*	T	Being fitted with Meteor Power Electric Powertrain to be a battery powered loco	SBB
D6700	National Railway Museum	*37350, 37119*	P		GRN

45

Class 45 Peak

The British Rail Class 45 or Sulzer Type 4 are diesel locomotives built by British Railways' Derby and Crewe Works between 1960 and 1962. Along with the similar Class 44 and 46 locomotives, they became known as Peaks. The Class 45s became the main traction on the Midland Main Line from 1962, and their introduction allowed considerable acceleration of the previous steam-powered service.

The Class 45s remained the main source of power on the Midland Main Line up to 1982, when they were relegated to secondary services following introduction of HSTs on the route. From 1986 Class 45s virtually disappeared from the line and all were withdrawn by the end of 1989. All remaining survivors now preserved.

Builder	BR Derby & Crewe

BR Diesel

Max Speed	90mph
Introduced	1960-62
Withdrawn	1989
Length	20700mm
Width	2710mm
Height	3910mm
Weight	135t
Engine	Sulzer 12LDA28-B
Transmission	Diesel Electric
Power	1864kW
TE	245kN
Driving Wheel Dia	1143mm
Wheelbase	18190mm
Wheel Arrangement	1Co-Co1

Number	Name			Livery
D123	LEICESTERSHIRE AND DERBYSHIRE YEOMANRY	*89423, 45125*	A	GRN

47

Class 47 Duff

The British Rail Class 47 or Brush Type 4 is a class of diesel-electric locomotive that was developed in the 1960s by Brush Traction. A total of 512 Class 47s were built at Brush's Falcon Works in Loughborough and at British Railways' Crewe Works between 1962 and 1968, which made them the most numerous class of British mainline diesel locomotive.

They were fitted with the Sulzer 12LDA28C twin-bank twelve-cylinder unit producing 2,750 bhp (2,050 kW) – though this was later derated to 2,580 bhp (1,920 kW) to improve reliability – and have been used on both passenger and freight trains on Britain's railways for over 55 years.

Despite the introduction of more modern types of traction, a significant number are still in use, both on the mainline and on heritage railways. At least 31 class 47's have been preserved. 33 further locomotives were converted to Class 57s between 1998 and 2004.

Gauge	1435mm
Builder	Brush Traction, BR Crewe
Max Speed	95mph
Introduced	1962-68
Length	19380mm
Width	2690mm

BR Diesel

Height	3900mm
Weight	114t-127t
Engine	Sulzer 12LDA28-C
Transmission	Diesel Electric
Power	1920kW
TE	245kN-267kN
Driving Wheel Dia	1143mm
Wheelbase	15700mm
Wheel Arrangement	Co-Co

Number	Name			Livery
1705	SPARROWHAWK	*D47402, 47117, 47402*	P	BRB

50

Class 50 Hoover

The British Rail Class 50 is a class of diesel locomotives designed to haul express passenger trains at 100 mph (160 km/h). Built by English Electric at the Vulcan Foundry in Newton-le-Willows between 1967 and 1968, the Class 50s were initially on a 10-year lease from English Electric Leasing, and were employed hauling express passenger trains on the, then non-electrified, section of the West Coast Main Line between Crewe and Scotland.

Initially numbered D400–D449 and known as English Electric Type 4s, the locomotives were purchased outright by British Rail (BR) at the end of the lease and became Class 50 in the TOPS renumbering of 1973. All remaining examples are now preserved

Gauge	1435mm
Builder	English Electric
Max Speed	100mph
Introduced	1967-68
Length	20880mm
Width	2690mm
Height	3890mm
Weight	117t
Engine	English Electric 16CSVT
Transmission	Diesel Electric
Power	2010kW
Driving Wheel Dia	1092mm
Wheelbase	17120mm
Wheel Arrangement	Co-Co

BR Diesel

Withdrawn	1994
TE	48500lbf

Number	Name			Livery
50017	Royal Oak	*50117, 89417, D417*	O	NSE

BR Multiple Units

101

Class 101 Metro-Cammell DMU

The British Rail Classes 101 and 102 diesel mechanical multiple units were built by Metro-Cammell at Washwood Heath in Birmingham, England from 1956 to 1959, following construction of a series of prototype units. These classes proved to be some of the most successful and longest-lived of BR's First Generation DMUs.

The 101s came in two, three or four car units, with two driving carriages one or two of which were powered by 11.3 litre BUT six cylinder diesel engines with epicyclic gearboxes. Being a first generation DMU, they were a prime example of a slam door train. They had a top speed of 70 mph.

The 101 DMU fleet was vast with 527 101s and 106 of the related Class 102s being built. In all, 760 individual vehicles were built in total. When TOPS was originally introduced only the Driving Motor Brake Second (DMBS) and the Driving Motor Composite (with Lavatory) (DMCL) were classified as Class 101 (AEC engines) or Class 102 (Leyland engines). The Driving Trailer Composite (with Lavatory) (DTCL) were either Class 144 or Class 147. The Trailer Seconds (with Lavatory) (TSL) were Class 162, the Trailer Brake Second (with Lavatory) (TBSL) were Class 168 and the Trailer Composite (with Lavatory) (TCL) were Class 171. Later all the cars were reclassified, becoming Class 101.

The Class 111 was a variant of the 101, having more powerful Rolls-Royce engines.

Builder	Metro-Cammell
Max Speed	70mph
Introduced	1956
Engine	AEC / Leyland
Length	17.37m
Width	2.82m
Height	3.77m
Withdrawn	2003
Transmission	Mechanical: 4-speed epicyclic gearbox

Number			Note	Livery
50193	*53193, 960992, 977898, R002*	S	DMC(L), DMCL (sheeted at Rothley)	BLG

M50203	*53203, 960992, 977897, 50203*	A	DMBS (Blue DMU Set)	BRB
E50266	*53266, 50266*	A	DMC(L), DMCL (Blue DMU Set)	BRB
M50321	*53321, 977900, 50321*	A	DMC(L), DMCL (Green DMU Set)	GRN
E51427	*51427, 977899*	A	DMBS (Green DMU Set)	GRN
56342	*54342, 42222*	O	DTC(L), DTCL, Originally class 144 (DMU Bar car)	BLG

104

Class 104 Birmingham RCW DMU

The British Rail Class 104 diesel multiple units were built by Birmingham Railway Carriage and Wagon Company from 1957 to 1959. A product of British Rail's Modernisation Plan of 1954, the 104s were designed for general branch line and commuter routes.

The first units ordered were for the London Midland Region, with the majority of the class for use in North West of England. The Class 110 was a re-engineered version of the 104 with more powerful engines, but did not last as long in service. The 104s had asbestos insulation removed during the 1970s.

Builder	Birmingham RCW
Max Speed	70mph
Introduced	1957
Engine	BUT (Leyland)
Length	17.53m
Width	2.82m
Withdrawn	1995
Transmission	Mechanical: 4-speed epicyclic gearbox

Number			Note	Livery
M50454	*53454, 50454*	O	DMBS	BRB

111

Class 111 Metro-Cammell DMU

Dan Cardwell

The Class 111 DMUs were based on Class 101/2s, but with different engines. The only external body difference was on the final batch of cars where a four-character headcode box was fitted above the front cab windows, with the destination indicator on top of a reduced height centre window.

The first cars built, part of an order for 339 Metro-Camm cars, were 4 power/trailer sets for the LMR Manchester area built in early 1957. One of these was equipped with supercharged Rolls-Royce C6SFLH 230 hp 6-cylinder engines. This was followed by ten 3-car sets comprising DMBS/TSL/DMCL for the NER at Bradford, then a further twenty 3-car sets. The type lasted in service until 1989 when the class was withdrawn.

One car survives, buffet 59575 currently operational at the Great Central Railway. It operates as the centre car between two Class 101 power cars.

Length	17.37m
Width	2.82m
Height	3.76m
Introduced	1957
Withdrawn	1989
Builder	Metropolitan-Cammell
Max Speed	70mph

Number			Note	Livery
E59575	*59575*	A	TSBL, TSB(L), TRSBL, originally class 165 (Green DMU Set)	GRN

117

Class 117 Pressed Steel Suburban 3-Car DMU

The British Rail Class 117 diesel multiple units (DMUs) were built by Pressed Steel from 1959 to 1961. It was a licence-built variant of the British Rail Class 116.

A total of 123 Class 117's were built by Pressed Steel between 1959 and 1961. The Class 116 was ordered in large numbers which Derby Works could not fulfil, so the work was sub contracted. When first introduced in 1960, these three-car units were all based with the similar Class 121 single carriage (railcar) units on British Railways Western Region for suburban work out of London Paddington. The units were largely based at Reading and Southall depots. The units remained here for many years working these services.

Builder	Pressed Steel
Introduced	1960
Engine	Leyland
Length	19.51m
Width	2.82m
Height	3.87m
Withdrawn	2015
Max Speed	70mph

Number			Note	Livery
51396	*L720*	P	DMS (NSE DMU)	NSE
W59506	*59506*	P	TCL (Blue DMU Set)	BRB

120

Class 120 Swindon DMU

The British Rail Class 120 was a cross-country DMU in three-car formation, built at the British Rail Swindon Works.

British Railways placed the order with British United Traction in summer 1956 for the equipment required for the 98 power cars and 47 trailers of the first batch. The first batch was ordered for the WR's West Country dieselisation scheme, which it hoped to complete by the end of 1959. The sets were expected to work between Bristol & South Devon. Their general reliability and good braking characteristics made them popular with drivers.

In February 1959, the BTC placed an order with BUT for the equipment for the seven ScR sets, along with equipment for Class 108s and 127s being built at Derby. These 120s were to work mainly on the Aberdeen to Inverness line although appearances at Oban were not unknown. Otherwise the cars worked mainly in the Western and Midland Regions.

Some cars had a trial refurbishment but this was found to be too expensive, meaning an early withdrawal for most of the class. Some of the London Midland Region's units were transferred to Scotland in the mid-1980s, mainly finding use on local services from Edinburgh (notably to North Berwick). The final vehicles survived until 1989.

One trailer car has been preserved.

Builder	BR Swindon
Introduced	1958
Length	19.7m
Width	2.82m
Height	3.90m
Withdrawn	1989
Max Speed	70mph

Number		Note	Livery
59276	S	TSLRB	GRN

122

Class 122 Gloucester RCW Bubble Car

The British Rail Class 122 diesel mechanical multiple units were built by Gloucester RC&W in 1958. Twenty single-car, double-ended driving motor vehicles, nicknamed "Bubble Cars", were built, numbered 55000–55019. These were supplemented by nine single-ended trailer vehicles, numbered 56291–56299

The Class 122s were built mainly for use on the London Midland Region of British Railways, although some were also used in Scotland. They were used on a variety of lightly used lines, many of which were closed during the Beeching Axe in the 1960s including the ex-LSWR lines in West Devon and North Cornwall. Routes served included the Stourbridge Town and St Albans Abbey branch lines, as well as local services between Dundee and Arbroath. (The similar Pressed Steel Company built Class 121 single units were also used on the Western Region).

During the 1990s, refurbished Class 122 units were used on the Cornish branches between Liskeard and Looe and St Erth and St Ives.

8 cars have been preserved.

Builder	Gloucester
Introduced	1958
Length	19.52m
Width	2.82m
Height	3.86m
Withdrawn	1995
Power	110kW
Weight	36.58t
Transmission	Mechanical
Max Speed	70mph

Number		Note	Livery
55009	A	DMBS	GRN

153

Class 153 Super Sprinter

The British Rail Class 153 Super Sprinters are single-coach railcars converted from two-coach Class 155 diesel multiple units in the early 1990s. The class was intended for service on rural branch lines, either where passenger numbers do not justify longer trains or to boost the capacity on services with high passenger volume.

The conversion involved retrofitting a driver's cab at into the spaces previously used for luggage racks at the "inside" end (B-end) of each vehicle, where each vehicle had previously been coupled back-to-back with its matching opposite in a Class 155 formation.

Unit 153374 has been preserved, for static use as a community cafe, at Cynheidre on the Llanelli and Mynydd Mawr Railway. Units 153308 & 153371, whilst not strictly preserved, are used on the Great Central Railway for testing contracts but may see occasional passenger usage.

Diagram	DX203
Length	23.208m
Width	2.700m
Height	3.746m
Introduced	1991
Builder	Hunslet-Barclay conversion from Leyland Bus
Power	213kW
Weight	41.2t
Engine	Cummins NT855R5
Transmission	Voith T211r hydrokinetic
Max Speed	75mph
Wheelbase	16m

Number		Note	Livery
153308	T	For use on testing contracts - not classed as preserved	EMT
153371	T	For use on testing contracts - not classed as preserved	LMI

411

Class 411 4-CEP & 3-CEP EMU

The British Rail Class 411 (4CEP) electric multiple units were built at Eastleigh works from 1956–63 for the newly electrified main lines in Kent. These units, which used a British Railways Mark 1 bodyshell, were based on the earlier Southern Railway 4 COR design, built

in 1937. Variants of the class 411 design included the class 410 and class 412 4 BEP units, which contained a buffet car in place of a standard trailer. They were later used on services in Sussex and Hampshire; following the privatisation of British Rail in 1995, the units were used by the Connex South Central, Connex South Eastern and South West Trains franchises.

In early 1999, five units were converted to Class 411/9 3CEP units, with the removal of the second-class open trailer. These removed trailers had not had so much work carried out on them at the time of refurbishment (as they were basically unchanged apart from cosmetic appearance and installation of hopper windows) and many had become severely corroded. This was necessary, as some stations could only accommodate 11 carriages. A further 13 units were later converted. The 3 CEP units were renumbered into the series 1101–1118.

The fleet's lifespan was 49 years, these units are the longest-lived BR Mark 1 EMUs. Four complete units have been saved for preservation.

System	750V DC 3rd Rail
Builder	BR Eastleigh
Width	2.82m
Height	3.81m
Introduced	1956
Withdrawn	2005
Weight	159.4t
Max Speed	90mph

Number			Livery
70576	*S70576, 7178, 1589, R006*	P	CAR

Derby Lightweight

The British Rail Derby Lightweight diesel multiple units, were the first such trains to be built en-masse for British Railways. The units were built at BR's Derby Works from 1954 to 1955. The units were built in various formations, including 12 power-twin 2-car units, 84 power-trailer 2-car units, and four 4-car units. The two single car units were originally built as a two-car unit and then split two years later when demand came about.

Body framing was extruded and riveted together. Panelling was welded into continuous sheets and riveted to the frame. Luggage racks were light alloy. The floors had 2 layers of flameproof hardboard, covered with linoleum. To reduce noise and condensation, the inside structure and undersides were sprayed with asbestos. Lighting was by 60-watt, 24-volt lamps charged by belt driven dynamos. Heating was oil fired. Standard mild steel bogies ran on Timken roller bearings.

Length	17.53m

Introduced	1954
Withdrawn	1969
Builder	BR Derby Works
Weight	27t
Max Speed	62mph

Number	Name			Note	Livery
79900	Iris	*M79900, ADB975010*	H	DMBS	GRN

BR Steam

2MT

Std Class 2MT

The BR Standard Class 2 2-6-0 is a class of steam locomotive, one of the British Railways Standard classes of the 1950s. They were physically the smallest of the Standard classes; 65 were built.

The design was derived from the Ivatt-designed Class 2 2-6-0, with a reduced cab to enable it to fit into a universal loading gauge, and other standard fittings, most notably a taller chimney, others including the lack of an Ivatt dome and side plates connecting the two sections of the engine. Like the LMS predecessor the BR design had a tender cab to enhance crew protection and visibility when running tender-first. They were all attached to a BR3 type tender. These locomotives are often known by the nickname "Mickey Mouse".

Builder	BR Darlington
Introduced	1952
TE	18,510 lbf
Driving Wheel Dia	5ft
Wheel Arrangement	2-6-0
Boiler Pressure	200 psi
Cylinder Dimensions	16 1/2 in × 24 in
Num Cylinders	2, outside
Valve Gear	Walschaerts
Length	53ft 2 1/2in
Width	8ft 6in
Height	12ft 9 1/2in
Withdrawn	1967

Number	Name		Note	Livery
78018	Borough of Darlington	A	(name not currently carried)	BLK
78019	*78054*	A		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		Note	Livery
73156	A	Bolton Steam Locomotive Ltd	BLK

7MT

Std class 7MT 'Britannia'

The BR Standard Class 7, otherwise known as the Britannia Class, is a class of 4-6-2 Pacific steam locomotive designed under Robert Riddles for use by British Railways for mixed-traffic duties. 55 were constructed between 1951 and 1954. The design employed results from the 1948 locomotive exchanges undertaken in advance of further locomotive classes being constructed. Three batches were constructed at Crewe Works, before the publication of the 1955 Modernisation Plan.

The Britannia Class design was based on best practice from the pre-nationalisation railway companies in terms of operating efficiency and lower maintenance costs; various weight-saving measures also increased the route availability of a Pacific-type locomotive on the British Railways network. The Britannias received a positive reception from their crews, with those regularly operating the locomotives giving them favourable reports as regards performance.

2 have been preserved.

Builder	BR Crewe
Introduced	1951
TE	32,160lbf
Driving Wheel Dia	6ft 2in
Wheel Arrangement	4-6-2
Boiler Pressure	250 psi
Cylinder Dimensions	20 in × 28 in
Num Cylinders	2, outside
Valve Gear	Walschaerts
Length	68ft 9in
Width	8ft 8 3/4in
Height	13ft 1/2in
Withdrawn	1968
Weight	96t
Max Speed	90 mph

Number	Name			Livery
70013	Oliver Cromwell	*98713*	O	GRN

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
92214	*City of Leicester, Leicester City, Cock O' The North*	O	BLK

GWR

6959 Modified Hall

6959 Modified Hall Class 4-6-0

The Great Western Railway 6959 or Modified Hall Class is a class of 4-6-0 steam locomotive. They were a development by Frederick Hawksworth of Charles Collett's earlier Hall Class named after English and Welsh country houses.

Although the GWR had been at the forefront of British locomotive development between 1900 and 1930, the 1930s saw a degree of complacency at Swindon reflected in the fact that many designs and production methods had not kept pace with developments elsewhere. This was especially true with the useful GWR 4900 Class, the design of which largely originated in the 1900s and had not fundamentally changed since the mid-1920s. Charles Collett was replaced as the Chief Mechanical Engineer of the Railway by F.W. Hawksworth in 1941 who immediately created a modified version of the design, known as the 'Modified Hall Class'.

71 Modified Halls were built. Six have been preserved on various heritage railways. A seventh survivor no 7927 Willington Hall is being used as a donor for the Grange and County re-creation projects.

Diagram	Lots 350, 366, 368, 376
Length	63ft 0 1/4in
Width	8ft 11 1/2in
Height	13ft 2 1/16in
Introduced	1944
Withdrawn	1965
Wheel Arrangement	4-6-0
Builder	GWR/BR Swindon Works
Weight	77t
TE	27,275 lbf
Driving Wheel Dia	6ft
Boiler Pressure	225 psi
Num Cylinders	2, outside
Valve Gear	Stephenson
Cylinder Dimensions	18 1/2 in × 30 in

Number	Name	Note	Livery

GWR					
6990	Witherslack Hall	*6988, Swithland Hall*	A	Sometimes runs as 6988 Swithland Hall	GRN

LMS

2MT (2-6-0)

Ivatt Class 2MT 2-6-0

The London, Midland and Scottish Railway (LMS) Ivatt Class 2 2-6-0 is a class of steam locomotive designed for light mixed traffic. Elderly 0-6-0s formed the backbone of the low-powered locomotives within the LMS fleet. William Stanier had concentrated on introducing larger engines and it was left to George Ivatt to introduce a new class of low-powered locomotive. He designed a tender version of the Ivatt Class 2 2-6-2T

Further engines of this type were built as the BR Standard Class 2 2-6-0, these locomotives having BR standard fittings and a modified cab and tender profile to allow completely unrestricted route availability; both LMS and BR 2MT moguls are often nicknamed "Mickey Mouse".

A total of 128 were built between 1946 and 1953, mostly at Crewe. 20 were built by LMS and 108 by BR. Seven members of the class have been preserved and six have run so far.

Builder	LMS
Introduced	1946
Weight	47+37t
TE	17410lbf
Driving Wheel Dia	5ft
Wheel Arrangement	2-6-0
Boiler Pressure	200psi
Cylinder Dimensions	16 in × 24 in
Num Cylinders	2, outside
Valve Gear	Walschaerts
Length	53ft 1 3/4in
Withdrawn	1967

Number			Note	Livery
46521	*98221*	O	Known as 'Blossom' from appearance on "Oh Dr Beeching" TV Series but never carried the name	GRN

8F

Stanier 8F Class 2-8-0

The London Midland and Scottish Railway's class 8F is a class of steam locomotive designed for hauling heavy freight. 852 were built between 1935 and 1946 (not all to LMS order), as a freight version of William Stanier's successful Black Five, and the class saw extensive service overseas during and after the Second World War.

On the outbreak of the Second World War, the design was chosen to become the country's standard freight design, reprising the role the GCR Class 8K had in the First World War. The War Department had 208 8Fs built by Beyer Peacock and North British Locomotive Company and requisitioned 51 more. Stanier 8F production for the WD continued until 1943 when the cheaper WD Austerity 2-8-0 was introduced. Production for British domestic use continued until 1946.

60 were built by the LNER to Railway Executive Committee order between 1943 and 1945. These were considered LMS stock and numbered as such (LMS Nos 8500-59). These were loaned by the REC to the LNER. The LNER subsequently chose to build some of the design for themselves. These were classified by the LNER as class O6.

None of the former LNER Class O6 engines were preserved. However, fourteen 8Fs are known to have survived with six LMS/BR locomotives being preserved in the UK; a seventh was used a spares donor. None of the pre-war 8Fs survived into preservation. Three members of the class have over the years been repatriated to the UK from Turkey, with one later sent to a museum in Israel. In addition, two Turkish Railway (TCDD) locomotives have been preserved in Turkey, and some more remain there in a derelict state. One locomotive has even survived in Iraq. Two more are also visible underwater on the wreck of the SS Thistlegorm. In addition, 1 LNER-built example (48518) survived, but was used as a parts donor for 1014 County of Glamorgan and 45551 The Unknown Warrior. It was consequently dismantled, and the frames were scrapped at Bury in mid-2013.

Wheel Arrangement	2-8-0
Builder	LMS & Various subcontractors for WD
Introduced	1934
Weight	73.26t
TE	32,440 lbf
Driving Wheel Dia	4ft 8 1/2in
Boiler Pressure	225 psi
Cylinder Dimensions	18 1/2 in × 28 in
Num Cylinders	2, outside
Valve Gear	Walschaerts
Length	63ft 0 1/2in
Withdrawn	1968
Wheelbase	52ft 7 3/4in

Number			Note	Livery
48305	*8305*	A		BLK
48624	*8624*	O	48624 Locomotive Company Limited	BLK

Black 5 (5MT)

Stanier Class 5 4-6-0 Black Five

The LMS Stanier Class 5 4-6-0, commonly known as the Black Five, is a class of 4-6-0 steam locomotives. It was introduced by William Stanier and built between 1934 and 1951, of which 842 were built and were numbered 4658-5499 (BR then renumbered 44658-45499).

The Black Five was a mixed-traffic locomotive, a "do-anything go-anywhere" type, designed by Stanier, who had previously been with the GWR. In his early LMS days, he designed his Stanier Mogul 2-6-0 in which he experimented with the GWR school of thought on locomotive design. A number of details in this design he would never use again realising the superiority of details not used on the GWR. Stanier realised that there was a need for larger locomotives. These were to be the LMS version of the GWR Halls but not a copy, as the Hall was too wide to run most places in Britain. They shared similar cylinder arrangement, internal boiler design and size and 6-foot driving wheel diameters.

Several members of the class survived to the last day of steam on British Railways in 1968, and eighteen are preserved.

Builder	LMS & Various subcontractors
Introduced	1934
Weight	76t
TE	25,455 lbf
Driving Wheel Dia	6ft
Wheel Arrangement	4-6-0
Boiler Pressure	225 psi
Cylinder Dimensions	18 1/2 in × 28 in
Num Cylinders	2, outside
Valve Gear	Most Walschaerts, some Caprotti, one Stephenson
Length	63ft 7 3/4in
Withdrawn	1968

Number	Name			Livery
45305	Alderman A E Draper	*98505, 5305*	O	BLK
45491		*5491*	R	

LNER

O4 (GCR 8K)

GCR Class 8K / LNER 04 2-8-0

The LNER Class O4 initially consisted of the 131 ex-GCR Class 8K 2-8-0 steam locomotives acquired on grouping in 1923. The engines were designed by John G. Robinson and built at the GCR's Gorton Locomotive Works, Manchester.

The O4s were added to when the LNER purchased 273 ex-ROD 2-8-0s to the same design between 1923 and 1927. Meanwhile, the 19 GCR Class 8M (LNER Class O5) were rebuilt as O4 standard during the 1920s and 1930s. 92 O4 locomotives were requisitioned by the War Department during World War II and shipped during late 1941 for operation in the Middle East. The O4 class were used to haul heavy freight trains throughout the LNER system. 329 engines remained in operation at 1 January 1948.

In 1944, 58 O4s were rebuilt with 100A boiler, Walschaerts valve gear and new cylinders at Gorton Works, then classified O1. The surviving 329 Class O4 locomotives passed to BR on 1 January 1948. Withdrawal of O4 engines by BR commenced in 1959 and the last was taken out of service in April 1966. One has been preserved.

Length	61ft 8 1/2in
Introduced	1911
Withdrawn	1966
Wheel Arrangement	2-8-0
Weight	75.85t
TE	31,325 lbf
Driving Wheel Dia	4ft 8in
Wheelbase	51ft 2 1/2in
Boiler Pressure	180 psi
Num Cylinders	2, outside
Valve Gear	Stephenson
Cylinder Dimensions	21 in × 26 in

Number			Note
63601	*5102, 3509, 3601, 102, 1912, ROD 1912*	O	ROD 1912 is a fictional number

SR

N15

LSWR N15 class 4-6-0 King Arthur

Dan Cardwell

The LSWR N15 class was a British 2–cylinder 4-6-0 express passenger steam locomotive designed by Robert Urie. The class has a complex build history spanning three sub-classes and eight years of construction from 1918 to 1927. The first batch of the class was constructed for the LSWR, where they hauled heavy express passenger trains to the south coast ports and further west to Exeter. After the Lord Nelsons, they were the second biggest 4-6-0 passenger locomotives on the Southern Railway. They could reach speeds of up to 90 mph.

Following the grouping of railway companies in 1923, the LSWR became part of the Southern and its publicity department gave the N15 locomotives names associated with Arthurian legend; the class hence becoming known as King Arthurs. The CME of the newly formed company, Richard Maunsell, modified the Urie locomotives in the light of operational experience and increased the class strength to 74 locomotives. Maunsell and his Chief Draughtsman James Clayton incorporated several improvements, notably to the steam circuit and valve gear.

The new locomotives were built over several batches at Eastleigh Works and Glasgow, leading to the nicknames of "Eastleigh Arthurs", "Scotch Arthurs" and Scotchmen in service. The class was subjected to smoke deflection experiments in 1926, becoming the first British

class of steam locomotive to be fitted with smoke deflectors. Maunsell's successor, Oliver Bulleid, attempted to improve performance by altering exhaust arrangements.

The locomotives continued operating with British Railways until the end of 1962. One example has been preserved as part of the National Collection

Length	66ft 5 3/4in
Introduced	1918
Withdrawn	1962
Wheel Arrangement	4-6-0
Builder	SR Eastleigh Works & North British Locomotive Co.
Weight	82.2t
Max Speed	90 mph
Driving Wheel Dia	6ft 7in
Num Cylinders	2, outside

Number	Name			Livery
777	Sir Lamiel	*30777, 98577*	O	GRN

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

Number	Name			Livery
34039	Boscastle	*21C139*	O	GRN

WD

WD 0-6-0

War department 'Austerity' 0-6-0ST

The Hunslet Austerity 0-6-0ST is a class of steam locomotive designed by Hunslet Engine Company for shunting. The class became the standard British shunting locomotive during the Second World War, and production continued until 1964 at various locomotive manufacturers.

At the outbreak of the Second World War, the WD had initially chosen the LMS 'Jinty' 3F 0-6-0T as its standard shunting locomotive but was persuaded by Hunslet that a simplified version of their more modern 50550 design would be more suitable. The first locomotive was completed at their Leeds works at the start of 1943.

Hunslet subcontracted some of the construction to Andrew Barclay Sons & Co., W. G. Bagnall, Hudswell Clarke, Robert Stephenson and Hawthorns and the Vulcan Foundry in order to meet delivery requirements. After D-Day, they were used on Continental Europe and in North Africa, as well as at docks and military sites in Britain.

A total of 377 had been built for the WD by 1947 When the end of the war reduced the need for locomotives, the military started to review its fleet: 90 locomotives were kept by the military for use on their railways, 75 locomotives were sold to the LNER and classified as J94, 27 that had been loaned to Nederlandse Spoorwegen were sold to that company in 1947, becoming the NS 8800 class, 11 were loaned to the Nederlandsche Staatsmijnen, who bought 9 of them. Others were sold for industrial use.

As the final WD locomotives were being delivered, the NCB was placing orders for identical locomotives to be used at their collieries. Between 1948 and 1964, 77 new "Austerity" locomotives were built for the NCB. A further fourteen engines were ordered in 1952 by the British Army to supplement its 90 existing engines. The Yorkshire Engine Company also built eight locomotives to this design in 1954 for use in ironstone quarries and at Scunthorpe Steelworks.

70 Austerities have been preserved on heritage railways, many in working order. Several have been painted as LNER Class J94s to represent mainline rather than industrial use.

Introduced	1943
Weight	48.25t
TE	23,870 lbf
Driving Wheel Dia	4ft 3in
Wheel Arrangement	0-6-0ST

WD

Boiler Pressure	170 psi
Num Cylinders	2, inside
Valve Gear	Stephenson, Slide valve
Length	30ft 4in
Withdrawn	1984
Builder	Various
Wheelbase	11ft
Cylinder Dimensions	18 in × 26 in

Number	Name			Note	Livery
68067	Robert	*1752, 75091*	A	0-6-0ST	BLK

LMS

SAL (D2046)

Stanier

Stanier Bogie Inspection Saloon (SAL) Period 3 District Engineer (Diagram D2046) 999xxx series built by BR

Diagram	D2046
Builder	LMS / BR Wolverton

Number	Name			Livery
999503	Arrowvale Belle	*DB999503*	A	MAR

LNER

BGP (198)

Gresley

Gresley Bogie Gangway Full Brake (BGP) Pigeon Van (Diagram 198)

Extant Stock:

Number range: E70360E - E70362E (3). Built York 1936 to Lot 656.

Diagram	198
Length	61' 6"
Width	8' 6"
Introduced	1935
Wheel Arrangement	4w Bogies
Builder	LNER York & Dukinfield
Weight	28t 10cwt
Withdrawn	1974

Number			Note	Livery
4149	*2704, US2704, 70361, 71*	P	Converted to WD Ambulance Coach	WDA

BGP (315)

Gresley

Gresley Bogie Gangway Full Brake (BGP) Pigeon Van (Diagram 315)

Extant Stock:

Number range: E70426E - E70447E & E70513E (23). Built York 1941 to Lot 1017.

Number range: E70477E - E70512E various (23). Built York 1940 to Lot 983.

E70491E - Renumbered 99628 and converted to an Exhibition Car 06/1970. renumbered DB975399 for same use. Withdrawn 1981c

Diagram	315
Length	61' 6"
Width	9'

LNER

Introduced	1941
Wheel Arrangement	4w Bogies
Builder	LNER York
Withdrawn	1977

Number			Livery
4050	*E70427E*	A	TEA

BTK

Number			Note	Livery
57451	*16520, 11*	S	Diag 178	TEA
62565	*320746, DE320746*	S	Diag 41	

BZ

Diagram	358
Introduced	1950

Number			Note	Livery
70654	*70654E, E70654E*	P	Built at Stratford in the 1950's by BR to a Thompson Design	MAR

GCR T

Number		
793	*5793, 040451*	S

Gresley RF

Number	Livery

LNER

1222	*651, 9019, 320907, DE320907, R003*	S	GRE

LNER CK

Diagram	7

Number			Livery
10155	*1065, 7781, 18033, 320741, DE320741*	S	BRN

LNER CK

Diagram	50

Number			Note	Livery
32480	*88030, 96202E, 96202, 082962, E96202E*	S	Rebuilt to CCTY by BR in 1960	MAR

POS

Dan Cardwell

Number			Note	Livery
70294	*70294E, 2441, E70294E*	D	Technically operational but used as a display at special events. Only one in existence with working exchange equipment	MAR

POT

Number			Note	Livery
70268	*70628E, E70628E, 6777*	D	Former Pigeon Van	MAR

RB (167)

Gresley

Gresley Vestibule Buffet Car Corridor (RB) (Diagram 167)

Extant Stock:

Number Range: E9115E - E9118E various (4). Built York 1936 to Lot 596.

Number Range: E9119E - E9135E (15). Built York 1937 to Lot 702.

LNER

Seats: 24 Unclassified in 4 Bays & 4 Half Bays

E9116E - Renumbered DE321069 and converted to a Staff Coach in 04/1965. Renumbered 096055 for internal use at Perth. Withdrawn in 1994c

Introduced	1935
Diagram	167
Length	61' 6"
Width	9' 3"
Withdrawn	1976
Wheel Arrangement	4w Bogies
Builder	LNER York
Weight	33t 0cwt

Number			Livery
24080	*E9116E, DE3211069, 096055*	R	WOOD
24278	*E9122E*	A	TEA
24280	*E9124E*	R	CAR

TTO (186)

Gresley

Gresley Vestibule Third Open Corridor (TTO) (Diagram 186)

Extant Stock:

Number Range: E13219E - E13548E various (29). Built York Jun 1935 to Lot 594. Various delivered with SC or GE prefix.

Number Range: SC13246E - SC13270E & E13353E various (26). Built Metropolitan-Cammell 1936 to Lot 5431. 13263E delivered with E prefix.

Number Range: E13271E - E13342E (72). Built Birmingham RC&W Feb 1936 - Sep 1936 to Lot 9261. Various delivered with SC or GE prefix.

Number Range: E13303E - E13318E & E13552E - E13558E (23). Built Metropolitan-Cammell 1936 to Lot 5922. Various delivered with GE prefix.

Number Range: E13347E - E13618E various (103). Built Metropolitan-Cammell Jun 1938 - Oct 1938 to Lot 8023. Various delivered with SC or GE prefix.

Number Range: E13354E - E13417E (63). Built York 1934 - 1935 to Lot 559. Various delivered with SC or GE prefix.

Seats: 64 3rd class in 16 bays. 2 Toilets.

SC13251E - Withdrawn 03/1962 Converted for use in Scottish Region Control Train in 1975. Withdrawn in 1980

SC13254E - Withdrawn 12/1961 Converted for use in Scottish Region Control Train in 1975. Withdrawn in 1980

SC13279E - Renumbered DE321070 and converted a Staff Coach in 04/1965. Renumbered 096056 for internal use at Perth. Withdrawn in 1994c

E13317E - Renumbered DE320957 and converted to a Control Unit in 06/1963. Withdrawn in 1980

E13320E - Renumbered DE320956 and converted to an Emergency Control Vehicle in 06/1963. Withdrawn in 1980

E13354E - Renumbered DE320960 and converted to a Control Unit in 12/1961. Withdrawn in 1980

E13366E - Renumbered 042197 for internal use as a Staff Coach in 05/1962. Withdrawn in 1979c

GE13385E - Renumbered DE321006 and converted to an Emergency Control Vehicle in 09/1962. Withdrawn in 1980

GE13407E - Renumbered DE321001 and converted to an Emergency Control Vehicle in 12/1961. Withdrawn in 1980

GE13547E - Renumbered DE321005 and converted to an Emergency Control Vehicle in 07/1962. Withdrawn in 1980

GE13548E - Renumbered DE321002 and converted to an Emergency Control Vehicle in 07/1962. Withdrawn in 1980

E56856E - Renumbered DE321108 and converted to a Medical Saloon in 09/1966. Withdrawn in 1981

Diagram	186
Length	61' 6"
Width	9' 3"
Introduced	1934
Withdrawn	1965
Wheel Arrangement	4w Bogies
Builder	LNER York, Metropolitan Cammell & Birmingham RC&W
Weight	31t 0cwt

Number	Livery

LNER

23981	*SC13279E, DE321070, 096056*	R	WOOD

SR

SR PMVY

Four wheel parcels van

Diagram	3103
Wheel Arrangement	4 wheel

Number			Note	Livery
S1706S	*1706S, 1706*	P	PW Mess Van	GRE

MKI

BCK

Brake Composite Corridor

Number			Livery
21242	*E21242, W21242*	P	CHC
21184	*E21184*	P	CAR
SC21202	*21202, ADB977107, 977107*	P	BLG
21031	*E21031, R008*	R	MAR

BG

Number			Livery
81077	*92029, 92929*	S	ICS
81343	*E81343*	R	PUL
M81382	*S81382, 84, 81382*	P	MAR

BPOT

Number		Livery
80458	P	RMR

BS

Non-Gangwayed Brake Second

Diagram	371
Builder	BR

Number			Livery
43289	*53081, 53100, M43289, 5310, S43289*	P	MAR

BSK

<span style="color: #212529; font-family: -apple-system, BlinkMacSystemFont, 'Segoe UI', Roboto, 'Helvetica Neue', Arial, sans-serif, 'Apple Color Emoji', 'Segoe UI Emoji', 'Segoe UI Symbol', 'Noto Color Emoji'; font-size: small;">Brake Corridor 3rd (later 2nd)

Number	Name			Livery
34393		*E34393*	P	CAR
34738		*E34738, R009*	S	BLG
34999		*ADB975638, 975638*	S	BRN
34590		*3178TLA, 3178*	S	BLU
34990		*97708*	R	UUU
ADB975397	Test Car 2	*35386, 975397*		DMB

BSO

Number			Note	Livery
9316	*E9316*	P	Converted for Disabled Access	MAR

CCTY

Number	Name			Note	Livery
94709		*041870*	S		MAR
94286		*041869, E94286*	P	Fire Van	MAR
94707	Tartan Arrow	*W91427*	S	W91427 is a fictitious number	061

CK

Number			Note	Livery
15208		S	Roof section only	
15960	*R012*	P		
15207	*M15207, R001*	S		MAR
16070	*7070, E16070, R004*	P		MAR

CL

Non-gangwayed, Lavatory composite.

Diagram	313
Builder	BR

Number			Livery
43043	*E43043*	P	MAR

FK (Veranda)

Dan Cardwell

Number	Name			Livery
13317	Legends	*99303, 70*	P	PUL

FO

Number	Name			Livery
3072	Jessie-Leigh	*977399, DB977399*	P	PUL
3079	Elizabeth-Ann	*E3079, 975315, DB975315*	P	PUL
3042	Lucy-Ann	*E3042*	P	PUL
3126	Patricia-Eileen	*E3126, Jessie*	P	PUL
3013		*E3013, ADB975653, R007*	S	BLG
3092		*E3092*	R	PUL

FVY (801)

Fish Van

4w Blue Spot Fish Van (FVY) Insul-Fish (Diagram 801)

Number		Note	Livery
87932	S	Body Only	???

GUV

Number			Livery
86579	*93579, E93579*	P	MAR
86830	*93830*	S	MAR
86709	*93709, 94052, M94052*	P	BLUE
86168	*93168, 96187*	S	MAR
86448	*93448, 96190*	S	ICS
86949	*93949, 96194*	S	MAR

POS

Number	Name			Livery
80307		*W80307*	S	
80301		*E80301, W80301*	P	RML
80349			P	RML
80345	Richard Yeo	*W80305*	P	RML

POT

Number			Livery
80401	*W80401*	P	RML
80438	*25139*	P	RML

RBR

Number	
1695	P

RE

Number			Livery
1100	*NRMY95404, SC1100, 95404*	S	MAR

RFO

Number			Note	Livery
3	*ADE321047, DE321047, 321047*	S	One of earliest surviving Mk 1s. Remained as RFO in passenger service. Then modified as catering vehicle when in Departmental use.	BRN

RKB

Number	Name			Livery
1526	Kitchen Car	*E1526*	P	PUL
1525	Kitchen Car	*NE1525, E1525*	P	PUL

RMB

Number	
1852	P

RU

Number			Livery
1962	*M1962, W1962*	P	CAR

SK

Number			Note	Livery
25312	*E25312, S25312*	P		MAR
M25366	*25366, E25366, W25366*	P		MAR
18788	*1898, M25788, 25788*	P	Bar Car	PUL
24778	*R005*	S	Sheeted at Rothley	CHC
25711	*E25711, W25711*	P		CHC
E24421	*24421, W24421*	P		CHC

SO

Number			Livery
4788	*E4788*	P	MAR
4922	*SC4922, E4922*	P	MAR

TSO

Number	Name			Note	Livery
4630		*E4630*	P		CAR
4857		*E4857, S4857*	P		CAR
E4830		*4830, S4830*	P		CAR
4758	Kathleen-Mary	*1899, SC4758*	P		PUL
4662		*E4662*	P		MAR
5008		*99002*	P	Will be on loan to Gwili Railway for the next year or so.	CAR
5007		*S5007, E5007*	P		CAR
4982		*E4982, W4982*	P		CHC
4948		*E4948, W4948*	P		CHC

MKII

BFK 2a

MK2a BFK

Number			Note	Livery
17064	*14064*	S	no longer NR registered	MAR

MKIII

SLEP

Number		Note	Livery
10558	S	For use by volunteer footplate staff at Loughborough	ICS

Steam

Hudswell Clarke

Hudswell Clarke Locomotives

Hudswell Clarke was formed in Leeds in 1860 by William S Hudswell with John Clarke. Hudswell had served his apprenticeship at Kitson and Co where John Clarke was the works manager. The first product built in 1861 was a stationary engine which was completed in April 1861

Length	Varies
Width	Varies
Height	Varies

Number	Name			Note	Livery
1752	Robert	*68067, 75091*	A	0-6-0ST	BLK

Sentinel

Sentinel produced Locomotives

The history of Sentinel Industrial Locomotives Ltd goes back many years before this company was set up in 1925. In 1875 the Sentinel Engineering Works at Polmadie in Glasgow was opened by Irishman Stephen Alley and his Scottish partner John Alexander MacLellan. Five years later the company moved to Jessie Street in Glasgow as they had outgrown their Polmadie premises.

Length	Varies
Width	Varies
Height	Varies
Wheel Arrangement	0-4-0 VBGT

Number	Name			Note
9370	No 1 Neepsend 2	*1, 2*	S	0-4-0 VBGT

Internal Combustion

Fowler

Locomotives built by John Fowler

John Fowler & Co Engineers of Leathley Road, Hunslet, Leeds, West Yorkshire, England produced traction engines and ploughing implements and equipment, as well as railway equipment. Fowler also produced the Track Marshall tractor which was a tracked version of the Field Marshall. British Railways Engineering Department locomotives ED1 to ED7 were built by Fowler

Length	Varies
Width	Varies
Height	Varies

Number	Name			Note
4210079	Arthur Wright	*D4279*	S	0-4-0DM

Rail Cranes

Cowans Sheldon

Cowans Sheldon Ltd Cranes

Founded in 1846 at Woodbank Upperby, this Carlisle based engineering firm established a world leading reputation in the construction of rail and dock cranes. The firm was simply known in the city as “the cranemakers.”

In 1857 Cowans Sheldon moved to the St Nicholas site on London Road that had once been the St Nicholas Leper Hospital. By 1858 the first railway crane had been produced and was used by the Carlisle & Maryport Railway Company.

Length	Varies
Width	Varies
Height	Varies

Number			Note	Livery
96709	*C86, DB967159, ADRC96709, 86*	P	75t 8w (ex-steam) Diesel Hydraulic Crane	RED

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.

Rail Cranes

Length	Varies
Width	Varies
Height	Varies

Number	Name			Note	Livery
6043	DB349	*DRA81549, 81549, 349*	S	15t 8w Diesel Hydraulic Crane	YEL

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
E8137/8	*17, ADW17, RS1097/45, ADRR95208*	P	45t 8w Steam Driven Breakdown Crane	BLK

Thomas Smith and Sons

Thomas Smith & Sons (Rodley) Ltd Cranes

Thomas Smith & Sons (Rodley) Ltd was formed in 1918, The firm originating in the Village of Rodley, Leeds in Yorkshire. The Firm were a builder of Steam Cranes for Railways and Quarries, before going on to build Diesel engined excavators and cranes, and eventually Lorry mounted Latice jib cranes

Length	Varies
Width	Varies
Height	Varies

Number		Note	Livery
11100	S	Chassis Only	BLK

Personnel / Equipment Trolleys

Bance

Bance Equipment

Bance was established in 1923 by J. H. Bance when the core business was the supply of track components to international railways, particularly in South America and the development of new equipment designed to improve manual railway track maintenance work.

From the 1960's to the present day Bance has introduced to the railways of the world a number of products which have improved railway track maintenance engineering practices. Their specialist area remains the design and manufacture of portable plant for the mechanisation of manual track work, they have diversified into other areas of the railway such as high speed Overhead Line Electrification measurement and dynamic Wheel Profile measurement.

Length	Varies
Width	Varies
Height	Varies
Builder	Bance

Number			Note
002	*2*	P	2w-2PMR
037	*3*	P	2w-2PMR
104		P	2w-2BER

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
M44/155	P	2w-2PMR
M44/161	P	2w-2PMR

Brake Tender

Brake Tender

Diesel Brake Tender

Dan Cardwell

The diesel brake tender was one of those railway vehicles that no one paid any attention to until they had all gone. At the end of the 1950's British Railways was pressing ahead with the mass introduction of new diesel engines to replace the steam engine, as well as a mass replacement of wagons. It was soon discovered that the new diesels did not have the same braking ability as the steam engines they were replacing and not all the new wagons had train brakes either. This resulted in British Railways converting a number of old carriages that were also being replaced into weights that could be used to assist the diesels when stopping these unbraked trains. By the late 1970's when most unfitted goods trains had either been upgraded or replaced the use of these tenders was no longer required, so they fell into disuse and were scrapped.

The vehicles could be seen all over the country, with many being allocated to the Nottingham area for use on the many coal trains that operated from the regions collieries. None survived into preservation, but a group of engineers from 'Railway Vehicle Preservations', based on the Great Central Railway, decided to build a new one to enable demonstrations to be recreated using the extensive wagon and diesel collections based on the railway. In exceptional cases they also saw use on passenger trains.

Length	32ft 2in
Width	7ft 11.5in

Brake Tender

Height	7ft 11.75in

Number			Note	Livery
B964122	*15205, M15205*	P	Former MKI converted to Bogie Brake Tender	GRN