

Mid Hants 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
01553	*12082, 12049*	P	Carries number 12049 (original 12049 scrapped 2010) When re-registered for national network was allocated 01553	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 Consequently, a large proportion of the class has been withdrawn from mainline use and stored, scrapped, exported or sold to industrial or heritage railways.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

BR Diesel

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
Wheel Arrangement	0-6-0

Number	Name			Livery
D3462		*08377*	P	GRN
08288	Phoenix	*D3358*	P	BRB
08032	Mendip**	*33, D3044, 13044*	P	BRB

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Withdrawn	1972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

BR Diesel

Driving Wheel Dia	4ft 0.5in
Wheelbase	11ft 6in

Number			Note	Livery
12082	*12049, 01553*	P	Carries number 12049 (original 12049 scrapped 2010) When re-registered for national network was allocated 01553	GRN

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
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	Name			Livery
20059		*D8059*	P	GRN
D8188	RIVER YEO**	*89188, 20188*	P	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
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			Note	Livery
47793	James Nightall GC, Saint Augustine**, Christopher Wren**	*47579, 47183, D1778*	P	On loan from Mangapps Railway Museum	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
Withdrawn	1994
TE	48500lbf

Number	Name			Note	Livery
50027	Lion	*89427, D427*	P	Private	NSE

BR Multiple Units

150

Class 150 Sprinter



150231 at the Greatest Gathering

Dan Cardwell

Class 150 "Sprinter" units developed in the 1980's to replace first generation DMUs.

Formation	DMSL+DMS / DMSL+MS+DMS
Introduced	1984
Builder	BREL
Engine	Cummins NT855-R5
Transmission	Voith hydrokinetic
Max Speed	75 mph

Number	Name		Livery
150231	King Edmund**	P	RRR

205

Class 205 Hampshire Thumper 3H/2H DEMU

The first batch of units, numbered 1101–1118, was built in 1957 as two-car units and classified as 2H. They were built for services in Hampshire on the non-electrified routes

between Portsmouth Harbour, Salisbury and Andover and between Alton, Winchester and Southampton Terminus. The first units entered service in September 1957. However, owing to increasing passenger numbers, all eighteen units were strengthened to three cars in 1958 and 1969, with the addition of a centre trailer, and therefore were reclassified as 3H units, Formation DMBSO-TSO-DTCsoL. Upon the introduction of TOPS they were reclassified as Class 205. Some of these were later converted back to 2 car sets, but they retained their Class 205 designation.

The second batch of 2H units, numbered 1119–1122, was built as 2-car units in 1958. These units were built for services on the Marshlink Line from Hastings to Ashford, and associated branch lines. These units remained as two-car sets until 1979, and were reclassified as Class 204 upon the introduction of TOPS. In May 1979, following the disbandment of the four Class 206 units, they were strengthened to three cars and redesignated as Class 205s.

The third batch of units was built as three-car sets in 1959, and numbered 1123–1126. These units were built to supplement the first batch on services in Hampshire. Collectively, the first and third batches are often called Hampshire sets.

The final batch of units, numbered 1127–1133, was built in 1962 as three car sets. These units have some detail differences from the earlier batches, such as a different internal layout, and smaller route indicators (compare the two photos). They were built for services from Reading to Salisbury, and other services in Berkshire. The final batch of units is sometimes referred to as Berkshire sets.

Due to a generous disposal policy by Porterbrook Leasing, nearly all of the final units in service were preserved. The only unit not preserved was no. 205012, which had poor bodywork and donated its engine to the only surviving unrefurbished Class 207 unit.

Builder	BR Eastleigh
Max Speed	75mph
Introduced	1958
Engine	English Electric 4SRKT
Power	370kW
Length	19.51m
Width	2.8m
Withdrawn	2004

Number			Livery
1125	*205025*	P	GRN

BR Steam

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	
75079	R

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	
80150	S

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			Livery
73096	*98596*	S	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
92212	O	BLK

LMS

2MT (Tank)

Ivatt Class 2MT 2-6-2T

The London, Midland and Scottish Railway (LMS) Ivatt Class 2 2-6-2T is a class of light 'mixed-traffic' steam locomotive introduced in 1946. The LMS had various elderly tank engines and the operating department required a new small class 2 locomotive to replace them. Noting that the Great Western Railway 4500 and 4575 Classes of 2-6-2T ('Prairie') had been successful, George Ivatt designed the new engine type incorporating self-emptying ashpans and rocking grates which were labour-saving devices. A tender version, the Ivatt Class 2 2-6-0 was also produced. The LMS classified them as 2P, but BR preferred the classification 2MT.

The class were withdrawn between 1962 and 1967. Four engines have survived to preservation.

Builder	LMS
Introduced	1946
TE	18510lbf
Driving Wheel Dia	5ft
Wheel Arrangement	2-6-2T
Boiler Pressure	200psi
Cylinder Dimensions	16 1/2in x 24 in
Num Cylinders	2, outside
Valve Gear	Walschaerts
Length	38ft 9.5in
Withdrawn	1967

Number			Note	Livery
41312	*98212*	A	Caerphilly Railway Society	BLK

7F

S&DJR 7F 2-8-0

The Somerset and Dorset Joint Railway (S&DJR) 7F 2-8-0 is a class of steam locomotive designed for hauling heavy coal and goods trains. Eleven were built in two batches in 1914 and 1925 and were used until withdrawal between 1959 and 1964.

LMS

The Midland Railway, joint owners of the S&DJR with the London and South Western Railway, were in charge of locomotive policy on the line. The S&DJR was heavily graded and required power over and above what was available from the Midland's small engines. M. H. Ryan, S&DJR locomotive superintendent argued for a type specific to the line. Two plans for 0-8-0s were suggested in 1907 but would have been too heavy.

James Clayton the draughtsman at Derby was given a free hand to design the engine and produced something unlike any other Derby-designed locomotive of the time. The design used the G9AS boiler from the Midland Compounds, with a Belpaire firebox and Walschaerts valve gear. A leading pony truck was added, to distribute the weight, making it a 2-8-0. The cylinders were mounted high on the frame, and sloped, to avoid fouling platforms.

The S&DJR locos were taken into LMS stock in 1930 and renumbered 9670–9680. They were renumbered as 13800–13810 in 1932. On nationalisation in 1948 BR added 40000 to their numbers making them 53800–53810. Withdrawals of the locomotives occurred between 1959 and 1964.

Two are preserved.

Length	58ft 10 1/8in
Width	8ft 7 1/2in
Height	13ft 3in
Introduced	1914
Withdrawn	1964
Wheel Arrangement	2-8-0
Builder	Midland Railway, Derby Works & Robert Stephenson & Co.
Weight	65.8t
TE	35,295 lbf
Driving Wheel Dia	4ft 7 1/2in
Boiler Pressure	190 psi
Num Cylinders	2, outside
Valve Gear	Walschaerts
Cylinder Dimensions	21 in x 28 in

Number			Note	Livery
53808	*88, 9678, 13808*	A	The Somerset & Dorset Railway Trust	BLK

SR

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
Wheelbase	35ft 6in
Valve Gear	Bulleid Chain

Number	Name			Livery
34070	Manston	*98770, 21C170*	A	GRN
34105	Swanage		O	GRN

LN

Lord Nelson class 4-6-0



The Lord Nelson class is a type of 4-cylinder 4-6-0 steam locomotive designed for the Southern Railway by Richard Maunsell in 1926. They were intended for Continental boat trains between London and Dover harbour but were also later used for express passenger work to the South-West of England. Sixteen of them were constructed, representing the most powerful (although not the most successful) Southern 4-6-0 design. They were all named after famous admirals.

The class continued to operate with British Railways until withdrawn during 1961 and 1962. Only one example of the class – the first engine, Lord Nelson itself – has been saved from scrapping.

Length	69ft 9 3/4in
Introduced	1926
Withdrawn	1962
Wheel Arrangement	4-6-0
Builder	Eastleigh Works
Weight	84.8t
TE	33,510 lbf
Driving Wheel Dia	6ft 7in
Boiler Pressure	220 psi
Num Cylinders	4, 2 inside, 2 outside
Cylinder Dimensions	16 1/2 in × 26 in

Number	Name			Livery
850	Lord Nelson	*98750, E850, 30850*	A	GRN

MN

Merchant Navy class 4-6-2

The SR Merchant Navy class (originally known as the 21C1 class, and later informally known as Bulleid Pacifics, Spam Cans – which name was also applied to the Light Pacifics – or Packets) is a class of air-smoothed Pacific steam locomotives designed for the Southern Railway by Oliver Bulleid. The Pacific design was chosen in preference to several others proposed by Bulleid. The first members of the class were constructed during the Second World War, and the last of the 30 locomotives in 1949.

Incorporating a number of new developments in British steam locomotive technology, the design of the Merchant Navy class was among the first to use welding in the construction process; this enabled easier fabrication of components during the austerity of the war and post-war economies.

Due to problems with some of the more novel features of Bulleid's design, all members of the class were modified by British Railways during the late 1950s, losing their air-smoothed casings in the process. The Merchant Navy class operated until the end of Southern steam in July 1967. A third of the class has survived and can be seen on heritage railways throughout Great Britain.

The Society restoring Merchant Navy class locomotive 35011 General Steam Navigation are working to retro convert the locomotive to its 1950s specification before the class were rebuilt into the more conventional form by British Railways. This includes restoring the iconic air smoothed casing along with Bulleid's oil bath encased valve gear incorporating chain drive.

Length	71ft 7in
Introduced	1941
Withdrawn	1967
Wheel Arrangement	4-6-2
Builder	Eastleigh Works
Weight	99.5t
TE	33,495 lbf
Max Speed	105 mph
Driving Wheel Dia	6ft 2in
Boiler Pressure	250 psi
Num Cylinders	3
Valve Gear	Walschaerts
Cylinder Dimensions	18 in × 24 in

Number	Name		
35005	Canadian Pacific	*98805*	S

S15 (Urie)

LSWR 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.

The first examples were constructed for the LSWR, where they hauled freight trains to the south coast ports and further west to Exeter, as well as occasional passenger work in conjunction with their larger-wheeled N15 class counterparts. The outline was made during the First World War, and incorporated lessons learned from the operation of his H15 class, a design that was to provide the basis for future standardisation on the LSWR.

To economise on maintenance, the S15 class had interchangeable components that could be used on a similar design, the N15 class passenger locomotive, which had the same overall appearance. Details such as the boiler, the two-cylinders and valve gear were standardised between the classes, although a taper boiler was used on the S15 and N15 classes. The only other major difference was the smaller diameter of the driving wheels. Smaller diameter wheels gave better traction, essential for a fast freight locomotive.

Urie retired as Locomotive Superintendent when the LSWR was amalgamated into the Southern Railway in 1923. Richard Maunsell was given the newly created post of CME to the Southern Railway and decided to revise the cylinder arrangement of the locomotive. In doing so, he delayed the construction of further locomotives until the modifications had been made.

Two Urie S15's have been preserved.

Length	65ft 6 3/4in
Introduced	1920
Withdrawn	1964
Wheel Arrangement	4-6-0
Builder	Eastleigh Works
Weight	138.2t
TE	28,200 lbf
Driving Wheel Dia	5ft 7in
Boiler Pressure	180 psi
Num Cylinders	2, outside
Valve Gear	Walschaerts
Cylinder Dimensions	21 in × 28 in

Number		Livery	
30499	*E499, 499*	O	
30506	*E506, 506*	A	BLK

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.

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

SR

Weight	137.8t

Number	Name		
30828	Harry A Frith	*98628, 828*	O

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			Livery
45045	*M45045M*	S	MAR

SR

LBSCR BY

Diagram	76

Number		Note	Livery
174	S	Body only	BRN

LBSCR FY

Number		Note	Livery
1626	S	Body only	WOOD

LBSCR FZ

Stroudley, 6 Wheel first

Main-line First

Diagram	37
Introduced	1878
Wheel Arrangement	6 Wheel

Number			Note	Livery
660	*261, 1646*	S	Body only	BRN

LSWR BTK

LSWR

LSWR 1353 'Ironclad' Brake Third Corridor built 1923

Introduced	1923
Diagram	24c, 213/135

Number	Note	Livery

SR

1353	*S3190S, DS70016*	S	Derelict, part dismantled	055

LSWR CZ

Six Wheel composite

LSWR six wheel, five compartment composite

Diagram	55
Introduced	1885
Wheel Arrangement	6-Wheel
Builder	Nine Elms

Number			Note	Livery
390	*0803, 7719*	S	Body only	GRE

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
S1995S	*1995, DS79, 154*	S	GRE

SR BTK (2124)

Bulleid Semi-open Brake Third

Bulleid semi-open brake third

Diagram	2124
Introduced	1947
Wheel Arrangement	Bogie

Number			Livery
4211	*TDS70319*	A	GRE

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			Livery
4367	*ARMY 5202*	S	055

SR BY

Four wheel van C

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

Introduced	1938
Diagram	3092

Number			Livery
S765S	*765*	A	GRE

SR CCT

Covered Carriage Truck

Southern Railway four wheel Covered Carriage Truck

Diagram	3101
Introduced	1938
Wheel Arrangement	4 Wheel

Number			Livery
1765	*S1765S*	S	RED
1768	*S1768S*	S	GRE

SR PMVY

Four wheel parcels van

Diagram	3103
Wheel Arrangement	4 wheel

Number			Note	Livery
1633	*S1633S*	A		GRE
2213	*S2213S, DS70154*	S		GRE
1851	*S1851S*	S	Stores Van	GRE
1461	*S1461S*	S	Underframe only. For use with vintage coach.	Rust
2188	*S2188S, DS11*	S		GRE

SR TO

Bulleid Third Open

Bulleid design open third carriage.

Introduced	1947
Diagram	2017
Wheel Arrangement	Bogie

Number			Note	Livery
1456	*S1456S, DS70285*	A	on loan from Bluebell Railway	GRE

MKI

Ferry Van

Continental Ferry Scenery Van

Number			Note	Livery
889201	*ADB889201, 083644*	S	Ferry Van Stores Van	BRN
889203	*ADB889203, 083664*	S	Ferry Van Stores Van	BRN

BCK

Brake Composite Corridor

Number			Note	Livery
21208	*M21208*	S		CAR
S21236	*21236, 99120*	A	SR 30828 Support	GRN
21252	*S21252*	A	Loco Support	GRN

BG

Number			Note	Livery
S80753	*M80753, 80753*	S	Stores Van	GRE
81101	*84101*	S		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)

MKI

Number			Note	Livery
34618	*S34618*	S	Workshop and offices.	GRE
34947	*S34947*	A	Cage removed for wheelchair accommodation	GRE
35277	*ADB977006, 977006*	S		Lined Mid-Blue
S35329	*35329*	A		GRN
35331	*80223, S80223*	A	ex Courier vehicle	CAR

CK

Number			Note	Livery
15939	*7939, 15969*	S	15969 is fictitious	079

FO

Number	Name			Note	Livery
3063		*E3063*	S	Awaiting Restoration	BG
S3067	Sage**	*3067*	A		GRN
S3070	Fern**	*3070*	A		GRN

GUV

Number			Note	Livery
86460	*93460*	S	Stores Van	BLUE
W93690	*86690*	S	Stores Van	Fading Blue

RB

Number			Livery
1668	*S1668*	A	CHC

RE

Number			Livery
S1105	*302, 1105, DB975878*	A	GRE

RMB

Number			Livery
1807	*S1807*	A	GRE
S1851	*1851*	A	GRE

RU

Number			Livery
1973	*E1973*	A	GRN

SK

Number			Note	Livery
S25591	*W18591, 25591*	S	C&W store	GRE
24808	*E24808*	S		Grn

SO

Number			Livery
S4822	*4822, 99425*	A	GRE
S4823	*4823, 99424*	A	GRE

TSO

Number			Livery
4423	*S4423*	A	GRE
S4549	*4549*	A	GRE
4600	*S4600*	A	GRE
W4910	*M4910, 4910*	A	MAR
4977	*S4977*	A	GRE
W3738	*S3738, 3738*	A	GRE
3766	*99317*	A	MAR
S3769	*3769*	A	GRE
3906	*S3906*	A	GRE
S4224	*4224, 99813*	A	GRE

MKII

FK

MK2b FK

Number		Note	Livery
13502	S	Awaiting scrapping	GRE

FK

MK2C FK

Number			Note	Livery
13540	*19540*	S	Awaiting scrapping	GRE

Coaching Stock

Internal Users

Number			Note	Livery
083644	*ADB889201, 889201*	S	Ferry Van Stores Van	BRN
083664	*ADB889203, 889203*	S	Ferry Van Stores Van	BRN

Steam

Hunslet

Locomotives built by Hunslet

The Hunslet Engine Company was founded in Leeds in 1864 by John Towlerton Leather who was a civil engineering contractor. James Campbell was appointed as the Works Manager.

Length	Varies
Width	Varies
Height	Varies

Number	Name			Note
3781	NCB 1 Thomas	*1*	P	was 0-6-0ST now 0-6-0T

Robert Stephenson (and Hawthorn)

Robert Stephenson and Hawthorn locomotives

Robert Stephenson and Company was founded in 1823 and was the first company established to specifically build railway engines. The company was set up in Forth Street in Newcastle-upon-Tyne by George Stephenson, his son Robert with Edward Pease and Michael Longridge. It was founded as part of the construction of the Stockton and Darlington Railway.

In 1937 Robert Stephenson and Hawthorn was formed when Robert Stephenson and Company, which was based in Darlington, took over the locomotive building department of Hawthorn Leslie and Company, based in Newcastle upon Tyne. At the time Robert Stephenson and Company had built 4,155 engines and Hawthorn Leslie and Company a further 2,783 making a total of 6,938. Robert Stephenson and Company (RSH) thus began with number 6938 for the locomotives produced by the combined organisation. In 1938 the goodwill of the Kitson and Co and Manning, Wardle and Co companies was bought.

During the Second World War the plant was fully occupied building 0-4-0 and 0-6-0 saddle tanks for industrial use

Length	Varies
Width	Varies
Height	Varies

Number	Name			Note
7761	S&L No 63, Corby	*63*	S	0-6-0ST

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		Note
22889	*4*	0-4-0DM

Rail Cranes

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
F9162	*1580S, DS1580, ADRR95216, ADS1580, ADW151*	P	45t 8w Steam Driven Breakdown Crane	BLK

Taylor and Hubbard

Taylor & Hubbard Cranes

Taylor & Hubbard was an engineering company founded in Leicester, specialising in the production of railway cranes. They later moving to Kent Street, Humberstone Road, Leicester, in approximately 1900 which gave them access to the railway siding.

The company was founded in 1896 and up to the 1960s made steam cranes for railway companies in both the UK and around the world, mainly in the British Empire. By the 1960s they were making diesel-electric cranes for British Railways and hydraulic cranes for the Admiralty. Their cranes were used on oil tankers, and they sold dockside cranes for the Thames Conservancy.

Taylor & Hubbard were taken over in the early 1960s by F. H. Lloyd & Co. Ltd.

Length	Varies
Width	Varies
Height	Varies

Number	Note	Livery

Rail Cranes

1595	*DS 414, DRT 80133*	P	10t 6w Steam Driven Crane	GRY
1695	*DS 58, DRT 80132, DS1997*	P	10t 6w Steam Driven Crane	YEL

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
ST/03/35	*TRS 805, RTU 50006*	P	2w-2PMR

Wickham Type 18

Type 18 Wickham Personnel Carrier

Number	Name		Note
10707	DB965991	*68075*	2w-2DMR
10839	DB966031	*68082*	2w-2DMR