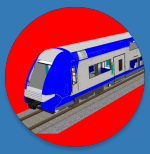

North Yorkshire Moors Railway

SpotLog Dataset Book

SpotLog

SpotLog is an app and website for Trainspotters that runs on Android smartphones, iPhones and iPads. The SpotLog app allows you to record loco and unit numbers, keep a log of trains seen and mark the sightings off in the app's 'book' section. The SpotLog website includes a database of railway vehicles, including locomotives, carriages, multiple units, trams and metros. The data covers the UK and many European railway networks.

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BR Diesel

04

Class 04 Shunter

The British Rail Class 04 is a 0-6-0 diesel-mechanical shunting locomotive class, built between 1952 and 1962 and was the basis for the later Class 03 built in the British Railways workshops.

Gauge	1435mm
Builder	Drewry
Max Speed	27mph
Introduced	1948-62
Withdrawn	1971
Length	7940mm
Width	2590mm
Height	3696mm
Weight	30.7-32.5t
Engine	Gardner 8L3
Transmission	Wilson-Drewry 5 speed gearbox
Power	152kW
TE	75kN
Wheelbase	2740mm
Wheel Arrangement	0-6-0

Number			Livery
D2207	*11108*	R	UUU

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proportion of the class has been withdrawn from mainline use and stored, scrapped, exported or sold to industrial or heritage railways.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
Wheel Arrangement	0-6-0

Number	Name			Livery
08556		*D3723*	P	GRN
08238	Charlie	*D3308, 13308*	P	BRB
08850		*D4018*	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

BR Diesel

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
12139	A	Built for ICI Wilton. Never saw BR service	BLK

24

Class 24 Rat

The British Railways Class 24 mixed traffic diesel locomotives, also known as the Sulzer Type 2, were built from 1958 to 1961. One hundred and fifty-one were built at Derby, Crewe and Darlington, the first twenty of them as part of the British Railways 1955 Modernisation Plan. This class was used as the basis for the development of the Class 25 locomotives.

The final survivor, no. 24081, was withdrawn from Crewe depot in 1980, now all examples preserved

Gauge	1435mm
Builder	BR Derby, Darlington, Crewe
Max Speed	75mph
Introduced	1958-61
Length	15390mm
Width	2690mm
Height	3860mm
Weight	79t / 73t
Engine	Sulzer 6LDA28
Transmission	Diesel Electric
Power	865kW
TE	186.8kN
Driving Wheel Dia	1143mm
Wheelbase	11130mm
Wheel Arrangement	Bo-Bo

BR Diesel

Withdrawn	1987

Number	Name			Livery
D5032	Helen Turner	*24032*	P	GRN
D5061	Experiment**	*89261, 97201, 968007, 24061*	P	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			Livery
D7628	Sybilia	*25278*	P	GRN

31

Class 31

The British Rail Class 31 diesel locomotives, also known as the Brush Type 2 and previously as Class 30, were built by Brush Traction from 1957-62. They were numbered in two series, D5500-D5699 and D5800-D5862. Construction of the first locomotive was completed in the final week of September 1957, and the handing-over took place on 31 October. The first Class 31 entered service in November 1957, after the launch of the Class 20 locomotive and was one of the Pilot Scheme locomotives ordered by British Railways to replace steam traction.

Gauge	1435mm
Builder	Brush Traction
Max Speed	80/90mph
Introduced	1957-62
Length	17300mm
Width	2670mm
Height	3840mm
Weight	108.4-115t
Engine	English Electric 12SVT
Transmission	Diesel Electric
Power	1100kW
Driving Wheel Dia	1092mm
Wheelbase	13060mm
Wheel Arrangement	A1A-A1A
Withdrawn	2017
TE	35900lbf

Number			Note	Livery
31466	*31115, D5533*	P	Converted from class 30: 04/1968.	EWS

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
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			Livery
37264		*D6964*	P	BRB
37403	Isle of Mull	*37307, D6607*	P	BLL

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	Name			Note	Livery
50160	Daisy	*53160, 101685*	P	DMC(L), DMCL	GRN
59539		*101685*	A	TC(L), TCL, Originally class 171	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	Name		
75029	The Green Knight	*98429*	O

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		Livery	
80135	*98435*	O	
80136		A	BLK

9F

Standard Class 9F

The British Railways Standard Class 9F 2-10-0 is a class of steam locomotive designed for British Railways by Robert Riddles. The Class 9F was the last in a series of standardised locomotive classes designed for British Railways during the 1950s, and was intended for use on fast, heavy freight trains over long distances. It was one of the most powerful steam

locomotive types ever built for British Railways, and successfully performed its intended duties. The class was given the nickname of 'Spaceships', due to its size and shape.

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

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

Number			Note	Livery
92134	*92043*	A	Temporarily running as 92043	BLK

LMS

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
44806	Kenneth Aldcroft	*4806*	A	BLK
45428	Eric Treacy	*98528, 5428*	A	BLK

LNER

J27 (NER P3)

NER P3 / LNER J27 Class 0-6-0

Dan Cardwell

The NER Class P3, classified J27 by the LNER, is a class of 0-6-0 steam locomotive. The P3 Class was designed by Wilson Worsdell and was a relatively minor modification of the existing NER Class P2 (LNER Class J26). The most significant change was a deeper firebox with shallower sloping fire grate. This was achieved by raising the boiler slightly, and by reducing the clearance between the firebox and the rear axle. The P3 Class were a freight engine by nature and used for hauling long trains of freight.

Initially 80 J27s were built between 1906 and 1909 in five batches, distributed amongst the NER's Darlington Works, North British Locomotive Company, Beyer, Peacock and Company, and Robert Stephenson and Company. Twelve years later, a batch of 25 J27s were built at Darlington with Schmidt superheaters and piston valves. These were delivered in 1921-2 and were followed by a final order of 10 placed in December 1922 and built by the LNER at Darlington Works in 1923. The superheated J27s could be identified by their extended smokeboxes.

Withdrawals began in March 1959, but in June 1966, thirty-six were still going. The last J27 was withdrawn in September 1967. One, BR 65894, has survived to preservation and was purchased directly from BR by the North Eastern Locomotive Preservation Group on 1 December 1966.

LNER

Length	51ft 11 1/8in
Introduced	1906
Withdrawn	1967
Wheel Arrangement	0-6-0
Builder	NER Darlington Works & Various others
Weight	50.3t
TE	24,640 lbf
Driving Wheel Dia	4ft 7 1/4in
Boiler Pressure	180 psi
Num Cylinders	2, inside
Cylinder Dimensions	18 1/2 in × 26 in

Number			Note	Livery
65894	*98494, 2392, 5894*	A	North Eastern Locomotive Preservation Group	BLK

K1

K1 class 2-6-0

Andy Gawn from Pixabay

The LNER Class K1 is a type of 2-6-0 (mogul) steam locomotive designed by Edward Thompson. Thompson preferred a simple two-cylinder design instead of his predecessor Nigel Gresley's three-cylinder one.

Seventy K1s were built based on the prototype K1/1 which was made from a converted class K4 locomotive (number 3445 MacCallin Mor) which was rebuilt in 1945. Peppercorn ordered the 70 locomotives of Thompson's design from the North British Locomotive

Company of Glasgow. They were the last steam locomotives built to an LNER design, although all were delivered under British Railways auspices. Numbered 62001–62070 they entered service between May 1949 and March 1950.

One has been preserved.

Length	59ft 10in
Introduced	1949
Withdrawn	1967
Wheel Arrangement	2-6-0
Builder	North British Locomotive Company
Weight	67.1t
TE	32,080 lbf
Max Speed	50mph
Driving Wheel Dia	5ft 2in
Boiler Pressure	225 psi
Num Cylinders	2, outside
Cylinder Dimensions	20 in × 26 in

Number			Note	Livery
62005	*98605, 2005*	O	Under overhaul at West coast Railway Company Carnforth	BLK

Q6 (NER T2)

NER T2 / LNER Q6 0-8-0

Scott Payne from Pixabay

The NER Class T2, classified as Class Q6 by the LNER, is a class of 0-8-0 steam locomotive designed for heavy freight, especially for hauling long coal trains to various collieries in the North Eastern region of the UK, with a maximum speed of 40 miles per hour. 120 were built at Darlington Works and Armstrong Whitworth between 1913 and 1921 to the design of Vincent Raven, based on the NER Class T and T1 (LNER Q5).

All passed into British Railways ownership in 1948. General withdrawals were from 1963 to 1967. One has been preserved

Introduced	1913
Withdrawn	1967
Wheel Arrangement	0-8-0
Builder	Darlington Works & Armstrong Whitworth
Weight	67t
TE	28,800 lbf
Max Speed	40mph
Driving Wheel Dia	4ft 7 1/2in
Boiler Pressure	180 psi
Num Cylinders	2, outside
Cylinder Dimensions	20 in × 26 in

Number			Note	Livery
63395	*2238, 3395*	O	North Eastern Locomotive Preservation Group	BLK

SR

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		
34101	Hartland	*98701*	O

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
Weight	137.8t

Number			Note	Livery
30825	*98641, 825*	A	restored using components from 30841	GRN
30830	*830*	R		
30841	*841*	S		

V

SR V class 4-4-0 Schools

The SR V class, more commonly known as the Schools class, is a class of steam locomotive designed by Richard Maunsell for the Southern Railway. The class was a cut down version

of his Lord Nelson class but also incorporated components from Urie and Maunsell's LSWR/SR King Arthur class. It was the last locomotive in Britain to be designed with a 4-4-0 wheel arrangement and was the most powerful class of 4-4-0 ever produced in Europe.

All 40 of the class were named after English public schools and were designed to provide a powerful class of intermediate express passenger locomotive on semi-fast services for lines which could cope with high axle loads but some of which had short turntables.

The class operated until 1961 when mass withdrawals took place, and all had gone by December 1962. Three examples are now preserved on heritage railways in Britain.

Length	58ft 9 3/4in
Width	8ft 6 1/2in
Height	13ft
Introduced	1930
Withdrawn	1962
Wheel Arrangement	4-4-0
Builder	Eastleigh Works
Weight	68.2t
TE	25,130 lbf
Driving Wheel Dia	95 mph
Boiler Pressure	220 psi
Num Cylinders	3
Cylinder Dimensions	16 1/2 in × 26 in

Number	Name			Livery
30926	Repton	*926, 98526*	O	GRN

WD

S160

WD S160 2-8-0

The United States Army Transportation Corps S160 Class is a class of 2-8-0 Consolidation steam locomotive, designed for heavy freight work in Europe during World War II. A total of 2,120 were built and they worked on railroads across much of the world, including Africa, Asia, all of Europe and South America.

800 locomotives were constructed in 1942/3 in 13 batches and shipped to South Wales and dispatched from the GWR locomotive depot at Newport, Ebbw Junction, the first 43 locomotives were transferred to the LNER Doncaster Works for completion, and later running in over the East Coast Main Line. This started a pattern whereby each of the four British railway companies eventually deployed a total of 400 S160's under the guise of "running in," but factually replacing damaged stock and increasing the capacity of the British railway system to allow for shipping of military pre-invasion equipment and troops.

The eventual deployment of S160's were: 174 to the GWR 168 to the LNER 50 to the LMS Railway and 6 to the SR. The second batch of 400 S160's were prepared for storage by USATC personnel at the Great Western's Ebbw Junction locomotive depot in the immediate run-up to D-Day. After the D-Day invasion of Normandy, the locomotives deployed across Britain again began to be collected and be refurbished at Ebbw Junction in preparation for shipment to Europe.

Several survive, we only list those that have returned to the UK in this list.

Builder	American Locomotive Company, Baldwin Locomotive Works, Lima Locomotive Works
Introduced	1942
TE	31,492 lbf
Driving Wheel Dia	4ft 9in
Wheel Arrangement	2-8-0
Boiler Pressure	225 psi
Cylinder Dimensions	19 in × 26 in
Num Cylinders	2, outside
Valve Gear	Walschaerts
Length	61ft
Weight	73.03t
Wheelbase	51ft 7 3/4in

Number	Name			Livery
2253	OMAHA	*Ty203-288, 69496, 98853*	A	Deep Red

WD 2-10-0

War Department 'Austerity' 2-10-0

The War Department (WD) "Austerity" 2-10-0 is a type of heavy freight steam locomotive that was introduced during the Second World War in 1943. The Austerity 2-10-0 was based on the Austerity 2-8-0 and was designed to have interchangeable parts by R.A. Riddles. It had the same power output as the 2-8-0 but a lighter axle load, making it suitable for secondary lines.

Two batches were built by the North British Locomotive Company, the first batch of 100 introduced in 1943/1944 and the second batch of 50 in 1945. 20 of the first batch were sent to the Middle East. During running-in they worked in Britain, but their length made them unsuitable. Most saw service with the British Army in France after D-Day in the drive towards the Siegfried Line.

After the war, BR bought twenty-five locomotives. These were initially numbered 73774-73798 but later re-numbered 90750-74. They were mostly operated by BR's Scottish Region on heavy freight trains and were all withdrawn between 1961 and 1962.

LMR 600 Gordon has survived and has been steamed on the Severn Valley Railway. Two more have been repatriated from Greece. One has been numbered 90775, one higher than the last BR engine, and is operational on North Norfolk Railway where it has now been renamed The Royal Norfolk Regiment. The other is WD No. (7)3672 which has been named Dame Vera Lynn. The loco is currently being overhaul at Grosmont on the NYMR. The 4th one in preservation WD 73755 (NS 5085) survives in the Dutch Railway Museum (Nederlands Spoorwegmuseum) in Utrecht. It carries the nameplate Longmoor, after the Royal Engineers base at Longmoor, with the coat of arms of the Royal Engineers above.

Four locomotives remain in various states in Greece with Λβ962 and Λβ964 operating mainline tours on the Drama to Xanthi line. 2 other locomotives remain in poor states stored awaiting further use. None of the 4 are included here.

Builder	North British
Introduced	1943
Power	8F
Driving Wheel Dia	4ft 8 1/2in
Wheel Arrangement	2-10-0
Boiler Pressure	225 psi
Cylinder Dimensions	19 in × 28 in

WD

Num Cylinders	2, outside
Valve Gear	Walschaerts
Length	67ft 6 1/4in
Weight	79.6t
TE	34,215 lbf

Number	Name		
3672	Dame Vera Lynn	*73672, Lb960*	O

GWR

BG (K46)

Hawksworth

Hawksworth Bogie Gangwayed Full Brake (BG) BR Built Standard Stock (Diagram K46)

Number range: W325W - W334W (10). Built Swindon Jun 1951 - Jul 1951 to Lot 1752.

Diagram	K46
Length	64' 11"
Width	8' 11"
Introduced	1951
Withdrawn	1979
Wheel Arrangement	4w 9' Bogies
Builder	GWR Swindon
Weight	28t 16cwt

Number			Note	Livery
334	*W334, 172*	D	Camping Coach	079

GWR INSP (Q13)

Hawksworth

Hawksworth Bogie Inspection Saloon (INSP) BR Built (Diagram Q13)

Extant stock:

Number range: W80943W W80969W W80970W W80972W W80974W - W80976W (7). Built Swindon 1948 to Lot 1701.

Seats: 23 Loose chairs. 1 Toilet.

Diagram	Q13
Length	52' 0"
Width	8' 11"
Introduced	1948
Withdrawn	1993
Wheel Arrangement	4w Bogies
Builder	BR Swindon

Number		Livery
80974	*W80974W, 31, A 310*	CHC

LMS

Fowler TO

Number		
6039	*M44408, 44408, 8044, ADM44408, M4408*	S

LNER

BGP (245)

Gresley

Gresley Bogie Gangway Full Brake (BGP) Pigeon Van (Diagram 245)

Extant Stock:

Number range: E70412E - E70505E various (42). Built York 1938 - 1939 to Lot 777.

Number range: E70740E - E70766E various (16). Built York Jul 1943 - Dec 1943 to Lot 1073.

E70460E - Renumbered DB975242 and converted to a BTU Tool Van in 02/1971. Withdrawn 1980c

E70754E - Renumbered 041366 for internal use as a Stores Van in 1977. Withdrawn 1990c

Diagram	245
Length	61' 6"
Width	8' 6"
Wheel Arrangement	4w Bogies
Builder	LNER York
Weight	28t 5cwt
Introduced	1938
Withdrawn	1976

Number			Note	Livery
70754	*E70754E, 041366*	S	Education Centre	MAR

CCTY

Number		
1308	*041344*	S

ECJS RTO

Diagram	57, 25
Introduced	1894

Number		
189	*1189*	R

Gresley BCK

Number		
10178	*1077, 52181, 10021, DE320427, 320427, 041469*	S

Gresley BTO

Number			Livery
43567	*16547, E16547E, 99930*	A	TEA

Gresley RF

Number		
42969	*9007E, 9007, ADE320947, 320947*	S

Gresley TK

Teak Corridor Third

Gresley TK Corridor Third (Teak)

LNER

Introduced	1931
Builder	LNER
Diagram	115

Number		
12481	*3291, DE321007, 321007*	S

HBR BT

Hull & Barnsley Railway Brake Third

Number			Livery
2	*40, 5040, 25040, 23660, DE320292, 320292*	R	TEA

HBR BTL

Hull & Barnsley Railway Lavatory Brake Third

Diagram	13
Introduced	1908
Wheel Arrangement	4 wheel bogies

Number	Note
5	Restoration ongoing at Hull College

LNER CK

Diagram	328

Number
18477

LNER FVY

Diagram	214
Introduced	1949

Number
75169

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.

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
641	*E9129E, 99610, 99931*	A	TEA

SLT

Articulated Twin Sleeper Third

Builder	LNER

LNER

Number		
1299	*DE320931, 320931*	S

Thompson BG

Number		
110	*E110, E110E, 17*	S

Thompson TK

Number			Livery
1623	*DE321133, 321133*	P	TEA

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		Note	Livery
23956	*SC13254E, 99933*	A	TEA

LNER				
43632	*GE13385E, DE321006, YDR22*	A	Modified for disabled access.	TEA
56856	*E13577E, DE321108, 99934*	A		TEA
24109	*E13320E, DE320956*	R		TEA

SR

SR CCT

Covered Carriage Truck

Southern Railway four wheel Covered Carriage Truck

Diagram	3101
Introduced	1938
Wheel Arrangement	4 Wheel

Number		
2530	*S2530*	A

MKI

BCK

Brake Composite Corridor

Number		Livery
21100	*E21100*	CAR

BG

Number		Note	Livery
80509	*M80509, 041997*	Converted to passenger usage for disabled passengers	CAR

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			Note	Livery
35089			NYM2	CAR
35087	*ADB975455, 975455, E35087, DB975455*	P	60532 Support Coach	MAR
35270	*35028, 176*	S	Camping Coach	LNE

BSO

Number		Livery
9235	*E9235*	MAR

MKI			
9225			MAR
9274			CAR
9267	*NYMR15, E9267, W9267*	A	MAR

CCTY

Number			
94429		*DB977140, 024971*	P

CK

Number			Note	Livery
15745				MAR
E16156	*7156, 16156*		NYM2	CAR
SC16191				MAR
16233	*173, 7233*	S	Volunteer Accommodation	LNE
15709	*NYMR 21, 21*	S	Volunteer Accommodation	LNE

GUV

Number			Note	Livery
93545	*86545*	P		BRB
86639	*93639, 86604, E86639*	P	incorrect number 86604 shown on one side	MAR

HBY

BR Horse Box

Introduced	1957
Wheel Arrangement	4whl

Number

MKI
96300

NY

Number		Note	Livery
3948	*E3948*	AC21	CAR

RF

Number	Name		Livery
324	Jos de Crau	*99973*	PUL

RFO

Number	Name		Livery
324	Jos de Crau	*99973*	PUL

RMB

Number		Note	Livery
1878	*E1878*		MAR
1880	*W1880* R		CAR
1823		NYM1	MAR

TSO

Number		Note	Livery
3798			MAR
3801	*E3801, SC3801*		CAR
3860			MAR
3872		NYM6	BLG
4198		NYM2	CAR

MKI			
4252	*E4252*	NYM2	CAR
4286			CAR
4290		NYM1	MAR
4455	*E4455*	NYM2	CAR
4786		NYM2	CHC
4817		NYM1	MAR
4990			MAR
5000		NYM1	MAR
5029		NYM5	CHC
5001		O	
3805		P	
4597		P	
4839	*E4839*		MAR
4921			MAR

Pullman

Brake Third

Number	Name			Livery
232	Car No 79	*99970, 79, 487*	S	PUL

FP

Number	Name			Livery
328	OPAL	*99974*	A	PUL
327	Garnet		A	PUL

PFK

Kitchen First

Number	Name		Livery
318	ROBIN	*99972*	PUL

Track Machines

Sol Hut Ballast Regulator

Sollinger Hutte SK73.2

Dan Cardwell

Originally built and operated in Uslar Hanover on mainland Europe, latterly in the Netherlands before shipping to the UK. The Sollinger Hutte Ballast Regulator was purchased by Grant Plant (Now Volker Rail) and imported into the UK.

Introduced	1984
Builder	Sollinger Hutte
Transmission	Hydrostatic

Number		Note	Livery
5017	P	Sollinger Hutte SK73.2	YEL

Tampers

Number			Note	Livery
DR73250	*73250*	P	Plasser & Theurer 07-16 Universal Tamper / Liner	YEL

Coaching Stock

BTU

Breakdown Train Unit

Number			Note	Livery
975455	*ADB35087, 35087, E35087, DB35087*	P	60532 Support Coach	MAR

Cranes

PT 12 Tonne

Plasser & Theurer 12 tonne heavy duty diesel hydraulic crane

Builder	Plasser & Theurer

Number			Note	Livery
DRP81516	*5514, DB969013*	P	12t Bogie Diesel Hydraulic Crane	YEL

Steam

Bagnall

Bagnall Locomotives

The Stafford locomotive construction company started in 1875 when William Gordon Bagnall took over the millwright business of Massey and Hill. The first railway locomotive was built the following year. The majority of their products were small four and six-coupled steam locomotives for industrial use. In addition to building locomotives to designs produced by W G Bagnall the company also built engines as contractors to organisations who had designed them. This included designs produced by the GWR and the LMS.

Length	Varies
Width	Varies
Height	Varies

Number		Note
2702	O	0-4-0ST

Cockerill

Locomotives built by John Cockerill

John Cockerill & Cie. was a Belgian iron, steel, and manufacturing company based at Seraing in the province of Liège. It was founded in 1825 by English-born industrialist John Cockerill. John Cockerill, a son of British entrepreneur William Cockerill, owned the company, and it was known as John Cockerill & Cie. However, John Cockerill died in Warsaw in 1840 after a business trip to Russia. Following his death, the company became state owned, and in 1842, it became known as the Société anonyme pour l'exploitation des établissements de John Cockerill.

Length	Varies
Width	Varies
Height	Varies

Number	Name			Note
1625	Lucie	*8*	O	0-4-0

Kitson

Locomotives built by Kitson and Company

Kitson and Company was formed in 1863 but the history of the organisation goes back to 1835 when James Kitson and Charles Todd formed a partnership at the Airdale Foundry in Hunslet. The company built about 5,400 locomotives over a period of 101 years, with orders for British railways, including the Midland Railway, the Lancashire and Yorkshire Railway and the South Eastern Railway, and worldwide.

Length	Varies
Width	Varies
Height	Varies

Number	Name			Note
4263	Peggy	*29, Lambton 29, 98229*	A	0-6-2 T

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	Note

Steam			
3377	*5, Lambton 5*	S	0-6-2T

Rail Cranes

Coles

Coles Railway Cranes

Coles Cranes Ltd was founded in London in 1879 by Henry James Coles (1847-1905). The company then changed hands and moved several times over its 100 year history. Coles Cranes Ltd later acquired several firms like R H Neal & Co of Grantham, Lincolnshire and F Taylor & Sons of Salford in Manchester.

Length	Varies
Width	Varies
Height	Varies

Number			Note	Livery
17405	*DE2524, 2524*	P	20t 8w Bogie Diesel Electric Crane	YEL
18790	*16*	P	10t 4w Diesel Electric Crane	YEL
16973	*ED2*	R	10t 4w Diesel Electric Crane	MAR

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

4524	*39A, SB1, 941590, 107, ADE330107, ADRC95224*	P	45t 8w Steam Driven Vertical Boiler Breakdown Crane	RED

Plasser and Theurer

Plasser & Theurer

Plasser & Theurer is an Austrian manufacturer of rail track maintenance and track laying machines. It accounts for 6% of Austrian exports of the machinery and iron and steel construction industry.

Plasser & Theurer manufactures railway maintenance machines for all purposes including adjusting and tamping tracks, the installation and maintenance of overhead wires and the associated equipment. Other products include railway bridge inspection and repair vehicles, cranes and flash-butt welding machines.

Length	Varies
Width	Varies
Height	Varies

Number			Note	Livery
5514	*DRP81516, DB969013*	P	12t Bogie 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
F49913	*DB941601, 941601, 102, DE330102, ADRR95214*	P	45t 8w Steam Driven Vertical Boiler Breakdown Crane	RED