

Severn Valley Railway

SpotLog Dataset Book



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BR Diesel

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Withdrawn	1977

Number			Livery
07012	*D2996*	P	BRB

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 Consequently, a large proportion of the class has been withdrawn from mainline use and stored, scrapped, exported or sold to industrial or heritage railways.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			Note	Livery
08133	*D3201, 13201*	P		BLK
H3802	*D3802, 08635*	T	Converted to hydrogen power	VAN
08896	*D4126*	P		EWS
D3022	*08015, 13022*	P		GRN
D3586	*08471*	P		GRN

09

Class 09 Shunter Gronk

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

The 26 locos are nearly identical to the more numerous Class 08 shunting locomotives but have different gearing, giving a higher top speed of 27.5 mph (44 km/h) at the expense of a lower tractive effort. They were introduced from 1959 to 1962 and latterly operated in the

BR Diesel

Southern Region of British Railways, although some of the class were originally allocated to depots in the Midlands and North. Further locomotives were converted from Class 08 in 1992 and, following this and privatisation in 1997, the class has been distributed much further afield.

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

Number	Name			Note	Livery
09012	Pinky**, Dick Hardy	*D4100*	P		GRN
09107		*08845, D4013*	P	Converted 23/07/1993 from class 08.	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

BR Diesel

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		Livery
12099	P	GRN

14

Class 14 Teddy Bear

Ex BR shunter & light trip working loco. All sold into industrial use, some exported to Europe. All surviving examples now preserved.

Gauge	1435mm
Builder	BR Swindon
Max Speed	40mph
Introduced	1964-65
Length	10541mm
Weight	49.3t
Engine	Paxman Ventura 6YJXL
Transmission	Voith L217U Hydraulic
Power	485kW
TE	137.5kN
Driving Wheel Dia	1219mm
Wheel Arrangement	0-6-0
Width	2629mm
Height	3962mm
Wheelbase	4724mm

Number			Note	Livery
D9551	*89151*	P	Privately Owned	GRN

17

Class 17



Neil Thaler

The British Rail Class 17 (also known as the Clayton Type 1) was a class of 117 Bo-Bo diesel-electric locomotives built 1962–1965 by Clayton Equipment Company and their sub-contractor Beyer, Peacock & Co., on behalf of British Railways (BR).

During the 1950s and 1960s BR procured a wide range of Type 1 diesel locomotives, many of them under the Pilot Scheme. However, several officials felt that the single-cabbed arrangement used by the majority of Type 1s presented drivers with visibility difficulties in the 'less convenient' direction. BR therefore approached several manufacturers to seek a new locomotive that had a centre cab and low bonnets to maximise visibility. Clayton were selected to produce their proposed locomotive as the Class 17. Its low engine covers required the use of a pair of Paxman 6ZHXL six-cylinder horizontal engines, which had been intended for powering railcars; it was a somewhat unorthodox arrangement for the era.

Production of the Class 17 was undertaken between 1962 and 1965, with the locomotives being assigned to the north of Britain and the Scottish Region. Early on it was determined that the locomotive was not suited to heavy freight trains, and they quickly acquired a reputation for unreliability largely due to the engines, which continued to deliver poor performance even after extensive modifications. The Class 17 proved to be one of the least successful of the Type 1s. Withdrawals took place from the late 1960s to 1971, some locomotives having a working life of less than five years. Several were sold to industrial users; only one example has been preserved.

Engine	Paxman 6ZHXL x 2
Transmission	DC Generator and Traction Motors
Power	450bhp x 2
Weight	69 tons

BR Diesel

Builder	Clayton Locomotives of Tutbury
Length	50ft 7in
Width	8ft 9.5in
Height	12ft 8in
Introduced	1962
Withdrawn	1971
Wheel Arrangement	Bo-Bo
TE	40000lbf
Max Speed	60mph
Driving Wheel Dia	3ft 3.5in
Wheelbase	36ft 6in

Number		Note	Livery
D8568	A	DTG	BRB

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			Livery
20048	*D8048*	P	SBB

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
33108	VAMPIRE**	*D6521*	P	CIV

35

Class 35 Hymek

The British Rail Class 35 is a class of mixed-traffic B-B diesel locomotive with hydraulic transmission. Because of their Mekydro-design hydraulic transmission units, the locomotives became known as the Hymeks. They were numbered D7000-D7100.

The class was developed for the Western Region of British Railways, which had opted for lightweight locomotives with hydraulic transmission, when allocated funds under the British Railways Modernisation Plan of 1955. 101 of the class were built between 1961 and 1964, when it became apparent that there was a requirement for a medium-power diesel-hydraulic design for both secondary passenger work and freight duties.

They were allocated to Bristol Bath Road, Cardiff Canton, and Old Oak Common. None of the class was named. Withdrawal from service began in 1971, and was completed by 1975. Their early withdrawal was caused, primarily, by BR classifying the hydraulic transmission as non-standard. The four surviving locomotives were all preserved.

Gauge	1435mm
Transmission	Diesel Hydraulic
Wheel Arrangement	B-B
Builder	Beyer Peacock Ltd.
Max Speed	90mph
Introduced	1961-64
Withdrawn	1971-75
Length	15761mm
Width	2690mm
Height	3910mm
Weight	76.2t
Engine	Maybach MD870
Power	1270kW
TE	207.3kN
Driving Wheel Dia	1143mm
Wheelbase	10970mm

Number		Note	Livery
D7029	P	Under Restoration	BRB

40

Class 40 Whistler

The British Rail Class 40 is a type of British railway diesel electric locomotive. A total of 200 were built by English Electric between 1958 and 1962. They were numbered D200-D399. They were, for a time, the pride of British Rail's early diesel fleet. However, despite their initial success, by the time the last examples were entering service they were already being replaced on some top-level duties by more powerful locomotives. As they were slowly relegated from express passenger uses, the type found work on secondary passenger and freight services where they worked for many years. The locomotives were commonly known as "Whistlers" because of the distinctive noise made by their turbochargers. The final locomotives ended regular service in 1985, although several examples are preserved.

Builder	English Electric
Max Speed	90mph
Introduced	1958
Withdrawn	1988
Length	21.18m
Weight	135t
Engine	EE 16SVT
Transmission	Diesel-Electric
Power	1490kW
TE	231kN
Wheel Arrangement	1Co-Co1
Width	2.74m
Height	3.91m
Driving Wheel Dia	1.143m
Wheelbase	18.67m

Number	Name			Livery
40106	Atlantic Conveyor	*D306, 89406*	P	GRN

42

Class 42 Warship

The British Rail Class 42 Warship diesel-hydraulic locomotives were introduced in 1958. It was apparent at that time that the largest centre of expertise on diesel-hydraulic locomotives was in West Germany. The Western Region of British Railways negotiated a licence with German manufacturers to scale down the German Federal Railway's "V200" design to suit the smaller loading gauge of the British network, and to allow British

manufacturers to construct the new locomotives. The resultant design bears a close resemblance, both cosmetically and in the engineering employed, to the original V200 design.

Warship locomotives were divided into two batches: those built at BR's Swindon works were numbered in the series D800-D832 and D866-D870, had a maximum tractive effort of 52,400 pounds-force (233,000 N) and eventually became British Rail Class 42. 33 others, D833–D865, were constructed by the North British Locomotive Company and became British Rail Class 43. They were allocated to Bristol Bath Road, Plymouth Laira, Newton Abbot and Old Oak Common.

Two Class 42s are preserved, D821 and D832

Gauge	1435mm
Builder	BR Swindon
Max Speed	90mph
Introduced	1958-61
Length	18290mm
Width	2690mm
Height	3670mm
Weight	79.3t
Engine	Maybach MD650
Transmission	Mekydro Hydraulic
Power	772kW/846kW X2
TE	214kN
Driving Wheel Dia	1003mm
Wheelbase	14710mm
Wheel Arrangement	Bo-Bo
Withdrawn	1972

Number	Name			Livery
D821	Greyhound	*89421*	P	BRB

46

Class 46 Peak

The British Rail Class 46 is a class of diesel locomotive. They were built from 1961 to 1963 at British Railways' Derby Works and were initially numbered D138–D193. With the arrival of TOPS they were renumbered to Class 46. Along with the similar Class 44 and 45 locomotives, they became known as Peaks.

Fifty-six locomotives were built. The first was withdrawn in 1977 and all were withdrawn by the end of 1984. All surviving examples now preserved.

Gauge	1435mm
Builder	BR Derby
Max Speed	90mph
Introduced	1961-63
Withdrawn	1984
Length	20700mm
Width	2710mm
Height	3910mm
Weight	140t
Engine	Sulzer 12LDA28-B
Transmission	Diesel Electric
Power	1864kW
TE	245kN
Driving Wheel Dia	1143mm
Wheelbase	18190mm
Wheel Arrangement	1Co-Co1

Number			Livery
D182	*97404, 46045*	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

BR Diesel

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
50007	Hercules, SIR EDWARD ELGAR**	*89407, D407*	P	at ZG for repaint	BLL
50026	Indomitable	*89426, D426*	P	The Fifty Fund	NSE
50031	Hood	*89431, D431, 431*	P	The Fifty Fund	ICS
50033	Glorious**	*89433, D433*	P	The Fifty Fund	BLL
50035	Ark Royal**	*50135, D435*	P	The Fifty Fund	BRB
50044	Exeter	*89444, D444*	P	50	BRB
50049	Defiance	*89449, 50149, D449*	P		BLL

52

Class 52 Western

The British Rail Class 52 is a class of 74 Type 4 diesel-hydraulic locomotives built for the Western Region of British Railways between 1961 and 1964. All were given two-word names, the first word being "Western" and thus the type became known as Westerns. They were also known as Wizzos and Thousands. All remaining examples now preserved.

Gauge	1435mm
Transmission	Diesel Hydraulic
Wheel Arrangement	C-C
Builder	BR Swindon, Crewe
Max Speed	90mph
Introduced	1961-64
Withdrawn	1977
Length	20730mm
Width	2640mm

BR Diesel

Height	3960mm
Weight	110t
Engine	Maybach MD655 X2
Power	1007kW X2
TE	297kN
Driving Wheel Dia	1092mm
Wheelbase	1666mm

Number	Name			Note	Livery
D1015	WESTERN CHAMPION	*89416*	P		BRB
D1048	WESTERN LADY	*89448*	P		BRB
D1013	WESTERN RANGER	*89413*	P	Undergoing Overhaul	BRB
D1040	Western Queen	*89462, WESTERN COURIER, D1062*	P	Running as D1040 Western Queen for the Jubilee	BRB

58

Class 58 Bone

The British Rail Class 58 is a class of Co-Co diesel locomotive designed for heavy freight. The narrow body with cabs at either end led to them being given the nickname "Bone" by rail enthusiasts.

Their design represented a major departure from British conventions of construction; amongst the innovations was the adoption of the American practice of modularisation. The first locomotive of the class was delivered to British Rail during early 1983 and entered service that same year. Despite expectations of a lengthy service life, during 2002, EWS decided to withdraw all examples of the type after only 19 years in service. Subsequently, 32 were hired abroad – four to the Netherlands, eight to Spain and twenty to France. A few examples have also been scrapped or have entered preservation.

Introduced	1982-87
Wheel Arrangement	Co-Co
Builder	BREL Doncaster
Power	1780kW
Weight	130tonnes
TE	275kN
Engine	Rushton/Paxman 12RK3ACT
Transmission	Electric
Max Speed	80mph

BR Diesel

Driving Wheel Dia	1120mm
Length	19.13m
Width	2.72m
Height	3.91m
Withdrawn	2002
Wheelbase	17.75m

Number	Name		Livery
58023	Peterborough Depot**, Leicester Depot	A	MLF

Misc. Shunters

Miscellaneous Shunters

Miscellaneous small shunters not in BR classes.

Length	Varies
Width	Varies
Height	Varies

Number	Name			Note	Livery
D2961		*418596, 11511*	P	Ruston & Hornsby 0-4-0	GRN
D2960	Silver Spoon	*281269, 11510*	A	Ruston & Hornsby 0-4-0	GRN

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
50170	*53170, 101692*	P	DMC(L), DMCL	GRN
50253	*53253, 101692*	A	DMBS	GRN
59303	*101692*	A	TS(L), TSL, Originally class 162	GRN

108

Class 108 Derby Lightweight DMU

The British Rail Class 108 diesel multiple units were built by BR Derby from 1958 to 1961, with a final production quantity of 333 vehicles.

The 108 was formed as a 2, 3, or 4 car unit. Its aluminium body led the type to be classed a lightweight unit. These units stayed in regular service until 1990, when they began to be withdrawn from traffic. They were replaced on regional services by the new Sprinter derivative units, or by Turbo units on services around London. The final units lasted in traffic until October 1993, although many saw further use in departmental service, as sandite or route-learner units. Good condition on withdrawal and lack of asbestos has ensured that many of this class are now used on preserved railway lines.

Builder	BR Derby
Max Speed	70mph
Introduced	1958
Engine	BUT (Leyland)
Length	17.70m
Width	2.82m
Height	3.76m
Withdrawn	1993
Transmission	Mechanical: 4-speed epicyclic gearbox

Number			Note	Livery
53933	*50933*	A	DMBS	GRN
51941		A	DMBS	GRN
52064		A	DMC(L), DMCL	GRN
56208	*54208*	A	DTC(L), DTCL	GRN
59250		A	TBS(L), TBSL	GRN

BR Steam

3MT

New Build Std Class 3MT Tank



82045 nearly completed at the Greatest Gathering

Dan Cardwell

The BR Standard Class 3 2-6-2T was a class of steam locomotive designed by Robert Riddles for British Railways. It was essentially a hybrid design, the chassis being closely based on and sharing a number of parts with the LMS Ivatt Class 4, and having a boiler derived from a GWR No.2 boiler as fitted to the GWR Large Prairie 2-6-2T and 5600 Class 0-6-2T tank engines.

The 82045 Steam Locomotive Trust is building a "new" class 3 tank locomotive to carry the next number in line had it been built under BR auspices. The Trust believes that a sprightly performance will be delivered through the 17½" x 26" cylinders. This, coupled with the modest axle load, will make the locomotive an ideal design for today's heritage railways.

The locomotive is under construction at the Severn Valley Railway with the frames, cab, driving wheels, smokebox and cylinders assembled. Further parts and patterns continue to be amassed. With construction work on the new engine advancing every week the Trust classifies 82045 as the 1001st steam locomotive to a BR Standard design since the commencement of its construction follows that of 72010 Hengist.

Length	40ft 10 1/2in
Width	8ft 6in
Height	13ft

Introduced	1952
Withdrawn	1967
Wheel Arrangement	2-6-2T
Weight	75.24t
TE	21,490 lbf
Driving Wheel Dia	5ft 3in
Boiler Pressure	200 psi
Num Cylinders	2, outside
Cylinder Dimensions	17 1/2 in × 26 in
Valve Gear	Walschaerts
Builder	BR Swindon

Number		Note	Livery
82045	C	82045 Locomotive Trust	GRN

4MT (4-6-0)

Std class 4MT (4-6-0)

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

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

Six have been preserved.

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

Height	13ft
Withdrawn	1968
Weight	68.99t

Number			Livery
75069	*98469*	A	BLK

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
80079	*98479*	D	BLK

8P

Std Class 8P 'Duke'



71000 at Crewe Works Open Day Sept 10th 2005

John J Cordrey

The BR Standard Class 8 was a class of a single 4-6-2 Pacific steam locomotive designed by Robert Riddles for use by British Railways. Only the prototype was constructed, named Duke of Gloucester. Constructed at Crewe Works in 1954, the Duke, as it is popularly known, was a replacement for the destroyed LMS Princess Royal Class locomotive number 46202 Princess Anne, which was involved in the Harrow and Wealdstone rail disaster of 1952.

The Duke was based on the BR Standard Class 7 Britannia design. It incorporated three sets of modified Caprotti valve gear, relatively new to British locomotive engineering and more efficient than Walschaerts or Stephenson valve gear. The Duke was regarded as a failure by locomotive crews due to its poor steaming characteristics and its heavy fuel consumption. Trials undertaken by British Railways also returned negative feedback, reporting problems with the poor draughting of the locomotive which resulted in difficulty adhering to the timetables.

The result was an operational period of only eight years. This unique locomotive was saved from being scrapped at Woodham Brothers scrapyard in Barry, Vale of Glamorgan, South Wales when it was purchased by a group of railway enthusiasts who restored it from scrapyard to as-built condition in 13 years. Since then, modifications have been made to the original design, resulting in one of the most efficient and powerful steam locomotives ever to run in Britain.

Builder	BR Crewe
Introduced	1953

TE	39,080lbf
Driving Wheel Dia	6ft 2in
Wheel Arrangement	4-6-2
Boiler Pressure	250 psi
Cylinder Dimensions	18in x 28in
Num Cylinders	3
Valve Gear	Caprotti
Length	67ft 8in
Width	9ft
Height	13ft 1/2in
Withdrawn	1962
Weight	102.87t

Number	Name			Livery
71000	Duke of Gloucester	*98802*	T	GRN

GWR

1400

1400 Class 0-4-2T

The GWR 1400 Class is a class of steam locomotive designed by the Great Western Railway for branch line passenger work. It was originally classified as the 4800 Class when introduced in 1932 and renumbered in 1946. Although credited to Charles Collett, the design dated back to 1868 with the introduction of the George Armstrong 517 class.

The 4800 Class was designed as a more modern version of the 517 Class, which were by then beginning to show their relative age. The first locomotive, No. 4800, was built by Swindon Works and entered service in 1932, with a further seventy-four engines of this type following up to 1936. During this period, Swindon also built twenty 5800 Class engines, which were broadly similar, but which were not fitted with auto-train equipment, or the Swindon top feed as later fitted to a number of 4800 class engines.

The 4800 Class locomotives retained their original numbers until the GWR decided to experimentally convert twelve 2800 Class 2-8-0s for oil-firing. It was decided that the converted engines would be reclassified as the 4800 Class and so the 75 tank locomotives already carrying this designation were reclassified as the 1400 Class with running numbers 1400-1474. The engines did not revert to their original classification after the experiment ended in 1948. They could reach a maximum speed of 80 mph which was much faster than the diesel railcars designed to replace them could reach.

75 were built, 4 have been preserved

Diagram	Lots 279, 287, 288
Length	29ft 11in
Width	8ft 7in
Height	12ft 6 1/4in
Introduced	1932
Withdrawn	1965
Wheel Arrangement	0-4-2 T
Builder	GWR Swindon Works
Weight	42t
TE	13,900 lbf
Max Speed	80mph
Driving Wheel Dia	5ft 2in
Wheelbase	15ft 6in

Boiler Pressure	165psi
Num Cylinders	2, inside
Valve Gear	Stephenson
Cylinder Dimensions	16 in × 24 in

Number			Livery
1450	*98150, 4850*	A	GRN

1500

1500 Class 0-6-0PT



The Great Western Railway (GWR) 1500 Class is a class of 0-6-0 pannier tank steam locomotive. Despite being a GWR Hawksworth design, all ten (numbers 1500–1509) were completed under the administration of the Western Region of British Railways in 1949, just after Nationalisation.

Coming from a railway company with a well-developed standardisation policy, the 15xx was a strange design finale. Unlike almost all their forebears, they had outside cylinders, Walschaerts valve gear, and a very short wheelbase of 12 ft 10 in (3.91 m) to go round curves of 3.5 chains (231 ft; 70 m).

Although a sound design, the class had limited usefulness as they were route-restricted by their high weight and were unsuitable for fast running because of their short wheelbase. Largely confined to empty stock workings at London Paddington station, their lives were short.

The onset of dieselisation and the decline in traffic on the railway network consigned the 1500s to scrap long before they were life expired. However, the sole survivor, 1501 has enjoyed regular use at the Severn Valley Railway in preservation for far longer than its life in BR ownership.

Diagram	Lot 373

GWR

Introduced	1949
Withdrawn	1963 (BR) then 1970 (NCB)
Wheel Arrangement	0-6-0 PT
Builder	Swindon Works
Weight	59.1t
TE	22,515 lbf
Driving Wheel Dia	4ft 7 1/2in
Wheelbase	12ft 10in
Boiler Pressure	200 psi
Num Cylinders	2, outside
Valve Gear	Walschaerts
Cylinder Dimensions	17.5in x 24in

Number		Livery
1501	A	BLK

2800

2800 Class 2-8-0

The class was designed by George Jackson Churchward for heavy freight work. They were the first 2-8-0 locomotive class in Great Britain.

The prototype, originally numbered 97 but later renumbered 2800, appeared in 1903. Construction of the production series commenced in 1905 and continued until 1919. The 2884 Class which appeared in 1938–1942 was developed from the 2800 class and is sometimes classified with it.

The 84 2800s built by Churchward were constructed over more than a decade and remained the GWR's principal long haul freight engines throughout the 1920s and 1930s.

84 were built and 6 locomotives survived into preservation, along with nine 2884 class locomotives. A seventh survivor was used to provide parts for other projects. Only two members of the class have so far operated in preservation, these being 2807 and 2857.

Introduced	1903
Wheel Arrangement	2-8-0
Builder	GWR Swindon Works
TE	35,380 lb
Driving Wheel Dia	4ft 7 1/2in
Num Cylinders	2, outside
Valve Gear	Stephenson
Cylinder Dimensions	18½" * 30"

GWR

Diagram	Lots 139, 153, 155, 160, 181, 186, 190, 210
Length	63ft 2 1/4in
Width	8ft 11in
Height	12ft 11 1/4in
Withdrawn	1965
Weight	76.7t
Boiler Pressure	225 psi

Number			Livery
2857	*98857*	O	GRN

4300

4300 Class 2-6-0

The Great Western Railway 4300 Class is a class of 2-6-0 (mogul) steam locomotives, designed by G.J. Churchward for mixed traffic duties. 342 were built from 1911–1932.

In 1906 Churchward fitted a more powerful Standard No. 4 boiler to his successful 3100 Class 2-6-2T to create the GWR 3150 Class. These showed themselves to be successful locomotives, but their weight and water capacity meant that they tended to be restricted to suburban passenger traffic. Churchward was looking forward to the replacement of various of his predecessor's 2-4-0 classes on secondary duties. In 1911 he therefore designed a tender version of the 3150 class which would be suitable for a wide range of intermediate duties.

The class was 'a total synthesis of standard parts, using the outside cylinders of the Saint, the wheels of '31XX' 2-6-2 tank and the No. 4 boiler, in its superheated form.' No prototype was required as the fundamental design had proved itself. The locomotives quickly proved themselves to be so useful that they were produced more or less continuously in a series of batches over a twelve-year period (1911–1923), sometimes incorporating detailed differences. Two further lots were built in 1925 and 1932 by Churchward's successor, Charles Collett.

Between January and March 1928, 65 engines of 5300 series received additional weight on the pony truck, and 3000 was added to their running numbers, temporarily creating an '8300 Class'. However, the additional weight placed them in the Red category of route availability. From 1944 onwards there was a shortage of locomotives in the Blue category and so the additional weights were removed and the surviving locomotives resumed their original running numbers.

Although the class continued to be very useful and the final batch were still relatively new, 100 of the earlier examples were withdrawn between 1936 and 1939 and the wheels and motion of eighty were used for the Grange Class and twenty for Manor Class engines. It

was intended to replace the whole class in this way but the advent of the Second World War in 1939 brought a temporary halt to withdrawals and the programme was never revived.

342 were built, but only two examples have survived to preservation. Additionally Large Prairie 5193 was converted to a "4300" in 2004

Diagram	Lots 183, 193, 194, 198, 202, 204–209, 211, 212, 218, 222, 230, 276
Length	58ft 1 1/4in
Width	8ft 11in
Height	13ft
Introduced	1911
Withdrawn	1964
Wheel Arrangement	2-6-0
Builder	GWR Swindon Works (307), Robert Stephenson & Co. (35)
Weight	63t
TE	25,670 lbf
Driving Wheel Dia	5ft 8in
Boiler Pressure	200 psi
Num Cylinders	2, outside
Cylinder Dimensions	18 1/2 in × 30 in

Number			Livery
7325	*98425, 9303*	D	GRN

4500 Small Prairie

4500 Class 2-6-2T Small Prairie

The Great Western Railway (GWR) 4500 Class or Small Prairie is a class of 2-6-2T steam locomotives.

They were designed as small mixed traffic locomotives, mainly used on branch lines. The design was based on the earlier 4400 Class, but with larger driving wheels and altered wheel spacing. This gave them extra speed. A total of 75 were built; 55 were built in four batches between 1906 and 1915 and a fifth batch of 20 locos was built in 1924, during Collett's tenure at Swindon.

Three of the class still exist, two of them survivors from Woodham Brothers scrapyard in Barry, Vale of Glamorgan, South Wales. All of them have run in preservation.

Diagram	Wolverhampton: Lot N3 Swindon: Lots 174, 191, 201, 226
Introduced	1906

GWR

Withdrawn	1964
Wheel Arrangement	2-6-2T
Builder	Wolverhampton Works (20), GWR Swindon Works (55)
Weight	58t
TE	21,250 lbf
Max Speed	60mph
Driving Wheel Dia	4ft 7 1/2in
Boiler Pressure	200 psi
Num Cylinders	2, outside
Cylinder Dimensions	17 in × 24 in

Number		Livery
4566	A	BLK

4900 Hall

4900 Hall Class 4-6-0

The Great Western Railway 4900 Class or Hall Class is a class of 4-6-0 mixed-traffic steam locomotives designed by Charles Collett for the Great Western Railway. A total of 259 were built at Swindon Works, numbered 4900–4999, 5900–5999 and 6900–6958. The LMS Stanier Class 5 4-6-0 and LNER Thompson Class B1 both drew heavily on design features of the Hall Class. After nationalisation in 1948, British Railways gave them the power classification 5MT.

By the end of 1923 the Great Western Railway was well served with express passenger locomotives of the Saint and Star classes and had recently introduced the Castle Class. However, the mixed-traffic 2-6-0 locomotives of the 4300 Class were beginning to struggle with the increasing loads. George Jackson Churchward had recognised this with the introduction of the 4700 class 2-8-0 with 5 ft 8 in driving wheels, intended for express goods and relief passenger trains. However, Charles Collett preferred the idea of a Saint Class with smaller wheels to undertake these duties as this would provide a leading bogie. He therefore rebuilt number 2925 Saint Martin with 6 ft driving wheels.

After extensive trials during 1925–1927, Collett was satisfied with the performance of his prototype, subject to minor amendments and placed an order for eighty more with Swindon works (Lot 254) in 1928. The prototype was renumbered 4900 in December 1928 and the new locomotives were numbered 4901-80 and appeared at regular intervals until February 1930. They were named after English and Welsh country houses with 'Hall' in their titles and so became known as the 'Hall Class'.

259 were produced, including the converted prototype, 10 have been preserved and an additional 1 has been converted into a Saint Class locomotive.

Diagram	Lots 254, 268, 275, 281, 290, 297, 304, 311, 327, 333, 338, 340
Length	63ft 0 1/4in
Width	8ft 11 1/4in
Height	13ft 3 1/4in
Introduced	1924
Withdrawn	1965
Wheel Arrangement	4-6-0
Builder	GWR Swindon Works
Weight	76.2t
TE	27,275 lbf
Driving Wheel Dia	6ft
Boiler Pressure	225 psi
Num Cylinders	2, outside
Cylinder Dimensions	18 1/2 in × 30 in

Number	Name			Livery
4930	Hagley Hall	*98530*	S	GRN

5101 Large Prairie

5101 Class 2-6-2T 'Large Prairie'

The GWR 5101 Class or 'Large Prairie' is a class of 2-6-2T steam locomotives of the Great Western Railway. The 5101 Class were medium-sized tank engines used for suburban and local passenger services all over the Great Western Railway system. The class was an updated version, by Collett, of Churchward's 1903 3100/5100 Class.

The original 40 members of the 3100 class were renumbered 5100 and 5111 to 5149 in 1927. The first batches of 5101s filled in the numbers 5101 to 5110 and extended the class from 5150 to 5189. They were little changed from the Churchward locomotives as they then were but had an increased axle loading of 17 long tons 12 cwt (39,400 lb or 17.9 t); the maximum permitted for the 'Blue' route availability. Bunkers were of the standard Collett design with greater coal capacity. The 5100 number series was exhausted in 1934, and further new locomotives were numbered from 4100. The last 20 were built after nationalisation.

140 were built, 8 are preserved plus 1 used for spares and another converted into a tender engine.

Diagram	Lots 257, 259, 284, 292, 313, 323, 335, 361, 369
Length	41ft
Introduced	1929
Withdrawn	1965
Wheel Arrangement	2-6-2T

GWR

Builder	GWR Swindon Works
TE	24,300 lbf
Driving Wheel Dia	5ft 8in
Boiler Pressure	200 psi
Num Cylinders	2
Cylinder Dimensions	18in x 30in

Number		Livery
4150	A	GRN

5700

5700 Class 0-6-0PT

The GWR 5700 Class, or 57xx class, is a class of 0-6-0 pannier tank steam locomotive, built by the Great Western Railway (GWR) and British Railways (BR) between 1929 and 1950. With 863 built, they were the most prolific class of the GWR, and one of the most numerous classes of British steam locomotive.

Although officially designated by GWR as "light goods and shunting engines", they were also used for passenger working on branch, suburban, and shorter mainline journeys. They were distributed across most of the GWR network and, after nationalisation of the railways in 1948, across the Western Region of British Railways, and also other regions. The 5700s were not as large as the GWR Castles and Kings but became just as much of an icon of the GWR due to their iconic design and quantity.

As a result of the 1955 Modernisation Plan, the 5700 Class was withdrawn from BR service between 1956 and 1966. Nineteen withdrawn locomotives were sold to London Transport and industry, of which ten were later preserved, along with six that were retrieved from scrapyards.

Length	31ft 2in
Width	8ft 7in
Height	12ft 3 1/16in
Introduced	1929
Withdrawn	1966
Wheel Arrangement	0-6-0 PT
Builder	Various for GWR
Weight	48.3t
TE	22,515 lbf
Driving Wheel Dia	4ft 7 1/2in
Wheelbase	15ft 6in
Boiler Pressure	200 psi

Num Cylinders	2, inside
Valve Gear	Stephenson
Cylinder Dimensions	17 1/2 in × 24 in

Number			Livery
5764	*L95*	S	GRN
7714		A	GRN

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		Livery
7903	Foremarke Hall	A	GRN

7800 Manor

7800 Manor Class 4-6-0

The Great Western Railway (GWR) 7800 Class or Manor Class is a class of 4-6-0 steam locomotive. They were designed as a lighter version of the Grange Class, giving them a wider Route Availability. Like the 'Granges', the 'Manors' used parts from the GWR 4300 Class Moguls but just on the first batch of twenty. Twenty were built between 1938 and 1939, with British Railways adding a further 10 in 1950. They were named after Manors in the area covered by the Great Western Railway.

Remarkably, for a relatively small class where thirty engines were built, nine examples have been preserved.

Diagram	Lot 316, Lot 377
Length	61ft 9 1/4in
Height	13ft
Introduced	1938
Withdrawn	1965
Wheel Arrangement	4-6-0
Builder	GWR/BR Swindon Works
Weight	70t
TE	27,340 lbf
Driving Wheel Dia	5ft 8in
Wheelbase	27ft 1in
Boiler Pressure	225 psi
Num Cylinders	2, outside
Cylinder Dimensions	18in x 30in

Number	Name			Livery
7802	Bradley Manor	*98502*	O	GRN
7812	Erlestoke Manor	*98512*	A	GRN

Port Talbot

Port Talbot Railway 0-6-0 ST



Dan Cardwell

What was later to become GWR 813 was completed by Hudswell Clarke (works number 555) in June 1901 at a cost of £2,189. As number 26 it was set to work from that Company's engine shed at Duffryn Yard, Port Talbot.

Following the Railway Act of 1921, the Port Talbot Railway was fully absorbed into the GWR on 1st January 1922 and all the locomotives were allocated numbers in the GWR series proper. Number 26 became GWR number 813

From the late 1920s the GWR embarked on a programme of replacing much of its ageing fleet of shunting engines together with the many of the non-standard types inherited from companies absorbed and, introduced the ubiquitous 5700 class pannier tank in 1929. Early victims included the Port Talbot Railway saddle tanks and, by 1934 all had been withdrawn from service. Five were sold for further service with the coal industry – three to pits in South Wales and two (including 813) via Robert Stephenson & Co to collieries in the Northeast of England.

After a few modifications, which included the fitting of Ross Pop valves in place of the GWR safety valves and brass bonnet, Stephenson sold the locomotive to Backworth Collieries Ltd near Newcastle-on-Tyne. There it was re-numbered 12 and put to work on the Backworth system. In 1947 the locomotive passed to newly formed National Coal Board, becoming NCB 11 in 1950.

By 1966, with the contraction of the coal industry and the availability of more modern locomotives, NCB 11 was relegated to the status of spare engine at Backworth and in the following year was offered for sale to the newly formed GWR 813 Preservation Society for the sum of £320

GWR

Weight	44t 0cwt
TE	17,410lbf
Driving Wheel Dia	4ft 0 1/2in
Boiler Pressure	160 psi
Num Cylinders	2, inside
Cylinder Dimensions	16in x 24in

Number			Note	Livery
813	*26, 555*	R	0-6-0ST	BLK

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
46443	*98243*	D	SVR 46443 Fund	BLK

3F Jinty

Fowler Class 3F 0-6-0 Jinty

The London Midland and Scottish Railway (LMS) Fowler 3F 0-6-0T is a class of steam locomotive, often known as a Jinty. They represent the ultimate development of the Midland Railway's six-coupled tank engines. They could reach speeds of up to 60 mph.

Design of this class was based on rebuilds by Henry Fowler of the Midland Railway 2441 Class introduced in 1899 by Samuel Waite Johnson. These rebuilds featured a Belpaire firebox and improved cab. 422 Jinties were built between 1924 and 1931; this class was just one of the Midland designs used on an ongoing basis by the LMS.

The first withdrawals started in 1959 and by 1964 half had been withdrawn. The final five survived until 1967, with a further one, 47445 continuing with the National Coal Board. Thanks to their large numbers, renowned performance and late withdrawals, nine of these engines have been preserved, along with a spare set of frames and a boiler (from 47564). Many were restored within a few years of leaving the scrap heap, and most have a further working life ahead of them. All have steamed in preservation, with the exception of 47445.

Builder	LMS & Various subcontractors
Introduced	1924
Weight	50.29t
TE	20,830 lbf
Driving Wheel Dia	4ft 7in
Wheel Arrangement	0-6-0T
Boiler Pressure	160 psi
Cylinder Dimensions	18 in x 26 in
Num Cylinders	2, inside
Valve Gear	Stephenson, Slide valve
Length	31ft 4 3/4in
Withdrawn	1967
Max Speed	60mph
Wheelbase	16ft 6in

Number			Note	Livery
47383	*16466, 7383*	D	Manchester Rail Travel Society	BLK

4MT (Ivatt)

Ivatt Class 4 2-6-0 4MT



The LMS Ivatt Class 4 2-6-0 is a class of steam locomotive primarily designed for medium freight work but also widely used on secondary passenger services. The LMS ordered 162 of this type between 1947 and 1952, but only three were built by the LMS before nationalisation in 1948. Designed by George Ivatt, they were classified 4F by the LMS and 4MT by BR.

Only one example survived into preservation, No 43106, the final member of the class in service

Builder	LMS: Horwich, BR: Horwich, Doncaster & Darlington
Introduced	1947
TE	24,170 lbf
Weight	60.05t
Driving Wheel Dia	5ft 3in
Wheel Arrangement	2-6-0
Boiler Pressure	225psi
Cylinder Dimensions	17 1/2in x 26in
Num Cylinders	2, outside
Valve Gear	Walschaerts
Length	55ft 11in
Withdrawn	1968

Number			Note	Livery
43106	*98406, 2968*	A	Ivatt Class 4 Group	BLK

5MT (Stanier)

Stanier Class 5MT 2-6-0 Mogul



13268 at Severn Valley Railway

Dan Cardwell

The LMS Stanier Class 5 2-6-0 or Stanier Mogul is a class of 2-6-0 mixed traffic steam locomotive. Forty were built between October 1933 and March 1934. Although all built at Crewe Works, they were designed at Horwich Works and were developed from the Horwich Mogul, the LMS Hughes Crab 2-6-0. They had the addition of several features brought over from the Great Western Railway by newly arrived Chief Mechanical Engineer William Stanier.

40 were built but only one, 13268/(4)2968, the penultimate member of the class to be withdrawn, has been preserved.

Builder	LMS
Introduced	1933
Weight	70.21t
TE	26,290 lbf
Driving Wheel Dia	5ft 6in
Wheel Arrangement	2-6-0
Boiler Pressure	225 psi
Cylinder Dimensions	18 in x 28 in
Num Cylinders	2, outside
Valve Gear	Walschaerts
Length	59ft 10 3/4in
Withdrawn	1967

Number	Note	Livery

13268	*98568, 42968, 2968*	O	Stanier Mogul Fund	BLK

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

LMS

Valve Gear	Walschaerts
Length	63ft 0 1/2in
Withdrawn	1968
Wheelbase	52ft 7 3/4in

Number			Note	Livery
48773	*98873, 8233, 307, 70307, 500*	D	Stanier 8F Locomotive Society	BLK

LNER

A2

Peppercorn Class A2 4-6-2



60532 at the Greatest Gathering

Dan Cardwell

The LNER Peppercorn Class A2 is a class of steam locomotive designed for express passenger work by Arthur Peppercorn, the chief designer of the LNER after Edward Thompson.

The first of the Peppercorn A2s was outshopped from Doncaster in December 1947 on the eve of nationalisation, and named after the designer of the class, Arthur Peppercorn. The modernity of the design was immediately apparent. The first two of the class were turned out in LNER apple green livery and this colour was also applied to the next 13 engines delivered between January and August 1948. Repainting in British Railways Brunswick green began the following year. Another 20 members of the class were also planned but were cancelled on 4 May 1948.

All save the first of the 15 built were constructed under British Railways after nationalisation in 1948. Withdrawal occurred between 1962 and 1966. One Peppercorn A2, 60532 Blue Peter, has survived.

Introduced	1947
Withdrawn	1966
Wheel Arrangement	4-6-2
Builder	Doncaster Works

LNER

Weight	102.6t
TE	40,430 lbf
Driving Wheel Dia	6ft 2in
Wheelbase	60ft 6in
Boiler Pressure	250 psi
Num Cylinders	3
Valve Gear	Walschaerts
Cylinder Dimensions	19×26 in

Number	Name			Note	Livery
60532	Blue Peter	*98832*	T	Royal Scot Locomotive and General Trust Ltd	BLU

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		Livery
21C127	Taw Valley	*98727, 34027, 70, Queen Elizabeth II* A	BLK

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

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
71516	Welsh Guardsman	*7170*	P	0-6-0ST

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.

WD

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

Number	Name			Livery
3651	Gordon	*73651, 600*	D	LMRB

GWR

Autotrailer (A28)

Collett Autotrailer

Collett Driving Trailer Open Third (DTT) Autotrailer Bow End (Diagram A28)

Number range: W171W - W180W (10). Built Swindon Feb 1930 - Mar 1930 to Lot 1410.

Seats: 72 3rd Class.

Extant stock:

W174W - Renumbered DW150313 and converted to an office in 08/1961. Withdrawn in 1983.

Diagram	A28
Builder	GWR Swindon
Introduced	1930
Length	62' 8"
Width	9' 0"
Withdrawn	1961
Wheel Arrangement	4w 9' Bogies
Weight	30t 0cwt

Number			Livery
178	*W178W*	A	CHC

Autotrailer (A43)

Hawksworth Autotrailer

Hawksworth Autotrailer Third (DTT) BR Built Bow End (Diagram A43)

Number range: W235W - W244W (10). Built Swindon Jun 1954 - Sep 1954 to Lot 1766.

Seats: 68 3rd Class.

Diagram	A43
Introduced	1954
Builder	GWR Swindon
Length	63' 0"
Width	8' 11"

GWR

Withdrawn	1966
Wheel Arrangement	4w 9' Bogies
Weight	31t 13cwt

Number	Name			Livery
238	Chaffinch	*W238W*	A	MAR

BCK (E148)

Collett

Collett Bogie Corridor Brake Composite (BCK) Flat End Stock (Diagram E148)

Number range: W6824W - W6852W (20). Built Swindon Mar 1935 - May 1935 to Lot 1526.

Number range: W6909W - W6931W (20). Built Swindon Jun 1934 - Jul 1934 to Lot 1508.

Seats: 12 1st class in 2 compartments. 32 3rd class in 4 Compartments. 2 Toilets.

Extant stock:

W6912W - Renumbered 079133 for internal use as a Sleeping Car in 12/1962. Withdrawn in 1974. Preservation - Body scrapped in 1986, underframe reduced by 17" to accommodate the body of a GWR Clerestory Sleeper. Completed in 2007.

W6912W - Renumbered 079134 for internal use as a Sleeping Car in 12/1962. Withdrawn in 1974

Diagram	E148
Length	57' 0"
Width	9' 0"
Introduced	1934
Withdrawn	1963
Wheel Arrangement	4w 9' Bogies
Builder	GWR Swindon
Weight	30t 9cwt

Number			Livery
6913	*079134, 99240*	A	CHC

BCK (E159)

Collett

Collett Bogie Corridor Brake Composite (BCK) Standard Stock (Diagram E159)

GWR

Number range: W6355W - W6829W (30). Built Swindon Mar 1938 - Oct 1938 to Lot 1589.

Number range: W7060W - W7064W (5). Built Swindon Oct 1938 - Nov 1938 to Lot 1590.

Number range: W77341W - W77346W (6). Built Swindon Apr 1939 to Lot 1622.

Number range: W7357W - W7371W (15). Built Swindon Oct 1940 - Jan 1941 to Lot 1640.

Seats: 12 1st class in 2 compartments. 32 3rd class in 4 Compartments. 2 Toilets.

Extant stock:

W7362W - Renumbered 079151 for internal use as part of the Swindon Test Train in 04/1965. Withdrawn in 1969

Diagram	E159
Length	60' 11"
Width	8' 11"
Introduced	1938
Withdrawn	1966
Wheel Arrangement	4w 9' Bogies
Builder	GWR Swindon
Weight	31t 11cwt

Number			Note	Livery
6562	*W6562W, 99238*	A	Returned to service 16 July 2017	CHC

BG (K42)

Collett

Collett Bogie Gangwayed Full Brake (BG) Flat End Standard Stock (Diagram K42)

Number range: W91W - W100W & W268W - W277W (20). Built Swindon Sep 1944 - May 1945 to Lot 1665.

Number range: W121W - W130W (10). Built Swindon May 1940 - Jun 1940 to Lot 1652.

Number range: W158W - W167W (10). Built Swindon Nov 1937 - Dec 1937 to Lot 1604.

Extant Stock:

W98W - Withdrawn at Redbank Carriage Sidings, Manchester in 1977.

W276W - Renumbered ADB975640 and converted to a BTU Tool Van (Old Oak Common Breakdown Train) in 1977. Withdrawn in 1990.

GWR

Introduced	1944
Builder	GWR, Swindon
Diagram	K42
Length	57' 0"
Width	8' 11"
Withdrawn	1978
Wheel Arrangement	4w 9' Bogies
Weight	28t 5cwt

Number			Livery
98	*W98W*	S	CHC

BTK (D118)

Collett

Collett Bogie Corridor Brake Third (BTK) Flat End Wide Stock (Diagram D118)

Extant Stock:

Number range: W5798W - W5807W (10). Built Swindon Jul 1934 - Aug 1934 to Lot 1510.

Number range: W5878W - W5887W (10). Built Swindon May 1934 - Jun 1934 to Lot 1514.

Seats: 32 3rd class in 4 compartments. 1 Toilet.

W5804W - Ambulance Train No 34 from 1943 - 1946. Renumbered DW150304 and converted to a Breakdown Tool Van in 11/1962. Withdrawn in 1983.

W5883W - Renumbered 079135 as an internal user in 12/1962. Withdrawn in 1973

Diagram	D118
Length	57' 0"
Width	9' 0"
Introduced	1934
Withdrawn	1963
Wheel Arrangement	4w 9' Bogies
Builder	GWR Swindon
Weight	29t 17cwt

Number			Note	Livery
5804	*W5804, 34, DW150304*	S	SVR Apprentices coach	CHC
5883	*W5883W, 079135*	A		CHC

BTK (D133)

Hawksworth

Hawksworth Bogie Corridor Brake Third (BTK) BR Built (Diagram D133)

Number range: W1772W - W1786W (15). Built Birmingham RCW Mar 1949 - Jul 1949 to Lot 1707.

Number range: W2137W - W2238W (102). Built Birmingham RCW Mar 1950 - Nov 1950 to Lot 1732.

Number range: W2240W - W2259W (20). Built Birmingham RCW Nov 1950 - Jan 1951 to Lot 1744.

Seats: 32 3rd class in 4 compartments. 1 Toilet.

Extant Stock:

W2180W - Renumbered DW150405 and converted to an Engineers Staff Coach in 1966. Withdrawn in 1979.

W2216W - Renumbered DW150402 and converted to a RCE Staff & Dormitory Coach in 1967. Withdrawn in 1985c

W2225W - Renumbered DW150392 and converted to a Staff & Dormitory Coach in 1966. Withdrawn in 1985c

W2232W - Renumbered DW150397 and converted to a Staff & Dormitory Coach in 1966. Withdrawn in 1986

W2233W - Renumbered DW150401 and converted to a RCE Staff & Dormitory Coach in 1966. Withdrawn in 1990

W2242W - Renumbered DW150391 and converted to a Staff Coach in 1966. Withdrawn in 1990

Diagram	D133
Length	64' 0"
Width	8' 11"
Introduced	1949
Withdrawn	1968
Wheel Arrangement	4w 9' Bogies
Builder	Birmingham RCW
Weight	31t 2cwt

Number			Note	Livery
2233	*DW150401*	S	Volunteer Accommodation	BRN
2242	*DW150391*	R		CAR

BTU Tool Van

Breakdown Train

4w (6w) Planked Body Tool Van for Breakdown Train

Built as wagon stock paired with a Riding van. Based at a GWR shed.

Extant Stock:

DW1 - Built to Lot 570 in 1908.

DW4 - Built to Lot 570 in 1908.

DW66 - Built to Lot 864 in 1921. Delivered to Taunton shed. Withdrawn in 1975c.

DW92 - Built to Lot 864 in 1921.

DW109 - Built to Lot ??? in 19??. (6w)

DW112 - Built to Lot ??? in 1904. (6w) Preserved from Stourbridge in 05/1968. (Paired with Riding Van 118)

DW135 - Built to Lot 579 in 1908.

DW141 - Built to Lot 579 in 1908.

DW146 - Built to Lot 579 in 1908.

DW161 - Built to Lot ??? in 19??.

Wheel Arrangement	4-Wheel
Builder	GWR Swindon

Number			Livery
141	*DW141*	S	BRE
112	*DW112*	S	BRE
66	*DW66*	D	BRE

CK (E132)

Collett

Collett Bogie Corridor Composite (CK) Bow End (Diagram E132)

Extant Stock:

Number range: W6011W - W6096W (85). Built Swindon Feb 1928 - Aug 1928 to Lot 1382.

Seats: 24 1st Class in 4 Compartments. 24 3rd Class in 3 Compartments. 2 Toilets.

W6045W - Renumbered DW150293 and converted to a R&M Sleeping and Mess Van in 09/1961. Withdrawn in 1973

GWR

Diagram	E132
Length	57' 4"
Width	9' 0"
Introduced	1928
Withdrawn	1962
Wheel Arrangement	4w 7' Bogies
Builder	GWR Swindon
Weight	30t 14cwt

Number			Livery
6045	*W6045W, DW150293*	A	CHC

CK (E162)

Collett

Collett Bogie Corridor Composite (CK) Standard Stock (Diagram E162)

Extant Stock:

Number range: W7271W - W7290W (20). Built Swindon Jan 1941 - Jun 1941 to Lot 1639.

Seats: 24 1st Class in 4 Compartments. 24 3rd Class in 3 Compartments. 2 Toilets.

W7284W - Renumbered 079156 for internal use in Swindon Test Train in 04/1965. Withdrawn in 1969

Diagram	E162
Length	59' 10"
Width	8' 11"
Introduced	1941
Withdrawn	1966
Wheel Arrangement	4w 9' Bogies
Builder	GWR Swindon
Weight	31t 5cwt

Number			Livery
7284	*W7284W, 079156*	A	CHC

GWR BG (K22)

Churchward

Churchward Bogie Gangway Full Brake (BG) Multibar Toplight Snake C (Diagram K22)

Extant Stock:

Number Range: W257W - W266W (10). Built Swindon Sep 1921 - Apr 1922 to Lot 1281.

Number Range: W1129W - W1153W (24). Built Swindon Nov 1921 - Nov 1922 to Lot 1301.

W1145W - Renumbered 079038 and converted for internal use in 08/1960. Withdrawn in1973

W1150W - Renumbered DW150241 and converted to a Drying Van in 01/1960. Withdrawn in1984. Last use as Mess Van for Severn Tunnel train. Condemned Radyr.

Diagram	K22
Introduced	1915
Builder	GWR Swindon
Length	56' 11"
Width	8' 11"
Withdrawn	1962
Wheel Arrangement	4w Bogies

Number			Note	Livery
261	*W261W*	S	Staff accommodation	BRN
1145	*W1145W, 079038*	S	The Great Western (SVR) Association Shop	CHC

GWR BTO (D130)

Collett

Collett Bogie Brake Open Third (BTO) Excursion (Diagram D130)

Extant Stock:

Number Range: W650W - W651) (2). Built Swindon Apr 1940 to Lot 1644.

Seats: 40 3rd class in 5 bays. 2 Toilets.

Diagram	D130
Introduced	1940
Builder	GWR Swindon

Length	60' 11"
Width	8' 11"
Withdrawn	1965
Wheel Arrangement	4w Bogies
Weight	30t 5cwt

Number			Livery
650	*W650W*	A	CHC

GWR BTU Riding Van

Breakdown Train

4w Planked Body Riding Van for Breakdown Train, with Crew Accommodation.

Built as wagon stock paired with a tool van. Based at a GWR shed.

Extant Stock:

DW9 - Built to Lot 695 in 1912. Preserved from Danygraig, Swansea in 05/1972.

DW47 - Built to Lot 580 in 1908.

DW55 - Built to Lot 571 in 1908. Delivered to Trowbridge, then Westbury shed. Withdrawn in 19??. Preserved from Tyseley in 11/1973.

DW56 - Built to Lot 571 in 1908.

DW89 - Built to Lot 580 in 1908. Delivered to Exeter shed. Withdrawn in 08/1960. Preserved from Worcester in 01/1972.

DW118 - Built to Lot ??? in 1904. <span style="color: #252525; font-family: Montserrat, Raleway, sans-serif; font-size: 15px; background-color:

#ffffff;">Preserved from Stourbridge in 05/1968. (Paired with Tool Van 112)

DW162 - Built to Lot ??? in 1923. Preserved from Ashchurch in 04/1976.

Wheel Arrangement	4-Wheel
Builder	GWR Swindon

Number			Livery
162	*DW162*	S	BRE
55	*DW55*	D	BRE
9	*DW9*	S	BRE
89	*DW89*	S	BRE
118	*DW118*	D	BRE

GWR BY (O13)

Churchward

Churchward Milk Train Brake Van (BY) Ply Ends 2x Cupboard Door (Diagram O13)

Originally built as Pharmacy Car for use in WW1.

Extant Stock:

Number range: W1397W - W1400W (4). Built Swindon Dec 1918 to Lot 1299.

W1399W - Renumbered 079062 for internal use in 10/1959. Withdrawn in 1967

Diagram	O13
Length	29' 4"
Width	8' 11"
Introduced	1918

GWR

Withdrawn	1961
Wheel Arrangement	4-Wheel
Builder	GWR Swindon
Weight	12t 11cwt

Number			Note	Livery
1399	*W1399W, 079062*	S	In use as a Shop.	BRN

GWR HBY (N4)

4w Ventilated Planked Horse Box (HBY) Tranship Door, Groom Compartment (Diagram N4)

Diagram	N4
Wheel Arrangement	4-Wheel
Builder	GWR Swindon

Number			Note	Livery
542	*W542W*	S	Body only. Shop	BRN

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

GWR

80969	*W80969W*	A	CHC
80972	*W80972W, 99103*	A	CHC

GWR PMVG (O11)

Siphon G

Churchward Bogie Gangwayed Milk Van (PMVG) Siphon G (Diagram O11)

Diagram	O11
Length	50'
Width	8' 6"
Introduced	1926
Wheel Arrangement	4w American Bogies
Builder	GWR - Swindon
Weight	25t 17cwt

Number			Note	Livery
1257	*079060*	S	Stores Van	BRN

GWR PMVY (Y3)

Fruit C

4w Ventilated Planked Fruit Van (PMVY) Plank Ends 3x Cupboard Doors. Fruit C (Diagram Y3)

Number range: W2401W - W2425W (25). Built Swindon Nov 1911 - Jan 1912 to Lot 668.

Number range: W2426W - W2500W (75). Built Swindon Oct 1911 - Mar 1912 to Lot 667.

W2424W - Renumbered KDB975291 and converted to a S&T Tool Van in 10/1973. Withdrawn in 1986

W2487W - Renumbered DW150151 and converted to an Equipment Van in 11/1957. Renumbered 061032 for internal use. Withdrawn in 1986

Diagram	Y3
Length	21' 10"
Width	8' 6"
Introduced	1911
Withdrawn	1959

GWR

Wheel Arrangement	4-Wheel
Builder	GWR Swindon
Weight	9t 2cwt

Number			Livery
2424	*W2424W, KDB975291*	A	BRN

GWR RT (H40)

Collett

Collett Bogie Restaurant Open Third (RTO) Bow End (Diagram H40)

Originally built as part of a Diner Twin set.

Extant Stock:

Number range: W9621W - W9630W (10) Built Swindon 08/1931 - 06/1932 to Lot 1469.

Seats: 63 3rd Class. 15 dining tables seating 4. 1 dining table seating 3. 1 Toilet.

W9627W - Renumbered 079112 for internal use in 03/1962. Withdrawn in 1972.

Diagram	H40
Length	61' 4"
Width	9' 3"
Introduced	1931
Withdrawn	1962
Wheel Arrangement	4w 9' Bogies
Builder	GWR Swindon
Weight	33t 3cwt

Number			Livery
9627	*W9627W, 079112, 99237*	A	CHC

PMVG (O59)

Siphon G

Collett Bogie Gangwayed Milk Van (PMVG) Siphon G (Diagram O59) Converted from Diagram (O33)

Number Range & Build Details - See Diagram O33.

GWR

Extant Stock:

W2926W - Renumbered US7009 and converted for use in US Ambulance Train 70 in 1943

W2980W - Renumbered US6904 and converted for use in US Ambulance Train 69 in 1945

W2983W - Renumbered US6908 and converted for use in US Ambulance Train 69 in 1945. Renumbered ADB975783 and converted to an Enparts Van in 08/1980. Withdrawn in 03/1982.

Length	50'
Width	8' 6"
Introduced	1930
Wheel Arrangement	4w 9' Bogies
Builder	GWR - Swindon
Weight	25t 16cwt
Diagram	O59
Withdrawn	1979

Number			Livery
2926	*W2926W, US7009*	S	BRN

PMVY (Y14)

Fruit D

4w Ventilated Planked Fruit Van (PMVY) Plank Ends 3x Cupboard Doors. BR Built Fruit D (Diagram Y14)

Number range: W2290W - W2231W (20). Built Swindon Jun 1951 - Nov 1951 to Lot 1755.

Number range: W2265W - W2400W (20). Built Cravens Mar 1951 - Apr 1952 to Lot 1765.

Number range: W3401W - W3440W (40). Built Swindon Dec 1950 - Jul 1951 to Lot 1723.

Number range: W3441W - W3460W (20). Built Swindon Jul 1955 - Sep 1955 to Lot 1771.

Number range: W3461W - W3480W (20). Built Swindon Oct 1955 - Mar 1956 to Lot 1780.

Extant Stock:

W2391W - Renumbered TDB975345 and converted to a TOPS Stationary Store in 02/1974. Renumbered 060972 for internal use in 11/1979. Withdrawn in 1984

W3403W - Renumbered TDB975211 and converted to a Parcels Storage Van in 09/1972. Withdrawn in 05/1976

W3436W - Renumbered TDB975300 and converted to a Stores Van in 1973. Renumbered 068724 for internal use. Withdrawn in 1983

W3448W - Renumbered ADB975556 and converted to a Furniture Stores Van in 05/1977. Renumbered 041486 for internal use in 09/1980. Withdrawn in 19??

W3450W - Renumbered TDB975212 and converted to a Parcels Storage Van in 09/1972. Withdrawn in 05/1976

W3461W - Renumbered TDB975177 and converted to a Stores Van in 12/1971. Withdrawn in 1985

W3462W - Renumbered ADB975265 and converted to an Enparts Van in 12/1972. Withdrawn in 1983

W3465W - Renumbered KDB975382 and converted to a Stores Van in 12/1974. Renumbered DB975411 and converted to a CCE Staff & Dormitory Van in 04/1975. Withdrawn in 12/1989

Diagram	Y14
Length	28' 6"
Width	8' 6"
Introduced	1951
Withdrawn	1974
Wheel Arrangement	4-Wheel
Builder	Swindon & Cravens
Weight	11t 11cwt

Number			Note	Livery
3467	*W3467W*	S	Stores Van	Brown / Grey
3429	*W3429W*	S	Stores Van	BRN

PMVY (Y9)

Fruit C

4w Ventilated Planked Fruit Van (PMVY) Plank Ends 2x Cupboard Doors. BR Built Fruit D (Diagram Y9)

Number range: W2803W - W2832W (30). Built Swindon Mar 1939 - May 1939 to Lot 1606.

Number range: W2847W - W2866W (20). Built Swindon May 1939 - Jun 1939 to Lot 1634.

Extant Stock:

W2806W - Renumbered DW150349 and converted to a CCE Equipment & Tool Van in 1963. Withdrawn in 1995

GWR

W2815W - Renumbered DW150343 and converted to a CCE Equipment Van in 1963. Renumbered 070843 for internal use. Withdrawn in 1989

W2823W - Renumbered DW150346 and converted to a CCE Equipment Van in 1963. Withdrawn in 1975

W2826W - Renumbered DW150312 and converted to a CCE Equipment Van in 1961. Withdrawn in 1986c at Marsh Junction, Bristol.

W2851W - Renumbered DW150309 and converted to a Packing Van in 1963 in 11/1961. Withdrawn in 1981

W2862W - Renumbered DW150356 and converted to an Enparts Van in 19??. Withdrawn in 1980

Diagram	Y9
Length	21' 10"
Width	8' 6"
Introduced	1939
Withdrawn	1969
Wheel Arrangement	4-Wheel
Builder	GWR Swindon
Weight	10t 1cwt

Number			Livery
2815	*W2815W, DW150343, 070843*	S	BRN

RF (H39)

Collett

Collett Bogie Restaurant Kitchen Open First (RFKO) Bow End Twin Dining Set (Diagram H39)

Extant Stock:

Number range: W9611W - W9620W (10). Built Swindon 08/1931 - 06/1932 to Lot 1468.

Seats: 23 1st class in 4 bays.

W9615W - Renumbered DW150336 and converted to a Wales Divisional HQ Mobile Office in 08/1961. Withdrawn in 1973c.

Diagram	H39
Length	61' 4"
Width	9' 3"
Introduced	1931

GWR

Withdrawn	1963
Wheel Arrangement	4w 9' Bogies
Builder	GWR Swindon
Weight	44t 0cwt

Number			Note	Livery
9615	*W9615W, DW150336*	R	Major repairs commenced October 2017	CHC

RF (H52)

Collett

Collett Bogie Restaurant Open Third (RFO) Bow End (Diagram H52)

Originally built as part of an Articulated Set to Diagram H32 (RTO) Converted in 1936.

Extant Stock:

Number range: W9653W - W9654W (2). Built Swindon 1936 to Lot 1359. Original build in 1925.

Seats: 56 3rd Class. 14 dining tables seating 4. 1 Toilet. 2 luggage compartments.

W9653W - Renumbered DW150032 and converted to a District Operating Superintendent's Car in 10/1957. Withdrawn in 1980.

W9654W - Renumbered DW150326 and converted to a Control Train in 01/1962. Withdrawn in 1980.

Diagram	H52
Introduced	1925
Withdrawn	1962
Wheel Arrangement	4w 7' Bogies
Builder	GWR Swindon
Weight	31t 12cwt
Length	58' 0"
Width	9' 0"

Number			Livery
9653	*W10020W, W9653W, DW150032*	A	CHC
9654	*W10036W, W9654W, DW150326*	A	CHC

SAL (G43)

Churchward

Churchward Bogie Brake First Saloon (BFO) Toplight (Diagram G43)

Extant Stock: One off prototype for later Collett design

Number Range: W9055W (1). Built Swindon Nov 1912 to Lot 1209.

Seats: 34 1st class in 2 saloons, 1 compartment.

W9055W - Renumbered DW150127 and converted to a Mobile Office in 11/1955. Withdrawn in 1972

Diagram	G43
Length	57' 0"
Width	9' 0"
Introduced	1912
Withdrawn	1955
Wheel Arrangement	4w Bogies
Builder	GWR Swindon
Weight	26t 6cwt

Number			Livery
9055	*W9055W, DW150127*	A	CHC

SAL (G56)

Churchward

Churchward Bogie Brake Unclassified Saloon (BUO) Multibar Toplight (Diagram G56)

Extant Stock:

Number range: W9369W - W9371W) (3). Built Swindon Mar 1923 to Lot 1250.

Seats: 40 in 2 saloons, 1 compartment, 1 luggage compartment, 2 Toilets.

W9369W - Renumbered DW150128 and converted to a Mobile Office in 11/1955. Withdrawn in 1972

Diagram	G56
Introduced	1929
Builder	GWR Swindon
Length	56' 11"
Width	8' 11"

GWR

Withdrawn	1958
Wheel Arrangement	4w Bogies
Weight	27t 11cwt

Number			Note	Livery
9369	*W9369W, DW150128*	A	Undergoing bogie overhaul	CHC

SAL (G58)

Collett

Collett Bogie Brake Nondescript Saloon (BUO) Bow End (Diagram G58)

Extant Stock:

Number range: W9101W - W9110W) (10). Built Swindon Mar 1929 - Apr 1929 to Lot 1400.

Seats: 40 3rd Class in 2 saloons, 1 compartment, 1 luggage area, 2 Toilets.

W9104W - Renumbered 079124 for internal use in in 09/1961. Withdrawn in 1972

Diagram	G58
Introduced	1929
Builder	GWR Swindon
Length	58' 4"
Width	8' 10"
Withdrawn	1962
Wheel Arrangement	4w 7' Bogies
Weight	30t 0cwt

Number			Livery
9103	*W9103W, 079124*	A	CHC

SLF (J18)

Hawksworth

Hawksworth Bogie Sleeper First (SLF) BR Built (Diagram J18)

Number range: W9082W - W9085W (3). Built Swindon 04/1950- 02/1951to Lot 1702.

Seats: 10 1st Class compartments. 1 Attendant Compartment. 1 Toilet.

Diagram	J18
Length	64' 0"

GWR

Width	8' 11"
Introduced	1950
Withdrawn	1970
Wheel Arrangement	6w Bogies
Builder	GWR Swindon
Weight	45t 8cwt

Number			Note	Livery
9084	*W9084W*	S	Volunteer Accommodation	CHC
9085	*W9085W*	S	Volunteer Accommodation	CHC

TK (C30)

Churchward

Churchward Gangwayed Third (TK) Bars 1 Toplight (Diagram C30)

Number range: W2422W - W2435W (14). Built Swindon Jan 1910 - Feb 1910 to Lot 1167.

Seats 64 3rd Class in 8 Compartments. 2 Toilets.

Extant Stock:

2426 - Renumbered W9918W and converted to a Camping Coach in 05/1952. Withdrawn in 1972.

2434 - Renumbered DW150038 and converted to a Staff & Dormitory Coach in 1955. Withdrawn in 1971.

Diagram	C30
Length	56' 0"
Width	9' 0"
Introduced	Jan 1910
Wheel Arrangement	4w American Bogies
Builder	Swindon
Weight	27t 5cwt

Number			Livery
2426	*W2426W, W9918W*	S	CHC

TK (C32)

Churchward

Churchward Bogie Corridor Third (TK) Multibar Toplight (Diagram C32)

GWR

Number range: W2569W - W2580W (12). Built Swindon Jan 1914 - Feb 1914 to Lot 1234.

Number range: W3631W - W3631W (1). Built Swindon Feb 1914 to Lot 1286.

Number range: W3879W - W3900W (22). Built Swindon Mar 1920 - Jul 1920 to Lot 1269.

Number range: W3913W - W3947W (33). Built Swindon Sep 1914 - Apr 19159 to Lot 1246.

Seats: 64 3rd class in 8 Compartments. 2 Toilets.

Extant Stock:

W2573W - Renumbered W9879W and converted to a Camping Coach in 06/1958. Withdrawn in 1980

W2578W - Renumbered W9889W and converted to a Camping Coach in 03/1957. Withdrawn in 1979

W3631W - Renumbered W9880W and converted to a Camping Coach in 06/1958. Withdrawn in 1980

W3885W - Renumbered W9882W and converted to a Camping Coach in 03/1958. Withdrawn in 1980

W3898W - Renumbered W9884W and converted to a Camping Coach in 023/1958. Withdrawn in 1980

W3917W - Renumbered W9883W and converted to a Camping Coach in 03/1958. Withdrawn in 1980

W3930W - Renumbered DW150011 and converted to a Sleeping & Mess Van in 04/1954. Withdrawn in 1967 at Barry.

Diagram	C32
Length	56' 11"
Width	8' 11"
Introduced	1912
Withdrawn	1958
Wheel Arrangement	4w Bogies
Builder	GWR Swindon
Weight	28t 4cwt

Number			Livery
3930	*W3930W, DW150011*	A	CHC

TK (C54)

Collett

Collett Bogie Corridor Third (TK) Bow End (Diagram C54)

Number range: W4545W - W4556W (12). Built Swindon Jul 1925 - Feb 1926 to Lot 1352.

Number range: W4776W - W4854W (80). Built Swindon Feb 1926 - Aug 1926 to Lot 1369.

Number range: W4857W - W4880W (24). Built Swindon Aug 1926 - Jan 1927 to Lot 1372.

Number range: W5001W - W5086W (86). Built Swindon Oct 1927 - Jun 1928 to Lot 1383.

Seats: 64 3rd class in 8 Compartments. 2 Toilets.

Extant Stock:

4546 - Renumbered DW150205 and converted to a Staff Van in 1959. Renumbered 060903 for internal use. Withdrawn in 1982.

4553 - Renumbered DW150207 and converted to a Staff Van in 1961. Withdrawn in 1974.

4777 - Renumbered DW150206 and converted to a Staff Van in 1959. Renumbered 060907 for internal use. Withdrawn in 1989.

4786 - Renumbered DW150208 and converted to a Staff Van in 1961. Withdrawn in 1984.

4872 - Renumbered DW150209 and converted to a Staff Van in 1961. Withdrawn in 1984.

5043 - Renumbered DW150301 and converted to a Workshop in 1961. Withdrawn in 1981.

5085 - Renumbered DW150200 and converted to a Staff Van in 1959. Withdrawn in 1974.

Diagram	C54
Introduced	1925
Builder	GWR Swindon
Length	58' 4"
Width	9' 0"
Withdrawn	1964
Wheel Arrangement	4w 7' Bogies
Weight	30t 6cwt

Number			Note	Livery
4786	*KDW150208*	R	Restoration commenced October 2018	CHC
9581	*5043, DW150301*	R	under conversion to Wheelchair/Buffet, number 9581 is fictitious	UUU

TK (C77)

Collett

Collett Bogie Corridor Third (TK) Standard Stock (Diagram C77)

Extant Stock:

Number range: W501W - W595W (95). Built Swindon Apr 1939 - May 1940 to Lot 1623.

Number range: W1080W - W1155W (76). Built Swindon Feb 1938 - Oct 1938 to Lot 1593.

Seats: 64 3rd class in 8 Compartments. 2 Toilets.

W536W - Renumbered 079152 for internal use in Swindon Test Train in 08/1965. Withdrawn in 1969

W1086W - Renumbered 079154 for internal use in Swindon Test Train in 08/1965. Withdrawn in 1969

W1087W - Renumbered 079158 for internal use in Swindon Test Train in 08/1965. Withdrawn in 1969

W1111W - Renumbered 079159 for internal use in Swindon Test Train in 08/1965. Withdrawn in 1969

W1116W - Renumbered 079157 for internal use in Swindon Test Train in 08/1965. Withdrawn in 1969

W1146W - Renumbered 079153 for internal use in Swindon Test Train in 08/1965. Withdrawn in 1969

Diagram	C77
Length	64' 11"
Width	8' 11"
Introduced	1938
Withdrawn	1967
Wheel Arrangement	4w 9' Bogies
Builder	GWR Swindon
Weight	31t 9cwt

Number			Livery
1146	*W1146W, 079153, 99232*	A	CHC
1086	*W1086W, 079154, 99234*	A	CHC

GWR

1087	*W1087W, 079158, 99235*	S	CHC
1116	*W1116W, 079157, 99231*	A	CHC

TK (C82)

Hawksworth

Hawksworth Bogie Corridor Third (TK) Mostly BR Built (Diagram C82)

Extant Stock:

Number range: W781W - W832W (51). Built Swindon Nov 1946 - Jun 1947 to Lot 1691.

Number range: W2107W - W2136W (30). Built Swindon Nov 1948 - Apr 1949 to Lot 1720.

Seats: 64 3rd class in 8 Compartments. 2 Toilets.

W796W - Renumbered DW150192 and converted to a Dynamometer Car in 1961. Withdrawn in 1980c

Diagram	C82
Length	64' 0"
Width	8' 11"
Introduced	1946
Withdrawn	1968
Wheel Arrangement	4w 9' Bogies
Builder	GWR & BR Swindon
Weight	31t 14cwt

Number			Livery
2119	*W2119W, 99239*	S	CHC
829	*W829W*	A	CHC

LMS

BGZ (D1796)

Stanier

Stanier 6w Gangway Passenger Brake (BGZ) Period 3 Centre Side Ducket Stove R (Diagram D1796)

Diagram	D1796
Introduced	1932
Wheel Arrangement	6-Wheel
Builder	LMS Wolverton

Number			Livery
2886	*32919*	A	MAR

BTK

Stanier

Stanier Bogie Corridor Brake Third (BTK) Period 3 Porthole, BR Built (Diagram D2161)

Diagram	D2161
Builder	BR Derby & Wolverton

Number			Note	Livery
26880	*DM395979, Test Car No 9, 9*	A		MAR
26921	*M26921M*	S	Static Bookshop	MAR
26986	*M26986M*	A		MAR

LMS BG

Stanier

Stanier Bogie Gangway Full Brake (BG) Period 3 Centre Side Ducket (Diagram D2171) Later built by BR

Diagram	D2171
Builder	LMS / BR Wolverton & BR Derby

Number			Livery
31420	*XDB977023, W31420W, W31420M*	S	CAR

LMS CK

Stanier

Stanier Bogie Corridor Composite (CK) Period 3 Porthole, BR Built (Diagram D2159)

Diagram	2159
Builder	BR Derby

Number		Livery
24617	A	MAR

LMS TK

Stanier



Stanier Bogie Corridor Third (TK) Period 3 (Diagram D2119)

Diagram	D2119

Number		Livery
2300	A	MAR

LMS

12992	A	MAR

RFO (D1902)

Stanier

Stanier Bogie Restaurant Open First (RFO) Period 3 (Diagram D1902)

Diagram	D1902

Number		Note	Livery
7511	*38740, CTL 1N* A	Used for special dining trains	MAR

ROY (D2054)

Stanier

Stanier Bogie Royal Armoured Saloon (ROY) Period 3 (Diagram D2054)

Diagram	D2054

Number		Note	Livery
798	D	King George VI's Saloon	MAR

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
45048	*M45048M*	S	MAR

TO (D1915)

Stanier

Stanier Bogie Open Third (TO) Period 3 (Diagram D1915)

Diagram	D1915

Number			Note	Livery
149	*9355, CTL2S*	A	Converted to a Bar Car	MAR

TO (D1999)

Stanier

Stanier Bogie Open Third (TO) Period 3 (Diagram D1999)

Diagram	D1999
Builder	LMS Wolverton

Number		Livery
27218	A	MAR
27220	A	MAR
27270	A	MAR

LNER

BCK (175)

Gresley

Bogie Corridor Brake Composite (BCK) 8 Compartments (Diagram 175)

Extant Stock:

Number range: E10077E - E10088E (12). Built York 1937 to Lot 700.

Seats: 12 1st class in 2 Compartments, 24 3rd class in 4 compartments, 2 Toilets.

Diagram	175
Length	61' 6"
Width	9' 3"
Introduced	1937
Withdrawn	1965
Wheel Arrangement	4w Bogies
Builder	LNER York & Dukinfield

Number			Livery
24068	*E10078E, GE10078E*	A	TEA

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

LNER

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
24506	*E70759E*	A	Rebuilt as Brake Third by SVR. Body fixed to u/f of LNER BP 4069. 24506 Fictitious	TEA

GNR CK

Gresley



MRG

Gresley Bogie Corridor Composite (CK) 7 Comp (Diagram 164K)

Extant Stock:

Number Range: Various between 47 - 2997 (10) Built Doncaster 1922. LNER Code 4093

Seats: 21 1st Class in 3 Compartments and half coupe. 32 3rd Class in 4 Compartments. 2 Toilets.

LNER

2701 - Renumbered 42701 when absorbed by LNER in 1923. Withdrawn in 1958 and converted for use as a Camping Coach at Stratford in 1959 as CC157 and moved to Mundesley until 1963. Reinstated and renumbered DE321089 and converted to a Divisional Engineer Messing & Sleeping Coach. Renumbered 041593 for internal use on isolated track at Boston as a CCE Staff & Workshop coach. Withdrawn in 1989 and sold to a public house at Heanor in Derbyshire.

Diagram	164K
Length	61' 6"
Width	9' 0"
Introduced	1922
Withdrawn	1960
Wheel Arrangement	4w Bogies
Builder	GNR Doncaster
Weight	32t 16cwt

Number			Livery
2701	*2701N, 42701, CC157, DE321089, 041593*	A	TEA

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

LNER

Builder	LNER York
Weight	33t 0cwt

Number			Livery
643	*E9131E*	A	TEA

RC (187)

Gresley

Gresley Vestibule Restaurant Composite (RC) (Diagram 187)

Extant Stock:

Number Range: SC9160E - SC9162E (3). Built Doncaster 1936 to Lot 673.

Seats: 12 1st Class in 2 Bays. 18 3rd Class in 3 Bays.

SC9162E - Renumbered DE321021 and converted to an Engineers Coach in 04/1964. Withdrawn at Perth in 1981

Introduced	1934
Diagram	187
Length	61' 6"
Width	9' 3"
Withdrawn	1962
Wheel Arrangement	4w Bogies
Builder	LNER Doncaster
Weight	42t 15cwt

Number			Note	Livery
7960	*SC9162E, DE321021*	A	Used for special dining trains	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

LNER

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
24105	*E13317E, DE320957*	A	Modified for disabled access.	TEA
43600	*E13354E, DE320960*	A	Interior recently upgraded in LNER style	TEA
43612	*E13366E, 042197*	A		TEA
52255	*GE13547E, DE321005*	A	Major refurbishment completed September 2016	TEA

SR

SR PMVY

Four wheel parcels van

Diagram	3103
Wheel Arrangement	4 wheel

Number			Note	Livery
1174	*S1174S, DS70004*	S	C&W store	GRE

MKI

BCK

Brake Composite Corridor

Number			Livery
E21254	*W21254, 21254*	A	MAR

BG

Number			Note	Livery
80776	*M80776, E80776*	A	Converted to passenger usage for disabled passengers. Being further adapted as wheelchair dining car for use on the Severn Valley Limited dining set.	CHC
81013		S	On hire to KWVR 2024	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			Note	Livery
W34562	*34562, M34562*	A		CAR
34606	*DB975481*	S	Used at Kidderminster in conjunction with Santa services during December.	053
34754	*W34754W, ADB975128, 975128*	S	Now used as Engineers Mess and Tool Van, numbered 975128 in error	MAR

MKI				
35219	*M35219, 99850*	A		MAR
80222	*35315*	S	Rebuilt as a Courier van	Fading Red / Yellow

BSO

Number		Livery
9220	A	CAR

CK

Number			Note	Livery
M16169	*7169, 16169*	A		MAR
16202	*W16202*	A		CAR
16267	*7267, SC16267*	A	Last CK built by BR	CAR

FO

Number			Note	Livery
3083	*E3083*	A	One-off prototype. Originally First Class, but currently declassified	MAR
3103	*M3103*	A		MAR
3109	*M3109, W3109*	A		CHC

GUV

Number			Note	Livery
86105	*93105, M86105*	S	Sales coach	MAR
94157	*86523, 93523, 95157*	S	Stores Van	MAR

MKI				
94200	*86207, 93207, 95360*	S	Stores Van	MAR
95194	*86192, 93192, W95194*	S	Stores Van	BRB

PMVY (805)

GWR Design Fruit D

4w Ventilated Planked Fruit Van (PMVY) GWR Design Fruit D (Diagram 805) Plank Ends 3x Cupboard Doors.

Number			Note	Livery
92080	*W92080W*	S	Stores Van	BRN
92090	*W92090W*	S	Stores Van	MAR

POS

Number			Note	Livery
80300	*W80300*	D	First of type built	053
80328	*M80328*	S	Stored in Kidderminster Carriage Shed, used as Santa's Grotto at Arley during December	053
80329	*M80329, E80329*	S	Stored in Kidderminster Carriage Shed, used as Santa's Grotto at Arley during December	053

RB

Number			Livery
1667	*E1667, W1667*	A	CHC
1682	*E1682*	A	MAR

RMB

Number	Livery

MKI				
M1853	*E1853, W1853, 1853*	A	CAR	
1855	*SC1855*	A	MAR	
E1856	*M1856, 1856*	A	MAR	

SK

Number			Note	Livery
24839	*S24839*	S	Used for staff accommodation	GRE
24845	*S24839*	S	Used for staff accommodation	GRE
M25346	*25346*	A		MAR
M25498	*25498*	A		CAR
25594	*S25594, 18594*	S	Used for staff accommodation	GRE
25686	*S25686, 18686*	S	Used for staff accommodation	GRE
25771	*W25771, 18771*	A		MAR

TSO

Number			Note	Livery
GE4345	*4345*	A		CAR
E4399	*4399*	A	Wheelchair accessibility	CAR
4509	*E4509*	A		CAR
E4545	*M4545, 4545*	A		CAR
E4550	*4550*	A		MAR
4593	*M4593, E4593*	S	Static buffet	MAR
E4690	*4690*	A	Modified for disabled access. Jointly owned by the SVR Wolverhampton Branch.	MAR

MKIII

SLE

Number		Note	Livery
10696	S	Volunteer Accomodation	125
10713	S	Volunteer Accomodation	BG

GWR

AutoTrailer (A20)

Original Autocoach design (note)

A type of Autocoach, blah, blah, blah, blah, blah,

Diagram	A20
System	GWR
Introduced	1904
Builder	Swindon Works

Number	Name	
161	Banana	P

Track Machines

Tampers

Number	Note
DR73202	P&T 07-16 Tamper/Liner

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			Note	Livery
555	*26, 813*	R	0-6-0ST	BLK

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
686	The Lady Armaghdale	*14*	D	0-6-0T

Manning Wardle

Locomotives built by Manning Wardle

Manning & Wardle purchased the business of E B Wilson and Company in 1858 when the

later company foundered. Manning & Wardle thus acquired the designs and a large part of the works in Jack Lane in Hunslet.

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

Number	Name		Note
2047	Warwickshire	O	0-6-0ST

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
7170	Welsh Guardsman	*71516*	P	0-6-0ST

Sharp Stewart

Locomotives built by Sharp, Stewart & Company.

Sharp, Stewart and Company was founded in Manchester in 1843. In 1852 John Sharp who had been the senior partner retired and was replaced by Charles Patrick Stewart. The company changed its name to Sharp Stewart and Company. Thomas Sharp also retired and was succeeded by Stephen Robinson. In 1857 they produced their 1,000th locomotive.

Length	Varies
Width	Varies
Height	Varies
Wheel Arrangement	Various

Number	Name		Note
4085	Dunrobin	R	0-4-4 T

Internal Combustion

Ruston Hornsby

Ruston & Hornsby built locomotives

Ruston & Hornsby was an industrial equipment manufacturer in Lincoln, England founded in 1918. The company is best known as a manufacturer of narrow and standard gauge diesel locomotives and also of steam shovels. Other products included cars, steam locomotives and a range of internal combustion engines, and later gas turbines

Length	Varies
Width	Varies
Height	Varies

Number	Name			Note	Livery
418596		*D2961, 11511*	P	Ruston & Hornsby 0-4-0	GRN
281269	Silver Spoon	*D2960, 11510*	A	Ruston & Hornsby 0-4-0	GRN
319290		*D2957*	P	165DM 0-4-0DM	

Replica Locomotives

Replica Steam Locomotives

Many replicas have been produced of either historic locomotives such as Rocket or of classes that have disappeared from existence, some of these have yet to be fully completed, some are merely a set of frames and have been included for the sake of completeness.

Length	Varies
Width	Varies
Height	Varies

Number	Name		Note	Livery
Catch me who can (replica)	Catch me who can	C	2-2-0	BLK

New-build Locomotives

New-build Steam Locos

New Build Steam Locomotives

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

Length	Varies
Width	Varies
Height	Varies

Number		Note	Livery
82045	C	82045 Locomotive Trust	GRN

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
60	*RS1087/30, ADM1087/30, ADM1091/30*	P	30t 10w Steam Driven Vertical Boiler Crane	RED

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
25353	*DW35*	P	6t 4w Vertical Boiler Steam Driven Permanent Way Crane	BLK

Other Rail Cranes

Miscellaneous Railway Cranes

Most heritage railways in the UK have one or more preserved railway cranes, either just as historic exhibits, or as fully functioning examples assisting with the operation of the railway. Although not normally required for re-railing activities, they are exceptionally useful for track relaying and the restoration of locomotives and rolling stock, and help to avoid expenditure on outside contractors.

Length	Varies
Width	Varies
Height	Varies

Number			Note	Livery
ADW446	*060982*	S	Swindon 6t 4w Hand Worked Yard Crane	GRY
6685	*601, 602, ADW601, 14959, ADW602*	S	1.5t 4w Hand Worked Yard Crane (once thought to be ADW602)	RUST

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
/	P	Trailer
=	P	Trailer
M44/045	P	2w-2PMR

Lesmac

Lesmac Rail Division

Lesmac has been closely associated with the rail industry for the past ten years and has worked through product approvals from the original concept, field trials, through to prototype trials and finally full type approval on various key railway products. They are Link up approved and are approved suppliers to Network Rail and all major contractors including London Underground and Dockland Light Rail.

Length	Varies
Width	Varies
Height	Varies
Builder	Lesmac Rail Division

Number	Note
LMS017	2w-2PMR

Permaquip

Permaquip Vehicles

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

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

Length	Varies
Width	Varies
Height	Varies
Builder	Harsco Permaquip

Number	Name		Note
001	ETI 41	*DX68811, 68811*	4wDHR

Wickham Type 17

Number	Name		Note
7690	TP 49P	*PT 1P*	2w-2PMR
1580	PT 2P		2w-2PMR

Wickham Type 27

Number			Note
8085	*9021, 6*		2w-2PMR

Wickham Trailers

Number			Note
7577	*DB965054*	S	2w-2PMR