West Somerset Railway

SpotLog Dataset Book

SpotLog

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BR Diesel

03

Class 03 Shunter

The British Rail Class 03 locomotive was, together with the similar Class 04, one of British Railways' most successful 0-6-0 diesel-mechanical shunters. 230 were built at Doncaster and Swindon works between 1957 and 1962, and were numbered D2000-D2199 and D2370-D2399 (later 03004 to 03399). D2370 and D2371 were used as departmental locomotives and originally numbered 91 and 92 respectively.

Gauge	1435mm
Builder	BR Swindon, Doncaster
Max Speed	28.5mph
Introduced	1957-61
Length	7920mm
Width	2590mm
Height	3720mm / 3610mm
Weight	30.7t
Engine	Gardner 8L3
Transmission	Diesel Mechanical
Power	152kW
TE	69.6kN
Driving Wheel Dia	1092mm
Wheelbase	2740mm
Wheel Arrangement	0-6-0
Withdrawn	2008

Number		Livery
D2133	P	GRN

08

Class 08 Shunter Gronk

The British Rail Class 08 is a class of diesel-electric shunting locomotive built by British Railways (BR). As the standard BR general-purpose diesel shunter, the class became a familiar sight at major stations and freight yards. Since their introduction in 1952, however,

the nature of rail traffic in Britain has changed considerably. Freight trains are now mostly fixed rakes of wagons, and passenger trains are mostly multiple units or have Driving Van Trailers, neither requiring the attention of a shunting locomotive. Consequently, a large proportion of the class has been withdrawn from mainline use and stored, scrapped, exported or sold to industrial or heritage railways.

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

Gauge	1435mm
Builder	BR Crewe, Darlington, Derby, Doncaster, Horwich
Max Speed	15/20mph
Introduced	1952-62
Length	8920mm
Width	2590mm
Height	3880mm / 3600mm (08/9)
Weight	50.4t - 51.8t
Engine	English Electric 6KT
Transmission	Diesel Electric
Power	261kW
TE	160kN
Driving Wheel Dia	1372mm
Wheelbase	3510mm
Wheel Arrangement	0-6-0

Number			Livery
08401	*D3516*	P	BRB

09

Class 09 Shunter Gronk

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

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

1992 and, following this and privatisation in 1997, the class has been distributed much further afield.

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

Number			Livery
D4107	*09019*	P	MLB

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

BR Diesel

Width	2629mm
Height	3962mm
Wheelbase	4724mm

Number		Note		Livery
D9518	*7*	P		BRB
D9526		P	D&EPG	GRN

33

Class 33 Crompton

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

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

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

Number	Name			Livery
D6566		*33048*	P	GRN

BR Diesel

D6575	Seagull**	*33057*	P	GRN

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	Name			Livery
D7017	Williton**	*89317, 35017*	P	GRN
D7018			P	GRN

47

Class 47 Duff

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

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

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

Gauge	1435mm
Builder	Brush Traction, BR Crewe
Max Speed	95mph
Introduced	1962-68
Length	19380mm
Width	2690mm
Height	3900mm
Weight	114t-127t
Engine	Sulzer 12LDA28-C
Transmission	Diesel Electric
Power	1920kW
TE	245kN-267kN
Driving Wheel Dia	1143mm
Wheelbase	15700mm
Wheel Arrangement	Co-Co

Number	Name			Note	Livery
47077	NORTH STAR	*47613, 47840, D1661*	P	On loan to the North Yorkshire Moors Railway	BRB

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

Number	Name			Note	Livery
D1010	Western Campaigner	*D1035, 89437, Western Yeoman*	P	Awaiting Repairs	MAR

BR Multiple Units

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
56270	*54270*	R	DTC(L), DTCL	BLG

115

Class 115 Derby Suburban DMU

The British Rail Class 115 diesel multiple units were 41 high-density sets which operated the outer-suburban services from Marylebone usually to destinations such as High Wycombe, Aylesbury and Banbury which are on the Chiltern Main Line and Great Central Main Line (now the London to Aylesbury Line). Sometimes, these sets used to operate 8- or 12-car-long expresses to Nottingham Victoria in the final years of the GCML. Coincidentally, Class 115 units operated services under Table 115 in the British Rail timetable.

Based on the basic Derby high density design, the sets are similar to Class 127 but were internally superior as the class had larger windows, better furnishings, lighting and wall surfaces.

15 vehicles are preserved. DMBS 51677 was scrapped in early 2017.

Builder	BR Derby
Introduced	1960
Engine	Leyland Albion
Length	19.35
Width	2.82m
Withdrawn	1998
Weight	137t
Max Speed	70mph

Number		Note	Livery
51859	A	DMBS	GRN
51880	A	DMBS	GRN
51887	R	DMBS	
59678	A	TCL	GRN

117

Class 117 Pressed Steel Suburban 3-Car DMU

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

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

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

Number		Note	Livery
51354	P	DMBS	GRN

BR Steam

4MT (Tank)

Std class 4MT Tank

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

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

155 were built, 15 have been preserved.

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

Number		Note	Livery
80064	O	80064 Locomotive Fund	BLK

GWR

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
9351	*5193*	A	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
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	
4561	R

5600

5600 Class 0-6-2T

The GWR 5600 Class is a class of 0-6-2T steam locomotive built between 1924 and 1928. They were designed by Charles Collett for the Great Western Railway (GWR) and were introduced into traffic in 1924. After the 1923 grouping, Swindon inherited a large and variable collection of locomotives from historic Welsh railway companies, which did not fit into their standardisation programme. GWR boiler inspectors arrived en-masse and either condemned the original locomotives or had them rebuilt. The systematic destruction of many examples of locomotives, most still in serviceable condition, followed, but various were worked alongside 5600 Class.

Two hundred GWR 5600 Class replacement locomotives were built and remained in service until withdrawn by British Railways between 1962 and 1965. Nine of the class have survived into preservation.

Diagram	Lots 228, 235, 244, 252, 255
Introduced	1924
Withdrawn	1966
Wheel Arrangement	0-6-2T
Builder	GWR Swindon Works (150), Armstrong Whitworth (50)
Weight	69.t
TE	25,800 lbf
Driving Wheel Dia	4ft 7 1/2in
Boiler Pressure	200 psi
Num Cylinders	2, inside
Valve Gear	Stephenson
Cylinder Dimensions	18in x 26in

Number		Livery
6695	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			Note	Livery
7752	*L94*	A	on loan from Tyseley Locomotive Works	LUG

6400

6400 Class 0-6-0PT

The Great Western Railway (GWR) 6400 Class is a class of 0-6-0 pannier tank steam locomotive introduced by Charles Collett in 1932. All 40 examples were 'auto-fitted' – equipped with the remote-control equipment needed for working autotrains.

The 1936 GWR 7400 Class was a similar class, without the autotrain apparatus, but with a higher boiler pressure of 180 psi, providing a small but useful increase in power. An initial build of 30 in 1936-1937 was added to by British Railways in two batches each of ten locos in 1948 and 1950. These were destined for a short life, the briefest being only nine years. A minor visual difference between the 5400 and earlier 6400, and the later series of 6400, with the 7400 classes was at the join between cab and bunker. The 5400 and early 6400 had an arc whereas the later 6400 and the 7400 class was straight.

There were 40 locomotives in the 6400 Class, and 50 locomotives in the 7400 Class. Three of the 6400 Class have survived to preservation, unfortunately none of the 7400 Class survived

Diagram	Lots 277 (part), 294, 300, 305, 307, 371, 380
Length	31ft 1in
Width	8ft 7in
Height	12ft 2 15/16in
Introduced	1932
Withdrawn	1965
Wheel Arrangement	0-6-0 PT
Builder	GWR/BR Swindon Works
Weight	46.3t
TE	16,510 lbf (7400: 18,010 lbf)
Driving Wheel Dia	4ft 7 1/2in
Boiler Pressure	165 psi (7400 180 psi)
Num Cylinders	2, inside
Valve Gear	Stephenson
Cylinder Dimensions	16 1/2 in × 24 in

Number	Name		Livery
6435	Ajax	S	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		Note	Livery
7822	Foxcote Manor	O	Foxcote Manor Society	BLK
7828	Odney Manor (running as Norton Manor 40 Commando)	A		GRN

9400

9400 Class 0-6-0PT

The Great Western Railway (GWR) 9400 Class is a class of 0-6-0 pannier tank steam locomotive, used for shunting and banking duties.

The first ten 9400s were the last steam engines built by the GWR. After nationalisation in 1948, another 200 were built by private contractors for British Railways (BR). Most had very

short working lives as the duties for which they were designed disappeared through changes in working practices or were taken over by diesel locomotives.

210 were built, two locomotives survived into preservation, with the oldest of the class, 9400 as part of the National Collection.

Diagram	Lot Nos. 365, 382–387
Length	33ft 2in
Width	8ft 7in
Height	12ft 5 1/2in
Introduced	1947
Withdrawn	1965
Wheel Arrangement	0-6-0 PT
Builder	Various for GWR
Weight	56.2t
TE	22,515 lbf
Driving Wheel Dia	4ft 7 1/2in
Wheelbase	15ft 6in
Boiler Pressure	200 psi
Num Cylinders	2, inside
Cylinder Dimensions	17 1/2 in × 24 in

Number			Livery
9466	*98466*	A	BLK

Autotrailer (A27)

Collett DTT

Collett Driving Trailer Open Third (DTT) Autotrailer Bow End (Diagram A27)

Number range: W159W - W170W (12). Built Swindon Dec 1928 - Jan 1929 to Lot 1394.

Seats: 72 3rd Class.

Extant stock:

W163W - Renumbered DW150315 and converted to a Works study office in 1961. Withdrawn in 1975.

W167W - Renumbered 079050 as an Internal User Office in 1961. Withdrawn in 1977.

W169W - Renumbered 064749 as an Internal User Stores Van in 1961. Withdrawn in 1981.

Diagram	A27
Builder	GWR Swindon
Introduced	1928

GWR

Length	59' 6"
Width	9'
Withdrawn	1961
Wheel Arrangement	4w Bogies
Weight	30t 7cwt

Number			Livery
169	*W169W, 064749*	A	CHC

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			Note	Livery
6912	*079133*	A	Underframe only fixed to body of GWR SLF 242 (9042)	BLK

BCK (E159)

Collett

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

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			Livery
6705	*W6705W*	A	CHC

BTK (D95)

Collett

Collett Bogie Corridor Brake Third (BTK) Bow End (Diagram D95)

Number range: W4913W - W4944W (32). Built Swindon Jan 1927 - May 1927 to Lot 1375.

Number range: W5087W - W5132W (46). Built Swindon Feb 1928 - Jun 1928 to Lot 1384.

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

Extant Stock:

W5102W - Renumbered DW150234 and converted to a Sleeping & Mess Coach in 09/1959. Withdrawn in 19??

GWR

W5131W - Renumbered DW150246 and converted to a Staff Mess & Tool Coach in 12/1960. Withdrawn in 1987

Diagram	D95
Introduced	1927
Length	58' 4"
Width	9' 0"
Withdrawn	1962
Wheel Arrangement	4w 7' Bogies
Builder	GWR Swindon
Weight	30t 4cwt

Number			Livery
5131	*W5131W, DW150246*	S	103

GWR BCK (E83)

Churchward

Churchward Bogie Corridor Brake Composite (BCK) Bar 1 Toplight (Diagram E83) ex Brake Tri-Composite

Number range: W7533W - W7547W (15). Built Swindon Jun 1907 - Dec 1907 to Lot 1138.

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

Extant stock:

W7538W - Renumbered DW150020 and converted to a Riding & Tool Van in 08/1955. Withdrawn in 1974

W7545W - Short use for Signal Department as KDW7545. Renumbered 079076 for internal use in 01/62. Withdrawn in 1981

Diagram	E83
Length	57' 0"
Width	9' 0"
Introduced	1907
Withdrawn	1962
Wheel Arrangement	4w Bogies
Weight	26t 15cwt
Builder	GWR Swindon

Number	Livery

GWR

7538	*DW150020*	S	CHC

GWR CK (E88)

Churchward

Churchward Bogie Corridor Composite (CK) Bar 1 Toplight (Diagram E88)

Extant Stock:

Number range: W7738W - W7747W (10). Built Swindon Dec 1910 - Feb 1911 to Lot 1171.

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

W7740W - Renumbered DW317 and converted to a Mess & Tool Van in 02/1954. Withdrawn in 1977c

Diagram	E88
Length	57' 0"
Width	9' 0"
Introduced	1911
Withdrawn	1957
Wheel Arrangement	4w 9' Fishbelly Bogies
Builder	GWR Swindon
Weight	27t 7cwt

Number			Note	Livery
7740	*W7740W, DW317*	S	Waiting restoration	CHC

GWR SLF (J5)

Dean

Dean Bogie Sleeper First (SLF) Clerestory (Diagram J5)

Number range: W241W - W243W (3). Built Swindon 1896 - 1897 to Lot 787. Built for Paddington to Fishguard service.

Seats: 6 compartment composite with 3 lavatories and side corridor. Later rebuilt with centre gangway.

Diagram	J5
Length	56' 0"
Width	9' 0"

GWR

Introduced	1896
Withdrawn	1932
Wheel Arrangement	4w 10' Dean bogies
Builder	GWR Swindon
Weight	27t

Number			Note	Livery
241			Part body only	
242	*W242W, 9038*	D	Body Only fixed to u/f of GWR BCK 6912	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.

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
2980	*W2980W, US6904*	S	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

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
2823	*W2823W, DW150346*	S	BRN

TK (C31)

Churchward

Churchwood Bogie Corridor Third (TK) Bar 1 Toplight (Diagram C31)

GWR

Number range: W2436W - W2454W (18). Built Swindon Dec 1910 - Feb 1911 to Lot 1172.

Number range: W3636W - W3644W (9). Built Swindon Jul 1911 - Aug 1911 to Lot 1289.

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

Extant Stock:

W2447W - Renumbered DW150019 and converted to a Staff Riding Van in 08/1955. Withdrawn in 1981

W3639W - Renumbered W9887W and converted to a Camping Coach in 01/1957. Withdrawn in 1972

Diagram	C31
Length	57' 0"
Width	9' 0"
Introduced	1910
Wheel Arrangement	4w 9' Bogies
Builder	GWR - Swindon
Weight	27t 6cwt
Withdrawn	1958

Number			Livery
3639	*W3639, 9887*	R	WOOD

TK (C32)

Churchward

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

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	Name			Note	Livery
3885		*W3885W, 9882, 82*	S	Volunteer Accomodation	CHC
2578		*W2578W, 9889*	S	Awaiting Repair/Restoration	CHC
2573	Carol**	*9879*	S	Volunteer Accomodation	CHC
3631	Doris"", Florence""	*W3631W, 9880*	S	Awaiting Repair/Restoration	CHC

TK (C35)

Churchward

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

Number range: W3662W - W3667W (6). Built Swindon Dec 1917 to Lot 1290.

Number range: W3668W - W3668W (1). Built Swindon Dec 1917 to Lot 1313.

Number range: W3949W - W3981W (32). Built Swindon Oct 1916 - Nov 1919 to Lot 1256.

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

GWR

Extant Stock:

W3665W & W3668W built to diagram (C28) Converted to Ambulance Coaches. Rebuilt to diagram (C35) after the war.

W3665W - Renumbered W9886W and converted to a Camping Coach in 01/1957. Withdrawn in 1980.

W3668W - Renumbered W9888W and converted to a Camping Coach in 01/1957. Withdrawn in 1971.

W3963W - Renumbered W9885W and converted to a Camping Coach in 01/1957. Withdrawn in 1980.

W3980W - Renumbered W9881W and converted to a Camping Coach in 02/1958. Withdrawn in 1980.

Diagram	C35
Length	56' 11"
Width	8' 11"
Introduced	1916
Withdrawn	1963
Wheel Arrangement	4w Bogies
Builder	GWR Swindon
Weight	27t 2cwt

Number			Note	Livery
3980	*W3980W, W9881W, 81*	S	Volunteer Accomodation	CHC
3665	*W3665W, W9886W, 25, 5526*	S	Awaiting Restoration	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.

GWR

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			Livery
4546	*DW150205, 060903*	S	?SH

TK (C67)

Collett

Collett Bogie Corridor Third (TK) Flat End Wide Stock (Diagram C67)

Number range: W5808W - W5867W (60). Built Swindon Nov 1934 - Feb 1935 to Lot 1509.

Number range: W5928W - W5982W (86). Built Swindon Jun 1935 - Aug 1935 to Lot 1527.

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

Extant Stock:

W5813W - Rebuilt in 1941 with modernised body after damage during the war. Renumbered DW150324 and converted to a Control Train Coach in 01/1962. Withdrawn in 1980c

W5856W - Renumbered DW150031 and converted to a Telecom Unit in 03/1957. Withdrawn in 1980

W5863W - Renumbered DW150325 and converted to a Control Train Coach in 01/1962. Withdrawn in 1980c

W5952W - Only complete example to this diagram. No further conversions.

Diagram	C67
Introduced	1934
Builder	GWR Swindon
Length	57' 0"
Width	9' 0"
Withdrawn	1965
Wheel Arrangement	4w 9' Bogies
Weight	30t 6cwt

Number			Note	Livery
5856	*W5856W, DW150031*	S	Awaiting Restoration	CHC

LMS

CCTY

Number			Note	Livery
35054	*8188, DM395489*	S	Body Only	WOOD

LNER

CCTY

Number			Note	Livery
1287	*064809*	A	Underframe only. In use by PW Dept.	Black / Yellow Buffers

SR

SR PMVY

Four wheel parcels van

Diagram	3103
Wheel Arrangement	4 wheel

Number			Livery
1464	*S1464S*	S	GRY

MKI

BCK

Brake Composite Corridor

Number	Name			Note	Livery
21174	Phoenix	*W21174*	A	Quantock Belle	CHC

BG

Number	Name			Note	Livery
92387		*81380, 84380*	S		MAR
80736	"Lorna Doone"	*W80736*	A	Converted for disabled use	CHC
80932		*M80932, 92723, 94442*	S	Stores Van	MAR

BSK

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

Number	Name			Note	Livery
35408	Jupiter	*W35408, 977165*	A	Quantock Belle	PUL
35257		*W35257*	A		MAR

BSO

Number	Name	Livery

MKI					
9227			*W9227, SCR99821*	A	CAR
9278			*W9278*	A	CHC
9380	"Gwenhwyfawr"		*W9380, 9014*	A	CHC

CCTY

Number			Note	Livery
94502	*DB977072*	S	Stores Van	MAR
94917	*M94917*	S	Stores Van	MAR

FO

Number	Name			Note	Livery
3108	"Meteor"	*W3108, 99358, 358*	A	Quantock Belle	PUL

RMB

Number	Name			Note	Livery
1804	Aries	*W1804*	A	Quantock Belle	PUL

RU

Number	Name			Note	Livery
1909	Orion	*W1909*	A	Quantock Belle	PUL

SK

Number			Livery
24985	*W24985*	A	CHC

MKI				
25308	*W25308, 18308*	A	CHC	
25323	*W25323*	A	CHC	

TSO

Number			Note	Livery
4260	*W4260*	A		CHC
4419	*W4419*	A		CHC
4435	*W4435*	A		CHC
4449	*W4449, TDM977413*	A		CHC
4599	*W4599*	A		CHC
4660	*W4660*	A		CHC
4909	*W4909*	A		CAR
4911	*W4911*	A		CHC
4956	*W4956*	A		CHC
5002	*W5002*	A		CHC
5024	*W5024*	A		CHC
5025	*W5025*	A		CHC
5030	*W5030*	A		CHC
4875	*W4875*	A	Converted for wheelchair access	CAR
4876	*W4876*	A	Converted for wheelchair access	CHC
4884	*W4884*	A	Converted for wheelchair access	CHC
4346	*W4346*	A	Converted with buffet area	CHC
4814	*W4814*	A	Converted to RMB	CHC
4987	*W4987, ADB977706*	A	Converted to Buffet Car (RBR)	MAR

Steam Locomotive

Std 4 Tank

Number		Note	Livery
80064	O	80064 Locomotive Fund	BLK

Steam

Andrew Barclay

Andrew Barclay Locomotives

Andrew Barclay Sons & Co. are a builder of steam and later fireless and diesel locomotives. The company's history dates to foundation of an engineering workshop in 1840 in Kilmarnock, Scotland.

After a long period of operation, the company was acquired by the Hunslet group in 1972 and renamed Hunslet-Barclay, in 2007 the company changed hands after bankruptcy becoming Brush-Barclay as part of the FKI Group. In 2011 Brush Traction and Brush-Barclay were acquired from FKI by Wabtec.

The site was acquired by Brodie Engineering Ltd in July 2020.

A large number of various ABS&Co locomotives have been preserved, proving popular on many Heritage Railways and Railway Centres

Length	Varies
Width	Varies
Height	Varies

Number	Name		Note
2139	Salmon	P	0-6-0ST
2201	Victory	R	0-4-0ST
2315	Lady Ingrid	P	0-4-0ST

Hawthorn

Hawthorn Locomotives

In 1817 Robert Hawthorn at the age of 21 began business as a general engineer and repairer of colliery machinery. With the assistance of his brother William and four workmen, his enterprise prospered and in 1820 under the trading name of R and W Hawthorn their first marine engine was built

Hawthorn Leslie and Company was formed by the merger of the shipbuilder A. Leslie and Company in Hebburn with the locomotive works of R. and W. Hawthorn at St.Peter's in Newcastle upon Tyne in 1886.

Steam

Length	Varies
Width	Varies
Height	Varies

Number	Name			Note
3719	Associated Portland Cement at Swanscombe No 4	*4, 3718*	P	0-4-0ST (contains parts of 3718)

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
1857	P	0-6-0T	NCB

Speciality Steam Locomotives

Andrew Barclay

Fireless Locomotives produced by Andrew Barclay

Andrew Barclay Sons & Co. are a builder of steam and later fireless and diesel locomotives. The company's history dates to foundation of an engineering workshop in 1840 in Kilmarnock, Scotland. After a long period of operation the company was acquired by the Hunslet group in 1972 and renamed Hunslet-Barclay, as of 2012 the company still operates in Kilmarnock providing rail engineering services as Wabtec Rail Scotland.

Wheel Arrangement	0-4-0 unless otherwise noted
Length	Varies
Width	Varies
Height	Varies
Builder	Andrew Barclay

Number	Name		
1984	Boots No 1	*1*	P

Internal Combustion

Andrew Barclay

Andrew Barclay Diesels

Andrew Barclay Sons & Co. are a builder of steam and later fireless and diesel locomotives. The company's history dates to foundation of an engineering workshop in 1840 in Kilmarnock, Scotland.

After a long period of operation, the company was acquired by the Hunslet group in 1972 and renamed Hunslet-Barclay; in 2007 the company changed hands after bankruptcy becoming Brush-Barclay as part of the FKI Group. In 2011 Brush Traction and Brush-Barclay were acquired from FKI by Wabtec. The site was acquired by Brodie Engineering Ltd in July 2020.

Length	Varies
Width	Varies
Height	Varies

Number	Name			Note
578	R.O.F. BRIDGWATER No.1	*1*	P	0-4-0DH
579			P	0-4-0DH

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			Livery
9351	*5193*	A	GRN

Rail Cranes

Coles

Coles Railway Cranes

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

Length	Varies
Width	Varies
Height	Varies

Number			Note	Livery
15404	*PW1*	P	6t 4w Diesel Electric Crane	YEL

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
DW264	P	Swindon 3t 4w Hand Worked Yard Crane	BLK

Personnel / Equipment Trolleys

Geismar

Geismar Vehicles

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

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

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

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

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

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

Length	Varies
Width	Varies
Height	Varies
Builder	Geismar Group

Number		Note
ST/02/27	*4162*	2w-2PMR
ST/02/28	*4163*	2w-2PMR