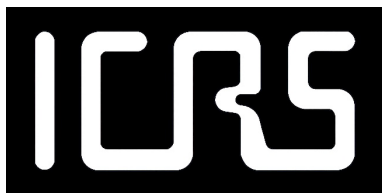


Inter City Railway Society



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INTRODUCTION

Originally released as a single volume in wire bound format up until 2019 the **Combine** was then split into two volumes but has been reintroduced in this additional spine format, the only format possible with all the extra data added to this increasingly more comprehensive book. Wire bound versions **Combine Vol.1 & 2** are still available. Stock listed as per the Contents Page is either operational or stored on the various Network Rail, Preserved and Private railway lines / sites in England, Wales, Scotland, Isle of Man and the Channel Isles. Former UK stock exported or preserved abroad is also listed as are imported locos that previously worked abroad. Also included are Industrial Steam / Diesel / Electric / Battery locos, preserved and operational, covering gauges from 2'-7" up to Broad Gauge. The remaining narrow gauge locos may be included in the future. Former UK Coaching Stock exported or preserved abroad is also listed. Wagons are incorporated, having been added to **Combine Vol.2** from 2020 with Preserved Pre-Nationalisation coaches added for 2024 to Vol.2 and this book.

Stock away for overhaul or hire is shown at its normal location unless the period is likely to be longer than the validity of this book. Some stock does not carry any identification, especially when under overhaul / restoration, but where stock in service carries no number for an extended period, then this is noted.

In the Depot / Location column, brackets eg (TO) denote a storage location for mainline stock.

Key: ^ - incorrect / fictitious number, gb – grounded body, uf – underframe, X - stock to be scrapped

Layout Changes: (from other books)

- DBC & FL locos working abroad moved to **EXPORTED** section
- PRIDE liveried stock separated out from main Livery list

Locos

Unless shown otherwise entries are laid out as follows: (except Cl.01/5)

No / [Works No] - (Previous Nos) - Details - Owner - Livery - Pool - Depot / Location - Name

Multiple Units / Railcars

Unless shown otherwise entries are laid out as follows:

Unit No - Details - (Previous Nos) - Livery - Operator - Depot / Location - Car Nos - Name

Preserved Units / Railcars:

Car No - Details - (Previous) *Set Nos* - Type - Depot / Location - Name

Major Stock Changes (since the last editions of our books)

- HNRC sold to Swietelsky (SCR) with some locos remaining with HN
- First Cl.18 shunters trialled at various locations
- 19001 scrapped
- Last Euro spec Cl.66 imported for GBRf
- First Cl.99 on test at Velim
- More Cl.150s reformed into 150/0s
- First Cl.153s converted to Active Vehicles for TfW
- Cl.175s to be transferred to GWR
- Last Cl.317 scrapped
- WMT Cl.323s transferred to Northern or off lease
- Cl.325s withdrawn with some scrapped
- 10 more Cl.345s ordered
- First Cl.350s off lease
- Cl.379s transferred to Govia Thameslink for Great Northern
- All Cl.390/0s refurbished
- All Cl.507s scrapped bar 507001 saved for preservation
- First Cl.555s enter service
- Hydrogen demonstrator 614209 to be converted for training
- First Cl.730/0s enter service
- First Cl.756s enter service
- All Cl.777s delivered
- First Cl.805s & 807s enter service
- All original Glasgow Subway units withdrawn, either scrapped or preserved
- First of the new 2024 Piccadilly Line Tube Stock delivered
- 12 LU locos bought by RSS

Loco Hauled Coaching Stock

Section 1: Lists Mk1-5 Mainline Registered carriages either operational or stored in passenger and non-passenger service with specific rakes listed separately at the front that include some built Pre-Nationalisation. HST coaches are listed separately so out of numerical order.

Section 2: Lists all Preserved Pre-Nationalisation then Preserved ex-BR Mk1-3 and privatisation carriages including GUV, CCT, MCV & HBYS.

Section 3: Lists all carriages in Departmental and Internal User service

Section 4: Lists all carriages exported or preserved abroad.

Major Stock Changes: (since the last editions of our books)

- Riviera Trains stock sold to West Coast Rly
- More ScotRail HSTs lengthened to 5 cars

Wagons & OTP

A comprehensive and accurate list of wagons is notoriously difficult to compile, but this book attempts to list all wagons registered on TOPS (Total Operating Processing System) including privately owned and international RIV wagons currently running or stored on railway tracks in England, Scotland and Wales. Whilst many wagons condemned awaiting scrapping, in many cases for years, are being cleared from yards, these are not recorded so may well be seen around the UK. Further sections cover Track Maintenance vehicles, Internal User wagons, Channel Shuttle stock and Engineers stock on the London Underground, Tyne & Wear Metro and the Docklands Light Railway.

Section 1: Lists wagons in the number range 3100 - 99999 owned privately by railway customers and leasing companies. Identifying prefix codes eg. VTG before each number, used to prevent confusion with locos and coaching stock on TOPS, are shown in the header box to each group of numbers. A full list of the codes and corresponding owners is tabulated in the **Appendices: Wagons**.

Section 2: Lists wagons in the 100000 - 999999, the older wagons being of ex-BR origins, owned by the main railway operating companies. Some wagons in this series have been renumbered from / to RIV numbers.

Section 3: Lists internationally registered wagons with 12 digit RIV numbers logically organised into numerical order, using vehicle type number (digits 5-8) then country codes (digits 3-4). All wagons are then numerically listed (digits 9-12) in each group without the first 9 digits which are shown in the header blocks for each number group. With wagons often changing the first 4 digits, this system should keep wagons grouped with similar wagon types in subsequent editions. **Not all wagons listed appear regularly in the UK** therefore many wagons not seen in the UK are no longer listed to try to provide a listing for those who only spot in the UK. See note at the start of this Section.

Section 4: This Section on OTP includes Track Maintenance Vehicles is not in strict numerical sequence in order to group various types together, but there is a helpful sequential numerical listing at the end of the Section which includes owners. Additional information is provided to help better explain their use and operation, as many are seen in fixed formations. Self-propelled vehicles able to run on the mainline to worksites are listed first. Other single self-propelled vehicles which only use this function in the worksite follow, then those which primarily work in conjunction with other wagons and are hauled to the site by locos are, then all other DR prefixed wagons. All vehicles used in the various long HOBs, TRTs and new HOPS have been shown in their formations where possible, so wagons are no longer in a single numerical list. Hopefully this better helps match what is seen. Be aware, some wagons with DR number prefixes have similar 5 digit numbers to those in SECTION 1.

Section 5: Lists large Preserved OTP. The selection is subjective so does not cover all types but others may be added in future editions.

Section 6: Wagons previously shown but known to be stored, are now included in the main listings. The status of what wagons are used as internal users is not always clear, as many do not get renumbered in the 0xxxx series.

Section 7: Lists all Channel Tunnel wagon stock.

Section 8: Lists all London Underground engineers' stock.

Section 9: Lists Light Rail / Metro engineers' stock.

All long term stored wagons still registered on TOPS are identified where known but please note that with many older 4w and bogie flat wagons being scrapped their status at any given point may change.

There are many wagons deleted from TOPS lying around the country, some just underframes or bodies only, which can be scrapped at any time. To provide a list would be time consuming and the accuracy would be difficult to verify. However, a list of locations is shown in the Appendices at which stored wagons may be seen. This is not comprehensive or identifies which or how many wagons can be seen, but hopefully it is another helpful guide.

Major Stock Changes: (since the last editions of our books)

- Over 1000 wagons scrapped including 4w **JNA, JXA, KEA, MEA, MHA, MPA, OBA, OCA, PCA, SPA, SSA** and bogie **BAA, BBA, BDA, BEA, BFA, HTA, JGA, JHA, MXA, RRA, YKA**
- **IFA 43 71 4378 xxx-x, IFA 24 71 4438 xxx-x & IFB 24 87 4438 xxx-x** removed as no longer seen in the UK
- 25 **KEAs** converted to Steel Slab Carriers
- 76 **MWA** Bogie Open Box to be built utilising underframes from HHAs
- 60 **BAA** Steel Carriers to be rebuilt utilising bogies from HTAs
- The sole **FJA 621915** has been scrapped

- 310604 the prototype Biomass **HTA** conversion to **CGA** has been scrapped
- The fleet of Tatrastroj **JGA** Bogie Limestone Hoppers 19200-19 have been scrapped
- The remaining 3 internal user **CDAs** have been scrapped
- Programme extended with 300 **MRA** Tipplers converted to 81 70 5831 xxx **JNA** Hawk Open Box
- 16 **HTAs** converted to internal user flats for Celsa Cardiff
- More **BYA** Steel Slab Carriers converted
- More **JNA** Open Box wagons delivered
- 203 new **HOA** Aggregate Hoppers 81.70.6774.xxx-x being delivered to replace **JHAs** which are being scrapped
- All **ICA** Bogie Tanks 35.70.7790.000-029 stored
- More **JPA** Bogie Cement Tanks on order from Fieldbinder, 32 for Heidelberg Materials and 54 for Breedon
- Two new tampers delivered
- Both ZWA - DTS 62-N Dynamic Track Stabilisers have been exported along with 5 other items of large OTP
- The Chinese built **IFA** wagons delivered were not fit for purpose and scrapped with the remaining order cancelled

We have tried to make this book as comprehensive and as user friendly as possible, especially to help newcomers to our hobby, so we hope you enjoy this publication prepared by **Inter City Railway Society**. Please note that we are volunteers and keeping track of changes then compiling the final book is a non-stop task done throughout the year. Hopefully any errors or typos have been removed during proof reading, but some always slip through, so if you have any comments or know of further additions or amendments, please contact us. If we don't know there is an error, we can't fix it.

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Trevor Roots

updated to 1st February 2025

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LOCOMOTIVES

SECTION I: DIESEL & ELECTRIC EX-GWR / LMS / LNER / SR, BR & PRIVATISATION CLs. 01-99

Diesel Shunters

LMS / Drewry 0-4-0 DM built 1934 by EE, Preston
Engine: Gardner 6L3 of 150 hp **Transmission:** Mechanical – Wilson
Train Brake: None **Weight:** 25 tons
Max Speed: 12 mph

7050 (240,846,70224,7400) PV BK Pres NRM

LMS / Hunslet 0-6-0 DM built 1932 by Hunslet Engine Company, Leeds
Engine: McClaren / Ricardo MR6 of 132 hp **Transmission:** Mechanical - Hunslet
Train Brake: None **Weight:** 21 tons
Max Speed: 30 mph

7051 (70027,7401,1697) PV BK Pres MID

LMS / EE 0-6-0 DE built 1935 by Hawthorn Leslie, Newcastle upon Tyne
Engine: EE 6K of 350 hp **Transmission:** Two EE Traction Motors
Train Brake: None **Weight:** 52 tons
Max Speed: 30 mph

7069 8F BK Pres VBR

Hudswell Clarke 0-6-0 DM built 1961 by Hudswell Clarke
Engine: Gardner 8L3 of 204 hp, 1200 rpm **Transmission:** Mechanical - SCR Type 23
Train Brake: Vacuum **Weight:** 35 tons
Max Speed: 24 mph

D2511 PV G Pres KWV

North British 0-4-0 DH built 1958-61 by NBL, Glasgow
Engine: MAN W6V 17.5/22A of 225 hp **Transmission:** Hydraulic - Voith L33YV
Train Brake: Vacuum **Weight:** 36 tons
Max Speed: 17 mph

D2767 SP G Pres BKR

D2774 PV G Pres STP

EE Prototype 0-6-0 DE built 1956 by EE (VF), Newton-le-Willows
Engine: EE 6RKT of 500 hp **Transmission:** Two EE607A Traction Motors
Train Brake: Vacuum **Weight:** 47 tons
Max Speed: 40 mph

D0226 (D226) PV G Pres KWV VULCAN

North British Prototype 0-4-0 DH Used by BR Western, London Midland & Southern Regions
built 1954 by NBL, Glasgow
Engine: Paxman 6VRPHXL of 225 hp **Transmission:** Hydraulic - Voith L24V
Train Brake: **Weight:**
Max Speed: 12mph

[27414] PV BK Pres TSR TOM

[27415] (2059) PV M1 Pres BKR TIGER

AEC Prototype 4w DM Trialled by GWR
Engine: AEC of 78 hp **Transmission:** Mechanical
Max Speed: built 1938 by AEC, Southall

1 PV G Pres SRC

01572	1968	10256	01561,MS5482	RR	0-6-0DH	BA	BU	Priv	AIC	KATHRYN
01573	1966	6294	H006	HE	0-6-0DH	RL	RL	Priv	WEA	
422	* 1961	459517	01583	R&H	0-6-0DH	PV	G	Pres	MOL	VALIANT
423	* 1961	459518	01585	R&H	0-6-0DH	QR	BU	MBDL	BRC	
425	* 1961	459519	01507	R&H	0-6-0DH	PV	G	MBDL	GC	VENOM

Class 02 Yorkshire 0-4-0 DH

Engine: Rolls Royce C6 of 170 hp **Weight:** 28 tons built 1960-61 by YE, Sheffield
Transmission: Hydraulic. Rolls Royce CF 10000 **Tractive Effort:** 15,000 lb **Route Availability:** 1
Fuel Capacity: 300 gallons **Train Brake:** Vacuum **Max Speed:** 19 mph

02003	(D2853)	HN	G	Pres	BH	D2866	HS	U	Pres	HST
D2854		HS	G	Pres	HST	D2867	HN	G	Pres	NIT
D2858		MT	G	Pres	MRB	D2868	BH	G	Pres	BH
D2860		NC	G	Pres	NRM					

Class 03 BR 0-6-0 DM

Engine: Gardner 8L3 of 204 hp (# - VM V12 300 of 350 hp, e - Cummins NT855 of 355 hp) **Weight:** 30 tons built 1957-62 by BR, Swindon & Doncaster (d)
Transmission: Mechanical - Wilson CA5 Epicyclic **Tractive Effort:** 15,650 lb **Max Speed:** 28 mph
Fuel Capacity: 300 gallons **Train Brake:** Vacuum **Route Availability:** 1 **Other:** c - cut down cab

D2018	(03018)	MF	G	Pres	MAN	03119	c	(D2119)	PV	B	Pres	DFR for
03020	(D2020)	PV	B	Wdn	(SON)							GVR
03022	(D2022)	PV	B	Pres	SCR	D2120	c	(03120)	PV	G	Pres	FHR
D2023		TE	G	Pres	KES	D2128	e	(03901,03128)	AB	BK	Pres	GBB
D2024		TE	G	Pres	KES	D2133			WS	G	Pres	WSR
03027	(D2027)	HS	B	Pres	HST	D2134	#	(03134)	PV	BK	Pres	RDR
D2037	(03037)	PV	BK	Pres	RDR	D2138			MT	G	Pres	MRB
D2041		CV	G	Pres	CVR	D2139			HS	G	Pres	HST
D2046	d	PV	Y	Pres	CVR	03141	c	(D2141)	PV	U	Pres	GWD
D2051	d	PV	G	Pres	TSR	03144	c	(D2144)	MD	B	Pres	WEN
D2059	d (03059)	IW	G	Pres	IOW	03145	c	(D2145)	PV	B	Pres	MOL
D2062	d (03062)	PV	G	Pres	ELR	D2148			PV	G	Pres	RSR
03063	d (D2063)	PV	B	Pres	MNR	D2152	c	(03152)	PV	G	Pres	SCR
					Paul A Mobbs	03158		(D2158)	PV	B	Pres	MAN
03066	d (D2066)	BH	B	Pres	BH							MARGARET-ANN
D2069	d (03069)	PV	G	Pres	CPR	03162		(D2162)	WI	B	Pres	LLR
03072	d (D2072)	LK	G	Pres	LHR	03170		(D2170)	PV	B	Pres	EOR
03073	d (D2073)	PV	B	Pres	CQ	D2178			GI	G	Pres	GWI
03078	d (03178)	PV	B	Pres	EMB	03179	c	(97807,D2179)	PV	U	Pres	RSM
03079	dc (97805,D2079)	DV	B	Pres	DVR	03180		(D2180)	PV	B	Pres	HST
D2081	d (03081)	PV	G	Pres	MAN	D2182			PV	G	Pres	GWR
					LUCIE	D2184			CV	BK	Pres	CVR
D2084	d (03084)	PV	G	Pres	EMB	03189		(D2189)	PV	U	Pres	RSR
D2089	d (03089)	MF	G	Pres	MAN	D2192			PR	BK	Pres	DSR
D2090	d (03090)	NC	G	Pres	NRS							TITAN
D2094	d (03094)	PV	G	Pres	RDR	03196		(D2196)	WC	G	Wdn	(AYS)
03099	d (D2099)	HS	B	Pres	HST	03197		(D2197)	PV	B	Pres	MNR
D2112	d (03112)	HN	G	Priv	RVR	D2199			HS	G	Pres	HST
03113	d (D2113)	HS	B	Pres	HST	03371		(D2371,92)	PV	B	Pres	DSR
D2117		LK	R	Pres	LHR	D2381		(03381^)	WC	G	Wdn	(CS)
03118	(D2118)	PV	B	Pres	GCN	03399	d	(D2399)	PV	B	Pres	MAN

Class 04 Drewry / RSH 0-6-0 DM

Engine: Gardner 8L3 of 204 hp **Tractive Effort:** 15,650 lb (* 16,850) built 1952-61 by Drewry (VF) & RSH, Newcastle (n), Darlington (d)
Transmission: Mechanical. Wilson CA5 Epicyclic **Weight:** 30 tons
Fuel Capacity: 300 gallons **Train Brake:** Vacuum **Max Speed:** 27 mph (* 25)
Route Availability: 1

11103	* (D2203)	PV	BK	Pres	MAN	D2207	*	(11108)	NY	G	Pres	NYM
D2205	* (11106)	HS	BK	Pres	HST	D2229		(11135)	HS	BK	Pres	HST

Class 17 Clayton Type 1 'Bo-Bo'

built 1962-65 by Clayton Equipment Co

Engine: Two Paxman 6ZHLX of 450 hp (total 900 hp)**Tractive Effort:** 40,000 lb**Weight:** 35 tonnes**Transmission:** Electric. Four GEC WT421 Traction Motors**Max Speed:** 60 mph**Fuel Capacity:** 500 gallons**Multiple Working:** Red Diamond**Train Brake:** Vacuum**Route Availability:** 4

D8568 DT B Pres SVR

Class 20/0 EE Type 1 'Bo-Bo'

built 1957-68 by EE (VF), Newton-le-Willows & RSH, Darlington (d)

Engine: EE 8SVT of 1,000 hp**Tractive Effort:** 42,000 lb**Weight:** 73 tonnes**Transmission:** Electric. Four EE526-8D. (t - EE526-5D) Traction Motors**Max Speed:** 60 mph**Fuel Capacity:** 380 gallons**Multiple Working:** Blue Star**Train Brake:** Air & Vacuum**Route Availability:** 5

D8000	t	(20050)	NC	G	Pres	NRM		
8001	t	(20001,2011)	20	G	MBDL	EOR		
20007	t	(D8007)	EE	G	MOLO	MRB		
20016	t	(D8016)	CD	B	Pres	CAL		
20020	dt	(D8020)	SP	B	RAJV	BT		
20031	dt	(D8031)	PV	TF2	Pres	KWV		
20048	t	(2014,D8048)	MI	B	Pres	MRB		
81	d	(20056,2012,D8056)	HN	HN1	HNRL	(WK)		
D8057	d	(20057)	PV	G	MOLO	CHV		
D8059	d	(20302,20059)	S3	G	MBDL	MHR		
2002	d	(20063,D8063)	PV	CFD	Pres	(BAT)		
20066	d	(82,D8066)	PV	B	HNRL	BH		
D8069	d	(20069)	HN	B	Pres	(WK)		
20081	d	(D8081)	CD	B	Pres	CAL		
20087	d	(D8087)	PV	B	Priv	KES	HERCULES	
2017	d	(20088,D8088)	CD	RI	Pres	CAL		
D8096	d	(20096)	LS	G	LSLO	CD		
D8098	d	(20098)	01	G	Pres	GCR		
D8107	d	(20107,H010,2013)	LS	G	LSLO	CD	Jocelyn Feilding 1940-2020	
D8110	d	(20110)	HN	G	Pres	EMB		
20118	d	(D8118)	LS	RF1	LSLO	CD	Saltburn-by-the-Sea	
20132		(D8132)	LS	RF1	LSLO	CD		
20137		(D8137)	PV	G	MBDL	GWR		
20142		(D8142)	RT	LT1	MOLO	SW	SIR JOHN BETJEMAN	
20154		(D8154)	EE	B	MBDL	GCN		
20166		(2015,D8166)	HN	HN	HNRL	CAL		
2		(20168,20304,D8168)	SR	BU	HNRL	HOP	SIR GEORGE EARLE	
D8169		(20169)	PV	U	Pres	EMB		
D8188		(20188)	S3	G	Pres	MHR		
20189		(D8189)	RT	B	MOLO	SW		
20205		(20907,D8305)	20	B	MOLO	SW		
20214		(D8314)	LK	G	Pres	LHR		
			AUSTIN MAHER CHAIRMAN LAKESIDE & HAVERTHWAITE RAILWAY Co. 1970-2006					
20227	d	(D8327)	20	LT1	MOLO	NNR	SHERLOCK HOLMES	
20228		(2004,D8128)	PV	B	Pres	GWR		

Class 20/3 EE Type 1 'Bo-Bo'

refurbished 1995-96 by Brush Traction, Loughborough (20301-305)

& 1997-98 by RFS Engineering, Doncaster (20306-315)

Details as 20/0 except: **Fuel Capacity:** 630 gallons (+1,080)**Multiple Working:** DRS**Max Speed:** 75 mph

20301	+	(2004,20047,D8047)	SR	D1	HNRS	(WK)	
20302	d	(2002,20084,D8084)	SR	O	HNRS	WK	
20303	d+	(2018,20127,D8127)	SR	D1	HNRS	(WK)	
20304	d	(2009,20120,D8120)	SR	D1	HNRS	(WK)	
20305	d	(2020,20095,D8095)	SR	D1	HNRS	(WK)	
20308	d+	(20187,D8187)	SR	D1	HNRS	(WK)	
20309	d+	(20075,D8075)	SR	D1	HNRS	HOP	

Class 70/8 GEC JS37ACI 'Co-Co'

70802-10 built 2013-14 by GEC, Erie, Pennsylvania for Colas Rail
 70801 assembled in 2012 in Turkey by Tülomsas from a kit supplied by GE
 70811-817 built 2017 by GEC, Erie, Pennsylvania

Details as 70/0

70801	(70099)	CO	CO	COLO	(RU)	70810	CO	CO	COLO	HQ
70802		CO	CO	COLO	HQ	70811	BN	CO	COLO	HQ
70803		CO	CO	COLO	HQ	70812	BN	CO	COLO	HQ
70804		CO	CO	COLO	HQ	70813	BN	CO	COLO	HQ
70805		CO	CO	COLO	(ZB)	70814	BN	CO	COLO	HQ
70806		CO	CO	COLO	HQ	70815	BN	CO	COLO	HQ
70807		CO	CO	COLO	(ZB)	70816	BN	CO	COLO	HQ
70808		CO	CO	COLO	(RU)	70817	BN	CO	COLO	HQ
70809		CO	CO	COLO	HQ					

Class 97/3 EE Type 3 'Co-Co'

Class 37/0 rebuilt by HNRC for Network Rail

Details as 37/0 except all fitted with ERTM

97301	(37100,D6800)	BD	Y	QETS	(RJ)					
97302	(37170,D6870)	NR	Y	QETS	ZA	Ffestiniog & Welsh Railways / Rheilffyrdd Ffestiniog ac Eryri				
97303	+ (37178,D6878)	NR	Y	QETS	ZA					Dave Berry
97304	(37217,D6917)	NR	Y	QETS	ZA					RHEILFFORD TALYLLYN RAILWAY

DC Electric**BTH / NER ES1 'Bo-Bo'**

built 1904 by BTH for NER Trafalgar Yard, Manors - Newcastle Quayside Yard

Supply System: 600V DC 3rd Rail and Overhead **Traction Motors:** Four BTH **Weight:** 56 tons
Tractive Effort: 25,000 lb **Multiple Working:** None **Max Speed:** 25 mph
Train Brake: Air **Route Availability:** N/A

26500	(6480,4075,1)	NC	G	Pres	NRS
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Siemens / LSWR 'Bo'

built 1898 by Siemens for the City and South London Railway

Supply System: 750 V DC 3rd Rail **Traction Motors:** Two Siemens **Weight:** ?? tons
Tractive Effort: **Multiple Working:** None **Max Speed:** ?? mph
Train Brake: **Route Availability:** N/A

75S	(DS75)	NC	M	Pres	NRS
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Class 71 BR 'Bo-Bo'

built 1958-60 by BR, Doncaster

Supply System: 660-750V DC 3rd Rail or Overhead **Traction Motors:** Four EE 532A **Weight:** 77 tons
Tractive Effort: 43,000 lb **Multiple Working:** None **Max Speed:** 90 mph
Train Brake: Air & Vacuum **Route Availability:** 6

71001	(E5001)	NC	B	Pres	NRS
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Class 73/0 BR 'Bo-Bo'

built 1960-62 by BR, Eastleigh

Supply System: 600-750V DC 3rd Rail or Onboard Diesel Engine **Engine:** EE 4SRKT of 600 hp **Weight:** 76 tons
Tractive Effort: 42,000 lb (34,100 lb on Diesel) **Traction Motors:** Four EE 542A **Max Speed:** 60 mph
Multiple Working: SR System (Blue Star on Diesel) **Train Brake:** Air & Vacuum **Route Availability:** 6

73001	(73901,E6001)	LS	B	MBED	EVR	
73002	(E6002)	LS	BL	Pres	(ZG)	
E6003	(73003)	ED	G	Pres	SCR	Sir Herbert Walker

Class 73/1 BR / EE 'Bo-Bo'

built 1965-67 by EE (VF), Newton-le-Willows

Details as 73/0 except: **Traction Motors:** Four EE 546-1B **ETH Index:** 66 **Weight:** 77 tons
Tractive Effort: 40,000 lb (36,000 lb on Diesel) **Max Speed:** 90 mph **Other:** c - Scharfenberg Couplers fitted

73101	(73801,73100,E6007)	GB	P1	GBZZ	(ZG)	
73107	(E6013)	GB	GB3	GBED	SE	Tracy
73109	(E6015)	GB	Z	GBED	SE	Battle of Britain 80th Anniversary

SECTION 2: PRESERVED STEAM

This section includes all standard gauge Preserved Steam Locomotives in the UK plus narrow gauge above 2'-7" / 800mm and broad gauge 5' and above, except those in Northern Ireland (see **Irish Railways**). These are: First Generation designs (various gauges either before the mid-19th century or later replicas), locomotives of all gauges that were built for and / or were operated by the Big Four / former constituent companies / British Railways, WD 0-6-0STs, WD Austerity 2-8-0 / 2-10-0s, Fireless, Crane Tanks and Others. The latter category includes all those ex-industrial locos and those technically not preserved but operating a tourist railway, ie. Snowdon Mountain Rly. Also included are those imported preserved large locos operated overseas. The gauge cut off point allows coverage of most large locos including the Isle of Man though not all, as below 2'-6" (the next gauge down) there are several narrow gauge railways which do operate larger locos. It is hoped that all remaining narrow gauge locos from 1'-11½" / 600mm will be included in the future.

The status of each loco is shown with locos only active whilst they have a current 10 year boiler certificate and the expiry date of this given where known. Note it is possible that the certificate will not last for the 10 years due to faults being identified, however work then carried out to improve its condition may lead to an extension or a fresh 10 year certificate. Knowing the boiler expiry date is particularly handy if you wish to see locos working and then plan to see those where expiry is imminent as many locos do not immediately return to steam and may become dismantled or stored for several years whilst works space / time and money can be found. Some locos have adopted the identity of a classmate eg 45407 is now 45157 or reverted back eg (34052) # - name carried in cab, \$ - sectioned loco, R - replica

Type Key: boiler certificate expiry date (month/year) is shown as 09/28

G	Geared	T	Tank	VCG	Vertical Cylinder Geared
F	Fireless	VBCT	Vertical Boiled Crane Tank	WT	Well Tank
ST	Saddle Tank	VBT	Vertical Boiled Tank		

Status Key: boiler certificate expiry date (month/year) is shown as 09/28

A	Active (with current boiler certificate)	D	Dismantled (long term storage)
O	Under Overhaul (parts may be at various locations)	P	Plinthed
S	Stored / Static Exhibit in Museum	Pg	Playground / Park

New Build:

N	Constructed from scratch or with components from scrapped locos:1014 (7927/48518), 4709 (2861/4115/5227)
C	Constructed by conversion of a former donor loco: 2999 (4942), 9351 (5193), 84030 (78059)

First Generation

Includes all early trial and experimental locos built for the new Railway Companies, industry and subsequent replicas which are largely accurate copies though may have used modern materials to comply with modern HSE standards (R - copy of original loco, + - includes parts from original) * participated in the 1829 Rainhill Trials

No	Name	Replica	Type	Manf	Built	Gauge	Status	Location
n/a		R	4wG	GKN	1990	3'	A	--/-- IBB
n/a		R	4wG	TU	1987	4'	P	HLC
n/a	PENYDARREN	R	4wG	NMW	1981	4'-4"	P	NWS

Narrow Gauge 4':

n/a	FIRE QUEEN		0-4-0	AH	1848		S	VOR
No	Name	Replica	Type	Manf	Built	Rebuilt	Status	Location

Standard Gauge: (originals in date order but grouped with any replicas)

n/a	PUFFING BILLY	R	0-4-0	AK	2006		O	BEM
n/a	LYON		0-4-0	GS	1822	1857/1888	S	NRM
n/a	LOCOMOTION		0-4-0	GS	1825		S	NRS
n/a	LOCOMOTION	R	0-4-0	LCS	1975		O	HTD
n/a	BILLY		0-4-0	RS	1816		S	SRM
n/a	AGENORIA		0-4-0	FR	1829		S	NRM
n/a	INVICTA		0-4-0	RS	1829		S	WCM
n/a	NOVELTY *	R+	0-2-2WT	JE&JB	1829	1929/1988	S	MSM
n/a	ROCKET *		0-2-2	RS	1829		S	NRS
n/a	ROCKET	R	0-2-2	RSH	1929		S	GFM

73050	1954		4-6-0	BR	5MT	O	NVR	
							CITY OF PETERBOROUGH	
73082	1955		4-6-0	BR	5MT	A	09/31	BBR
73096	1955	98596	4-6-0	BR	5MT	S		SRC
73129	1956	98529	4-6-0	BR	5MT	O		MRB
73156	1956		4-6-0	BR	5MT	A	08/27	GCR
75014	1951	98414	4-6-0	BR	4MT	A	08/26	DSR
75027	1954		4-6-0	BR	4MT	S		BBR
75029	1954	98429	4-6-0	BR	4MT	O		NYM
75069	1955	98469	4-6-0	BR	4MT	A	12/28	SVR
75078	1956		4-6-0	BR	4MT	A	--/32	KWV
75079	1956	98476	4-6-0	BR	4MT	O		MHR
76017	1953		2-6-0	BR	4MT	A	06/26	KES
76077	1956		2-6-0	BR	4MT	O		GWR
76079	1957	98476	2-6-0	BR	4MT	S		NYM
76084	1957	98484	2-6-0	BR	4MT	S		NNR
78018	1954		2-6-0	BR	2MT	A	08/26	GCR
78019	1954		2-6-0	BR	2MT	A	11/32	GCR
78022	1954		2-6-0	BR	2MT	A	11/28	KWV
80002	1952		2-6-4T	BR	4MT	S		KWV
80064	1953		2-6-4T	BR	4MT	O		WSR
80072	1954		2-6-4T	BR	4MT	O		(LB)
80078	1954		2-6-4T	BR	4MT	A	05/27	MNR
80079	1954	98479	2-6-4T	BR	4MT	S		BH
80080	1954	98480	2-6-4T	BR	4MT	A	04/31	EVR
80097	1954		2-6-4T	BR	4MT	A	03/29	ELR
80098	1954	98498	2-6-4T	BR	4MT	O		MRB
80100	1955		2-6-4T	BR	4MT	S		BBR
80104	1955		2-6-4T	BR	4MT	O		TM
80105	1955		2-6-4T	BR	4MT	A	08/34	BKR
80135	1956	98435	2-6-4T	BR	4MT	O		NYM
80136	1956		2-6-4T	BR	4MT	A	08/27	NYM
80150	1956		2-6-4T	BR	4MT	S		MHR
80151	1957		2-6-4T	BR	4MT	A	06/29	BBR
82045	20xx		2-6-2T		3MT	N		SVR
84030	1956		2-6-0T	BR	2MT	C		BBR
92134	1957		2-10-0	BR	9F	A	10/29	NYM
92203	1959		2-10-0	BR	9F	S		BSM
92207	1959		2-10-0	BR	9F	O		NDR for SDH
								MORNING STAR
92212	1959		2-10-0	BR	9F	O		MHR
92214	1959		2-10-0	BR	9F	S		GCR
92219	1960		2-10-0	BR	9F	S		STP
92220	1960	98920	2-10-0	BR	9F	S		NRM
92240	1958		2-10-0	BR	9F	S		BBR
92245	1958		2-10-0	BR	9F	S		BYE
C1	1942	33001	0-6-0	SR	Q1	S		NRM
21C123	1946	34023	4-6-2	SR	West Country	S		BBR
21C127	1946	34027,70	4-6-2	SR	West Country	O		SVR
								BLACKMOOR VALE
								TAW VALLEY

War Department (WD) Austerity 0-6-0ST (Standard Gauge)

In preparation for D Day in WW2 it was realised that additional locos would be needed in both the UK and on the continent that could go anywhere and operate in difficult conditions so requiring ease of maintenance. The War Dept (WD) was convinced by the Hunslet Engine Co (HE) to adopt a short wheelbased 0-6-0ST which would meet the needs. Based on a Hunslet design for the iron and steel industry a new WD Austerity 0-6-0ST was produced with the design input of Robert Riddles who had moved to the Ministry of Supply (MoS) in 1939 from the LMS. He also designed the 2-8-0 and 2-10-0 Austerity tender locos. In total 377 were built for the WD from Jan 1943 to 1947. Though Hunslet Engine Co built 120, production was subcontracted to several other companies in order to meet wartime demand. These were Andrew Barclay &

7763	1954	38	0-6-0ST	RSH	S		TFR	
7765	1954	40	0-6-0T	RSH	O		WEA	
7796	1954	21	0-4-0ST	RSH	S		TFR	
7800	1954	47	0-6-0ST	RSH	S		TFR	
7817	1954	1	0-4-0ST	RSH	S		MRB	
7818	1954	2	0-4-0ST	RSH	D		MNR	
7845	1955	67345	0-6-0T	RSH	S		DCM	
7846	1955	3	0-6-0T	RSH	O		FRH	
7849	1955		0-6-0ST	RSH	A	07/31	GWJ	MOORBARROW
7944	1957	48	0-6-0ST	RSH	S		TFR	
8024	1929	7	4wVBT	S	S		RSR	GAS BAG
8800	1917		0-4-0WTG	AP	A	--	P71	SIR VINCENT
9365	1945		4wVBT	S	S		NIT	BELVEDERE
9366	1945	11	4wVBT	S	A	10/27	CHA	CYNTHIA
9369	1946		4wVBT	S	S		NIT	MUSKETEER
9370	1946	1	4wVBT	S	S		GCR	
9373	1947		4wVBT	S	S		RSR	ST MONANS
9376	1947	7	4wVBT	S	D		ELS	
9387	1948		4wVBT	S	S		SHC	
9449	1926		2-2-0WT	AP	O		NVR	THE BLUE CIRCLE
9535	1952		4wVBT	S	S		FXR	
9537	1952		4wVBT	S	A	08/25	BTR	SUSAN
9559	1953	4	4wVBT	S	S		TFR	
9561	1953		4wVBT	S	O		BKR	JOHN
9596	1955		4wVBT	S	O		MNR	GEORGE
9599	1956	7165	4wVBT	S	A	--/26	BRC	WILLIAM
9622	1958	1	4wVBT	S	S		PON	
9627	1957		4wVBT	S	S		BKR	RANALD
9628	1953		4wVBT	S	S		SUM	ROBIN
9629	1957		4wVBT	S	S		NRM	FRANK GALBRAITH
9631	1958		4wVBT	S	S		BKR	DENIS
9632	1957	5	4wVBT	S	O		CHA	
18386	1908	20	0-4-0ST	NBL	S		P31	GARTSHERRIE No 20
24564	1939		0-6-0T	NBL	S		BRC	

Overseas Locomotives

Country Key:

BEL	Belgium	FIN	Finland	HUN	Hungary	POL	Poland	TAS	Tasmania
CHI	China	FRA	France	NOR	Norway	SA	South Africa	TRI	Trinidad
DEN	Denmark	GRC	Greece	PAK	Pakistan	SWE	Sweden	YUG	Yugoslavia

USATC S160 2-8-0

Built in the USA for use in Europe during WW2 by Baldwin Locomotive Works, American Locomotive Co and Lima Locomotive Works. Of the 2,120 built, 800 were shipped via the UK with many working for the big four companies until moved abroad. The remaining locos were exported direct to several countries in 1944/45. Of the eight S160s preserved in the UK five originally temporarily worked in the UK (#) but all have been repatriated, from China (CHI), Greece (GRC), Hungary (HUN) and Poland (POL). \$ obtained as source of parts for 1631.

No	Built	Wks No	Other Nos	Type	Manf	Country	Status	Location	Name
2253 #	1943	69496		2-8-0	BL	POL	A 08/29	NYM	OMAHA
n/a #	1942	70284	1631	2-8-0	AL	HUN	S	(RFC)	
n/a #	1943	69621	2364	2-8-0	BL	HUN	D	GCN	
n/a #	1943	70610	2138,5592	2-8-0	AL	HUN	D	GCN	
6046	1945	72080		2-8-0	BL	HUN	A 12/32	CHV	
5197	1945	8856		2-8-0	LM	CHI	A 10/27	CHV	
3278 #	1944	71533	5782,WD701	2-8-0	AL	GRC	A 04/34	CHV	FRANKLIN D. ROOSEVELT
5820	1945	8758		2-8-0	LM	POL	S	KWV	

SECTION 3: OTHER PRESERVED & INDUSTRIAL DIESEL / ELECTRIC / BATTERY

This section includes the remaining Standard Gauge Preserved & Industrial Locomotives powered by Diesel, Petrol, Electric & Battery not covered in other Sections. Also included, to match the **Preserved** Steam section, narrow gauge locos above 2'-7" / 800mm and broad gauge 5' and above, except those in Northern Ireland (see **Irish Railways**).

Status Key:

A Active	P Plinthed
D Dismantled (long term storage)	Pg Playground / Park
O Under Overhaul (parts may be at various locations)	S Stored / Static Exhibit in Museum
UC Under Construction	

loco build dates omitted for clarity in **WD & Dedicated Depot Movers** (see **UK Combine Vol.1**), loco re-built where two works numbers shown separated by ~ as Manf if different

Type Key: suffixes to wheel arrangement referring to power

BE Battery Electric	DHF Diesel Hydraulic Flameproof	PT Pannier Tank
CE Conduit Electric	DMF Diesel Mechanical Flameproof	RE Rail Electric
DER Diesel Electric Regenerative	PM Petrol Mechanical	WE Wired Electric

Dedicated Depot Movers # permanently coupled to flat wagon

Works No	Date	No	Prev No	Type	Description	Manf	Stat	Loc	Name
n/a	20xx	TMLT 03		4wBE	Mini Mover 8000-E	NQ	A	TI	
n/a	2007			4wBE	Radio Control Tug Unit	SC	A	AF	
n/a	20xx			4wBE	Radio Control Tug Unit Railcat	SET	A	HE	
n/a	20xx			4wDM	Road Railer LOK 10170	Z	A	ZD	
n/a	20xx			4wBE	Rotrac E2	ZZ	A	EC	
n/a	20xx			4wBE	Rotrac E2	ZZ	A	ML	
7	2007	TMLT 01	RBL0-030-1200	6wBE	Radio Control Tug Unit	SC	S	TI	
15	2015			4wBE	Crab 1800E Tug Unit Road Railer	Z	A	CE	
15	2015			4wBE	Crab 1800E Tug Unit Road Railer	Z	A	TO	
15	2015			4wBE		ES	A	TB	
16	2016			4wBE	Mini Mover	ES	A	SK	
17	2017	1		4wBE	Mini Mover	ZZ	A	IL	
18	2018	3		4wBE		ZZ	A	IL	
18	2018	2		4wBE		ZZ	A	IL	
18	2018			4w-4wBE		HS	A	RR	
1079	2009			4wBE	Radio Control Tug Unit Railcat	SET	A	PM	
1928	2005			4wDM	Road Railer	Z	A	TBS	
									DANNY BOY
2091	1982		2777	4wDM	Road Railer	U	S	ZN	
2111	2007			4wBE	Crab 3000E Tug Unit Road Railer	Z	A	RM	
2136	2008			4wDM	Road Railer	Z	A	TBS	
									TED
2183	1982		D6000	4wDM	Road Railer	U	S	BTR	
2254	2009			4wBE	Crab 3000E Tug Unit Road Railer	Z	A	SU	
2276	2010			4wBE	KUBO 3500E	Z	A	HE	
2412	2012			4wBE	Crab 2100E Tug Unit Road Railer	Z	A	ZR	
2455	2013			4wBE	Mini Mover 3100-E	Z	A	WM	
2484	2013			4wBE	Crab 3000E Tug Unit Road Railer	Z	A	BC	
2508	2014			4wBE	Mini Mover	Z	A	NP	
2535	2014			4wBE	Mini Mover	Z	A	RG	
2566	2015			4wBE	Crab 2100E Tug Unit Road Railer	Z	A	IL	
2589	2016			4wBE	Crab 1500E Tug Unit Road Railer	Z	A	DR	
2590	2016			4w-4wBE	KUBO 10000E	Z	A	DR	
2591	2015			4wBE		Z	A	WM	
2602	2016			4wBE		Z	A	SG	

MULTIPLE UNITS / RAILCARS

Most re-numberings are not shown where units have been split / re-formed several times over the years in particular Cls.150/158.

Diesel / Diesel Electric / Battery

Class 117 - Pressed Steel Suburban

Engine: Two BUT of 150 hp

Configuration: DMBS - TC - DMS

built 1959-61 by Pressed Steel, Linwood, Scotland

Couplers: Screw

Max Speed: 70 mph

Owner: Swanage Railway

51356 51388 59486 G SWG SWG

Class 121 - Pressed Steel Railcar

Engine: Two BUT of 150 hp

Configuration: DMBS

built 1960 by Pressed Steel, Linwood, Scotland

Couplers: Screw

Max Speed: 70 mph

Owner: 55022/34 - Locomotive Services Ltd, 55028 - Swanage Railway

55022 CC LS CD (977873) (960 014) FLORA | 55034 G LS CWR (977828) (121 034)
55028 G SWG SWG (977860) (960 012)

Class 139 - Parry People Mover

Engine: Ford DSG423 2ltr LPG Engine and Flywheel Energy Storage

Couplers: None

Configuration: DMBS

prototype demonstrator PPM50 * built 2002, converted 2020

2008-09 by Parry People Movers, Cradley Heath

Max Speed: 20 mph

Owner: Porterbrook Leasing Co Ltd

12 * BU (CLY) for VLR (999900)
139 001 WM WM SJ 39001 | 139 002 WM WM SJ 39002

Class 142/0 - BREL / Leyland 'Pacer'

Engine: One Cummins LTA 10-R of 230 hp

Configuration: DMS - DMSL

built 1985-86 by BREL, Derby

Couplers: BSI

Max Speed: 75 mph

Owner: Angel Trains: 142 047, Locomotive Services Ltd: 142 003/07/14

142 003 GP LS CD 55544 55594 | 142 014 N1 (ZG) 55555 55605
142 007 GP (ZG) 55548 55598 | 142 047 N1 (GC) 55588

Class 144 - Barclay / Alexander 'Pacer'

Engine: One Cummins LTA 10-R of 230 hp

Configuration: DMSL - DMSL

built 1986-87 by Andrew Barclay

Couplers: BSI

Max Speed: 75 mph

Owner: Loram

144 005 N1 (WK) 55805 55828

Class 150/0 - BREL 'Sprinter'

Engine: One Cummins NT-855-R4 of 285 hp

Configuration: DMSL - MS - DMS

Couplers: BSI

built 1984 by BREL, York

Max Speed: 75 mph

Other: Radio Electronic Token Block equipment fitted

Owner: Angel Trains

150 001 N NO NL 55200 55400 55300 | 150 002 N NO NL 55201 55401 55301

Class 150/0 - BREL 'Sprinter'

Engine: One Cummins NT-855-R4 of 285 hp

Configuration: DMSL - DMS - DMS or DMSL - DMSL* - DMS

Couplers: BSI

built 1986-87 by BREL, York

reformed from 150/1 & 150/2 (150 003-006) 2021 (150 007/008) 2024

Max Speed: 75 mph

Other: Radio Electronic Token Block equipment fitted

Owner: Angel Trains

150 003 N NO NL 52116 57209 57116 | 150 006 N NO NL 52147 57223 57147
150 004 N NO NL 52112 57212 57112 | Glen Hopkins
150 005 N NO NL 52117 52223*57117 | 150 007 NL NO NL 52132 52226*57132
150 008 NL NO NL 52111 57226 57111

Class 231 DEMU - Stadler 'Flirt'

built 2021-22 by Stadler, Switzerland

Engine: One Cummins QSK19 of 750 hp**Couplers:** Dellner**Max Speed:** 90 mph**Configuration:** DMS - TS - PP - TS - DMS**Owner:** SMBC Leasing / Equitix

231 001	TW	TW	CF	381001	381201	381401	381301	381101		Sultan
231 002	TW	TW	CF	381002	381202	381402	381302	381102		
231 003	TW	TW	CF	381003	381203	381403	381303	381103		
231 004	TW	TW	CF	381004	381204	381404	381304	381104		
231 005	TW	TW	CF	381005	381205	381405	381305	381105		Gavin & Stacey
231 006	TW	TW	CF	381006	381206	381406	381306	381106		
231 007	TW	TW	CF	381007	381207	381407	381307	381107		
231 008	TW	TW	CF	381008	381208	381408	381308	381108		
231 009	TW	TW	CF	381009	381209	381409	381309	381109		
231 010	TW	TW	CF	381010	381210	381410	381310	381110		
231 011	TW	TW	CF	381011	381211	381411	381311	381111		

Electric / Bi-mode / Tri-mode / Hydrogen**Class 318 - BREL**

built 1985-87 by BREL, York

Supply system: 25kV, 50 Hz overhead**Couplers:** Tightlock**Max Speed:** 90 mph**Bogies:** BP20 (MSO), BT13**Configuration:** DTSO - MSO - DTSO**Owner:** Eversholt Rail

318 250	SR	SR	GW	77260	62866	77240	318 261	SR	SR	GW	77271	62877	77251
318 251	SR	SR	GW	77261	62867	77241	318 262	SR	SR	GW	77272	62878	77252
318 252	SR	SR	GW	77262	62868	77242	318 263	SR	SR	GW	77273	62879	77253
318 253	SR	SR	GW	77263	62869	77243	318 264	SR	SR	GW	77274	62880	77254
318 254	SR	SR	GW	77264	62870	77244	318 265	SR	SR	GW	77275	62881	77255
318 255	SR	SR	GW	77265	62871	77245	318 266	SR	SR	GW	77276	62882	77256
318 256	SR	SR	GW	77266	62872	77246	318 267	SR	SR	GW	77277	62883	77257
318 257	SR	SR	GW	77267	62873	77247	318 268	SR	SR	GW	77278	62884	77258
318 258	SR	SR	GW	77268	62874	77248	318 269	SR	SR	GW	77279	62885	77259
318 259	SR	SR	GW	77269	62875	77249	318 270	SR	SR	GW	77289	62890	77288
318 260	SR	SR	GW	77270	62876	77250							

Class 319/0 - BREL

built 1987-88 by BREL, York, some converted to Class 769/0 Bi-Mode 'Flex'

Supply system: 25kV, 50 Hz overhead and 750v DC 3rd Rail**Couplers:** Tightlock**Max Speed:** 100 mph**Bogies:** PT-4 (MSO), T3-7**Configuration:** DTSO - MSO - TSO - DTSO**Owner:** Porterbrook Leasing Co Ltd

319 011 TL (ZG) 77311 62901 71782 77310

Class 319/3 - BREL

built 1987-88 by BREL, York, converted to Tri-mode by Arlington Fleet Services 2020

Supply system: 25kV, 50 Hz overhead and 750v DC 3rd Rail, Tri-mode includes a MAN D2876 523hp diesel engine under each DTSO (319 373)**Bogies:** PT-4 (MSO), T3-7**Couplers:** Tightlock**Max Speed:** 100 mph**Configuration:** DTSO - MSO - TSO - DTSO except 319 373/77/80**Owner:** Porterbrook Leasing Co Ltd

Parcel Carrying Unit

319 371	N	(LM)	77479	63053	71939	77478	319 377	N	(ZG)	77491	63059	71945	77490
319 373 #	OR	(CDF)	77483	63055	71941	77482	319 380	N	(ZG)	77497	63062	71948	77496

Class 319/4 - BREL

built 1987-88 by BREL, York

Supply system: 25kV, 50 Hz overhead and 750v DC 3rd Rail**Couplers:** Tightlock**Max Speed:** 100 mph**Bogies:** PT-4 (MSO), T3-7**Configuration:** DTCSO - MSO - TSO - DTCSO**Owner:** Porterbrook Leasing Co Ltd

319 441 LM (CY) 77371 62931 71812 77370

Class 320 - BREL

built 1990 by BREL, York

Supply system: 25kV, 50 Hz overhead**Couplers:** Tightlock**Max Speed:** 75 mph**Bogies:** PT-4 (MSO), T3-7**Configuration:** DTCSO - MSO - DTCSO**Owner:** Eversholt Rail

320 301	SR	SR	GW	77899	63021	77921	320 302	SR	SR	GW	77900	63022	77922
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Class 802/2 - Hitachi AT300 Bi-Mode

built 2018-19 by AnsaldoBreda (Hitachi), Italy

Supply system: 25 KV Overhead and Diesel Engine **Engine:** MTU 12V 1600 R80L (940 hp) **Max Speed:** 125 mph
Bogies: Hitachi **Couplers:** Dellner 10 **Configuration:** DPTS - MS - MS - MC -DPTF **Owner:** Angel Trains

802 201	TP	TP	DR	831201	832201	833201	834201	835201	
802 202	TP	TP	DR	831202	832202	833202	834202	835202	
802 203	TP	TP	DR	831203	832203	833203	834203	835203	
802 204	TP	TP	DR	831204	832204	833204	834204	835204	
802 205	TP	TP	DR	831205	832205	833205	834205	835205	
802 206	TP	TP	DR	831206	832206	833206	834206	835206	
802 207	TP	TP	DR	831207	832207	833207	834207	835207	
802 208	TP	TP	DR	831208	832208	833208	834208	835208	Diligence Robert Stephenson & Co
802 209	TP	TP	DR	831209	832209	833209	834209	835209	
802 210	TP	TP	DR	831210	832210	833210	834210	835210	Hailes Castle
802 211	TP	TP	DR	831211	832211	833211	834211	835211	
802 212	TP	TP	DR	831212	832212	833212	834212	835212	St Abb's Head
802 213	P	TP	DR	831213	832213	833213	834213	835213	Unity
802 214	TP	TP	DR	831214	832214	833214	834214	835214	
802 215	TP	TP	DR	831215	832215	833215	834215	835215	Palace of Holyroodhouse
802 216	TP	TP	DR	831216	832216	833216	834216	835216	
802 217	TP	TP	DR	831217	832217	833217	834217	835217	
802 218	TP	TP	DR	831218	832218	833218	834218	835218	
802 219	TP	TP	DR	831219	832219	833219	834219	835219	

Class 802/3 - Hitachi AT300 Bi-Mode 'Paragon'

built 2019-20 by AnsaldoBreda (Hitachi), Italy

Supply system: 25 KV Overhead and Diesel Engine **Engine:** MTU 12V 1600 R80L (940 hp) **Max Speed:** 125 mph
Bogies: Hitachi **Couplers:** Dellner 10 **Configuration:** PDTS - MS - MS - MC -PDTF **Owner:** Angel Trains

802 301	HT	HU	DR	831301	832301	833301	834301	835301	Amy Johnson
802 302	HT	HU	DR	831302	832302	833302	834302	835302	Jean Bishop (The Bee Lady)
802 303	HT	HU	DR	831303	832303	833303	834303	835303	Land of Green Ginger
802 304	HT	HU	DR	831304	832304	833304	834304	835304	William Wilberforce
802 305	HT1	HU	DR	831305	832305	833305	834305	835305	The Humber Bridge

Class 803 - Hitachi

built 2020-21 by AnsaldoBreda (Hitachi), Italy

Supply system: 25 KV Overhead **Couplers:** Dellner 10 **Max Speed:** 125 mph
Bogies: Hitachi **Configuration:** PDTS - MS - MS - MS -PDTF **Owner:** Beacon Rail

803 001	B	LM	EC	841001	842001	843001	844001	845001	
803 002	B	LM	EC	841002	842002	843002	844002	845002	
803 003	P	LM	EC	841003	842003	843003	844003	845003	
803 004	B	LM	EC	841004	842004	843004	844004	845004	WHISKY EXPRESS
803 005	B	LM	EC	841005	842005	843005	844005	845005	

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Class 805 - Hitachi AT300 Bi-Mode 'Evero'

built 2020-24 by Hitachi, Kasado, Japan & Newton Aycliffe

Supply system: 25 KV Overhead and Diesel Engine **Engine:** MTU 12V 1600 R80L (940 hp) **Max Speed:** 125 mph
Bogies: Hitachi **Couplers:** Dellner 10 **Configuration:** PDTS - MS - MS - MS - PDTF **Owner:** Rock Rail

805 001	AW	AW	OY	861001	862001	863001	864001	865001	
805 002	U	AW	OY	861002	862002	863002	864002	865002	
805 003	AW	AW	OY	861003	862003	863003	864003	865003	
805 004	AW	AW	OY	861004	862004	863004	864004	865004	
805 005	AW	AW	OY	861005	862005	863005	864005	865005	
805 006	AW	AW	OY	861006	862006	863006	864006	865006	
805 007	AW	AW	OY	861007	862007	863007	864007	865007	
805 008	AW	AW	OY	861008	862008	863008	864008	865008	
805 009	AW	AW	OY	861009	862009	863009	864009	865009	
805 010	AW	AW	OY	861010	862010	863010	864010	865010	
805 011	AW	AW	OY	861011	862011	863011	864011	865011	

Preserved Units

Steam Railmotor + Trailer

GWR Railmotor 93 built 1908, 92 built 1912 by GWR, Swindon, rebuilt 2011 & 2013 DRC

93 (212,079014) DRC 92 DRC

Petrol Ford Railmotor

KES Railmotor built 2005 by C Shutt

1 CSM

Petrol-Electric Autocar

NER Petrol-Electric Autocar built 1903 by North Eastern Railway, York, restored 2019 GCR

Engine: Cummings Diesel (originally Napier of 85 hp then Wolsey of 92 hp then war surplus six-cylinder engine of 225hp)

Max Speed: 36 mph

Configuration: Autocar

3170 EMB

Diesel Railcars - First Generation

SR / Drewry built 1927 by Drewry Car Co for the IoW Pier Tramway

converted in 1958 from Petrol to Diesel, rebuilt 2017-21 by AJ Lowther & Sons (chassis) and Alan Keef

Engine: Perkins 404D **Max Speed:** **Configuration:** Railcar

2 RC IOW

GWR / Park Royal built 1934 by Park Royal Vehicles, London

Engine: Two AEC of 130 hp **Max Speed:** 45 mph **Configuration:** Railcar

4 (W4W) RC NRM

GWR built 1940 by GWR, Swindon

Engine: Two AEC of 105 hp **Max Speed:** 70 mph **Configuration:** Railcar

20 (W20W) RC KES | 22 (W22W) RC DRC

GNR (Ireland) (3' gauge) built 1949 by Walker Bros

19 RB IOM | 20 RB IOM

Derby Lightweight built 1956 by BR, Derby

Engine: Two BUT of 150 hp **Max Speed:** 62 mph **Configuration:** DMBS

79900 (975010) DMBS EVR

Waggon und Maschinenbau built 1958 by Waggon und Maschinenbau, Germany

Engine: Buessing of 150 hp (# AEC of 150 hp) **Max Speed:** 55 mph **Configuration:** RB

79960 RB RSR | 79962 RB KWV | 79963 RB EAR | 79964 # RB KWV

AC Cars built 1958 by AC Cars, Thames Ditton

Engine: AEC of 150 hp **Max Speed:** 55 mph **Configuration:** RB

79976 RB BO | 79978 RB SCR

Drewry OHL Inspection Car built 1950 by Baguley, Burton-on-Trent,

Engine: **Max Speed:** 23 mph **Configuration:** Railcar

998901 MID Drewry Car

Class 303 - Pressed Steel 'AM3'

built 1959-60 by Pressed Steel, Linwood

Supply system: 25kV, 50 Hz overhead**Number Range:** 303001-91**Configuration:** DTSO - MBSO - BDTSO

61503	303 023	MBSO	BT	75613	303 013	BDTSO	ET3
75597	303 032	DTSO	BT	75632	303 032	BDTSO	BT

Class 306 - Met-Cam / BRCW 'AM6'

built 1948-49 by Met-Cam and BRCW, Birmingham

Supply system: 25kV, 50 Hz overhead**Number Range:** 306001-92**Configuration:** DMSO - TBSO - DTSO Originally built as 1500V DC, converted to AC in1960-61

65217	306 017	DMSO	NRS	65617	306 017	DTSO	NRS
65417	306 017	TCO	NRS				

Class 307 - BR 'AM7'

built 1954-56 by BR, Eastleigh

Supply system: 25kV, 50 Hz overhead**Number Range:** 307 101-132 (101-132)**Configuration:** DTBSO - MSO - TSOL - DTCOL

Originally built as 1500V DC, converted to AC in1960-62

75023	307 123	DTBSO	CVR	95301	(94301,75102) 307 102	DTCOL	RFC
75120	(94320) 307 120	DTCOL	MNR				

Class 308 - BR 'AM8'

built 1960-61 by BR, York

Supply system: 25kV, 50 Hz overhead**Number Range:** 308 133-65**Configuration:** BDTCO - MBSO - TSO - DTSO

75881	308 136	BDTSO	CVR
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Class 309 - BR 'AM9'

built 1962-63 by BR, York

Supply system: 25kV, 50 Hz overhead**Number Range:** 309 601-08, 611-18, 621-27**Configuration:** BDTC - MBSO - TSO - DTSO

71758	(5058) 309 623	TSO	CS	977965	(75965) 960 102, 309 624	DTC	LAV
977962	(75642) 960 101, 309 616	DTC	TAN	977966	(61928) 960 102, 309 624	MBS	EAR
977963	(61937) 960 101, 309 616	MBS	TAN				NEW DALBY
977964	(75981) 960 101, 309 616	DTS	TAN	977967	(75972) 960 102, 309 624	DTS	LAV

Class 311 - Cravens 'AM11'

built 1967 by Cravens, Sheffield

Supply system: 25kV, 50 Hz overhead**Number Range:** 311 092-110 (092-110)**Configuration:** DTSO - MBSO - BDTSO

62174	(977845) 936 103,311 103	MBSO	SUM	76433	(977844) 936103,311 103	DTSO	SUM
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Class 312 - BREL

built 1975-76 by BREL, York

Supply system: 25kV, 50 Hz overhead**Number Range:** 312 781-99 (312 101-19)**Configuration:** BDTSO - MBSO - TSO - DTCO

71205	312 792,312 112	TSO	CVR	78037	312 792,312 112	DTCO	CVR
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Class 313/1 - BREL

built 1976-77 by BREL, York. Overhauled and Renumbered 2010

Supply system: 25kV, 50 Hz overhead & 750v DC 3rd Rail**Number Range:** 313 121**Configuration:** DMSO - PTSO - BDMSO

62549	313 121	DMSO	KOF	71233	313 121	PTSO	KOF	62613	313 121	BDMSO	KOF
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Class 313/2 - BREL

built 1976-77 by BREL, York. Overhauled and Renumbered 2010

Supply system: 25kV, 50 Hz overhead & 750v DC 3rd Rail**Number Range:** 313 201-20**Configuration:** DMSO - PTSO - BDMSO

62529	313 201	DMSO	ZG	71213	313 201	PTSO	ZG	62593	313 201	BDMSO	ZG
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UNDERGROUND SYSTEMS

This Section includes all current and preserved stock

Glasgow Subway

4' gauge based at Broomloan Depot unless shown otherwise, s - stored

4 Car Units built 2018-24 by Stadler, Germany

301	303	305	307	309	311	313	315	317
302	304	306	308	310	312	314	316	

4wBE Locomotive built 1977 by Clayton Equipment

L2	s	[B0965B]	LOBEY DOSSER	L6	[B4477A]
L3	s	[B0965A]	FRANK BAJIN	L7	[B4477B]

4wBE Locomotive built 1925 by J Fowler, rebuilt 1927 by Wingrove & Rogers

[583] GRM

4wBE Locomotive built 1992 by Hunslet

P89 [9157]

4wBE Locomotive built 1979 by Noord Nederlandsche Machinefabrik

[78101E]

4wBE Locomotive (converted to PW vehicle) built 1974 by Clayton Equipment

W5 [B0186]

Depot Vehicle built 2018 by Zephir, Italy

[2766] Mini Mover

Preserved Stock

Metro-Cammell Driving Power Cars built 1977-79 refurbished 1993-95 by ABB Derby

105	ZH for ?	112	WI for ?	121	ZH for ?	128	GRM
106	WI for ?	117	BAC	124	IVY	129	P95
107	P95	118	ZH for ?	125	ZH for ?	130	ZH for ?
110	ZH for ?	120	HGS	126	P96	133	ZH for ?
111	ZH for ?						

Hunslet-Barclay Intermediate Trailers built 1992

202	ZH for ?	204	ZH for ?	206	ZH for ?	207	ZH for ?
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Trailer Car (* part body only) built 1896 by Oldbury

1	GRC	4 *	GRM
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Trailer Car built 1896 by Hurst Nelson, Motherwell

39 GRM

Driving Motor Car built 1901 by Oldbury, rebuilt 1935

55 BKR

LOCO HAULED COACHING STOCK

LHCS is split into Mainline Registered and Preserved Sections which now includes Pre-Nationalisation carriages (added 2024). The **Pocket Book** and **Pocket Book Vol.2**, other than specific categories at the start, are simply numerically listed in two main groups without the mainline specification detail.

SECTION I: MAINLINE REGISTERED

This Section lists mainline registered loco hauled coaching stock, except Departmental vehicles listed separately, including some Pre-Nationalisation preserved carriages at the start followed by specific rakes (plus spares). The main list is in numerical / type order for easier identification which means non-passenger vehicles are mixed in with passenger vehicles though the former are mostly in the number series 80xxx to 966xx. Mk1 and Mk2s given 99xxx numbers, mostly operated by WCR, are slightly out of number sequence as they are kept within their type). Locations in brackets eg (GY) indicate stored carriages many of which are in poor condition.

s - in the detail column denotes support carriages for steam locos on the mainline.

X - to be scrapped after stripping for parts

Info is listed in the following order: (An alphabetical list of Names is listed separately at the end)

Number - Details - Previous Nos. - Owner - Livery - Operator - Depot / Location - Name

Specific Rakes: Pre-Nationalisation / BR Mk1-3

Queen of Scots (operated by West Coast Railways)

WCJS Observation Car	built WCJS as 12w Wolverton 1892. rebuilt 1918/1927
Bogies: Gresley	Weight: 28.5 t Brakes: Dual

41 (484,1555,45018,99052) WC M WC CS

LNWR Dining Saloon	built Wolverton 1891. rebuilt in the early 1980s on LMS GUV 37908 underframe
Bogies: Gresley	Weight: 25.4 t Brakes: Dual

99880 (5159,159) WC M WC CS DINING SALOON

GNR Family Saloon	built GNR, Doncaster 1912
Bogies: Gresley	Weight: 29.4 t Brakes: Dual

807 (4807,99881) WC TK WC CS

Mk1 Corridor Brake Second 'BSK'	built Wolverton 1963
Bogies: Commonwealth (o - B4)	ETH Index: 2 Weight: 37 t Brakes: Dual
Other: g - Fitted with generator	

99886 (35407) WC M WC CS SERVICE CAR No.1

Royal Scotsman (operated by Belmond British Pullman, including Mk3s)

Mk1 Pullman Kitchen First 'PFK'	built Metro-Cammell 1960, # rebuilt 2013 by WCR, + rebuilt 2024 by Assenta Rail
Bogies: B5, * B4	Weight: 38.5 t Brakes: Air

315 *	BP U (HN)	
316 + (975608)	BP RS BP HN	STATE CAR No.1
321 # (99960)	BP RS BP HN	DINING CAR No.2

Mk1 Pullman Spa Car	built Metro-Cammell 1960 as PSK, rebuilt 2016 WCR
Bogies: Commonwealth	Weight: 40 t Brakes: Dual

99337 (337) BP RS BP HN STATE CAR - SPA

Mk2d Open Standard 'TSO'

built Derby 1971

Bogies: B4**ETH Index:** 5**Weight:** 33 t**Brakes:** Air

5647 ES RV1 (GY)

Mk2e Open Standard 'TSO'

built Derby 1972-73

Bogies: B4**ETH Index:** 5**Weight:** 33.5 t**Brakes:** Air

5787	ES D4	(GY)	5866	ES IC2	(GY)	5900	WC	(SO)
5797	ES IC2	(GY)	5876	WC V1	(CS)	5903	WC	(SO)
5810	ES D4	(GY)	5888	WC V1	(SO)	5906	ES IC2	(GY)
5815	WC V1	(SO)						

Mk2f Open Standard 'TSO'

built Derby 1973-75

Bogies: B4**ETH Index:** 5X**Weight:** 33 t**Brakes:** Air**Other:** b - Fitted for blue star push-pull operation

s - Fitted with sliding windows

5912	LS P	LS	CD	CAR No.5912	6012	WC M	WC	CS	
5919	ES D4		(GY)		6021	WC P	WC	CS	CAR No.6021
5921	WC BG	WC	CS		6022	WC M	WC	CS	
5922	LS M		(ZG)		6024	WC BG	WC	CS	
5924	LS M		(ZG)		6029	WC V1		(SO)	
5925	b	WC IC2	(SO)		6036	LS M		(ZG)	
5928	ES CH		(GY)		6041	WC M		(CS)	
5929	WC BG	WC	CS		6042	WC BG	WC	CS	
5937	ES D4		(GY)		6045	WC V1		(SO)	
5945	WC BG	WC	CS		6046	ES D4		(GY)	
5950	WC AR	WC	CS		6051	WC BG	WC	CS	
5952	WC BG	WC	CS		6054	s	WC BG	WC	CS
5954	WC M		(BO)		6059	ES IC2		(GY)	
5955	WC BG	WC	CS		6064	DR D11		(GY)	
5958	b	WC IC2	(SO)		6067	WC BG	WC	CS	
5959	LS M		(ZG)		6073	WC V1		(SO)	
5960	ES V1		(GY)		6103	WC M	WC	CS	
5961	WC BG		(CS)		6110	WC M		(BO)	
5964	WC AR	WC	CS		6115	WC M	WC	CS	
5965	WC BG	WC	CS		6117	b	NR D11	NR	ZA
5971	NR D11	NR	ZA		6122	b	NR D11	NR	ZA
5976	WC SR		(CS)		6134	WC V1		(SO)	
5978	WC V1		(SO)		6137	WC BG	WC	CS	
5981	b	NR Y	CO (DBD)		6139	WC M		(BO)	
5985	s	WC BG	WC	CS	6151	WC V1		(SO)	
5987	WC BG	WC	CS		6152	LS M		(ZG)	
5989	ES IC2		(GY)		6154	WC IC2		(SO)	
5991	LS CC	LS	CD	CAR No.5991	6158	s	WC BG	WC	CS
5995	NR Y	NR	ZA		6168	ES IC2		(GY)	
5998	WC BG	WC	CS		6173	b	ES D4		(GY)
6000	WC M	WC	CS		6176	WC BG	WC	CS	
6001	NR D11	NR	ZA		6177	WC BG	WC	CS	
6008	NR D11	NR	CF		6179	WC V1		(CS)	
6009	WC V1		(SO)		6183	WC BG	WC	CS	

Mk1 Generator Van

built Pressed Steel 1957, York 1956 *, Metro-Cammell 1957 + converted from NEA / NHA in 2003

Bogies: B5**ETH Index:****Weight:****Brakes:** Air (x - Dual)

6260	(81450,92116)	NR Y	CO	ZA	6263	(81231,92061,92961)	NR Y	CO	ZA
6261	(81284,92088,92988)	NR Y	CO	ZA	6264 * x	(80971,92923)	NR Y	CO	ZA
6262 + x	(81064,92028,92928)	NR Y	CO	ZA					

SECTION 2: PRESERVED CARRIAGES

The following list now includes most Pre-Nationalisation with Post-Nationalisation BR Mk1 - 4 preserved carriages. Most are in a simple numerical list within the two main categories though specific rakes are listed separately to aid identification. All those in active passenger service are marked accordingly and where known, codes are used to indicate the specific purposes of static vehicles. All those carriages with permanent specific purposes are coded in the Status column. As the status constantly changes, all other vehicles not coded are active, stored or under overhaul. Most sites are preservation lines or publicly accessible eg public houses / restaurants and bookable holiday accommodation, but those shown with a location of PS or a P prefix (eg P20) are private residential / commercial properties. Where a coach on a preservation line is known to be permanently located or normally based, it is shown in brackets after the location code. Individual underframes are shown if devoid of a body and awaiting to be re-used in preservation to carry pre-nationalisation carriages.

The Pre-Nationalisation carriage list is not comprehensive, being somewhat subjective in omitting those carriage bodies built into dwellings, used privately in gardens or lying derelict on farms. However, some of the latter two categories visible from public vantage points are included as are those used for holiday accommodation or tourist / retail purposes. Unlike Post-Nationalisation carriages, many earlier carriages 4 / 6 wheel Pre-Grouping designs have survived as private grounded bodies with many now restored in preservation with appropriate underframes. These are shown as 'composites' with the donor vehicles listed where known.

Those carriages built to Pre-Nationalisation designs by BR after 1948 are listed with the former. Several preserved vehicles are mainline registered so listed in Section 1.

The lists are ordered by wheel arrangement, with some particular types listed separately, then in numerical order within each group. Several vehicles have incorrect or fictitious numbers with many carrying no numbers, particularly Pre-Nationalisation. Whereas nearly all Post-Nationalisation carriages are listed by their current number, listing Pre-Nationalisation carriages is a bit subjective and have been shown by the most appropriate number from their service life but these may swap around during overhaul / re-painting.

In attempting to cover these carriages there may be some inaccuracies, particularly with numbering and private locations, so please report any you find.

Special Codes:

No. / UF Details:

n/a	not applicable		nk	not known
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Details / UF Details:

b	body only		u	underframe only
c	'composite' with donor underframe		z	part body only
d	dismantled		^	fictitious number
n	new body on donor underframe		#	Irish Railways number
r	replica			

Status: (only permanent specific uses shown)

E	Exhibition Coach		S	Shop
F	Buffet / Restaurant / Cafe etc		V	Volunteer Accommodation
H	Holiday Accommodation		\$	Mainline Registered
M	Museum			

Pre-Nationalisation

No	Details	Other Nos.	Co / Type	Status	Location	UF Details	Name
Autotrailers (4w Bogie)							
3	b	(64)	GWR		NMN		
38			GWR		TSR		
163		(150315)	GWR		SDR		
167		(079050)	GWR		CPR		
169		(064749)	GWR		WSR		
174		(150313)	GWR		PON		
178			GWR		SVR		
190		(079052)	GWR		DRC		
225			GWR		SDR		
228			GWR		SDR		

395279	(30088)	LMS	IS	H	PID	
395280	(30106)	LMS	IS		AFR	
900580	(1998)	LNER	IS		CS	LOCH EIL
902502	(23591,3591)	NER	Dyna	M	NRM	
960900	(65,5)	GER	ROY		RSR	

Others (4w Bogie)

nk	b	GNR	BC		YBC	
nk	c	GCR	BT		GCN	BG 31927
nk		GWR	BT		CRO	
nk		LNER	CK		GDS	
7	(60461)	GER	C		NNR	
7	(790)	GWR	Dynamometer		SDR	
7		LNWR	T		RAN	
12	(41805,112)	ECJS	TK		NRS	
17	c (7805,4107)	LSWR	FO		EMB	8898
21	(321002,13548,52256)	LNER	TO		NNR	
51	c (60101,706,2099 + 692)	GER	S		MAN	2 x 4w nk
64		GWR	BG		P72	
70	(3321,1641,7832,4132)	LSWR	RC		PON	
74	(70011)	LSWR	TK		SWG (Wytch Farm)	
77	(10411,5249,249)	LNWR	RF		BRC	
79	(9879,2573)	GWR	TK	H	WSR (Blue Anchor)	
81	b	LSWR	F		H BGS	
81	(9881,3980)	GWR	TK		H WSR (Blue Anchor)	
81	b	GNR	TZ		H BGS	
82	(9882,3385,3885)	GWR	TK		H WSR (Blue Anchor)	
98		GWR	BG		SVR	
109	(040880,82)	ECJS	BG		NRS	
110		LNER	BG		NYM	
111	(060790)	GWR	BG		DRC	
118	(9300/163,2118)	NER	T		TFR	
139	(2360)	GWR	BTK		BTR	
149	(9355)	LMS	TO		SVR	
155	b (11,5155)	LNWR	SLF		P76	
172	(334)	GWR	BG		NYM (Goathland)	
172	c (7874)	SER	SAL		BBR	Van C 442
172	(1172)	NER	T		TFR	
176	(970012,31748,1748)	NBR	TL		STP	
184	(975157)	GWR	BG		CWR	
185	(975158)	GWR	BG		GWR	
186	(30384,3234)	WCJS	POS		NRM	
189	c (1189)	ECJS	RTO		NYM	62540
204	bd	LBSCR	F		BBR	
210	n (1974)	TVR	T	H	STG	
228	(5228)	GCR	TO		GCN	
231	(80971,9035)	GWR	BFO		PON	
236	(1236)	ECJS	SLF		P77	
238	(80945,40576,6277)	CR	BC		NMN	
238	(340)	MR	TK		EMB	
241	(342)	MR	TK		EMB	
245	(198614,2300,4747)	WCJS	TK		BKR	
250	c (9501)	GWR	RF	H	STG	3204
261		GWR	BG		SVR (Highley)	
276	(975640)	GWR	BG		SDR	

42170	(50 88 29 18 702-2)	Belgium	SO	NVR
508002-11-002-3		Germany	Ambulance	(RFC)
518008-40-001-3		Germany	RK	FPL (closed)

Broad Gauge (replica)

n/a	4w open	DRC
n/a	4w closed	DRC

Post-Nationalisation / Mk1-5

No	Details	Previous Nos.	Type	Status	Location	UF Details	Name
Bogie (4w)							
59		(1869)	Mk1	RMB	KES		
64		(3753)	Mk1	TSO	KES		
68		(4355,977412)	Mk1	TSO	KES		
75		(9254)	Mk1	BSO	KES		PETROS
85		(4640)	Mk1	TSO	KES		
104		(53160,43349)	Mk1	S BS	CHA		
176		(35270)	Mk1	BSK	H NYM	(Levisham)	
301	#	(5207)	Mk2	TSO	IPW		
302	#	(5135)	Mk2	TSO	IPW		
304			Mk1	P FK	KES		ARIES
305		(99200)	Mk1	P FK	GPH		AQUILA
306			Mk1	P PFK	PCB		ORION
307			Mk1	P FK	CHV		
340			Mk1	P SK	F ACH		CAR No.340
460	#	(9382)	Mk2	BSO	IPW		
463	#	(14091,17091)	Mk2a	BFK	IPW		
887		(86887,93887,061203)	Mk1	GUV	PVR		
1000	c	(2208,70200)	Mk1	SO	ESR (experimental GRP body) TSO 4378		
1012		(150353)	Mk1	RSO	GCN		
1013		(975323,35)	Mk1	RSO	KWV		
1015			Mk1	RSO	H DAW		SWINDON
1100		(95404)	Mk1	RE	GCR (Loughborough Central Works)		
1104		(301)	Mk1	RF	BAT		
1106		Booth Car	Mk1	RK	MNR	RK 80020	
1206		(3319)	Mk2f	RFB	LMM		
1213		(3419)	Mk2f	FO	FAS		
1214		(3317)	Mk2f	RFO	F EOR		
1215		(3377)	Mk2f	RFO	EKR		
1218		(3332)	Mk2f	FO	MNR		
1251		(3383)	Mk2f	FO	CAL		
1525			Mk1	RKB	GCR		KITCHEN CAR
1526			Mk1	RKB	GCR		KITCHEN CAR
1569			Mk1	RKB	SCR		THE MOONRAKER
1647			Mk1	RBR	NLR		
1649			Mk1	RBR	GCR		
1665			Mk1	RBR	ELR		ROSIE
1667			Mk1	RBR	SVR		
1668			Mk1	RBR	MHR		
1672			Mk1	RBR	GWR		
1674			Mk1	RBR	BBR		
1675			Mk1	RBR	GWR		
1682			Mk1	RBR	SVR		
1686			Mk1	RBR	P14		
1689			Mk1	RBR	MNR		
1692			Mk1	RBR	(GY)		

Internal User

Internal users, as the name implies, are only to be used within the confines of works, depots, yards and training facilities. To improve the accuracy in future editions, your help / sightings would be gratefully received.

^ incorrect number

Number	Prev. Nos.	Type		Depot / Location	Purpose
5636		Mk2d	TSO	PM	Training Coach
10256	(10028)	Mk3a	RFM	YO	Training Coach
10260	(10001)	Mk3a	RFM	YO	Training Coach
12230		Mk4	TSOE	YOC	Training Coach
12468		Mk4	TSO	YOC	Training Coach
94003	(86281,85503,93999)	Mk1	BG	ESR	Store
94196	(86476,93476,95356)	Mk1	GUV	(CS)	
94438	(81425,84425,92251)	Mk1	BG	TO	Store
94663		Mk1	CCT	MO	Store (gb)
86568	^ (96568,93568,30)	Mk1	GUV	CD	Store
96139	(86751,93751)	Mk1	GUV	MA	Store
024823	(86483, 93483)	Mk1	GUV	OX	Store (gb)
061202	(86498, 93498)	Mk1	GUV	LA	Store (gb)
083602	(94494)	Mk1	CCT	TB	Store
083637	(34994, 99203)	Mk1	BSK/BV	SL	Store
889200		Mk1	Ferry Van	SL	Store
889202	(99542)	Mk1	Ferry Van	SL	Store

EXPORTED LOCOMOTIVES, UNITS & CARRIAGES

This section covers all locos, units and carriages that have operated in England, Scotland and Wales, or were intended to operate as in the case of 70012 damaged whilst unloading.

Part 1 includes all those permanently exported for use abroad that are believed to still exist

Part 2 includes all locos operating abroad under a European arm of the parent company eg DB Cargo, FL.

Part 1

Diesel Locos

UK No	New No (Prev Nos)	Year Exported	Location Operator	Name	UK No	New No (Prev Nos)	Year Exported	Location Operator	Name
7103	7103	1942	PMT		43239	(43039)	2023	NIG	
7106	700.003	1943	LFI		43295	(43095)	2024	MEX	
					43304	(43104)	2023	NIG	
01504	(630,AB667)	2010	BGM		43306	(43106)	2024	MEX	
					43307	(43107)	2024	MEX	
03156		1976	FMP		43316	(43116)	2024	MEX	
					43320	(43120)	2024	MEX	
D3047	105	1975	LAM		43366	(43166)	2023	NIG	
D3092	101	1974	LAM		43378	(43178)	2024	MEX	
D3094	102	1974	LAM						
D3098	103	1974	LAM		47375	(D1894)			
D3100	104	1974	LAM			92 70 00 47375-5	2015	CRS	FALCON
43007	(43207)	2024	MEX		56101	92 55 0659-001-5	2012	HVD	
43008	(43208)	2023	NIG		56115	92 55 0659-002-3	2012	HVD	
43009		2023	NIG		56117	92 55 0659-003-1	2013	HVD	
43010		2023	NIG						
43016		2023	NIG		58025	(L41)	2004	ALB	
43022	FIT3008	2023	MEX		58027	(L52)	2008	ALB	
43040		2023	NIG		58041	L36	2011	ALB	
43158		2023	MEX		58044	(5812)	2003	WPY	
43170	FIT3007	2023	MEX		58050	(L53)	2008	ALB	
43172		2023	NIG						
43184		2023	NIG		70012		2011	GEP	
43192		2023	NIG						

Electric Locos

UK No	(Prev No)	New No	Year Exported	Location / Operator	Name
27003	1501		1969	DRM	DIANA
86213	(85003,E3193)	91 52 00 87703-2	2016	BUL	Lancashire Witch
86215	(E3165)	91 55 0450-005-8	2012	HVD	
86217	(86504,E3177)	91 55 0450-006-6	2013	HVD	
86218	(E31750)	91 55 0450-004-1	2011	HVD	
86228	(E3167)	91 55 0450-007-4	2013	HVD	
86231	(85005,E3126)	91 52 00 85005-4	2016	BUL	Lady of the Lake
86232	(E3113)	91 55 0450-003-3	2010	HVD	
86233	(86506,E3172)		2012	BUL	
86234	(85006,E3155)		2016	BUL	
86235	(85004,E3194)	91 52 00 87704-0	2016	BUL	Novelty
86242	(E3138)	91 55 0450-008-2	2013	HVD	
86248	(E3107)	91 55 0450-001-7	2009	HVD	

WAGONS & OTP

SECTION I: WAGONS 3100 - 99999

JXA - Bogie Scrap Open (VTG) built by Procor 1986

3151	3152	3155	3156	3158	3159
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JNA - Bogie Aggregates Open (VTG) built by Procor 1987

3160	S 3166	S 3167	S
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KEA - Bogie Aggregates Open / # Bogie Steel Carrier (cut down) (VTG)
 \$ to be cut down built by Procor 1987-88 using running gear from TEA Tanks, converted WH Davis 2025

3170	S	3180 \$	3192 #	3199 \$	3208 \$	3213 S	3221 #	3229 S	3238 S
3172	S	3181 S	3193 \$	3200 \$	3209 \$	3214 S	3223	3230 S	3240 \$
3173	#	3182 \$	3194 #	3202 S	3210 \$	3215 S	3224 #	3231 S	3243 \$
3175	S	3184 \$	3196 S	3203 S	3211 \$	3216 #	3225 \$	3236	3244 \$
3177		3185 \$	3197 S	3206 S	3212 S	3217	3226 #	3237 #	3245 S
3178	S	3188 S	3198 \$	3207 \$					

JYA - Bogie Barrier (ex-Aggregates Open) (OK) built by Orenstein & Koppel, Germany 1988

3268	3269	3273	3276
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JNA - Bogie High Capacity Ballast (VTG) converted by Marcroft 1998

3403	3420	3432	3444 S	3455 S	3465	3482	3494	3506
3404	S 3421	S 3433	3445 S	3456 S	3466 S	3483	3495	3509
3405	S 3423	S 3435	3446	3457 S	3467 S	3484 S	3496	3511
3406	S 3424	S 3437	S 3447	S 3458	3468	3485	3497	3513 S
3408	S 3425	S 3438	3448 S	3459 S	3469 S	3486	3499	3514 S
3410	S 3427	3439	S 3449	3460	3472 S	3488	3500	3515 S
3411	S 3428	S 3440	3450 S	3461 S	3477 S	3489 S	3501 S	3516
3413	3429	3441	3451	3462 S	3479	3490 S	3502	3517
3414	S 3430	S 3442	3453 S	3463 S	3480	3491	3503	3518
3419	S 3431	S 3443	S 3454	S 3464	S 3481	3493	3504	3519

JNA - Bogie Box (NACO) built by Marcroft 2000-01

3900	3907	3913	3919	3925	3931	3937	3943	3949
3901	3908	3914	3920	3926	3932	3938	3944	3950
3902	3909	3915	3921	3927	3933	3939	3945	3951
3903	3910	3916	3922	3928	3934	3940	3946	3952
3904	3911	3917	3923	3929	3935	3941	3947	3953
3905	3912	3918	3924	3930	3936	3942	3948	3954
3906								

JNA - Bogie Box (VTG) built by Marcroft 2000-01

3955	3959	3963	3967	3971	3975	3979	3983	3987
3956	3960	3964	3968	3972	3976	3980	3984	3988
3957	3961	3965	3969	3973	3977	3981	3985	3989
3958	3962	3966	3970	3974	3978	3982	3986	

JSA # - Bogie Open Steel Carrier / JNA + - Bogie Open Box Wagons (VTG)
 built with Telescopic Hood by Dorman Long 1977 - 78, * converted by WH Davis 2007 - 08,
 # converted Arlington Fleet Services, Eastleigh Works 2018-20, + converted by WH Davis 2019

4020 +	4022 #	4024 #	4026 #	4028 #	4030 #	4032 #	4034 #	4036 #
4021 #	4023 #	4025 #	4027 #	4029 #	4031 #	4033 #	4035 #	4037 #

SECTION 2: WAGONS 100000 - 999999

OBA - 4w Open Goods / ZCA * - 'Sea Urchin' / ZDA # - 'Bass' / RRA \$ - Runner

built by BREL Ashford & Shildon 1978-79

110203	110315	110373 #	110419 #	110702 \$	110743 \$	110774 \$ S	110786 \$	110789 \$ S
110234 * S	110322 * S	110417 #	110679 \$ S	110734 \$ S	110747 \$	110780 *		

OCA - 4w Open Goods / ZDA # - 'Bass'

built by 1981-82 BREL Shildon

112020	112037 S	112063	112134 #	112150 S	112233 S	112273	112306	112344 S
112034 S	112048	112091 #	112139 S	112227 S	112269			

ZCA - 4w Open Ballast 'Sea Urchin' / REA # - Match Wagon / RLA < - Match Wagon / RRA \$ - Runner / VXA ^ - Generator Van / ZRA + Stores Van

built by BREL Shildon 1974-78 & Ashford 1976

200553 S	200670 S	200696 S	200752	200800 ^ S	200857 < S	200885 \$ S	200931 + S	200954 \$
200643	200674 S	200715 + S	200756 # S	200808 # S	200862 S	200924 S	200947 S	201011 + S
200663 + S	200680 + S	200718 S	200774 \$ S	200829 S	200875 ^ S			

ZCA - 4w Open Ballast 'Sea Urchin' / REA # - Match Wagon / RLA < - Match Wagon / VXA ^ - Generator Van

built by BREL Shildon 1977-78

210101 S	210175 < S	210238 S	210248 S	210276 S	210301 S	210306 ^	210330 S	210377 S
210112 S	210179 S	210246 S	210271	210278 S	210305 S	210309 # S	210367 # S	210378 S
210152 # S								

VGA / VKA # / RBA * - 4w Non-Ventilated Van / Coupler Translator * (to be converted)

built by BREL Shildon 1983

210404 S	210429	210458	210487 #	210516	210539	210567	210593	210619
210405 #	210430 # S	210463 S	210488 # S	210518 S	210541 S	210568	210596 #	210621
210407 # S	210436	210465 *	210494	210519	210545 S	210570	210598 #	210622 #
210409 #	210437	210466 #	210496 # S	210523	210546	210574 S	210602	210629 S
210410 #	210438	210467 #	210497	210524	210549 #	210575 #	210603 #	210631
210413 *	210439	210468	210499	210525 S	210550	210576	210604	210633 S
210416	210440	210471	210501	210526 #	210551 #	210579 # S	210606 #	210635 S
210417 S	210444 #	210472	210504 S	210527 #	210552	210581 S	210607	210638 #
210418	210446	210473	210505	210529	210554 #	210582 S	210608	210640 S
210420 #	210449	210474	210507 S	210532	210556	210587	210612	210642
210424	210450	210478 S	210508	210533	210561 S	210590	210613	210649
210425	210451	210484	210512 #	210534 S	210563	210592 #	210617 # S	210650 S
210428	210453	210485	210515	210536 S				

HJA / JHA * - Bogie Aggregates Hopper

built by Powell Duffryn Standard 1993-94

300400 * (19400) S	300405 (19405)	300409 (19409)	300413 (19413)	300417 (19417)
300401 (19401)	300406 (19406)	300410 (19410)	300414 (19414)	300418 (19418)
300402 (19402)	300407 (19407)	300411 (19411)	300415 (19415)	300419 (19419)
300403 (19403)	300408 (19408)	300412 (19412)	300416 (19416)	300420 (19420)
300404 (19404)				

HKA - Bogie Limestone Hopper

built by Transtech, Finland 1995, refurbished by ? 2009 & Axiom Rail 2014-15

300610 (19610) S	300621 (19621) S	300639 (19639) S	300647 (19647) S	300670 (19670) S
300613 (19613) S	300622 (19622) S	300643 (19643) S	300650 (19650) S	300672 (19672) S
300618 (19618) S	300627 (19627) S	300646 (19646) S		

SECTION 3: WAGONS RIV

The following RIV wagons are registered for use in the UK. It is not possible to provide a totally accurate list of what you might see in the UK however those wagons that can be seen regularly are listed even if the entire series is not.

Wagons are sorted first by wagon code ie. xx xx **0698** xxx-x to xx xx **9886** xxx-x then if similar by country code ie. xx **68** xxxx xxx-x then xx **80** xxxx xxx-x.

81 70 0659 xxx-x

IIA - Bogie Covered Sand Hopper

built by Astra Rail, Romania 2017

001-9	006-8	011-8	016-7	021-7	026-6	030-8	034-0	038-1
002-7	007-6	012-6	017-5	022-5	027-4	031-6	035-7	039-9
003-5	008-4	013-4	018-3	023-3	028-2	032-4	036-5	040-7
004-3	009-2	014-2	019-1	024-1	029-0	033-2	037-3	041-5
005-0	010-0	015-9	020-9	025-8				

83 70 0689 xxx-x

IIA - Bogie Covered Biomass Hopper

built by Greenbrier, Romania 2017-18

001-1	007-8	013-6	019-3	025-0	031-8	036-7	041-7	046-6
002-9	008-6	014-4	020-1	026-8	032-6	037-5	042-5	047-4
003-7	009-4	015-1	021-9	027-6	033-4	038-3	043-3	048-2
004-5	010-2	016-9	022-7	028-4	034-2	039-1	044-1	049-0
005-2	011-0	017-7	023-5	029-2	035-9	040-9	045-8	050-8
006-0	012-8	018-5	024-3	030-0				

83 70 0698 xxx-x

IIA - Bogie Covered Biomass Hopper

built by WH Davis 2013-16, *23

001-0	030-9	059-8	088-7	116-6	144-8	172-9	200-8	228-9 *
002-8	031-7	060-6	089-5	117-4	145-5	173-7	201-6	229-7 *
003-6	032-5	061-4	090-3	118-2	146-3	174-5	202-4	230-5 *
004-4	033-3	062-2	091-1	119-0	147-1	175-2	203-2	231-3 *
005-1	034-1	063-0	092-9	120-8	148-9	176-0	204-0	232-1 *
006-9	035-8	064-8	093-7	121-6	149-7	177-8	205-7	233-9 *
007-7	036-6	065-5	094-5	122-4	150-5	178-6	206-5	234-7 *
008-5	037-4	066-3	095-2	123-2	151-3	179-4	207-3	235-4 *
009-3	038-2	067-1	096-0	124-0	152-1	180-2	208-1	236-2 *
010-1	039-0	068-9	097-8	125-7	153-9	181-0	209-9	237-0 *
011-9	040-8	069-7	098-6	126-5	154-7	182-8	210-7	238-8 *
012-7	041-6	070-5	099-4	127-3	155-4	183-6	211-5	239-6 *
013-5	042-4	071-3	100-0	128-1	156-2	184-4	212-3	240-4 *
014-3	043-2	072-1	101-8	129-9	157-0	185-1	213-1	241-2 *
015-0	044-0	073-9	102-6	130-7	158-8	186-9	214-9	242-0 *
016-8	045-7	074-7	103-4	131-5	159-6	187-7	215-6	243-8 *
017-6	046-5	075-4	104-2	132-3	160-4	188-5	216-4	244-6 *
018-4	047-3	076-2	105-9	133-1	161-2	189-3	217-2	245-3 *
019-2	048-1	077-0	106-7	134-9	162-0	190-1	218-0	246-1 *
020-0	049-9	078-8	107-5	135-6	163-8	191-9	219-8	247-9 *
021-8	050-7	079-6	108-3	136-4	164-6	192-7	220-6	248-7 *
022-6	051-5	080-4	109-1	137-2	165-3	193-5	221-4	249-5 *
023-4	052-3	081-2	110-9	138-0	166-1	194-3	222-2	250-3 *
024-2	053-1	082-0	111-7	139-8	167-9	195-0	223-0	251-1 *
025-9	054-9	083-8	112-5	140-6	168-7	196-8	224-8	252-9 *
026-7	055-6	084-6	113-3	141-4	169-5	197-6	225-5	253-7 *
027-5	056-4	085-3	114-1	142-2	170-3	198-4	226-3 *	254-5 *
028-3	057-2	086-1	115-8	143-0	171-1	199-2	227-1 *	255-2 *
029-1	058-0	087-9						

SECTION 4: TRACK MAINTENANCE VEHICLES

This section includes on-track plant (OTP) and associated wagons prefixed in the main by DR or DX. It is not intended to cover all OTP and is restricted to large vehicles that are self-propelled or are usually hauled to worksites by locos.

Vehicles have been split up into different categories starting with self-propelled vehicles, but though consecutively numbered within their type each grouping does not necessarily follow on numerically. A full numerical listing is however included at the end of this Section to aid identification.

Independent Self-Propelled Vehicles

The following track maintenance vehicles are able to travel separately under diesel power to track work sites. They are either single or coupled vehicles in sets as shown.

Track Assessment / Recording Vehicles

UFM160 (twin vehicle set) built by Plasser & Theurer 2002

999700 + 999701

EM-SAT 100/RT (single vehicles) built by Plasser & Theurer 2003-04

999800 S Richard Spoons | 999801 S

RailVacs single vehicles.

Air & Vacuum Excavation Machine built by Railcare, Sweden 2006, 2014 #, 2015 ^ & 2017\$

99 70 9909 001-8 needs to be transported by road

002-2 to 006-3 utilise underframes from 33 70 4666 xxx-x Bogie Curtain Sided Vans

99 70 9515 002-2 #	99 70 9515 003-0 #	99 70 9515 004-8 ^	99 70 9515 005-5 ^	99 70 9515 006-3 \$
99 70 9909 001-8				

Tampers & Ballast Regulators either twin cab single vehicles, some with an integrated flat trailer or coupled integrated twin units where each section has one cab

ZWA - Unimat 09-4x4/4S Dynamic Tamper (integrated twin section) built by Plasser & Theurer 2013 & 2016 *

928001 99 70 9128 001-3 | DR 74002 * 99 70 9128 002-1

ZWA - 09-32 CSM Tamper / Liner (with integrated trailer) built by Plasser & Theurer 1988

DR 73109

ZWA - 09-3X-D-RT Tamper / Liner / DTS (integrated twin section)
built by Plasser & Theurer 1988, 2006-07 * & 2016 #

DR 73111	DR 73115 *	DR 73118
DR 73113	DR 73116	DR 73120 99 70 9123 120-6
DR 73114 *	Ron Henderson	DR 73117

ZWA - 09-2X-D-RT Tamper / Liner / DTS (integrated twin section) built by Plasser & Theurer 2016

DR 73121 99 70 9123 121-4 | DR 73122 99 70 9123 122-2

ZWQ - 08-16/90 Tamper / Liner built by Plasser & Theurer 1988

DR 73502 99 70 9908 014-2 | DR 73503 99 70 9908 019-1 S

ZWA - 08-32U RT Plain Line Tamper (integrated twin section) built by Plasser & Theurer 2002

DR 73803 Alexander Graham Bell

ZWA - 08-16/(32)U RT Plain Line Tamper (integrated twin section) built by Plasser & Theurer 2002

DR 73806 Karine

Track Maintenance Vehicles Numerical List & Owners

With the exception of Track Assessment / Recording Vehicles, RailVacs and Snowploughs this section lists in numerical order track maintenance vehicles on pages 106-118 as an aid to identifying and finding a vehicle relative to its type. This list also clearly shows the gaps in the numbering, not so obvious in the main listings. Also included are the Owners of each vehicle, which is a useful aid in identifying a vehicle in the field.

denotes vehicles that are part of a fixed set of 2, 3, 6 or 7 vehicle Rail Grinder

\$ denotes vehicle part of multi vehicle Track Renewal Machine

* KFA crane match wagons work with cranes 81601 - 81626

Number	Other No / Name	Vehicle Type / Manufacturer	Stored	Owner
DR 73109		Tamper / Liner		SB Rail
DR 73111		Tamper / Liner / Dynamic Track Stabiliser		SB Rail
DR 73113		Tamper / Liner / Dynamic Track Stabiliser		SB rail
DR 73114	Ron Henderson	Tamper / Liner / Dynamic Track Stabiliser		Network Rail
DR 73115		Tamper / Liner / Dynamic Track Stabiliser		Network Rail
DR 73116		Tamper / Liner / Dynamic Track Stabiliser		Network Rail
DR 73117		Tamper / Liner / Dynamic Track Stabiliser		Network Rail
DR 73118		Tamper / Liner / Dynamic Track Stabiliser		Network Rail
DR 73120	99 70 9123 120-6	Tamper / Liner / Dynamic Track Stabiliser		Network Rail
DR 73121	99 70 9123 121-4	Tamper / Liner / Dynamic Track Stabiliser		Network Rail
DR 73122	99 70 9123 122-2	Tamper / Liner / Dynamic Track Stabiliser		Network Rail
DR 73502	99 70 9908 014-2	Tamper		Trackwork
DR 73503	99 70 9908 019-1	Tamper	S	Stobart Rail
DR 73803	Alexander Graham Bell	Plain Line Tamper		SB Rail
DR 73806	Karine	Plain Line Tamper		Colas Rail
DR 73904	Thomas Telford	Switch & Crossing Tamper		SB Rail
DR 73905		Switch & Crossing Tamper		Colas Rail
DR 73906	Panther	Switch & Crossing Tamper		Colas Rail
DR 73907		Switch & Crossing Tamper		Colas Rail
DR 73908		Switch & Crossing Tamper		Colas Rail
DR 73909	Saturn	Switch & Crossing Tamper		Colas Rail
DR 73910	Jupiter	Switch & Crossing Tamper		Colas Rail
DR 73913		Switch & Crossing Tamper		Colas Rail
DR 73914	Robert McAlpine	Switch & Crossing Tamper		SB Rail
DR 73915	William Arrol	Switch & Crossing Tamper		SB Rail
DR 73916	First Engineering	Switch & Crossing Tamper		SB Rail
DR 73917		Switch & Crossing Tamper		Balfour Beatty
DR 73918		Switch & Crossing Tamper		Balfour Beatty
DR 73919		Tamper		Colas Rail
DR 73920		Tamper		Colas Rail
DR 73921		Tamper		Colas Rail
DR 73922	John Snowden	Tamper		Colas Rail
DR 73923		Switch & Crossing Tamper		Colas Rail
DR 73924		Tamper		Colas Rail
DR 73925	Europa	Tamper		Colas Rail
DR 73929		Switch & Crossing Tamper		Colas Rail
DR 73930		Switch & Crossing Tamper		Colas Rail
DR 73931	Brian Hill	Tamper		Colas Rail
DR 73932		Switch & Crossing Tamper		SB Rail
DR 73933		Tamper		SB Rail
DR 73934		Tamper		SB Rail
DR 73935		Switch & Crossing Tamper		Colas Rail
DR 73936		Switch & Crossing Tamper		Colas Rail
DR 73939	Pat Best	Tamper		Balfour Beatty
DR 73940		Switch & Crossing Tamper		SB Rail
DR 73941		Switch & Crossing Tamper		SB Rail
DR 73942	Nathan Hayes	Switch & Crossing Tamper		Colas Rail

SECTION 5: PRESERVED OTP

As with the previous Section on TMs used on the mainline, this section mirrors the types included, except wagons, though with a few additions of types no longer represented on the mainline. Only large vehicles are included and the types included are subjective, so this is not a comprehensive list. Other types eg. Wickham Trolleys may be included in future editions.

(R) Re-built.

Tampers / Ballast Regulators

No	Other Nos	Works No	Manf	Owner	Location	Name
06-32 SLC Tamper / Liner:						
73010		712	PT		FRH	
07-16 Universal Tamper / Liner:						
73202	(PO7T 73/3, 965957)	1041	PT	BRTS	SVR	
73216	(PWM 8045, 965966)	1109	PT		SCR	
73250	(966062)	1465	PT	YAG	NYM	
73274		1544	PT		CAL	
07-275 Switch & Crossing Tamper:						
73307	(DB 966084)	531	PT	RSS	GWR	
73309	(966086)	532	PT	BRTS	CVR	
73315		715	PT	RSS	GWR	
07-32 Duomatic Tamper / Liner:						
73431		1578	PT		BAT	
73434		1581	PT		KES	
73435		1582	PT		WEN	
VKR 05E Tamper:						
74108	(965318)	457	PT		KES	
08-16/90-275 Switch & Crossing Tamper:						
75201		913	PT		KES	
75202		914	PT		KES	
PUM16 Tamper:						
n/a	(CTS 1549)	1549	PT		KES	
USP 5000C Ballast Regulator:						
77329		392	PT		KES	Clive Lowe
SK 73.2 Ballast Regulator:						
GR5077			SG	YAG	NYM	
R7 Ballast Regulator:						
6224	(419)	6224	M	BRTS	GWR	
R7D Ballast Regulator:						
77106	(DB 965474)	6226	M		RVR	
519		6295	M	RMS	WEA	

TRAMMS / Maintenance Units

No	Other Nos	Works No	Manf	Owner	Location	Name
OBW8 Trolley:						
68200	(966030)	419	PT		DSR	
GP-TRAMM:						
98205A+B	(68205)	52760	PT		CRB	
98210A+B		52765	PT		CAL	
98211A+B		52766	PT	TRETC	KES	
VMT 860 PL/UM TRAMM:						
98307A		825/1230	GF		GBB	
98308A + 98308B		826/1231	GF		BTR	
Permaquip Maintenance Unit:						
98404A+B		MTU 001	PQ		RSR	

SECTION 7: CHANNEL TUNNEL SHUTTLE WAGONS

Double Deck Carrier					built by Bombardier, Canada / ANF, France			
1001	1005	1009	1013	1017	1021	1025	1029	1033
1002	1006	1010	1014	1018	1022	1026	1030	1034
1003	1007	1011	1015	1019	1023	1027	1031	1035
1004	1008	1012	1016	1020	1024	1028	1032	1036
1201	1205	1209	1213	1217	1221	1225	1229	1233
1202	1206	1210	1214	1218	1222	1226	1230	1234
1203	1207	1211	1215	1219	1223	1227	1231	1235
1204	1208	1212	1216	1220	1224	1228	1232	1236

Double Deck Carrier & Toilet					built by Bombardier, Canada / ANF, France			
1401	1405	1409	1413	1417	1421	1425	1429	1433
1402	1406	1410	1414	1418	1422	1426	1430	1434
1403	1407	1411	1415	1419	1423	1427	1431	1435
1404	1408	1412	1416	1420	1424	1428	1432	1436

Double Deck Loader					built by Bombardier, Canada			
1801	1804	1806	1808	1810	1812	1814	1816	1818
1802	1805	1807	1809	1811	1813	1815	1817	1819
1803								

Single Deck Carrier					built by Bombardier, Canada / BN, Belgium			
3001	3005	3009	3013	3017	3021	3025	3029	3033
3002	3006	3010	3014	3018	3022	3026	3030	3034
3003	3007	3011	3015	3019	3023	3027	3031	3035
3004	3008	3012	3016	3020	3024	3028	3032	3036
3201	3205	3209	3213	3217	3221	3225	3229	3233
3202	3206	3210	3214	3218	3222	3226	3230	3234
3203	3207	3211	3215	3219	3223	3227	3231	3235
3204	3208	3212	3216	3220	3224	3228	3232	3236

Single Deck Carrier & Toilet					built by Bombardier, Canada / BN, Belgium			
3401	3405	3409	3413	3417	3421	3425	3429	3433
3402	3406	3410	3414	3418	3422	3426	3430	3434
3403	3407	3411	3415	3419	3423	3427	3431	3435
3404	3408	3412	3416	3420	3424	3428	3432	3436

Single Deck Loader					built by Fiat, Italy			
3801	3804	3806	3808	3810	3812	3814	3816	3818
3802	3805	3807	3809	3811	3813	3815	3817	3819
3803								

HGV Carrier					built by ?			
4001	4010	4019	4028	4037	4046	4055	4064	4073
4002	4011	4020	4029	4038	4047	4056	4065	4074
4003	4012	4021	4030	4039	4048	4057	4066	4075
4004	4013	4022	4031	4040	4049	4058	4067	4076
4005	4014	4023	4032	4041	4050	4059	4068	4077
4006	4015	4024	4033	4042	4051	4060	4069	4078
4007	4016	4025	4034	4043	4052	4061	4040	4079
4008	4017	4026	4035	4044	4053	4062	4071	4080
4009	4018	4027	4036	4045	4054	4063	4072	4081

SECTION 8: LONDON UNDERGROUND ENGINEERS STOCK

Wagons (# sold but buyer not yet known or likely destination)

30T Bogie Flat built by Gloucester 1951 & BR Ashford 1965 *

F351 F355 F398 *

30T Bogie Hopper built by WH Davis 1981

HW201 # HW203 # HW206 # HW212 HW214 HW217 HW219 HW220 HW222
HW202 HW204 HW207 HW213 HW215 #

20T Bogie Rail Wagon built by Gloucester 1958

RW490

20T Bogie Rail Wagon built by Procor 1986

RW801 RW804 RW807 RW810 RW813 RW816 RW819 RW822 RW825
RW802 RW805 RW808 RW811 RW814 RW817 RW820 RW823 RW826
RW803 RW806 RW809 RW812 RW815 RW818 RW821 RW824 #

40T High Deck Wagon built by Procor 1987

HD871 HD872 HD873 HD874 HD875 HD876

30T General Purpose Wagon * operates in a triple wagon set with CM950 & MW957 as Mechanised Renewal Vehicle (MRV) built by Procor 1985, GP923 converted by Arlington Fleet Services 2019-20

GP901 GP906 GP911 GP916 GP921 GP926 GP930 GP934 GP938
GP902 GP907 GP912 GP917 GP922 GP927 GP931 GP935 GP939
GP903 GP908 GP913 GP918 GP923 * GP928 GP932 GP936 GP940
GP904 GP909 GP914 GP919 GP924 GP929 GP933 GP937 GP941
GP905 GP910 GP915 GP920 GP925

Cement Mixer Wagon * operates in MRV with MW957 & GP923 built by Procor 1987
CM950 converted by Arlington Fleet Services 2019-20

CM950 * CM951 CM952 CM953 CM954 CM955

Cement Mixer Match Wagon operates in pairs with CM951-955 except MW957 in MRV built by Procor 1987
MW957 converted by Arlington Fleet Services 2019-20

MW956 MW957 MW958 MW959 s MW960 MW961 s

Cable Well Wagon built by Bombardier 1996

CW1053 CW1054 CW1055

General Purpose Wagon (ex-Jubilee Line extension) built by Bombardier 1994

JLE1 JLE3 JLE5 JLE7 JLE9 JLE11 JLE13 JLE14 JLE15
JLE2 JLE4 JLE6 JLE8 JLE10 JLE12

Bogie Well Wagon (ex-Jubilee Line extension) built by Bombardier 1994

JLE16 JLE17 JLE18 JLE19

4wh Wheel Cable Drum Wagon (ex-Jubilee Line extension) built by Bombardier 1994

JLE20 JLE21 JLE22 JLE23