



Ecclesbourne Valley Railway

# Rolling Stock Register



Derby Lightweight Railcar M79612

Ecclesbourne Valley Railway Trust  
2026

# Introduction

This Rolling Stock Register represents a record of rolling stock at the Ecclesbourne Valley Railway at the time of writing. This is the present edition of the stocklist, which was first issued by Wyvernrail on the 7<sup>th</sup> September 2005. Naturally the current list is rather longer than the version of nearly twenty years ago, when we were a growing community railway, as opposed to the larger one we have since become.

I am grateful for the contributions of stock owners in updating the current list and although we hope, as always, for accuracy, there may be occasional bugs or oversights in such a large document as this and these can be brought to our attention through the contacts page of the Ecclesbourne Valley Railway Trust website at [www.evrtrust.net](http://www.evrtrust.net)

In many respects the stock list changes quite rapidly but updates are not issued for every vehicle for every change, as this would be too onerous a task: therefore updates are simply issued as and when they occur, not at a set schedule. This also reflects the position regarding photographs of vehicles, these may not be of the vehicle livery (for example) as it may be when visitors next come to see it.

Anton Shone  
Secretary  
Ecclesbourne Valley Railway Trust.

# Diesel Locomotives



## British Railways Class 73 001

The British Rail Class 73 is a British electro-diesel locomotive. This type is unusual in that it can operate on the Southern Region's third rail electric power supply, or with an on-board diesel engine to allow it to be used on non-electrified routes and sidings. This makes it very versatile, although the diesel engine produces less power than is available from the third-rail power supply, so the locomotives were rarely used outside of the former Southern Region of British Rail. It is one of the first bi-mode locomotives ever built. 73001 had a working life on BR of some 38 years including an incident On 12 October 1972, when numbered E6001, it was hauling a freight train that ran into the rear of a passenger train at Wimbledon due to inattentiveness on the part of the driver. Following the withdrawal and scrapping of the more powerful Class 74 bi-mode locomotives in 1977, the Class 73 was unique on the British railway network until the introduction of the Class 88 bi-mode locomotives in 2017. Ten locomotives have been scrapped. 73001 was withdrawn in 2000 and has been used at a number of locations by LSL since, having initially been based at Crewe Traction Maintenance Depot. It has been periodically at the EVR since 2011, most recently since 2022.

<b>Builder</b>	Eastleigh Works	<b>Built</b>	1962
<b>Class or type</b>	Class 73	<b>Running No</b>	73001
<b>Weight</b>	76 tons	<b>Operational Status</b>	Operational
<b>Brake Type</b>	Vac / Air	<b>Arrived</b>	21 <sup>st</sup> July 2022
<b>Owner</b>	Locomotive Services Ltd		



### Class 14 D9537 "Eric"

Built in 1965 at BR Swindon, the Class 14 locomotive features a 600 horse power Paxman Ventura engine coupled to a hydraulic transmission. The design is loosely based on that of a Pannier tank steam locomotive which were being built in the same works at the time, with many underframe components shared. The locomotives were primarily intended for main line trip working and have a theoretical maximum speed of 40mph. In practice, this work declined quickly after they were built and many of them went over to industrial use. The locomotive was initially preserved at the Gloucestershire and Warwickshire Railway before moving to the East Lancashire Railway in 2013 after 20 years out of use. The locomotive took 15 months to overhaul, including repair of the seized power unit. Thereafter it has visited galas at the Dean Forest Railway, Ribble Steam Railway and the Spa Valley Railway. The locomotive first came to the EVR as a visitor for the March Diesel Gala in 2017 and was so popular that a deal was reached to secure it's services for the 2019 season, arriving back in November 2018. An agreement was reached for the locomotive to remain in the EVR fleet as a resident locomotive.

<b>Builder</b>	BR	<b>Built</b>	Swindon
<b>Class or type</b>	Class 14	<b>Running No</b>	D9537
<b>Weight</b>	48.5 tons	<b>Operational Status</b>	In restoration
<b>Brake Type</b>	Vacuum	<b>Arrived</b>	15 <sup>th</sup> March 2017
<b>Owner</b>	D9537 Group		



### Class 14 D9525

One of a class of 56 “Type 1” 0-6-0 diesel hydraulic (subsequently class 14) locomotives built at Swindon Works in 1964 for shunting and short trip freight duties. The locomotive was powered by a six cylinder Paxman Ventura 6YJXL engine producing 650bhp, connected to a Voith L217U hydraulic transmission and Hunslet gearbox. The axles were connected by coupling rods and driven by a jackshaft located under the cab, clearly visible between the second and third axles. Entering traffic in January 1965 it was initially allocated to Bristol Bath Road MPD, but its duties were short lived because of the loss of trip type freight traffic. It was one of 33 class 14 locomotives that transferred in January 1967 to Hull (Dairycoates) for North Eastern Region duties and was withdrawn from there in April 1968 as being underpowered and requiring two locos on most duties (thus expensively two crews). All thirty three Hull class 14 engines were shortly dumped on the shed (many round the turntable in the roundhouse) waiting sale or disposal. D9525 was sold to the National Coal Board for use at Ashington Colliery system in the North East. It was numbered 507 in the NCB fleet. After its NCB's career ended, the locomotive was purchased into preservation and moved to the Kent & East Sussex Railway in 1987. From there, the locomotive moved to various heritage railways across the country, before eventually entering the care of the Heritage Shunter Trust at Peak Rail in 2005. The locomotive was subsequently purchased from the HST by the newly formed D9525 Limited.

<b>Builder</b>	BR	<b>Built</b>	Swindon
<b>Class or type</b>	Class 14	<b>Running No</b>	D9525
<b>Weight</b>	48.5 tons	<b>Operational Status</b>	Operational
<b>Brake Type</b>	Vac	<b>Arrived</b>	18 <sup>th</sup> February 2022.
<b>Owner</b>	D9525 Limited	<b>Currently</b>	On loan to the Great Central Railway



### Class 47 D1842 (47192) “Basil”

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 some 60 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.

As of July 2024, 76 locomotives still exist as Class 47s, including 32 which have been preserved. 31 locomotives, including six which are preserved, retain mainline running certificates. A further 33 locomotives were converted to Class 57s between 1998 and 2004.

<b>Builder</b>	Brush	<b>Built</b>	1965
<b>Class or type</b>	Class 47	<b>Running No</b>	D1842
<b>Weight</b>	112 tons	<b>Operational Status</b>	Operational
<b>Brake Type</b>	Vac / Air	<b>Arrived</b>	27 <sup>th</sup> July 2021
<b>Owner</b>	Crewe Heritage Centre Trust		



### Thomas Hill Class 1SDC "Tom"

This locomotive started life as a Sentinel steam locomotive number 9597, built in 1955. However, with the decline of steam in 1967, the locomotive was taken into the Thomas Hill works at Rotherham and converted to a diesel hydraulic locomotive. It features a 170hp Rolls-Royce C6 diesel engine driving a hydraulic transmission. After conversion it was used by the CEGB at their North Stella Power Station at Lemington until it entered preservation at the Rutland Railway Museum. It was moved to the Stafford Barn Railway in 2007 where it was used to move standard gauge rolling stock on their short section of line. The locomotive often finds itself on maintenance trains and shunting in Wirksworth Yard. The locomotive is affectionately known as Tom, presumably as a nod towards the Thomas Hill works.

<b>Builder</b>	Thomas Hill	<b>Built</b>	1967
<b>Class or type</b>	1SDC	<b>Works No</b>	188c
<b>Weight</b>	25 tons	<b>Running No</b>	188
<b>Brake Type</b>	Manual	<b>Operational Status</b>	Operational
<b>Owner</b>	Wyvernrail	<b>Arrived</b>	27 <sup>th</sup> March 2017



### **Class 33 103 “Swordfish”**

The British Rail Class 33, also known as Cromptons, were a class of Bo-Bo diesel-electric locomotive. They were produced as a more powerful development of the previous Class 26. This was achieved, quite simply, by removing an unnecessary 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 of the time. A total of 98 were built by the Birmingham Railway Carriage and Wagon Company and they were known as Cromptons after the Crompton Parkinson electrical equipment installed in them. Their bodywork and cab ends were of all steel construction.

33103 started life as D6514, which was one of 45 similar locomotives ordered from the Birmingham Railway Carriage and Wagon Company in December 1957 and was taken into BR(SR) stock on 2<sup>nd</sup> July 1960. Three further orders were placed with BRCW including one for a batch of a narrow-bodied variant for working between Tonbridge and Battle. These locomotives were built to the Southern Region's requirements, with the Kent Coast Electrification and the ultimate elimination of steam traction in mind.

The specifications included having a wide route availability, the ability to work vacuum & air-braked rolling stock, to haul 700 ton freight trains on ruling gradients of 1 in 70, to haul 375 ton passenger & van trains over electrified and non-electrified routes, to provide electric train heating, to haul electric multiple unit stock at normal speeds over all routes in times of emergency and with a maximum service speed of 85mph.

The locomotives were fitted with a Sulzer designed 8-cylinder diesel engine with cylinders of 28 cm diameter and an output of 1550 bhp. These were built by Vickers-Armstrong of Barrow-in-Furness. Traction motors and other heavy electrical equipment were supplied by Crompton-Parkinson with some of the control equipment coming from Brighton company, Allen-West. Braking equipment was supplied by Davies and Metcalfe.

Each cab has two driving positions with mechanically-linked power, reversing and train brake handles on the desk. Each driving position is also equipped with a loco straight air brake handles.

D6514 was initially allocated to Hither Green shed, half of which had been specially converted to maintain diesel locomotives. It was later transferred to Eastleigh, where a new diesel maintenance shed had been built.

At the time of the Bournemouth Line Electrification in 1967, the cost of extending the third rail supply to Weymouth could not be justified. The main service was therefore worked by TC trailer multiple units, which were hauled or propelled by 4Rep tractor units with catering facilities between Waterloo and Bournemouth, with push-pull fitted Cromptons taking over for the journey on to Weymouth. D6514 was one of 19 locos converted at Eastleigh Works for this purpose during 1967. The modifications included fitting buckeye couplers, centre buffers, high level air pipes and EMU electrical jumpers/sockets and remote control of the engine functions.

The line to Weymouth was finally electrified in 1988. 33103 was then mainly used to haul BR engineers' trains and was repainted in "Dutch" grey and yellow livery.

After privatisation, its ownership passed to EWSR (English, Welsh and Scottish Railways). After a period of storage, 33103 was offered for sale by EWSR in February 1997. It passed into the hands of Fragonset Rail who returned it to main-line use in 2002 and named the loco "Swordfish" after the World War Two Fleet Air Arm biplane torpedo-bomber. Following the demise of Fragonset, the loco passed into the hands of Nemesis Rail, who repainted it into BR blue and hired it to the Bluebell Railway, 33103 arriving by road at Sheffield Park on 11th February 2013. Although hired principally for hauling engineer's trains in connection with Bluebell's Northern Extension to East Grinstead, 33103 has worked a number of passenger trains. It left the Bluebell in 2014 for Nemesis at Burton on Trent and the EVR in 2015 and has been here periodically ever since.

<b>Builder</b>	BRCW	<b>Built</b>	July 1960
<b>Class or type</b>	Class 33	<b>Works No</b>	DEL106
<b>Weight</b>	76 tons	<b>Running No</b>	33013
<b>Brake Type</b>	Vac / Air	<b>Operational Status</b>	Operational
<b>Owner</b>	Privately owned in the care of Nemesis Rail	<b>Arrived</b>	31 <sup>st</sup> May 2015



### Ruston and Hornsby Class 165 DE: 402803 "Faraday"

One of a class of 154 built by Ruston and Hornsby in 1956 for ICI Ltd. This 0-4-0 engine, was used for many years at the ICI chemical works at Wallerscote and Winnington in Cheshire, number 402803. Being a diesel electric locomotive (DE). Maximum speed 15 mph, tractive effort 14,200 pounds.

Coming at the EVR in 2002 this was one of the first locos to arrive on the railway. It provides power for shunting and engineering trains and is owned by a private trio of volunteers

<b>Builder</b>	Ruston & Hornsby, Lincoln	<b>Built</b>	1956
<b>Class or type</b>	165DE	<b>Works No</b>	402803
<b>Weight</b>	28 tons	<b>Running No</b>	402803
<b>Brake Type</b>	Air/UF	<b>Operational Status</b>	Out of service
<b>Owner</b>	O Hodgkinson, J Stokes, G Stokes	<b>Arrived</b>	30 <sup>th</sup> September 2002



### Rolls-Royce Class Steelman: 10275 "LJ Breeze"

The Steelman class of locomotive was designed originally to replace steam locomotives within the quarry industry. However, only five were ever built due to British Rail selling off the Class 14 locos to industry, thereby destroying the Steelmans intended market. 10275's first home along with three other Steelman locos was at Corby Quarry (Northamptonshire) which was owned by Stewarts and Lloyds Minerals Ltd. It eventually came to be the works shunter at Bombardier's Wakefield plant before moving to their Derby site. Although this locomotive has 6 wheels it should not be referred to as a 0-6-0 because it does not have side rods. The correct term for its wheel arrangement is 6wDH, as it has cardan shafts driving each axle. The loco has a naturally aspirated Rolls-Royce DV8N V8, 445 horse power diesel engine, and has a hydraulic transmission. It is fitted with train brakes, suitable for hauling air braked stock. The name L J Breeze comes from a former Rolls-Royce and Thomas Hill employee Les Breeze. He started work at Sentinel Shrewsbury. There he was test house engineer and then a Commissioning Engineer for Sentinel diesels. He went over to Thomas Hill when loco production transferred to Kilnhurst in 1971. There he continued as Commissioning Engineer, delivering and driver training on new deliveries throughout the UK, and in between writing the technical manuals. He was very knowledgeable about the locos and this led him to being a sort of guru type figure within the company. The locomotive is mostly used for engineering trains but unfortunately suffered a major mechanical failure in early 2019 which will render it unserviceable for quite some time whilst resources are gathered to tackle the issue.

<b>Builder</b>	Rolls Royce	<b>Built</b>	1967
<b>Class or type</b>	Steelman	<b>Works No</b>	10275
<b>Weight</b>	54 tons	<b>Running No</b>	BSC 32
<b>Brake Type</b>	Air	<b>Operational Status</b>	Out of service
<b>Owner</b>	Andrew Briddon	<b>Handed over</b>	11 <sup>th</sup> Sept 2009



### British Railways Class 73 210 "Selhurst"

The locomotive was constructed in 1965 by Vulcan Foundry at Newton-le-Willows as an electro-diesel locomotive for the Southern region of British Railways. It features the ability to operate from DC third rail electric lines but also features a 4 cylinder 600hp English Electric diesel engine. The class were primarily designed as an electric locomotive and were far more powerful in this mode but feature the diesel engine to operate over short non-electrified sections and in depots. It features multiple working for Southern-region Electric Multiple Units and can also work together with a Class 33 locomotive, but is not compatible with the more widely used Blue Star multiple working system. The design was very successful and this locomotive was selected for Gatwick Express upgrades which includes re-gearing the traction motors and the removal of the vacuum system. It was subsequently named Selhurst here, although ironically spent a lot of it's time at Stewarts Lane. This is where it's number was changed from 73116 to 73210. It is the only surviving Class 73/2 in preservation now as the majority of the class were taken from preservation and returned to mainline services with GBRf, following refurbishment. It was withdrawn in the mid-2000s and preserved at the Mid-Norfolk Railway. It has recently had the vacuum system reinstated and further work to refurbish the cabs.

<b>Builder</b>	Vulcan Foundry	<b>Built</b>	1965
<b>Class or type</b>	Class 73	<b>Running No</b>	73210
<b>Weight</b>	76 tons	<b>Operational Status</b>	In restoration
<b>Brake Type</b>	Vac / Air	<b>Arrived</b>	19 <sup>th</sup> April 2018
<b>Owner</b>	Richard Garbutt and colleagues		

# Steam Locomotives



## Andrew Barclay 0-4-0: No3 "Brian Harrison"

These small steam locomotives were built at the Caledonia Works, Kilmarnock, of Andrew Barclays and Sons Ltd in Scotland. They are 0-4-0 wheel arrangement saddle tank engines (meaning the water tank is on top and around the boiler). "No 3: Brian Harrison" spent its working life at the Central Electricity Generating Board's Power Station at Ferrybridge near Knottingley in Yorkshire, a period of some 16 years, before being replaced in about 1970 by diesel engines. Brian Harrison was despatched to store at Tinsley in Sheffield it remained for some 35 years until being acquired on long term loan by the Ecclesbourne Valley Railway Association. Brian Harrison had been kept under cover and its livery was intact. It was restored to working order and has been lovingly maintained ever since. It is was common to see No. 3 running from platform 1 at Wirksworth on special occasions, offering "driver for a fiver" trips or platform 3, running up the steep incline to Ravenstor.

<b>Builder</b>	Andrew Barclays	<b>Built</b>	1954
<b>Class or type</b>	0-4-0 ST	<b>Works No</b>	2360
<b>Weight</b>	22 tons	<b>Running No</b>	No 3 (Wee Yorkie) Brian Harrison
<b>Brake Type</b>	Manual	<b>Operational Status</b>	Out of service
<b>Owner</b>	On Loan to EVRA	<b>Arrived</b>	22 <sup>nd</sup> October 2005



### Andrew Barclay 0-4-0: 2217 "Henry Ellison"

These small steam locomotives were built at the Caledonia Works, Kilmarnock, of Andrew Barclays and Sons Ltd in Scotland. They are 0-4-0 wheel arrangement saddle tank engines (meaning the water tank is on top and around the boiler). "2217" spent its working life at the Kilnhurst Tar Works of Yorkshire Tar Distillers near Swinton in Rotherham, a period of some 23 years, before being made redundant about 1970. This locomotive was despatched to store at Tinsley in Sheffield where they were to remain for some 35 years until being acquired on long term loan by the Ecclesbourne Valley Railway Association, who have restored it. There are a large number of this type of locomotive in preservation, in particular with the Ayrshire Railway Preservation Society, the Swindon and Cricklade Railway, Bowes Railway, East Anglian Railway Museum, Buckingham Railway Society etc. In the case of "2217", on arrival it was in a perfectly filthy condition, as the method of keeping it intact was to pour lorry sump oil on it from time to time. Primitive, but effective. It had (possibly) a black or dark green livery.

<b>Builder</b>	Andrew Barclays	<b>Built</b>	1947
<b>Class or type</b>	0-4-0 ST	<b>Works No</b>	2217
<b>Weight</b>	23 tons	<b>Running No</b>	Henry Ellison
<b>Brake Type</b>	Manual	<b>Operational Status</b>	Out of service
<b>Owner</b>	On Loan to EVRA	<b>Arrived</b>	22 <sup>nd</sup> October 2005



### William Bagnall 0-6-0ST: "The Duke"

This locomotive is an Austerity type loco built for the World War Two war effort in 1944. It was built originally for the British Government's War Department by loco builder William Bagnall of Stafford. The locomotive's works number is 2746. The kind of work and the location of the locomotive during its war time career are unknown as the records are not available. What we can be sure of is that at some time it was sold from the War Department to the National Coal Board. 2746 ended its working days with the NCB at their Featherstone Colliery. It was purchased from the National Coal Board in 1983 by a Group of Peak Rail member's and moved to their Buxton site. It was during preservation that the engine gained the name "The Duke". The restoration of the loco was aided financial by the West Derbyshire Council and was completed in 1988. It then moved to Peak Rail's Darley Dale site in 1990 and was used on train services. During preservation it has carried a British Rail livery and number 68012 masquerading as a Class J94. The real 68012 (works No 5124) spent some of its life on the Cromford and High Peak Railway in BR days. However, 2746 was never owned by British Rail. The loco moved to the Ecclesbourne Valley Railway in November 2010 and is currently under restoration. Having run for several years on Peak Rail, it required further routine boiler work. The 48624 Society (8F Group) helped to complete this work. In traffic summer 2024.

<b>Builder</b>	William Bagnall	<b>Built</b>	1944
<b>Class or type</b>	Austerity 0-6-0 Saddle Tank	<b>Works No</b>	2747
<b>Weight</b>	49 tons	<b>Running No</b>	The Duke
<b>Brake Type</b>	Vac	<b>Operational Status</b>	Operational
<b>Owner</b>	Tim Oaks	<b>Arrived</b>	5 <sup>th</sup> November 2010



### **Hudswell and Clarke 0-6-0T (tank) locomotive 102 “Cathryn”**

Although useful shunters, this class of engine were not renowned for smoothness of operation or working above 15mph and were not designed for passenger service and known for bad riding.

First designed for the Port of London Authority in 1915, this class of engine continued in production at Hudswell and Clark of Leeds until the end of steam locomotive building there. This example, number S102 (works number 1884/55), named Cathryn, was purchased in 1944 for work at Newmarket Colliery, Stanley, Wakefield, where it worked, except for occasional repairs at the central workshops (NCB Allerton Bywater) until 1969. After repairs it was drafted to St Johns Colliery Wakefield and it alternated between there and Park Hill Colliery Wakefield, until the end of its working life in March 1977. It had been in store at S. Harrison, Tinsley; then the South Yorks Preservation Society at Penistone and Meadowhall; and the Elsecar Steam Railway, prior to coming to the EVR. A number of these locomotives were converted by the NCB to the gas production system which entailed them being provided with underfeed stokers, and this also required the conversion of the funnel to a characteristic conical design which Cathryn has. The "Railway Executive" plate which can be seen on the tank sides is a licence plate which indicates that the locomotive is authorised for main line working: so it is very likely that one of the collieries at which Cathryn worked had main line exchange sidings which required her to make short journeys onto the main line to despatch or collect wagons. The principal livery of these small, engines was a handsome lined maroon.

<b>Builder</b>	Hudswell Clark	<b>Built</b>	1944
<b>Class or type</b>	0-6-0 T	<b>Works No</b>	1884
<b>Weight</b>	42 tons	<b>Running No</b>	Cathryn
<b>Brake Type</b>	Vac	<b>Operational Status</b>	On loan to Peak Rail
<b>Owner</b>	Private Ownership	<b>Arrived</b>	7 <sup>th</sup> March 2007

# Railcars



## Derby Lightweight DMBT M79018 (Driving end)

The Derby Lightweight class of DMU were the first to be designed by British Railways in the 1950s. They were built by Derby Works and called “Lightweights” due to their all aluminium construction. The success of these vehicles paved the way for the mass production of the many varieties of classes that came about. 79018 was one of the earliest batches of these vehicles to be built, to Lot No. 30123 diagram 503, it features 61 third (later second) class seats and a guards area. Delivered new to the Midland region in 1954 as a power twin set, the vehicle operated passenger services around the West Cumberland area until the late 1960s when the Derby Lightweight class were withdrawn due to becoming non-standard. Derby Lightweight vehicles were built with the Yellow Diamond electrical system and the standard was Blue Square (the two are incompatible). Fortunately, a use was found for the vehicle in Departmental service where it was paired with 79612 and the vehicles became the ‘Ultrasonic Test Train’. The set was painted in Departmental livery and could be seen all over the network. 79018 was renumbered to RDB975007. The set was heavily modified for this use and included test equipment and staff accommodation. Eventually displaced, the Derby Lightweight Preservation Group purchased the set for preservation and the set was moved to Doncaster Works for asbestos removal. The set arrived at the Midland Railway Butterley in 1997 as two gutted shells. The restoration of 79018 leaped forwards after the Heritage Lottery Fund awarded £49,000 for the restoration of this vehicle due to it being so rare and important. The restoration was completed enough for the vehicle to be exhibited in all its glory at the Railcar50 event at the Severn Valley Railway in 2004. Since then, the vehicle has not seen any services (except for two test specials when it was first done) due to waiting for the partner vehicle to be restored. 79018 retains its Yellow Diamond electrical system but it is proposed to modify this in the same way as single car M79900 so that it can operate with other preserved railcars. After spending nearly 10 years standing idle, 79018 will require some work to bring it back to the condition it deserves.

<b>Builder</b>	Derby Works	<b>Built</b>	1954
<b>Class or type</b>	Lightweight	<b>Running No</b>	M79018
<b>Weight</b>	27 tons	<b>Operational Status</b>	In restoration
<b>Brake Type</b>	Vac	<b>Arrived</b>	24 <sup>th</sup> November 2014
<b>Owner</b>	Derby Lightweight Preservation Group	<b>Seats</b>	61 2 <sup>nd</sup> Class



### Derby Lightweight DTCL M79612 (Trailer Car)

Derby Lightweight M79612 is a Driving Trailer Composite Lavatory of aluminium construction. Built in the early 1950s, the vehicle featured 53 third class seats (now second) and 9 first class seats. Having operated services in the West Cumbernauld area until the late 1960s, the vehicle was taken into Departmental service as the Ultrasonic Test Train, paired with 79018, which has allowed it to survive into the preservation era. Withdrawn in the 1990s wearing Departmental livery and in a heavily modified state, the set was taken to Doncaster Works for extensive asbestos removal. This process left both vehicles as an empty shell. The vehicle was taken with completely restored partner 79018 to the Railcar50 event at the Severn Valley Railway in 2004 when it featured as an example of an unrestored vehicle, showing visitors the start point of a project. Work began on the restoration in the late 2000s, with a complete rewiring, bogie overhauls and the fabrication of internal bulkhead partitions. Having moved to the Ecclesbourne Valley Railway, the restoration has continued with the refurbishment of the running gear, electrical work and fitting of a new interior to allow the two Derby Lightweight twins operate together.

<b>Builder</b>	Derby Works	<b>Built</b>	1955
<b>Class or type</b>	Lightweight	<b>Running No</b>	M79612
<b>Weight</b>	27 tons	<b>Operational Status</b>	Operational
<b>Brake Type</b>	Vac	<b>Arrived</b>	24 <sup>th</sup> November 2014
<b>Owner</b>	Derby Lightweight Preservation Group	<b>Seats</b>	53 2 <sup>nd</sup> class 9 1 <sup>st</sup> class



### Gloucestershire Railway Carriage and Wagon Class 122 W55006

This vehicle was built as a single unit diesel railcar at Gloucester Works by the Gloucester Carriage and Wagon Company in 1958, as one of a batch delivered in 1958, being a class 122 vehicle from Lot 30419, diagram number 539. This class of vehicles initially went into service on the British Railways Western Region and its lines around Birmingham, Stourbridge and Leamington Spa, and later some London area branch lines. By the 1960s these units were concentrated on the West Country branch lines. It appeared in various liveries (see note in vehicle 51073 below about liveries in general) but was first out-shopped in British Railways DMU green being repainted around 1967 into rail blue and later, around 1980, into blue and grey. In 1984 this unit was transferred to Longsight depot in Manchester for use on the Stockport – Stalybridge line. However, it returned to the West Country in 1987 due to problems being experienced with the replacements units, the class 142 pacers. It was eventually replaced on the Looe, Newquay and St Ives lines in 1993 by class 153 units and later despatched to MC Metals at Sheffield for scrapping in 1995, from whence it was rescued for preservation by Railcar Enterprises. It is one of six examples in preservation. The vehicle has been running as M55006 as the railway is in the Midlands, however, it has been returned to the original W55006 after the vehicle emerged from bodywork repairs in the spring of 2013.

<b>Builder</b>	Gloucester C&W Co	<b>Built</b>	1958
<b>Class or type</b>	122	<b>Running No</b>	W55006
<b>Weight</b>	36 Tons	<b>Operational Status</b>	Operational
<b>Brake Type</b>	Vac	<b>Arrived</b>	13 <sup>th</sup> February 2004
<b>Owner</b>	R&N Tarling and S Major	<b>Seats</b>	65 2 <sup>nd</sup> Class



### Derby Works Class 108 DMBS E53599

Having learnt from their experiences with the Derby Lightweight class of vehicles, Derby Works set about designing a new class of lightweight vehicles using updated technology with Leyland engines. The result was the Class 108. Leaving the works in 1958, 50599 was the first vehicle of what was to become a very successful class to be built. This vehicle was initially paired with 56190 and allocated to Darlington where it worked in Brunswick green with cream lining and speed whiskers until the early 1960"s when the speed whiskers were replaced by a small yellow warning panel. In the late 1960"s, the vehicles received the British Railways Blue livery with full yellow ends in accordance with the new standards. 50599 ran in this livery until being converted into Blue and Grey livery in the 1980"s when it was chosen to partake in the nationwide refurbishment programme. In 1983 all Class 108 vehicles that were in the 50xxx series were renumbered to the 53xxx series to avoid confusion with the Class 50 locomotives of the time (thus 50599 became 53599). In 1985 50599 was based at Neville Hill in Leeds. The set was withdrawn at some point between 1990 and 1993 and placed into storage. 50599 was lucky as it was saved for preservation whilst partner vehicle 56190 was not so fortunate. It spent a significant amount of its preservation years at the East Anglian Railway Museum where it was returned to its original number. Arrived at the Ecclesbourne Valley Railway, during the winter of 2010-2011, the vehicle was returned to operational condition and featured in the Duffield Line Grand Opening celebrations in April 2011. The vehicle made history in January 2014 as a loan spell saw the vehicle be the first DMU to run on the Bluebell Railway. It returned to Wirksworth where it had mechanical work undertaken and repaint into the BR Blue/Grey livery, when it re-assumed it's later number of 53599.

<b>Builder</b>	BR Derby	<b>Built</b>	1958
<b>Class or type</b>	108	<b>Running No</b>	E53599
<b>Weight</b>	29.5 Tons	<b>Operational Status</b>	In restoration
<b>Brake Type</b>	Vac	<b>Arrived</b>	16 <sup>th</sup> March 2010
<b>Owner</b>	Diesel Unit Preservation Associates	<b>Seats</b>	52 2nd Class



### Derby Works Class 108 M51567 DMCL

Ordered by the British Transport Commission, 51567 is a Driving Motor Composite with Lavatory. It was built of aluminium by British Railways Derby Work as part of a power twin set and delivered to the Midland Region. It carried the British Railways lined green of the era and featured the two character route indicator box underneath the front windows. It featured the standard two BUT 150hp engines driving Wilson gearboxes. Later in service, the vehicle was allocated to Longsight as set LO911 where it was used in Departmental Service. It is not confirmed what the set was used for in Departmental Service as the interior of the vehicle was unaltered from passenger use. It could be assumed that it was for route learning purposes due to the non-standard plug socket on the front of the vehicle for a high powered headlight. The vehicle was withdrawn in the early 1990s and was purchased for preservation at Peak Rail. There it stood dormant until 2008 when the entire fleet of DMUs was disbanded at that railway. The vehicle was purchased and moved on to the Midland Railway at Butterley where it was used as a stores vehicle for the Derby Lightweight restoration project. Nothing of note happened to the vehicle there and it moved to Wirksworth to assist with the restoration of the Derby Lightweights.

<b>Builder</b>	BR Derby	<b>Built</b>	1958
<b>Class or type</b>	108	<b>Running No</b>	M51567
<b>Weight</b>	29.5 Tons	<b>Operational Status</b>	Stores Vehicle
<b>Brake Type</b>	Vac	<b>Arrived</b>	20 <sup>th</sup> July 2016
<b>Owner</b>	Derby Lightweight Preservation Group	<b>Seats</b>	53 2 <sup>nd</sup> Class 12 1 <sup>st</sup> Class



### Pressed Steel Class 121 DB977975

Class 121 W55027 was built by Pressed Steel at their Paisley Works in 1958 to Lot No. 30518, diagram 512. Sporting 65 2nd class seats, the vehicle was allocated to the Western Region for the first 25 years of its passenger life where it was mainly used to strengthen services as required by being attached to other units. The vehicle was out-shopped in British Railways lined green livery. In 1993, quite far into the Network South-East era, 55027 received the corporate Network South-East livery and operated services around the London area based at Bletchley. At privatisation, 55027 went with classmates to Silverlink. Based at Bletchley depot, they were mainly used on lines such as the Bedford to Bletchley line and the Gospel Oak to Barking line. In the late 90s, 55027 spent some time on loan with Great Eastern to operate services on the Sudbury branch. When the vehicle returned to Bletchley, they repainted it into the Silverlink livery of purple and green. It carried the name of "Bletchley TMD" whilst it was there. Upon the conclusion of this work in the London area in 2001, 55027 was selected, along with classmate 55031, for conversion into special Severn Tunnel Rescue vehicles. The modifications were extensive. Now wearing the departmental number of 977975, all but the cab windows and the guards door windows were removed and in their place a large opening ramp was installed to allow boarding if there was an emergency in the tunnel. The guards van had a generator unit installed which provided 240v power to the vehicle with strip lights. Internally, the vehicles featured equipment for dealing with injuries as well as areas for passengers to ride standing up. Retired from this work in the mid 2000 and eventually it became a source of spares to keep the ageing Chiltern Railways fleet operational. Finally, in a heavily stripped state, it was moved to the Barry Island Tourist Railway in early 2014. Purchased from them by the Wyvernrai Board being very heavily stripped, for use as a Permanent Way vehicle at the EVR. However, the costs of restoration were underestimated and the vehicle is beyond economic repair.

<b>Builder</b>	Pressed Steel Paisley	<b>Built</b>	1960
<b>Class or type</b>	Class 121	<b>Running No</b>	DB977975
<b>Weight</b>	36 tons	<b>Operational Status</b>	Defunct
<b>Brake Type</b>	Vac	<b>Arrived</b>	2 <sup>nd</sup> October 2014
<b>Owner</b>	Wyvernrail	<b>Seats</b>	65 2 <sup>nd</sup> Class



### Pressed Steel Class 121 DB977976

Class 121 W55031 was built by Pressed Steel Tat their Paisley Works in 1958 to Lot No. 30518, diagram 512, with 65 2nd class seats. 55031 operated in mainline passenger services first on the Western Region and then to the Midland Region in 1992. into the early 2000's with Silverlink on the Bedford-Bletchley line. In common with many of the single units, 55031 was latterly converted to a departmental vehicle numbered 977976 around 2003. Used by Network Rail as an emergency train for the Severn Tunnel, its bodywork was heavily altered for this purpose.

After being deemed surplus to requirements, 55031 was purchased as a spare parts donor by Arriva trains and was heavily stripped before passing into preservation at the Barry Island Railway in 2014.

In April 2014 the vehicle, which had been inspected by the owners at Barry Island, was put up for sale after realisation that restoration was financially not viable for them. In September of that year 55031 moved to the Ecclesbourne Valley Railway. Paid for by C Lings as a contribution to the above P-Way project. Even less complete but the bogies were in better condition so this was purchased so they could be exchanged. Converted interior stripped out. Always considered as a temporary and not ideal solution with a view to scrapping it once a better storage solution materialised. It has yielded some obscure parts both for projects on site and other railways.

<b>Builder</b>	Pressed Steel Paisley	<b>Built</b>	1960
<b>Class or type</b>	Class 121	<b>Running No</b>	DB977976
<b>Weight</b>	36 tons	<b>Operational Status</b>	Defunct
<b>Brake Type</b>	Vac	<b>Arrived</b>	30 <sup>th</sup> September 2014
<b>Owner</b>	Chris Lings	<b>Seats</b>	65 2 <sup>nd</sup> Class

# Carriages

## London Midland and Scottish Railway Set



### **LMS BTO Brake Third Open 27001**

Built by British Railways after nationalisation to a modified 1930s Stanier design. The only obvious external difference is the adoption of a porthole; shape for toilet and vestibule windows. The design was a precursor to the standard BR Mark 1, steel sections being employed for the corner framework and cant rails instead of the traditional wood, end panelling is aluminium not steel. The other main difference is the elimination of the wooden bottom rail and its replacement by metal sockets welded onto the sole bar and locating the vertical wooden frame members. The use of small sliding vents was introduced during the war by the LMS, BR perpetuated this design until the end of the Mark 1 period in 1962. Internally half the length was a guards brake compartment utilising the two double sets of external doors, the remainder consisted four passenger compartments and one toilet compartment, all finished to LMS design. One of 559 LMS designed BTKs built by BR for front line services after the war, originally painted in crimson and cream then maroon livery. In its final BR years fitted with electric train heating and painted in BR blue/grey corporate livery. A photograph of 27001 can be found in Essery and Jenkinson "LMS Coaches" book (1969 & 1977 editions) in service on the West Coast Main Line. Sold out of BR service first to the Manchester Ship Canal Company who stripped

most of the interior for use as a mobile office/pay unit, 27001 had all windows fitted with external bars and named Rover. Sold on to the 71000 Trust for use as a support coach and fitted with kitchen units in the toilet and 1960s Pullman car seats in the open saloon area. 27001 was then mothballed when wooden framed stock was banned from the main line. Sold on to the Great Central Railway where no further work was undertaken, it was re-sold to private owners who undertook the external restoration at Darley Dale. Recently sold on again to the LMS Carriage Association and moved to Wirksworth. Restoration was undertaken here, converting it to a BTO for use as part of the on board dining services.

<b>Builder</b>	Wolverton	<b>Built</b>	1950
<b>Class or type</b>	BTO	<b>Running No</b>	27001
<b>Weight</b>	32 tons	<b>Operational Status</b>	Operational
<b>Brake Type</b>	Vac	<b>Arrived</b>	30 <sup>th</sup> April 2009
<b>Owner</b>	LMSCA	<b>Seats</b>	32 3 <sup>rd</sup> class



### LMS Brake Third Open 5734

Built at Wolverton by the London, Midland and Scottish Railway in 1935 with four third class compartments and one toilet as a Brake Third Corridor, this carriage has been rebuilt by the LMSCA at Warksworth as an Open. It also features additional storage for use by the EVR catering department for on-board catering.

It had been in British Railways departmental service following its withdrawal from passenger service and in 1987 was purchased privately from Crewe Heritage Centre. The interior had been gutted. Initially it was used as a historic carriage & wagon store. It was re-plated on its exterior by October 2014 at its then home of the Midland Railway centre, Butterley. It was then moved from the Midland Railway Centre to the Ecclesbourne Valley Railway. The interior has been provided with loose seating rather than fixed seating to give a flexible carriage for dining and events.

<b>Builder</b>	LMS Wolverton	<b>Built</b>	1935
<b>Class or type</b>	BTO	<b>Running No</b>	5734
<b>Weight</b>	32 tons	<b>Operational Status</b>	Operational
<b>Brake Type</b>	Vac	<b>Arrived</b>	19 <sup>th</sup> May 2022
<b>Owner</b>	Don Lee Managed under contract to LMSCA	<b>Seats</b>	32 3 <sup>rd</sup> class



### **LMS Third Open 27162**

Built by the LMS at Wolverton in 1945 of Diagram 1999, Lot 1401. These coaches were only the second lot of standard coaches to be built post second world war, but constructed to a 7 bay pre-war Stanier design with all-wooden framework. The coach is a "gangwayed open" or "vestibule" type with a large smoking compartment (4 bays) and smaller non-smoking compartment (3 bays), two toilets were fitted at one end. 27162 is fitted with the standard pre-war large sliding ventilators. Seating 56 in groups of four at each window bay with fixed tables. Over 1000 of this type were constructed by the LMS during the existence of the company but none after nationalisation. The LMS favoured this type of layout for many years, this being attributed to the weight saving per passenger with respect to an equivalent side corridor type. It is interesting that only in the LMS's post war years did the side corridor type outnumber the open type in any appreciable numbers. One of only 350 built after the war whereas 2500 side corridor coaches were constructed during the period. Out-shopped by the LMS, it would have been used for ordinary service trains all over the LMS system. The vestibule coach was used for excursion and dining purposes too and an attendant's bell push was located at each table. Liveries were LMS maroon, crimson and cream then BR maroon, 27162 never carried blue/grey. After withdrawal the interior was completely stripped and the vehicle used for exhibition train purposes and stationed at Salisbury when not in use. Sold out of BR service it was purchased by an enthusiast at Quainton Road initially as a workshop. Later sold on again to other QRS members it became a stores vehicle. Purchased by the LMSCA in 2009, it has since undergone external restoration by Rail Restorations North East at Shildon. The interior of the coach was completed to a very high standard in March 2011 in time for the vehicle to feature in the Royal visit of HRH Duke of Gloucester on 6th April 2011 for the Grand Opening of the Duffield line. However, just a few months later in October 2011, the interior of

the coach was unfortunately destroyed by an accidental fire during repair work. Fortunately, most of the wooden framework of the vehicle was still in good condition and the LMSCA have restored it again.

<b>Builder</b>	LMS Wolverton	<b>Built</b>	1945
<b>Class or type</b>	TO	<b>Running No</b>	27162
<b>Weight</b>	34 tons	<b>Operational Status</b>	Operational
<b>Brake Type</b>	Vac	<b>Arrived</b>	30 <sup>th</sup> March 2010
<b>Owner</b>	LMSCA	<b>Seats</b>	56 3 <sup>rd</sup> Class



Photo Craig Browning

### LMS Third Open 27249

Built in 1946 at Wolverton Works of Diagram 1999, Lot 1401 (see also 27162 above). Preserved from 1967. The carriage was at the Foxfield Railway, having been restored to a pristine condition in 2007 and where it was generally to be found at Caverswall Road, later on temporary loan to the Churnet Valley Railway until April 2012, when it was returned to the Foxfield Railway. In August 2024 it was purchased by LMS Carriage Association from the Foxfield Light Railway Society Ltd and moved from the Foxfield Railway to the LMSCA at Wirksworth.

<b>Builder</b>	LMS Wolverton	<b>Built</b>	1945
<b>Class or type</b>	TO	<b>Running No</b>	27249
<b>Weight</b>	34 tons	<b>Operational Status</b>	In restoration
<b>Brake Type</b>	Vac	<b>Arrived</b>	3 <sup>rd</sup> September 2024
<b>Owner</b>	LMSCA	<b>Seats</b>	56 3 <sup>rd</sup> Class

The Foxfield Railway kindly provided the following information:

“A typical carriage designed by Sir William Stanier FRS for use on mainline services of the London, Midland and Scottish Railway, its type would have been familiar on through services calling at Stoke-on-Trent for about thirty years. This particular third class coach was one of a design (diagram D1999) which was first produced at Derby Works in 1938 but production soon switched to Wolverton Works in Buckinghamshire. None were built during the Second World War but construction resumed in 1945. Coach number 27249 was the last one in a batch of 100 (lot 1401) produced at Wolverton during 1945/6. But the time production ceased a couple of years later, 433 coaches had been produced to this design. Fifty-seven feet long, weighing 30 tons each, a timber frame supports a steel outer skin, and extensive use is made of polished

wood in the interior, which seats 56 passengers at tables in an open saloon with door vestibules at each end but small toilet compartments only at one end.

Livery when new was LMS crimson lake (a rich red-maroon) with yellow lining and elaborate shaded numbers. 27249 had its number prefixed and suffixed "M" after nationalisation in 1948 and would have received a livery of cream around the windows and crimson below. Sometime after 1956 M27249M would have reverted to a maroon livery all over, with yellow and black lining. Rendered obsolete by all-steel coaches long before its useful life was over, M27249M was sold from BR service to the Foxfield Railway in 1967 and was delivered by rail. It saw extensive use in the early days of passenger services, for which a handbrake wheel was fitted in place of one of the tables. The body sides were completely re-panelled during the late 1980s and repainted in LMS livery similar to its as-built condition. In addition the interior was completely restored, with new seat coverings replacing the original moquette, and one of the toilet compartments was converted to form a store cupboard. In 2002 the ends were re-panelled and the gangways fully overhauled. It now sees limited use on service trains, has been a dining vehicle on Wine & Dine trains and has proved a popular and pleasant venue for cream teas."



### British Railways LMS Design Inspection Saloon DB999504

Between 1940 and 1947, the LMS built 14 District Engineer's Inspection Saloons for permanent pay, civil engineering and signal & telegraph inspection purposes. The carriages were propelled along the line by a single locomotive touring the district to which they were allocated, two observation saloons, one at each end, enabled engineering staff to inspect the line. A toilet, kitchen with attendant and a guards compartment were also provided. Out of course stops along the line could be made to permit detailed inspection of items of interest. Inspection saloon to driver communication was provided together with retractable vacuum operated steps for track level egress. Meetings could also be held to examine observations and determine any actions as required. When British Railways required an additional five saloons of this type they decided to perpetuate the LMS wartime design. As part of the 1957 Rolling Stock Programme they were built to a LMS diagram number but ordered using a BR wagon lot number, unusual for a vehicle closely resembling a passenger carriage. The new vehicles became DB999501 to DB999505 in the 999xxx purpose built series. 999504 was coincidentally allocated to the RCE Derby District Engineer's Saloon and allocated to Etches Park Traction and Rolling Stock Maintenance Depot in Derby. Today, four of the 1957 batch survive, working on private railways. 999504 is painted in post-1956 BR lined maroon livery and numbered albeit incorrectly as M999504. The vehicle was declared Royal in April 2011 when it hosted HRH Duke of Gloucester during his visit to open the line between Wirksworth and Duffield. The vehicle has, however, been out of use since the end of 2013 due to bodywork issues. The eventual plan is to return it to traffic.

<b>Builder</b>	BR Wolverton	<b>Built</b>	1957
<b>Class or type</b>	INSP	<b>Running No</b>	DB999504
<b>Weight</b>	28 tons	<b>Operational Status</b>	Out of service
<b>Brake Type</b>	Vac	<b>Arrived</b>	16 <sup>th</sup> March 2010
<b>Owner</b>	Derek Mason	<b>Seats</b>	14 loose

# British Railways Set



## British Railways Mark 1 CK First / Second Composite Corridor M15849

British Railways Mark 1 Composite Corridor (CK) entered preservation in 1981 on the Dean Forest Railway. In the summer of 2000 it moved to the Gloucestershire and Warwickshire Railway. By November 2008 15849 had moved to the Stratford & Broadway Railway at Long Marston. The coach arrived on the Ecclesbourne Valley Railway from Long Marston. The vehicle contains both first and second class accommodation in compartments and has been a mainstay of the operating fleet for several years already.

<b>Builder</b>	Met Cam Birmingham	<b>Built</b>	1956
<b>Class or type</b>	CK	<b>Running No</b>	M15849
<b>Weight</b>	42 tons	<b>Operational Status</b>	Operational
<b>Brake Type</b>	Vac	<b>Arrived</b>	31 <sup>st</sup> January 2013
<b>Owner</b>	EVRA	<b>Seats</b>	24 1 <sup>st</sup> Class and 18 2 <sup>nd</sup> Class



### British Railways Mark 1 SK Second Corridor E26157

This coach ran initially on mainline expresses on the Eastern Region of BR as E26157. It was withdrawn and sold to 'Trains for Pleasure' along with other Mark1s and stored at Butterley. When that organisation closed down, 26157 was put up for sale and purchased with others by Peak Rail plc. In 1992, 26157 was sold on again to a Peak Rail member and restoration began and then deferred due to pressure of work on other vehicles. In 1995 the Midland Railway Centre expressed an interest in operating a Mark1 SK and 26157 went to Butterley on a long term loan basis in exchange for completing its restoration. It became surplus in 2009 but is now included the locomotive hauled set for operations at Wirksworth.

<b>Builder</b>	BR York	<b>Built</b>	1963
<b>Class or type</b>	SK	<b>Running No</b>	E26157
<b>Weight</b>	40 tons	<b>Operational Status</b>	Operational
<b>Brake Type</b>	Vac	<b>Arrived</b>	29 <sup>th</sup> April 2010
<b>Owner</b>	Tim Oaks	<b>Seats</b>	48 2 <sup>nd</sup> class



### British Railways Mark 1 SK Second Corridor M24918

Built at Derby in 1956 as a Second Corridor carriage, British Railways Mk1 SK 24918 first entered preservation in 1981. It resided on the on the Dean Forest Railway until 1990. It then moved to the Cholsey and Wallingford Railway before moving again in summer 2000 to the Gloucestershire and Warwickshire Railway and stayed there until 2008. 24918 was then moved into storage at the Former Ministry of Defence base at Long Marston. The vehicle is similar to the other Second Corridor on the railway and came to the EVR where it has been restored in January 2013.

<b>Builder</b>	BR Derby	<b>Built</b>	1956
<b>Class or type</b>	SK	<b>Running No</b>	M24918
<b>Weight</b>	40 tons	<b>Operational Status</b>	Operational
<b>Brake Type</b>	Vac	<b>Arrived</b>	31 <sup>st</sup> January 2013
<b>Owner</b>	EVRA	<b>Seats</b>	48 2 <sup>nd</sup> class



### British Railways Mark 1 BSK Brake Second Corridor S34625

This vehicle was built as a mark 1 carriage for the Southern Region of British Railways in 1955. The mark 1 carriages were a standard design intended for general use throughout the national network and having the best features of carriages built before them. The design was used from 1951 to 1963 and many hundreds were built in a range of different configurations, of which the most common were the corridor second class carriages, of which this is a variant. This BSK was built at Gloucester for use on the Southern Region of BR as (S) 34625 and was originally in crimson and cream livery but was repainted in due course into SR green. During its working life it was shedded at Selhurst, New Cross Gate, Ramsgate and finally Clapham Yard. Its initial sphere of use had been the Kent Coast services in a three carriage set with CK 15580 and fellow BSK 34626. As locomotive hauled Kent Coast services were reduced, it had been transferred from the South Eastern division of SR by 1967 to the South Western division, where it was used on summer cross-country services, for example from Poole to Newcastle. It was sold by Network South East in 1990, for use as a support coach for preserved BR steam locomotive Stanier Class 5 44932. It only undertook one mainline duty in this guise before being stored at the Midland Railway Centre, Butterley, where it remained virtually unused before being purchased privately in 2010. It was then moved to our railway, where it has been restored. It also features a conversion in the luggage area to feature a kitchen allowing it to operate for on train dining.

<b>Builder</b>	Gloucester C&W	<b>Built</b>	1955
<b>Class or type</b>	BSK	<b>Running No</b>	S34625
<b>Weight</b>	40 tons	<b>Operational Status</b>	Operational
<b>Brake Type</b>	Vac	<b>Arrived</b>	29 <sup>th</sup> April 2010
<b>Owner</b>	Tim Oaks	<b>Seats</b>	32 2 <sup>nd</sup> Class



### British Railways Mark 1 BSK Brake Second Corridor S35006

35006 is a Brake Second Corridor which was built for the Southern Region of British Railways. Preserved from 1991 by 35006 Loco Ltd. Noted as on Gloucestershire-Warwickshire Railway, but went to Stratford & Broadway Railway and at Long Marston by May 1999. By 2008 repainted into BR(S) green and renumbered to original. By December 2011 to the Mid Norfolk Railway. From September 2016 to Ecclesbourne Valley Railway (EVR). October 2016: moved to Peak Rail, Rowsley for contract repair by Grinsty Rail. April 2017: returned to EVR following completion of repair work The vehicle was purchased by the Ecclesbourne Valley Railway Association from the Mid-Norfolk Railway and has been fully restored throughout. The restoration included converting the coach from air brakes to vacuum brakes and also the creation of a special wheelchair-accessible area.

<b>Builder</b>	Met Cam	<b>Built</b>	1956
<b>Class or type</b>	BSK	<b>Running No</b>	S35006
<b>Weight</b>	40 tons	<b>Operational Status</b>	Operational
<b>Brake Type</b>	Vac	<b>Arrived</b>	11 <sup>th</sup> July 2016
<b>Owner</b>	EVRA	<b>Seats</b>	32 2 <sup>nd</sup> class



### British Railways Mark 1 SO Second Open M3727

British Railways Mark 1 Second Open 3727 entered preservation in 1990 and was stored out of use in Winchcombe on the Gloucestershire and Warwickshire Railway. At some time before May 2010 it moved to the Stratford & Broadway Railway who are based on the former MOD site at Long Marston. The Ecclesbourne Valley Railway received the coach from Long Marston. The vehicle has seating in a 2+1 configuration i.e. two seats on one side of the aisle and one on the other. This seating configuration allowed for a wider aisle to make the service of food and drink easier because these vehicles were often next to restaurant cars in the train. 3727 is an early example of a Mark 1 coach and retains the older style B1 bogies.

<b>Builder</b>	BR Derby	<b>Built</b>	1954
<b>Class or type</b>	SO	<b>Running No</b>	M3727
<b>Weight</b>	32 tons	<b>Operational Status</b>	Out of service
<b>Brake Type</b>	Vac	<b>Arrived</b>	31 <sup>st</sup> January 2013
<b>Owner</b>	LMSCA	<b>Seats</b>	48 2 <sup>nd</sup> class



### **British Railways Mark 1 SO Second Open M4440**

Built by the Birmingham Railway Carriage and Wagon Company to Lot No 30226, Diagram 93, the coach is a Second Open to Mark 1 design. The coach spent all of its working career allocated to the London Midland Region of British Railways, and during restoration it was been found to have “Derby Etches Park” chalked on one of the two roof-mounted water tanks for the lavatories, so at some point in its working career it is likely to have operated from Derby. To correct information published elsewhere, this coach (M4440) was not involved in the fatal accident at Invergowrie – it is thought that a typographical error in the official report purports this coach to have been involved, however during ongoing restoration there has been no evidence to suggest any body structure repairs having taken place since original build. By 1982 the coach had been withdrawn from passenger use and transferred for use as part of a driver training formation, and given the number DB977175. It was withdrawn in 1990 and transferred to the Gloucestershire and Warwickshire where it remained as a long term restoration project. This restoration had only partly taken place when the vehicle arrived with us in 2017. The body structure, floor and all of the lower body skin has been renewed, along with a full rebuild of all windows including new glazing. The coach remains under restoration with work now focused on renewing timber floor, restoration of partitions and other interior items.

<b>Builder</b>	BC&W Co	<b>Built</b>	1957
<b>Class or type</b>	SO	<b>Running No</b>	M4440
<b>Weight</b>	32 tons	<b>Operational Status</b>	Out of service
<b>Brake Type</b>	Vacuum	<b>Arrived</b>	19 <sup>th</sup> October 2017
<b>Owner</b>	Chris Nesbitt	<b>Seats</b>	64 2 <sup>nd</sup> Class



### British Railways Mark 1 SO Second Open M4869

Built by BR Wolverton works in 1958, this coach is to the later Diagram 89 which saw the use of fluorescent lighting, laminated wall panels, and modified seating frames, as well as being fitted with both steam and electric heating. Withdrawn from use around 1995 after being involved in a derailed empty coaching stock train, it was initially preserved on the West Somerset Railway until moved to the Gloucestershire Warwickshire Steam Railway in 2012 with all seating stripped out, where it also underwent asbestos insulation removal. It was purchased and moved in 2021 to the Ecclesbourne Valley Railway in order to act as a covered workshop facility to help the restoration of M4440. It currently retains remains of its "Intercity" livery on one side and is sat at the back of the yard awaiting restoration. A full set of seats, tables and other interior items have subsequently been obtained for its eventual restoration.

<b>Builder</b>	Wolverton	<b>Built</b>	1958
<b>Class or type</b>	SO	<b>Running No</b>	M4869
<b>Weight</b>	32 Tons	<b>Operational Status</b>	Out of service
<b>Brake Type</b>	Dual (Vac & Air)	<b>Arrived</b>	18 <sup>th</sup> June 2021
<b>Owner</b>	Chris Nesbitt	<b>Seats</b>	64 2 <sup>nd</sup> Class



### British Railways Mark 1 (T)SO Second Open E4682

4682 is a British Railways Mark 1 built in York. Out-shopped in 1957 in a BR maroon livery its a Tourist Second Open, featuring 2+2 seating in an open style. Eastern Region branded some of their Second Open coaches as Tourist Second Open (the ones with 64 seats) but all other regions simply classed them all as SO. After withdrawal from mainline service it had been at the Fire Services Training College at Moreton in the Marsh in its later BR blue and grey livery and then at the East Kent Railway, certainly prior to 17 June 2015, before being purchased for restoration by the Ecclesbourne Valley Railway Association in 2017, it will be restored to its original livery.

<b>Builder</b>	BR York	<b>Built</b>	1957
<b>Class or type</b>	(T)SO	<b>Running No</b>	E4682
<b>Weight</b>	32 tons	<b>Operational Status</b>	In restoration
<b>Brake Type</b>	Vac	<b>Arrived</b>	25 <sup>th</sup> May 2017
<b>Owner</b>	EVRA	<b>Seats</b>	64 2 <sup>nd</sup> Class



### British Railways Mark 1 SO Second Open S3825

This vehicle was built as a mark one Second Open passenger coach at Eastleigh works in Hampshire by British Railways and delivered in 1953 for passenger use, from lot 30054. This type of coach was a common sight on British Rail trains for many years. We do not know anything of its passenger use at the time of writing. It was withdrawn from British Rail service in 1972 and was moved to the Keighley and Worth Valley Railway. It then moved to Peak Rail in 1986 and later to the EVR.

<b>Builder</b>	BR Eastleigh	<b>Built</b>	1953
<b>Class or type</b>	SO	<b>Running No</b>	S3825
<b>Weight</b>	32 tons	<b>Operational Status</b>	Stores Vehicle
<b>Brake Type</b>	Vac	<b>Arrived</b>	5 <sup>th</sup> November 2010
<b>Owner</b>	48624 Society (8F Group)	<b>Seats</b>	64 2 <sup>nd</sup> Class



### British Railways Mark 1 Restaurant Miniature Buffet M1813

Built at Wolverton in 1960 to diagram 99 / AN203, lot number 30520. Purchased from BR in 1994 by Waterman Railways, stored at Crewe Basford Hall until transferred to Fragonset in 1996. In use in Old Oak Common rail charter formations (in maroon livery). Re-upholstered into "Waterman Black Fruitbowl". Full overhaul at Crewe Works (2012) completed. Is now in BR(W) chocolate and cream livery and was in use in the Riviera Trains charter fleet. In January 2022 its base was moved from Eastleigh Works to Nemesis Rail, Burton upon Trent. In July 2023 moved to Gwili Railway. Moved to Ecclesbourne Valley Railway; entered service there 07/24, still in chocolate and cream livery, which it never carried in its main working life.

<b>Builder</b>	BR Wolverton Works	<b>Built</b>	1960
<b>Class or type</b>	RMB	<b>Running No</b>	M1813
<b>Weight</b>	34.5 tons	<b>Operational Status</b>	Operational
<b>Brake Type</b>	Vac / Air	<b>Arrived</b>	28 <sup>th</sup> March 2024
<b>Owner</b>	Fox and Edwards	<b>Seats</b>	44 2 <sup>nd</sup> Class



### British Railways Mark 1 Restaurant Miniature Buffet E1809

Preserved from 1981. Was part of the static catering complex at the Colne Valley Railway at Castle Hedingham, with CK 15981 of 1956. By 2009 it was stored out of use in sidings (BR 4628 in its place) at the Colne Valley Railway. In August 2022 it was offered for sale and moved to Ecclesbourne Railway in June 2023.

<b>Builder</b>	BR York	<b>Built</b>	1957
<b>Class or type</b>	RMB	<b>Running No</b>	E1809
<b>Weight</b>	34.5 tons	<b>Operational Status</b>	Stores Vehicle
<b>Brake Type</b>	Vac	<b>Arrived</b>	14 <sup>th</sup> June 2023
<b>Owner</b>	Chris Nesbitt and James Hallam	<b>Seats</b>	48 2 <sup>nd</sup> class



### British Railways Mark 1 Restaurant Miniature Buffet S1874 "Apollo"

The Restaurant Miniature Buffet (or RMB) is a British Railways Mark 1 railway coach originally built for use on the Southern Region. It was a coach with two full seating bays next to the centre. The transverse vestibule was removed and replaced with a buffet counter and customers standing space, and one bay on one side (same side as the buffet counter) removed and replaced with a store cupboard on the other side of the centre vestibule. They were built in five lots from 1957 to 1962. This coach was part of lot 30701 built to diagram 99 at Wolverton Works in 1962. It was preserved in 1989 by the Swanage Railway where it remained until 1994. Then at the Bodmin and Wenford Railway. The carriage is named after Apollo, the Greek god of light.

<b>Builder</b>	BR Wolverton	<b>Built</b>	1961
<b>Class or type</b>	RMB	<b>Running No</b>	S1874
<b>Weight</b>	38 tons	<b>Operational Status</b>	Static Catering
<b>Brake Type</b>	Vac	<b>Arrived</b>	6 <sup>th</sup> January 2022
<b>Owner</b>	Tim Oaks	<b>Seats</b>	44 2 <sup>nd</sup> Class



### British Rail Mark 2(f) First Open 72501 “Hermes”

This vehicle was built as a First Open Coach at Derby Litchurch Lane Carriage Works by British Rail Engineering Limited in 1973, as part of a batch delivered in 1973-1974, being Mark 2F locomotive hauled vehicle. It went into service on the London Midland Region main line between London St Pancras, Derby and Sheffield where it remained for some 10 years. It was initially out-shopped in blue and grey. Replaced on the Midland Main Line by the gradual introduction of High Speed Trains (HSTs) in 1983. Conversion for Southern Region Electric Multiple Unit use took place at Derby, the coaches of this series entering works for conversion from 3 December 1983, during which process it was repainted into the livery shown in the picture, above. It was combined as a working set into a two car unit (with TSO 72617 see above) and transferred to the Southern Region from 14 April 1984 going initially to Strawberry Hill Depot for tests and commissioning prior to moving to Stewarts Lane Depot for passenger service. It was then based at Stewarts Lane for use on the rail-air service between London Victoria and Gatwick Airport (Gatwick Express) until withdrawn from that front line service in November 2005. This vehicle was purchased from the Porterbrook Leasing Company and has been in our care since February 2006. This vehicle has mostly been used for static dining purposes. During the early part of 2012, the vehicle was repainted into Pullman umber and cream livery as part of the catering facilities.

<b>Builder</b>	BREL, Derby	<b>Built</b>	1973
<b>Class or type</b>	FO	<b>Running No</b>	72501
<b>Weight</b>	35 Tons	<b>Operational Status</b>	Out of service
<b>Brake Type</b>	Air	<b>Arrived</b>	26 <sup>th</sup> February 2003
<b>Owner</b>	Wyvernrail	<b>Seats</b>	41 1 <sup>st</sup> Class



### British Railways Class 489 Gatwick Luggage Van 9107

This vehicle was built as a “2HAP” Motor Brake Second Coach at Eastleigh in Hampshire by British Railways and delivered in August 1959 for phase 1 of the Kent Coast Electrification. It went directly into service based at Ramsgate Depot, and was numbered 61292 as part of unit 6094. It ran in green livery, later with a small yellow panel on the cab end from about 1964 until being painted blue with yellow ends by about 1970. From late 1980, 2HAP units began being painted blue and grey and 6094 was also done. It was used on all the routes in Kent covered by the South Eastern Division of British Railways but probably also roamed much further afield as 2HAP units were frequently loaned between the three Southern Region Divisions at times of stock shortages. Unit 6094 was withdrawn from traffic on 15 May 1982 and after a short period in use as an additional load for driver's training trips, was stored at Eastleigh Marshalling Yard awaiting rebuilding in the works as a Gatwick Luggage Van. This took place from 24 May 1983, the coach being out-shopped on 24 March 1984, completely rebuilt as GLV 68506. It was then based at Stewarts Lane Depot for use on the rail-air service between London Victoria and Gatwick Airport (Gatwick Express) until withdrawn from that front line service in May 2002. This vehicle was kindly donated to the Ecclesbourne Valley Railway by the Porterbrook Leasing Company in 2003 and has been in our care since that date. It has been converted into a static catering buffet car and was rebranded as the Pullman Buffet in time for the 2012 season, receiving a repaint into the Pullman colours.

<b>Builder</b>	BR, Eastleigh BREL, Eastleigh	<b>Built Rebuilt</b>	1959 1983
<b>Class or type</b>	GLV	<b>Running No</b>	9107
<b>Weight</b>	38 Tons	<b>Operational Status</b>	Static Catering
<b>Brake Type</b>	Air	<b>Arrived</b>	26 <sup>th</sup> February 2003
<b>Owner</b>	Wyvernrail		



### British Railways Class 489 Gatwick Luggage Van 9101 "Model Railway"

This vehicle was purchased from the Porterbrook Leasing Company. It was built as a "2HAP" Motor Brake Second Coach at Eastleigh by British Railways and delivered in August 1959 for phase 1 of the Kent Coast Electrification. It went directly into service in green livery, later with a small yellow panel on the cab end from about 1964 until being painted blue with yellow ends by about 1970. From late 1980, 2HAP units began being painted blue and grey. It was used on all the routes in Kent covered by the South Eastern Division of British Railways but probably also roamed much further afield as 2HAP units were frequently loaned between the three Southern Region Divisions. It was withdrawn from traffic in 1982 and after a short period in use as an additional load for driver's training trips, stored at Eastleigh Marshalling Yard awaiting rebuilding in the works as a Gatwick Express Guards Luggage Van. This took place from 24 May 1983, and this GLV (9101) was the first in the series. It was then based at Stewarts Lane Depot for use on the rail-air service between London Victoria and Gatwick Airport (Gatwick Express) until withdrawn in 2002. 9101 was leading the Gatwick Express train which collided with a slow moving commuter train whilst working the 1D91 09:20 Gatwick to Victoria service on 31st May 1985 at Battersea Park in London, injuring 104 people. The vehicle was later repaired and returned to service, however accident damage is still apparent to this day with the underframe being out of shape. Damage to internal ceilings and side panels was also evident when the vehicle arrived although these issues have subsequently been remedied. Contributors to this vehicle's purchase were: Richard Buckby, Tom Birtwistle, Peter Godfrey, Alpha Audio Visual (Video makers), Chris Beale, Colin Blower, Gary Henshaw, Colin Davies, Paul and Jean Croughton, George Watson. It was used as the railway's museum for a time and now houses the model railway collection.

<b>Builder</b>	BR, Eastleigh BREL, Eastleigh	<b>Built Rebuilt</b>	1959 1983
<b>Class or type</b>	GLV	<b>Running No</b>	9101
<b>Weight</b>	38 Tons	<b>Operational Status</b>	Model Railway Van
<b>Brake Type</b>	Air	<b>Arrived</b>	11 <sup>th</sup> December 2003
<b>Owner</b>	EVRA		



### British Railways Mark 1 RF Restaurant First M334

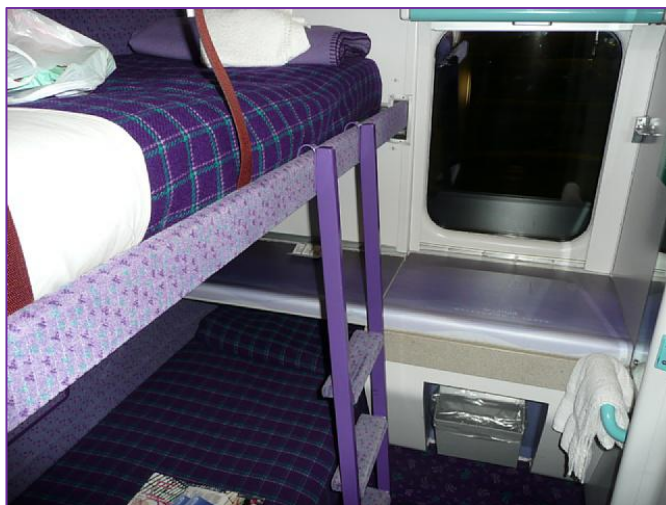
This vehicle was built as a Mark 1 Restaurant First carriage for the Midland Region of British Railways, entering service in May 1962. One half of the carriage was laid out with capacity for 24 diners in four bays of 2+1 Pullman style fixed seats around large tables suitable for full silver-service dining from the adjacent pantry and kitchen. The kitchen contains a gas-fired stove and oven with grills and steam-ovens and warming ovens capable of cooking meals for several diners at various sittings on a lengthy journey. The table service and drinks were prepared in the adjacent pantry. The vehicles, when built, were the first British Rail dining cars to have fixed seating. Thirty-seven vehicles were built to Diagram 17. Towards the late 1960s changes in on-train catering and customer demands saw British Railways modify all but two of the RF vehicles to become Restaurant Buffet Kitchens (RBK). Two of the four seating bays were removed and the area used to install a buffet/bar counter accessed from a door in the pantry bulkhead. M334 was converted to an RBK in June/July 1970 and renumbered M1779 and continued to be operated by the London Midland Region of British Railways until it was withdrawn in September 1982. Purchased the following year by the Midland Railway Trust it arrived at Butterley circa 1983 and was returned to use in 'The Midlander' dining train, it fell out-of-use due to the condition of the kitchen floor and the unreliable kitchen cooking equipment. The vehicle was purchased in mid-2016. It is to be returned to its original Restaurant First configuration with 24 first-class Pullman dining seats and new kitchen appliances installed.

<b>Builder</b>	BR Ashford / Swindon	<b>Built</b>	1962
<b>Class or type</b>	RF	<b>Running No</b>	M334
<b>Weight</b>	37 tons	<b>Operational Status</b>	Out of service
<b>Brake Type</b>	Vacuum	<b>Arrived</b>	25 <sup>th</sup> November 2016
<b>Owner</b>	Chris Nesbitt	<b>Seats</b>	24 1 <sup>st</sup> Class

# Support carriages and vans



Exterior view: Wyvernrail Plc



2007 original interior view: Randwick - Wikipedia

## British Rail Mark 3 Sleeper Second Class with Lavatory 10597

Built by BR Derby in 1983, the vehicle is a Mark 3a sleeping car, primarily used on Caledonian Sleeper services which ran (by 1996) as the “Night Caledonian” to Glasgow; “Night Scotsman” to Edinburgh; “Night Aberdonian” to Aberdeen; “Royal Highlander” to Inverness and the “West Highlander” to Fort William. Current services (2025) run as the “Highland Sleeper” in three portions serving Aberdeen, Inverness and Fort William; and the “Lowland Sleeper” in two portions serving Glasgow and Edinburgh. In both cases the London terminus is London Euston. The other sleeper service in Britain is the “Night Riviera”, which runs from London Paddington to Penzance calling at Exeter, Plymouth and Truro.

This particular vehicle features twelve compartments, each with two bunk beds and a sink, two toilets at one end of the vehicle and a small pantry for the attendant at the other. It was withdrawn from active main line service in October 2019, having been replaced by more modern vehicles and it arrived on the Ecclesbourne Valley Railway two weeks later. It is owned by the Ivatt Diesel Re-Creation Society and is shared by their volunteers and the railway's volunteers as overnight accommodation on site.

<b>Builder</b>	BR Derby	<b>Built</b>	1983
<b>Class or type</b>	Mark 3a	<b>Running No</b>	10597
<b>Weight</b>	43 tons	<b>Operational Status</b>	Staff Comfort Van
<b>Brake Type</b>	Air	<b>Arrived</b>	14 <sup>th</sup> November 2019
<b>Owner</b>	IDRC		



### British Railways Mark 1 BSK M34698 Departmental Tool Van ADB977383

This vehicle was built as a mark one BSK (Brake Second Corridor) passenger coach at Wolverton works in Buckinghamshire by British Railways and delivered in 1955 for passenger use, from lot 30156. It ran in maroon livery from delivery until being painted blue and grey about 1970. At some point in its career it was withdrawn from passenger traffic and stored to await rebuilding as a departmental tool van. On conversion it was painted in a red livery, normal to this type of rolling stock. It is recorded in 1995 as being in use as a jacking and re-railing van at Stewart's Lane Depot in London. Departmental Tool Vans are still relatively common vehicles, and a number survive as on the national network. There are a number in preservation both as support vehicles and in their original passenger state. This vehicle was moved to the Ecclesbourne Valley Railway from the Mid Norfolk Railway at Dereham.

<b>Builder</b>	BR, Wolverton	<b>Built</b>	1955
<b>Class or type</b>	BSK, then BTU	<b>Running No</b>	977383
<b>Weight</b>	34 Tons	<b>Operational Status</b>	Stores Vehicle
<b>Brake Type</b>	Vac	<b>Arrived</b>	20 <sup>th</sup> Feb 2004
<b>Owner</b>	Chris Lings		



#### **British Railways Mark 1 BSK M35323 Newspaper Van NNX 80214**

This vehicle was built as a mark one BSK Brake Second Composite passenger coach at Wolverton works in Buckinghamshire by British Railways and delivered in 1962 for passenger use, from lot 30669, weighing 37 tons. It ran in maroon livery from delivery until being painted blue and grey about 1970. At some point in its career it was withdrawn from passenger traffic and stored to await rebuilding as a newspaper courier van. Newspaper Courier Vans (and the similar bullion vans) were relatively common vehicles until the early 1990s and when the transport of newspapers by train ceased, a few survive as departmental vehicles or support coaches on the national network and there are a number in preservation both as support vehicles and in their original passenger state. Latterly, this Courier Van was preserved in 1994 by Waterman Railways, it was stored at Bounds Green before going to the Mid Norfolk Railway in summer 1999. It was brought to the Ecclesbourne Valley Railway by its owner for a stores vehicle.

<b>Builder</b>	BR, Wolverton	<b>Built</b>	1962
<b>Class or type</b>	BSK, then NNX	<b>Running No</b>	80214
<b>Weight</b>	37 Tons	<b>Operational Status</b>	Stores Vehicle
<b>Brake Type</b>	Vac	<b>Arrived</b>	18 <sup>th</sup> Feb 2004
<b>Owner</b>	Derek Mason		



**British Railways Mark 1 BG Gangwayed Full Brake NIA M80880 (RES) DB 94522**

Built by Pressed Steel Ltd at their Paisley Works in lot number 30162, it was essentially used for carrying parcels and luggage in the days when the railway still did these things. It remained in service until it was purchased from DBC in 2015 and for some years was stored at the rear of Crewe diesel depot. In July 2023, it was moved from the Crewe LNWR Heritage Company site to the Ecclesbourne Valley Railway for use as a Stores Vehicle to replace the unfulfilled 977967 part of the P-way project.

<b>Builder</b>	Pressed Steel	<b>Built</b>	1957
<b>Class or type</b>	BG	<b>Running No</b>	94522
<b>Weight</b>	31 tons	<b>Operational Status</b>	Stores Vehicle
<b>Brake Type</b>	Air	<b>Arrived</b>	July 2023
<b>Owner</b>	Chris Lings		



**British Railway Mark 1 GUV General Utility Van 86474 NKA 94222**

This General Utility Van was converted to an NKA Super GUV High Security Mail Van (Design Code NK501) by British Rail. It was later purchased from EWS for bogies spares and by August 2020 was at Carnforth. In August 2021 it was moved from Carnforth to Southall: West Coast Railway Company site - and ownership passed from WCRC to Steam Dreams. In 2022 it was acquired by Locomotive Services Ltd as part of their Steam Dreams acquisition and moved to Crewe LNWR Heritage Company site to be stripped for spares. In August 2023 it was moved from Crewe LNWR Heritage Company to the Ecclesbourne Valley Railway. It has yet to be repainted.

<b>Builder</b>	British Railways	<b>Built</b>	1959
<b>Class or type</b>	NKA	<b>Running No</b>	94222
<b>Weight</b>	30 tons	<b>Operational Status</b>	Stores Vehicle
<b>Brake Type</b>	Air	<b>Arrived</b>	August 2023
<b>Owner</b>	O Hodgkinson		



**British Railway Mark 1 GUV General Utility Van 86395 NKA 94170**

This General Utility Van, later a 100mph mail van (NOX), then a high security mail van (NKA), was taken out of BR service and preserved in 2015 from Bescot Traction Maintenance Depot (DBC). By June 2019 it was stored at the rear of Crewe Diesel Depot. In 2022 it was moved to the Ecclesbourne Valley Railway and repainted in grey livery. The NKA is now the stores and mobile workshop of the two Class 14 groups, D9537 Locomotive Group and D9525 Limited.

<b>Builder</b>	British Railways	<b>Built</b>	1959
<b>Class or type</b>	NKA	<b>Running No</b>	94170
<b>Weight</b>	30 tons	<b>Operational Status</b>	Stores Vehicle
<b>Brake Type</b>	Air	<b>Arrived</b>	March 2022
<b>Owner</b>	D9537 Locomotive Group and D9525 Limited		

# Brake Vans and other wagons



## Great Western “Toad” Brake van 17438

The GWR Toad was a class of railway brake van, designed by and built for the Great Western Railway. Used by the GWR from 1894, thereafter and post-1947 by the Western Region of British Railways, its role was a brake on goods trains which had none in the West of England, the Midlands and Wales. No longer in operational use by Network Rail, a number have survived through preservation and on many heritage railways, owing to the design, which incorporates a long, open veranda and large enclosed cabin; this makes the Toad an ideal, cheap, and versatile small ad-hoc passenger carriage. It was preserved at the Mid Norfolk Railway for many years and refurbishment saw the complete rebuild of the wooden body, with new oak timbers. This was then followed by a full-repaint into GWR Black livery. Prior to coming to the MNR the van had a large amount of mechanical attention and was therefore mechanically sound. The brake van was built in 1941 for use on special perishable trains between Weymouth and Marazion in Cornwall. Later it was used by BR as a mess van during the rebuild of Liverpool Street station. It was moved to the EVR from Dereham in 2023.

<b>Builder</b>	GWR Swindon	<b>Built</b>	1941
<b>Class or type</b>	Toad	<b>Running No</b>	17438
<b>Weight</b>	20 tons	<b>Operational Status</b>	Operational
<b>Brake Type</b>	Vac	<b>Arrived</b>	16 <sup>th</sup> June 2023
<b>Owner</b>	Simon Scott, Pete Edgington, Duncan Yarnall, John Williams	<b>Seats</b>	12



### British Railways Standard Brake Van B955104

B955104 BR Standard 20 ton Brake van (Currently Bauxite Brown). Built at BR Ashford workshops in 1962, lot no 3394. Originally diagram 1/507, later diagram CA006C under TOPS. It was converted to air piped at Doncaster in January 1985 and will have been repainted into the same red and grey livery as B954861 at the same time. The resulting change made the wagon to diagram CA006D, type CAR. In 1989 it was recorded as allocated to the metals sub-sector of the Railfreight sector of British Rail. By 1992 it was converted to design code RA001B, type RAQ. It was repainted at the same time into the light grey livery with petroleum sub-sector decals. It was allocated at that time to Hereford Goods Yard, for propelling movements into the oil terminal.

<b>Builder</b>	BR Ashford	<b>Built</b>	1962
<b>Class or type</b>	RAQ	<b>Running No</b>	955104
<b>Weight</b>	20 tons	<b>Operational Status</b>	Out of service
<b>Brake Type</b>	Air	<b>Arrived</b>	2004
<b>Owner</b>	Wyvernrail		



### LMS Standard Brake Van B950173

B950173. LMS pattern Brake Van, built by British Railways (BR) in 1949 at Derby. Of lot number 2026, built to diagram 1/503. Due to its design being of LMS origins, it appears in a pale grey livery with the white lettering of the LMS railway. It was formerly based at Peak Rail having been withdrawn from Trafford Park.

<b>Builder</b>	BR, Derby	<b>Built</b>	1949
<b>Class or type</b>	CAO	<b>Running No</b>	950173
<b>Weight</b>	20 Tons	<b>Operational Status</b>	Operational
<b>Brake Type</b>	UF	<b>Arrived</b>	2004
<b>Owner</b>	EVRA		



### LMS Standard Brake Van B950003

This brake van was built at Derby Works in 1949 to an LMS design. It was purchased by a consortium in 1987 and initially restored for use. Since arrival at Wirksworth, it has been totally restored and is used occasionally on freight trains. The van has a vacuum through pipe but no vacuum cylinder.

<b>Builder</b>	BR, Derby	<b>Built</b>	1949
<b>Class or type</b>	CAO	<b>Running No</b>	9500003
<b>Weight</b>	20 Tons	<b>Operational Status</b>	Operational
<b>Brake Type</b>	UF	<b>Arrived</b>	2013
<b>Owner</b>	Tim Oaks		



### British Railways 12 Ton Box Van 784752 WGB 4031

We have two box vans from the same place. Their numbers are numbers 4031 (230126 of lot 4017) and 4039 (230306 also of lot 4017). They were rebuilt in 1982 at Horwich works and were used by the Army Logistics Corps at their depot at Bicester. The van received external attention in November 2011, culminating in a repaint into grey.

<b>Builder</b>	Wolverton	<b>Built</b>	1964
<b>Class or type</b>	Box	<b>Running No</b>	WGB 4031
<b>Weight</b>	12 Tons	<b>Operational Status</b>	Operational
<b>Brake Type</b>	Air	<b>Arrived</b>	June 2003
<b>Owner</b>	Wyvernrail	<b>Lot</b>	3392



**British Railways 12 Ton Box Van 784644 WGB 4039**

We have two box vans from the same place. Their numbers are numbers 4031 (230126 of lot 4017) and 4039 (230306 also of lot 4017). They were rebuilt in 1982 at Horwich works and were used by the Army Logistics Corps at their depot at Bicester.

<b>Builder</b>	Wolverton	<b>Built</b>	1964
<b>Class or type</b>	Box	<b>Running No</b>	WGB 4039
<b>Weight</b>	12 Tons	<b>Operational Status</b>	Operational
<b>Brake Type</b>	Air	<b>Arrived</b>	June 2003
<b>Owner</b>	EVRA	<b>Lot</b>	3392



### British Railways 12 Ton Box Van B771392 "Fanny"

Box vans were used for the transport of general dry goods and other items around the railway network before containers were invented. In the days when small railway stations also had small goods yards this type of van was very common and could be seen in almost any goods yard in the country. This van was previously at Peak Rail and was completely repainted into EVR Improved Box Van Brown on arrival. Both this vehicle and 784652 were purchased from M Hancocks having been at Peak Rail for use in carrying DMU stores.

<b>Builder</b>	Wolverton	<b>Built</b>	1957
<b>Class or type</b>	Box	<b>Running No</b>	B771392
<b>Weight</b>	12 Tons	<b>Operational Status</b>	Operational
<b>Brake Type</b>	Vac	<b>Arrived</b>	June 2008
<b>Owner</b>	Chris Lings	<b>Lot</b>	2841



### British Railways 12 Ton Box Van B784652 “Johnny”

Box vans were used for the transport of general dry goods and other items around the railway network before containers were invented. In the days when small railway stations also had small goods yards this type of van was very common and could be seen in almost any goods yard in the country. It was previously at Peak Rail and was completely repainted into EVR Improved Box Van Brown on arrival. Had previously been at Peak Rail.

<b>Builder</b>	Wolverton	<b>Built</b>	1963
<b>Class or type</b>	Box	<b>Running No</b>	B784652
<b>Weight</b>	12 Tons	<b>Operational Status</b>	Operational
<b>Brake Type</b>	Vac	<b>Arrived</b>	June 2008
<b>Owner</b>	Chris Lings	<b>Lot</b>	3392



### British Railways 12 Ton Box Van B784520

Box vans were used for the transport of general dry goods and other items around the railway network before containers were invented. In the days when small railway stations also had small goods yards this type of van was very common and could be seen in almost any goods yard in the country. This vehicle had been based at the Royal Ordnance Factory Railway (not recorded which one, there were several) and was preserved at the East Lancashire Railway, prior to moving to the EVR in 2022.

<b>Builder</b>	Wolverton	<b>Built</b>	1963
<b>Class or type</b>	Box	<b>Running No</b>	784520
<b>Weight</b>	12 Tons	<b>Operational Status</b>	Stores Vehicle
<b>Brake Type</b>	Vacuum	<b>Arrived</b>	May 2022
<b>Owner</b>	Chris Nesbitt	<b>Lot</b>	3392



### British Railways 12 Ton Box Van B783305 230355

Box vans were used for the transport of general dry goods and other items around the railway network before containers were invented. In the days when small railway stations also had small goods yards this type of van was very common and could be seen in almost any goods yard in the country. This ventilated box van had been built for general service on British Railway at the Carriage and Wagon Works at Wolverton in 1962 and twenty years later was rebuilt at Horwich Works in 1982 to design VE001B. It was preserved in due course at Crewe Heritage Centre and from 2021 at the Midland Railway Centre, Butterley. It was moved to the EVR at the end of 2023.

<b>Builder</b>	Wolverton	<b>Built</b>	1962
<b>Class or type</b>	Box Van	<b>Running No</b>	230355
<b>Weight</b>	12 tons	<b>Operational Status</b>	Stores Vehicle
<b>Brake Type</b>	UF	<b>Arrived</b>	December 2023
<b>Owner</b>	Simon Scott	<b>Lot</b>	4017



### British Railways 12 Ton Box Van B761561 024798

Box vans were used for the transport of general dry goods and other items around the railway network before containers were invented. In the days when small railway stations also had small goods yards this type of van was very common and could be seen in almost any goods yard in the country. This ventilated box van had been built for general service on British Railway as the Carriage and Wagon Works at Wolverton in 1954. It was used for various goods duties around the railway before being transferred to Buxton Traction Maintenance Depot for internal use, where it remained until 2016 when it was moved to the EVR.

<b>Builder</b>	Wolverton	<b>Built</b>	1954
<b>Class or type</b>	Box Van	<b>Running No</b>	024798
<b>Weight</b>	12 tons	<b>Operational Status</b>	Stores Vehicle
<b>Brake Type</b>	UF	<b>Arrived</b>	April 2016
<b>Owner</b>	Tim Oaks		



## Grampus Wagons

There are four of these wagons on the EVR

The first is DB984302, built in 1957 by the Butterley Company, of lot 3048, diagram 1/572.

<b>Builder</b>	Butterley Co, Ripley	<b>Built</b>	1957
<b>Class or type</b>	Grampus	<b>Running No</b>	984302
<b>Weight</b>	20 Tons	<b>Operational Status</b>	Operational
<b>Brake Type</b>	Vac	<b>Arrived</b>	June 2002
<b>Owner</b>	Wyvernrail		

The second is DB 988418 built in 1959 at Ashford, of lot 3245, diagram 1/572.

<b>Builder</b>	BR Works, Ashford	<b>Built</b>	1959
<b>Class or type</b>	Grampus	<b>Running No</b>	988418
<b>Weight</b>	20 Tons	<b>Operational Status</b>	Not to be used
<b>Brake Type</b>	Vac	<b>Arrived</b>	June 2002
<b>Owner</b>	EVRA		

DB991364 and DB986129 have been fitted with replacement floors made from second hand floor joists which have so far proved satisfactory.

Grampus Wagons have low sides and were mainly used on permanent way work for the removal of spoil and rubble from the track.

<b>Builder</b>		<b>Built</b>	
<b>Class or type</b>	Grampus	<b>Running No</b>	DB991364
<b>Weight</b>	20 Tons	<b>Operational Status</b>	Operational
<b>Brake Type</b>	Vac	<b>Arrived</b>	2012
<b>Owner</b>	Tim Oaks		

<b>Builder</b>		<b>Built</b>	
<b>Class or type</b>	Grampus	<b>Running No</b>	DB986179
<b>Weight</b>	20 Tons	<b>Operational Status</b>	Operational
<b>Brake Type</b>	Vac	<b>Arrived</b>	2012
<b>Owner</b>	Tim Oaks		



### Dogfish Chas Roberts 993192

There are three of these wagons. DB983192 and DB992732 were built at Chas Roberts in 1959, lot no 2939 and 2819 respectively to diagram 1/587 later ZF501B under TOPS, type ZFV. These wagons are used here to drop ballast on newly laid or newly repaired track.

<b>Builder</b>	Chas Roberts, Wakefield	<b>Built</b>	1959
<b>Class or type</b>	Dogfish	<b>Running No</b>	993192
<b>Weight</b>	24.5 Tons	<b>Operational Status</b>	Operational
<b>Brake Type</b>	Vac	<b>Arrived</b>	June 2002
<b>Owner</b>	Wyvernrail		



### Dogfish Chas Roberts 992732

There are three of these wagons. DB983192 and DB992732 were built at Chas Roberts in 1959, lot no 2939 and 2819 respectively to diagram 1/587 later ZF501B under TOPS, type ZFV. These wagons are here to drop ballast on newly laid or newly repaired track.

<b>Builder</b>	Chas Roberts, Wakefield	<b>Built</b>	1959
<b>Class or type</b>	Dogfish	<b>Running No</b>	992732
<b>Weight</b>	24 Tons	<b>Operational Status</b>	Operational
<b>Brake Type</b>	Vac	<b>Arrived</b>	June 2002
<b>Owner</b>	Wyvernrail		



### Dogfish Metropolitan-Cammell 992904

There are three of these wagons. DB983192 and DB992732 were built at Chas Roberts in 1959, lot no 2939 and 2819 respectively to diagram 1/587 later ZF501B under TOPS, type ZFV. These wagons are used to drop ballast on newly laid or newly repaired track.

<b>Builder</b>	Metro-Cammell	<b>Built</b>	1959
<b>Class or type</b>	Dogfish	<b>Running No</b>	992904
<b>Weight</b>	24.5 Tons	<b>Operational Status</b>	Operational
<b>Brake Type</b>	Vac	<b>Arrived</b>	Sept 2005
<b>Owner</b>	D Harvey		



**Rudd 985561**

Rudd DB985561 is a general purpose ballast and debris carrying wagon, they were used extensively by British Railways for engineering work and permanent way work. They are similar to the Grampus wagons.

<b>Builder</b>	BR, Shildon	<b>Built</b>	1953
<b>Class or type</b>	Rudd	<b>Running No</b>	985561
<b>Weight</b>	20 Tons	<b>Operational Status</b>	Operational
<b>Brake Type</b>	Air	<b>Arrived</b>	June 2002
<b>Owner</b>	EVRA		



### BR Flatrol 900022 MVV

One of a lot of only 3 built at BR Derby works in 1954, last of lot no 2613. There were however 33 wagons to Diagram 2/512 in several lots. This wagon ended its days as ZX056B under TOPS, type ZXR in departmental use. In theory the floor of the well should be slightly arched when empty, straightening under load. These were used for carrying high loads.

<b>Builder</b>	BR, Derby	<b>Built</b>	1954
<b>Class or type</b>	Flatrol	<b>Running No</b>	900022
<b>Weight</b>	20 Tons	<b>Operational Status</b>	Operational
<b>Brake Type</b>	Vac	<b>Arrived</b>	June 2002
<b>Owner</b>	EVRA		



### Sturgeon number DB 994206

This wagon is used for moving rail or long items. It was built in 1956 by Head Wrightson and numbered DB 994206, of lot no 2937. Modified to diagram 1/647 with removable bolsters & stanchions. This vehicle was kindly donated to the railway by the late Mr J Blackmore.

<b>Builder</b>	Head Wrightson, Thornaby	<b>Built</b>	1956
<b>Class or type</b>	Sturgeon A	<b>Running No</b>	DB 994206
<b>Weight</b>	27.5 Tons	<b>Operational Status</b>	Operational
<b>Brake Type</b>	Air	<b>Arrived</b>	Jan 2003
<b>Owner</b>	Wyvernrail		



## Sturgeon DB994652

This rail, ballast and sleeper carrying wagon was built by Head Wrightson in 1956. Some 973 Sturgeon type wagons were built by British Railways, which were a follow-on design from the LNER Dolphin, for carrying rail and sleepers. Although these wagons were initially unfitted, the fitting of air brakes began in 1978. By 1994 only 303 of the original build were still in use (i.e. those with air brakes). These were gradually phased out of main line use by 2004 and there are 27 in preservation. This vehicle was preserved some time before 2010 when it was recorded at the Meldon Quarry site of the Dartmoor Railway and owned by Iowa Pacific Holdings. The Dartmoor Railway went into administration in 2020 and early in 2021 a list of rolling stock for sale from Meldon came to the attention of the IDRS and the wagon was purchased and moved to Wirksworth a short time later.

<b>Builder</b>	Head Wrightson, Thornaby	<b>Built</b>	1956
<b>Class or type</b>	Sturgeon A	<b>Running No</b>	DB 994652
<b>Weight</b>	27.5 Tons	<b>Operational Status</b>	Stores Vehicle
<b>Brake Type</b>	Air	<b>Arrived</b>	19 <sup>th</sup> May 2021
<b>Owner</b>	Member loan to IDRS		



### SPA Wagon 460335

This SPA wagon, which was built by British Railways for carrying steel plate and other loads, at Shildon in 1979, it is one of 600 that were built in this batch, of lot number 3839. It had been stored at Toton, was brought to the EVR in April 2024 and was promptly repaired and repainted.

<b>Builder</b>	BR Shildon	<b>Built</b>	1979
<b>Class or type</b>	Pike	<b>Running No</b>	460335
<b>Weight</b>	20 tons	<b>Operational Status</b>	Operational
<b>Brake Type</b>		<b>Arrived</b>	17 <sup>th</sup> April 2024
<b>Owner</b>	James Hartley		



### BR Ferry Van 787011

These vans were introduced in the 1960s to carry goods between Britain and Europe over the train ferries at Harwich and Dover. Much larger than typical British wagons of the time, they were dual braked with both vacuum (behind the left buffer) and air (beside the right buffer) pipes. They had conventional screw couplings but continental standard buffers and brackets along the underframe to allow them to be chained down when on a ferry. This van was in open storage at Peterborough for several years and was purchased from DB before being brought to the EVR as a Stores Vehicle. There are 16 of these vans in preservation.

<b>Builder</b>	Pressed Steel	<b>Built</b>	1963
<b>Class or type</b>	Ferry Van	<b>Running No</b>	787011
<b>Weight</b>	20 tons	<b>Operational Status</b>	Stores Vehicle
<b>Brake Type</b>	Vac /Air	<b>Arrived</b>	5 <sup>th</sup> July 2018
<b>Owner</b>	Chris Nesbitt		



### Crewe Works Tank Wagon B749670

This wagon arrived on the Ecclesbourne Valley Railway from the Llangollen Railway in Wales. It is used on the EVR as a water store for our steam engines. Built 1953 at Ashford on lot 2429 to diagram 1/305 one of 20 wagons B749660-B749679. Hired to Traffic Services Ltd, painted silver in Traffic Services Ltd livery and renumbered to 500800-500819 given diagram SFV6210 and used on continental traffic. The silver livery was very similar to that used by Hornby Dublo for their model 4679. Returned to BR for use at Crewe as an internal user CDB749670 IU024327. It has since been repainted black since this photograph was taken.

<b>Builder</b>	BR Ashford	<b>Built</b>	1953
<b>Class or type</b>	Tank Wagon	<b>Running No</b>	749670
<b>Weight</b>	15 tons	<b>Operational Status</b>	Out of service
<b>Brake Type</b>	UF	<b>Arrived</b>	January 2011
<b>Owner</b>	EVRA		



### P&W McLellen Lowmac ADB904508

One of a batch of 38 built by PW McLellen in 1950, lot no 2187. To diagram 2/242 later ZX029C in departmental service under TOPS, type ZXW. These wagons were originally for carrying small containers and other general vehicles.

<b>Builder</b>	P&W McLellen, Glasgow	<b>Built</b>	1950
<b>Class or type</b>	Lowmac	<b>Running No</b>	904508
<b>Weight</b>	25 Tons	<b>Operational Status</b>	Operational
<b>Brake Type</b>	Vac	<b>Arrived</b>	June 2003
<b>Owner</b>	Wyvernrail		



### Derbyshire C&W Lowmac ADB904639

BR 25.5 ton Lowmac ADB 904639. Built by Derbyshire Carriage and Wagon Company in 1954. The wagon has a vacuum brake but has through air pipes only. Initially it had a light repair, but after a few years it was clear that the deck timbers were thoroughly rotten and so all the timbers were removed and replaced. The new deck is made of poplar, a semi hard wood, and the timber came from Victoria Sawmills of Darley Dale, who have always been very helpful, and who said, "That's what we always used to supply to Derby Works in the old days".

<b>Builder</b>	Derbyshire C&W	<b>Built</b>	1956
<b>Class or type</b>	Lowmac	<b>Running No</b>	904639
<b>Weight</b>	25 tons	<b>Operational Status</b>	Operational
<b>Brake Type</b>	Vac	<b>Arrived</b>	6 <sup>th</sup> September 2010
<b>Owner</b>	Tim Oaks		



### LMS Plate Wagon 498325

Copy for this item was kindly provided by the owner of the vehicle. "Back in 1979 I paid a visit to the Llangollen Railway, which was then just getting established. Among their small fleet of rolling stock was a tube wagon, donated to them by Chesterfield Cylinders, an idea which I filed away for future reference. A few years later I took up a job in Chesterfield and made a point of searching out their works, which had quite a large fleet of internal user wagons. There was a footpath carried over their works yard on a long footbridge, so it was possible to get a very good view. As their rail operations contracted the wagons were steadily given away to various parties and in 1989 I arranged for a batch of four assorted wagons to be given to Peak Rail. One of them was 16A, and though it was painted a lurid shade of yellow, it was particularly useful as it had two plank dropsides and a series of bolsters along the deck which were very handy for rigging lifting chains. The wagon had the remains of an LMS number plate on the solebar, and while the number could not be identified, the design was eventually discovered to be a "Long Low". This is also known as a Plate Wagon. It was specially designed for carrying steel plate and other heavy loads; it is believed to be the sole survivor of this particular design. It is the fore runner of the later steel sided vehicles used by the LMS and LNER. By the turn of the twenty first century the vehicle was out of use and had become very dilapidated. Eventually it was re-sold to me. I began a scheme of restoration which involved stripping and replacing all the woodwork and cleaning down and painting the steelwork. The wagon is now in LMS freight grey livery and numbered 498325, which is selected from the numbers given to a batch of these vehicles in 1940. In time I intend to have some replica "D" plates made"

<b>Builder</b>	LMS Wolverton	<b>Built</b>	1940
<b>Class or type</b>	Long Low	<b>Running No</b>	498325
<b>Weight</b>	20 ton	<b>Operational Status</b>	Out of service
<b>Brake Type</b>	UF	<b>Arrived</b>	March 2012
<b>Owner</b>	Tim Oaks		



### British Railways Pallet Van WGB 4110

BR built a total of 2388 Pallet Vans or (Palvans) as they were known. As the name suggests they were designed to accept loads of goods transported on pallets. Palvans differ from the ordinary 12 ton box van in that they have heavy doors at either end of the sides. Normal 12 ton box vans have them in the middle of the side directly in line with each other. Pallet vans were built using two distinctive brake rigging types. Although all had auxiliary suspension they rode poorly. This caused several accidents, so most were withdrawn by the mid 1960s. Very few of these vehicles now survive. Originally MoD at Bicester, then Rutland Railway Museum. Then to Peak Rail, afterwards to Scunthorpe. The Palvan arrived on the EVR from the Appleyby Frodingham Railway at Scunthorpe.

<b>Builder</b>	BR	<b>Built</b>	1958
<b>Class or type</b>	Palvan	<b>Running No</b>	WGB 4110
<b>Weight</b>	12 tons	<b>Operational Status</b>	Stores Vehicle
<b>Brake Type</b>	UF	<b>Arrived</b>	16th of April 2013.
<b>Owner</b>	Tim Oaks		

## Display and Narrow gauge



### LNWR Water Tender

Acquired for the railway in August 2004, this bowser was donated to EVRA from the National Collection by the National Railway Museum for restoration and display. It was built to act as a water tanker for the Cromford and High Peak Railway (now the High Peak Trail) and to service the small and remote settlements, where there was no mains water, along the line. It is thought to have been built around 1894 using a former LNWR Webb tender.

<b>Builder</b>	London and North Western Railway	<b>Rebuilt</b>	1894
<b>Class or type</b>	Water Carrier	<b>Running No</b>	E003
<b>Weight</b>	20 Tons	<b>Operational Status</b>	Display Only
<b>Brake Type</b>	UF	<b>Arrived</b>	Aug 2004
<b>Owner</b>	EVRA		



## Mineral Wagon

This wagon, built on an original mineral wagon chassis, is for display purposes, to help demonstrate how stone was loaded from narrow gauge quarry wagons into full sized wagons for transport on the main railway network. This wagon is permanently displayed at Ravenstor. Rebuilt in 2004 and 2022

<b>Builder</b>	Unknown	<b>Built</b>	Unknown
<b>Class or type</b>	Mineral	<b>Running No</b>	E004
<b>Weight</b>	15 Tons	<b>Operational Status</b>	Display Only
<b>Brake Type</b>	UF	<b>Arrived</b>	Jan 2004
<b>Owner</b>	EVRA		



## Tipper Wagons

There are five narrow gauge quarry tipper wagons, two near Baileycroft Tunnel entrance (the narrow gauge tunnel) at the north end of the station yard and three at Ravenstor. They were used for the manual collection and moving of limestone in local quarries. This type of wagon was very common in old days for industrial uses. The five wagons here have been rebuilt from scrap chassis, which vary in design. There are no details of the original chassis builders or original build dates, but this type of wagon was very common between 1850 and 1950.

<b>Builder</b>	EVRA, Wirksworth	<b>Built</b>	2004
<b>Class or type</b>	Tipper	<b>Running Nos</b>	E005-9
<b>Weight</b>	0.25 Tons	<b>Operational Status</b>	Display Only
<b>Brake Type</b>	UF	<b>Arrived</b>	2004
<b>Owner</b>	EVRA		



### RA Lister Narrow Gauge Locomotive 26288 “Lesley”

This diminutive locomotive was built in 1944 by RA Lister and Company at their Dursley Works in Gloucestershire. It is a 2 foot gauge type R “Rail Truck” of which many hundreds were built and about 90 survive in preservation. The Rail Trucks were a variant of a three wheeled road version, the Auto Truck, which was originally conceived for use in factories and as well as agricultural use and for motorised railway station trolleys. Several thousands of the road versions were built between 1926 and 1970, production of the rail version continued until about 1973 when production at the Dursley Works ceased. It has a 7 brake horse power air cooled engine and was bought, when new, by the Stoke on Trent Sewage Engineer, for use on the internal railway system of Stoke on Trent waterworks at Newstead Sludge Disposal Plant, Blurton, as a petrol engined locomotive. It was converted to diesel in 1971 and in 1976/77 was transferred to Burslem Sewage Works. Rail traffic ceased at Burslem in 1983 and it was sold to Richard Morris, Glodfa Ganol, just before that date in 1981 or 1982 for the Oakley Slate Quarry. This was the site of a proposed museum that didn’t materialise and therefore all the locomotives from Glodfa Ganol were sold. At some point it came into the hands of Nottingham Museum Service, but by the time the EVRA sought to acquire it in 2005, the Museum Service had lost its history and believed it had been a locomotive at the Stoke Bardolph Waterworks (having confused the Stoke, of Stoke on Trent, with Stoke Bardolph). It is also considered that it has been rebuilt at some time after 1967 as part of the chassis are denoted “British Steel” a name not in use before that date. This type of engine was very common not only in waterworks, but also in quarries, brickworks and other municipal uses.

<b>Builder</b>	Ra Lister & Co, Dursley	<b>Built</b>	1944
<b>Class or type</b>	Type R	<b>Works No</b>	26288
<b>Weight</b>	3 tons	<b>Running No</b>	26288
<b>Brake Type</b>	Screw	<b>Operational Status</b>	Operational
<b>Owner</b>	EVRA	<b>Arrived</b>	June 2005



## Narrow Gauge Carriage

This “Man Rider” is used to transport passengers on the narrow gauge railway in Wirksworth Yard. It has an air braking system that allows the train to have a continuous brake. This system is quite unusual as the compressor for the braking system remains on the side of the track. The man rider’s tanks are recharged from the compressor at the beginning of the day so that the brakes can be applied or released. The Man Rider was modified by Alan Keef Ltd for use on repairs to the Woodhead Tunnel in the Peak District and then returned to their works at The Lea, Ross on Wye, Herefordshire, before EVRA bought it. Alan Keef Ltd fitted brakes to meet HMRI requirements. Since arriving at Wirksworth, further modifications have been made to make it more comfortable for passengers.

<b>Builder</b>	Alan Keef Ltd	<b>Built</b>	Unknown
<b>Class or type</b>	Manrider	<b>Running No</b>	None
<b>Weight</b>	4 tons	<b>Operational Status</b>	Operational
<b>Brake Type</b>	Air	<b>Arrived</b>	December 2008
<b>Owner</b>	EVRA		

end