

Stock No.	Gauge	Livery	Description	Origin	Arrived SGLR	Notes
(001)	1'6"	Green	Long wheelbase rail carrier	Halesowen Steel	1988	Used with GREENBAT on line at Halesowen Steel Co Ltd, then from 1974 at Flather Bright Steels Ltd, Sheffield. On Flather's closure stored at British Bright Bar Ltd, Tipton but not used there. Purchased for preservation in 1986 and kept in Sheffield until transfer to SGLR. Sold to SGLR Co in 1994. Renovated & repainted Winter 1999/2000, and again Summer 2012.
(002)	1'6"	Mostly unpainted	Flat wagon	Ladywash Mine	1988	Frame shortened, probably when it was off-site 2005-2006. Rebuilt as yellow-liveried "DEFOLIATER" weed-killing wagon in 2008 (with erroneous fleet number 011), but equipment removed 2012. Now a conventional flat wagon but retains a yellow edging round the side of the body.
003	1'6"	Green	End-tipping wagon	Ladywash Mine	1988	Mobile fork-lift tipping skip built by E V Leonard & Co Ltd, supplied to SGLR in Winter 1994-1995. Was originally mounted on a full-length Ladywash flat wagon, but by Feb 1998 was on a shortened chassis. Off-site 1997-1998 for repairs to stop it crabbing, and repaint.
004	1'6"	Grey	Drop-side wagon	Ladywash Mine	1988	Originally a full-length flat wagon, was shortened and fitted with drop-side body in 2001-2002. Woodwork was varnished and metalwork painted Hawthorn Green. Repainted grey and fitted with "Hoptonwood" vinyls in 2018 for WW1 commemoration. One defective wheelset exchanged with No.014.
(005)	n/a	Brown	Track inspection vehicle	NCB Clipstone	27/03/1994	Dunn Systems Ltd "Metrobug" track testing vehicle. Came from Clipstone, but not necessarily used there. Wheelsets removed for re-gauging by 1995 but went missing. Frame and body stored at Dark Lane. Further wheelsets obtained and re-gauged to 1'6" c2005. Some restoration carried out 2004-2005. Consideration given to fitting an engine, but idea abandoned. More work done on it in 2010. Wheelsets removed to use on No.023 in 2018. Frame and body currently standing on sleepers at Dark Lane.
007	n/a	Red	Explosives wagon	Ladywash Mine	1988	Restoration started in or after 2001, and returned to SGLR on 8 May 2005. Dismantled c2012 with intention to use frame and wheelsets for compressor van (No.027) but (after painting in red oxide) frame was found to be twisted. Body and frame now lying separately at Porter Lane (wheelsets were used on No.27).
008	1'6"	Silver	Side-tipping wagon	unknown	2004	Assembled from components obtained from National Stone Centre between 2002 and 2004. Arrived at SGLR Spring 2004. Carries blue signs "National Stone Centre".
009	1'6"	Blue	Fixed-side wagon	Ladywash Mine	1988	Originally a full-length flat wagon, was shortened and fitted with blue-painted rigid body in 2005. Signwritten "Via Gellia Transport".
010	1'6"	Yellow	Generator van	Ladywash Mine	1988	Originally a full-length flat wagon, was shortened and fitted with yellow-painted box body with hinged top door and one removable side in 2006-2007. Box contains two generators.
(011)	1'6"	Mostly unpainted	Flat wagon	Ladywash Mine	1988	Full-length flat wagon. Steelwork on body painted light blue. For No.011 between 2008 & 2012, see No.2.
(012)	1'6"	Unpainted	Flat wagon	Ladywash Mine	1988	Full-length flat wagon, damaged in September 2011 but repaired. One wheelset exchanged for a defective one off No.004 in Nov 2018. Currently awaiting attention to this wheelset.
(014)	1'6"	Unpainted	Flat wagon	Ladywash Mine	1988	Full-length flat wagon.
(015)	1'6"	Unpainted	Wooden mine tub	Hepworth Iron Co.	1988	Used on railways at Hepworth's clay and ganister quarries near Penistone. After closure of these lines wagon was purchased by a local farmer, and re-sold for preservation in 1985. It is on permanent loan to SGLR. Currently off-site for repairs.

016	1'6"	Red/Cream	Sales van	Denby Pottery	1991	Originally a 2'0" gauge long wheelbase kiln car, the body was discarded at SGLR and a sales van body built on it in 2000-2001. Modified in Spring 2002 to improve ventilation, and repainted in Spring 2006. Sales van body removed and scrapped January 2009, chassis taken offsite for conversion to 1'6" gauge. After return new sales van body constructed at SGLR in Spring 2010.
(018)	1'9"	Green	Modified flat wagon	South Kirkby Coll.	1988	Purchased for preservation in 1987 from C F Booth Ltd, Rotherham scrapyard after disposal by colliery. Originally a conventional colliery tub, but modified by forming two sloping sides, cutting off one end panel, and fixing a horizontal extension plate at the open end, creating a wagon for carrying long or heavy equipment in restricted-size passageways underground. Painted brown, later grey, then green from c2008. On permanent loan to SGLR.
(019)	1'6"	Rust	Long wheelbase low-loader wagon	Ladywash Mine	1988	Initially used for carrying heavy items at the mine and then at SGLR, the first SGLR sales van body was mounted on it 1996-2001. Upon construction of No.016 this wagon was released to revert to its original use.
(020)	2'0"	Unpainted	Frame and wheels	Smith's Runners	by 2005	Used for carrying Davie blocks at plant in Bakewell. Hudson tippler frame on 2'0" gauge wheelsets, currently out of use under Porter Lane Bridge.
(021)	n/a	Unpainted	Frame	Smith's Runners	by 2005	Used for carrying Davie blocks at plant in Bakewell. Hudson tippler frame on 2'0" gauge wheelsets. These wheelsets later removed and used elsewhere, frame now stored behind Greenbat loco under Porter Lane Bridge.
(023)	2'0"	Unpainted	Flat wagon	Smith's Runners	by 2005	Used for carrying Davie blocks at plant in Bakewell. Hudson tippler frame on 2'0" gauge wheelsets. These wheelsets later removed and used elsewhere. Frame fitted with wooden slatted floor constructed in 2018, and mounted on 1'6" gauge wheelsets borrowed from No.005.
(025)	1'6"	Unpainted	Flat wagon	H.S.E. Buxton		Original use unknown. Chassis only, but fitted with flat wagon body constructed at SGLR after 2015.
(026)	1'6"	Pale Green	Flat wagon	Tamworth mine?	2006	Mine tub chassis, reputedly from Tamworth area, obtained from Leicester Abbey Meadows Industrial Museum. Now fitted with flat wagon body constructed at SGLR.
027	1'6"	Dark Red	Compressor wagon	Smith's Runners	by 2005	Used for carrying Davie blocks at plant in Bakewell. Hudson tippler frame on 2'0" gauge wheelsets, formerly No.022. By October 2015, the original wheelsets having been removed and used elsewhere, the frame was instead mounted on 1'6" gauge wheelsets borrowed from No.007, and the wheelbase was extended. A compressor was positioned on the frame and boxed in with a round-topped metal casing with hinged doors. Used to provide manrider air-braking when using unfitted locomotives on main line passenger trains, and to power air tools.
(028)	1'6"	Dark Green	Long wheelbase steel-sided wagon	Denby Pottery	1991	Originally a 2'0" gauge long wheelbase kiln car, body discarded, re-gauged to 1'6" and fitted with steel-sided body in 2008.
(029)	1'6"	Dark Green	Long wheelbase flat wagon	Denby Pottery	1991	Originally a 2'0" gauge long wheelbase kiln car, body discarded, re-gauged to 1'6" and fitted with flat body in 2008-2009.
(030)	1'6"	Black	Mine tub	John Knowles	2010	Built originally for John Knowles (Wooden Box) Ltd, refractory manufacturers, this is a metal-bodied mine tub used on their railways at Woodville, and known there as a "box". After the lines closed, this wagon was preserved at the Cadeby Light Railway then bought by one of their volunteers in 2005, who carried out a thorough restoration and loaned it to the SGLR.
(031)	11"	Black	Mine end-tipper	Good Luck Mine	2016	Metal-bodied end-tipping mine wagon built in late 1970s based on a historic example, for use in Good Luck Mine, Via Gellia. Now belongs to S.G.L.R. member.
(032)	1'6"	Yellow	Mine tub	Ladywash Mine	20/02/2019	Steel-construction ore tub, one of many used at Ladywash Mine until its closure. This example was obtained by the Peak District Mines Historical Society and moved to a lead mining display at the National Tramway Museum, Crich. After a review of the display it was given to SGLR. Carries number 2, but the tubs were not numbered (or painted) at Ladywash.

(033)	unknown		Parts only	via Mining display at Tramway Museum, Crich	20/02/2019	Remains of tipping wagon, comprising frame, both axles, one wheel, and rotating body mounting. Of unknown origin but obtained by the Peak District Mines Historical Society and moved to a lead mining display at the National Tramway Museum, Crich. After a review of the display it was given to SGLR.
(034)	unknown	Rust	Mine tub	Hartington Colliery	06/09/2020	Metal-bodied mine tub recovered from site of Hartington Colliery near Staveley. Missing wheels on one side.
(84)	2'0"	Black	Coal tub	Denby Grange Coll.	1988	One of many tubs still in use at Denby Grange Colliery in the 1980s. Purchased for preservation in 1987. Originally numberd 017 in SGLR fleet, but owner intends to apply the Denby Grange stock number 84 at next repaint. On permanent loan to SGLR.
101	1'6"	Red	4-seat manrider	Ladywash Mine	1988	4-seat manrider used for personnel movement underground at Ladywash Mine.
102	1'6"	Red	4-seat manrider	Ladywash Mine	1988	4-seat manrider used for personnel movement underground at Ladywash Mine.
103	1'6"	Red	16-seat manrider	NCB Bevercotes	17/10/1992	16-seat colliery manrider obtained via Midland Railway Trust. Re-gauged and fitted with air-brake equipment by MRT prior to delivery to SGLR. Windows inserted at front and rear in Spring 2000.
104	1'6"	Green	16-seat manrider	NCB Bevercotes	15/11/1996	16-seat colliery manrider obtained via Midland Railway Trust in 1992. Initially stored at Butterley, then brought to SGLR before re-gauging. Moved into storage off-site c2002. Regauged by February 2004, air-braking and end-panel windows fitted. Returned to SGLR August 2009, and entered service Spring 2010. East end panel replaced after damage in Sept 2011.
(105)	1'6"	White	Manrider chassis	NCB Bevercotes	15/11/1996	16-seat colliery manrider obtained via Midland Railway Trust in 1992. Initially stored at Butterley, then brought to SGLR before re-gauging. Moved into storage off-site c2002. Regauged by Twigg's of Matlock c2010, and air braking fitted by SGLR member. Returned to SGLR 21 January 2012. Body and chassis separated by Oct 2013 and body scrapped due to corrosion.
106	1'6"	Green/Red	6-seat manrider	Ladywash Mine	1988	6-seat manrider with screw brake used underground at Ladywash Mine. Seating removed and mess van body built on frame in 2003-2004, and renumbered 006. Vandalised in 2008, repaired, but body removed in 2009. Frame parked up until 2017 when a new passenger body was built on it. Into service late 2018, carrying number 106 again.