

IRGON History of Locomotives used on Orford Ness Railway

by Olaf Kirchner
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Manufacturer and Type	Built	Works Number	Nominal Gauge	Overall Length	Height	Weight	Engine	Power	Source: "Industrial Locomotives of East Anglia (Handbook)" by C. Fisher, 1993							
Baguley (BgC) 677 Class	McEwan Pratt, Burton-on-Trent 1918	719	600 mm 1' 11 1/4"	2.74 m 9' 0"		1.9 ton	2-cylinder petrol	7.5 kW 10 h.p.	1918 - at least 1935: War Department, transport services	After 1935: Fate unknown						
Baguley (BgC) 677 Class	McEwan Pratt, Burton-on-Trent 1918	720	600 mm 1' 11 1/4"	2.74 m 9' 0"		1.9 ton	2-cylinder petrol	7.5 kW 10 h.p.	1918 - 1932: War Department, transport services	Around 1932: Possibly to P. Boynton's scrapyard, then broken up at Malcolm Bloomfield's scrapyard, Debenham, Suffolk						
Orenstein & Koppel (OK) RL1c	Nordhausen am Harz 1936	6931	605 mm 1' 11 1/4"	2.47 m 8' 1"	1.57 m 5' 2"	2.9 ton	1-cylinder diesel	7.5 kW 10 h.p.	16 th June 1936: Delivered to East Suffolk & Norfolk River Authority by Wm. Jones of London	1965 - March 1968: East Suffolk & Norfolk River Authority; fleet number P12010; supporting river bank and sea wall protection in Suffolk and Norfolk; based at Haddiscoe Depot, Norfolk or Melton Depot, Suffolk	Around May 1969: To Peter Court Plant Hire, Butchers Meadow, Balscote, Oxon.; destined for work in a quarry, but put into storage instead	1998 - present: To private owner N. Banks, Tysdale Farm, Tydd St. Mary, Lincs, for restoration; photo dated 26 th October 2008 shows locomotive in storage				
Orenstein & Koppel (OK) RL1c	Nordhausen am Harz May 1938	7373	605 mm 1' 11 1/4"	2.47 m 8' 1"	1.57 m 5' 2"	2.9 ton	1-cylinder diesel	7.5 kW 10 h.p.	1938 - 1965: Delivered to East Suffolk & Norfolk River Authority by Wm. Jones of London	1965 - around 1968: East Suffolk & Norfolk River Authority; fleet number P12020 (No. 24); supporting river bank and sea wall protection in Suffolk and Norfolk; based at Haddiscoe Depot, Norfolk or Melton Depot, Suffolk	Around 1968: To Haller & Sons (Dereham) Ltd., Scarning, Dereham, for scrap					
Orenstein & Koppel (OK) RL1c	Nordhausen am Harz March 1938	7378	605 mm 1' 11 1/4"	2.47 m 8' 1"	1.57 m 5' 2"	2.9 ton	1-cylinder diesel	7.5 kW 10 h.p.	1938 - 1965: Delivered to East Suffolk & Norfolk River Authority by Wm. Jones of London	1965 - 1980: East Suffolk & Norfolk River Authority; fleet number P12040 (No. 12); supporting river bank and sea wall protection in Suffolk and Norfolk; based at Haddiscoe Depot, Norfolk or Melton Depot, Suffolk	Around 1968: To Haller & Sons (Dereham) Ltd., Scarning, Dereham, for scrap					
Orenstein & Koppel (OK) RL1c	Nordhausen am Harz 1937	7734	605 mm 1' 11 1/4"	2.47 m 8' 1"	1.57 m 5' 2"	2.9 ton	1-cylinder diesel	7.5 kW 10 h.p.	22 nd December 1937: Delivered to East Suffolk & Norfolk River Authority by Wm. Jones of London	1965 - March 1968: East Suffolk & Norfolk River Authority; fleet number P12030 (No. 25); supporting river bank and sea wall protection in Suffolk and Norfolk; based at Haddiscoe Depot, Norfolk or Melton Depot, Suffolk	Around May 1969: To Peter Court Plant Hire, Butchers Meadow, Balscote, Oxon.; destined for work in a quarry, but put into storage instead	1998 - present: To private owner N. Banks, Tysdale Farm, Tydd St. Mary, Lincs, for restoration; photo dated 26 th October 2008 shows locomotive in storage				
Motor Rail Simplex (MR) 40S class	Bedford 1964	22209	610 mm 2' 0"	2.75 m 9' 0 1/4"	1.83 m 6' 0 1/4"	4.5 ton	1-cylinder diesel (petrol?)	23 kW 28 h.p.	1964: Delivered to East Suffolk & Norfolk River Authority at Slaughden Quay, Aldeburgh; fleet number 12110	1965 - 1966: Contract work to improve sea erosion control near Aldeburgh; stored at Haddiscoe Depot, Norfolk on completion of contract 1966	Around July 1969: To Department of the Environment (AWRE and other defence work)	Unknown: Possibly loaned back to East Suffolk & Norfolk River Authority; fleet number P12110; supported river bank and sea wall protection in Suffolk and Norfolk	Around 1971: To open storage at depot at 52.099620, 1.5699506	Around November 1989: To John Appleton Engineering, Leiston, Suffolk and refurbished	1991 - 1997: On loan to Imperial War Museums, Duxford, Cambs.; named <i>Thorpeness No. 6</i> ; hauled tourist trains from Land Warfare hangar from 1992	1997 - present: On permanent loan to East Suffolk Light Railway of East Anglia Transport Museum, Carlton Colville near Lowestoft, Suffolk
Motor Rail Simplex (MR) 40S class	Bedford 1964	22210	610 mm 2' 0"	2.75 m 9' 0 1/4"	1.83 m 6' 0 1/4"	4.5 ton	1-cylinder diesel	23 kW 28 h.p.	1964: Delivered to East Suffolk & Norfolk River Authority at Slaughden Quay, Aldeburgh; fleet number 12120	1965 - 1966: Contract work to improve sea erosion control near Aldeburgh; river bank and sea wall protection work in Suffolk and Norfolk, e.g. at Strumpshaw, Norfolk October 1966; stored at Haddiscoe Depot, Norfolk on completion of contract 1966	1966 - 1980: To East Suffolk & Norfolk River Authority (Anglian Water Authority after 31 st March 1974)	June 1980 - at least August 2013: To Bressingham Steam Museum, Diss, Suffolk (via R. Kidd, dealer, Holt); converted to represent <i>Toby the Tram Engine</i> for nursery train rides	By July 2014 - present: On static display, still disguised as <i>Toby the Tram Engine</i> , at Bressingham Steam Museum, Diss, Suffolk			
Motor Rail Simplex (MR) 40S class	Bedford 1964	22211	610 mm 2' 0"	2.75 m 9' 0 1/4"	1.83 m 6' 0 1/4"	4.5 ton	1-cylinder diesel	23 kW 28 h.p.	1964: Delivered to East Suffolk & Norfolk River Authority at Slaughden Quay, Aldeburgh; fleet number 12130	1965 - 1966: Contract work to improve sea erosion control near Aldeburgh; river bank and sea wall protection work in Suffolk and Norfolk, e.g. at Strumpshaw, Norfolk October 1966; stored at Haddiscoe Depot, Norfolk on completion of contract 1966	Around July 1969: To Department of the Environment (AWRE and other defence work)	Unknown: Possibly loaned back to East Suffolk & Norfolk River Authority; fleet number P12130; supporting river bank and sea wall protection in Suffolk and Norfolk	Around 1971: To open storage at depot at 52.099620, 1.5699506	Around November 1989: To John Appleton Engineering, Leiston, Suffolk	1991 - 1997: On loan to Imperial War Museums, Duxford, Cambs.; named <i>Orfordness No. 5</i> ; hauled tourist trains from Land Warfare hangar from 1992	1997 - present: On permanent loan to East Suffolk Light Railway of East Anglia Transport Museum, Carlton Colville near Lowestoft, Suffolk
Motor Rail Simplex (MR) 40S class	Bedford 1964	22212	610 mm 2' 0"	2.75 m 9' 0 1/4"	1.83 m 6' 0 1/4"	4.5 ton	1-cylinder diesel	23 kW 28 h.p.	1964: Delivered to East Suffolk & Norfolk River Authority at Slaughden Quay, Aldeburgh; fleet number 12140	1965 - 1966: Contract work to improve sea erosion control near Aldeburgh; stored at Haddiscoe Depot, Norfolk on completion of contract 1966	Around July 1969: To Department of the Environment (AWRE and other defence work)	1971: Loaned back to East Suffolk & Norfolk River Authority for work on Orford Ness around 1971	After 1971 - at least 1985: Abandoned near Aldeburgh, Suffolk at 52.133905, 1.5960806	Around November 1989: To John Appleton Engineering, Leiston, Suffolk	After November 1989: To Alan Keef, Ross-on-Wye, Herefordshire for spare parts; frame used for transmission testing	1994: Scrapped at Alan Keef
Motor Rail Simplex (MR) 40S class	Bedford 1965	22253	610 mm 2' 0"	2.75 m 9' 0 1/4"	1.83 m 6' 0 1/4"	4.5 ton	1-cylinder diesel	19 kW 25 h.p.	1965: Delivered to East Suffolk & Norfolk River Authority at Slaughden Quay, Aldeburgh; fleet number 12150 (1215)	1965 - 1966: Contract work to improve sea erosion control near Aldeburgh; river bank and sea wall protection work in Suffolk and Norfolk, e.g. at Strumpshaw, Norfolk October 1966; stored at Haddiscoe Depot, Norfolk on completion of contract 1966	1966 - 1980: To East Suffolk & Norfolk River Authority (Anglian Water Authority after 31 st March 1974)	March 1981: Sold at British Car Auctions Ltd., Chelmsford, Essex	April 1981: To Alan Keef Ltd. (via dealer) for refurbishment	1981: Leased to Surrey Canal Society for restoration work on Basingstoke Canal	After 1981 - around 2010: Peat extraction in Midlothian - Norit Klasmann near Lamancha, then Boothby & Penicuik near Leadburn	Around 2010: Scrapped at Penicuik, Midlothian

