

BR 20T TROLLEY FLAT 'Flatrol SB' DB 998006

This wagon was built by BR Lancing Carriage & Wagon Works in Lot No. 2951 to design diagram 2/903. It was built in 1958 and allocated the number DB 998006 in the Engineers Department fleet. This Trolley Flat was coded 'Flatrol SB' and is unique being the only vehicle built to diagram 2/903.

The 4 wheel chassis was hand braked only, operated by a lever on each side, but did have through pipes for both vacuum and air braking. As a result, under TOPS it was coded ZVR. 'Z' related to a 4 wheel vehicle, 'V' was a sub-division, and 'R' relates to it's braking status.

It measured 36 ft 3 ins over buffers, has a wheelbase of 26 ft 2 ins and a well length of 21 ft. The wheels are 3 ft 1½ ins diameter and the empty weight of the vehicle is 15 Tons 10 cwt. Up to 15 Tons could be carried in the middle 10 ft of the well but loads heavier than that, up to 20 Tons, would need to be distributed across the whole well.

It has not been possible to find out it's activities during 45 years of service with BR.

DB 998006 was purchased by the Southern Catering Project Group, in June 2003, and brought to Norden road/rail terminal in September 2003.

It's recent history shows that, at the time of writing, it carries the London & South Western Railway (LSWR) Water Tank from Salisbury.

LSWR Salisbury Water Tower – A Brief History

The Salisbury tank is an extremely rare survivor from the LSWR. This particularly style (with an embossed elongated roundel on each panel segment) appeared at several important stations along LSWR's main lines so that locos could be 'topped up'.

Sometimes the basic design had it's height extended and other variations included a curved or pitched roof or none at all. The Salisbury LSWR water tank originally had a pitched roof and is believed to have been erected as far back as 1868.

On 2nd May 1859, the LSWR had opened a station, to the west of Fisherton Street, coinciding with the opening of the first section of the Salisbury and Yeovil Railway. It is thought by some that the increase in services during subsequent years required a larger water supply and that is why the 1868 water tower was installed.

However, it ceased being used after July 1967 at the same time as main line steam locomotives stopped running on Southern Region.

It was gifted to the Swanage Railway Trust by Network Rail and, at the end of 2010, the Trust obtained permission to dismantle the tower and re-erect it on the Swanage Railway. Because it was located in an inaccessible place, next to the main line, a local possession had to be granted for Swanage Railway volunteers/contractors to dismantle it in September 2013. A car park to the south of it was used by lorries transporting items to Dorset.

Information compiled by Peter Sykes 21st October 2021

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