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2225 was one of the last GWR designed coaches supplied to BR after nationalisation. Withdrawn in 1966, converted to departmental use before coming to Wallingford in 1988. Having stood outside, the vehicle is in poor condition. Whilst eminently restorable, would require considerable time/effort. Some original parts remain inside.

#### Hibberd No.3270/1948 'Carpenter'

This 0-4-0 Diesel mechanical locomotive. Ex Park Roval and **Guinness**. The locomotive is in sound condition, the engine has recently been run, although some issue with

#### Saxa Salt Wagon No.45

Dating from 1910, this wooden bodied van with distinctive pitched roof is in very poor condition, but has valuable parts. Available free to collect and restore.

Contact, Offers to Cholsey & Wallingford Railway Volunteer@bunkline.uk

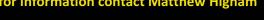
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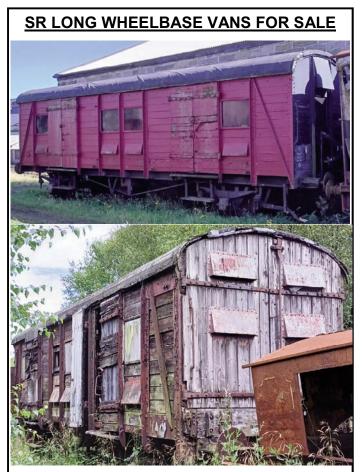
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Originally acquired to provide chassis for old carriage bodies at the Tanfield Railway, but no longer required. **S1210, PMV**, In satisfactory order.

**S2400S, CCT**, In largely complete state but neglected, timberwork poor, brake shoes missing, link couplings missing (drawbars intact), one brake handle and its cross shaft missing. Viewing recommended. Contact Peter Weightman,

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#### Andrew Barclay 0-4-0 - "Tom Parry"

This locomotive was built by Andrew Barclay in 1935 and was supplied new to the Central Portland Cement Company Ltd, Kirton Lindsey in Lincolnshire. Following the withdrawal of the locomotive from service at their Houghton Regis plant in Bedfordshire in 1967 APCM donated it to the Quainton Railway Society.

This Locomotive has recently undergone an extensive nut and bolt cosmetic restoration (This loco has been restored for display purposes only). No expense spared. We had planned to keep this for a lifetime but now have had a change of circumstances and it is no longer required.

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