Modelling the Railways of East Anglia in 4mm scale

Paul Goldsmith
Issue 8
February 2021

Cover photographs by Chris Nevard for Model Rail Magazine of my Colchester c1955 4mm/OO model railway.

Modelling the Railways of East Anglia in 4mm Scale

INTRODUCTION

When first produced about 20 years ago, the aim of the document was to list locomotives and rolling stock that operated on the GER, LNE (E), BR (GE Section) and the privatised railway of East Anglia to date, which *had been produced* as a "ready–to-run" model or as a model "kit" in 4mm scale. However, over the years the scope has somewhat expanded.

In the 1970s the hobby benefited by the etched brass kit "cottage industry", with the late Fred Blackman (*Mallard Models*) producing the first etched brass loco kit (Class D16/3) and subsequently various kits from the late George Pring (*George Allen Models*), Dave Phillips (*Stelfox Models*) and Dan Pinnock (*D&S Models*), to name but a few. This issue has been expanded to 67 pages and includes an increasing number of products from the new "cottage industries" of 3D printing and laser cut models.

The document currently specifically omits locomotives and rolling stock that have appeared solely on diversions from other lines, special workings such as *Deltic* locomotives, troop train workings off other regions and those that operate on preserved lines. We have also only included only a limited amount of information relevant to the M&GN, GN&GE, LTS and LT/Transport for London lines, together with cross London workings and workings from other lines such as the GN and LNW into Cambridge and March. In time, we may address these issues.

In general we have not included manufacturer and supplier addresses as these are readily found at: http://www.ukmodelshops.co.uk and from "the Central London Area Group (CLAG)": http://www.clag.org.uk and click on the link to supplier.text.

Over the last couple of years various questions have been raised regarding liveries and painting schemes and short sections and links to various websites has been added. A section on Overhead Line Equipment has been added by Paul Godwin.

We hope the document is of value and encourages more people to model the East Anglian scene and manufacturers to produce more relevant items for the East Anglia railway modeller. Note, we do not attempt to state if models are currently available, discontinued or currently in a manufacturers catalogue.

My thanks to Ian Taylor, Paul Godwin, Paul Willis, Nigel Burbidge, Mike Bootman, Roger Green and Steven Duhig for help with this issue and all those who have provided information over the last twenty years. Further comments, additional information, and ideas for further inclusions in the list are always welcome.

Information about the Great Eastern Railway, its constituents, and successors and how to join the Great Eastern Railway Society can be found on the **Great Eastern Railway Society** web site: http://www.gersociety.org.uk

Paul Goldsmith

© All illustrations (except as shown) of Paul Godwin, Paul Willis, Steven Duhig and my 4mm scale/OO gauge model railways

e-mail: paulatgoldsmith@gmail.com

8th issue new listings/revised text in purple

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

Modelling the Railways of East Anglia in 4mm Scale

CONTENTS

Section 1 Locomotives ***Page 5***

1.1 Steam Locomotives
1.2 Diesel Locomotives
1.3 Diesel Multiple Units
1.4 Electric Locomotives
1.5 Electric Multiple Units
1.6 Diesel & Electric Locomotive & DMU shed allocations on the GE Section 1952-1990
1.7 Components for Locomotives

Section 2 Rolling Stock ***Page 34***

2.1 Carriages to GER designs
2.1.1 Passenger Stock
2.1.2 Miscellaneous non-passenger coaching stock
2.1.3 Components for Carriages to GER Designs

2.2 Carriages to GCR and NER designs

2.3 Carriages to LNER designs
2.3.1 Gresley 61'6" Vestibuled Stock
2.3.2 Gresley 52'6" Vestibuled Stock built for the GE Section.
2.3.3 Gresley 51'1½ Non-Vestibuled Stock
2.3.4 Gresley Articulated Non-vestibuled Stock.
2.3.5 Thompson Vestibuled Stock
2.3.6 Thompson Non-vestibuled Stock
2.3.7 Miscellaneous non-passenger coaching stock to LNER design
2.3.8 Components for carriages to LNER Designs

2.4 Carriages and non-passenger coaching stock to other railway designs

2.5 Carriages to BR designs
2.5.1 TPOs and miscellaneous non-passenger coaching stock to BR design
2.5.2 Components for carriages to BR designs

2.6 Samples of carriage workings and train formations
2.6.1 GER period
2.6.2 LNER period
2.6.3 BR period
2.6.4 Post 1997 privatisation period

2.7 Freight stock
2.7.1 GER and LNER wagons
2.7.2 Private Owner wagons
2.7.3 Components for freight stock

Section 3 Infrastructure ***Page 52***

3.1 Buildings
3.2 Structures & Lineside
3.3 Signalling
3.4 Overhead Line Equipment (OLE)

Section 4 Miscellaneous ***Page 59***

This section lists products not included in other Sections and those that are generally applicable to locomotives, rolling stock, structures, and equipment.

4.1 Transfers
4.2 Number shed and name plates.
4.3 Drawings
4.4 Miscellaneous

Section 5 Published Works ***Page 63***

It is not our intention to list every book of value to the GER enthusiast, but list those, which are aimed or have specific value to the modeller. Unfortunately, far too many publications have appeared over the years where the caption to photographs gives little detail other than the location and locomotive number, completely ignoring the vehicles behind the locomotive or infrastructure in the picture. Again, I would welcome comments and suggested inclusions to the list. The Great Eastern Railway Society over the years has produced lists of magazine articles by way of Information Sheets and lists books of value to the GE enthusiast on the Society Internet site.

Section 6 Internet Sites ***Page 66***

There are many Internet web sites, some of which are listed on the Great Eastern Railway Society Internet site http://www.gersociety.org.uk/

Therefore, the sites listed here are those either aimed at the railway modeller or have been of help in my railway modelling.

General Notes

Cooper Craft took over Blacksmith, Mailcoach, Ian Kirk and Slaters ranges of models and were in the process of re-releasing various kits, but it appears the company is in financial difficulty with reports on various forums that paid for goods are not being delivered and some brands are being produced by others, see below.

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

D&S Models has re-released some of its 4mm range of carriages and horseboxes and hopefully further releases hopefully will be made in due course.

Eileen's Emporium has taken over Bill Bedford models range of etched components and jigs. Bill Bedford, trading under the name Mousa Models will continue to supply his present locomotive, locomotive frames, MU motorising and wagon kits as well as the made-to-order coach etches, but these will be the under new branding.

Falcon Brassworks has been taken over again and their range is slowly being made available through Dart Castings.

Peter K kits are now part of Kemilway.

Phoenix Precision Paints are now owners of DMR Kits, No Nonsense Kits, Modern Traction Kits (MTK) and some Kirk 4mm-scale range which are gradually being re-released.

Model Signal Engineering and Comet products and Rupert Brown carriage kits have been taken over by Wizard Models.

Stephen Poole and Nu-Cast kits to South Eastern Finecast

Parkside 4mm model kits now owned by PECO, which also includes Ratio and Wills kits.

3D printing.
Probably best-known manufacturer is Shapeways with two factories, one in USA and another in the Netherlands. Stafford Road Model Works, Coast Line Models, Model Railway Structures, Rixon Finescale Models, Street Level Models and Recreation 21 all have their products produced by Shapeways.

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

SECTION 1 LOCOMOTIVES

General steam locomotive notes:

- **GER locomotive liveries.** Relatively little is known of the details of locomotive liveries in the earlier period. Under Sinclair on the ECR the locomotives are understood to have been painted a pea green colour, panelled in black and lined in white or red, with chocolate-brown frames. Further details of GER liveries can be found at: https://www.gersociety.org.uk/index.php/locomotives/liveries

- **LNER locomotive liveries.** Lasting for only twenty-five years, the LNER's rolling stock liveries were fairly constant. The only significant exception was that of the austerity black livery used during World War Two. Further details of LNER liveries can be found at: https://www.lner.info/article/liveries/livery.php

- .**BR locomotive liveries**: Following nationalisation, new and repainted locomotives continued to appear in traffic bearing the initials of their former owners, though replaced very quickly by a complete absence of any titling. This early period also saw new engines built to the designs of their former owners, outshopped with their original works/builders' plates fitted, but with the tell-tale signs of having had the initials LNER, LMS, &c., removed before the locomotive went into traffic. The appearance of evidence of former ownership was very long lasting in some cases, with 'sightings' of a faded "LNER" or "NE" being noted in the contemporary railway press of the late 1950s. For further information see: https://twsmedia.co.uk/2020/08/15/british-railways-first-locomotive-liveries/

  "BRITISH RAILWAYS", written in full was introduced in 1948, from mid-1949 the "lion-on-wheel" emblem was use and from mid-1957 the "circle and banner" crest.

- The end of regular steam operation in East Anglia occurred on Sunday 9th September 1962 with Class B-1 4-6-0 61156 arriving at Liverpool Street Station, with the relief boat train ecs from Harwich. Steam operation then ceased at all former GE sheds, except at March which did not close until on 25th November 1963 and at Stratford Works, which retained Departmental Y-4 No.33 until the Works closed in December 1963. The last regular steam-hauled train on the GE Section was the Whitemoor-Wisbech goods, which in 1963 was always hauled by a B-1.

- The last record of steam traction in the east of the area was on 12th December 1963, when LMS 2-8-0 8F 48750 worked a cattle train from March to Trowse (Norwich) cattle yard. Apparently, March did not have a suitable diesel loco and as cattle trains cannot be delayed, the 8F was used.

- East Anglia was one of the first areas of BR to eliminate steam traction, but right up to the end of steam operation many GER locomotives were retained. The late 1950s/early 1960s saw the major introduction of electric traction on the suburban services and diesel traction on all other routes. Therefore, 1955 is probably a good "snap-shot in time" to assess in percentage terms, the number of GER, LNER and BR locomotives that were allocated to the former GER depots. The largest depot in East Anglia was **Stratford (30A)** where out of an allocation of 359 locomotives, 68% were GER, 19% LNER, 6% BR, 5% GNR and 2% LMS (off LTSR). At **Cambridge (31A)** of the 103 allocated the split was 69% GER, 17% LNER, 7% GCR, 4% LMSR and 3% NER and at **Norwich (32A)** of the 106 allocated 54% GER, 28% LNER, 8% BR and 10% GNR. At the smaller sheds, such as **Colchester (30E)** of the 46 allocated locomotives 63% GER, 29% LNER, 4% GNR and 4% LMSR. Therefore, in broad terms it would appear an East Anglian model railway layout should have about 60% of the locomotive fleet of GER design/built.

General diesel and electric unit notes

- **British Rail's corporate liveries and post privatisation company liveries.** This is a very complex subject, and we cannot find a suitable internet link, although there are many books on the subject.

- In this issue we have added the various diesels which operated in East Anglia, but were not allocated a TOPs Class.

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

Modelling the Railways of East Anglia in 4mm Scale

1.1 Steam Locomotives

Locomotive Class *(limited to classes where models have been/are available and/or class survived into BR ownership)*	**Prototype Notes** inc. records of non GER built loco types operating in East Anglia. www.brdatabase.info/ http://railuk.info/index.php	**Manufacturer & Model Notes**
Eastern Region		
No 1 Class 2-4-0	Last of the class withdrawn in December 1913.	**Peter K** *kit* PK8/87
Class A55 0-10-0T ***Decapod***	Outshopped in grey works livery in 1902 specifically to defeat a Parliamentary Bill for a competing electric railway, which it did albeit the story is a bit more intriguing. See ***GERS Journal 114 April 2003***. Loco never used in service and in due course rebuilt as an 0-8-0.	**South Eastern Finecast** F189 *kit* **PDK -** proposed
M&GN Class A 4-4-0		**Peter K** *kit* PK11/86
M&GN Class B 4-4-0T		**Jidenco** now **Falcon Brassworks** *kit* LK08
M&GN Class D 0-6-0		**Falcon Brassworks** *kit* LK131
M&GN Class C 4-4-2T		**ACE Products** *kit*
Class A-5 4-6-2T	Three of the class were cut down to fit GE loading gauge. Ten of the class in 1951 temporally allocated to Southend-Liverpool St workings when turntable OOU: 69835 Ilford 21/4/51. 69835/7/40 at Ipswich 5/1950. 69824/5 to Norwich May/June 1952 and 69829 to Norwich Sept 1955. All three to Lowestoft winter 1955/6 and back to GC Section in March 1957. 69815, 69824, 69826: 69829 at Lowestoft 4/1956; 69826 Reedham Jun c1955 no date; 69815 Whitlingham Jun no date; 69824 Norwich 7/08/1954. 69835 West Runton 21/06/1951. 69839 Stratford 17/04/1951. 69830 on Southend shed.	**Craftsman** CRLK05 *kit* **Nu-Cast** WNC110 *kit* **Bill Bedford/Mousa Models** chassis *kit* (P4) **52F Models** *kit* and replacement chassis
Class B-1 4-6-0	On the first day of operation, "The Easterling" was hauled by 61205 (30A). 61156 worked the last regular steam working into Liverpool Street on Sunday evening 9th September 1962, with the relief boat train ecs from Harwich. Except for March, steam operation then ceased at all former GE sheds. The loco was transferred to March effective from 16 September from where it was withdrawn on 25th November 1963, with the closure of March shed to steam operation. 61119 worked the Royal Train to Cromer 31/05/1963.	**Replica** now **Bachmann** **Comet Models** LCP31 chassis pack **Nu-Cast** WNC102 *kit* **Dave Bradwell** Chassis *kit* **Jamieson** kit **Proscale** *kit* PS11 **Hornby**.
Class B-2 4-6-0		**DMR** *kit* **(**a) 4125gal NER tender, (b) 4700gal P1 tender, (c) 4200gal standard tender **Keyser's Kits** L40 *kit*
Class B-12 4-6-0	1565 was the only member of the class to be out-shopped, post war, by Stratford in lined green, ex-works 1 April 1947, but with the incorrect form of the numeral 6. It was repainted in lined black, still with BRITISH RAILWAYS on the tender, ex-works 12th March 1949. 20 of the 25 B-12s allocated to Inverurie (Scotland) received the green livery post-war: 61501-5/7/8/11/3/21/4/6/8/9/36/9/43/52/60/3. The B-12s concerned with WWII Ambulance trains were 7449, 8509/10/6/9/25/30/47/9/55/7. Footsteps had to be cut back to clear SR structure gauge. A not always successful Proportional Brake valve was fitted to enable a vacuum brake fitted pilot loco to control the train air brakes. The B-12s were already dual fitted. Train Crews and a GE fitter lived with the trains.	**Hornby** new tooling 2016 **PDK**28 kit **PDK**40 B-12/4 *kit* **PDK**41 B-12/1 & 2 4-6-0 (Valanced running plate). *kit* **Ace Products** *kit* **Cooper Craft** B-12 *kit*
Class B-17 4-6-0		**Hornby**. New model with both LNE & GE tender introduced in 2012. **Comet Models** LCP32 chassis pack **PDK**30 *kit* with GE tender **PDK**31 *kit* with Group Standard tender **Cornard** GE tender *kit* **DMR** *kit* choice of tenders
Class B-17/5 4-6-0	2859 (61659) *East Anglian* and 2870 (61670) *City of London*; streamlined	**Golden Arrow Models** resin body kit **Cooper Craft** body *kit*

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

Locomotive Class *(limited to classes where models have been/are available and/or class survived into BR ownership)*	**Prototype Notes** inc. records of non GER built loco types operating in East Anglia. www.brdatabase.info/ http://railuk.info/index.php	**Manufacturer & Model Notes**
		DMR *kit* **Dean Sidings** resin body *kit*
Class C-12 4-4-2T	4016, 67360, 67366, 67367, 67375, 67385, 67386, 67387, 67397: 4509 at Bishops Stortford 6/1939; 4016 Harwich branch 6/1939; 67367 at Sudbury c1955; 4534 at Saffron Walden; 67360 at Swaffham c1955; 67363 at Epping 8/1953; 67383 Beccles 9/1952;	**Wills** now **South Eastern Finecast** F141 *kit* **Craftsman** CRLK01 *kit* **ACE Products** *kit* **London Road Models** *kit* **Bill Bedford/Mousa Models** chassis *kit*
Class C-14 4-4-2T	6120/2/3/5-9/30 (6127/8/30 – 67447/8/50) at Ipswich at various times between 1936-51, when replaced by displaced L1 2-6-4T	**Ace Products** *kit* **OO Works**
Class D-1 4-4-0	Allocated to M&GN also worked King's Lynn to Dereham services during WW2 period.	
Class D-2 4-4-0	Allocated to M&GN	**London Road Models** LOCO88 (superheated) *kit* **London Road Models** LOCO87 (saturated) *kit* **Nu-Cast** WNC109 *kit* **Ace Products** *kit*
Class D-3 4-4-0	Allocated to M&GN	**M&L Premier** PK5 *kit*
Class D-9 4-4-0	Allocated to M&GN: 6022 allocated to Ipswich 1934-5. 6031 to Norwich and 6024 to March in 1935. 5113, 6016/24/5/7/31/40-2 to Peterborough East and 5109, 6015/8/35 to King's Lynn 1935-6.	**McGowan Models** *kit*
Class D14 4-4-0	All the class were rebuilt between 1919 and 1930 to D15	**Mousa Models** *kit*
Class D-15 & D-16 4-4-0		**PDK**9 D-16/3 wide rear splashers and decorative valancing *kit* **PDK**29 D-16/3 narrow rear splashers, plain valancing *kit* **Little Engines** *kit* **Mallard Models** now **Blacksmith** D-161/2/3.423101 *kit* GER/LNER/BR 3450 Gallon Tender *kit* **Golden Arrow** D-16/3 loco body only **Hornby** plain valance
Class E-4 2-4-0		**Stephen Poole** now **Nu-Cast** WSP125 *kit* **Alan Gibson** *kit.*
Class F-3 2-4-2T		**Cooper Craft** kit
Class F-4 2-4-2T		**Nu-Cast** NC122 kit **Alan Gibson** *kit.* **Jidenco** now **Falcon Brassworks** LK43 kit **Street Level Models** *3-piece kit.*
Class F-5 2-4-2T		**Stephen Poole** *kit* **Jidenco** now **Falcon Brassworks** LK44 *kit* **Alan Gibson** G4M27 *kit* **Street Level Models** *3-piece kit.*
Class F-6 2-4-2T		**Falcon Brassworks** LK89 *kit* **Alan Gibson** *kit.* **Street Level Models** 3-piece *kit*.
Class F-7 2-4-2T		**Alan Gibson** *kit.*
Class G-4 0-4-4T	8139 & 8105	
Class G-5 0-4-4T	7322 (to GE in 1948), 67269, 67279, 67322 at Bartlow July 1951; 8139 and 8105 at Saffron Walden 1937; 67279 at Saffron Walden 8/1952.: Yeadon identifies that three G-5s were sent to the GE Section from 1938 until 1956 to cover the Audley End to Bartlow service These were 2093/7322/67322; 1882/7279/67279; & 1780/7269/67269.	**Dave Alexander Models** DX404 *kit* **Nu-Cast** WNC103 *kit* **George Norton** now **London Road Models** LOCO62 *kit* **52F** *kit* chassis **TMC** (initial run excludes GE variant)
Class J-3 0-6-0	Allocated to M&GN	**London Road Models** LOCO83 *kit* **Nu-cast** *kit* NCO44 **Keyser's** *kit* L44

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

Locomotive Class *(limited to classes where models have been/are available and/or class survived into BR ownership)*	**Prototype Notes** inc. records of non GER built loco types operating in East Anglia. www.brdatabase.info/ http://railuk.info/index.php	**Manufacturer & Model Notes**
Class J-4 0-6-0	Allocated to M&GN. 64160 was the last M&GN engine to survive on the line and went for scrapping on 24/11/1951.	**London Road Models** LOCO84 *kit*
Class J-6 0-6-0	Allocated to M&GN	**George Norton** now **London Road Models** LOCO81 *kit* **Nu-cast** *kit* WNC108 **Ace Products** *kit*
Class J-10 0-6-0	541, 5678/80. 5805/7-9/11/5/23/37 were sent to Cambridge, Lowestoft, March, Norwich, and Peterborough c1927. 5829/5836 at Colchester. 5797/8, 5814/34/44 at Ipswich 1937 and 5118 at Cambridge. Most returned to GC Section by c1939 with delivery of new J-39s	**DJH Models** *kit*
Class J-11 0-6-0	Allocated to the M&GN. 26 allocated to GE Section c1937. Most returned to GC Section by c1939 with delivery of new J-39s	**Alan Gibson** *kit.* **BEC** *kit* **Bachmann**
Class J-15 0-6-0		**Stephen Poole/ Nu-Cast** *kit* NC124 **Alan Gibson** *kit.* **Hornby**
Class J-17 0-6-0	Norwich steam loco shed effectively closed on 31 March 1962 after the last steam loco at the shed (the now preserved GER G58 class 1217 (BR 65567) built 1905) worked part of the "RCTS (London Branch) Great Eastern Commemorative Steam Rail Tour". See http://www.sixbellsjunction.co.uk/	**PDK** 23 *kit* **BEC** *kit* **Stelfox** *kit*
Class J-19 0-6-0		**PDK**49 J-19/2 *kit*
Class J-20 0-6-0		**McGowan** *kit* Belpaire firebox **PDK**50 *kit* round-topped firebox
Class J-21 0-6-0	300, 432, 470, 806, 1569 and 1806 allocated to Norwich October 1935 but re-allocated away from GE Section between December 1936 and June 1937. Yeadon Vol 47A identifies Nos. 26; 289; 300; 432; 470; 806; 1569; & 1806 operating in GE Section between 1935 and 1947.	**Dave Alexander Models** DX402 *kit* **London Road Models** LOCO64 *kit* **Nu-cast** *kit* NC105 **Falcon Brassworks** LK88 *kit*
Class J-27 0-6-0	Yeadon Vol 47B. states fifteen of the class worked at March, Cambridge, Peterborough East, Langwith Junction & Ardsley between 1926 and 1942: Nos. 917; 1052; 1024 (1926-28), and Nos. 2341; 2350; 2354; 2357-62; 2387-89 (1926-40/42),	**Dave Alexander Models** *kit* **Dave Bradwell** *Kit* **52F** *kit* **chassis** **NuCast/South Eastern Finecast** *kit* **Oxford Rail**
Class J-39 0-6-0	Sample numbers on the GE: 64726, 64731, 64807, 64829; 64841;	**Bachmann** **Wills Finecast** now **South Eastern Finecast** F162 *kit* with LNER J-39/2 4200g tender **South Eastern Finecast** F172 *kit* with LNER J-39/1 3500g tender **Comet Models** LCP37 chassis pack **Dave Alexander Models** *kit* **Proscale** PS26 *kit*
Class J-50 0-6-0T	68950, 68963/5/7 & 68977 at Stratford. Norwich had an allocation of three between 1949 and 1960. 68905, 68924 (also photographed at Lowestoft shed) and?? 68905 at Norwich 15/06/1957.	**DJH** K98 *kit.* **Connoisseur Models** *kit* **Keyser's** *kit* **Kingdom** *kit* **Ace Products** *kit* **Hornby** **Lima**
Class J-65 0-6-0T		**Riceworks** now **London Road Models** LOCO120 *kit* **Connoisseur Models** *kit* **Street Level Models** *3-piece kit.*

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

Modelling the Railways of East Anglia in 4mm Scale

Locomotive Class *(limited to classes where models have been/are available and/or class survived into BR ownership)*	**Prototype Notes** inc. records of non GER built loco types operating in East Anglia. www.brdatabase.info/ http://railuk.info/index.php	**Manufacturer & Model Notes**
Class J-66 0-6-0T	Last of the class Stratford departmental shunter No.32 withdrawn on 16th September 1962 official last day of steam on GE Section.	
Class J-67/J-69 0-6-0T	Stratford departmental shunters J-69/2 nos.44 and 45 were withdrawn 16th September 1962 last official day of steam on the GE Section.	**SE Finecast** F147 *kit* **Riceworks** now **London Road Models** LOCO122 *kit* **Connoisseur Models** *kit* **Gladstone Models** *kit* **Ace Products** *kit* **CDC Design** 3D printed body
Class J-68 0-6-0T		**Riceworks** now **London Road Models** LOCO121 *kit* **Connoisseur Models** *kit* **CDC Design** 3D printed body
Class J-70 Tram 0-6-0T		**Keyser's** kits L7/TL1 *kit* **Nu-Cast** NC007 *kit* **Crownline** CK10 *kit* **Silver Fox Models -** Body *Kit* **Model Rail/Rapido** MR-204
Class J-72 0-6-0T	69012 and 69013 at Ipswich in 1950-52, see ***Yeadon Vol 43A***.	**Bachmann** new tooling **Comet Models LCP33** chassis pack **Keyser's** *kit* L6 **Bill Bedford/Mousa Models** chassis *kit* (P4) **Mainly Trains** MT248 etched chassis & detailing *kit.* **North Eastern** *Kit*
Class J-92 0-6-0CT crane tanks	Stratford Works cranes "B", "C" and "D" renumbered 68667-9, withdrawn by 1952.	
Class J-93 0-6-0T	68484/8/9 only three of the nine built for the M&GN survived into BR ownership; none received their BR number before scrapping	
Class K-1 2-6-0	Allocated to the GE Section: 62004/11-20, 62031-40, 62051-55; 62066-70	**Nu-Cast** NC135 *kit* **DMR** *kit* **David Bradwell** *kit* **Hornby**
Class K-1/1 2-6-0	61997 MacCalin Mor	**DMR** *kit*
Class K-2/2 2-6-0	4652, 4688. 1734 was the only GE allocated member of the class to be given full LNER livery post WW2. But the livery only lasted a short time as the loco ended up in a ditch at the back of Stratford shed and returned to traffic in black livery. Sample numbers on the GE: 61721, 61734/7/8, 61748, 61752/3/4/7/9, 61761/5/6/7, 61777/8, and 61780. 	**McGowan** *kit* **London Road Models** LOCO82 *kit* **Nu-Cast** WNC11 *kit* **Ace Products** *kit*
Class K-3 2-6-0	Sample numbers on the GE: 61801/5, 61810/5/7, 61820/7, 61830/1/4/5, 61840/4/6/7; 61849, 61860/4/6/9, 61873/7, 61880/6/7/8/9, 61893/5, 61918, 61921/6, 61938, 61940/2/6/7/8/9, 61953/4/7/8/9, 61861/2, 61970/1/3, 61981/9; 61815 worked up through Southminster business train 19/12/1950;	**Bachmann** **Wills Finecast** now **South Eastern Finecast** F161 *kit* and **South Eastern Finecast** SE161S *kit* **Ace Products** *kit*

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

Locomotive Class *(limited to classes where models have been/are available and/or class survived into BR ownership)*	**Prototype Notes** inc. records of non GER built loco types operating in East Anglia. www.brdatabase.info/ http://railuk.info/index.php	**Manufacturer & Model Notes**
Class K-5 2-6-0	61863 Only member of the class	
Class L-1 2-6-4T	The last steam suburban train services were on Sunday 20/11/1960 and 67735 on six bogies operated the 9.36pm from London Liverpool Street to Hertford East.	**ABS Models** L581 *kit* **DMR** *kit* **Hornby** **East Coast Joint Models**
Class N-2 0-6-2T	69552 Manningtree; 69551 at Parkeston 1954: 69555 and 69558 at Colchester in 1955; 69546 at Epping/Ongar 8/1956. 69550 Colchester 1950s. 69561 Manningtree 9/1956	**Mainline** now **Hornby.** **Dave Bradwell** Chassis *kit* (EM & P4) **Comet Models** LCP34 chassis pack
Class N-5 0-6-2T	5535 at Stratford Jan-Mar 1935, 5913 at Ipswich May 1938, 69257 ex-Neasden at Stratford (for Southminster branch) October 1954 and again (for Epping-Ongar) 1955	**Miliholme Models** MM6 *kit* **McGowan Models** MCG23 *kit* **South Eastern Finecast** *kit* F207 (Judith Edge kits 'detailing pack')
Class N-7 0-6-2T	The last steam suburban train services were on Sunday 20/11/1960. The very last up and down workings were the 8.55pm from Hertford East to Liverpool Street hauled by 69718 on one van and six bogies and the 10.25pm Liverpool Street to Hertford East hauled by 69685 on three bogies, which departed late from platform 8 at 10.52pm. 	**Wills Finecast** now **South Eastern Finecast** F165 *kit* **Connoisseur Models** *kit* **Stelfox** *kit* **Dean Sidings** *kit* **Ace Products** *kit* **Oxford Rail**
Class O-4 and Thompson rebuild to Class O-1	In 1919-21, surplus 2-8-0s were loaned to the GER. According to J.W.P. Rowledge, ***Heavy Goods Engines of the War Department, Volume 1, ROD 2-8-0.*** "By mid-1920, 40 were at work on the GN&GE Joint, being allocated to March, Lincoln and Doncaster. Due to loading gauge restrictions, they could not be used elsewhere else on the GER and whenever they were repaired at Stratford Works it was necessary to remove the chimney and tow them "dead". The ROD numbers of the 44 engines (used on the GE), all of which had seen service in France, were: 1602/3/10/4/9/22/6/30/63/76/7/83/4/6,1713,1833/9/61/6/9/73/6/9/81/93/4,1906/7/11/3/4/20/1/4/5/9/31/9/42/53/4/62/74/93. After withdrawal by the GER the locos were sent to Aintree and Queensferry." Shed allocations and sample numbers on the GE: (Class O-1 shown underlined): **CAMBRIDGE – 1948**: 63704 63705 63708 63718 63724 63730 63779 63836 63839 63880 63897 63898 63904 63913**. IPSWICH – 1959:** 63872. **MARCH – 1948**: 63653 63658 63701 63792 63867. – **1951**: 63701 63704 63730 63897. – **1959:** 63571 63590 63596 63619 63630 63646 63650 63652 63663 63670 63678 63687 63725 63746 63773 63780 63784 63786 63795 63803 63868 63879 63887 63890. – **1960**: 63687 63725 63746 63780 63786 63803 63868 63872 63879 63887 63890. – **1962:** 63687 63725 63746 63780 63786 63803 63868 63872 63879 63887 63890. – **1963:** 63594 63725 63746 63872 63879. *Trains Illustrated*: 63650 arrived at Norwich on a freight from March 29/07/1957. 63786 worked to Norwich 7/5/60; photos of 63784 at St Ives; 63867 up freight at Colchester. 6313 Trumpington 1930s; 6204 Gt. Chesterford 1935; E3913 Cambridge 25/3/48; 63590 March 4/60; 63650 Stratford 7/5/61; 63687 on a rare Lowestoft-Ipswich working at Halesworth 1960 also photographed at Norwich 24/06/1960; 63786 Whitemoor-Norwich freight at Thetford 7/5/60; 63890 at March 4/1960; 63890 March 04/1960; 63590 March 4/1960;	**Nu-Cast** *kit* NC119 **Little Engines** *kit* **Bachmann** O-4 **Proscale** *kit* **Falcon Brassworks** *kit* **Keyser's** *kit* L? **Falcon Brassworks** LK287 *kit* **Proscale** PS10 *kit* **Hornby** O-1 **Bachmann O4** ROD condition
Class Q-1 0-8-0T	9926 Cambridge 1948/9 March until 10/1950	**Millholme MM13** *kit*
Class Q-6 0-8-0	Members of the class were seen as far south as Colwick, Lincoln, March &	**Dave Alexander** white metal *kit*

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

Locomotive Class *(limited to classes where models have been/are available and/or class survived into BR ownership)*	**Prototype Notes** inc. records of non GER built loco types operating in East Anglia. www.brdatabase.info/ http://railuk.info/index.php	**Manufacturer & Model Notes**
	Peterborough.	**Hornby**
Class S-1 0-8-4T	9902 9903 March Hump shunters 1932-1948/9	
Class T-1 4-8-0T	1355 1356 1656 March Hump shunters 3/1929- 4/1934	**Little Engines** *kit*
Class V-1 & V-3 2-6-2T	Fifteen allocated to the GE Section during 1938-9. Re-allocated away from the GE Section 1948-52. Vacuum braked 407, 420/4 at Norwich, dual braked 447/8/51/69/72/78/83/5/91/6 at Stratford, dual braked 488/90 at King's Lynn. 448 at Bishops Stortford 6/1939;	**Bachmann** **Nu-Cast** *kit* NC136 **Worsley Works Group** *kit* **Ace Products** *kit*
Class Y-1 0-4-0T	The original (LNE 8400/7772/68130/Departmental 37) was purchased by the LNER in 1926 for duties at Lowestoft harbour and was quite different from all the later ones of either Y-1 or Y-3 class and would appear not covered by the Dapol/***Model Rail Magazine*** model. In 1926 the LNER purchased four more, 8401 sent to Lowestoft (North Beach) Sleeper Depot. A further two were purchased in 1927, 8402 for Temple Mills Wagon Works, Stratford.	**Nu-Cast** *kit* NC120a **Dapol/Model Rail Magazine**
Class Y-3 0-4-0T	Delivery began in 9/1930: Cambridge 60/1; Stratford 62; Colchester 63/4; Norwich 65, 78. Subsequent shed transfers were numerous. Locos put into store at the outbreak of WW2 due to the glare from the chimney. Allocated to Lowestoft: 68168, 68173, 68177, 68178: Stratford 68174	**Walsworth Models** *kit* **Dapol/*Model Rail Magazine*** **Crownline** *kit*
Class Y-4 0-4-0T	Allocated to Stratford: 68125, 68126, 68127, 68128, and 68129 (No.33). Works 'pot' No.33 was the last steam engine to work in the southern part of the former GER, lasting until December 1963, after which it was sent to A. King's small yard at Poplar for scrap, being photographed there still intact 3/64.	
Class Y-5 0-4-0ST	Allocated to Stratford: 68081 	**High Level Models** *kit* **Stephen Poole/Nu-Cast** NC123 *kit*
Class Y-6 0-4-0T	Allocated to King's Lynn (for W&U): 68082 & 68083. 	**Silver Fox Models** *kit* **Connoisseur Models** *kit* **D&S Models** DS123 *kit* **Engineers Emporium** (live steam) **Recreation21** (3D body & interior)
Class Y-7 0-4-0T	Allocated to Stratford: 68088,	**Connoisseur Models** *kit* **Nu-Cast** *kit* WNC117
Class Y-10 0-4-0T	Double Sentinel Allocated to Yarmouth ST 68186 & 68187	**Impetus** now **Karlgarin Models** *kit*
Clayton Wagon Co steam railcar	61999 *Transit* allocated Lowestoft 6/1928, renumbered 43305 8/1934; 42 *Chevy Chase* allocated Norwich 8/1929, renumbered 43302 1/1934; 43303	

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

Locomotive Class *(limited to classes where models have been/are available and/or class survived into BR ownership)*	**Prototype Notes** inc. records of non GER built loco types operating in East Anglia. www.brdatabase.info/ http://railuk.info/index.php	**Manufacturer & Model Notes**
	Railway allocated Norwich 5/1930; 44 *Bang Up* allocated Lowestoft 5/1930, renumbered 43304 8/1930. All withdrawn Jan/Feb 1937.	
Sentinel steam railcar	The first two Sentinel Railcars 12E (#43306) and 13E (#43307) were allocated to Norwich and Cambridge. #13E is known to have run trials on local branches before joining #12E at Norwich in 9/1925. Both operated local services to Lowestoft until 1930, when Clayton Steam Railcars replaced them. *Hope* was the last in service being withdrawn in 1948.	**Nu-Cast** *kit* NC119 re-released by **South Eastern Finecast**
Standard BR Classes		
Class 7MT 4-6-2 Britannia 70000-70054	70053 *Moray Firth* worked on the GE in November 1959; the loco was used on high-speed trials as none of the GE *Britannia's* were fitted with speedometers. The loco had the larger BR1D tender, which was fitted with a coal pusher. Liveries: 70016 *Ariel* was photographed with the new crest in June 1956 and a note that the crest was introduced generally in early 1957, with the first ER application in April. Driver George Lown and Fireman Mick Shields worked the last steam hauled Hook Continental, in 10/1961; the engine was 70008 *Black Prince* and she (he!) had worked a Clacton up which the Parkeston men took over at Colchester.	**Hornby** **DJH** K41 *kit* **Comet Models** LCP40 chassis pack *kit* **Comet Models** LDP01 detailing *kit*
Class 6P 4-6-2 *Clan* 72000-72009	72009 *Clan Stewart* was used on the GE for a trial period from 10 September to 21 October 1958.	**Hornby** (*Clan Stewart* R3996) **Golden Arrow Models** *resin body kit* **Comet Models** LDP01 detailing *kit*
Class 5 4-6-0 73000-73171	Two of the class, 73000 & 73002 were loaned to the GE when the Britannia's were under modification in late 1951/early 1952. 73000 was photographed at Claydon Station 24/02/1952 and 73000 photographed on the down "Norfolkman". Other sightings of the class in East Anglia all related to excursion traffic or King's Cross-Cambridge services.	**Bachmann** **Alan Gibson** *kit* **DJH** *kit* **Comet Models** LDP02 detailing *kit*
Class 4MT 4-6-0 75000-75079	Mainly seen on the GE Section on excursion trains, working from Bedford and Bletchley sheds. E.g., 75059 at Norwich 3/1960; 75040 at King's Lynn 6/1960; 75060 Ipswich 12/1960.	**Bachmann** **Hornby** **Comet Models** LDP03 detailing *kit* **Comet Models** LCP41 chassis
Class 4MT 2-6-0 76000-76114	76030 to 76034 were allocated new to Stratford in 1953. Note they had cut-outs in both cab sides for fitting of tablet catchers, which suggests they were originally planned for the M&GN Section. They were later moved to Cambridge and March sheds, before moving to Brighton shed at the end of steam on the GE. Photographs: 76033 at Walton-on-the-Naze. 76034 at 30A (1955), 76031 at March, 76032 at Shenfield 1955. 76041 Epping/Ongar 8/1956	**Airfix** now **Dapol** *kit* **Bachmann** **DJH** Ref K60 *kit* **Comet Models** LCP46 chassis pack *kit* **Comet Models** LDP03 detailing kit **Modern Traction Kit** SCGSC7 kit
Class 2MT 2-6-0 78000-78064	78022-5 & 27 were allocated to Stratford shed on 29 July 1962 before being transferred to March on closure of Stratford in September 1962. They moved away from March in December 1962 to LMR or NER. It appears they were never used whilst at Stratford albeit A E Bennett photograph of 78022 light engine at Stratford Low Level on 11/8/62. 78020 (allocated Kettering) in Cambridge north bay on 28/08/57.	**DJH** Ref K92 *kit* **Comet Models** LDP03 detailing *kit* **Hornby** due 2021
Class 4MT 2-6-4T 80000-80154	80069-80, 80096-105, 80131-6 on LTS Section. Some of the LTS locos moved to GE Section at Stratford e.g., 80074 seen at Rodham Jun with 1.45pm SO Yarmouth Vauxhall-Cambridge express; 80075 at Liverpool Street on a Southend parcels train;	**Bachmann** **Comet Models** LDP04 detailing *kit* **Comet Models** LCP42 chassis pack *kit*
Class WD 2-8-0 90000-90732	At Colchester in 1950: 90029, 90085, 90191, 90304, 90431, 90443, 90471, 90477, 90508, 90522, 90732 *Vulcan*	**Bachmann** **DJH** *kit* K38 **Dave Bradwell** *kit*
Class 9F 2-10-0 92000-92250	92013 was the first of the class allocated to the GE (March shed) in 4/1954 but went straight on loan to Rugby Test Plant. 92010/1/2/4 went to March shed and in June started working trails to Cambridge, Temple Mills and Stratford. 92014 was transferred to Stratford shed in August 1954. The locomotives were restricted on the GE to the Whitemoor-Temple Mills route via Ely and were permitted between Temple Mills and Stratford shed. Maximum permitted speed was 50mph throughout. They were permitted to run from Ely to Haughley; however, there would have been little point and	**Bachmann** **Model Loco** *kit* **Comet Models** LDP05 detailing *kit* **Comet Models** LCP43 chassis pack *kit* **Hornby** new model announced 2021

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

Locomotive Class *(limited to classes where models have been/are available and/or class survived into BR ownership)*	**Prototype Notes** inc. records of non GER built loco types operating in East Anglia. www.brdatabase.info/ http://railuk.info/index.php	**Manufacturer & Model Notes**
	no records exist of them working this line. By 3/1955 eight of the class were at March but had been relocated by 6/1957. Only known passenger working on the GE 7 9/1955, when 92044 worked the 10.52 Bishop's Stortford to Cambridge service, no doubt due to a loco failure.	
London Midland & Scottish Region		
Ivatt 2F 2-6-2T 41200-41329	41200 lettered LMS and allocated to Ipswich summers 1949-1950 	**Bachmann** **Comet Models** LK16 Loco *kit* & chassis pack LCP11
LTSR No 1 class 4-4-2T		**London Road Models**
LTSR 3P 4-4-2T Intermediate class 41910-41926	In 1956 the GE Section was short of locos, so with the electrification of the LTS a few (e.g., 41936, 41949 & 41975) of this type were transferred to Stratford and Colchester. *41949 and 41975 both worked at Colchester and would have inevitably worked to Clacton. They did a good job at Colchester and they were fitted by us, initially without the CMEE's authority, at Stratford with the GE pattern injectors which took the place of the excellent lifting injectors used on the LT&S men but difficult to work unless you knew their little ways which our GE men did not feel inclined to learn on what had become very run-down engines. So, we did our own conversion from which the LM ultimately benefited* (*RNH*). 41949 Wivenhoe 7/1956	**Cotswold** now **AutoCom (Nu-Cast)** *kit* **Ace Products** *kit* **Street Level Models** *4-piece kit*
Fairburn 4P 2-6-4T 42050-299 & 42673-99	42221 worked experimentally from Norwich for a few months in 1954. Class used on LTS Section, sample numbers 42218-21, 42223/4, 42226/7, 42254/5 and 42257.	**Bachmann** **Alan Gibson** *kit.*
Stanier 3-cyl 4P 2-6-4T 42500-36	All on LTS	**South Eastern Finecast** *bodyline kit*
Ivatt 4MT 2-6-0 43000-43161	Ivatt 43xxx number series. Used on M&GN later moved to GE Section. E.g., 43153 on 12.10 Clacton to Sheffield Summer Saturday train 5 9/1959. Unidentified member of class on "Butlins Express" Colchester 5/09/1959. 43087 and 43088 to Colchester in 1958. 43087/8/9 on the 'Clare Goods' from Cambridge on three days in 1959; 43149 to Sudbury in 1960.	**Bachmann** **Falcon Brassworks** LK40 *kit* **Miliholme Models** *kit* **DJH** *kit* **PDK**7 *kit*
MR 4F 0-6-0 44027-44606		**Brassmasters** L107 *kit* **Comet Models** LCP6 *kit* **Airfix** now **Hornby** **Alan Gibson** *kit.* **South Eastern Finecast** *kit* **Bachmann**
LMSR Class 5 4-6-0	Worked excursion traffic on both LTS and GE Sections. Photograph of 44876 (Aston Birmingham) probably Summer 1960 on the Class H freight train 5:13 am ex Colchester Empties to Whitemoor, going through Lavenham towards Bury St Edmunds. The working seemed to call at most stations between Colchester and Bury St Edmunds via Long Melford, presumably to collect any empty wagons. Long Melford to Bury St Edmunds was RA5 and the Black 5 is RA7, so it should not have been there! 44663 Clacton-Watford excursion at Colchester 8/1950. Steam working to Cambridge was rare after the removal of the turntable in 7/1962 and stopped with the closure of Bletchley shed on	**Hornby** **DJH** *kit* **Comet Models** *kit* LK14 (Caprotti)

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

Locomotive Class *(limited to classes where models have been/are available and/or class survived into BR ownership)*	**Prototype Notes** inc. records of non GER built loco types operating in East Anglia. www.brdatabase.info/ http://railuk.info/index.php	**Manufacturer & Model Notes**
	15/07/1965. Does the photo of 45292 at Cambridge on 11/03/1965 record the 'last' steam working to Cambridge? Tony Kirby recorded 45292 on 11/03/65 taking water outside Cambridge shed.	
LMSR 2MT 2-6-0	46468/9 at Colchester, 46465-7 at Cambridge. These were Darlington built examples with narrower chimneys. 46494 at Bury St Edmunds 5/1961.	**Hornby** **Bachmann** **Comet Models** LK16 *kit* **PDK** 7 *kit* **Falcon Brassworks** LK40/ LK226 *kits*
LMSR 3F 0-6-0 Fowler Jinty 47260-681	e.g., 47328 47351 on LTS; 47449 at Stratford 6/7/1948.	**Bachmann** **Alan Gibson** *kit.*
LMSR Class 8F 2-8-0	March (Whitemoor) was the last former GE loco shed to close to steam operation in the first week of December 1963. However, on 6/12/63 48750 worked a cattle train from March to Trowse (Norwich) cattle yard and therefore probably had the "honour" of working the last BR steam train in East Anglia. Apparently, March did not have a suitable diesel loco and as cattle trains cannot be delayed, the 8F was used. 48750 was a Darlington built LNER O-6, to traffic 8/1946 and transferred to the LMS 10/1947, so it was a particularly apt loco for the last train! A photograph has been published in the *Bury Free Press* of 48018 passing through Bury St Edmunds in March 1962 on what is described in the caption as 'a special freight to Leiston' and the load in the first wagon appears to be concrete blocks. David Scudamore photographed 48360 at Cambridge on 19/06/65 on the remains of the shed yard where it went for watering before returning to Bletchley light engine.	**Hornby** **DJH** *kit* **Comet Models** *kit* LK5
Southern Region		
SR Bulleid light West Country/Battle of Britain Pacific	Following allocated to the GE Section and there was a huge variety of differences from one to another c1952, principal identifying features being: Chimney without a fairing/piece of sheeting behind the chimney; Three safety valves ahead of the 'dome'; No speedo drive; Small fairings between the cylinders and the buffer beam. From 34071 onwards the cabs and tenders where 9' wide, earlier members of the class had 8'6" wide cab and 8'6" high sided tender. Cutting down of tenders did not take place until after the locos returned to the SR. <u>8'6" wide cab and 8'6" high sided tender</u> Period 04/1949-5/1949 • 34059 *Sir Archibald Sinclair* Period 05/1951-1/1952 • 34039 *Boscastle:* 34057 *Biggin Hill*; and 34065 *Hurricane. (Suitable Hornby donors for 34057 Biggin Hill during its time on the GE are 34030 Watersmeet and 34042 Dorchester.)* <u>Cabs and tenders 9' wide</u> Period 10/1951-12/1951 • 34089 *602 Squadron* Period 10/1951-4/1952 • 34076 *41 Squadron* ***Photos:*** 34039 at Beccles bank 8/1950. 34039 Stratford 8/05/1951. 34057 at Lakenham bank 21/07/1951. 34065 at Broxbourne 18/06/1952. 34059 Norwich 18/05/1949. 34057 Norwich 21/10/1951. 34059 Clacton 1949. **General workings** London-Norwich/Yarmouth ST/Parkeston/Clacton via Ipswich and on one occasion 34059 Ipswich to Bury St Edmunds return with 6-coach local. Because of lack of water scoops they spent a lot of time on the London-Cambridge line. Friday 15/08/1958 may have been the last instance of an SR light Pacific running over the GE with a through working from Dover Marine to Parkeston Quay. Presumed a Forces special, the details of the diagram are WC 4-6-2	**DJH** K85 *kit* **Hornby** **Comet Models** LCP51 chassis pack **PDK**3 and 3a *kits* **R3525 Hornby** Battle of Britain Class R3525: S21C159 "*Sir Archibald Sinclair*" in SR Malachite Green livery some modification to livery is needed as shown in photo below. .

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

Locomotive Class *(limited to classes where models have been/are available and/or class survived into BR ownership)*	**Prototype Notes** inc. records of non GER built loco types operating in East Anglia. www.brdatabase.info/ http://railuk.info/index.php	**Manufacturer & Model Notes**
	34066 (fully coaled), Dover Loco 12.45, Dover Marine 13.05, Parkeston Quay 18.28, 19.35 Parkeston Quay - Eardley 23.37, ECS Light to Stewarts Lane.	
Western Region		
94XX Class 0-6-0 pannier tank	9401 was allocated to Stratford 1/57 to 8/57 for trials in Temple Mills Marshalling Yards, London. Reported engaged on shunting duties at Bishopsgate and Spitalfields goods depots.	**Graham Farish** **Lima** **South Eastern Finecast** SEF 186 *kit* **Bachmann/Locomotion**

1.2 Diesel Locomotives

TOPS Class/Builder	**Prototype Notes** see: www.brdatabase.info http://railuk.info/index.php	**Manufacturer & Model Notes**
Class Y-11 Petrol Electric 0-4-0 Introduced 1919 15097-15099.	Built by Motor Rail & Tram Company, Simplex Works, Bedford. The GER purchased works no. 1931 (LNER 8430, re-numbered 8188, BR 15098 and 68188) in 1919. Allocated to Lowestoft it moved to Brentwood in September 1925 and carried the name *Peggy* after the horse it replaced, although the name had disappeared by 1933. Only two excursions from the Brentwood goods yard are recorded, to detach a van with a hot axle-box from a passenger train (date unknown) and the other was to help with electrification of the GE Main Line in/around 1951. 8431 (Works no. 2037) was purchased by the NBR in 1921 and transferred from Kelso to Ware in August 1928, although the transfer only became official in 1930 when it was given the number 8431 (BR 15099). Both were withdrawn at the end of 1956. The third loco was purchased by the LNER second-hand in 1925 and worked at Greenland Creosote Works, West Hartlepool, becoming BR 15097 and withdrawn in 1950.	**Impetus** now **Karlgarin Models** *kit*
Class J45 later DES1 LNER 0-6-0 diesel-electric 8000-3 (15000-3) built 1944	First allocated to Stratford Temple Mills, later Goodmayes but from 1945 March Whitemoor until 1966, when moved to Crewe.	
Class DES2 Brush 0-6-0 15004 built 1949	15004 to Stratford in 1948 then March 1949 until moving to Hornsey in 1951. March again in 1952-6 and to New England.	
Hunslet 0-4-0DM DY1 Introduced 1956 11500/2 (D2950-D2952)	The three members of the class allocated to Ipswich until 1966	**Silver Fox kit** **A1 Models kit** **Old Time Workshop kit**
Ruston & Hornsby 0-4-0 11507/8 (D2957/8) introduced 1956	For a period, both allocated to Stratford	**Judith Edge** *kit*
English Electric prototypes built in 1957. D0226/7	D0226 & D0227 were two prototype engines built to the same design with one having electric transmission and the other having hydraulic transmission (no. D0227'). Both were tested at Stratford	
North British 0-4-0 D2900-13 introduced 1958	D2900-7 allocated to Devons Road and Stratford.	
Brush shunter 0-4-0 Introduced 1960 D2999.		
Class 01 Barclay 0-4-0DM Introduced 1956 11503-6 (D2953-D2956)	11503-6 initially allocated to Stratford	**Judith Edge Kits**
Class 03 British Railways 0-6-0DM Introduced 1957 D2000-D2199 & D2372-D2399	Photographs: D2034 Beccles-Bungay freight 3/64. D2035 Thetford-Watton freight 3/64. D2019 at Yarmouth.	**Modern Traction Kits** D23 **Replica/Mainline** **Bachmann**
Class 04 Drewry 0-6-0DM	Photographs: D2201 at Wisbech. The 04's used in the Norwich, Yarmouth &	**Bachmann**

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

TOPS Class/Builder	Prototype Notes see: www.brdatabase.info http://railuk.info/index.php	Manufacturer & Model Notes
Introduced 1952 D2200-D2340	Lowestoft areas in the 1950s were as follows: **11103 (D2203)** Yarmouth Vaux 10/54–12/59; Nch 4/60-2/63**. 11111 (D2210)** Yar 4/57–7/57; Nch 5/58–12/59; Yar 5/60–6/61; Low 6/61- /62; Nch 2/63–/65 & /68–/70. **11113 (D2212)** Yar 4/59–6/61; Nch 2/63; Yar /68–/70. **11115 (D2214)** Nch 5/58–2/63. **11124 (D2218)** Nch 11/55–3/56. **11125 (D2219)** Nch 11/55– /63. There were two different types of front cab window. The very early ones had simple rectangles as opposed to the contoured type. The contoured style was fitted to **D2211 (11112).** There are two types of cab side window. Single side window fitted to the first batches delivered 1952-54 **D2200-14 (11100-03 & 11105-15).** All later locos had double side windows. Early locos had four section bonnets, with four handrails, later locos had three section bonnets and three handrails. **D2200-59 (originally in the block 11100-11229)** were delivered with the 11XXX number and in black livery. D2260 onwards were numbered in the D22XX series when delivered and in green livery. Renumbering was between May 1958 and November 1963. D2200-14 had 3ft 3in wheels, D2215-73 & D2340 had 3ft 6in wheels and D2274-D2339 had 3ft 7in wheels. Early locos had flattened oval buffers, then oval buffers and then round. Initially the early locos had no exhaust stack, a thin pipe was later added to these and some were fitted with the inverted cone stack that was fitted from new to later locos. Initially a whistle was fitted horizontally parallel to and almost centrally to the cab front; later locos had a horn fitted perpendicularly to the cab front.	**Modern Traction Kits** D37 **Vulcan** later **Alan Gibson** *kit* **Dapol** kit C60 **Sparkshot Custom Creations** 3D printed parts for tram version.
Class 05 Hunslet/Gardner 0-6-0DM Introduced 1955 D2550-D2573	Photographs: D2558 working block freight train Ditchingham 12/64. D2559 Ditchingham Station c1965. 11136/43 (D2550/7) to East Anglia 10/1955 – 08/1956. 11161/76 (D2558/73) to East Anglia 10/1956– 01/1958 	**Judith Edge** *kit* **Silver Fox Models** *kit or r-t-r* **Old Time Workshop** *kit*
Class 08/09/10 British Railways 0-6-0DE Introduced 1953 13000-13336 later D3000-D4192		**Bachmann** Numerous models of this class have been produced by **Tri-ang**, **Hornby Dublo**, **LIMA,** and **Hornby**
Class 11 LMS/British Railways 0-6-0DE Introduced 1945 12033-12138.		**Lima** **Model Rail/Heljan** due 2021
Class 15 British Thomson-Houston Type 1 Bo-Bo Introduced 1957 D8200-D8243	D8200 entered traffic 10/11/57 and D8201-9 during 1958 and D8210-9 entered traffic in 1959/60; ten were initially allocated to Ipswich, six to Norwich, eleven to Stratford and nine to March. Dr I Allen photographed D8224 at Harleston and D8205 (with number on front) at Whitlingham Jn., neither of which have yellow warning panels, so presumably date from late 1950s? D8204 (number on front and no yellow warning panel) at Norwich on Yarmouth excursion 24 June 1960. D8205 Norwich 3/1960 no number on front.	**Dave Alexander Models** *kit* **TechCAD** *kit* **Heljan**
Class 16 NBL/Paxman Type 1 Bo-Bo Introduced 1958 D8400-D8409.	The book ***Diesel Pioneers*** D.N. Clough has good information and photos of class members at Stratford, Doncaster (test trains run to Grantham), on the Brighton line crossing Ouse Viaduct and at Woodford. Photo of D8405 07/06/1959 on Hertford East to Southend Sunday excursion in ***Aspects of East Anglian Diesels - The Early Years Part 1*** J.D. Mann. Known to have worked the Southminster Branch.	**Dave Alexander Models** *kit* **Heljan**
Class 20 English Electric Type 2 Bo-Bo Introduced 1957 D8000-98 & D8300-	The class was generally not allocated to the GE Section until c1971 after the withdrawal of the Class 15. They are currently (2012) regularly used by DRS on nuclear flask trains from Leiston and were used on the Southminster	Numerous models of this class have been produced by **Wrenn**, **Hornby Dublo**, **LIMA,** and **Bachmann**

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

TOPS Class/Builder	Prototype Notes see: www.brdatabase.info http://railuk.info/index.php	Manufacturer & Model Notes
27	branch until Bradwell Nuclear Power Station closed in 2006. See ***Model Rail*** July 2007 and according to the article D8035-44 were sent to Norwich in September 1959, but their stay was short lived moving away by November. Photographs: D8000 at Stratford 8/57 on cross London freight.	
Class 24/25 British Railways Type 2 Bo-Bo Introduced 1958 D5000-D5299 & D7500-D7677	.....the Bachmann model can represent all the locos from D5000-D5113. From D5114 they started turning them out with four-character headcode boxes and a different roof. D5177 onwards additionally had air horn mountings faired into the sides of the boxes. D5233-99, D7500-67/98-677 had a modified body with no end gangways, full depth central cab windows, and sides with the small grilles at shoulder level. Photographs: D5049 Norwich 1960. D5036 stock train Wickham Market 9/59. The Class 25 never regularly worked in East Anglia except on summer Saturdays, when they usually appeared on the Derby and Walsall through trains to Yarmouth, double headed e.g., D7517 and D7524 being recorded.	**Bachmann** **Modern Traction Kits** D4 **DJH** *kit* K88 **Silver Fox** *kit* **Craftsman –** detailing *kit* DK8 for Hornby Class 25 and DK9 Class 25 to Class 24. **Heljan** **Suttons Locomotive Works**
Class 21/29 North British Type 2 Bo-Bo Introduced 1959 D6100-D6157	When new, D6100-9 were allocated to 34B Hornsey, D6110-9 to 30A Stratford and D6120-37 to 32B Ipswich. D6127 delivered new on 06/10/1959, to Scotland (Eastfield 65A) on 07/05/1960. The last 20 of the class were delivered new to Kittybrewster. In 1960 they were all transferred to Scotland, some from 1963 returning to Paxman at Colchester for new engines and became **Class 29**. Recorded on the GE: D6103, D6112, D6117 on Framlingham branch and D6120.	**Hornby** (Class 29) **Playcraft/Jouef**. J8911 **Dapol**
Class 30/31 Brush Type 2 A1A-A1A Introduced 1957 D5500-D5862	Livery as delivered: **D5500 - 5519** - Holly Green, which is generally known as Brunswick. The roof was grey with a brown tinge and the body stripes and window surrounds were Duck Egg Blue. They carried the small emblems, both facing the No.1 end. All carried the disc body style. This batch, on their first overhaul with a repaint, lost their Duck Egg Blue window surrounds for green. The numbers were opposite each other at the No.1 end only, the `D`s not having a serif. The first alteration was to have the numbers applied to all four corners and the serif applied to the `D`s. **D5520 - 5529** - These were delivered in the same green with Duck Egg Blue body stripes, but the window surrounds were painted green. The numbers were applied to all four corners and again the small emblems faced the No.1 end. **D5530 onwards** - The same green was applied but the stripes became light grey with a tinge of cream. The numbers were applied on all four corners and the small emblems now faced left on both sides. Within this batch, some early versions were disc style, due to the lack of the four-character headcode box shortage. 1960 brought about the addition of overhead warning flashes, after a fireman was badly burnt in an incident at Clacton. In 1962 small yellow warning panels started to appear. **D5578/9** were experimentally painted golden ochre, with grey stripes and roof and French Blue livery, which did not have body stripes or a grey roof. The prototype batch D5500-19 had no louvres in the doors in the centre of the bodysides. The first headcode box fitted Class 31 to enter traffic was D5530 which went to March on 14/5/59, followed by D5531 which went to Stratford on 21/5/59. Although a few of the later locos (random numbers up to D5562) emerged without the headcode box, a good number of headcode fitted locos were in service locally before the end of 1959 and the bulk of these were allocated to Ipswich. Photographs: D5500 Snape Jn. on Halesworth milk train 10/59. D5527/33 Lowestoft 8/59. D5544 Wickham Market 9/59. D5533 Melton Constable 8/59.	**Hornby**. Airfix, LIMA and Tri-ang have produced numerous models of this class**.**
Class 37 English Electric Type 3 Co-Co Introduced 1961 D6600-D6999	The first EE Type 3 had split head-code panels and went to East Anglia. Initially they ran in green without a yellow warning panel, but photos of them in this condition seem to be few and far between. I have one of D6729 taken on 28/9/1962. In ***Aspects of East Anglian Diesels Part 1*** there is a photo of D6721 taken on 8 June 1962 again without a yellow panel. Interestingly in Brian Morrison's book the ***Power of the 37s*** he states that all from D6720 on were delivered with yellow panels, the only picture in the book of a loco without a yellow panel is an official BR portrait of D6713. There is a picture of D6736 taken on 16 June 1962 with a yellow panel so probably delivered with the panel. Photographs: D6700 Wickham Market 10/68.	**LIMA, Tri-ang, LIMA.** **Hornby**. **Bachmann** **ViTrain Models** **Craftsman** detailing pack for Hornby model DK1 and DK2. **Accurascale**
Class 40 EE Type 4 1Co-	Photographs: D200 Oulton Broad South summer 1961. Ten of the class were	**LIMA**

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

TOPS Class/Builder	Prototype Notes see: www.brdatabase.info http://railuk.info/index.php	Manufacturer & Model Notes
Co1 Introduced 1958 D200-D399	initially allocated to the Eastern Region as follows: - **D200** 3/58 Stratford, 6/59 Norwich, 11/59 Stratford, 4/66 Ipswich, 1/67 March 5/67 Ipswich and 8/67 LMR. **D201** 3/58 Stratford, 5/58 Hornsey, 4/60 Finsbury Park, 6/61 Stratford, 4/66 Ipswich, 1/67 Finsbury Park, 2/67 Ipswich and 8/67 LMR. **D202** 4/58 Stratford, 6/59 Norwich, 11/59 Stratford, 4/66 Ipswich and 8/67 LMR. **D203** 5/58 Stratford, 6/59 Norwich, 11/59 Stratford, 4/66 Ipswich, 8/66 Doncaster, 10/66 Ipswich and 8/67 LMR. **D204** 5/58 Stratford, 6/59 Norwich, 11/59 Stratford, 4/66 Ipswich and 8/67 LMR. **D205** 6/58 Stratford, 6/59 Norwich, 11/59 Stratford, 4/66 Ipswich and 8/67 LMR. **D206** 7/58 Hornsey, 4/60 Finsbury Park, 6/61 Stratford, 4/66 Ipswich, 7/67 Wath and 8/67 LMR. **D207** 7/58 Hornsey, 4/60 Finsbury Park, 6/61 Stratford, 4/66 Ipswich and 8/67 LMR. **D208** 8/58 Hornsey, 4/60 Finsbury Park, 9/61 Stratford, 4/66 Ipswich, 10/66 Finsbury Park, 11/66 Ipswich and 8/67 LMR. **D209** 9/58 Hornsey, 4/60 Finsbury Park, 9/61 Stratford, 4/66 Ipswich and 8/67 LMR. ***The Railway Observer*** 3/65 reported that Hawker Siddeley Type 4's had taken over practically all principal turns between London and Norwich and on the Lowestoft line as from 11/01/65 and the displaced EE Type 4's of Stratford were regularly working on all classes of freight trains along the Lea Valley route. These had included empty wagon trains and coal workings to and from Broxbourne CEGB sidings.	**Bachmann** **Jouef** **Hornby**
Class 47 Brush Type 4 Co-Co Introduced 1962 D1100-11: D1500-D1999		**Heljan** **Bachmann** **Modern Traction Kits** D2 **LIMA** **Hornby** (R30040TTS) **Craftsman** detailing *kit* DK7 for Hornby. **Gaugemaster**
Class 56 Co - Co Introduced 1976 Electroputere, Romania), BREL Crewe or Doncaster		**Hornby** **Modern Traction Kits** D19 **Mainline** **Dapol**
Class 57 Brush Type 4 Co-Co rebuilt 1997-1999. 57001-57012	The Class 57 is a converted Class 47, which has had new cab equipment and General Motors engine fitted.	**Bachmann** **Heljan** **LIMA** **Hornby**
Class 58 Co - Co Introduced 1983 BREL Doncaster 58001-58050		**Hornby** **Heljan** **EFE Rail**
Class 59 Co–Co Introduced 1985 G M 59001-12; 59101-05; 59201-6		**Hornby** **LIMA** **Dapol/Gaugemaster**
Class 60 Co - Co Introduced 1989 Brush 60001-60100		**Hornby** **LIMA**
Class 66 Co - Co Introduced 1998 General Motors, Canada 66001-66250		**Bachmann** **Hornby** **LIMA** **Hattons Originals**
Class 67 Bo - Bo Introduced 1999 Alstom, 67001-67030		**Hornby**
Class 68 Bo - Bo Introduced 2013 Vossioh 68001-67032	As at 2017 68001-5/8/9/19-18/33/4 DRS; 68006/7 Abellio ScotRail, 68010-15 Chiltern Railways and 68019-32 TransPennine Express.	**Dapol**
Class 70 C0-Co Introduced 2009 General Electric 70001-70030		**Bachmann**

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

1.3 Diesel Multiple Units

TOPS Class/ Type	Prototype Notes inc. info from http://www.railcar.co.uk	Manufacturer & Model Notes
Derby Lightweights **Built by Derby.** Introduced: 1954	1955: In East Anglia working from Norwich to Dereham & Wells, Ipswich, Yarmouth, Cromer, Sheringham & Holt, Lowestoft and Dereham to Kings Lynn. Stratford sets worked the Romford to Upminster and Wickford to Southminster services. The Derby lightweight DMUs to the Norwich area were ready for crew training in April 1955 when the 1955 ASLEF strike erupted. The strike immediately had a major effect on the main line services, but there was a significant minority of drivers who were NUR members including the loco Inspector at Norwich responsible for driver training, with the result they plugged eight cars together and ran them back and forth as a shuttle between Norwich and Ipswich. ***Sample numbers/sightings:*** Whitlingham 1956, E79351 Snape 1965, and E79137 Clare 1960s? E79029 Ipswich, E79658 Sudbury 1965, E79254/E79038 Aldeburgh 1966, E7961? at Haverhill in 1967. DTCL E79252 & DMBS E79036? at Southminster 12/1956 NB no speed whiskers and crest on both cars	**DC** *kit* **Craftsman** MU7 *kit* of parts to convert LIMA DMU **Bachmann**
Early Metropolitan-Cammell 2-car sets In August 1955, the first lightweight diesel railcar produced by Metropolitan-Cammell emerged from the Washwood Heath works at Saltley in Birmingham	1955: twenty-nine sets for the ER for East Anglia. On the 5 Jan 56, 79047/79623 and 79048/76264 travelled from Met Camm to Norwich. They were used on secondary and branch lines from Cambridge to Yarmouth, serving such places as Hunstanton, Wells, Fakenham East, Swaffham, and Melton Constable to name just a few towns no longer rail connected. They joined the Derby Lightweights which had been introduced on Mon 19 Sep '55. During Feb 56, the newly delivered sets took over two Norwich to Ipswich return trips per day. 79057/79273 and 79058/79274 had been delivered to Stratford by the 8 April 56. Both units were on trial between Romford and Upminster on 22/3/56 and were due to be trailed on the Wickford - Southminster branch soon after. The ER sets allocated to Norwich shared duties with the Derby Lightweights. By '57 there were 38 twin units of the two classes and were used far and wide over East Anglia, reaching as far south as Chelmsford and to Kings Lynn. In 1957 there were 30 diagrams for the 38 sets, 24 of them actual train workings and the other six used to strengthen peak services. While the diagrams were based on a day's working, they were grouped into eight cycles to fit in with the maintenance schedule for each set. As most of the daily diagrams were between 300 and 400 miles, most of the diagrams were grouped into a four-day cycle which brought each unit back to Norwich for attention on the 4th day. On other nights of the cycle the unit could be stabled at one of the sub-depots such as Dereham, Ipswich or Yarmouth. ***Sample numbers/sightings:*** E79061/E79277 Mundesley 1958, Wells 1963, and E79047 Wymondham 1967. E79270 at King's Lynn	
Class 100 Gloucester 2-car sets Built by Gloucester Railway Carriage & Wagon Co Introduced: 1957	Declining Scottish traffic in the late '60s saw its sets go to East Anglia, based at Norwich Thorpe and Cambridge. ***Sample numbers/sightings:*** Yaxham 1969, Nth Walsham 1971, and E51115 Norwich 1977.	
Class 101/2 **Metropolitan-Cammell 2/3/4-car sets** Introduced: 1956	It was not uncommon in the 1960s to see Met Camm vehicles of both DMBS and DTC types paired with other makes of unit. This usually took the form of 2-car power trailer combinations and became common on the ER in East Anglia and Cambridgeshire with Met Camm/Gloucester Class 100 and Cravens Class 105 vehicles, ***Sample numbers/sightings:*** Wickham Market 1963, E51296 Wrabness 1967, E56362 Snettisham 1969, E51259 Manningtree 1977, E51262/E56422 Harwich 1981, E53149/59077/53170 Lowestoft 1986, 54068/51444 Sudbury 1989.	**LIMA** now **Hornby** **DC** *kit* **Bachmann**
Class 104 **BRC&W 2/3/4-car sets** Introduced: 1957	***Sample numbers/sightings***: Higham in 1970, Harwich branch 1976, Norwich 1977, E50551 at Acle in 1979 and March in 1982	**Craftsman** conversion *kit* MU4 for Hornby 110. **Chris Leigh** white metal replacement ends for Hornby 110. **Heljan** 2020 announcement
Class 105/6	ER power trailer sets - DBMS 51254 - 301, DTCs 56412 - 59	**DC** *kit*

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

TOPS Class/ Type	Prototype Notes inc. info from http://www.railcar.co.uk	Manufacturer & Model Notes
Cravens 2/3-car sets **Built by Cravens Ltd. of Sheffield (formerly Cravens Railway Carriage & Wagon)** Introduced: 1956 Class 105 had AEC engines and Class 106 Leyland engines, making visual differences between the classes very small.	This batch was split between Lincoln (40A - 51254-63/89-95/7/100/1) and Cambridge (31A 51264-88/96/8/9). Many of the routes for which the sets were built soon closed. Some sets had been intended for the former Midland & Great Northern (M&GN) line services, which would have involved some fairly long cross-country runs. The summer 1958 traffic on the Witham - Braintree and Witham - Maldon East lines were too much for the German railbuses. Steam was scheduled to be re-introduced to work the two lines till the end of summer, as a temporary measure until sufficient 105s were available. In the event they did not revert to steam, as the Craven units arrived in time to take over for the period of heavy traffic. 50359 - 50363 and 50366 were at some time allocated to Cambridge. 50359 and 50361 - 50370 were at some time allocated to Norwich. 50359 - 50370 were also at some time allocated to Stratford. **Class 141 trailers**: - 56114 - 56125 were all allocated to Norwich at some time. 56114 - 56118, 56120 - 56121 and 56125 were at some time allocated to Cambridge. 56114 and 56122 also spent some time at Stratford. *(Jon Collins)* The Cravens units never ran on the M&GN in normal service, but to my knowledge were used on one rail tour and one seaside excursion. *(Richard Adderson)* ***Sample numbers/sightings***: E51276 Ipswich 1961, Cavendish 1967, Needham Market 1971, King's Lynn 1979, E56463/E51289 Brundall 1982, E54416/E53368 King's Lynn 1986, E53364/E53373 converted to parcels vehicle Cambridge 1987.	**Bachmann**
Class 109 **Wickham 2-car sets** Introduced: 1957	All units were delivered new to Stratford on the following dates according to Wickham's records: E50415+E56170 8/8/1957 E50416+E56171 29/10/1957 E50417+E56172 29/11/1957 E50418+E56173 16/4/1958 E50419+E56174 25/8/1958 The units worked solely on the ER, mainly on branch lines and local services in East Anglia. 50415/56170 appeared on the Wickford - Southminster branch during the first week in September 1957, working with Stratford Derby Lightweights. The services were altered to run hourly on weekdays and two-hourly on Sundays, all connecting with the fast trains from Liverpool Street and Southend instead of the slow trains as previously. 50416/56171 appeared at Southend on the 11 Dec. 1957. By Jan. '58 50415/6/7 with 56170/1/2 were regularly working the Upminster - Romford branch, and had the appropriate destination blinds. ***Sample numbers/sightings:*** Mildenhall 1962, Newport 1967, and Braintree 1968.	**Modern Traction Kits** **Recreation 21** body only
Class 119 Gloucester Cross-Country 3-car sets		**DC** *kit*
Class 125 **Derby 3-car sets** Introduced: 1958	Twenty of these hydraulic high-density sets were built for use on the GE Lea Valley Line. Delivered new to Stratford, the sets were built for services along the Lea Valley line from London Liverpool St. into Hertfordshire and Essex, serving the lines to Cheshunt, Epping and even as far east as Southminster. These entered service on 19 Jan 1959; withdrawn by 1977, none survive. ***Sample numbers/sightings:*** DMSL E51002 (?) at Southminster in 1964.	A reasonable approximation to them can be produced from Lima Class 117s. Bits from centre cars can be used to produce one without a lavatory (i.e., a TS) and the Silver Fox conversion of a DMBS to DMS. Also, the four-character head-code boxes need removing and replacing with the small destination box.
Class 150 Sprinter Introduced: 1984 BREL Derby / Alexander	The Class 150 is a 2 or 3-car diesel sprinter, operating London suburban and regional services. The Class 150 units come in three distinct sub classes	**DC** *kit* **Bratchell Models** *kit* **Bachmann**
Class 153 Introduced: 1987 Leyland Bus	The Class 153 is a single car diesel sprinter. They were originally 2-car Class 155 Units. The inner non-driving ends of the units were converted into cabs, creating a 'bubblecar' design.	**Hornby** 52309 in Greater Anglia livery (R3214)
Class 156 Introduced: 1987 Metro-Cammell	The Class 156 is a 2-car unit, with sliding doors and airline seats.	**Hornby/Lima** **Realtrack**
Class 158 Introduced: 1989. BREL	The Class 158 is a 2-car express diesel unit, with sliding doors, airline seats, and tables.	**Bachmann**

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

TOPS Class/ Type	Prototype Notes inc. info from http://www.railcar.co.uk	Manufacturer & Model Notes
Derby		
Class 170 Tubostar Introduced: 1998 ADtranz Derby or Bombardier Derby	The Class 170 Turbostar has 2 or 3, fully air-conditioned cars, and has proved to be a very popular DMU due to its fast speed and luxury interior.	**Bachmann**
Railbuses **Waggon und Maschinenbau, GmbH** Introduced: 1958	The first two vehicles (79960/1) were delivered to Stratford via Parkeston Quay on the 31 March 1958. During the week of 4 April, they were trialled on the Witham - Maldon and the Braintree branches and 79961 was at Liverpool Street on 8 April for inspection. While originally it was the intention to base the vehicles at Stratford, when the other vehicles arrived it was decided to place them at Cambridge, to reduce unnecessary empty workings. E79960/1 went there on the 19 April, and were joined by E79962-4, coming direct from Harwich off the ferry from Zeebrugge. At the end of April one car was to be found at Stratford. Crew training commenced in the week of 20 May. Photographs: E79964 at Witham 11/60. Special Train notice 22/05/58 (trial run): leaving Cambridge diesel Depot at 2.00pm to Cambridge Station and departing there at 2.15pm to Mildenhall and back with stops at Fordham and Isleham in each direction, arriving back at Cambridge at 3.57pm and to the diesel depot at 4.05pm.	**Silver Fox Models** *kit* **Modern Traction Kits** / **No Nonsense Models** **Heljan**
Associated Commercial Vehicles Introduced 1952	According to contemporary press reports the 3-car experimental unit saw service on the Southminster branch between 21/09/53 and 9/10/53. The unit was photographed at Warners Bridge alongside the Southend Airport on 18/09/53	
Leyland Experimental LEV-1	Operated on East Suffolk line now preserved by National Collection.	

1.4 Electric Locomotives

TOPS Class/Builder	Prototype Notes	Manufacturer & Model Notes
Class EM1 Class 76 British Railways Bo-Bo Introduced 1950 26000-26057	A couple were on test only by Ilford in readiness for the Manchester/Sheffield 1500dc electrification	**DC** *kit* **MSL Hobbies Ltd** *kit* **Olivia's Trains** (by Heljan)
Class EB1 Bo-Bo26510 / Dept 100		**Judith Edge** *kit*
AL6 Class 86 Bo-Bo English Electric/BR Doncaster. Introduced 1965		**Hornby** **Heljan** **Craftsman** detailing *kits* DK103-DK105. **Gaugemaster**
AL6 Class 87 Bo-Bo British Rail Engineering Limited. Crewe. Introduced 1973		**Hornby**
Class 90 Bo-Bo BREL Crewe. Introduced 1987		**Hornby** **Bachmann**
Class 92 Co-Co Introduced 1993 Brush Traction, Loughborough		**Hornby** **DJ Models** **Accurascale**

1.5 Electric Multiple Units

TOPS Class/Builder	Prototype Notes	Manufacturer & Model Notes
AM6 Class 306 3-car units Introduced 1949		**Modern Traction Kits** MU43 **Receation21** body only

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

TOPS Class/Builder	Prototype Notes	Manufacturer & Model Notes
AM2 Class 302 4-car EMU Introduced: 1958 London Tilbury and Southend		**DC** kit **Modern Traction Kits** MU55 **Southern Pride** EM560 *kit* **Britannia Pacific Models** *kit*
Class 304 LMR 4-car Loaned to GE Section	Some of the second batch of AM4s were loaned temporarily for use between Liverpool Street and Shenfield/Southend-on-Sea during the conversion of this route from 1,500 V DC to 6.25 kV/25 kV AC, while Class 306 and Class 307 units were being rebuilt. Some of the second batch were also briefly used on the services from Liverpool Street to Hertford East and Bishops Stortford in the mid-1960s	**DC** *kit* **Modern Traction Kits** MU56/MU57 **Southern Pride** EM550/EM551 *kits* **Britannia Pacific Models** *kit*
Class 305/1 3-car NE London inner suburban Introduced 1960		**Modern Traction Kits** MU60 **Southern Pride** EM556 *kit* **DC** *Kits* **Britannia Pacific Models** *kit*
Class 305/2 4-car NE London outer suburban Introduced 1959		**DC** *kit* **Southern Pride** EM553 & EM552 *kits* **Britannia Pacific Models** *kit*
Class 308/1 GE outer suburban 4-car Introduced 1961		**Modern Traction Kits** MU54 **Southern Pride** EM553 & EM552 kits **DC Kits** **Britannia Pacific Models** *kit*
Class 308/2 LTSR 4-car Introduced 1961		
Class 308/3 3-car sub Introduced 1961		**DC** *Kits*
Class 309 2-car EMU Introduced 1962		**Britannia Pacific Models** BPM -04 *kit* **Modern Traction Kits** MU61/62
Class 309 AM9 4-car Introduced 1962		**Britannia Pacific Models** BPM -05 *kit* **Worsley Works** kit sides, driving ends & pantograph well. 4-coach set.
Class 310 4-car LTS Introduced 1965		**Southern Pride** EM501 *kit*
Class 312 4-car EMU Introduced: 1975 BREL York	The Class 312 is a 4-car, overhead powered unit. The coaches are of the old Mk1, slam-door design.	**Modern Traction Kits** MU64 **Southern Pride** EM502 *kit* **Britannia Pacific Models** *kit*
Class 313 3-car NLL Introduced 1976 BREL York	Dual voltage unit was used solely on North London suburban services. The units are only fitted with standard class accommodation, with each coach seating 74, 84, and 74, respectively.	**Modern Traction Kits** MU65. **No Nonsense Kits** are currently working on a revamp of the MTK *kit*
Class 315 4-car EMU Introduced 1980 BREL York	The Class 315 is a 4-car, overhead powered electric multiple unit. They are fitted with standard class accommodation only, with 2 coaches seating 74, 1 seating 86, and 1 seating 84.	
Class 317/2 4-car EMU Introduced: 1981 BREL York	The Class 317 is a 4-car express unit, with sliding doors.	**Bratchell Models** *kit* **Jim Smith-Wright** produces brass etch of Bratchell 317/2 to 317/1.
Class 321/3 4-car EMU Introduced 1988 BREL York	The Class 321 is a modern, 4-car, sliding door EMU, powered only by pantographs.	**Bratchell Models** *kit* (also 321/4)
Class 322 4-car EMU Introduced 1990 BREL York	Virtually identical to the Class 320 and Class 321. Only five were built to operate the Stansted Express between London Liverpool Street and Stansted Airport only.	**Bratchell Models** *kit*
Class 357 4-car EMU Introduced 1999 ADtranz, Derby or Bombardier, Derby	For c2c Rail services from London Fenchurch Street to Southend Central and Shoeburyness	
Class 360 4-car EMU by Siemens Introduced: 2003	First Great Eastern/One Railway/NXEA London Liverpool Street to Colchester and Clacton services.	
Class 365 4-car EMU Introduced: 1994 ABB York	Use on former GER lines limited to London King's Cross to Cambridge and King's Lynn	
Class 379 4-car EMU Introduced: 2010 Bombardier	For Greater Anglia	
Class 387 4-car EMU Introduced: 2014 Bombardier	For c2c Rail London Fenchurch Street to Shoeburyness	**Britannia Pacific Models** *kit*
Class 720 5-car EMU Introduced: 2020 Bombardier	For Greater Anglia	

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

TOPS Class/Builder	Prototype Notes	Manufacturer & Model Notes
Class 745 12-car sets Stadier Rail. Introduced 2018	For Greater Anglia	
Class 755 3 and 4-car sets Stadier Rail. Introduced 2018	For Greater Anglia	

1.6 Diesel & Electric Locomotive and DMU Shed Allocations on the GE Section 1952-1990

1952 SHED ALLOCATIONS

30A London (Stratford)
Class Petrol Electric 0-4-0
15098 15099
Class EM1 British Railways B0-Bo
26000 Tommy 26001 26003 26004 26005 26006 26007 26008 26009 26010
Class EB1 Bo-Bo
26510
Class 11 LMS/British Railways 0-6-0DE
12103 12104 12105 12106 12107 12108

31B March
Class 04 Drewry 0-6-0DM
11102 *(D2202)*

32B Ipswich
Class 04 Drewry 0-6-0DM
11100 *(D2200)*

32D Yarmouth (South Town)
Class 04 Drewry 0-6-0DM Introduced 1952 D2200-D2340
11101 *(D2201)*

1955 SHED ALLOCATIONS

30A London (Stratford)
Class 08
13065 *(D3065)*
Class Petrol Electric 0-4-0
15098 15099
Class EB1 Bo-Bo
26510
Class 11 LMS/British Railways 0-6-0DE
12103 12104 12105 12106 12107 12108 12109 12110 12111 12135 12136

30F Parkeston
Class 04 Drewry
11111 *(D2210)* 11113 *(D2212)* 11115 *(D2214)*

31B March
English Electric 0-6-0DE
15000 15001 15002 15003
Class 04 Drewry
11101 *(D2201)* 11102 *(D2202)*
Class 11 LMS/British Railways 0-6-0
12128 12130 12132

32B Ipswich
Hunslet 0-4-0DM
11500 *(D2950)* 11501 *(D2951)* 11502 *(D2952)*
Class 04 Drewry 0-6-0DM
11100 *(D2200)* 11112 *(D2211)*

32E Yarmouth (Vauxhall)
Class 04 Drewry 0-6-0DM
11103 *(D2203)*

1959 SHED ALLOCATIONS

30A London (Stratford)
Ruston & Hornsby 0-4-0
D2957 *(11507)* D2958 *(11508)*
Class 01 Barclay
D2953 D2954 D2955 D2956
Class 04 Drewry
D2200 D2208 D2209 D2211 D2215 D2216 D2217 D2223 D2224 D2225 D2226 D2227 D2228 D2229.
Classes 08/09/10 British Railways
D3300 D3301 D3303 D3497 D3498 D3499 D3500 D3501 D3502 D3608 D3609 D3631 D3632 D3633 D3636 D3681 D3682 D3683 D3684
Class 11 LMS/British Railways 0-6-0DE
12103 12104 12105 12106 12107 12108 12109 12110 12111 12112 12127 12128 12130 12132.
Class 16 NBL/Paxman Bo-Bo
D8400 D8401 D8402 D8403 D8404 D8405 D8406 D8407 D8408 D8409.
Class 30/31 Brush Type 2
D5500 D5501 D5503 D5504 D5505 D5506 D5509 D5511 D5512 D5513 D5514 D5516 D5517 D5520 D5522 D5523 D5524 D5526
Class 40 EE Type 4
D200 D202 D203 D204 D205

30F Parkeston
Class 05 Hunslet/Gardner
D2550 D2551 D2552 D2554
Classes 08/09/10 British Railways
D3298 D3299 D3302 D3495 D3496 D3680:

31A Cambridge
Class 03 British Railways
D2004 D2005 D2006 D2007 D2008 D2009 D2010 D2016 D2017 D2028 D2029
Classes 08/09/10 British Railways
D3610 D3611

31B March
English Electric 0-6-0DE
15000 15001 15002 15003
Class 03 British Railways 0-6-0DM
D2030 D2031
Class 04 Drewry 0-6-0DM
D2201 D2202 D2240
Classes 08/09/10 British Railways 0-6-0DE
D3065 D3130 D3327 D3328 D3491 D3492 D3493 D3494
Class 11 LMS/British Railways 0-6-0DE
12134 12136
Class 30/31 Brush Type 2 A1A-A1A
D5507 D5508 D5510 D5515 D5518 D5519 D5525

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

31C King's Lynn
Class 03 British Railways 0-6-0DM
D2011 D2012 D2013 D2014 D2015

32A Norwich
Class 03 British Railways 0-6-0DM
D2032 D2033 D2034 D2035 D2036 D2037 D2038 D2039
Class 04 Drewry 0-6-0DM
D2210 D2214 D2219
Class 05 Hunslet/Gardner 0-6-0DM
D2553 D2558 D2559 D2562 D2563 D2565 D2566 D2567 D2569 D2573

32B Ipswich
Hunslet 0-4-0DM
D2950 D2951 D2952
Class 03 British Railways 0-6-0DM
D2040 D2041
Class 04 Drewry 0-6-0DM
D2222
Class 05 Hunslet/Gardner 0-6-0DM
D2555 D2556 D2557 D2560 D2561 D2564 D2572
Class 30/31 Brush Type 2 A1A-A1A
D5502 D5521

32C Lowestoft
Class 05 Hunslet/Gardner 0-6-0DM
D2568 D2570

32D Yarmouth (South Town)
Class 04 Drewry 0-6-0DM
D2212
Class 05 Hunslet/Gardner 0-6-0DM
D2571

32E Yarmouth (Vauxhall)
Class 04 Drewry 0-6-0DM
D2203

1960 SHED ALLOCATIONS

30A London (Stratford)
Ruston & Hornsby 0-4-0
D2957 (11507) D2958 (11508)
Class 01 Barclay
D2953 D2954 D2955 D2956
Class 04 Drewry 0-6-0DM
D2200 D2215 D2216 D2217 D2223 D2224 D2225 D2226 D2227 D2228 D2229
Classes 08/09/10 British Railways
D3300 D3301 D3303 D3497 D3498 D3499 D3500 D3501 D3502 D3608 D3609 D3631 D3632 D3633 D3634 D3635 D3636 D3681 D3682 D3683 D3684
Class 11 LMS/British Railways 0-6-0DE
12103 12104 12105 12106 12107 12108 12109 12110 12111 12127 12128 12130 12132
Class 15 British Thomson-Houson Type 1 Bo-Bo
D8208 D8209 D8210 D8211 D8220 D8221 D8222
Class 16 North British Type 1 Bo-Bo
D8400 D8401 D8402 D8403 D8404 D8405 D8406 D8407 D8408 D8409
Class 24 & 25 British Railways Bo-Bo Type 2
D5030 D5031 D5032 D5033 D5034 D5035
Class 21/9 North British Type 2 Bo-Bo
D6110 D6111 D6112 D6114 D6115 D6116 D6118
Class 30 & 31 Brush Type 2 A1A-A1A
D5501 D5502 D5503 D5504 D5505 D5506 D5507 D5508 D5509 D5510 D5511 D5512 D5513 D5514 D5516 D5517 D5524 D5545 D5578 D5579 D5583 D5616 D5617
Class 40 EE Type 4
D200 D202 D203 D204 D205

30F Parkeston
Class 05 Hunslet 0-6-0DM
D2550 D2551 D2552 D2554
Class 04 Drewry 0-6-0DM
D2208 D2209 D2211
Classes 08/09/10 British Railways
D3298 D3299 D3302 D3495 D3496 D3680

31A Cambridge
Class 03 British Railways 0-6-0
D2004 D2005 D2006 D2007 D2008 D2009 D2016 D2017 D2028
Classes 08/09/10 British Railways
D3610 D3611

31B March
English Electric 0-6-0DE
15000 15001 15002 15003
Class 03 British Railways 0-6-0
D2031
Class 04 Drewry 0-6-0DM
D2201 D2202 D2237 D2238 D2239 D2240
Classes 08/09/10 British Railways
D3065 D3130 D3327 D3328 D3491 D3492 D3493 D3494
Class 11 LMS/British Railways 0-6-0DE
12134 12136
Class 15 British Thomson-Houson Type 1 Bo-Bo
D8212 D8213 D8214 D8215 D8216 D8217 D8218
Class 24 & 25 British Railways Bo-Bo Type 2
D5038 D5039 D5042 D5043 D5044 D5045 D5046 D5047 D5048 D5049 D5050 D5051 D5052 D5053 D5054 D5055 D5056 D5057 D5058 D5059 D5060 D5061 D5062 D5063 D5064 D5065 D5066 D5067 D5068 D5069 D5070 D5071 D5076 D5077 D5094 D5095
Class 30 & 31 Brush Type 2 A1A-A1A
D5518 D5519 D5525 D5546 D5547 D5570 D5571 D5572 D5573 D5584 D5585

31C King's Lynn
Class 03 British Railways 0-6-0
D2010 D2011 D2012 D2013 D2014 D2015 D2030

32A Norwich
Class 03 British Railways 0-6-0
D2032 D2033 D2034 D2035 D2036 D2037 D2038
Class 04 Drewry 0-6-0DM
D2203 D2214 D2219
Class 05 Hunslet/Gardner 0-6-0DM
D2553 D2558 D2559 D2562 D2563 D2565 D2566 D2567 D2569
Class 15 British Thomson-Houson Type 1 Bo-Bo
D8200 D8201 D8202 D8203 D8204 D8205 D8206 D8207
Class 30 & 31 Brush Type 2 A1A-A1A
D5500 D5528 D5529 D5530 D5532 D5533 D5534 D5535 D5565 D5566 D5567 D5568 D5569 D5574 D5575 D5576 D5577 D5580 D5581 D5582

32B Ipswich
Hunslet 0-4-0DM
D2950 D2951 D2952
Class 03 British Railways 0-6-0
D2040 D2041 D2042 D2043
Class 04 Drewry 0-6-0DM
D2222
Class 05 Hunslet/Gardner 0-6-0DM
D2556 D2557 D2560 D2561 D2564 D2572
Class 15 British Thomson-Houson Type 1 Bo-Bo
D8223 D8224 D8225 D8226
Class 24 & 25 British Railways Bo-Bo Type 2
D5020 D5021 D5022 D5023 D5024 D5025 D5026 D5027 D5028 D5029 D5036 D5037 D5040 D5041
Class 29 North British Type 2 Bo-Bo
D6117 D6119 D6120 D6121 D6122 D6129 D6131 D6134 D6135 D6136 D6137

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

Class 30 & 31 Brush Type 2 A1A-A1A
D5515 D5520 D5521 D5522 D5523 D5526 D5527 D5531 D5536 D5537 D5538 D5539 D5540 D5541 D5542 D5543 D5544 D5548 D5549 D5550 D5551 D5552 D5553 D5554 D5555 D5556 D5557 D5558 D5559 D5560 D5561 D5562 D5563 D5564

32C Lowestoft
Class 03 British Railways 0-6-0
D2039
Class 05 Hunslet/Gardner 0-6-0DM
D2555 D2568 D2570 D2573

32D Yarmouth (South Town)
Class 04 Drewry 0-6-0DM
D2210 D2212
Class 05 Hunslet/Gardner 0-6-0DM
D2571

1962 SHED ALLOCATIONS

30A London (Stratford)
Ruston & Hornsby
D2957 (11507) D2958 (11508)
Brush shunter 0-4-0
D2999
Class 01 Barclay
D2953 D2954 D2955 D2956
Class 04 Drewry 0-6-0DM
D2215 D2216 D2217 D2223 D2224 D2225 D2226 D2227 D2228 D2229
Classes 08/09/10 British Railways
D3300 D3301 D3303 D3497 D3498 D3499 D3500 D3501 D3502 D3608 D3609 D3631 D3632 D3633 D3634 D3635 D3636 D3681 D3682 D3683 D3684
Class 11 LMS/British Railways 0-6-0DE
12103 12104 12105 12106 12107 12108 12109 12110 12111 12127 12128 12130 12132
Class 15 British Thomson-Houson Type 1 Bo-Bo
D8208 D8209 D8223 D8224 D8225 D8226 D8227 D8228 D8229 D8230 D8231 D8232 D8233 D8234 D8235 D8236
Class 16 North British Type 1 Bo-Bo
D8400 D8401 D8402 D8403 D8404 D8405 D8406 D8407 D8408 D8409
Class 30 & 31 Brush Type 2 A1A-A1A
D5501 D5502 D5503 D5504 D5505 D5506 D5507 D5509 D5510 D5511 D5512 D5513 D5514 D5515 D5516 D5517 D5518 D5519 D5585 D5586 D5587 D5588 D5589 D5590 D5591 D5592 D5593 D5594 D5595 D5596 D5597 D5598 D5599 D5616 D5617 D5618 D5619 D5622 D5623 D5624 D5625 D5626 D5627 D5632 D5633 D5634 D5635 D5636 D5637 D5694 D5695 D5696 D5697 D5698 D5699 D5801
Class 37 English Electric Type 3 Co-Co
D6700 D6701 D6702 D6703 D6704 D6705 D6706 D6707 D6708 D6709 D6710 D6711 D6712 D6713 D6714 D6715 D6716 D6717 D6718 D6719 D6720 D6721 D6722 D6723 D6724 D6725 D6726 D6727 D6728 D6729
Class 40 EE Type 4
D200 D201 D202 D203 D204 D205 D206 D207 D208 D209
Diesel Multiple Units
Class 125 Derby 3-car 50988-51007 motor 2nd
E50988 E50989 E50990 E50991 E50992 E50993 E50994 E50995 E50996 E50997 E50998 E50999 E51000 E51001 E51002 E51003 E51004 E51005 E51006 E51007
Class 125 Derby 3-car 51154-51173 motor Bk 2nd
E51154 E51155 E51156 E51157 E51158 E51159 E51160 E51161 E51162 E51163
E51164 E51165 E51166 E51167 E51168 E51169 E51170 E51171 E51172 E51173
Class 125 Derby 3-car 9449-59468 trailer 2nd
E59449 E59450 E59451 E59452 E59453 E59454 E59455 E59456 E59457 E59458
E59459 E59460 E59461 E59462 E59463 E59464 E59465 E59466 E59467 E59468
Metropolitan-Cammell 2-car 79047-79075 motor Bk 2nd
E79069 E79070 E79071 E79072 E79073 E79074 E79075
Metropolitan-Cammell 2-car 79263-79291 trailer 2nd
E79272 E79285 E79286 E79287 E79288 E79289 E79290 E79291

30F Parkeston
Class 04 Drewry 0-6-0DM
D2200 D2208 D2209 D2211
Class 05 Hunslet/Gardner 0-6-0DM
D2550 D2551 D2552 D2554
Classes 08/09/10 British Railways
D3298 D3299 D3302 D3495 D3496 D3680

31A Cambridge
Class 03 British Railways 0-6-0
D2004 D2005 D2006 D2007 D2008 D2009 D2017 D2028
Classes 08/09/10 British Railways
D3610 D3611
Class 11 LMS/British Railways 0-6-0DE
12134
Diesel Multiple Units
Class 109 D. Wickham & Co 2-car 50415-50419 Motor Bk 2nd
E50416 E50417 E50418
Class 105 Cravens 2-car 51254-51301 Motor Bk 2nd
E51274 E51275 E51276 E51277 E51278 E51279 E51280 E51281 E51282 E51283 E51284 E51285 E51286 E51287 E51288
Class 109 D. Wickham & Co 2-car 56170-56174 Diving trailer comp
E56171 E56172 E56173
Class 105 Cravens 2-car 1958 56412-56483 Diving trailer comp
E56432 E56433 E56434 E56435 E56436 E56437 E56438 E56439 E56440 E56441 E56442 E56443 E56444 E56445 E56446
Derby 2-car 79000-79046 Motor brake 2nd
E79021 E79022 E79023 E79024 E79025 E79026 E79027 E79028 E79030 E79031 E79032 E79041
Derby 2-car 79250-79262 & 79600-79625 Diving trailer comp
E79252 E79257 E79262 E79614 E79615 E79616 E79617 E79619 E79620 E79622 E79623 E79624
Waggon und Maschinenbau 4-wheel Railbus
E79960 E79961 E79962 E79963 E79964

31B March
English Electric 0-6-0DE
15000 15001 15002 15003
Class 03 British Railways 0-6-0
D2010 D2011 D2012 D2013 D2014 D2015 D2016 D2030 D2031
Class 04 Drewry 0-6-0DM
D2201 D2202 D2237 D2238 D2239 D2240
Classes 08/09/10 British Railways
D3065 D3130 D3327 D3328 D3491 D3492 D3493 D3494
Class 11 LMS/British Railways 0-6-0DE
12136
Class 15 British Thomson-Houson Type 1 Bo-Bo
D8210 D8211 D8212 D8213 D8214 D8215 D8216 D8217 D8218 D8219
Class 30 & 31 Brush Type 2 A1A-A1A
D5508 D5525 D5545 D5546 D5547 D5563 D5564 D5568 D5569 D5570 D5571 D5572 D5573 D5578 D5579 D5580 D5582 D5583 D5584 D5600 D5620 D5621 D5628 D5629 D5638 D5658 D5659 D5660 D5661 D5662 D5663 D5664 D5665 D5666 D5667 D5668 D5669 D5670 D5800 D5802 D5803 D5804

32A Norwich
Class 03 British Railways 0-6-0
D2032 D2033 D2034 D2035 D2036 D2037 D2038
Class 04 Drewry 0-6-0DM
D2203 D2214 D2219
Class 05 Hunslet/Gardner 0-6-0DM
D2553 D2558 D2559 D2562 D2563 D2565 D2566 D2567 D2569
Class 30 & 31 Brush Type 2 A1A-A1A
D5500 D5532 D5533 D5534 D5535 D5536 D5555 D5556 D5557 D5558 D5559 D5560 D5561 D5562 D5565 D5566 D5567 D5574 D5575 D5576 D5577 D5630 D5631

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

Diesel Multiple Units
Derby 2-car Motor Bk 2nd 79000-79046
E79029 E79033 E79034 E79035 E79036 E79037 E79038 E79039 E79040 E79043 E79044 E79045 E79046
Metropolitan-Cammell 2-car Motor Bk 2nd 79047-79082
E79047 E79048 E79049 E79050 E79051 E79052 E79053 E79054 E79055 E79056 E79057 E79058 E79059 E79060 E79061 E79062 E79063 E79064 E79065 E79066 E79067 E79068 Derby 2-car **Introduced 1954 Driving trailer compo 79250-79262**
E79250 E79251 E79253 E79254 E79255 E79256 E79258 E79259 E79260 E79261
Metropolitan-Cammell 2-car Driving trailer 2nd 79263-79291
E79263 E79264 E79265 E79266 E79267 E79268 E79269 E79270 E79271 E79273 E79274 E79275 E79276 E79277 E79278 E79279 E79280 E79281 E79282 E79283 E79284
Derby 2-car Driving trailer compo 79600-79625
E79613 E79618 E79621 E79625

32B Ipswich
Hunslet 0-4-0DM
D2950 D2951 D2952
Class 03 British Railways 0-6-0
D2040 D2041 D2042 D2043
Class 04 Drewry 0-6-0DM
D2222
Class 05 Hunslet/Gardner 0-6-0DM
D2556 D2557 D2560 D2561 D2564 D2572
Class 15 British Thomson-Houson Type 1 Bo-Bo
D8200 D8201 D8202 D8203 D8204 D8205 D8206 D8207 D8220 D8221 D8222
Class 24 & 25 British Railways Bo-Bo Type 2
D5036 D5037 D5038 D5039 D5040 D5041 D5042 D5043 D5044 D5045 D5046 D5047 D5048 D5049
Class 30 & 31 Brush Type 2 A1A-A1A
D5520 D5521 D5522 D5523 D5524 D5526 D5527 D5528 D5529 D5530 D5531 D5537 D5538 D5539 D5540 D5541 D5542 D5543 D5544 D5548 D5549 D5550 D5551 D5552 D5553 D5554 D5581

32C Lowestoft
Class 03 British Railways 0-6-0
D2039
Class 04 Drewry 0-6-0DM
D2210
Class 05 Hunslet/Gardner 0-6-0DM
D2555 D2568 D2570 D2573

32D Yarmouth (South Town)
Class 04 Drewry 0-6-0DM
D2212
Class 05 Hunslet/Gardner 0-6-0DM
D2571

1977 SHED ALLOCATIONS

CA (31A) Cambridge
Class 03 British Railways 0-6-0
03008 03016 03050.
Class 08 British Railways 0-6-0
08089, 08108, 08240, 08495 (Ss)/6, 08716, 08862.

CR (30E) Colchester
Class 03 British Railways 0-6-0
03158 03160 03162 03179 03180 03196 03399.
Class 08 British Railways 0-6-0
08228 08237 08256 08261 08460 08530 08750 08752 08767 08956.

MR (31B) March
Class 03 British Railways 0-6-0
03017 03175.
Class 08 British Railways 0-6-0
08026 08052 08092 08094 08095 08086 08097 08139 08205 08209 08257 08258 08272 08315 08324 08239 08406 08407 08412 08413 08427 08438 08526 08713 08889.
Class 31 Brush Type 2 A1A-A1A
31108 31125 31126 31135 31151 31154 31158 31160 31162 31164 31169 31176 31177 31179 31182 31195 31200 31204 31205 31206 31208 31216 31229 31236 31239 31240 31244 31251 31255 31261 31262 31263 31266 31269 31279 31291 31305 31309 31313 31314 31315 31317 31318 31321 31322 31325 31326.
Class 37 English Electric Type 3 Co-Co
37011 37012 37014 37017 37021 37022 37023 37025 37026 37027 37029 37033 37034 37035 37036 37037 37038 37039 37041 37043 37047 37050 37051 37052 37054 37075 37081 37084 37085 37086 37087 37088 37090 37092 37102 37107 37109 37110 37114.

NR (32A) Norwich
Class 03 British Railways 0-6-0
03029 03045 (Su) 03062 03084 03086 03103 03197 03370 03397
Class 08 British Railways 0-6-0
08124 08138 08250.

SF (30A) Stratford
Class 03 British Railways 0-6-0
03047 03081 03149 03154 03161 03168 03389
Class 08 British Railways 0-6-0
08207 08230 08231 08233 08239 08241 08262 08264 08269 08408 08409 08417 08422 08440 08478 08482 08494 08518 08519 08520 08521 08522 08527 08528 08531 08541 08542 08546 08457 08452 08454 08627 08661 08698 08715 08724 08758 08863 08930 08957 08958.
Class 31 Brush Type 2 A1A-A1A
31002 31003 31004 31005 31006 31008 31013 31015 31017 31019 31103 31105 31106 31107 31109 31110 31112 31114 31122 31129 31133 31137 31138 31145 31148 31156 31167 31185 31212
Class 37 English Electric Type 3 Co-Co
37019 37044 37049 37057 37060 37064 37089 37091 37115 37116 37118 37130 37215 37259 37260 37261 37262 37263 37264 37265 37266 37267
Class 47 Brush Type 4 Co-Co
47003 47004 47005 47006 47007 47009 47010 47011 47014 47016 47017 47018 47019 47085 47093 47100 47102 47114 47115 47116 47117 47118 47130 47135 47150 47155 47156 47163 47255 47425 47426 47431 47457 47458 47460 47461 47541 47542 47543.

1980 SHED ALLOCATIONS

CA (31A) Cambridge
Class 08 British Railways 0-6-0
08052 08094 08100 08108 08240 08418 08496 08529 08716.

CR (30E) Colchester
Class 03 British Railways 0-6-0
03162 03179 03180 03196 03399
Class 08 British Railways 0-6-0
08256 08261 08407 08460 08530 08661 08750 08752 08767 08956.

MR (31B) March
Class 03 British Railways 0-6-0
03017 03154 03175
Class 08 British Railways 0-6-0
08026 08095 08096 08257 08258 08272 08324 08393 08406 08412 08427 08438 08493 08526 08528 08538 08539 08549 08713 08889
Class 31 Brush Type 2 A1A-A1A
31113 31173 31176 31177 31179 31182 31183 31193 31194 31200 31204 31205 31206 31207 31208 31216 31229 31236 31239 31240 31243 31244 31251 31253 31255 31261 31262 31263 31268 31269 31291 31293 31295 31305 31309 31312 31313 31314 31318 31321 31322 31325 31326 31406 31410 31417 31418
Class 37 English Electric Type 3 Co-Co

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

37010 37011 37017 37022 37023 37025 37033 37034 37035 37036 37037 37038 37039 37041 37047 37050 37051 37052 37054 37075 37084 37085 37086 37087 37088 37090 37092 37097 37099 37102 37107 37109 37110 37114 37170 37171 37172 37173 37219.

NR (32A) Norwich
Class 03 British Railways 0-6-0
03084 03086 03158 03197 03370 03397
Class 08 British Railways 0-6-0
08124 08205 08250 08495.

SF (30A) Stratford
Class 03 British Railways 0-6-0
03160 03161 03168
Class 08 British Railways 0-6-0
08228 08231 08232 08233 08237 08239 08241 08262 08264 08269 08408 08409 08417 08422 08482 08494 08518 08519 08520 08521 08522 08527 08531 08541 08542 08546 08547 08550 08552 08554 08627 08698 08715 08724 08758 08930 08957 08958
Class 31 Brush Type 2 A1A-A1A
31108 31109 31110 31112 31114 31125 31126 31133 31137 31138 31148 31151 31160 31161 31164 31169 31185 31190 31192 31195 31199 31212 31234 31245 31297 31303 31306
Class 37 English Electric Type 3 Co-Co
37012 37014 37021 37044 37049 37089 37091 37103 37115 37116 37118 37121 37122 37130 37174 37215 37245 37246 37259 37260 37261 37262 37263 37264 37265 37266 37283
Class 47 Brush Type 4 Co-Co
47003 47004 47005 47006 47007 47014 47016 47017 47018 47019 47047 47085 47114 47115 47116 47117 47118 47130 47135 47150 47155 47156 47158 47160 47170 47179 47183 47184 47276 47278 47279 47363 47519 47521 47522 47549 47557 47565 47566 47567 47568 47571 47576 47580 47581 47583 47584.

1990 SHED ALLOCATIONS

SF (30A) London (Stratford)
Class 08 British Railways
08393 08407 08413 08414 08417 08440 08460 08498 08530 08531 08533 08541 08542 08593 08627 08655 08689 08698 08708 08709 08715 08724 08740 08748 08750 08752 08758 08767 08772 *Camulodunum* 08775 08828 08833 08834 08873 08923 08956 08957 08958
Class 31 Brush Type 2 A1A-A1A
31128 31134 31135 31149 31155 31165 31168 31180 31181 31186 31187 31190 31191 31196 31198 31209 31219 31224 31234 31247 31250 31257 31263 31268 31271 31289 31293 31294 31296 31301 31306 31308 31309 31327
Class 37 BRC&W Type 3 Bo-Bo
37140 37144 37211 37216 37218 37219 37354 37705 37706 37709 37888 *Petrolea* 37890 37891 37892 *Ripple Lane* 37893
Class 47 Brush Type 4 Co-Co
47007 *Stratford* 47010 47054 47119 47325 47328 47346 47366 *The Institution of Civil Engineers* 47367 47430 47579 *James Nightall GC* 47581 *Great Eastern* 47596 *Aldeburgh Festival*

CA (31A) Cambridge
Class 08 British Railways
08495 08496 08526 08528 08529 08538 08539 08540 08594 08631 *Eagle CURC* 08638 08705 08711 08713 08714 08757 08865 08889

NC (32A) Norwich Crown Point
Class 08 British Railways
08214 08215 08216 08218 08220 08221 08223 08227 08230 08232 08235 08238 08244 08246 08259

IL Ilford
Class 86 English Electric/British Railways Bo-Bo
86214 *Sans Parell* 86215 *Joseph Chamberlain* 86216 *Meteor* 86218 *Planet* 86220 *The Round Tabler* 86221 *BBC Look East* 86223 *Norwich Union* 86227 *Sir Henry Johnson* 86230 *The Duke of Wellington* 86232 *Harold Macmillan* 86235 *Novelty* 86238 *European Community* 86244 *The Royal British Legion* 86246 *Royal Anglian Regiment* 86259 *Peter Pan*

1.7 Components for Locomotives

1.7.1 Markits Model Railway Products

Markits was set up in October 1993 in conjunction with Romford Models to manufacture, promote and sell, both wholesale and retail, a range of accurate prototypical wheels, alongside the long-established Romford range. In addition, a range of brass turnings i.e.: chimneys, domes, safety valves, whistles, handrail knobs and many other accessories.

M4AWSAWS Battery Box
M4Bak/eB1Backhead 'B1' #32
M4CRHD/B1Crossheads 'B1' Single Slidebar pattern (1 pr) #36
M4CRHDcCrossheads Double Slidebar pattern (1 pr
M4HBtbHand Brake Standard (Turned Brass)
M4Rev/B1Reverser Screw 'B1' #38
M4SandBx/B1Sandboxes Thompson 'B1' #37
M4SBDR/BR9'Smokebox Door BR Std Class 7
M4SBDR/EB1Smokebox Door 'B1' (CAST BRASS)
M4VCylCovCylinder &Piston Valve Cover (pr) [Cast Brass]
M4WASHDLoco Wash-out Plugs (DISC Type) (Turned Brass) (Pkt 12)
M4WASHi Loco Wash-out Plugs (INSERT Type) (T/Brass) (Pkt 12
MaChERts6 ER/GC Tender Springs (Leaf & Machined Brass) (Pkt 6)
MaChLtv LMS Tender Vents (Turned Brass) (1Pr) MASBD1Smokebox Door Handle B.R (Turned Brass)
MASBD2Smokebox Door Handle LMS (Turned Brass)
MASBD3Smokebox Door Handle GWR & LNER (Turned Brass)
MaWAL/L Wakefield Silvertown LARGE Lubricator (CAST Brass)
MaWAL/M Wakefield Silvertown MEDIUM Lubricator (CAST Brass)
MaWALp Westinghouse Loco Pump (Turned Brass)
MaWALpC Westinghouse Loco Pump (CAST Brass)
MaWALQ1Q1' Wakefield Silvertown Lubricator (CAST Brass)
MaWALQ2Q2' Wakefield Silvertown TWIN Lubricator (CAST Brass)
MaWALs Wakefield Silvertown
M4SftyV-SS Salter Springs for Safety Valves (1 pr)
M4SftyV01Ross-Pop (TALL) (1 pr)
M4SftyV02Ross-Pop (FAT) (1 pr)
M4SftyV03#'Ross-Pop ''LMS /
M4SftyV07' LNER 3'' (1 pr)
M4SftyV08'LMS-IVATT/LNER 3'' (1 pr)
M4SftyV09LM / BR HEX Ross-Pop (1 pr)
M4SniftERLNER Snifter Valve (BRASS) (1pc
MVACPBRmfd Vacuum Pipes Braided (Pkt 6)
MvacSHTB Steam heat Pipes (4 Part) (Turned Brass) (1Pr) MvacTBVacc Pipes (4 Part) (Turned Brass) (1Pr)
BR617xx'LNER/BR 5' 8'' 18 Spoke ''K2/3/5L1'' 2-6-0 Wheelset BR70xxx'BR 6' 2'' 20 Spoke ''Duke/Brit/Clan
BR610xx 'LNER/BR 6' 2'' 18 Spoke ''B1'' 4-6-0 Wheelset
M4HRKsHandrail Knobs SHORT (1mm Ball x 1.6mm Long) (Pkt 12)
M4HRK1.5'Rmfd handrail knobs (1.5mm Ballx.22'' Hole x 1.8mm L) (Pkt 12)
M4HRKLHandrail Knobs LONG (1mm Ball x 3.0mm Long) (Pkt 12)
M4HRKm/BULKRmfd handrail knobs MEDIUM (1mm Ball x 2.0mm Long)

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

1.7.2 Dave Alexander Models

Backheads G5 J21/26/27/38/39 K4 Q6
Railbus chassis kit
BR single chimney
Class 37 side frames
Chimney G5 J21/26/27/38/39 K4
G5 push/pull gear.
Gas lamps (kit form only)
Domes G5 J21/26/27/38/39 K4 Q6 A3 V2
LNER lubricators (2)
BR standard tender underframe kit (14mm wheels required)
Washout plugs (6)
LNER loco lamps (12)
LNER vacuum tank
Stones generator
LNER sandbox (6)
LNER loco cab seats (2)
LNER snifter valve
GER tender axle box (6)
LNER tender axle box (6)
LNER tender toolbox (2)
NER / LNER loco reversing gear
LNER buffers (4)
LNER tender filler dome
LNER tender filler cap
Diesel Oleo buffers (4)
Diesel oval buffers (4)
Westinghouse pump (large)
Westinghouse pump (small)
Crane hooks (2)
LNER whistle
Smokebox dart
LNER whistle (cab front)
Vacuum pipes (2)
Vac. Pipe/heating pipe/4 steps/brake standard/drain cock.
LNER brake standards (L & R)
LNER Ross Pops (2)

1.7.3 Bill Bedford/Mousa Models

Loco frame kits**:**
- LFF0422 LNER/GNR C-12 4-4-2T P4 for the Craftsman kit
- LFF0422E LNER/GNR C-12 4-4-2T: EM
- LFF0517 LNER/GCR A-5 4-6-2T:P4 for the Craftsman kit
- LFK0001 LNER Class K-3 2-6-0 Bachmann
- LFK0002 LNER Class V-1 2-6-2T Bachmann
- Xxxxxxxx LNER Class B-1
- Xxxxxxxx LNER Class J-72 for Bachmann

Jigs**:**
- CES058 Quartering Jig 3.00
- E017 Handrail bending jig 2.50.
- E019 Handrail bending jig, for long handrails 2.50.
- E021 W-Iron alignment jig
- E023 Buffer Height jig
- Components
- GER
- CES160 cab spectacles & guards
- CES160x cab spectacles & guards
- CES205 indicator discs

1.7.4 Brassmasters

Manufacturers of high-quality model railway kits and accessories in 4mm scale.

A021 Sprung axle boxes
A022 Smokebox door handle
A024 Clack valves
A025 Injectors
A031 Super fine bushes
A032 Square washers
A051 Brake and hand
A053 Chequer plate for loco footplates etc (4 patterns)
A054 Manhole covers and road gullies.
A056 Square pattern chequer plate (91mm x 33mm)
A057 Smokebox wrapper (11mm wide) and chimney bases
A058 Cab details
A059 Steam / valve chest covers.
A071 Hand wheels
A072 Pipe flanges
A073 Pipe flanges
A074 Cab fall plate (dimpled pattern)
A075 Cab fall plate (chequered pattern)
A076 Cab doors
A077 Nameplate support bracket (pair)
A078 Footsteps - front and rear
A079 Brake shoes, hangers and rigging - 6'9" wheels.
Axle spacing gauges
Ref G001/2 (EM/P4 only)
Ref G003/4 (OO only)

H208 The EasiChas for the Hornby GER J15 0-6-0 consists of fold-up etches to convert the locomotive and tender with a fully sprung chassis to either EM or P4 gauge

1.7.5 Michael Clark

The Masokits Masterbits Range of components have been designed to be added to other manufacturers' kits to provide a high standard of detailing.

Various locomotive components and sprung loco sub-frame details.

1.7.6 Mainly Trains.

4mm outline and general railway modelling supplies.

Various locomotive components:
MT227 cab fittings
MT256 cab ventilator hatches, cab doors etc
MT187 loco lamp irons
MT232 etched loco steps.
MT226 spectacle & cab grills
MT186 Etched brake rigging & accessories.
MT180 Etched brake rigging & accessories LNER/GER vacuum and steam heating pipes.
MT029 GER stove pipe chimney
MT101 LNER 3500 Group Std tender chassis kit

1.7.7 Craftsman Models

<u>BR DIESEL / ELECTRIC LOCOMOTIVE PARTS</u>
CASTINGS
- C047 Speedometer drives (per 2)
- C069 Oleo Buffers (per 4)
- C099 Air Horns (per 4)
- C108 Diesel Split Headcode boxes Class 37 & 40 (per pair)
- C112 Hoses, jumper cables, pipes (per set of 8) for 1 loco.
- C124 Oval buffers (per 4)
- C125 Original 03 Conical exhaust
- C126 High Intensity headlights square (per pair)
- C127 High intensity headlights round (per pair)
- C129 Derby DMU Exhaust pipes (per pair)
- C136 Central Headcode boxes Class 37/40 (per pair)

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

C137 DMU Jumper cables & sockets (per pair)
C138 DMU Roof vents, round type (per 12)
C139 DMU Roof vents Cravens/Met-Cam flat type (per 12)
C140 DMU Vacuum pipes (4) and pipes (per 4)
C148 DMU Headcode boxes, roof mounted (per pair)
C149 EHT Jumper cables & sockets (2 types)
C151 Pipe, jumper cables & hose set for Class 08 & 09.

ETCHINGS
E02 Headcode discs (per 8)
E14 Air horn grilles Class 37 & 40 (per pair)
E15 Windscreen wipers double are (per 4)
E21 Nose doors Class 37 & 40 (per pair)
E26 Windscreen wipers single arm (per 4)
E29 Exhaust grille 7mm dia.
E30 Snowploughs— side type (per pair) for 1 end only
E31 Marker light panels, central type Class 37, 40, 55 (per pair)
E32 Marker light panels split type class 37/40 (per pair)
E34 Cab fronts Class 37 (per pair)
E35 Class 37 bogie steps (per set of 4)
E43 Snowplough set, six parts with centre unit & for both ends E72s Pantograph wipers
E44 Class 26/27/33 Radiator fan grille
E45 Class 24/25 Boiler compartment grille blanking panels (per 2)
E75s Roof grille & fan for class 56.
E46 Class 24 early 25 flush fitting cab doors (per 4)
E47 Class 25/3 Cantrail grilles (per pair)
E48 Class 26 Cantrail grilles (per pair)
E51 Class 03 balance weight set
E52 Class 04 balance weight set
E53 DMU route indicators (per pair)
E54 DMU Destination blinds (per pair)
E55 DMU bogie steps (per 4)
E57 Derby DMU cab fronts (later type) (per pair)
E58 Cravens DMU cab fronts (per pair
E59 Met-Cam DMU cab fronts (per pair)
E60 Class 37 nose grilles later type (set of 4)
E63 English Electric 'D' lights (per 4)
E70s 'V' shaped aerials
E71s 'T' shaped aerials
E73s Roof grille & fan for Class 37
E76s Class 47 side frame fittings

GENERAL LOCOMOTIVE PARTS
CASTINGS
C48 5'6" Wheelbase loco bogie
C49 6'6" Wheelbase loco bogie
C50 Ross Pop Safety valves, tall, (per pair)
C51 Smokebox Door handles, long
C53 Fire Iron Set (shovel & coal pricker)
C54 Tender brake Column
C56 Vacuum Pipes (per 6)
C57 Steam Heating Pipes (per 6)
C58 Handwheels 4mm dia. 4 spokes (per 3)
C62 Westinghouse Pump
C80 5'0" Wheelbase Loco Bogie
C84 Reverse Lever
C85 Loco Buckets (per 3)
C110 Handwheels 5.5mm, 3 spokes (per 3)
C111 Screw Reverse, early type
C123 Handwheels 6mm dia., 3 spokes (per 3)
C128 Smokebox Door Handles, short
C141 Frame Bushes 1/8" ID (per 12)
C143 Boiler band material 12" (per 3)
ETCHINGS
E1 Brake Gear set for 6-coupled loco.
E16 Checker plate for loco fall plate
E17 Bogie Axle Washers 0.015brass (per 6)
E18 Driving Wheel Centres for Romford Wheels to cover axle nuts. (per 6)
E20 Speedometer Drive Cranks (per 2)
E24 Round Rear Cab Window Guards 6mm dia. (per pair)
E25 Round Rear Cab Window Guards 8mm dia. (per pair)
E27 Driving Wheel Axle Washer 0.015 brass (per 6)
E28 Handwheels 2.5mm dia. 4 spoke (per 3)
E33 Driving wheel centres for Romford 14mm wheels to cover axle nuts (per 6)

LNER LOCOMOTIVE PARTS
CASTINGS
C34 GC Robinson A5 Chimney
C35 GC Robinson Smokebox Door
C36 GC Robinson Dome early large, A5
C37 GC Robinson Dome later small, A5
C38 GC Robinson Oval buffers (per pair)
C39 GC Robinson Round Buffers (per pair)
C40 GC Robinson Safety Valve
C43 8 Wheel Tender Axle boxes (per 8)
C44 8 Wheel Tender Water Dome
C45 8 Wheel Tender Tank Filler
C60 LNER Standard Buffers (per 8)
C109 Mechanical Lubricators (per pair)

BR STEAM LOCOMOTIVE PARTS
CASTINGS
C22 Standard Buffers (per 4)
C46 AWS Box
C47 Speedometer Drive (per 2)
C52 Mechanical Lubricators (per pair)
C96 Tender Axle boxes (per 8)
C97 Clacks (per pair)
C98 Front Steps (per pair)
C114 BR AWS Equipment (3-part set)
C117 Britannia Dome, later type
ETCHINGS
E12 Britannia Balance Weight Set
E38 76/78/82xxx Balance Weight Set
E39 78/84xxx Balance weight Set

1.7.8 Alan Gibson Workshop

ROLLING STOCK WHEELS
Code Scale Size Description
4000 3'1½" 12mm 8 spoke (plain) wheels.
4001 3'1½" 12mm 8 spoke (open) wheels.
4002 3'1½" 12mm 3-hole disc wheels
4003 3'7½" 14mm 8 spoke (open) wheels.
4004 3'7½" 14mm Mansell wheels
4005 3'7½" 14mm Plain disc wheels
4006 3'1½" 12mm 10 spoke (plain) wheels.
4007 2'7½" 10.5mm Plain disc 'Lowmac' wheels
4008 2'7½" 10.5mm 10 spoke 'Lowmac' wheels.
4009 3'1½" 12mm DMU plain disc wheels
4010 3'7½" 14mm 8 spoke (plain) wheels.
4011 3'1½" 12mm Mansell Wheels
4012 2'7½" 10.5mm Disc wheels (with Disc brakes)
4013 3'1½" 12mm Disc wheels (with disc brakes)
4014 3'7½" 14mm Disc wheels (with disc brakes)
4015 3'7½" 14mm 10 spoke (plain) wheels.
4016 3'7½" 14mm 4-hole disc for Pullmans
4017 2'7½" 10.5mm 8 spoke (plain) wheels.
4018 3'1½" 12mm 4-hole disc wheels
BRASS AXLE BEARINGS
4M52 10 x bushes for shorting out Jackson Romford wheels
4M63 40 x Pinpoint axle bearings
4M63F 40 x Flangeless pinpoint axle bearings
4M63W 40 x Waisted pinpoint axle bearings
STEAM LOCOMOTIVE DRIVING WHEELS
The column headed 'Crank pin' has three different notations, IL indicates a wheel with its crank pin boss in line with the spokes; PB

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

indicates a wheel with its crank pin boss between the spokes; and OC indicates a wheel with no crank pin boss for locomotives fitted with outside cranks. The column headed 'Throw' indicates the crank pin throw and the succeeding column gives the scale equivalent.

Code Size Scale Spokes Prototype Rim CP Throw Scale Brass
G4842E 3' 6" 14.0mm. 10 spoke LNER Y7 Plain IL 10" 3.33mm
G4848 4' 0" 16.0mm 10 spoke GER/LNER J69 Class Plain PB 10" 3.33mm
G4848G 4' 0" 16.0mm 15 spoke GER/LNER J69 Class Plain IL 11" 3.66mm
G4849N 4' 1½" 16.5mm. 12 spoke LNER J72. etc. Plain IL 11" 3.66mm
G4855E 4' 7" 18.5mm 14 spoke LNER J25/J26/J27 Class Plain IL 11" 3.66mm
G4855L 4' 7" 18.5mm. 14 spoke LNER Q6 Class Plain PB 13" 4 30mm
G4855N 4' 7" 18.5mm. 14 spoke LNER Q5/Q6 Class Plain IL 13" 4.30mm
G4855S 4' 7" 18.5mm. 15 spoke LMS Stanier 8F Bevel PB 14" 4.60mm
G4855 4' 7½" 18.5mm. 15 spoke Midland/LMS Plain IL 12" 4.00mm
G4855D 4' 7½" 18.5mm. Webbed War Department - - 14" 4 60mm
G4860 5' 0" 20.0mm. 15 spoke BR 9F, etc Bevel PB 12" 4 00mm
G4860B 5' 0" 20.0mm. Bulleid SR Q1 Class - - 13" 4 30mm
ke NER Plain IL 11" 3.66mm
G4862E 5' 2½" 20.8mm. 16 spoke GWR/LNER Plain PB 11" 3.66mm.
G4868G 5' 8" 22.6mm. 16 spoke GER/LNER E4 Class Plain IL 12" 4.00mm
G4868L 5' 8" 22.6mm. 18 spoke LNER K3 Class Plain PB 13" 4.30mm
G4868ST 5' 8" 22.6mm. 18 spoke BR 2-6-4 Tank Bevel PB 13" 4.30mm
G4872L 6' 0" 24.0mm. 18 spoke LTSR 4-4-2T Plain PB 13" 4.30mm
G4874 6' 2" 24.6mm. 20 spoke BR Britannia, Clan Bevel PB 14" 4 60mm G4874B 6' 2" 24.6mm. Bullied SR MN/WC/BB Class - - 13½" 4.50mm
G4874L 6' 2" 24.6mm. 20 spoke LNER B1, V2 Class Plain PB 13" 4.30mm
G4878E 6' 6" 26.0mm. 20 spoke LNER B12 Class Plain PB 12" 4.00mm
G4880B 6' 8" 26.6mm. 20 spoke LNER A4/3/1, B17, etc. Plain PB 13" 4.30mm
G4884E 7' 0" 28.0mm 21 spoke GE Claud Plain PB 12" 4.00mm
G4890 7' 6" 30.0mm 20 spoke Midland Spinner Plain - - -
G4896 8' 0" 32.0mm 24 spoke GNR Single Plain IL 14" 4.60mm

DRIVING WHEEL - CRANKPINS
4M42 Crankpin set (sufficient for 10 wheels)
4M42A Crankpin set (sufficient for 4 wheels)
4M42B Crankpin set (sufficient for 6 wheels)
4M43 10 x M1 screws x 6.5mm
4M44 10 x short bushes
4M45 10 x long bushes
4M46 10 x flanged M1 nuts

BOGIE and TENDER WHEELS
Code Size Scale Spokes Rim Brass Code Size Scale Spokes Rim *Brass*
G4831 2' 8" 10.5mm. 8 Spoke Plain G4842C 3' 6" 14.0mm. 12 spoke Plain.
G4832 2' 8" 10.5mm. 10 spoke Plain G4842ST 3' 6" 14.0mm. 10 spoke Bevel.
G4836 3' 0" 12.0mm. 10 spoke Plain G4843 3' 7" 14.0mm. 10 spoke Bevel.
G4836B 3' 0" 12.0mm. Bulleid G4844 3' 8" 14.6mm. 10 spoke Plain.
G4836C 3' 0" 12.0mm. 12 spoke Plain G4844B 3' 8" 14.6mm. Disc
G4836GP 3' 0" 12.0mm. 9 spoke Plain G4844C 3' 8" 14.6mm. 12 spoke Plain.
G4836H 3' 0" 12.0mm. 8 spoke Plain G4844H 3' 8" 14.6mm. H-spoke.
G4836ST 3' 0" 12.0mm. 9 spoke Bevel G4847 3' 11" 15.6mm. 10 spoke Plain.
G4838 3' 2" 12.6mm. 10 spoke Plain G4847NW 3' 11" 15.6mm. 12 spoke Plain.
G4838ST 3' 2" 12.6mm. 10 spoke Bevel G48475 3' 11" 15.6mm. Disc
G4838ST/T 3' 2" 12.6mm. 9 spoke Bevel G4849 4' 1½" 16.5mm. 12 spoke Plain.
G4838W 3' 2" 12.6mm. Disc G4850 4' 2" 16.5mm. Disc
G4839 3' 3½" 13.0mm. 10 spoke Plain G4851 4' 3" 17.0mm. 12 spoke Plain *G4839H 3' 3" 13.0mm. 8 spoke Plain* G4851C 4' 3" 17.0mm. 10 spoke Plain *G48395T 3' 3½" 13.0mm. 10 spoke Bevel* G4851ST 4' 3" 17.0mm. 12 spoke Bevel.
G4842 3' 6" 14.0mm. 10 spoke Plain G4854 4' 6" 18.0mm. 14 spoke Plain.
G4842B 3' 6" 14.0mm. Bulleid

Outside Cranks for Locomotives
5000 Outside cranks for steam locomotives
5001 Outside cranks for Class 08 diesel locomotive
5002 Outside cranks for Class 14 diesel locomotive

DIESEL and ELECTRIC LOCOMOTIVE WHEELS
All wheels, including the diesel and electric.
bogie wheels are supplied with 1/8" diameter axles. The wheels for Classes 08/09 are supplied complete with outside cranks.

DRIVING WHEELS FOR DIESEL LOCOMOTIVES FITTED WITH OUTSIDE COUPLING RODS
4842DD 3'6' 14.0mm 12 spoke Class 03 Bevel IL 9' 3.00mm
4854D 4'6" 18.0mm 14 spoke Classes 08.09 Bevel OC - -

BOGIE WHEELS FOR DIESEL AND ELECTRIC LOCOMTIVES WITH DRIVING WHEELS
4844D 3'8" 14.6mm Disc Class 33,44,47 etc
4848D 4'0" 16.0mm Disc Class 81,82 etc

LOCOMOTIVE FITTINGS
GENERAL FITTINGS
4M600 Vacuum pipes (x4) upright type
4M601 Steam heating pipes (x4)
4M602 Westinghouse pump
4M604 Wakefield lubricators (x2)
4M605 Ross Pop safety valves on round base -Belpaire
4M633 Boiler washout plugs - turned brass (x25)
4M637 Smokebox door darts - turned brass (x2)
4M707 Tender water scoop
4M718 Boiler band cleats (x2)
4M740 Quadrant reverser
4M757 Push/pull gear.
4M787 Vacuum pipes (x4) hang down type.
4M798** Underframe driving wheel springs (x6)
4M814 Mud hole covers (x4)
4M815 1 x 12" length each of three dia. of copper wire for
4M820 Vertical injectors (x2)
4M826 Gravity lubricators (x6)
4M827 Oval buffer heads only (x4)

BRITISH RAILWAYS
4M670 Rebuilt Bulleid MN/WC/BB chimney
4M671 Class 4 2-6-4T chimney
4M693 Class 03 diesel exhaust - early pattern
4M694 Class 03 diesel horn
4M799 Vacuum ejector D
4M800 Clack Valves (x2)
4M801 Injector water valve
4M802 Carriage warming valve.
4M803 Vacuum ejector steam valve
4M804 Exhaust steam injector
4M805 Piston Valve guides (x2)
4M806 Cab floor ashpan damper controls
4M807 Steam manifold
4M808 Class 5 whistle
4M809 Regulator packing
4M810 Live steam injector (BR/GWR pattern)

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

4M810 Live steam injector (BR/GWR pattern)
4M811 Injector steam valves, tender locomotives(x2)
4M811A Injector steam valves, tank locomotives (x2)
4M812 Class 5 chimney
4M813 Speedometer connector
4M814 Mudhole covers (x4)
4M816 Single slidebar and crossheads (x2)
4M817** Tender axle boxes (x6)
4M818** Tender water sieve boxes (x2)
4M821 Class 9F Giesel chimney
4M825 Class 3 chimney
4M842 Class 20 diesel drain cocks (x2)

LN.E.R. AND CONSTITUENT COMPANIES

4M622 GER tender toolbox
4M623 GER tender water tank filler
4M624 GER Ross pop safety valves - two casting
4M625 GER clack valves (2)
4M626 GER tank locomotive water tank fillers (2)
4M627** GER tender axle boxes (6)
4M628 GER tender brake standard
4M629 GER Ramsbottom safety valve
4M630 GER Class Y14 chimney - early pattern
4M631 LNER Class J15 chimney
4M632 LNER Class J15 Smokebox front
4M644 GER Ramsbottom 4 column safety valve
4M645 GER tank locomotive tank vents (2)
4M646 GER Ross pop safety valves - one-piece casting
4M652 GER footplate top spring & hanger (2)
4M653 GER piano front
4M654 GER Y14 etc dome
4M655 GER 4'7" boiler backhead
4M666 GER/LNER 'F' Tanks Smokebox front
4M668 GER/LNER Class F7 chimney
4M708** LNER tender axle boxes (6)
4M773 GER Class T26 chimney - short stovepipe
4M774 LNER Class E4 chimney - short lipped
4M783 LNER Class J11 'Flowerpot' chimney
4M784 LNER Class J11 dome
4M785 LNER Class J11 'Flowerpot' chimney - short
4M786 LNER Class J11 dome, squat pattern
4M845 LNER Class J39 dome
4M846 LNER Class J39 chimney
4M847 LNER Class J39 Ross pop safety valves
4 M 848 GER E22 Stovepipe Chimneys
4M848 LNER J69 Stovepipe Chimney
4M849 GER S69 Chimney
4M849 LNER B12 Chimney
4M850 GER S69 Dome
4M850 LNER B12 Dome
4M851 LNER B1 Chimney
4M852 LNER B1 Dome

SPRUNG LOCOMOTIVE BUFFERS

4900 Spare Loco Buffer Springs (Copper Colour),10
4903 LMS and BR type with 16" head
4904 GN/LBSCR/NE/GE round base, parallel
4909 LNER/SR stepped parallel, 16" head.

SCALE HANDRAIL KNOBS

4M53 25 x Handrail Knobs (short)
4M54 25 x Handrail Knobs (medium)
4M55 25 x Handrail knobs (long)
4M56 25 x Handrail Knobs (shoulder less)

BRASS LOCOMOTIVE BOILER BANDS

4M170 Locomotive Boiler Bands (15)

SCREW COUPLINGS

A small range of exquisite lost-wax cast brass screw couplings.
4M706 Standard two shackle screw coupling
4M706B Heavy duty coupling as used on diesels.
4M706C Coupling hooks only (10)

LOCOMOTIVE AND TENDER BRAKE GEAR

4M100 GER loco brake gear (4'6" - 5'6" wheels)
4M101 GER tender brake gear (wheels up to 4'3")

PROFILE MILLED MAINFRAMES

The mainframes play a decisive part in just how well that engine will perform. Accuracy is paramount in their manufacture and in model form, by utilising a process known as profile milling, we have been able to build up a wide selection of frames and, also produce them to the precision required. The frames are profiled for use with our own range of sprung hornblocks (although most contemporary hornblock systems can be used) and the grade of
brass used for these frames is very rigid and is far more suitable for the purpose than an etching grade of brass or nickel silver. A varied selection of tender frames to a similar design and specification is also available.

1.7.9 Comet Models

CHASSIS PACKS

includes frame axle bearings, 0.7mm wire for brake cross shafts, and according to prototype includes motion set, cylinders, crossheads, leading and trailing trucks or bogies and fixings.

LMS Locomotives

LCP3 Black 5
LCP4 Fowler/Stanier 2-6-4T
LCP5 Stanier 8F
LCP6 Fowler 4F
LCP8 Jinty 3F 0-6-0T
LCP11 Ivatt 2-6-2T 2MT
LCP16 Ivatt 2-6-0 2MT
LCP17 Fairburn

LNER Locomotives

LCP31 Thompson B1 4-6-0
LCP32 B17 4-6-0
LCP33 J72 0-6-0T
LCP34 N2 0-6-2T
LCP36 V2 2-6-2
LCP37 J39 0-6-0

BR Locomotives

LCP40 Britannia 4-6-2 7MT
LCP41 Class 4 4-6-0
LCP42 Class 4 2-6-4T
LCP43 9F 2-10-0
LCP44 BR Standard 5, 4-6-0
LCP46 Class 4 2-6-0

SR Locomotives

LCP51 Rebuilt WC/BB *Original WC/BB can be modelled by a slight modification of the cylinders and by omitting the outside valve gear.*

LOCOMOTIVE COMPONENTS

Parts are etched unless shown as white metal(w/m) or lost wax(l/w) castings. Bogies and pony trucks are etched in 18 thou brass or nickel silver and include 8BA shouldered bolts and nuts, and have been redesigned to be able to be built in OO, EM or P4

Code	Item
LS1	LMS/BR AWS tanks battery box w/m
LS2	Pony truck-bar frame type
LS3	Pony truck-plate frame type
LS4	Bogie 6' 3" w.b
LS5	Bogie 6' 6" w.b
LS8	Double slidebar crossheads l/w
LS9	Single slidebar crossheads l/w
LS11	Bogie 6' 3" LNER and SR type
LS14	LNER Cartazzi axle boxes w/m
LS15	OO frame spacers 7 assorted
LS16	Frame assembly jigs 00
LS17	Frame assembly jigs EM
LS18	Trailing truck Bulleid 4-6-2
LS19	Trailing truck BR Britannia
LS20	Stanier cab Black5/8F/Jubilee
LS21	Stanier live exhaust steam injectors l/w pair

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

LS22 Ivatt Class 2 steam injectors l/w pair
LS23 Loco pick-up set
LS24 Loco/tender electrical connector
LS25 LMS 4-6-0/2-8-0 backhead w/m
LS26 LMS 4-6-0/2-8-0 screw reverser w/m
LS27 LMS 4-6-0/2-8-0 vacuum ejector w/m
LS28 LMS oval loco buffers x4 l/w
LS29 LNER stepped loco buffers x4 l/w.
LS30 Vacuum pipes x 2 l/w
LS31 Steam heating pipes x 2 l/w
LS32 LMS/BR loco buffers x 4 l/w
LS33 Stanier loco and tender steps x 8
LS35 BR loco and tender steps x 8
LS36 LMS strap steps 2 rung l/w pair
LS37 LMS strap steps 3 rung l/w pair
LS38 Sandbox fillers x 8 w/m
LS39 Vacuum release valves x 6 w/m
LS40 LMS/BR mechanical lubricators w/m pair
LS41 LMS Class 5/8F chimney w/m
LS42 Stanier sandboxes w/m pair
LS44 Ivatt Class 2 backhead w/m
LS45 Ivatt Class 2 screw reverser w/m
LS46 8BA shouldered bolt and nut x 5
LS50 LMS Class 5 balance weights
LS54 BR 9F balance weights
LS55 Hornblocks and springs for 6mm wide hornways x 6
LS56 Etched covers for Romford driving axles x 12.
LS57 LMS Class 5 double chimney w/m
LS58 Hornblock springs x 10
LS59 Assembly jig adapters for 6mm wide hornways x 4
LS60 P4 frame spacers 8 assorted
LS61 P4 frame assembly jigs
LS64 LMS/BR speedometer drive (l/w)
LS66 LMS Ivatt vertical whistle
LS67 LMS Stanier horizontal whistle, 2 part
LS68 BR Horizontal whistle
LS69 Smokebox door handle. 2 plain handles 6.4mm
LS70 Smokebox door handle. 2 plain handles 5mm long
LS71 Smokebox door handle. 1 plain, 1 flanged 5mm long
LS72 Smokebox door handle. 2 flanged handles 5mm long
LS73 Bogie Pivot Plate
LS77 LMS 8F Detailing Fret*
LS80 Crankpin and axle spacing washers

LOCO CYLINDERS

Etched 18 thou brass stretcher with cast white metal sides and valve chests, now redesigned to allow building in OO, EM or P4

LC1 LMS/SR type
LC4 LNER type (inc. A1/A3)
LC5 BR type

LOCOMOTIVE DETAILING PACKS

Contents enable a range of BR and LMS locos to be improved.

LDP01 Britannia, Clan, Duke
LDP02 Class 5, 73xxx
LDP03 75xxx, 76xxx, 77xxx 78xxx
LDP04 80xxx, 82xxx 84xxx
LDP05 9F
LDP09 Stanier 8F 2-8-0

LDP01-05 include copper wire, lost wax castings of external fittings, smokebox door handle, whistle, safety valves, vacuum pipe, train heat pipe and speedometer drive. LDP09 includes handrail knobs; etches for items such as cab, steps, etc; smokebox door handle; whistle; speedometer drive; cast items such as chimney, AWS tanks, etc.

LOCOMOTIVE DETAILING FRETS

Etched brass frets from our loco kits and detailing packs are now available separately.

LS77 Stanier 8F

TENDER FRAMES

Etched in 18 thou brass, with hornways for inside bearing wheel sets. Can be compensated if desired.

TC1 6' 6" x 6' 6"
TC2 7' x 7'
TC3* 7' 6" x 7' 6"
TC4 5'3" x 5'6" x 5'3"
TC5 7' 3" x 6' 3"

*includes both LMS and GWR type brake shoes and hangers.

TENDER CHASSIS

Etched tender base and frames with steps, water scoop, buffers, vacuum and steam pipes, axle boxes and where appropriate sieve boxes.

TF1 LMS Stanier with standard axle boxes
TF2 LMS Stanier/Ivatt 7'6"x7'6" late pattern axle boxes
TF3 LMS Ivatt. 7'6"x7'6" with roller bearing axle boxes.
TF4 LMS Fowler 6'6"x6'6"
TF5 BR Standard 7'0"x7'0"

TENDER KITS

These include an etched chassis for inside bearing wheels, with brake shoes and pull rods, a frame kit with lost wax and white metal detail parts, and an etched or cast tender body.

TK1 Stanier 4000 gallon rivetted
TK2 Stanier 4000 gallon welded.
TK3 Stanier/Ivatt 4000-gallon part welded with short spring hangers.
TK4 Ivatt 4000-gallon part welded with roller bearing axle boxes.

TK7 Fowler 3500 gallon flush riveted
TK13 BR Standard BR1B, C, D, E, or K
TK14 BR Standard Tender BR1F kit

TENDER BODY KITS

Etched brass sides are pre-formed where appropriate.

TB1 LMS Stanier 4000 gallon riveted
TB2 LMS Welded 4000 gallon
TB3 LMS Stanier/Ivatt 4000-gallon part welded.
TB5 LMS Fowler 3500 gallon flush riveted
View

TENDER COMPONENTS

Accurate white metal castings to super-detail RTR and kit-built tenders.

TS1 LMS Stanier standard spring axle box x6
TS2 LMS Stanier/Ivatt later type spring axle box x6
TS3 LMS Ivatt roller bearing spring axle box x6.
TS4 LMS Fowler spring axle box x6
TS5 BR Standard spring axle box x6, sieve boxes x2
TS6 LNER spring axle box x8
TS8 Ivatt Class 2 spring axle box x6, sieve boxes x2
TS9 Fowler brake standards water gauge lost wax brass
TS10 LMS dome and water filler
TS11 LMS tubular air vents, pair
TS12 LMS Ivatt flat air vents, pair
TS13 Stanier fire iron tunnel
TS15 LMS water sieve boxes, pair
TS16 Water scoop

1.7.10 Street Level Models

Chassis block for our LNER F4, 5, and 6 kits
Coupling rods for GER F 4, 5 and 6 class tanks

1.7.11 5522 Models

Etched GER Loco Headcode Discs and Boards
Great Eastern Railway Lamp Irons

1.7.12 247 Developments

Model Locomotive Name Plates & Detailing supplies for Steam locos

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

1.7.13 Pacific Models

Smokebox steam loco number plates, DMU/EMU destination blinds and carriage destination boards

1.7.14 PDK Models

LNER Sprung buffers, safety valves, chimneys, and domes (B12, D16, J17, J19, J20), vacuum pipes and anti-vac pipes,

1.7.15 Rumney Models

X.01 LNER F4/5/6 2-4-2T chassis – £32

The chassis is designed to provide a modern etched sprung chassis for the Alan Gibson kit and features built in CSB suspension along with brake gear, cosmetic driving wheel springs, ashpan detailing, guard irons and balance weights.
X.08 GER S23 Tender Underframe
X.09 GER Z14 Tender Underframe
These two tender kits compliment the J15 loco chassis but of course can find a home behind other loco types.

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

SECTION 2 ROLLING STOCK

General carriage notes:

Until 1919 **GER carriage livery** was varnished teak or where the condition was poor or steel used, "coach brown" paint. From 1919 the GER adopted crimson lake livery for coaching stock, which at the time was described as *"scarcely so bright as that obtaining on the Midland Railway; it approaches somewhat that used by the North British Railway"*. The body sides and ends, together with the solebars and headstocks were crimson lake. All the running gear below solebar level, the gas tanks, etc., and buffers, draw gear and side chains were black. The teak centres of the Mansell wheels, formerly varnished, were probably painted crimson or black.

At the Grouping in 1923 the LNER reverted to varnished teak or "simulated teak" paint for coaching stock.

Passenger and non-passenger coaching stock *(by Mike Bootman)*
The tables are presented in chronological order by period (Pre-Group, Grouping, and within each period by design (Gresley and Thompson.). Classification is by principal type, ordered alphabetically by manufacturers and sequentially by reference. Similar models in different liveries are listed together.

Diagram numbers (Dia. x) are given as stated by the manufacturer or as deduced by reference to sources. Where two LNER numbers are given (x/y) the first refers to 9' and the second to 9'3" width versions, further numbers (y & z) may indicate, e.g., variations of brake vehicles (with/without duckets, racks for pigeon baskets). Note the LNER changed from queen posts, truss rods and turnbuckles to angle trusses to underframes from 1931 and to welded construction from 1934; both changes were gradual. References to 3rd class should be understood as subsequently becoming 2nd under BR and presently Standard class; confusingly 2nd class previously under LNER had been down rated to 3rd, as was some 1st class accommodation.

BR carriages are available from proprietary and specialist suppliers in liveries including crimson & cream, maroon, blue/grey and through the various sector and numerous franchise schemes.

Profiles and ride heights of similar prototypes and colours/shades of the same livery may vary between manufacturers. Ready-to-run (RTR) coaches are typically produced in batches; a suffix to the reference indicates a further batch with different running number. A livery may be correct but running numbers could be for a different region.

As with British Railway and later built wagons, we have now also omitted British Railway and later built carriages, as maintaining the information has proved too time-consuming and the information is generally available on other websites.

Discontinued items are listed in ***Ramsay's British Model Trains Catalogue*** (Warner Publications) and as with currently out of production items, may be found at certain stockists/traders, exhibitions and 'swap meets', check websites and model railway magazines.

Most of the former Mainline and Replica product ranges have now been re-issued and/or upgraded by Kader under their Bachmann Branchline company name. The complex history of these companies has been explained in ***The Railway Magazine Guide to Modelling*** magazine (September 2017-February 2018)

Hornby acquired the Dapol (ex-Wrenn plus some Airfix) and Lima ranges; complementary or better products are being re-issued in upgraded form.

Comet etches/castings are available as sets of sides, full kits, and detailing packs. Mailcoach plastic kits marked * are improved versions of the original Ian Kirk designs and now by Cooper Craft. MJT etches and castings are available both as sets of sides and as detailing packs. Rupert Brown etched brass kits comprise body sides, ends, partitions, droplights, floor pan, solebar overlays, steps, queen posts, truss rods; require roof, vents, bogies, battery boxes, dynamo, and brake gear (recommend from MJT range). Southern Pride Models has an extensive range of kits, interior and detailing parts for BR coaching stock (Mk I & Mk II) and TPOs, plus conversion kits for Bachmann Thompson stock.

Hornby Gresley 51'1½" non-vestibuled stock.
These carriages could be seen anywhere on the GE Section, but less so in the London Area because most those services comprised Westinghouse-fitted stock. The BT (4) and CL together made up the minimum basic formation on several branches, or alternatively a BT, CL (or TL - not a teak-panelled type) plus a T and an F would make up a four-coach formation that could be found most anywhere.

From 1925 the first digit of the running number 6x… denoted stock allocated to the GE Section. However, from

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

1943 onwards all stock was renumbered by type, non-vestibuled carriages, such as those by Hornby, beginning 8x…. and these numbers were retained by BR with the addition of the E prefix and, later with the introduction of new BR standard stock, a suffix, which indicated the Region responsible for maintenance.

Very early stock had varnished teak ends, but this was quickly changed to black and the primrose lining dropped from 1925. 2nd class disappeared in 1938 and class designations on the doors (except for 1st) were dropped from 1941. During wartime repaints the lettering was shortened to NE and roofs were grey instead of white paint.

BR livery was plain crimson, black ends and grey roof and then plain maroon, ditto.

LNER post-war non-vestibuled stock liveries:

a. Teak/mock teak for vehicles built prior to mid-1949.
b. Lined crimson for those built between mid-1949 and early 1951 (and any repaints during that period)
c. Plain crimson for remainder when new (and any repaints between early 1951 and 1956)
d. Plain maroon from 1956 (probably late that year) at least until around 1959.
e. Lined maroon for some from c1959, though that livery seems to have been most common in Scotland.

BR crimson (aka carmine) and maroon liveries

Various sources refer to the first BR standard red livery as Carmine, but the official name was Crimson Lake, usually abbreviated to Crimson. This was a much lighter shade than the Crimson Lake previously used by various companies, most notably the LMSR but also the GER and several others pre-grouping. This new livery was Crimson body with a Cream band at window height having black and gold lining for gangwayed stock and plain Crimson unlined for non-gangwayed stock, both with black body ends and grey roofs. The top window line of former LNER carriages and the teak panelled Gresley designs in particular, were not consistent with other stock and the upper Crimson band was often omitted and the Cream band continued up to the roof line.

The description 'Carmine' had its origins in the railway press of the time and has been inappropriately used by the authors of respected source books, resulting in confusion of the less knowledgeable and incorrect item descriptions by model manufacturers. 'Blood and Custard' was one of several nicknames coined by the popular press. 'Plum and Split Milk', sometimes incorrectly used, referred to one of the BR experimental liveries that approximated to the former LNWR coach livery.

To add to the confusion, the all-over lined darker red livery adopted by BR from 1957 was intended to be a match for the former LMSR Crimson Lake but was officially termed Maroon. In practice, it was not a match, being rather more 'purple' and lacking 'depth'. This has been attributed to there being many less undercoats and varnish topcoats than the LMSR applied. *"Light-straw"*-edged black lining was applied above and below the window line to gangwayed passenger-carrying stock, and often to brake/luggage vans in fixed formations of 'named' and prestige trains. For a short period, and mainly in the Scottish Region, the non-gangwayed stock was also lined.

Other changes included the application of a crest, positioned as near central on the body side as possible. Application of the crest was intended to be to stock formed in named or prestige trains, catering and sleeping cars, and also power cars of multiple units. However, interpretation of this guidance became more loose over time.

As always, the advice is to seek out contemporary photographs and see the following website: https://www.bloodandcustard.org/

London North Western carriages on the Midland & Great Northern

The ex LNWR coaches transferred to the M&GN were re-numbered twice. When first transfer they had 8XXXX numbers and from 1943 they were given new GE Section numbers in the 6XXXX series.

The GE section numbers were:

LNWR Diagram 268 TK 60122-33
LNWR Diagram 316 BTK 62105/10
LNWR Diagram 216 BCK None
LNWR Diagram 138 CK 63323-7/30-33
LNWR Diagram 140 CK 60135
LNWR Diagram 385 BX none
LNWR Diagram 80 BG 6312

Camping coaches

Prior to 1935 camping coaches remained in the same teak finish as revenue coaching stock. From 1935 the brighter livery of Green and Cream was used, being the same as applied to other coaching stock such as the Tourist sets, i.e., GNR Standard Light Green (Grass Green) and a very pale Cream. More camping coaches were converted by BR, including 35 ex-GER vehicles, and these also retained the Green and Cream livery. These colours are available in the Phoenix Precision Paints Ltd range as LNER Coach Green and LNER Coach Cream, respectively.

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

The former Pullman cars (ex-Southern) were converted in the early 1960s, but the only description given is blue. These are also detailed in Appendix One of RW Kidner's ***Pullman Trains in Britain***, Oakwood Press LP210 where the only mention is of the retention of the Pullman livery on the 25 retained by the SR.

The details and disposition of the Camping Coaches was described by Clive Carter and Andy MacLean in a comprehensive article published in ***British Railway Journal number 23 of Autumn 1988***, with corrections noted in ***number 30 Winter 1990***.

General freight stock notes:
Because of the general pooling of railway company general freight stock during the First World War and the additional pooling of private owner wagons (except special vehicles) during the Second World War, we propose in general to only include wagon types specifically built by or for the Great Eastern Railway and private wagon owner companies located in East Anglia.

We also have excluded model wagons manufactured by Dapol or commissioned by others from Dapol and Hornby etc where the base models are inaccurate. Typically, the wheelbase has been 10ft with a steel underframe, whereas the prototype had a 9ft wheelbase with a timber underframe, etc.

Oxford Rail has produced a 12t RCH diagram 72 of 1907 tank wagon, which appears "accurate" and excellent r-t-r model. Of the liveries produced to date, **Mobil** (previously Vacuum Oil Co), **Carless** and **Fison's** were "local" to East Anglia:

• **Mobil**: livery appears correct for the c1955-1964 period of a post-war Class B tank in black livery (red pre-war) as this photograph illustrates. https://www.flickr.com/photos/johnmightycat/5668737581/
• **Carless**: livery also appears to be correct pre1940s buff colour for Class A tank (post-war aluminium) as the following photograph illustrates. However, the photograph shows a 14t vehicle with a tank of greater diameter and no other record photographs have been found. https://hmrs.org.uk/carless-capel-leonard-e8-14t-tank-wagon-no-24-ex-works-lettered-carless-capel-leonard-hackney-wick-london.html
• **Fison's**: livery appears similar to various wagons in their ownership, but all are completely different to the model and the accuracy has been called into question on various forums.

GER wagon livery: bodywork and solebars painted slate grey, the buffers and below the solebar were all black and where applicable, white, or very light grey roofs. Lettering was plain white, except on goods brake vans prior to 1902, when the letters were shaded black. Ventilated vans were painted light French grey with lettering in unshaded black. Vacuum-fitted vans had the outer panels to the sides painted dark red or red oxide, but in about 1912 this reverted French grey overall with a large "V" applied in the ends instead. The body and solebars of refrigerator and other perishable vans were painted light yellow with black buffers and running gear and white roofs. Lettering was chocolate, shaded red except for the tare weight. The panels were also chocolate colour with yellow unshaded lettering. The upper half of gunpowder vans was painted red and the lower light chocolate. Ballast wagons, when new, were varnished with red ironwork, later becoming all red, as were ballast brake vans, and black lettering. Loco sand wagons and other loco department stock were green with grey roofs and white lettering. Vermilion headstocks were used on brake vans.

LNER wagon liveries remained the same throughout the LNER's existence. Non-fitted revenue wagons, sleeper and loco coal wagons were grey. Revenue wagons fitted with automatic brakes and brake vans were brown, red oxide/bauxite. Refrigerated wagons white with black ladders, footboards, and some strapping/hinges. Containers painted dark blue, early examples were bauxite and some grey and polished aluminium. Refrigerated containers white, Service vehicles (e.g., engineering) Oxford blue and yard-restricted vehicles green. Breakdown cranes were painted black with quarter inch red lining. Van roofs were usually white, although there's evidence to suggest that some were painted grey. The running gear was black with the end of each brake lever picked out in white for visibility. Wooden solebars were painted in the body colour, whilst steel solebars were black. Wheel rims are also white in official photographs, but it is unlikely that this ever saw widespread use.

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

2.1 Carriages to GER Designs:

2.1.1 Passenger Stock

Manufacturer	Ref	Description
Bill Bedford Models/Mousa Models	BCK0601BC	GER full brake
	K0603	GER BTK
	BCK0610BC	GER Dia. 121 FK
	K0703	GER Dia. 527 BTK
	BCK0707	GER Dia. 18 RTO
	BCK0705	GER Dia. 235 CK
	BCK0702	GER Dia. 26 TO (LNER built)
	BCK0708	GER Dia. 39 RB
	BCK0704	GER Dia. 419 TK 50ft corridor
	BCK0701	GER Full brake
	BCK0700	GER Milk van now available as a complete kit.
	BCK0706	GER Dia. 212 CL Clerestory
	BCK0709	GER Dia.120 RFK
	BCK0710	GER Dia.121 FK
D&S Models (kits)	DS113	GER Dia. 212 Clerestory lavatory/compo
	DS114	GER Dia. 109 6-wheel 1st
.	DS115	GER Dia. 208 6-wheel compo
	DS116	GER Dia. 407 6-wheel lavatory 3rd
	DS117	GER Dia. 518 6-wheel full brake
	DS118	GER Dia. 519 6-wheel brake 3rd
	DS119	GER Dia. 227 50ft corridor comp
	DS120	GER Dia. 419 50ft corridor third
	DS121	GER Dia. 541 50ft brake 3rd
	DS122	GER Wisbech & Upwell 4-wheel & bogie coach.
	DS125	GER 50ft corridor full brake – *never released?*
	DS126	GER 50ft Corridor 1st – *never released?*
	DS131	GER 50ft corridor restaurant
	DS132	GER two coach auto train set
	DS133	GER Dia. 227 50ft corridor compo LNER period
	DS137	GER Dia. 404 6-wheel 3rd
	DS138	GER Dia. 514 6-wheel brake 3rd– *never released?*
	DS139	GER Dia. 219 6-wheel compo– *never released?*
	DS145	GER 4-wheel six aside 3rd
	DS146	GER 4-wheel six aside brake 3rd
	DS147	GER 4-wheel six aside 1st
	DS148	GER 6-wheel Clerestory lavatory 3rd
	DS149A	GER Dia. 402 (1875) 4 -wheel 3rd
	DS149B	GER Dia. 402 (1882) 4-wheel 3rd
	DS149H	GER Dia. 402 Holden (1891) 4-wheel 3rd
	DS150A	GER Dia. 100 (1876) 4-wheel 1st
	DS150B	GER Dia. 100 (1883) 4-wheel 1st
	DS151	GER Dia. 507 (1883) 4-wheel brake 3rd
	DS152	GER Dia. 211 48'-3" lavatory/compo– *never released?*
Eveleigh Creations	D401	GER D401 4-wheel Five compartment Third available with or without underframe etch.
	D101	GER D101 4-wheel Four compartment First available with or without underframe etch.
	D501	GER D501 4-wheel Two compartment Brake Third available with or without underframe etch.
	D404	GER D404 6-wheel Third body and chassis etch. No Castings
	D219	GER D219 6-wheel Luggage Composite body and chassis etch. No
	D514	GER D514 6-wheel Brake Third body and chassis etch. No
	D516	GER D516 6-wheel Full Brake body and chassis etch. No
	D110	GER D110 6-wheel Lavatory Composite body and chassis etch.
	D10	GER D10 6-wheel Third Saloon body and chassis etch. No Castings
	D105	GER D105 6-wheel First body and chassis etch. No Castings
Worsley Works All the kits are side's ends and floor only.		GER Corridor Brake Third 50' 62430 GER Corridor Third 50' 61456 GER Corridor Composite 50' 63661
Peter K	PK60/89	GER 6-wheel Dining Car set *Includes Floors, Solebars & Headstocks & some with brake gear.*
	PK39/88	GER 4-wheel 2 compart Brake 3rd *Includes Floors, Solebars & Headstocks & some with brake gear.*
	PK40/89	GER 4-wheel 3 compart Brake 3rd *Includes Floors, Solebars & Headstocks & some with brake gear.*
	PK41/89	GER 4-wheel 4 compartment Compo *Includes Floors, Solebars & Headstocks & some with brake gear.*
Recreation21		GER Wisbech & Upwell 4-wheel & bogie coach

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

Manufacturer	Ref	Description
Trevor Charlton models		GER clerestory GER Full brake GER BK 3rd GER 6-wheel BK 3rd

2.1.2 Miscellaneous Non-Passenger Coaching Stock

Manufacturer	Ref	Description
D&S Models (kits)	DS107 DS108 DS127 DS128 DS129 DS124 DS134	GER horse box GER sundry van GER special cattle van GER 32 ft. van M74 GER 32 ft. covered carriage truck GER Wisbech & Upwell van No 6. GER Dia. 536 6-wheel 32ft elliptical brake van
Jidenco now Falcon Brassworks (kit)	NE315	GER Special cattle van (rebuilt as fruit vans)

2.1.3 Components for Carriages to GER Designs

Manufacturer	Ref	Description
Bill Bedford Mousa Models	BUK070 BUK071	GER 50ft underframe GER 54ft underframe
Rixon Finescale Models (3D print)		GER coach buffers, x20 Pintsch carriage gas lamps x20 Set A: of fittings for one 6-wheeled coach of the GER, in 4mm scale. The set includes springs ("J" hangers on centre axle only), axle boxes, buffers, and lamps. Set B: of fittings for one 6-wheeled coach of the GER, in 4mm scale. The set includes springs ("J" hangers on all axles), axle boxes, buffers, and lamps.

2.2 Carriages to GCR, LTSR and NER Designs:

The LNER in 1924/5 built fifty-seven carriages to a NER 53' 6" carriage design for the GE Section, due to the operating requirements caused by platform lengths at Liverpool Street Station. The order consisted of 27 thirds, 10 brake thirds (NER Dia. 209) and 20 composites. Photo of composite E63773E coupled to GER coach, Mildenhall branch 1957, on p17 ***LNER Standard Gresley Carriages***, Harris, Mallard.

In the 1930's 223 NER carriages were dispersed to the GE Section of the LNER. These were: Clerestory roof Dia. 5, Dia. 7, Dia. 18, Dia. 74, and Dia. 101. Straight-sided Dia. 111. Elliptical roof Dia. 127, Dia.130, Dia. 131, Dia. 161, Dia. 163, and Dia. 178. The transferred coaches were renumbered, and a list is given in ***British Railway Journal*** No.12 Summer 1986, in an article by C.S. Carter.

Photograph of GCR 'Barnum' Open Brake 3rd coupled to GER coach, Thetford 1953, on p102 ***Historic Carriage Drawings LNER***, Campling, Pendragon and another forms a train with GER coach behind F4 67167, Homersfield, Waveney Valley Line 1950, in fig.76 ***East Anglian Branch Line Album***, Dr. Ian C. Allen, OPC.

Manufacturer	Ref	Description
D & S Models (kit)	DS160 DS161 DS172 DS173 DS186 DS192 DS194 DS196 DS197	NER Dia. 130 NER Dia. 127 NER Dia. 5 NER Dia. 18 NER Dia. 7 NER Dia. 163 NER Dia. 178 NER Dia. 111 elliptical 3rd lavatory corridor NER Dia. 113 elliptical be 3rd - used on M&GN
John Fozard		NER Dia.131 49' non-corridor 3rd built 1907 8 3rd compartments (square top light) Dia. cascaded to the GE in the 1930s.
Falcon Brassworks	CK616 CK617 CK618 CK619 CK620	GCR Barnum Open Brake 3rd. GCR Barnum Open 3rd. GCR Matchboard 60'0" Corridor Brake Comp GCR Matchboard 60'0" Corridor 3rd. GCR Matchboard 60'0" Corridor Comp.
Five79	RC117	NER 42ft CCT (high roof)

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

M.A.R.C. Models		LTSR carriage stock brake third, composite and third all complete with correct bogies
Bill Bedford Mousa Models		Various GCR, NER and M&GN body & underframe kits see catalogue.
	BCK1600	LTSR Dia. 6 F body & underframe kit
	BCK1601	LTSR Dia.10 C body & underframe kit
	BCK1613	LTSR Dia.23 BT body & underframe kit
	BCK1612	LTSR Dia.17 T body & underframe kit
	BCK1602	LTSR Dia.18 T body & underframe kit
	BCK1603	LTSR Dia.25 BT body & underframe kit
	BCK1607	LTSR Dia.26 BT body & underframe kit
	BCK1604	LTSR Dia.37 BTK body & underframe kit
	BCK1606	LTSR Dia.37 CK body & underframe kit
	BCK1605	LTSR Dia.37 TK body & underframe kit
	BCK1610	LTSR Dia.4 F body & underframe kit
	BCK1611	LTSR Dia.9 C body & underframe kit
	BCK0389	M&GN Engineers Saloon

2.3 Carriages to LNER Designs

2.3.1 Gresley 61'6" Vestibuled Stock

Manufacturer	Ref	Description
Blacksmith (kits)	413001	Full brake Dia.?
Comet (kits)	E21	Dia. 198 Full Brake - Steel
	E24	Dia. 186 Tourist Open 3rd
	E25	Dia. 114 Corridor 4 Comp Bk 3rd 62750 converted to Dia. 272 2nd for 1938 Hook Continental set)
	E26	Dia. 155 Corridor 3rd
	E27	Dia. 40A & 174 Corridor 3 Compartment Brake 3rd
	E28	Dia. 6 & 130 Corridor Composite 1st/3rd (Dia. 6 built for GE, dual-fitted)
	E29	Dia. 134 & 175
	E30	Dia. 196 Corridor Brake Composite 1st/3rd (some Dia. 134 built for GE) Open Brake 3rd
	E35	Dia. 37A Corridor 5 Compartment Brake 3rd
Hornby	Issued 1977 to 2003	*Various reference/running numbers used. Models based on earlier types with doors per compartment rather than later types with doors to end vestibule only; on a shorter than scale underframe (approximating to the 52'6" stock - see next table) and initially issued running on BR rather than Gresley bogies. Liveries Teak, Crimson & Cream, Maroon.*
	Various	Corridor Composite 1st/3rd
	Various	Brake Composite 1st/3rd
	Issued 2004 Onwards	*Various reference/running numbers used. Models based on earlier types with doors per compartment rather than later types with doors to end vestibule only; absence of the prototypical turn under is noticeable as is middle horizontal beading placed too high. Liveries Teak, Crimson & Cream, Maroon & blue/grey.*
	R4170	Dia. 175 Corridor Brake 1st/3rd - angle trusses LNE teak, R4178 BR crimson/cream, R4260 maroon
	R4171	Dia. 1 Corridor 7 Comp Full 1st - angle trusses LNE teak, R4179 BR crimson/cream, R4261 maroon
	R4172	Dia. 115 Corridor 8 Comp Full 3rd - angle trusses LNE teak, R4180 BR crimson/cream, R4262 maroon
	R4173	Dia. 167 Buffet Car - angle trusses & heavy-duty bogies LNE teak, R4181 BR crimson/cream, R4263 BR maroon, R4468 BR blue/grey
	R4530	Dia. 245 Passenger Brake van 4067 LNE teak, R4531 BR maroon
	From 2018	New codes R4170/R4826; R4171/R4827; R4172/R4828; R4173/R4829; R4530/R4830
Ian Kirk (kits)	8840*	Dia. 211, 259, 296 Corridor Composite 1st/3rd End Vestibule
	8841*	Dia. 212, 261, 296.Corridor 4 Compartment Brake 3rd End Vestibule
	8842*	Dia. 113, 198, 245, 260, 315 Corridor Full Brake
	8843*	Dia. 167 Buffet Car
	8844*	Dia. 1, 2. Corridor 7 Compartment Full 1st
	8846*	Dia. 21, 23, 115 Corridor 8 Compartment Full 3rd
	8849*	Dia. 155, 156, 288.Corridor 7 Compartment 3rd End Vestibule
	8850*	Dia. 155, 256, 288 Corridor 7.5 Compartment Composite 1st/3rd
	8851*	Dia. 3, 4 plus? Open Full 1st
	8852*	Dia. 191 Open Brake 3rd 4 bay
	8853*	Dia. 186, 239, 302 Open Full 3rd
	8854*	Dia. 10c. 144 Corridor Restaurant First/Kitchen Car
	8855*	Dia. 31, 134, 175 Corridor 6 Compartment Brake Composite 1st/3rd
	8856*	Dia. 40, 40a, 174 Corridor 3 Compartment Brake 3rd
	8858*	Dia. 139, 147, 156, 172, 257Corridor 6 Compartment 1st End Vestibule.
	MC17	Dia. 168 Tourist Buffet
	MC18	Dia. 169 Tourist Open Brake 3rd
Isinglass Models	Kit set 9.	The 1937 East Anglian set of six carriages Dia. 240, 236, 237, 239, 238, 240)

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

Manufacturer	Ref	Description
3D printed	102	Dia. 23 corridor 3rd
	103	Dia. 30 (??) Compartment brake 3rd
	122	Dia.38 39 114. Boat train
	124	Dia. 43 vestibule luggage brake van (one for Continental Boat Train set)
	156	Dia.10, 10A, 10B, 10C, 11? Pre mid-1930s two on Continental Boat Train & two for Cromer set
Rupert Brown (kits)	LNED168	Dia. 168 Tourist Buffet (either Plywood or Steel panelled)
Now Wizard Models	LNED169	Dia. 169 Tourist Open 3rd
Kemilway	CB27	Dia. 256 end vestibule All 3rd 61'6"
	CB28	Dia. 212 end vestibule Brake 3rd 61'6"
MJT/Dart Castings		Range of etched sides, inc. cast door ventilator hoods, hinge details, etched door, and grab handles
	2855	Dia. 23/115 Corridor 8 Compartment Full 3rd 1924-39
	2857	Dia. 226/293 kitchen car 1937/9
	2858	Dia. 6 & 130 Corridor Composite 1st/3rd (Dia. 6 built for GE, dual-fitted)
	2859	Dia. 27A open third/dining car
	2860	Dia. 1, 2. Corridor 7 Compartment Full 1st
	2861	Dia. 114 Corridor 4 Comp Bk 3rd 62750 converted to Dia. 272 2nd for 1938 Hook Continental set)
	2862	Dia. 10c. 144 Corridor Restaurant First/Kitchen Car
	2863	Dia. 134, /175 Corridor 6 Compartment Brake Composite 1st/3rd
	2864	Dia. 34/324 Corridor brake composite 2:2
	2865	Dia. 143 Corridor brake composite 2:3
	2866	Dia. 113/245 Corridor Full Brake

2.3.2 Gresley 52'6" Vestibuled Stock (built for GE Section)

Manufacturer	Ref	Description
Comet (kits)	E34b	Dia. 111 Full Brake
Ian Kirk	8825*	Dia. 111, 154 & 282 Full Brake
	8826*	Dia. 25 & 141 Corridor 7 Compartment Full Third
	8829*	Dia. 41/42 & 146 Corridor 3 Compartment Brake 3rd
Isinglass Models	190	Dia. 140 6 corridor 1st
3D printed	191	Dia. 9 corridor composite
	192	Dia. 25 7 corridor 3rd
	194	Dia. 41 146 corridor bk 3rd
	195	Dia. 111 154 282 full brake
	196	Dia. 182 216 open 3rd (e.g., GE605-06E)
Mailcoach	MC302	Dia. 9 Corridor composite
Rocom	RCM1	Dia. 41, 42, 149 Brake 3rd
	RMC2	Dia. 182, 216 Open 3rd
Rupert Brown (kits)	LNED141	Dia. 141 Corridor 7 Compartment Full Third
Kits re-introduced by	LNED146	Dia. 146 Corridor 3 Compartment Brake 3rd
Wizard Models	LNED009	Dia. 9 Corridor Composite 1st/3rd
	LNED154	Dia. 111/154 Full Brake
	LNED216	Dia. 216 Open 3rd

2.3.3 Gresley Carriages: 51'1½" Non-vestibuled Stock

Manufacturer	Ref	Description
Comet (kits)	E31	Dia. 49 Semi-Corridor Composite1st/3rd (Lavatory)
	E32	Dia. 64 Non-corridor 4 Compartment Brake 3rd
	E33	Dia. 56/57 Non-corridor 8 Compartment 3rd
	E34a	Dia. 67 Full Brake
Hornby	R4515	Dia. 48 1st later 9'3" width LNER livery (R4519 R4648, BR maroon)
	R4516	Dia. 57 3rd later 9'3" width LNER livery (R4520 BR maroon).
	R4517	Dia. 50 Comp later 9'3" width LNER Livery (R4521 BR maroon)
	R4518	Dia. 65 Bk 3rd/4-comp later 9'3" width LNER livery (R4522 BR maroon)
Ian Kirk (kits)	8830*	Dia. 47, 48 Non-corridor 7 Compartment 1st
	8831*	Dia. 49, 50, 299 Semi-Corridor Composite1st/3rd (Lavatory)
	8832*	Dia. 64, 65 & 128 Non-corridor 4 Compartment Brake 3rd
	8833*	Dia. 67, 129 & 284 Full Brake
	8834*	Dia. 55, 56, 57, 276, clc 42c Non-corridor 8 Compartment 3rd
	8835*	Dia. 317 (ex 65) Non-corridor 4 Compartment Brake 3rd (Epping/Ongar Push-Pull)
	8836*	Dia. 51, 110, 163 Non-corridor Composite 1st/3rd

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

Manufacturer	Ref	Description
	8837*	Dia. 61, 62, 63 & 117 Non-corridor 5 Compartment Brake 3rd
Isinglass Models 3D printed	111a 112 113 221 222	Dia. 63, 254 Driving Bk 3rd 4-comp Dia. 56 57 8 compartment 3rd Dia. 61 62 63 117 non-corridor 5 compartment 3rd Dia. 47 48 188 189 252 306 7 comp 1st Dia.51 and 110 non-corridor composite
John Fozard		Dia. 48 7 compartment all first built 1926 - 1936 Dia. 50 Semi corridor lavatory composite built 1927 - 1935. Dia. 57 8 compartment 3rd built 1927-1930 Dia. 65 4 compartment brake 3rd built 1926 - 1930. Dia. 67 Non-corridor full brake built 1925 - 1926. Dia.189 Non-corridor composite converted from D48 all first built 1926 - 1936. Dia. 244 Semi corridor lavatory composite built 1936 (NB built specifically for the GE Section) Dia. 276 Steel 8 compartment all 3rd built 1938. Dia. 294 Steel 4 compartment brake 3rd built 1938. Dia. 299 semi corridor lavatory composite built 1939 - 1942
Kemilway	CB1 CB2 CB4	Dia. 299 Lavatory compo steel panelled *(roof, body, floor & interior, underframe)* Dia. 276 Full 3rd steel panelled *(roof, body, floor & interior, underframe)* Dia. 294 Brake 3rd 4 compartment steel panelled *(roof, body, floor & interior, underframe)*
Mallard Models (kits)	M106 M107 M108 M109	Full 3rd Full 1st Lavatory compo Brake 3rd
MJT kits	2851 2852 2870 2872 2871 2873	Dia. 56/57 Non-corridor 8 Compartment 3rd Dia. 47/48 Non-corridor 7 Compartment 1st Full 3rd Full 1st Full 3rd Full 1st

2.3.4 Gresley Articulated Non-vestibuled Stock.

Manufacturer	Ref	Description
Ian Kirk (kits)	8861* 8862* 8863* 8864* 8866* MC16	Dia. 105+106 Twin 3rd/3rd Dia. 124+126 & 242 Twin 3rd/1st Dia. 105+125 Twin Brake 3rd/3rd Dia. 107+108 Twin Brake 3rd/Composite 1st/3rd (Lavatory) Dia. 76+77+78+79+80 Suburban Articulated Quintuple Set (built for GE) Dia. 171 Tourist Twin open 3rd/3rd
Isinglass Models 3d kit	Set 8 116	Quint set – 5 carriages Dia.???? Dia. 107 Bk 3rd + Dia. 108 Lavatory/comp twin.
M.A.R.C. Models		Quad-Arc Dia. 70 - 75 inclusive covers all Third Coaches and Composites used to make up either sets. Diagrams 102-105 were used right into BR time from Liverpool Street to Hertford and usually had two strengtheners
Rupert Brown (kits) Now Wizard Models	LNED072 -	Dia. 76+77+78+79+80 Suburban Articulated Quintuple Set (built for GE) Dia. 171 Tourist Twin open 3rd/3rd

2.3.5 Thompson Vestibuled Stock

Manufacturer	Ref	Description
Bachmann LNER Teak livery as 34-485 1st Class Crimson & Cream 34-486 1st Class,	Issued 1991/2002	*Various reference/running numbers used. Square-cornered windows with last production batch in 2002 having flush glazing; Composite is correctly to shorter length. Liveries Brown, Crimson & Rail Blue (Full Brake only), Crimson & Cream, Maroon (full lining & BR crest).*
	34-375 34-376 34-377 34-378 34-379 34-800 34-385 34-386 34-400	**Dia. 329 63' Corridor Full 3rd** BR Crimson/Cream Ditto E1497E & E1001E (Maroon) Ditto 1047 (Brown) Ditto E1550E (Maroon) Ditto E1011E (Crimson & Cream) Ditto E? E (Crimson & cream, flush glazing) Ditto???? (Brown) Ditto?????? (Crimson & Cream) **Dia. 328 59'6" Corridor 1st/3rd** E1207E & E1236E (Crimson & Cream)

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

Manufacturer	Ref	Description
	34-401	Ditto E1228E & E1240E (Maroon)
	34-402	Ditto 144 (Brown)
	34-403	Ditto E1262 (Maroon)
	34-404	Ditto E1224E (Crimson & Cream)
	34-825	Ditto E? E (Crimson & cream, flush glazing)
	34-410	Ditto???? (Brown)
	34-411	Ditto????? (Crimson & Cream)
	34-425	**Dia. 345 63' Corridor Brake 1st/3rd** E1146E & E1143E (Crimson & Cream)
	34-426	Ditto E1158E & E1140E (Maroon)
	34-427	Ditto 138, 1142 & 1112 (Brown)
	34-428	Ditto E1151E (Maroon)
	34-429	Ditto E1148E (Crimson & Cream)
	34-850	Ditto E? E (Crimson & cream, flush glazing)
	34-435	Ditto????? (Brown)
	34-436	Ditto????? (Crimson & Cream)
	34-450	**Dia. 346 63' Corridor 4 Compartment Brake 3rd** E1905E & E1925E (Crimson & Cream)
	34-451	Ditto E1907E & E1932E (Maroon)
	34-452	Ditto 1908 (Brown)
	34-453	Ditto E1910E (Maroon)
	34-454	Ditto E1936E (Crimson & Cream)
	34-875	Ditto E? E (Crimson & cream, flush glazing)
	34-460	Ditto???? (Brown)
	34-461	Ditto????? (Crimson & Cream)
	34-475	**Dia. 332 63' Corridor Full 1st** E1315E & E1323E (Crimson & Cream)
	34-476	Ditto E1322E & E1312E (Maroon)
	34-477	Ditto 1132 & 138 (Brown)
	34-478	Ditto E1320E (Maroon)
	34-479	Ditto E1313E (Crimson & Cream)
	34-900	Ditto E? E (Crimson & cream, flush glazing)
	34-485	Ditto?????? (Brown)
	34-486	Ditto????? (Crimson & Cream)
	34-650	**Dia. 344 63' Full Brake Type 1** E19E (Maroon)
	34-651	Ditto E12E (Maroon), 11(?) (Brown) & E153E (Crimson & Cream)
	34-652	Ditto E18E (Rail Blue)
	34-653	Ditto E16E (Crimson)
	34-654	Ditto E14E (Maroon)
	34-655	Ditto 11 (Brown)
Blacksmith (kits)	403001	Thompson matchboard full brake
Comet (kits)	E1	Dia. 332 63' Corridor 1st
	E2	Dia. 329 63' Corridor 3rd
	E3	Dia. 346 63' Corridor 4 Compartment Brake 3rd
	E4	Dia. 328 59'6" Corridor Composite 1st/3rd
	E5	Dia. 345 63' Corridor Brake Composite 1st/3rd
	E6	Dia. 344 63' Full Brake Type 1
	E8	Dia. 327 61'6" Full Brake Type 2 (Match-boarded)
	E13	Dia. 331 63'6" Corridor 3 Compartment Brake 3rd
	E14	Dia. 355 Dia. 354 63'Restaurant 1st
	E15	63'Restaurant Pantry 3rd
Hornby	Issued 1970/1977	*Second reference - production had white rimmed wheels. Square cornered windows; not to same standard as Bachmann products. Livery Teak.*
	R745&937	Dia. 329 63' Corridor Full 3rd
	R746&938	Dia. 346 63' Corridor 4 Compartment Brake 3rd
Mailcoach (kits)	MC19	Dia. 327 61'6" Full Brake Type 2 (Match-boarded)
M.A.R.C. Models		Dia. 328 Thompson Vestibule Composite
Southern Pride		*Kits designed as etched brass overlays to Bachmann Thompson donor carriages and comprise sides, detail fret, handles etc. Whilst the majority are for the pressure ventilated stock used for the 'Elizabethan', over time they were relegated to general duties and could appear anywhere.*
	CT 1	Dia. 348 Corridor 1st (with Ladies Rest Room)
	CT 2	Dia. 354 Restaurant 1st
	CT 3	Dia. 350 Restaurant Open 3rd (Square Windows)
	CT 4	Dia. 329 Corridor 3rd
	CT 5	Dia. 344 Full Brake
	CT 6	Dia. 352 Buffet Lounge (Original)
	CT 7	Dia. 352 Buffet Lounge (Rebuilt)
	CT 8	Dia. 353 Kitchen Car
	CT 9	Dia. 355 Pantry 3rd Restaurant
	CT 10	Dia. 351 Open 1st (Square Windows)

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

Manufacturer	Ref	Description
	CT 11	Dia. 351 Open 1st (Radius Windows)
	CT 12	Dia. 346 Brake 3rd (Square Windows)
	CT 13	Dia. 346 Brake 3rd (Radius Windows)
	CT 14	Dia. 349 Corridor 3rd (with Ladies Rest Room)
	CT 15	Dia. 350 Restaurant Open 3rd (Radius Windows)
Kemilway	CB6	Dia. 189 Steel panelled full brake 61'6" *(roof, body, floor & interior, underframe)*
	CB7	Dia. 327 Thompson matchboard F/B 61'6 *(roof, body, floor & interior, underframe)*

2.3.6 Thompson Non-vestibuled Stock

Manufacturer	Ref	Description
Comet (kits)	E9	Dia. 339 52'4" Non-corridor 8 Compartment 3rd (square windows?)
	E10	Dia. 340 52'4" Non-corridor 4 Compartment Brake 3rd (radius windows?)
	E11	Dia. 338 52'4" Semi-Corridor Composite1st/3rd (Lavatory) (square windows?)
	E12	Dia. 360 52'4" Non-corridor 6 Compartment Brake 1st/3rd (radius windows?)
John Fozard		Dia. D339 52'4" Non-corridor all 3rd built 1947 - 1952.
		Dia. D341 52'4" Non- corridor all 1st built 1949.
		Dia. D360 52'4" Non-corridor brake composite Built 1951-52
		Dia. D361 52'4" Non-corridor brake 3rd - 5 compartment built 1950.
		Dia. D340 52' 4" Non-corridor 4 compartment brake 3rd built 1949 - 1951.
		Dia. D338 52'4" semi corridor lavatory composite built 1947 - 1953
Hornby	R4572	Dia. XXXX 52'4" Non-Corridor Composite (Lavatory) (teak)
	R4573	Dia. XXXX 52'4" Non-Corridor Third (teak)
	R4574	Dia. XXXX 52'4" Non-Corridor Brake Third (teak)
	R4575	Dia. XXXX 52'4" Non-Corridor Composite (Lavatory) (maroon) (crimson livery R4575A).
	R4576	Dia. XXXX 52'4" Non-Corridor 3rd Class (maroon) (crimson livery R4576A).
	R4577	Dia. XXXX 52'4" Non-Corridor Brake 3rd Class (maroon) (crimson livery R4577A).

2.3.7 Miscellaneous Non-Passenger Coaching Stock to LNER Designs

Manufacturer	Ref	Description
Five79 was Chivers Finelines (Roger Chivers)	RC106	Extra-long CCT 4-wheel
	RC121	LNER 42ft CCT (low roof)
	RC127	LNER 53ft CCT Dia. 7
	RC416	LNER Dia.120 4-wheel BY Gresley Panelled Full Brake (Pigeon Van)
	RC490	LNER Thompson 6-wheel BZ
Comet (kits)	E7	Dia.358 Luggage Van – 6-wheel (body sides and ends only, full kit N/A)
	E20	Dia.120 Full Brake (Pigeon) – 4-wheel (Built for GE) (body sides/ends only, full kit N/A)
D&S Models	DS304	Dia.120 4-wheel pigeon van
	DS305	Dia. 86 32ft general van
	DS306	Dia. 87 32ft milk van
	DS309	NER D171 type 32ft milk van (1924) – *never issued?*
	DS312	Dia. 5 (1938) horsebox
	DS314	Dia. 4 (1936-7) horsebox
M.A.R.C Models		6-wheel BZ Van
Parkside Dundas	PC30	Extra-Long CCT - 4 wheel
	PC83	Día 5 Horsebox
Isinglass Models	619	Dia.120 32ft BY 4-wheel pigeon van
		Dia. 86/7 Milk and general van

2.3.8 Components for Carriages to LNER Designs

Manufacturer	Ref	Description
Bachmann	36-006A	Pair of Thompson (Gresley) Bogies inc. wheels & couplings (scale 8'3" wheelbase!)
Bill Bedford Models	BBK0801	Standard Bogie Frames 8' for Fox bogies LNER
	BBK0850	Standard Bogie Frames 8'6" w/b BR/LNER
Comet	Various	See supplier's website or (downloadable) catalogue for full listings
Hornby	Various	Spares are available - contact Hornby, an authorised dealer, or a spares specialist

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

Manufacturer	Ref	Description
Isinglass Models 3D printed	STD8 HD8_6 HD8 GNR6wh STD8 LNE Fox STD*6	8ft 6in Gresley bogie 8ft 6in Gresley HD bogie 8ft Gresley HD bogie 6-wheel GNR bogie 8ft standard bogie Fox bogie 8ft 6in Gresley bogie sides Suburban 1st class seating Suburban 3rd class seating Suburban composite seating Corridor comp seating x 8 Corridor partition wall Diagram 307 seating LNER torpedo vent LNER vacuum cylinder LNER 4ft battery box LNER 4ft battery box later underframe Gas cylinder
MJT (by Dart Castings)	Various	See supplier's website or (downloadable) catalogue for full listings and instructions. An LNER underframe drawing is also available.
Southern Pride	Various	Carriage seating and tables, see supplier's website for full listings
Roxey Mouldings	4A114	LNER type Pullman gangway

2.4 Carriages and Non-Passenger Coaching Stock to Other Railway Designs

Manufacturer	Ref	Description
Bachmann	34-325 39-525 39-530	Stanier 50' Parcels Van crimson/cream, 34-326, 34-327 LMS crimson lake, 34-328 BR blue, 34-350 maroon SR PLV luggage van SR PMV parcels
Hornby	R4057 Various R4844	SR Bogie Utility Van (SR Green Malachite) Previously available in: Maroon, Southern Region Green, Blue LMS Stanier Period 111 Parcels van
	R4340 R6507/A R6537/A R6538 R6539	SR Maunsell Passenger Brake Van C 4-wheel (R4347 BR crimson livery R4467 BR blue) GWR Dia. N16 Horse Box 708 GW livery (R6562) Ditto W713 BR livery (R6561) GWR 'Siphon G' GWR livery 1269 GWR 'Siphon H' BR livery W1432
Lima	Various	LMS GUV (LMS Crimson Lake, Crimson & Cream, Maroon)
Parkside Dundas (kits)	PC33 PC34 PC36 PC39 PC47	LMS Dia. 1929 CCT – 4-wheel SR Utility Van (BY) – 4-wheel SR (ex-SECR) Parcels Van (PMV) – 4-wheel SR Parcels Van (CCT) – 4-wheel SR Parcels Van - Plywood Sides (CCT) – 4-wheel
Ratio (kits)	592	SR Bogie 28T Utility Van (Van B)
Dapol		GWR Fruit D Van
Hornby Magazine		LMS Stanier 6-wheel Stove R SR bogie luggage van
D&S Models	DS170 DS177 DS207 DS265	NER D 67 Horsebox (1890) NER D 191 Horsebox (1913) NBR D 110 Horsebox (1911 GNR D 352 Horsebox (1898)

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

2.5 Carriages to BR Designs

2.5.1 TPOs and Miscellaneous Non-passenger Coaching Stock

Manufacturer	Ref	Description
Bachmann	39-270	Mk I GUV (RES)
	39-271	Ditto (Maroon)
	39-272	Ditto (Rail Blue – Express Parcels)
	39-273	Ditto (Southern Region Green)
Bachmann for TMC		BR Mk1 Horse Box
	38-525	BR Mk1 Horse Box BR Maroon (ER) Livery
DC Kits		TPO Dia. 726, 727 and 733
Hornby	R4936	Mk1 GUV
	R4782	Mk1 Parcel
	R4971	Mk1 RB Restaurant Buffet
Lima	Type	Mk I GUV
	Liveries	Maroon, Maroon – lined, Blue/grey, Rail Blue – Express Parcels, RES, Royal Mail
	Type	Mk I CCT – 4-wheel
	Liveries	Crimson, Blue
Southern Pride	Type 2	*Kits comprise plastic body shell as Type 1 but with full colour self-adhesive overlays to be applied to shell. Other contents as per type 1. See supplier's website for full range.*
	6 Kits	1960 Red
	15 Kits	Blue/grey
	11 Kits	1988 Red
	11 Kits	1991 Red
	Various	Transfers, door inserts, coach ends, net and traductor sets also available
M.A.R.C. Models		Dia. 811 GUV non-gangway

2.5.2 Components for Carriages to BR Designs

Manufacturer	Ref	Description
Bill Bedford Models	BBK0851	Standard Bogie Frames 8'6" w/b DMU BR
	BBK0852	Standard Bogie Frames 8'6" w/b B4 BR
Bachmann	36-005A	Pair of BR B1 Bogies inc. wheels & couplings
	36-008A	Pair of BR Commonwealth Bogies inc. wheels and couplings
	36-037	Pair of BR B4 Bogies inc. wheels and couplings
Comet (kits)	Various	See supplier's website or (downloadable) catalogue for full listings
Hornby	Various	Spares are available - contact Hornby, an authorised dealer, or a spares specialist
Mailcoach (kits)	5000	BR Mk1. 63'5" Underframe Kit
MJT (by Dart Castings	Various	See supplier's website or (downloadable) catalogue for full listings and instructions
Southern Pride	Various	*Full interior packs for Mk1 carriages, individual seats and tables, numerous individual components from kits, see supplier's website for full listings*
Michael Clark Masokits Masterbits Range	Various	Components designed to be added to other manufacturers' kits to provide a high standard of detailing. Inc gangway units, brake and underframe components, carriage glazing retainers, door droplights
Mainly Trains	MT65	LNER straight top w/m buffers
Bill Bedford Mousa Models		Various diagrams made to order
Model Railway Developments	Various	Pre-assembled sprung buffers to suit a large range of coaches. Coach underframe system and bogie frames with swing link suspension;
247 Developments		Carriage headboards
Sankey Scenics		Carriage name and headboards

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

2.6 Samples of Carriage Workings and Formations

2.6.1 GER Period

Information to add.

2.6.2 LNER Period

Information to add.

2.6.3 BR Period

British Railways Country Branch Carriage Working from Monday 25 September 1950		
1 to 62A Branch Sets: e.g. (a) Set 60 formed 12.50 pm Wells-on-Sea to Norwich where Set 59 was attached to form the 5.16pm to Cromer Jn., where the sets were split. (b) Set 62A formed 7.10am Wells-Norwich 8.54 /9.25 am – Ipswich 11.8/12.30 pm – Norwich 2.20/3.20pm Ipswich 5.3/5.22pm – Colchester 5.57/6.00pm –Cambridge 8.13pm (c) Set 41 formed 10.20am Colchester to Ipswich where a CL and TL were added with the five vehicles working Haughley-Cambridge-March to King's Lynn	TL (Non-gangway eight compartment 3rd lavatory) CL (Non-gangway seven compartment lavatory composite 2x1st 5x3rd) BT (Non-gangway three compartment brake 3rd) Or TL (Non-gangway eight compartment 3rd lavatory) CGL (Non-gangway six compartment lavatory 3x1st 3x3rd) BT (Non-gangway three compartment brake 3rd)	Three vehicles
63 to 70 E.g., Set 63 Clacton - Thorpe-le-Soken where Set 67 was added to Colchester and return.	CL (Non-gangway seven compartment lavatory composite 2x1st 5x3rd) BT (Non-gangway three compartment brake 3rd)	Two vehicles
133 Harwich No 1 Set: SO addition T added.	C (Non-gangway seven compartment composite 4x1st 3x3rd) T (Non-gangway 3rd) T (Non-gangway 3rd) BT (Non-gangway three compartment brake 3rd)	Four vehicles
134 Harwich No 2 Set: SO addition T added.	C (Non-gangway seven compartment composite 4x1st 3x3rd) T (Non-gangway 3rd) BT (Non-gangway three compartment brake 3rd) BT (Non-gangway three compartment brake 3rd)	Four vehicles
135 Harwich No 3 Set:	C (Non-gangway seven compartment composite 4x1st 3x3rd) T (Non-gangway 3rd) T (Non-gangway 3rd) T (Non-gangway 3rd) BT (Non-gangway three compartment brake 3rd)	Five vehicles
From the Summer 1954 Colchester Line carriage workings: *Norfolkman* (9.30 am from Liverpool Street) was listed BR Standard (Mark I) stock except for the RF and TO, formed:	BTK, CK, TK (Sheringham); TK, FK, RF, TO, TK, BTK (Cromer High). The RF and TO would have been LNER design, probably Gresley stock. The TO was 64 seats with 24 seats allocated for meals. On Saturdays, two TK, BCK were added to the rear (Gresley stock) and were for Cromer.	
The Broadsman (3.30 pm from Liverpool Street) was also mostly BR Standard (Mark I) stock, formed:	BTK, CK, TK (Sheringham); TK, FK, RF, TO, TK, BTK (Cromer High). Again, only the RF and TO were listed as not BR Standard stock. In this case the TO was listed as 48-seat, again with 24 seats for service of meals.	
WR carriage stock in East Anglia	Modellers often ask, for example, if they can use WR stock on an ER layout. In the late 1950s J-19 0-6-0 64660 was photographed departing Colchester Station with	

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

	a Class B train (one disc under chimney). The stock was four coaches: two maroon Gresley brakes sandwiching a red and cream Gresley SK and a Hawksworth SK. As the photo is b&w coach livery of crimson and cream or chocolate and cream cannot be seen.	
Liverpool Street-Southend service	Thompson non-corridor stock was used on the Liverpool Street-Southend service in the 1950s. The normal formation being BT, CL, T, T, T, T, CL, BT with strengthening on peak trains. The Thompson stock would have replaced Gresley non-corridor stock after the war and been dispersed or transferred. Similarly, with the introduction of electrification the Thompson stock was also dispersed and transferred.	Eight vehicles
British Railways Colchester Line Carriage Working from Monday 15 September 1958 to Sunday 14 June 1959		
Set 263 9.5am Liverpool St - Parkeston	BSO Brake 2nd open gangway 2 x SO 2nd open gangway RF restaurant car 1st gangway FO 1st open gangway 2x FK 1st corridor 7 compartment gangway BR Mk1. SK 2nd corridor8 compartment gangway BR Mk1. BZ 6-wheel passenger brake gangway BG bogie passenger brake gangway	
From the Carriage Working Book 12 September 1960 to 11 June 1961		
The 9.15 am ex Liverpool Street Day Continental:	BSO TSO (summer only) TSO RF FO FK (7) (summer only) FK (7) SK (8) BZ BG	
The 8.10pm ex Liverpool Street Relief Hook Continental	BSO TSO TSO(RC) RK FO FK (7) FK (7) SK (8) BG BZ The up trains were exact same formation, in reverse.	
Information to add		

2.6.4 Post 1997 Privatisation Period

One Railway main line stock London Liverpool Street – Norwich 2006		
Sets NC01- NC13	DVT 6 x SO (inc. 1 quiet coach) RFM 2 x FO (inc. 1 with disabled access)	10 vehicles

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

2.7 Freight Stock

2.7.1 GER and LNER wagons

Manufacturer	Ref	Description
Bachmann	37-069	LNER 5 Plank Wagon Wooden Floor NE Grey
	37-089	LNER 7 Plank End Door Wagon NE Grey
	38-575A	LNER 10T Fish Van LNER Brown
	37-528	LNER 20T Brake van unfitted BR grey
	37-529	LNER 20T Brake van
	37-537	LNER 20T Brake van in BR Bauxite livery
	38-329	LNER 13T High Sided Steel Open Wagon (Smooth Sides/Wood Door) 278785: 38-325 BR bauxite (early) livery B480768: 38-326 BR bauxite (late) livery B480215; 38-327 BR bauxite (early) livery E281227; 38-328 BR bauxite (late) livery E28160:
	38-331	LNER 13T High Sided Steel Wagon (Chain Pockets) Bauxite
	38-375/A	LNER 12T ventilated van with planked ends in LNER Oxide 236824: 38-376 BR early livery
	38-380/A	LNER 12T ventilated van with corrugated ends in BR early bauxite: 38-381 BR late livery
	38-385	LNER 12T ventilated fruit van in BR early Oxide: 38-386 BR late livery:
	38-450	LNER 13T Open Wagon with Sheet Rail 'Highbar' BR Bauxite (Early)
	38-451	LNER 13T Open Wagon with Sheet Rail 'Highbar' BR Bauxite (Early)- Weathered
	38-575	LNER 12T Fish Van Oxide
	38-576	LNER 12T Fish Van BR Bauxite (Early)
Cambrian Models http://www.cambrianmodels.co.uk	C10	LNER 16T riveted steel mineral wagon
	C59	LNER 13T 8 plank End Door Wagon
	C81	LNER 12T 6 plank Open (Wood u/frame)
	C83	LNER Quint D Bogie Bolster Wagon
Chivers Finelines	RC442	LNER Dia.77 Wooden Coal Wagon
Coast Line Models (3D Printed)		GER 15ft 5 Plank Wagon Body with floor
Connoisseur Models		LNER Single bolster wagons (pair) LNER Lowfit LNER 22T Fitted Plate wagon LNER Longfit Pipe Wagon LNER Fitted Tube Wagon
D&S Models (kits)	DS101	GER 10T ventilated van
	DS102	GER 10T fitted ventilated van.
	DS103	GER 10T large cattle van
	DS104	GER 14T machine wagon
	DS105	GER 20T coal wagon
	DS106	GER 10T brake van
	DS109	GER 10T 5-plank open (wood u/f)
	DS110	GER 10T open frame van
	DS111	GER 9T butter van – *never released?*
	DS112	GER 5-plank open (steel u/f)
	DS130	GER open frame fruit van – *never released?*
	DS135	GER 20T ex War Dept. brake van
	DS136	GER 20T brake van
	DS140	GER 3-plank open
	DS141	GER 3-plank open drop ends.
	DS142	GER 7-plank open
	DS143	GER 7-plank loco coal
	DS144	GER 20T brake van 6-wheel
	DS170	LNER Dia.67 horse box

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

Manufacturer	Ref	Description
	DS175	LNER Dia.70 carriage truck
	DS177	LNER Dia. 191 horse box
	DS178	LNER Dia.V4 brake van
	DS180	LNER aeroplane/CCT van
	DS181	LNER 15T tranship van G6.
	DS184	LNER Dia. 25 4-wheel covered carriage truck.
	DS185	LNER 32 ft. pigeon van Dia. 185
	DS230	LNER ballast brake
	DS231	LNER tool van
	DS232	LNER riding van.
	DS303	LNER Dia.18 12T perishables van
	DS307	LNER bogie bolster quint D 40T – *never issued?*
	DS308	LNER bogie plate Bo-plate E 40T – *never issued?*
	DS313	LNER ballast brake
	DS802	Cowan's 15T steam crane (GNR transferred to Colchester) – available through Brassmaster
Falcon Brass	WK302	LNER 12T covered goods van.
	WK305	LNER 12T fruit van
	WK306	GER 20T 4-wheel brake van
	WK307	GER 20T 6-wheel brake van
	WK313	10T large cattle van
	WK315	GER cattle box
	WK316	LNER Dia.54 ballast wagon
Hornby	R6432	BR Shark Ballast Brake Van
	R6545	LNER 25T steel ballast hoppers ZFP Trout
	R6508	LNER design Dia. 1/500 BR built 20T Brake Van.
	R6638	BR 12T Fish Van (Blue Spot) (R6638A), parcels van livery (R6639)
	R6833	LNER Dia.034 'Toad B' 20T Brake Van
	R6834	LNER Dia.064 'Toad E' 20T Brake Van
Ks		GER Sand Wagon
		LNER? Lomac machine wagon
		LNER? 24T hopper mineral
		LNER? 12T box van
		LNER? Brake van
Mousa Models	BWK0600	GER Dia. 15 16ft van
	BWK0601	GER Dia. 72 19ft van
	BWK0602	GER Dia. 1 16ft Brake van
Oxford Rail	OR76CAT	LNER Cattle Wagon
	OR76MW	LNER 12T 6 Plank Wagon LNER E143946
	OR76GE	GER 10T covered van.
	OR76SC	Sheldon 15ton crane – ex-GNR crane 961604 allocated to Colchester from mid1940s to mid-1950s.
	OR76TK	12T RCH diagram 72 of 1907 tank wagon
	OR76BA	10T Banana van – GER design built 1923
Parkside Dundas	PC06A	LNER 12T Plywood Goods Van
	PC13	LNER Bulk Grain Van
	PC14	LNER 20T Brake Van 1924
	PC16	LNER 20T Plate Wagon 1940
	PC17	LNER 21T Trestle Wagon
	PC18	LNER 21T Twin Bolster Wagon 1943
	PC20	LNER Bogie Sulphate Wagon
	PC23	LNER Bogie Brick Wagon
	PC24	LNER (ex NER) Bogie Bolster Wagon (Quad)
	PC25	LNER 12T 5 Plank Open Wagon
	PC26	LNER 12T Van (Corrugated Ends)
	PC30	LNER Extra Long CCT B (4 Wheel)
	PC31	LNER 21T Loco Coal Wagon
	PC35	LNER 'Conflat S' Container Wagon with DX Container
	PC50	LNER Dia. 39 Standard Cattle Truck
	PC56	LNER Dia. 134 10T Fish Van Traditional Body
	PC57	LNER/BR Dia. 134 10T Fish Van Insulated Body Recessed Door
	PC61	LNER Dia. 94 12T Goods Van
	PC62	LNER Dia. 106 12T Fruit Van
	PC66	LNER Dia. 1/109 12T Low Sided Wagon Lowfit
	PC80	LNER 20T Hopper Wagon
	PC83	LNER horsebox
	PC89	LNER 20T goods brake van Toad E Día 64
Peter K	PK48/88	GER Yeast Van *sides and ends only and require floor and underframe and fittings to complete.*
	PK54/89	GER Bread Van *sides and ends only and require floor and underframe and fittings to complete.*

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

Manufacturer	Ref	Description
	PK82/92 PK81/92 PK79/92 PK76/92	GER Wool Wagon *Headstocks & Some with Brake Gear* GER Outside Framed Van *Headstocks & Some with Brake Gear* GER Ale Van *Includes Floors, Solebars & Headstocks & Some with Brake Gear* GER Continental Cargo Wagon *Includes Floors, Solebars & Headstocks & Some with Brake Gear*
Stafford Road Model Works (3D printed)		GER Steel Bodied 20T Loco Coal Wagon body to fit on Dapol 20T hopper chassis. LNER 20T Diagram 125 Loco coal wagon, to fit the Dapol 21T Hopper Chassis
Three Aitch Mouldings		LNER 6-plank open LNER 12T covered van
TMC		LNER 21T Double Bolster/20T Plate Wagon

2.7.2 Private Owner Wagons Manufacturer

	Ref	Description
Bachmann	37-156 37-180 37-101U 37-112 37-188	PO Osborne & Son West Ham PO P.O.P. London PO Ridley's Coal & Iron Bury St Edmunds. *(Model Junction 012684 753456*) limited edition PO 7-plank North Sea Coaling Co of Great Yarmouth PO 7 Plank with Coke Rails 'Moy' (weathered)
Bure Valley Models	37-076R	PO 7-plank Gardner (*the Hornby version of this wagon is a poor model with generic steel underframe!)*
Cambrian Models	C34 C35 C43 C30 C32 C36 C44 C49 C52 C51 C53 C60 C61 C62 C63	16' 6" RCH Wood Underframe (9' wheelbase) Includes floor. 16' 6" / 17' 6" RCH Steel Underframe (9' wheelbase) Includes floor for 16' 6" underframe. 15' 0" Gloucester Wood Underframe (9' w/base) Includes floor. Also has sole bar for 16' 0" underframe. 10T7-plank Fixed End Wagon (15' Glos. 1907 type) 12T 5-plank Fixed End Wagon (16' 6" RCH 1923 type) 12T 7-plank End Door Wagon (16' Glos. 1907 type) 10T 5-plank Fixed End Wagon (15' Glos. 1907 type) 10T 6½-plank Fixed End Wagon (15' Glos. 1907 type) 10T 5-plank Fixed End Wagon (15' Hurst Nelson type) 12T 5-plank Fixed End Wagon (16' Glos. 1907 type) 10T 4-plank Fixed End Wagon (15' "W & G") 10T 1-plank Fixed End Wagon (15' Glos. 1907 type) 12T 5-plank End Door Wagon (16' 6" RCH 1923 type) 10T 6½-plank Wagon (16' Glos. 1907 type) 7-plank "Convertible" Coke Wagon (16' 6" RCH 1923)
David Geen	E/105	6-wheel LNER milk tank – proposed
Hornby	R6377 R6379 R6579	6-wheel milk tank wagon "Aplin & Barrett Ltd" (ex-Lima range) A&B were taken over by United Dairies, which owned depots at North Elmham, Halesworth and Ilford. 6-wheel milk tank wagon "United Dairies"(Plain Silver) (ex-Lima range, with retooled chassis). *Model is generally "OK" but does need considerable work to tank body and underframe.* 4-plank 'The Newmarket Co-op' No.1. *Livery looks right; perhaps omit black iron and black underframe and paint to match body. Body ends need raising slightly.*
Oxford Rail	OR76MW 7007 OR76MW7 013	F Warren & Co 7-plank 10T end door 12T BR Grey 7 Plank Wagon P73162
Parkside Dundas	PC69 PC71 PC73 PC75	7 plank coal wagon, RCH 1923 8 plank coal wagon, RCH 1923 7 plank coal wagon, RCH 1923, Fixed Ends. 5 Plank Mineral Wagon, RCH 1923
PECO	????	Colman's mustard van
Slaters	4035 4036 4040. 4041 4044 4055 4058 4059 4060 4061 4040S	Gloucester PO wagon side door. Gloucester PO wagon side/end door. Chas Roberts 7-plank PO wagon side door Chas Roberts 7-plank PO wagon side/end door. Gloucester 5-plank PO wagon side door Gloucester 5-plank PO wagon side/end door Gloucester 7-plank PO wagon side door Gloucester 7-plank PO wagon side/end door RCH 1923 7-plank PO wagon side door RCH 1923 7-plank PO wagon side/end door PO wagon – Simmons Hoe Street (*according to Bill Hudson "Private Owner Wagons" book, wagon body colour should be grey not red)*

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

2.7.3 Components for freight stock

Manufacturer	Ref	Description
Bill Bedford Models	BWF001	Wagon w-irons Enough for 3x 4 wheeled vehicles per fret. RCH 1907 (shorter springs for 15' wagons)
	BWF002	Wagon w-irons Enough for three, 4 wheeled vehicles per fret. RCH 1923 5.50
	BWF003	Wagon w-irons Enough for three, 4 wheeled vehicles per fret. RCH NPCS 5.50
	BWF080	Wagon w-irons Enough for three, 4 wheeled vehicles per fret. BR Open 5.50
	BWF081	Wagon w-irons Enough for three, 4 wheeled vehicles per fret. BR Plate 5.50
	BWF082	Wagon w-irons Enough for three, 4 wheeled vehicles per fret. Modern Image 5.50
	BWF083	Wagon w-irons Enough for three, 4 wheeled vehicles per fret. Pedestal bearings
	BUK199	Wagon Underframes LNER 17'6" 9' Wood 8 shoe
	BUK198	Wagon Underframes LNER 17'6" 10' Steel 8 shoe
	BUK197	Wagon Underframes LNER 19'6" 12' Wood 8 shoe Fish van
	BUK196	Wagon Underframes LNER 17'6" 10' Wood 8 shoe
	BUK195	Wagon Underframes LNER 17'6" 9' Steel 8 shoe
	BUK897	Wagon Underframes BR 16'6" 9' Steel Morton 16T Min
	BUK896	Wagon Underframes BR 16'6" 9' Steel 8 shoe AVB 16T Min
	BUK854	Wagon Underframes BR 37' 23'6 Steel AVB CCT
	CES900	RCH Brake Gear 9' wheelbase 5.50
	CES901	RCH Brake Gear 10' wheelbase 5.50
	CES037b	Long Brake Levers & guards 1.80
	CES037c	BR Van-wide Brake Levers 1.80
Coast Line Models (3D Printed)		GER Chassis 15'0 x 9'6 wheelbase Wood GER 15' x 9'6 underframe mix set 2x each underframe with the following axle boxes: GER Square Grease, GER Teardrop Grease & GNR Grease GER Axle boxes with springs 4 wagons worth of GER axle boxes and springs for wooden underframe chassis.
Parkside Dundas	PA14	LNER DX open container
	PA06	LNER 10ft wagon underframe kit
	PC73	7 plank coal wagon, RCH 1923, Fixed Ends.
Michael Clark Masokits Masterbits	Various	Components designed to be added to other manufacturers' kits to provide a high standard of detailing. Inc underframe components, sub frames, wagon suspension system, RCH W-irons etc
MJT Dart Castings		Compensation units, axle boxes & springs, rigid and sprung buffers, vacuum pipes etc
Mainly Trains	MTT01	"United Dairies Glass Tanks Service" waterslide transfer.
	MT230	Wagon underframe detailing
	MT164	Etched wagon body detailing parts.
	MT223	Etched wagon brake-gear sets double sided Morton RCH.
	MT225	Etched wagon brake-gear sets LNER automatic
AMBIS Engineering Products	Various	Various axle guards, brake levers, brake blocks, push rods, vacuum brake fittings, coupling links and drawbar plates.
Model Railway Developments	Various	Three different wagon suspension systems. Wagon brakes and extras for kit improvements, and jigs for roof rain strips. Pre-assembled sprung buffers to suit a large range of wagons

photograph by Chris Nevard for Model Rail Magazine of my Colchester c1955 4mm/OO model railway.

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

Station and building structures colours.

GER Period

After many years of research by members of the GER Society, it has been concluded that the GER did not have a "standard" GER building colour.

The main colour used on all GER buildings is thought to have been semi-white-cream in conjunction with a red-brown like nos. 28/44 in 'British Railways Liveries' (EFC) for certain mouldings, window frames, door panels and dados, but the amount of this brown (varnish originally?) used on outside work was not overdone; although there were standard shades of both colours the cream varied to some extent in the different districts and by the effect of weather.

It is thought that a good quality white lead paint was used, both it and labour was cheap then and most of the work was done by railway staff. The larger stations, owing to the amount of gear required, planks, scaffolding, sheets etc, were done by contract, both the material and the labour being supplied by the contractor. The effect was very like the GNR buildings, except that the GER used a lesser amount of brown. It would appear there were no hard and fast rules in GE days, and that the District Engineers had quite an amount of discretion in the matter.

The "stone and brown" with black band seems to be common and timber windows and door frames clear varnished and ironwork (as on benches etc) black.

Only in one instance has a colour specification been found and that was when Hertford Station was built in 1886 and the painters given the following instructions (*J. Wilson's book (Engineer Rail 227 Piece 229*):

> Eves, gutters, down-pipes in dark sage green. Booking Office (interior) stained dark oak and varnished once in best Copal. All woodwork exposed to the weather to be varnished once in best Copal.

.

Brimsdown Station was built in 1886/7 and a reference is made to Booking Office and Waiting Room of "*imitation of grained light oak varnished twice in best Copal*".

The Epping and Ongar Railway have repainted their stations in "GER" and" LNER" colour schemes: **Ongar** is in a Dark Brown - Dulux Conker. Light Stone - Dulux Cameo. This goes pinkish after some time in the sun.

LNER Period

In May 1924 Cheshunt, Enfield Lock, Angel Road, Waltham Cross and Brimsdown stations (*refer to Rail 390 Piece 414*) were redecorated. The general scheme was brown to 4 feet 6 inches from floor with a black bordering band of 1½ inches then stone (cream) upwards. Black tar paint was also used for ironwork and white also used outside. Wallpaper and distemper (colour wash) were used on walls at discretion of engineer's department.

Stations

Columns, awnings, large roofs, etc. brown to 4 feet 6 inches, black band 1½ inches, stone to underside of capitals, etc. Cornices, fascia's, bargeboards moulds, vertical boarding's all-in stone. Large areas with brown edge. Doors and windows brown, varnished nameplates (iron) black background white edged, letters in white. Window sashes in stone and varnished.

Timber Stations

Top work in stone. Dado and base plate to 4 feet in brown with 1½ inches black band. Gutters, spouts, gas and water pipes brown or stone accordingly. Lamp posts as for columns. Brackets brown varnished. Lamps outside brown varnished, inside white. Urinals (iron) brown or tar black. Internal sashes, fanlights in stone, varnished.

Internal

Woodwork in brown, varnished. Walls brown to 4 feet with black band 1½ inches, varnished. Above in green or terra cotta distemper or stone tint paint. Ceilings whitened, seats in brown.

Exterior

Platform seats in brown, varnished. Name plates black background, white edge, white lettering.

Notice Boards

Black background, white inner, and black outer borders. White lettering.

Supporting Posts

Ground to 2 feet 6 inches in black then white.

Metal Lettering

White on black background. [Subsequent discussion has questioned whether the background was dark blue.]

Bridge Locomotive Notices

Black background, white lettering.

Bridge Motor Notices

Red background, white bordering, and lettering.

Signal Boxes

Outside - As for stations.

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

Inside - To sill level in brown with 1½ inches black band, varnished. Upwards light stone or green distemper. Ironwork in black.

Houses/Cottages

Outside - As for stations.

Inside - Woodwork in two colours. Walls papered or distempered. Sculleries, dado in brown to 4 feet with 1½ inches black band, all varnished. Upwards whitewashed.

Warehouses, Sheds, Stables, Van-Houses, Workshops, Stages

As for stations with 21-inch fingerplates on inside of doors.

Offices, Cabins etc.

As for stations.

Bridges

Girders, handrails, brown or tar black.

Bridges – Foot

Metalwork brown. Woodwork Creosote or stone.

Bridges – Underside

Above Public Roads in stone. All others in tar.

Fences, Gates

Ticket barriers brown varnished. Railings iron brown or tar. Railings wood Creosote or stone. Goods yard gates brown or white. Level crossing gates white with red targets. Level crossings ironwood in black. All brown paint for iron or steelwork to have an iron-oxide base.

www.stationcolours.com/lner states:

"When the LNER was formed in 1923, it introduced a colour scheme for buildings of two light colours, stone & deep cream, either of which was used with a 'dark brown', though in fact it was not a particularly dark shade. This remained in use until July 1937, and there is a clear colour photo of the livery on page 81 of ***'Big Four in Colour'***. The colour scheme was not far removed from that already in use on the GER and the GNR." See the website for further details.

Note: *The LNER (post-1930) green is BS381C:227 Dark Brunswick Green (Buckingham Green is mis-quoted in stationcolours.com) and BS381C:353 Deep Cream. (Originally BS27 and BS53 respectively)*

The LNER Encyclopaedia website discusses the livery in detail here:
https://www.lner.info/forums/viewtopic.php?t=4253

60ft Length track

Standard spacing for a 60ft length was 24 sleepers per length spaced as follows: Joint rail-end to c/l of sleeper No 1: 12ins. C/l sleeper No 1 to c/l sleeper No 2: 27.5ins. C/l sleeper No 2 to c/l sleeper No 3: 28ins. C/l sleeper No 3 to c/l sleeper No 4: 29ins. Then 17 spaces of 31ins followed by the reverse of the above at the other end of the rail. (I.e., sleepers Nos. 21 to 24) See GERS Sales Emporium and CJ Allen's "***Modern British Permanent Way***" for the GER period.

3.1 Buildings

3.1.1 Street Level Models

A series of card kits for enthusiasts who wish to model the London scene chiefly produced in 4mm scale, which includes a bus garage, school, shops, houses, a prefab and of course railway structures.

Among these are various buildings suitable for London Transport modellers, including a Holden-designed station of the 1930's and tube station platform tiling.

Also, 3D printing:

Set of 8 canopy support columns based on a standard Great Eastern Railway design of the 1890s.

3.1.2 ELRO 123

Thin card kits, but they require more skill to build than say Metcalfe or Superquick models. Items available on eBay.

GER Signal Box (SRS Type 7)
GER Lineside Hut
GER Water Tank

3.1.3 Bachmann

44-0060	March West Signal Box
44-0065	March Station Waiting Room
44-0066	March Station Ticket Office
44-0067	March Station Facilities and Stores
44-0068	March Station Canopy
44-0072	Weybourne Road Bridge
44-0073	Weybourne water crane and tank
44-0074	Downham Market Signal Box

3.1.4 Bure Valley Models

44-0074Z Wroxham signal box (made by Bachmann)

3.1.5 Scale Scenes

R007a Crossing Keepers Cottage – similar to Ingatestone.

3.1.6 Kingsway Models

Kingsway Models offers a range of distinctive card building kits.

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

3.1.7 Scale Model Scenery

LX032-OO Laser Cut LNER Sectional Concrete Hut (Pack of 2)

3.1.8 Laser Cut Railway Buildings

Fine scale laser cut railway models in 4mm cut mainly from MDF and birch plywood.

3.1.9 Ten Commandments

LNER style large prefabricated concrete hut. Also seen in various parts of the country after nationalisation. Stonecast plaster 78 x 44 x 45 mm. Also, medium, and small huts available

3.2 Structures and Lineside

3.2.1 Model Signal Engineering (Wizard Models)

LS002 35'-yard lamps (gas or electric) Cast lamps & square wood posts, etched ladder, for general use.
LC4/2 LNER/NER crossing double hinge square gatepost Single-track level crossings (cast white metal & etched brass). All level crossing kits contain two 3 bay road gates, wicket gates, etched targets, bottle locks, netting and lamps. To cross double track, order two kits

3.2.2 Scale Link

Catenary
Smith's fittings are a range of model railway kits and accessories designed to add authenticity to your lineside, stock or locomotives. Includes couplings, signs, load gauges, etc Fencing/Gates.

3.2.3 Walsworth Models

LNER coaling hoist kit as at Colchester and other East Anglian loco depots.

3.2.4 N Brass Locomotives

25kV overhead Catenary, portal fittings and supports.
Speed signs
AWS ramps
Wickham Type 27 Gangers Trolley
Wickham Type 27 Flat Trailer
Wickham Type 17 Gangers Trolley

3.2.5 George Alan

In 1971 George Alan produced a GER lattice girder footbridge, followed by several other GER components, including GER seat and canopy awnings and pillars in etched brass and cast. *All to Peter K Models (Peter Dawson).* The following available from Kemilway.
No.1 GER 2 x Wall mounted bracket for canopy
No.3 GER 1 x Station seat
No.4 GER Quarter Segment
No.5 GER 4 x Arched Brace.
No.6 GER Awning Bracket
No.9 GER 4 x Oil lamp
No.13 GER 2 x Platform station lamp. *Set of parts to build these lamps, cast brass posts with etched brass lamp.*
No.14 GER 2 x Wall mounted lamp. *Set of parts to build these lamps, cast brass posts with etched brass*
No.18 GER 4 x Wall lamp and bracket
No.19 GER 6 x Lamp Housing
No.20 GER 3 x Cast Iron railing posts.
No.21 GER 1 x Awning

3.2.6 PC Models

Produced various etched components, including "trespasses will be prosecuted" signs, number plates etc.

3.2.7 D&S Models

DS100 AF1 GER facia boards
DS100 BK1 GER (cobweb) awning & signal box brackets
DS300 WB LNER Pooley weighbridge 13ft – 8ft
DS100 SA GER signal arms
DS300 SA LNER signal arms U/Q
DS100 SB GER signal box kit – not issued? *All to Model Signal Engineering*

3.2.8 Roxey Mouldings

4B6 LNER Platelayers Hut (cast)
4B7 LNER Ballast Bins – pair (cast)

3.2.9 Wills Kits

SS48 Saxby & Farmer timber signal box

3.2.10 Modelex Shop

CM60 McKenzie & Holland Type 3 Signal Box. Typical Type 3 Box
2001 Pooley Wagon Weighbridge
Small Signal Box Detailing Kit

3.2.11 South Eastern Finecast

Finecast manufacture two turntable wells and bridge kits. The diameters being 12" (76ft) and 10 ¼" (65ft). The wells are supplied separately from the bridges, for those who wish to build their own bridges. Each well is vacuum formed from rigid polystyrene, with a ball race being moulded into its base. The surfaces are textured to give a brick and concrete effect, with provision for laying a circular section of rail, for the wheels of the bridge to run on. The bridge has a rigid Tuffnol deck, with vacuum-formed girder sides, which have rivet detail.

TT01 Large Turntable Well 12" Diameter
TT02 Large Turntable Bridge 12" Deck
TT03 Small Turntable Well 10 3/4" Diameter
TT04 Small Turntable Bridge 10 3/4" Deck
TT05 Set of four Ball Race Bearings (To replace bridge with white metal wheels if required)
TT06 ROMFORD 1:40 modified gear set (For operating the bridge by hand crank)
TT07 12" of 3/32" Brass rod (For making hand crank for bridge operation)

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

3.2.12 Brassmasters

Manufacturers of high-quality model railway kits and accessories in 4mm scale.

LF 001 Lever frame with 5 levers
P 001 72 pairs of 15 thou brass fishplates which include full "front and back" bolt detail.
P 002 Rodding stools which make up into 10 sets for runs of up to 7 rods or any combination of smaller units.
P 003 6 types of rodding cranks together with bases
P 004 16 signal cable wheels together with bases.
P 005 Base plates in 18 thou brass for use with flat-bottom rail having a foot width of 1.8mm These plates can be used in 4mm or 3.5mm scale and to represent small base plates in 7mm scale narrow gauge. They may be used with plastic, timber, or copper-clad sleepers.

3.2.13 Michael Clark Masokits Masterbits

8.03 Staffordshire nosing platform pavers.
8.05 Riveted plate girder kit
8.06 Spear top fencing
8.07 Telegraph poles.
11.01-11.05 etched track chairs
11.06 Fret of 12-point tie bars
11.07 Fret of 24-point operating cranks.
11.08 Rodding cranks & other details
11.09 Five lever frame
11.10 Signal cranks
11.11 10 signal box levers & frame
11.12 Ground lever
11.13 Bullhead fishplates
11.14 Plain track construction jig
11.15 Track defect detection vehicle (P4/EM only)

3.2.14 AMBIS Engineering Products

Point work components.
Railway Trackwork components
Track parts
Fence posts

3.2.15 Metalsmith Ltd

Products aimed primarily at model-makers, model engineers, musical instrument & jewellery makers, both hobbyist and professional. The range includes:
Metal-Forming & Work-Holding Tools for rolling, bending, cutting, and riveting. Including jigs & fixtures.
Model Railway Products including turntable kits in 00/H0, & 0 scales, loco building and testing aids, jigs, and tools.
Metals, Materials & Sundries including brass and nickel-silver sheet, wire, tube and milled sections, plastics, paints, model-engineering items, fasteners, and lots more.
Steam Engine Fittings, Castings, Kits & Models

PG42/OOA Pre-grouping kit, 42ft. diameter. Assembled, un-painted. OO scale
PG42/OOK Pre-grouping kit, 42ft. diameter. Kit. OO scale
PG50/OOA Pre-grouping kit, 50ft. diameter. Assembled, un-painted. OO scale
PG50/OOK Pre-grouping kit, 50ft. diameter. Kit. OO scale
PG60/OOA Pre-grouping kit, 60ft. diameter. Assembled, un-painted. OO scale
PG60/OOK Pre-grouping kit, 60ft. diameter. Kit. OO scale PG42/EMA Pre-grouping kit, 42ft. diameter. Assembled, un-painted. EM scale
PG42/EMK Pre-grouping kit, 42ft. diameter. Kit. EM scale PG50/EMA Pre-grouping kit, 50ft. diameter. Assembled, un-painted. EM scale
PG50/EMK Pre-grouping kit, 50ft. diameter. Kit. EM scale
PG60/EMA Pre-grouping kit, 60ft. diameter. Assembled, un-painted. EM scale
PG60/EMK Pre-grouping kit, 60ft. diameter. Kit. EM scale
PG42/P4A Pre-grouping kit, 42ft. diameter. Assembled, un-painted. P4 scale
PG42/P4K Pre-grouping kit, 42ft. diameter. Kit. P4 scale
PG50/P4A Pre-grouping kit, 50ft. diameter. Assembled, un-painted. P4 scale
PG50/P4A Pre-grouping kit, 50ft. diameter. Kit. P4 scale
PG60/P4A Pre-grouping kit, 60ft. diameter. Assembled, un-painted. P4 scale
PG60/P4K Pre-grouping kit, 60ft. diameter. Kit. P4 scale

3.2.16 Mikes Models

see: http://www.holtmodelrailways.com
Mikes Models MM35 Great Eastern Water Crane

3.2.17 Lanarkshire Models & Supplies

BS23 GER Standard Buffer Stop Kit with timber and rail buffer beam.

3.2.18 Model Railway Structures

GER Seat
A set of 6 platform seats based on a GER prototype. I have also made a model with the GER monogram, but unfortunately the detail is too fine to be printed in WSF. The GER monogrammed version is available in FED, but unfortunately at higher price.

3.2.19 Kismet Models

LNER Type D Platelayers Hut

3.2.20 Arch Laser Company

ALOO-008 Pooley weighbridge and office
ARCHOO050 GE station store

3.2.21 Poppy's Wood Tech

Great Eastern Valance (2 X 28cm)

3.2.22 York Modelmaking

A wide range of products designed to be used for 00 / 4mm / 1:76 scale models. We can also re-size or make alterations to any of our standard products, and our bespoke service caters for anything not currently here on our website. Please get in touch if you would like a quote for anything you need laser cutting.

.

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

3.3 Signalling

3.3.1 Model Signal Engineering

…….. the world's leading manufacturer and supplier of British outline semaphore signalling parts for model railways. (Includes the former Sprat & Winkle Line components)

Complete signal kits. These kits contain all parts needed to make a complete home or distant signal, including post, ladder & platform, arm & fittings, lamp, finial, balance weight, glazing and wire.

S4/KE1 LNER/BR (E/NE) tubular post upper quadrant; build as home or distant, up to 30ft tall.
S4/KE3 LNER (GNR) concrete post upper quadrant modernised ex-GNR type, builds up to 25ft tall.
S4/KE4 LNER wooden post upper quadrant early standard design, builds up to 27ft tall.

Etched brass signal arms & fittings.
S003 McKenzie & Holland lower quadrant parts for 23 signals of different railway companies including somersault & slotted post types.
S0010/2 GER lower quadrant signals 6 home and 1 backing arms, including platforms and post fittings (ex-D&S 100SA/250PF)
S0012/1 Upper quadrant signal parts Super detailed parts for one home or distant arm; includes balance lever, platform etc.
S0012/2 Upper quadrant signal arms 7 homes, 1 distant and 2 shunting arms; includes 7 sets of post fittings (ex-D&S 300SA/250PF)

Etched brass & cast white metal/pewter signal posts and fittings.
S001 Signal post fittings - etched A selection of balance levers, brackets, weights, and signal wire cranks (ex-D&S 250PF)
S0017 20' wooden posts - wide base with side bearing; remove bearing for use as a bracket base post.
S0018 25' concrete signal posts Pierced with pear-shaped holes as GNR/LNER prototype; finial included.
S0020 Lattice post for brackets 20ft flat-braced tapered lattice base post, Railway Signal Co type
S0022 Lattice dolls 2 x 15' & 1x 9' lattice posts for bracket signals
S0023 Lattice post - 45ft with ladder & landings - bearings for sky arm & co-acting arm
S0033 Short wooden dolls Cast white metal 7'3" tall dolls; 6' to arm bearing (ex-D&S 250SD1)
S0033/1 Medium wooden dolls Cast pewter 9'9" tall dolls; 8' to arm bearing (ex-D&S 250SD2)
S0033/2 Tall wooden dolls Cast 15' tall dolls; 13'6" to arm bearing (ex-D&S 250SD3)
S0040 GNR/LNER 23ft lattice base post. For bracket signals - diamond lattice with 14" square base (ex-D&S 250SP1)
S0041 GNR/LNER 15ft lattice doll 8" square base post for upper works on bracket signals (ex-D&S 250SP3)
S0042 GNR/LNER 23ft lattice post Standard diamond lattice for 1 or 2 arms - add to S0040 base for a taller post (ex-D&S 250SP2)

Etched brass bracket and gantry components.
S0016 2-doll lattice balanced bracket (complete) 25' base post, 9'6" & 7' dolls, for any configuration; includes all ladders.
S0024 GNR/LNER 6'6" cantilever bracket GNR style trussing for 2-doll offset bracket or gallows type; includes staging.
S0024/1 GNR/LNER balanced tee bracket as above for equalised bracket, any height, lattice, or timber
S0024/2 GNR/LNER equal tee and offset brackets 7' doll centres equal tee and offset types, including staging (ex D&S250SB2)
S0027 Saxby & Farmer equal or offset brackets 2-doll common fitting for GER, LBSCR, Cambrian & HR wooden posts; includes trimmers & staging.
S0029 LMS cantilever bracket signal Welded stem cantilever bracket - takes up to 4 dolls.
S0035 Saxby & Farmer X-brace bracket Outrigger bracket from main post for single doll, including staging; used by GER.
S0038/1 McKenzie & Holland 9' offset bracket Style as above; can be built as LH or RH offset (ex D&S 150SB1)
S0039 GNR/LNER 9' cantilever bracket Offset bracket for lattice or wooden posts; includes staging.
S0045 GNR/LNER 46' lattice gantry Girders, landing and four ladders; base posts, dolls and their fittings not included (ex-D&S 250SG)
S0046 GNR/LNER 11' lattice bracket Offset style, for use with wooden, concrete or lattice base posts (ex-D&S 250SB1)

Cast white metal lamps, finials & balance weights.
SC001 Stevens & Co signal lamp Round-case lamp for LSWR, S&DJR, CR, GSWR, TVR, SECR & others
SC002 Stevens & Co cruciform finial Unique pattern for LSWR, SR, S&DJR, H&BR & certain GCR areas
SC003 McKenzie & Holland finial Tall umbrella & spike for GER, NER (lattice posts), NSR, HR, TVR, RR & Colonial railways
SC007 Pre-grouping 3 aspect lamp Early Saxby & Farmer design for signals & point indicators
SC008 McKenzie & Holland signal lamp large case, ribbed vent lamp for NER, GER, NSR, TVR etc
SC009 Saxby & Farmer finial Pagoda style finial for GER, LBSCR & some Irish companies
SC0010 LNWR/LMS/LNER bevel top post cap LNWR & early LMS/LNER wooden posts & dolls; also used on the Cambrian Railway.
SC0014 Saxby & Farmer signal lamp large round case suitable for LNWR, L&YR, GER, GNR & LBSCR
SC0019 LMS/LNER tubular post cap Post-grouping standard cap for LMS & LNER, plus later BR signals
SC0025 LNER upper quadrant signal lamp. Lamp manufacturing Co design for upper quadrant & ground signals

Ground & banner repeater signals
GS003 McKenzie & Holland rotating head. Horizontally rotating target & lamp for NER, GER, HR, GCR, NSR
GS008 LNER upper quadrant disc 1938 LNER pattern; still in use in many areas

Colour light signal parts
CL001 Base castings Square bases for signals with tubular posts around 6" diameter (use T564 or T200)
CL002A Dac signal post telephones. Angular box for signal post mounting – base plates included.
CL002B Titan signal post telephones. As above, curved box style
CL002C Plessey signal post telephones. As above, rectangular box style

3.3.2 Michael Clark Masokits Masterbits

Signalling operating gear, signal arms and other components.

3.3.3. Mainly Trains

MT151 LNER signal arms 3 x home, 1 x distant

3.3.4 AMBIS Engineering Products

Signal wire pulleys
Rodding stools
Signal wire posts.

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

3.4 Overhead Line Equipment (OHL)

The development of the overhead electric system on the former GER system started in earnest in 1946 and has been subject to almost continuous expansion, design development and reconfigurations ever since.

The entries below cover the available commercial products. Some are suitable for routes on the GE lines given some "modellers license".

Section 1: "Ready to Run" or readymade models and accessories by range. These come as compatible components comprising Support Structures (masts and portals) and preformed "clip on" Catenary Wires.

Manufacturer and Model	Prototype Notes	Notes on use
Sommerfeldt A range available in the UK from DC Kits 4mm Overhead Line Equipment (Sommerfeldt) (dckits-devideos.co.uk)	Based on the former LNER DC electrification schemes for the GE and the Woodhead lines. The 1500v DC era started with the Liverpool Street to Shenfield Lines from 1949 and extended to Chelmsford and Southend in 1956. DC lasted until 1960. Also, the line from Bow Junction to Gas Factory Junction and Fenchurch Street. Colchester to Clacton was the 25Kv test site and officially opened on 13th April 1959	These Sommerfeldt components should give a basic set up for the 1500v DC lines but would need extensive alterations and additions to represent the 4 track GEML properly.
Cat number SF5701 These are reasonable models of double track H section beam Portals.	Simple goalpost style H section portals were used almost exclusively between LST and Shenfield. Structural details vary according to local requirements. As a rule of thumb, dual track spans were not braced, but some were gusseted at the corners. Multitrack or station spans were braced by dual L sections at the top corners. These portals can also be found on the LST to Hackney Downs route and in other places where portals were installed pre-1960. All structures were retained and adapted when the OLE was converted to AC in 1959. Many survive to the present.	However, being based on Continental practice, the catenary cable fixing is on top of the portal whereas the GE the catenary cable was under the portal.
SF5801 Three Track Woodhead/Great Eastern Mast.		Whilst sold as GE, no examples are known on the GE network.
Cat number SF520 H section single mast.	Located as above. H section gallows masts. Some have cantilever extensions at the end falling at about 45 degrees to just lower than contact wire level. A good example of the latter is at the north end of Chelmsford station. It is believed that these vary according to which way the horizontal pull of the contact cable is in relation to the upright.	Catenary cable support incorrect (see portal comment above) also available from DC Kits Cat
Cat number SF547 Catenary Wires	The LST to Shenfield scheme used "compound catenary" wires – that is a primary catenary cable (top wire), secondary catenary wire (middle cable) and contact wire – horizontal bottom cable. Later schemes are two wire (catenary wire (top) and contact wire (bottom).	DC Compound Catenary Wires (3 wires) (pack of 5) Lengths not advertised.
Cat number SF300 H Section Mast		Plain mast only
Cat number SF153 Section Gap Isolator		
SF3881+3001 Mast 'Tensioner Assembly	The original 1500v scheme did not use these auto tensioners. The cables were fixed both ends.	
SF167 Small Insulators		
Peco An expanding range of British style OLE products	Based on BR Mk 3 designs which appeared in the early 1970's. A reasonable representation of the OLE found north of Colchester and north of Cambridge.	This range is the most complete and well thought out with jigs and instructions. The OLE depicted can be considered "generic" for the whole of the UK.
Cat number LC-110 Single Mast Arm	Suitable out of the box for post 1990 schemes such as Colchester to Norwich and Cambridge to King's Lynn. Also, the NLL from Stratford and any replacements of old structures.	Manufactured by Sommerfeldt for Peco in metal

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

Cat number *LC-120 OHLE Catenary System Two Track Portal*	Lattice portals are found on later GE line schemes but mainly at stations where the portal span was wide to enable the columns to be set back from the platform edge.	A ladder post, lattice beam 2-track portal. The span is for two tracks only and thus of limited use for GE modellers.
LC-150 to LC-154 Catenary wires from 260 to 500mm length		"Simple" catenary – that is a suspension wire and contact wire. Suitable for modern AC electrification
LC – 115 Installation jig		
Dapol A small range of British style OLE products	Based on BR Mk 3 designs which appeared in the early 1970's. A reasonable representation of the OLE found north of Colchester and north of Cambridge.	
00Cat1 Mk3 Catenary masts (pack of 10)		This budget range uses plastic for the masts.
00Wire2 – 5 Simple catenary wires from 203mm down to 138mm long		"Simple" catenary – that is a suspension wire and contact wire. Suitable for modern AC electrification
Model Railway Scenery Supply products Model Railway Scenery OVERHEAD LINES & Adjustable Catenaries 1.76 OO Gauge 3pack | eBay	From 1999, Swiss company Furrer & Frey have been re-equipping the GEML as far as Shenfield (so far) with modern equipment using a mix of old and new portal and mast structures.	3D printed portal and single masts via eBay

Section 2: Components to assist scratch building OLE or to supplement the RTR systems

Manufacturer and Model	Prototype Notes	Notes on use
Scale Model Scenery Products Scale Model Scenery Laser Cut Model Railway Accessories Various lattice portal spans	Lattice portals were used for spanning multiple tracks from the outset of electrification. With contemporary catenary fixings, they were used extensively for stations and station areas from 1960. The Enfield/Chingford lines, Lea Valley Line as far as Bishops Stortford, GEML from Chelmsford to Colchester all use lattice beams on Ladder Posts formed of twin steel channel sections, for portals.	A range of portal sizes can be made from these "Mix & Match" Laser Cut Catenary (OHLE Masts & Head spans). Generic representation of structures to be found around the UK since about 1960.
Castellated beam portals. Mix & Match for different spans.	Castellated beams were introduced in the 1980's and used sparingly for infills or replacements of older structures, or more extensively where there had been major remodelling (e.g., Stratford), or new schemes north of Ipswich and north of Cambridge.	A range of portal sizes can be made from these "Mix & Match" Laser Cut Catenary (OHLE Masts & Head spans). Generic representation of structures to be found around the UK since about 1980.
NBrassloco products N Brass Locos, Kits in N, OO and O, Standard and Narrow Gauge Various lattice portal spans	A range of lattice portals primarily based on WCML structures from the 1960's. In details they are different from many of the GE lattice structures but, with care, would form a good basis for structures for the whole of the GE area in all applicable eras.	This range of portal spans comes in etched brass. Construction jigs are available.
Insulators: Cat 4585	Insulators varied according to Voltage. For visual purposes, the difference is the number of "sheds" (vanes).	"25kv" insulators. Could be cut down for DC look-alikes
Transformers: *25471 Booster transformer 25472 Transformer oil cooled*		
Scratch build materials Structures All from your local hobby store or Home – Eileens Emporium	All catenary support structures are steel fabrications of one sort or another. Concrete has been trialled abroad but never been used in the UK. Where no commercial items exist for your installation you will need to scratch build using brass sections and brass or nickel silver wire. As a rule of thumb, you can use the following materials: For H section portals and masts - use 3 x 3mm H section in brass or plastic. Plant firmly in your baseboards. For detailing use 0.64mm square brass wire, 1 x1 mm L section, some Code 75N/S rail, For insulators use 14BA washers For registers and cantilever support arms (cable supports) use 26SWG wire.	
Catenary wire	Use commercial products listed above or scratch build from straight wire (do not buy wire in reels, you will never get it straight!).	

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

SECTION 4 MISCELLANEOUS

4.1 Transfers

4.1.1 Cambridge Custom Transfers

……is the name that I have given to the waterslide transfer sheets that I have produced for my own use and via my website, able to list the transfer sheets that I have produced and available to others. My charges are intended simply to cover my costs, and I do not advertise or attend exhibitions.

Sheet BL124 - BR numbering for Gresley and Thompson non-vestibuled coaches; (as produced by Hornby, etc.). Numbers for 204 coaches. 4mm. scale price is £6.50 and several other useful sheets, see: http://www.cctrans.freeserve.co.uk/products.htm

4.1.2 HMRS ex PC Transfers

Sheet 4 LNER gold (for green locos) & coach insignia and lettering
Sheet 4A LNER yellow (for black locos) and gill sands loco lettering
Sheet 5 LNER loco lining
Sheet 12 LNER goods lettering, numbering and insignia.
Sheet 14 BR steam era loco & coach lettering & insignia
Sheet 15 BR blue loco & coach numbering & insignia pre-1979
Sheet 22 BR mixed traffic and LNWR loco lining
Sheet 23 BR coach lining (includes blue grey)
Sheet 25 BR pre-tops wagons no's, tare, w/b, wagon types etc
Sheet 26 BR pre-tops wagons stripes for mineral wagons, destinations, and special instructions etc

4.1.3 Fox Transfers

FRH-4216 London & North Eastern Railway White/Black/White Coach Lining
FRH-4217 London & North Eastern Railway White/Black Coach Lining
FRH-4302/1LNER London & North Eastern Railway Locomotive Lettering & Numbering, gold/red/brown, larger, later size
FRH-4302/2 LNER London & North Eastern Railway - locomotive buffer-beam No lettering & numbering to match FRH 4302/1
FRH-4302/3 LNER London & North Eastern Railway - Earlier smaller loco lettering and larger numbering with matching buffer-beam 'No' lettering & numbering. Gold/red/brown
FRH-4303/1 LNER London & North Eastern Railway - Locomotive lettering & numbering, gold/red/brown, smaller, earlier size with ampersand
FRH-4303/2 LNER London & North Eastern Railway buffer-beam No lettering & numbering to match FRH 4303/1
FRH-4304/1 LNER London & North Eastern Railway - Locomotive lettering & numbering, yellow/red/brown, larger, later size
FRH-4304/2 LNER London & North Eastern Railway buffer-beam No lettering & numbering to match FRH 4304/1
FRH-4304/3 LNER London & North Eastern Railway - Earlier smaller loco lettering and larger numbering with matching buffer-beam 'No' lettering & numbering. Yellow/red/brown
FRH-4305/1 LNER London & North Eastern Railway Locomotive Lettering & Numbering, yellow/red/brown, smaller, earlier size with ampersand
FRH-4305/2 LNER London & North Eastern Railway buffer-beam No lettering & numbering to match FRH 4305/1
FRH-4306/1 LNER London & North Eastern Railway Locomotive Lettering & Numbering, gold/red/black, larger, later size
FRH-4306/2 LNER London & North Eastern Railway buffer-beam No Lettering & Numbering to match FRH 4306/1
FRH-4306/3 LNER London & North Eastern Railway - Earlier smaller loco lettering and larger numbering with matching buffer-beam 'No' lettering & numbering. Gold/red/black
FRH-4307/1 LNER London & North Eastern Railway - Locomotive Lettering & Numbering, gold/red/black, smaller, earlier size with ampersand
FRH-4307/2 LNER London & North Eastern Railway buffer-beam No Lettering & Numbering to match FRH 4307/1
FRH-4308/1 LNER London & North Eastern Railway - Locomotive Lettering & Numbering, yellow/red/black, larger, later size
FRH-4308/2 LNER London & North Eastern Railway buffer-beam No Lettering & Numbering to match FRH 4308/1
FRH-4308/3 LNER London & North Eastern Railway - Earlier smaller loco lettering and larger numbering with matching buffer-beam 'No' lettering & numbering. Yellow/red/black
FRH-4309/1 LNER London & North Eastern Railway Locomotive Lettering & Numbering, yellow/red/black, smaller, earlier size with ampersand
FRH-4309/2 LNER London & North Eastern Railway buffer-beam No Lettering & Numbering to match FRH 4309/1
FRH-4320 LNER London & North Eastern Railway Teak Coach Graphics, Composite Pack
FRH-4320/1 LNER London & North Eastern Railway Teak Coach Branding LNER and GUARD
FRH-4320/2 LNER London & North Eastern Railway Teak Coach Branding Compartment Classifications 1 sheet
FRH-4320/3 LNER London & North Eastern Railway Teak coach branding running number sets and numbering 2 sheets.
FRH-4321 LNER London & North Eastern Railway - Eye Totem for Railcars - 1 pair
FRH-4325 LNER London & North Eastern Railway Freight vehicle general pack comprising NE initials, tonnage, tare lettering and numerals and running numbering.
FRH-4350 LNER London & North Eastern Railway 3 sheets - Express passenger steam locomotive lining General Pack, white/black/white.
FRH-4350/1 LNER London & North Eastern Railway - Express Passenger Steam Locomotive Lining General Pack, white/black/white - Separate Circles only
FRH-4350/2 LNER London & North Eastern Railway - Express Passenger Steam Locomotive Lining, white/black/white - Straight only
FRH-4350/3 LNER London & North Eastern Railway - Express Passenger Steam Locomotive Lining, white/black/white Corners & Individual Straights only
FRH-4350/4 LNER London & North Eastern Railway - Express Passenger Steam Locomotive Lining Tight Radius corners only in white/black/white.
FRH-4360 LNER London & North Eastern Railway Ex-LNER B1 Class 4-6-0 Mixed Traffic Locomotive Lining Set
FRH-4365/1 LNER London & North Eastern Railway
FB2/B17 locomotive lining only, red, white, black
FRH-4365/1+2 LNER London & North Eastern Railway B2/B17 LNER locomotive/Group Standard tender lining set - red, white, and black
FRH-4365/2 LNER London & North Eastern Railway North Eastern Group Standard Tender lining for FB2/B17 locomotive - white/black/white
FRH-4365/3 LNER London & North Eastern Railway P1 Tender lining for FB2/B17 locomotive - white/black/white
FRH-4365/4 LNER London & North Eastern Railway B2/B17 BR locomotive lining only orange/black/orange
FRH-4365/4+5 LNER London & North Eastern Railway B2/B17 BR loco/Group Standard tender lining set orange/black/orange
FRH-4365/4+6 LNER London & North Eastern Railway B2/B17 BR locomotive/P1 tender lining set orange/black/orange
FRH-4365/5 LNER London & North Eastern Railway BR Group Standard Tender lining for B2/B17 BR locomotive orange/black/orange
FRH-4365/6 LNER London & North Eastern Railway P1 Tender lining B2/B17 BR locomotive orange/black/orange
FRH-4376 LNER London & North Eastern Railway Locomotive Crests

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

FRH-4395 LNER London & North Eastern Railway - Container Pack 1 - BK Series, Z-format House-to-House Furniture Removal Service, in white - will re-livery one container
FRH-4396 LNER London & North Eastern Railway - Container Pack 2 - BK Series, Z-format House-to-House Furniture Removal Service, in white - will re-livery one container
FRH-4397 LNER London & North Eastern Railway - Container Pack 3 - BK Series, Reversed Z-format House-to-House Furniture Removal Service, in white - will re-livery one container
FRH-4000/10 BR British Railways Original British Railways Lettering, LNER London & North Eastern Railway style, to match 3 shades of BR cab-side numbering - 10-inch prototype size. 2 pairs of each
FRH-4000/1P BR - Original British Railways Lettering, LNER style - one pair only cream 8 inch.
FRH-4000/2 BR British Railways - Experimental Locomotive Kitten & Ball of Wool Motifs
FRH-4000/20 LMS Style British Railways Branding
FRH-4000/2P BR - Original British Railways Lettering, LNER style - one pair only cream 9 inch.
FRH-4000/3P BR - Original British Railways Lettering, LNER style - one pair only cream 10 inch.
FRH-4000/4P BR - Original British Railways Lettering, LNER style - one pair only straw 8 inch
FRH-4000/5P BR - Original British Railways Lettering, LNER style - one pair only straw 9 inch
FRH-4000/6P BR - Original British Railways Lettering, LNER style - one pair only straw 10 inch
FRH-4000/7P BR - Original British Railways Lettering, LNER style - one pair only white 8 inch
FRH-4000/8 BR British Railways Original British Railways Lettering, LNER London & North Eastern Railway style, to match 3 shades of BR cab-side numbering - 8-inch prototype size. 2 pairs of each
FRH-4000/8P BR - Original British Railways Lettering, LNER style - one pair only white 9 inch
FRH-4000/9 BR British Railways Original British Railways Lettering, LNER London & North Eastern Railway style, to match 3 shades of BR cab-side numbering - 9-inch prototype size. 2 pairs of each
FRH-4000/9P BR - Original British Railways Lettering, LNER style - one pair only white 10 inch
FRH-4001 BR British Railways - Original Lion & Wheel Motif left & right facing - 8 pairs large, 8 pair's medium, and 7 pair's small.
FRH-4001/2 BR British Railways - Original Lion & Wheel Motif large - 6 pairs
FRH-4001/3 BR British Railways - Original Lion & Wheel Motif medium - 6 pairs
FRH-4001/4 BR British Railways - Original Lion & Wheel Motif small - 6 pairs
FRH-4001FP BR BRITISH RAILWAYS STEAM LOCOMOTIVE PACK 1. One each FRH 4000, FRH 4008 & FRH 4014
FRH-4002 BR British Railways - Ferret & Dartboard Motif left facing - 8 pairs large, 8 pair's small.
FRH-4002/10 BR British Railways - Ferret & Dartboard Motif both facings, large - 4 pairs
FRH4392 GER Great Eastern Railway Crests - 2 pairs 7 inch
FRH4392 GER Great Eastern Railway Crests - 2 pairs 10.5 inch
FRH4393-82 GER Great Eastern Railway Loco Graphics - 1882-1885
Frh4393-15 GER Great Eastern Railway Loco Graphics - from 1915-c1923

4.1.4 Powsides

…….. range of Private Owner Wagon transfers now covers over eight hundred different liveries. The transfers are of the rub down, dry print type and each pack contains lettering for two wagon sides, already laid out for ease of application. The range is available in both 4mm and 7mm scale and we can supply other scales to special order. Company Packs: Lists our range of transfers for the main railway companies, together with general alphabets and railway and privately-owned containers.

ID: 0017 H. Fulcher, Norwich.
ID: 0018 J.T. Buxton, Clacton-on-Sea.
ID: 0043 Mellonie, Ipswich.
ID: 0055 MOY, Colchester.
ID: 0129 Coote and Warren, Peterborough
ID: 0213 Wrights, Colchester.
ID: 0291 Haslers, Dunmow.
ID: 0341 Peterborough Co-op Society.
ID: 0426 Prentice Bros., Stowmarket
ID: 0535 East Anglian Coal Co., East Ham.
ID: 0540 Wick and Son, Attleborough
ID: 0605 Colman's Mustard, Norwich.
ID: 0803 M.A. Ray, North Woolwich
ID: 0818 C. Kerry & Sons, Stratford
ID. 0879 J.I. Dennick, King's Lynn
ID. 0890 Rix & Groom, King's Lynn

4.1.5 Blackham Transfers

Custom and off-the-shelf dry transfers, also known as rub down transfers or rub-on, are self-adhesive ink image, which are released from their plastic carrier film by pressure, without the addition of water or another liquid solvent. Index (drytransfershop.co.uk)

Great Eastern Railway
RB5301 5 colour GER for locos.
RB5302 2 colour loco buffer beam numbers + No.
RB5304 wagon lettering & numbers.
RB5305 2 colour wagon lettering Great Eastern Railway - from 1921.
RB5303 loco tender & buffer beam numbers + No

4.1.6 Precision Labels

U.K. outline railway modelling is the focus; most of our range is aimed at "OO" 4mm to the foot scale..... We produce fine details to add to standard models by Hornby, Bachmann, Graham Farish, Heljan, Lima and Wrenn..... Nameplates and numbers, roof destination and headboards, lining and other livery details, for both modern and historic subjects. The details can be made permanent when painting a model or can be used as removable additions without damaging prized collectibles. We specialise in things you will not find anywhere else and are happy to quote for custom order work including printing your own designs for model decal transfers or labels.

4.1.7. Modelmaster Decals

Wagon, carriage and locomotive numbers and lining, including LNER, BR and private owner wagons.

PO93 Hill & Son, Harwich *for 7-plank side/end door open wagon*
NE301 LNER wagon lettering & numbering (white)

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

4.1.8 Mainly Trains.

MTT01 "United Dairies Glass Tanks Service" waterslide transfer

4.1.9 Hollar Models

A range of posters for vans or containers. Contains enough for at least 14 vehicles. Printed on self-adhesive labels in both new and weathered variations.

4.2 Number shed and name plates.

4.2.1 Modelmaster

Locomotive shed plates MM4160: 30A, 31A, 31B, 32A and 32B, loco number, carriage boards: (1708 Liverpool St-Norwich; 1709 Liverpool St-Cambridge; 1710 Liverpool St-Lowestoft; 1711 The *East Anglian* and *The Broadsman;* etc.

4.2.2 Guilplates

…….. they not only do etched plates but also the gold GER tank / tender side transfers.

4.2.3 Old Time Workshop

"……We offer a range of decals, etched detailing parts and photographs to assist railway modellers and model engineers."

4.2.4 247 Developments

Aimed primarily at the 4mm modeller we manufacture & supply an ever-growing range of steam era nameplates, smoke box plates, headboards, shed codes and works plates. Commission work is undertaken; please see the Commissions page then call to discuss your requirements.

Can provide most LNER/BR loco name, number and shed plates. Headboards and some wagon work plates.

4.2.5 CGW Nameplates

Replica etched to shape nameplates, number plates, headboards etc in 4mm scale for the connoisseur covering: GWR, SR, LMS, LNER and early BR.

4.2.6 Pacific Studio

Produce a range of BR smokebox number plates in 4mm scale and now working on a range of Carriage Destination Boards – initially British Railways period. The first sheets will cover former LNER lines, including ex-GER.

4.2.7 Phoenix Precision Paints

Under the Non-Nonsense name a range of 4mm and 7mm number and name plates are being released.

4.2.8 King's Cross Plates

Scale etched metal plates available in 2mm, 3mm, 4mm and 7mm scales, including GER, LNER and BR

4.3 Drawings

4.3.1 Skinley Drawings

20a Rowe Avenue, Peacehaven, East Sussex, BN10 7PF 01273581265
Scale drawings of locomotives, coaches, wagons etc

4.3.2 Isinglass Drawings

Isinglass Models was the pseudonym and trading name for the late John Edgson. From 1965 onwards, he combined his enthusiasm of the East Coast main line with his research ability and skill at model making and drawing. Over his life, John collected many GAs diagrams and other drawings. Many of these were used as a source of information for the Isinglass drawings. The drawings are used to model our own range of high detailed 3D printed kits by Thatcham Create and the drawings catalogue can be downloaded.

4.3.3 PDH Drawing Services

Scale Drawings of British Railway Rolling Stock. All drawings are produced to a scale of 4mm/foot, containing as much detail as space permits. Where extra drawings(s) have proved necessary they are listed separately for locos, but coaches appear as drawing sets and are priced as multiples of single sheets.

All my drawings are produced to 4mm/foot scale. They can be scaled up or down, from 2mm/foot to 10mm/foot on request. Current catalogue contains some 1,200 drawings, covering locos coach's wagons and multiple units from around 1890 to 2000.

4.3.4 MJT Dart Castings

As part of our kit development a considerable amount of research has taken place which is of general interest to

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

the LNER modeller. The drawing is reproduced at 12mm/foot (32”x11”) with every nut, bolt and rivet reproduced.

2980 LNER 61’ 6” Vestibule underframe (GA) drawing.

4.4 Miscellaneous

4.4.1 Roger Smith Components

Roger Smith's range of 4mm accessories include:

SLINE08 LNER Signs
SLINE13 General Enamel Advertising Signs
SLINE14 Brass Etch BR Speed Restriction Signs. STARP03 Wagon Tarpaulin Sheets - LNER – 6
STARP16 Wagon Tarpaulin Sheets - GER - 6
STARP19 Wagon Tarpaulin Sheets - Early BR - 6
STARP20 Wagon Tarpaulin Sheets - Later BR - 6

4.4.2 Sankey Scenics

LSS LNER4 LNER Lineside Signs
EPS4 Early Station Signs
PN MPD4 Early MPD & Goods Signs
TRACKS4 Assorted Trackside Signs
GRADP4 Lineside Gradient Posts
Bridge4 Bridge Plates & Signage
CLOCKS4Clock faces.
PGBOARDGER4 Great Eastern Boards
RES4 Rusted Enamel Signs (three different packs)
Factory & Industry Signage (two packs)
GHOST B1Brick Wall Advertisements Pack 1

J68 68638 CDC 3D kit (built 2020). J69 68623 Wills white metal kit (built c1970)

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

SECTION 5 PUBLISHED WORKS

5.1 Locomotives

- ***Backtrack***, vol.9 no.12 (Jan 1995) The Great Central in East Anglia, Steve Banks. *(GCR locos on the GE Section.)*
- ***BR First Generation Diesel Railbuses*** Green Hughes Ian Allan ISBN 978-0-7110-3635-2
- ***British Rail DMUs & Diesel Railcars - Origins & First-Generation Stock*** Brian Morrison Ian Allan 1998 ISBN 0711026297
- ***British Rail Main Line Diesel Locomotives*** Colin J Marsden & Graham B Fenn OPC 1988 ISBN 860933180
- ***British Rail Main Line Electric Locomotives*** Colin J Marsden & Graham B Fenn OPC 1993 ISBN 0860934462
- ***British Railway First Generation DMUs in Colour*** Stuart Mackay Ian Allan Ltd 2006 ISBN 0711031568
- ***British Railways Main-line Diesels*** R S Carter, Ian Allan 1963 (note 3.5mm scale)
- ***British Railways Pictorial: First Generation DMU's*** Kevin Robertson Ian Allan ISBN 0711029709
- ***British Railways Pictorial: First Generation DMU's in East Anglia*** John Brodribb Ian Allan ISBN 9780711031395
- ***Diesel Pioneers*** David Clough Ian Allan ISBN 9780711030671
- ***First Generation DMU's in East Anglia*** John Brodribb Ian Allan 2006 ISBN 011031398
- ***Great Eastern Railway 0-4-0 Tank Locomotives*** Geoff Pember GERS 1979 ISBN 0906669006
- ***Lightweight DMUs The Early Derby Works and Metro-Cammell Units*** Green-Hughes Ian Allan
- ***LNER Six-Coupled Tender Locomotives 1948-68*** Eric Sawford Sutton Publishing 2006 ISBN 0750943475
- ***Locomotives of the Great Eastern Railway*** C Langley Aldrich private publication
- ***Locomotives Illustrated/Modern Locomotives Illustrated*** series inc.:
  - 30: The 'B1' 4-6-0s
  - 34: The LNER 'Sandringham' and 'D 49'
  - 35: WD Austerity 2-8-0 and 2-10-0
  - 53: Gresley Three Cylinder 2-6-0s
  - 77: GER 4-6-0s
  - 81: The 'Britannia's'
  - 85: M&GN Locos
  - 87: The Gresley Passenger Tanks
  - 92: GWR & LNER Group 2-4-0s
  - 101: LT&SR Locomotives
  - 102: LNER J38/39s
  - 112: Robinson Great Central Eight-Coupled Locomotives including the ROD 2-8-0s.
  - 116: Great Eastern 'Jazz' engines, the 'N7s' and their predecessors
  - 129: The North London Railway Tank Locos
  - 139: Great Northern Railway Eight-Coupled Locomotives LNER Classes O1, O2, Q1-3 and R1
  - 142: Great Eastern Railway 0-6-0s - LNER classes 'J14' to 'J20'
  - 148: North Eastern Railway 0-6-0s - LNER Classes 'J21' to 'J28'
  - 166: GNR & NER 0-6-0Ts, LNER Classes J50 to J58 & J71 to J80
- ***Locomotives of the LNER*** complete history published in part works by The Railway Correspondence and Travel Society.
- ***The Diesel Shunter*** Colin Marsden OPC 2003 ISBN 08609575
- ***The Midland and Great Northern Joint Railway and Its Locomotives***: Bob Essery: Lightmoor: 2009 ASIN: 189988937X
- ***The Power of the B-17s and B-2s*** Peter Swinger Oxford Publishing Co 1988 ISBN 0860933962
- ***The Power of the B-1s*** Peter Swinger Oxford Publishing Co 1994 ISBN 0860934454
- ***The Second Generation DMU's*** Colin Marsden Ian Allan ISBN 9780860936244
- ***Yeadon's Register of LNER locomotives*** the series covers East Anglian locomotive classes as follows:
  - Vol. 5: Gresley B-17 & Thompson B-2 Classes,
  - Vol. 6: Thompson B-1 Class,
  - Vol. 7: B-12 Class
  - Vol. 8: Gresley K-3 & K-4 Classes
  - Vol.11: Gresley J-39 Class
  - Vol.12: Railcars & Sentinel Shunter's
  - Vol.14: Classes D-13, D-14, D-15 & D-16
  - Vol.16: Classes L-1, V-1 and V-3
  - Vol.18: Gresley K-1 & K-2, Thompson K-1/1 & Peppercorn K-1
  - Vol.19: Classes D-1, D-2, D-3 & D-4 plus the M&GN 4-4-0s
  - Vol.21: Classes A-5 to A-8, H-1, H-2, L-1(L3), L2, M-1 & M-2 tank engines
  - Vol.24 Combined Edition - Classes 0-4, 0-5 & Thompson 0-1
  - Vol.25: Classes N-1 & N-2 Tank Engines
  - Vol.27: Class N-7
  - Vol.29: Class D-5 D-6 D-7 D-8 D-9 D-10 D-11/1 & D-12 - The Great Central
  - Vol.30: Class E-1 E-2 GC12A E-4 E-5 901 1440 E-7 & E-8 2-4-0s
  - Vol.32: Class X-1, X-2, X-3, X-4, Y-2, Y-4, Y-5, Y-6, Y-7, Y-8, Y-9, Y-10
  - Vol.33: Class C-12, C-13, C-14 & C-17
  - Vol.35: Class J-14 & J-15
  - Vol.36: Classes F-1 F-2 G-1 G-2 G-3 G-4 G-7 G-8 G-9 & G-10
  - Vol.37A: Classes J-1, J-2, J-3, & J-4
  - Vol.37B: Classes J-5, J-6, J-7, J-40 & J-41
  - Vol.38: Classes F-8 G-5 & G-6
  - Vol.39: Classes F-3, F-4, F-5, F-6, F-7 & F-9
  - Vol.41: Classes J-16, J-17, J-18, J-19, J-20
  - Vol. 43A: Class J71 & J72
  - Vol. 45: Classes J8, J9, J10, J11, J12, J13
  - Vol. 46b: Classes J50, J51, J84, J85, J93, N19 & M&GN 16A
  - Vol.48: Classes J-64 to J-70 & J-92
  - Appendix 1: Named Engines on the LNER Their Application, Derivation & Changes
  - Appendix 2 Part 1: A General Survey & The Great Central Group Tender Allocation
- ***A Pictorial of BR DMUs*** Brian Golding Chenoa Publications

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

5.2 Rolling Stock.

- ***A Pictorial Record of LNER Wagons*** Peter Tatlow Oxford Publishing Co 1976 ISBN 0902888927 NB. republished with essentially the same content as ***LNER Wagons an Illustrated Overview*** Peter Tatlow Pendragon Partnership 1998 ISBN 1899816054
- ***BR General Parcel Rolling Stock a Pictorial Survey*** David Larkin Bradford Barton 0851533205 1978
- ***BR Standard Freight Wagons*** David Larkin Bradford Barton
- ***British Goods Wagons from 1887 to the Present Day***, RJ Essery, DP Rowland & WO Steel David & Charles 1970 SBN 7153473 X
- ***British Railway Coaching Stock in Colour Since 1960 for the Modeller and Historian***: Robert Hendry Ian Allan: 2008 ASIN: 0711031517
- ***British Railway Coaching Stock in Colour: For the Modeller and Historian***: Robert Hendry: Midland 2008 ASIN: 1857801458
- ***British Railway Goods Wagons in Colour*** Robert Hendry Ian Allan Ltd 1999 ISBN 185780094X
- ***British Railway Goods Wagons in Colour: v.2: For the Modeller and Historian: Vol 2*** (British Railways Past and Present): R. Powell Hendry Midland Publishing, 2004 ASIN: 1857801709
- ***British Railway Journal No.12*** Summer 1986 article by CS Carter on cascading carriages to the GE Section.
- ***British Railway Journal No.32 Summer 1990*** article by CS Carter on LNER Push and Pull Carriages
- ***British Railway Journal No.34 Christmas 1990*** article by CS Carter on NER Gangwayed Coaches (including those constructed by the LNER for the GE Section)
- ***British Railway Wagons the first half million***. Don Rowland. David & Charles 1996 ISBN 0752903780
- ***British Railways Brake Vans & Ballast Ploughs***. Eric Gent. HMRS 0902835165 1999
- ***British Railways Mark 1 Coaches Supplement*** to the above reprint Keith Parkin HMRS 2006 ISBN 0902835181
- ***British Railways Wagons: Pt. 2: Their Loads and Loading*** (British Railways Collection): Brian Grant Silver Link: 2007 ASIN: 1857943007
- ***Building Coaches - A Complete Guide for Railway***
- ***Civil Engineers Wagons Vol 1 British Railways: 1948-1967*** David Larkin Kestrel ISBN 97819055052342
- ***Coaching Stock 2010: The Complete Guide to All Locomotive-Hauled Coaches Which Operate on National Rail*** (British Railways Pocket Books) Peter Hall: Platform 5 2009 ASIN: 1902336747
- ***Focus on Freight: Eastern Region Freight Since 1960*** Shaun Pearce, Ian Allan 1995, ISBN 0-7110-2345-X.
- ***Freight Train Operation for the Railway Modeller*** R.J. Essery Ian Allan 2006 ASIN: 0711031428
- ***Historic Carriage Drawings Vol 1 LNER & Constituents*** Nick Campling Pendragon ISBN 18998160 6
- ***Historic Carriage Drawings Vol 3 NPCS*** Peter Tatlow Pendragon ISBN 18998160 7
- ***International Train Ferry Wagons in Colour for the Modeller and Historian***. David Ratcliffe Ian Allan 2009 Ian Allan 9780711034044
- ***LNER Carriages*** Michael Harris David St John Thomas Publisher 1994 ISBN 0946537984 Reprinted by Noodle Books 2010 ISBN13/EAN: 9781906419523
- ***LNER Passenger Trains and Formations 1923-68 The Principal Services*** Steve Banks & Clive S Carter OPC ISBN 9780860936-497 due early February 2013
- ***LNER Standard Gresley Carriages*** Michael Harris Mallard Books 1998 ISBN 0953289605
- ***LNER Wagons Volume 1 LNER Southern Area*** (GN, GC and GE) Peter Tatlow Wild Swan Publications 2005 ISBN 1905184034
- ***LNER Wagons Volume 2 North Eastern Area (***includes former M&GN) Peter Tatlow Wild Swan 2007 ISBN 9781905184347
- ***LNER Wagons Volume 4A Standard Designs*** (Open, Mineral & Hopper Wagons, Ordinary & Special Purpose Vans) Peter Tatlow Wild Swan 2012 ISBN 9781905184958
- ***LNER Wagons Volume 4B Standard Designs*** (remainder) due sometime 2013
- ***Locomotive Hauled Mark 1 Coaching Stock of British Railways*** Keith Parkin HMRS (reprinted as ***British Railways Mark 1 Coaches***, Keith Parkin HMRS and Pendragon/Atlantic 1991 ISBN 0 906899 49 4)
- ***London North Eastern Railway - Diagrams of Carriage Stock Built Since 1923*** Vol 1, 2 & 3 David Williamson. (c/o 31, Moreton Avenue, Stretford, Manchester, M32 8BP)
- ***Model Rail*** *Gresley Stock on the GE* Pt 1 September 2004 – Pt 6 February 2005. *Eastern Section in Transition* Steve banks October 2005 ***Modellers*** George Dent. Crowood ISBN: 9781785002052
- ***Pre-Nationalisation Freight Wagons on British Railways*** David Larkin Bradford Barton0851533027 1977
- ***Private Owner Freight Wagons on British Railways*** David Larkin Bradford Barton
- ***Private Owner Wagons in Colour for the Modeller and Historian*** David Ratcliffe Ian Allan 2009 Ian Allan 9780711033658
- ***Private Owner Wagons Volume Four*** Bill Hudson Headstock Publications 1987 ISBN 095127930
- ***Private Owner Wagons Volume One*** Bill Hudson Oxford Publishing Co 1976 ISBN 0902888706 revised edition published by Headstock Publications 1988 ISBN 0951279319
- ***Private Owner Wagons Volume Three*** Bill Hudson Oxford Publishing Co 1984 ISBN 0860932060
- ***Private Owner Wagons Volume Two*** Bill Hudson Oxford Publishing Co 1978 ISBN 0902888714 (revised edition published by Headstock Publications 1988 ISBN 0951279327)
- ***Rail Freight Since 1968: Bulk Freight*** Paul Shannon Silver Link: 2008 ASIN: 185794299X
- ***Railway Breakdown Cranes Vol 1*** Peter Tatlow Noodle ISBN 9781906419691.
- ***Railway Breakdown Cranes Vol 2*** Peter Tatlow Noodle Books ISBN 9781906419974 due end January 2013.
- ***Railways in Profile Series No.13 LNER Wagons before 1948 "open, vans & special stock"*** Geoff Gamble Cheona Publications
- ***Rolling Stock Worth Modelling*** D Bradford Barton Ltd Volume One ISBN 0851534538 Volume Two ISBN 0851534546: Includes scale drawings of several LNER wagons.
- ***The 4mm Wagon Part 1 Opens, Minerals & Hoppers*** Geoff Kent Wild Swan Publications Ltd 1995 ISBN 1874103038
- ***The 4mm Wagon Part 2 General Merchandise Vans, Special Purpose Vans & Tank Wagons*** Geoff Kent Wild Swan Publications Ltd 1995 ISBN 1874103240
- ***The 4mm Wagon Part 3 Conflats & Containers, Wagons for Long Loads & Steel, Brake Vans, and Finishing Touches*** Geoff Kent Wild Swan Publications Ltd 2004 ISBN 18741039076
- ***The Ultimate Guide to British Railways Coach Liveries 1948-1974*** Robert Carroll *Model Rail* Magazine Issue 152 January 2011
- ***Wagons of the Early British Rail Era: A Pictorial Study of the 1969-1982 Period*** David Larkin
- ***Wagons of the Early British Railways Era 1948-1954*** David Larkin Kestel Railway Books 2006 ISBN 9780954485986
- ***Wagons of the Final British Rail Era: A Pictorial Study of the 1983-1995 Period*** David Larkin
- ***Wagons of the Final Years of British Railways: A Pictorial Study of the 1962-1968 Period*** David Larkin: Kestrel, 2008 ASIN: 1905505086
- ***Wagons of the Middle British Railways Era: A Pictorial Study of the 1955-1961 Period*** David Larkin
- ***Working Wagons*** *(four volumes)* by David Larkin Santona 1968-1992
- ***Working Wagons Vol 1 1968-1973*** David Larkin. Booklaw ISBN 0950796069

5.3 Infrastructure

- ***A Pictorial record of LNER Constituent Signalling*** AA Maclean Oxford Publishing Co 1983 ISBN 860931463

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

- ***British Railway Infrastructure in Colour: For the Modeller and Historian***: R. Powell Hendry: Midland Publishing, 2005 ASIN: 1857802047
- ***British Railway Signalling in Colour: For the Modeller and Historian***: R. Powell Hendry: Midland Publishing, 2001 ASIN: 1857801148
- ***British Railway Station Architecture in Colour: For the Modeller and Historian***: Robert Hendry: Ian Allan 2007 ASIN: 0711032823
- ***British Railway Stations in Colour: For the Modeller and Historian***: Nick Jardine Midland Publishing, 2003 ASIN: 1857801237
- ***Lineside Buildings (BRM)***: Paul Bason Warners: 2007 ASIN: 0955619424
- ***London, Tilbury & Southend Railway Signalling*** Peter Kay ISBN 9781899890446
- ***Mainline Modelling 1: Constructing & Operating Semaphore Signals***. Mick Nicholson Book Law Publications 1999 ISBN 1901945316
- ***Norfolk's Railway Heritage***: Graham Kenworthy: Halsgrove, 2009 ASIN: 1841149462
- ***Signals for the Railway Modeller*** Derek Mundy 4th edition 1988 ISBN 0950834009
- ***The First Principles of Railway Signalling***: C. B. Byles: BiblioBazaar, 2008 ASIN: 0554838540
- ***The Signal Box a Pictorial History & Guide to Design*** The Signalling Study Group OPC 1986 ISBN 0860932249
- ***The Liveries of the Pre-Grouping Railways, Vol Two - The East of England and Scotland*** Nigel J Digby. Lightmoor PressISBN-10 1911038281

5.4 Miscellaneous

- ***A Guide to the Midland & Great Northern Joint Railway*** Nigel Digby. Ian Allan Ltd 1993 ISBN 0711021872
- ***Baseboards for Railways*** Ian Morton: OPC Railprint, 2007 ASIN: 0711031533
- ***Britain's Railway Liveries 1825 - 1948***, Ernest F. Carter, Harold Starke Ltd., 1952 (2nd edition 1963)
- ***British Railways Road Vehicles 1948-1968*** Alan Earnshaw: Trans-Pennine: 2001 ASIN: 1903016193
- ***Colne Valley & Halstead Railway*** Wallis Ambereley
- ***LNER Country Stations*** John Brodribb Ian Allan Ltd 1988 ISBN 0-7110171-4-X. Includes scale drawings of Cressing Station, Walton-on-the-Naze loco shed, signal box, goods shed, Maldon East signal box, Stow-Cum-Quy Station,
- ***LNER Passenger Trains and Formations 1923-1967*** S Banks and C Carter I Allan (Jan 2013)
- ***London's East End Railways Part 1 Liverpool Street, Stratford, Ilford, Temple Mills Yard*** Brennand Book Law
- ***Model Railway Detailing Manual*** Alan Postlethwaite Haynes Publishing 2005 ISBN 1844252019
- ***Modellers' Guide to the LNER*** David Adair Patrick Stephens 1987 ISBN 085098311
- ***Norfolk's Railways 1927-1966*** Richard Adderson & Dennis Greeno M&GNJRS ISBN 978-0-904062-59-5
- ***Passenger Train Formations (Passenger train formations 1923-1983)*** Clive S Carter I Allan (Jun 1987) ISBN-10: 0711016062
- ***Railway Liveries 1923 - 1947***, Brian Haresnape, Ian Allan, 1989, ISBN 0711018294
- ***Railway Liveries BR Steam 1948 - 1968***, Brian Haresnape - revised by Colin Boocock, Ian Allan, 1989, ISBN 0711018561
- ***Railway Operation for the Modeller***: R.J. Essery: Midland 2003 ASIN: 1857801687
- ***Scenic Modelling (BRM)***: Peter Marriott Warners 2008 ASIN: 0955619440
- ***Stour Valley Album*** Lawrence EARM
- ***Suffolk's Lost Railways*** Neil Burgessr Stenlake Publishing ISBN 9781840335385
- ***The Aldeburgh Branch*** Peter Paye Oakwood 2012 ISBN 9780853617235
- ***The Lynn and Hunstanton Railway*** Jenkins Oakwood ISBN: 9780853617136
- ***The Mellis and Eye Railway*** Peter Paye Oakwood 2012 ISBN 978085361724
- ***The Mid-Suffolk Light Railway*** Peter Paye Wild Swan Publications1986 ISBN 090686741X
- ***The Model Railway Manual*** C.J. Freezer Patrick Stephens 1994 ISBN 1852605014
- ***The North London Railway 1846-2012*** Dennis Lovett Irwell Press
- ***The Professional Approach to Model Railways*** John Wylie. J H Haynes & Co Ltd, 2009 ASIN: 1844256790
- ***The Wells next the Sea Branch via Wymondham and Dereham*** Jenkins Oakwood ISBN: 9780853617129
- ***Train Shunting and Marshalling for the Modeller*** Essery Ian Allan

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

SECTION 6 INTERNET SITES

http://www.ukmodelshops.co.uk
The British railway modelling directory. Bringing you the ultimate in online information for the British railway modeller. With listings for model shops, suppliers, clubs, exhibitions, railway attractions in the UK and much more. This is your one stop source for everything in model railways.

http://www.lner.info
The London & North Eastern Railway (LNER) Encyclopaedia.

http://www.modelrailforum.com/forums
Model Rail Forum is a Portal featuring Model Railway News, Reviews, Resources and Community Forums.

http://www.newrailwaymodellers.co.uk
New Railway Modellers, the model railway website dedicated to beginners, with basic and advanced model railway information on all aspects of the model railway Hobby.

http://www.irail.co.uk
Index of all railway and model railway related websites in the UK and Ireland...

http://igg.org.uk/rail/index.htm#apps
Goods & Not So Goods. An overview of railway freight operations for modellers. …….. it currently consists of over two hundred 'web pages' corresponding to approximately 700 printed pages (assuming an A4 sheet size) with something over 1200 illustrations.

http://www.gersociety.org.uk
…….. visitors will find plenty of interest about the former GER, its predecessors and its successors, such as the LNER, BR) Network Rail and the current privatised Train Operating Companies operating in the East Anglia area.

http://www.hmrs.org.uk
The Historical Model Railway Society is a UK Registered Educational Charity built on a proven reputation for Historical Accuracy. According to The Oxford Companion to British Railway History the HMRS is "The Senior Society in Britain for the collection and exchange of information for historians and modellers of the railways of the British Isles."

http://www.s-r-s.org.uk
The Signalling Record Society exists to maintain and share knowledge of Railway Signalling and Operation in the British Isles and Overseas. The Society possesses much archive material and has expertise, which can assist members in their study and research on these topics. It also publishes books, photographs, and drawings, which may be purchased by members and non-members.

http://www.mgncircle.org.uk
The M & G N Circle was formed in 1959 by a group of enthusiasts who wished to exchange information about the history of the line. Today, over 50 years on, the Circle has grown to over 300 members, who number among their ranks a good number of ex railway employees, a few from the time when the railway was still an entity in its own right and more from later times.

https://www.gnrsociety.com/
The Great Northern Railway Society exists to foster interest in and to record and preserve the history of, not only, the Great Northern Railway but also its predecessors and successors right up to the present day. The GNRS caters for all aspects including architecture and infrastructure, track layouts and signalling, locomotives and rolling stock, acts of parliament etc.

http://www.nlrhs.org.uk
We cater for everybody interested in the story of the North London Railway and the many associated lines, from 1846 to the present day. Although we encourage members to undertake research and write articles, there is no compulsion, and people with affection for this interesting railway who wish to learn more are just as welcome.

http://www.southwoldrailway.co.uk
The Southwold Railway was a 3ft-gauge line running 9 miles between Halesworth and Southwold in Suffolk, England. It opened in 1879 and closed in 1929. The line is usually remembered for its long-chimneyed steam engines, long six-wheeled coaches and steady if unremarkable work over 50 years. Little now remains of the line.

http://www.vintagecarriagestrust.org/index.htm
.....and follow the link to Railway Heritage Register On-Line.

http://www.mslr.org.uk
Nearly 40 years after it closed, a group of enthusiasts formed a Company to recreate the Middy on the site of Brockford Station, now the corner of a large field. As far as we know, there are no coaches or locomotives of the Mid-Suffolk Light Railway still in existence. However, the Company has been recreating typical scenes from the Middy's past by using restored coaches and wagons that would have run on its bigger neighbour, the GER and its successor, the LNER.

http://www.rmweb.co.uk
……. the UK's liveliest railway modelling forum. Latest information and news, member's layouts and workbench projects, prototype information and a social area.

http://www.disused-stations.org.uk
This new web site is in its early stages but over the next few years we hope to build up a comprehensive database of this part of Britain's railway heritage with a selection of photographs of closed stations and brief details of each station and a map showing its location. As most of these photographs were taken many years ago most sites will have changed and many of the buildings shown will have been demolished.

http://paulbartlett.zenfolio.com/paulbartlettsrailwaywagons
"RMWeb Website of the Year Award Jan 2017" voted 2nd equal place. *George Dent describes the site "One of the best things on*

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.

the Internet, especially for rolling stock enthusiasts, is Paul Bartlett's amazing collection of photographs. This site contains thousands of images of BR freight vehicles from the 1960s up to privatisation, mostly in colour and with many vital detail images that are perfect for the modeller. So good is his collection that many items of rolling stock in the catalogues of Bachmann and Hornby will look familiar to dedicated viewers of his website. While the website is free to search, Paul also offers a print delivery service [and digital download] and there is some useful prototype information about each wagon type on there too".

http://www.steamindex.com/index.html
The compiler's primary interests are the steam locomotive, notably during the period covered by a major index (Steam locomotive development), and in particular the locomotives of Gresley, Stanier, Fowler and Bulleid, and the teams who designed them.

http://www.clag.org.uk
Manufacturers and suppliers of 4mm scale products, focusing on the needs of the 4mm fine scale railway modeller.

http://www.transporttreasury.co.uk
The Transport Treasury collection of railway photographs is a privately owned archive of images comprising over 300,000 photographic negatives and transparencies and is operated by Barry and Janet Hoper who make railway, bus, and tram photographs available to publishers and enthusiasts. Many famous railway photographers have chosen The Transport Treasury to care for their collection of railway photographs e.g., R C Riley, Dr Ian C Allen, George Heiron, Richard H N Hardy, Roy Vincent, John Robertson, David Idle, Alan Lathey, Eric Sawford & W (Bill) A C Smith to name but a few.

https://colourrail.co.uk/
Colour-Rail is the premier source of high-quality images of road and railway transport, available in a range of formats including online downloads, high quality prints, duplicate slides and in large formats for gifts. Our images depict steam, diesel and electric trains and locomotives as well as buses, trams, and trolleybuses in both colour and black & white, from 1900 to the present day.

http://www.railuk.info
.....The Premier UK Rail Site

http://www.modelrailwayjournal.com
Wild Swan (*Model Railway Journal* only) - privately developed searchable database.

http://s548745873.websitehome.co.uk/bobfarmerv2/index.html
Pendragon (*Backtrack* and *Modellers Backtrack*) - privately prepared but again not readily searchable other than by the 'find on page' function within the browser, but at least the first column is ordered by railway company.

http://www.lymmobservatory.net/railways/sbdiagrams/sbdiagrams.htm
The diagrams presented here are a mixture of actual box diagrams or office copies of box diagrams (denoted SBD) and working sketches (denoted WS). They are arranged by company which provided the railway line, not the diagram - most of the diagrams are in fact from the British Railways era.

http://www.lnerca.org/
The LNER Coach Association was formed in 1980 with the objectives of obtaining, restoring, and operating a collection of ex-LNER and / or constituent companies' vehicles. It also provides an umbrella organisation for members with privately owned LNER and / or constituent companies' vehicles for eventual use on the North Yorkshire Moors Railway.

https://www.mandgn.org/
The Midland & Great Northern Joint Railway Society owns four historic steam locomotives and a vintage diesel loco. It also owns the only surviving Gresley Quad-Art 4-coach set, an LNER pigeon van, a coach from the Wisbech Tramway and other historic vehicles. Many of the Society's artefacts, photographs, maps, tickets, and other ephemera are on display in the William Marriott Museum at Holt Station.

http://www.scienceandsociety.co.uk/index.asp
The Science & Society Picture Library represents over a million images from the Science Museum, the National Media Museum, and the National Railway Museum. With over 50,000 images digitised, and dedicated staff available to help you research others, you are sure to find the right image.

https://signalbox.org/track-layouts/
Railway Operations and Signalling Consultant Andy Wallis (more than 30 years with British Rail, Railtrack, and Network Rail) has sourced a comprehensive range of historical East Anglian signal box diagrams, including rare diagrams relating to long-closed lines, and is able to offer high quality reproductions in a variety of formats.

http://www.brdatabase.info/index.php
The purpose of this site is to bring together varied and disparate sources of data including books, webpages, magazines, and personal records and present this data in a homogenous manner, allowing the user to search for data in context, i.e., not in just a 'dry' statistical manner. Includes shed allocations etc.

www.lnersociety.org.uk
The LNER Society was founded in 1965 and is one of the UK's senior line societies. Its aim has always been to promote the study and accurate modelling of the London & North Eastern Railway, its constituents, and successors, focusing particularly on the Grouping period 1923 - 1947.

http://www.stciers.me.uk/home/sheds/30f.html
John Shelly's compilation of locomotive allocations for the East Anglian loco sheds from Ian Allan Loco Shed Books, some BR locomotive change sheets and reports in the *Railway Observer* (RO), the monthly journal of the Railway Correspondence and Travel Society (RCTS).

The inclusion or exclusion of suppliers or manufacturers in this document does not indicate an endorsement or otherwise of any products or services being offered.