



Modelling East Anglia's Railways In
2mm/N Scale
3rd Edition



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General Comments

Please note that while every effort has been made to make these lists as accurate as possible, some errors will occur.

Please be aware of the following:

The N Gauge Society now produces and sells the Taylor Precision Models (TPM) and Parkwood Models ranges.

BH Enterprises now produce and sell the Kits made by Thameshead, Silver Fox, Kingdom and John Grey Wagon Kits.

John Day Models now produce and sell Kits made by GEM, Beaver & Fleetline.

For address and contact details of suppliers, please look at the UK model shop directory (www.ukmodelshops.co.uk)

Please be aware that The 2mm Scale Association and The N Gauge Society's products are available for members only.
www.ngauesociety.org/ www.2mm.org.uk/

Introduction

Welcome to the 3rd edition of this Booklet. Back in 2022, it was thought that a 2mm scale version of the list made for 4mm scale items by Paul Goldsmith would be appreciated and has been well received. This edition has some changes to previous editions to help make it easier to navigate and find the information you need.

The purpose of this Booklet is to highlight what items are available on the market to anyone who already models a location based in East Anglia, whether real or not. It is also to encourage modellers to look at East Anglia's railways as a possible location for their next layout and for them to achieve it to the level of realism that they desire.

This should not be classed as a full history of every type of locomotive, coach or wagon to ever be used inside East Anglia. Rather this is to give a basic reference guide for anyone who is new to the hobby, new to modelling East Anglia or to find unknown producers to fill gaps in existing modeller's collections.

This list is based off of my own interest from 1948 onwards until the present day. Some earlier prototypes have been included in one section. Each locomotive and multiple unit has a brief biography of what they have been used for in East Anglia, except pre-LNER types. This is not a full history, but more of 'highlights'. Locos and units that regularly worked into East Anglia from other parts of the country have been included as well as classes that were based at depots inside East Anglia, but 'one off' workings have not.

Coaches and wagons have been limited to GER/LNER/BR types. Some non-LNER NPCCS have also been included. There is also a section for Buildings that are of GER/LNER prototypes but these have been limited to Railway Buildings only.

A new section for this edition is one that deals with Kit manufactures that have ceased trading since the last edition but might be available 2nd hand at shows or online.

A Final section is provided at the end with some useful links that should take you to the websites that we hope will be helpful.

Thanks go to Paul Godwin, Paul Goldsmith, George Falkner, Gareth Collier, Ian Cairns, Martyn Daw, members of the ngauge Group.io, n gauge forum & forum on lner.info for the encouragement and contribution of data and manufactures for this document. Also, thanks go to my wife for putting up with me while creating this booklet.

Please feel free to let me know if there are any improvements or additional information that needs to be added to make this document more useful.

Stuart Pigg

stu.railinfo@gmail.com

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General History Since 1948

The lists below are the majority of locomotives and multiple units that have worked in or based at Loco depots inside East Anglia. These have been limited to locomotives that survived as far as Nationalisation in 1948.

Most classes were classes that were built by the GER. This was because majority of the lines in East Anglia had been lightly laid and were unsuitable for larger engines. The LNER conducted some re-building of structures on the main lines to allow larger locomotives, so by 1948, there was a small number of LNER designed classes operating in the area. Some BR Standard classes were introduced, notably the 'Britannia' Pacifics, but by and large, the biggest change came in mid to late 1950s.

The first Diesel Locomotives and Multiple Units were introduced into East Anglia from 1955. At first, the majority were either Diesel shunters or Multiple Units, the first being the Derby Lightweight and early Metro-Cam Lightweights. From 1957, the first proper locomotives were being introduced. The first of these being the BTH/Paxman Type 1s (later Class 15s) and Brush Type 2's (later Class 30/31s); as well as the English Electric Type 4's (later Class 40s). Most of these designs were considered a success, with the odd exception so that by the end of 1962, all regular steam workings and depots inside East Anglia had finished operating.

East Anglia also hosted one of the busiest suburban networks in the country. The LNER had planned to electrify the suburban services out of Liverpool Street to Shenfield but due to World War 2, the work wasn't completed until 1949. The wires were later extended to Chelmsford in 1956 and Southend Victoria in 1957. These lines were originally electrified at 1500v DC overhead.

As part of the later modernisation plan, the remainder of the suburban area out of Liverpool

Street was to be electrified to Enfield Town, Chingford, Hertford East and Bishops Stortford. This didn't include the Lea Valley line via Tottenham. This was brought into use at the end of 1960. The main line to Colchester as well as the branches to Clacton and Walton-on-the-Naze was also part of the same modernisation plan for electrification. As these newer projects were to be at 25,000v AC overhead, the DC systems previously mentioned had to be converted over to 25kv AC, as well as the units that were using them. The Clacton to London services were running by 1962.

Most of the cross-country routes and smaller branch lines were closed over the next few years under 'the Beaching cuts' until the network was what remains today (2023)

Diesels continued to work services on the Main lines until there were electrified over the following years: Lea Valley (via Tottenham) (1969); Ipswich and Harwich (1985); Cambridge and Norwich (1987). The King's Lynn to Cambridge section was the last to be electrified in 1992.

From 1986, services on the Main Lines into Liverpool Street were operated by Network SouthEast, except the Norwich Services that were handled by Intercity. The rural Norfolk and Suffolk Branches were handled by Regional Railways. After Privatisation in 1995, the former Regional Railways and Intercity routes were combined into the Anglia franchise. The Essex commuter belt became First Great Eastern. The Cambridge line was combined with the Great Northern route and became WAGN. The former Great Eastern lines were again combined under one franchise in 2004 under the name 'One' railway. This became National Express East Anglia, then Greater Anglia, who now currently hold the franchise.

1. Steam Locomotives

This section is arranged chronologically with each sub-section being divided with the **Ready-to-Run** models first before any kits. For the kits, we haven't mentioned the medium that each kit uses as some are unknown, and quite a few are mixed mediums. The vast majority are White Metal. We would recommend that you contact the manufacturer or look at their website before purchasing.

Out of Production items are highlighted in **Red** and only available 2nd hand.

Ready-to-Run models are listed by what has been produced, not by livery, as some of these Locomotives have been produced in a number of liveries over the years, but mainly they have been produced in 'Big Four' liveries of their parent company, and BR standard liveries with either Early or Late Emblems.

1.1 GER/Early Locomotives

GER	K9 0-4-2T E10 0-4-4T No1 'Little Sharpie' 2-4-0 417 Johnson 0-6-0 Thetford & Watton 0-4-2	<i>All Eveleigh Creations</i>
Mid Suffolk Light Rly	Hudswell Clark 'Canal Class' 0-6-0T	<i>All Eveleigh Creations</i>
M&GN	A Class (Beyer Peacock) 4-4-0 B Class 4-4-0T C Class (Midland 1883) 4-4-0 D Class (Midland 'M') 0-6-0 Da Class (GNR J4/LNER J3) 0-6-0	<i>All Eveleigh Creations</i>
Midland Railway	Kirtley 156 Class 2-4-0 Kirtley 700 Class 0-6-0	<i>All Eveleigh Creations</i>

1.2 LNER Locomotives

A5 (4-6-2T)	Robinson Design. Based at Stratford for Southend services when turntable enlarged. Also based at Norwich in mid-1950s.	Sonic Models <i>Recreation21 (3D Print)</i> <i>Lincoln Locos (3D Print)</i> Graham Hughes
B1 (4-6-0)	Thompson Design. Mainstay of Main GE services from late 1940s till introduction of Britannia's. Used on secondary main line services. Based at all main line depots.	Graham Farish Dapol <i>Langley Miniature Models</i> <i>Westwater</i>
B2 (4-6-0)	Thompson re-build of B17 with A100 Boiler and two Cylinders. Mainly based at Colchester until the late 50s, when all were based at Cambridge.	<i>Langley Miniature Models</i>
B12 (4-6-0)	Original Holden Design. By 1948, based in Scotland around Aberdeen. All withdrawn by 1955.	<i>BH Enterprises- (No Valance)</i>
B12/3 (4-6-0)	Gresley re-build with round topped boiler. Associated with Liverpool St-Ipswich and Southend Victoria services. Also used in the Norwich Area and M&GN services. Also used on Cambridge-Oxford line from late 1950s.	Union Mills <i>BH Enterprises</i> <i>Lincoln Locos (3D Print)</i> McGowan
B16 (4-6-0)	Raven Design. Used on some services from York on the GN & GE Joint as far as March &	No Known Models Available

	Whitemoor.	
B17 (4-6-0)	Gresley Design. Mainstay of Main GE services from mid 1930s till introduction of B1s. Used on secondary main line services. Based at all main line depots.	Dapol <i>Lincoln Locos (3D Print)</i>
C12 (4-4-2T)	GN Ivatt Design. Mainly used on branch lines. Auto-fitted example tried on Epping-Ongar service.	<i>Atso-Cad (3D Print)</i>
D15 (4-4-0)	J.Holden Design. Used on light lines out of Cambridge. All withdrawn by 1952.	<i>BH Enterprises</i>
D16/3 (4-4-0)	Gresley re-build with round topped boiler. Used on light lines out of Cambridge, Colchester, Norwich, Bury St Edmonds, Kings Lynn and March. Known for Cambridge-Bletchley/Oxford service.	Union Mills <i>BH Enterprises</i> <i>Lincoln Locos (3D Print)</i>
E4 (2-4-0)	J.Holden Design. Last example withdrawn in 1959 at Cambridge. Used on weight restricted lines, mainly Mildenhall branch and Stour/Colne Valley lines. Some fitted with side-windowed cab.	No Known Models Available
F3 (2-4-2T)	J.Holden Design. Tank version of E4. Most withdrawn before receiving BR Number. Last withdrawn in 1953 from Lowestoft Depot.	No Known Models Available
F4 (2-4-2T)	Worsdell Design. Mainly based around Lowestoft and Yarmouth. All withdrawn by 1955.	<i>Etched Pixels/Ultima (3D Print)</i>
F5 (2-4-2T)	J.Holden Design. Known for Epping-Ongar Push-Pull services. Also used on Palace Gates-North Woolwich and out of Lowestoft.	<i>Etched Pixels/Ultima (3D Print)</i>
F6 (2-4-2T)	S.Holden Design. Known for Epping-Ongar Push-Pull services. Also used on Palace Gates-North Woolwich and out of Lowestoft.	No Known Models Available
F7 (2-4-2T)	S.Holden Design. Last examples withdrawn from Scotland in 1950.	No Known Models Available
G5 (0-4-4T)	NER Design. Used on Audley End-Bartlow and Palace Gates-Seven Sisters on Push-Pull services. Left GE latest 1956.	<i>Highfield Models (BH Enterprises)</i> <i>Recreation21 (3D Print)</i>
J6 (0-6-0)	Ivatt Design. Worked into Cambridge, London Docks & LTS from Hitchin & Ferme Park. Some also on M & GN too. All withdrawn by 1962.	<i>Graham Hughes</i>
J11 (0-6-0)	Robinson Design. Were based in East Anglia but all transferred away by 1942. Worked on M&GN services, mainly from the Spalding end.	Union Mills <i>Graham Hughes</i> <i>Recreation21 (3D Print)</i>
J15 (0-6-0)	Worsdell Design. Long lived due to their light weight. Mainly seen on the cross-country branches working both passenger and freight. Some fitted with tender cabs for Colne Valley Line. Last Withdrawn 1962.	<i>Eveleigh Creations</i>
J17 (0-6-0)	J.Holden Design. Replaced J15s as GER main freight engine. Used on various lines for local freight services. Last withdrawn 1962.	<i>Stelfox</i>
J19 (0-6-0)	S.Holden Design. Replaced J17s as GER main freight engine. Used on various lines for local and medium length freight services. Last withdrawn 1962.	No Known Models Available
J20 (0-6-0)	Hill Design. Replaced off Main freight flows by larger locos. Used on medium length workings from Stratford, Cambridge and March Depots. Last	No Known Models Available

	withdrawn 1962.	
J39 (0-6-0)	Gresley Design. Introduced in the mid-1930s. Used on various lines for local and medium length freight services. Occasionally used on Passenger services. Last withdrawn 1962.	Graham Farish Union Mills <i>BH Enterprises</i> <i>Foxhunter</i> <i>Lincoln Locos (3D Print)</i>
J50 (0-6-0T)	Gresley Design. Based at Stratford for Hump Shunting. Also based at Norwich in 1950s. Worked into Docklands from Hornsey Depot. Services to East Goods/Clarence Yard to Victoria Dock.	Sonic Models <i>Chapel Design- (3D Print)</i> <i>Lincoln Locos (3D Print)</i> Graham Hughes
J52 (0-6-0PT)	GN Ivatt Design. Worked into Docklands from Hornsey Depot. Services to East Goods/Clarence Yard to Victoria Dock.	<i>BH Enterprises</i> <i>Beaver (John Day Models)</i> <i>Lincoln Locos (3D Print)</i>
J65 (0-6-0T)	J.Holden Design. Originally for Suburban services. Used on Light and harbour lines. All withdrawn by 1956.	No Known Models Available
J66 (0-6-0T)	J.Holden Design. Originally for Suburban services. Used on Light lines and shunting duties. All withdrawn by 1954. Two used as Stratford Works Shunters. Last Withdrawn in 1962.	No Known Models Available
J67 (0-6-0T)	J.Holden Design. Originally for Suburban services. Widely travelled, with examples based throughout the LNER system. Used on Light lines and shunting/pilot duties. All withdrawn by 1958.	Graham Farish
J68 (0-6-0T)	Hill Design. Designed for shunting.. Used on Light lines and shunting/pilot duties. All withdrawn by 1961.	<i>Eveleigh Creations</i>
J69 (0-6-0T)	J.Holden Design. Originally for Suburban services. Widely travelled, with examples based throughout the LNER system. Used on Light lines and shunting/pilot duties. All withdrawn by 1962.	Graham Farish <i>Eveleigh Creations</i> <i>Recreation21 (3D Print)</i>
J70 (0-6-0T)	J.Holden Design. Tram engines famous for Wisbech & Upwell Tramway. Also based at Colchester, Ipswich and Yarmouth to work the Harbour Lines. Last withdrawn 1955.	<i>Thameshead (BH Enterprises)</i> <i>Recreation21 (3D Print)</i> <i>Eveleigh Creations</i>
J94 (0-6-0ST)	Riddles WD Design. Worked into Docklands from Hornsey Depot. Services from East Goods/Clarence Yard to Victoria Dock in late 50s.	Graham Farish EFE Rail <i>P&D Marsh</i> <i>Recreation21 (3D Print)</i> <i>Lincoln Locos (3D Print)</i>
K1 (2-6-0)	Peppercorn Design. Based at March from 1950. Used predominately on freight work, with some summer special passenger work.	<i>Newman Miniatures (3D Print)</i>
K2 (2-6-0)	Gresley Design. Fairly widespread in East Anglia during LNER days. Mixed duties until all transferred away by end of 1952.	<i>Newman Miniatures (3D Print)</i>
K3 (2-6-0)	Gresley Design. Introduced on GE lines from mid-30s after bridge strengthening. Used predominately on freight work, with some summer special passenger work.	Highfield Models <i>Lincoln Locos (3D Print)</i> <i>Atso-Cad (3D Print)</i> <i>Foxhunter</i>
K5 (2-6-0)	Thompson Design. Two cylinder re-build of K3.	No Known Models Available
L1 (2-6-4T)	Thompson Design. Used mainly out of Liverpool St to Hertford East/Bishops Stortford. Used also at Lowestoft, Norwich and Ipswich for local services.	<i>Atso-Cad (3D Print)</i> <i>Lincoln Locos (3D Print)</i>

		<i>Beaver (Announced but never released)</i>
N2 (0-6-2T)	Gresley Design. Based at Parkeston for local services to Ipswich/Colchester. Some based at Colchester for Clacton. Repaired at Stratford Works and worked from Hatfield to Hertford East.	<i>Langley Miniature Models Lincoln Locos (3D Print) Atso-Cad (3D Print)</i>
N7 (0-6-2T)	Hill Design. Used on the 'Jazz' services out of Liverpool St-Enfield Town/Chingford. Also used on Hertford East/ Bishops Stortford and Shenfield till electrification. Used on Branch lines outside of London. Some Auto fitted. Also worked from Hatfield to Hertford East.	<i>Langley Miniature Models Stelfox</i>
O1 (2-8-0)	Thompson O4 re-builds. Based at March from 1957-1963. Mainly used on Whitemoor freights to Ipswich/Temple Mills/GN&GE Joint.	No Known Models Available
O4 (2-8-0)	Robinson Design. Mainly used on Whitemoor freights to Ipswich/Temple Mills/GN&GE Joint during LNER days. Some based at Cambridge in 1948. 1950s-Worked into Whitemoor via GN&GE Joint.	<i>Recreation21 (3D Print) (O4/3) Recreation21 (3D Print) (O4/8) Foxhunter</i>
Q1 (0-8-0T)	O4 Rebuild. Based at March for hump shunting until replaced by diesels in 1950/51.	No Known Models Available
V1 (2-6-2T)	Gresley Design. Based out of Stratford from mid-1930s to 1948. Some based at Norwich in early-1950s.	<i>Atso-Cad (3D Print) Worsley Works</i>
V2 (2-6-2)	Gresley Design. Based at March for Class C & D services to York via GN&GE Joint line. Also appeared on diversions from Kings Cross and on Cambridge services.	Graham Farish <i>Lincoln Locos (3D Print)</i>
V3 (2-6-2T)	Gresley re-build. Based out of Stratford from mid-1930s to 1948. Some based at Norwich in early-1950s.	<i>Atso-Cad (3D Print) Lincoln Locos (3D Print)</i>
V4 (2-6-2)	Gresley Design. Based out of Stratford between 1941-42 on both Main Lines. Post-1948 used in Scotland. Both Withdrawn by 1956.	No Known Models Available
Y1 (0-4-0T)	Sentinel Design. Used mainly shunting Engineer Yards at Lowestoft and Chesterton Junction (Cambridge)	<i>P&D Marsh N-Train (3D Print)</i>
Y3 (0-4-0T)	Sentinel Design. Used mainly shunting Engineer Yards at Lowestoft and Chesterton Junction (Cambridge)	<i>N-Train (3D Print)</i>
Y4 (0-4-0T)	Hill Design. All based at Stratford. One used as Stratford Works Shunter, withdrawn in 1963. Also used at Pepper Warehouse (Canning Town) and Mile End Goods Yard.	No Known Models Available
Y5 (0-4-0T)	Neilson & Co Design. Last withdrawn as Stratford Works Shunter 1948.	<i>Atso-Cad (3D Print)</i>
Y6 (0-4-0T)	Worsdell Design. Original Tram engines for Wisbech & Upwell Tramway. Last withdrawn from King's Lynn Depot 1952.	<i>Recreation21 (3D Print) N Drive Productions Eveleigh Creations</i>
Y7 (0-4-0T)	Worsdell NER Design. Used as Stratford Works Shunter. Withdrawn 1952.	No Known Models Available
Y10 (0-4-0T)	Sentinel Design. Tram engines based in Yarmouth for Harbour shunting. Withdrawn by 1952.	<i>Newmans Miniatures (3D Print)</i>
Y11 (0-4-0)	Petrol Shunter. One used at Brentwood and other at Ware. Withdrawn 1954	<i>Recreation21 (3D Print)</i>

1.3 LMS Locomotives

2MT (2-6-0)	Ivatt Design. Based at Cambridge; Colchester and briefly at Parkeston. Mainly worked over Stour/Colne Valley lines. Also worked into Cambridge via St Ives from Kettering.	Graham Farish Minitrix
2MT (2-6-2T)	Ivatt Design. One loco based at Ipswich (41200) for 1949-1950 summer.	Dapol Minitrix
3P (4-4-2T) (LT&SR)	Whitelegg Design. Mainly on LT&SR System. Some based at Stratford and Colchester in mid-1950s. Did work as Station/Carriage Pilot at Liverpool Street as well as Colchester-Clacton Services. All withdrawn by 1959.	<i>Lincoln Locos (3D Print)</i>
3F (0-6-2T) (LT&SR)	Whitelegg Design. Mainly used on LT&SR System for freight & Shunting. All withdrawn by 1959.	No Known Models Available
4MT (Fowler) (2-6-4T)	Fowler Design. Used on LT&SR System. All transferred away by 1962.	<i>Chapel Design (3D Print)</i> <i>Recreation21 (3D Print)</i> GEM
4MT (Fairburn) (2-6-4T)	Fairburn Design. Trialled at Norwich in 1954. Worked mainly on LT&SR. All transferred away by 1962.	Graham Farish <i>Worsley Works</i> Fleetline Road & Rail/Peco Foxhunter
4MT (Stain-3) (2-6-4T)	Stanier Design. Built for the LT&SR. All withdrawn/transferred away by 1962.	<i>BH Enterprises</i> Foxhunter
5MT 'Crab' (2-6-0)	Hughes/Fowler Design. Worked into March & LTS from Peterborough/North London on freights & specials.	Graham Farish Fleetline Road & Rail
5MT (2-6-0)	Stanier Design. Worked into March & LTS from Peterborough/North London on freights & specials.	No Known Models Available
4MT (2-6-0)	Ivatt Design. Mainly worked on M&GN, but later where found working out of Norwich, Colchester and Stratford depots. Also worked into Stratford off the North London Line. All transferred away by 1962.	No Known Models Available
4F (0-6-0)	Fowler Design. Worked in from LMR in North London, and also at Peterborough East. Some based at March in late 1950's. Also seen on some excursions via March & M & GN.	Graham Farish Lima <i>BH Enterprises</i> GEM
5MT (4-6-0)	Stanier Design. Worked into East Anglia via North London and Peterborough. Used on Summer Specials and few freights from Cricklewood.	Graham Farish <i>Lincoln Locos (3D Print)</i>
6P 'Patriot' (4-6-0)	Fowler/Stanier Design. Worked into March/Peterborough East from Nuneaton from 1960. Where seen on some GN & GE Joint Line Passenger services from March & as far south as Cambridge.	GEM <i>BH Enterprises</i> Atso-CAD (3D Print)
6XP 'Jubilee' (4-6-0)	Stanier Design. Worked into March/Peterborough East from LMR from 1961. One made it as far south as Cambridge.	Graham Farish Peco <i>BH Enterprises</i> <i>Lincoln Locos (3D Print)</i>

3F (0-6-0T)	Fowler Design. Worked in from LMR in North London from Devons Road/Cricklewood. Later based at Stratford and March after 1957. Some based on LTS System.	Graham Farish <i>GEM</i>
8F (2-8-0)	Stanier Design. Worked into March from late 50s. Last class of Steam engines to work in East Anglia. Ceased arriving about 1965. Also worked into LTS system via NLL.	Graham Farish <i>Lincoln Locos (3D Print)</i>
G2a 7F (0-8-0)	Webb Design. Worked into Cambridge from Bletchley on freight services.	Union Mills
Midland 1P (0-4-4T)	Johnson Design. Used on LT&SR System. Mainly used on Push-Pull services, e.g. Upminster-Grays. All transferred away by 1956.	No Known Models Available
Midland 2F (0-6-0)	Johnson Design. Used on LT&SR System. Used on local goods workings. All transferred away by 1957.	No Known Models Available

1.4 SR Locomotives

West Country/Battle of Britain (4-6-2)	Bulleid Design. Trialled on Liverpool St-Norwich services in 1950. Some later brought to Stratford to cover Britannia's in 1952 as they received modifications. Also seen on Troop Specials from Southern Region.	Graham Farish Dapol <i>Recreation21 (3D Print)</i>
Q1 (0-6-0)	Bulleid Design. Worked across London on Feltham-Temple Mills freights, Mainly via T&H. Some Via Victoria Park.	Dapol <i>Langley Miniature Models</i> <i>Recreation21 (3D Print)</i> <i>Graham Hughes</i>
700 (0-6-0)	Drummond Design. Worked across London on Feltham-Temple Mills freights, Mainly via T&H. Some Via Victoria Park.	Union Mills <i>Worsley Works</i>
S15 (4-6-0)	Mansell/Urie Design. Worked across London on Feltham-Temple Mills freights, Mainly via T&H. Some Via Victoria Park.	<i>Langley Miniature Models</i>

1.5 GWR Locomotives

94xx (0-6-0PT)	Hawksworth Design. 9401 was based at Stratford for 8 months in 1957 for trials. Was used as Spitalfields Pilot. Possibly at Temple Mills & on Hertford East goods.	Graham Farish
28xx (2-8-0)	Churchward Design. Worked onto the LT&SR with Oil trains to Ripple Lane from Acton. One got as far as Harlow (Mill) when wrongly put on Thames Haven-Immingham 'Fisons' train.	Dapol <i>GEM</i>

1.6 BR Standard Locomotives

7MT (4-6-2) 'Britannia'	Riddles Design. Based at Stratford and Norwich. Used on Liverpool St-Norwich; Clacton; Yarmouth & Parkeston Boat Trains. Also used on some freights to Whitemoor. Later based at March.	Dapol Minitrix <i>Lincoln Locos (3D Print)</i>
6MT (4-6-2) 'Clan'	Riddles Design. One trialled at Stratford (72009) Worked Liverpool Street-Clacton.	<i>Newmans Miniatures (3D Print)</i> <i>(Boiler only. Scratch build aid)</i> <i>Lincoln Locos (3D Print)</i>
5MT (4-6-0)	Riddles Design. Two transferred in to cover Britannias in 1951/52. Also worked into Cambridge when trialled out of Kings Cross. LMR	Graham Farish <i>Langley Miniature Models</i> <i>Lincoln Locos (3D Print)</i>

	based examples worked in excursions. SR based examples worked in with Troop trains.	
4MT (4-6-0)	Riddles Design. Worked Bletchley-Cambridge services.	<i>Langley Miniature Models Lincoln Locos (3D Print)</i>
4MT (2-6-0)	Riddles Design. 5 allocated to Stratford in 1953. Had tablet catcher recesses. Later moved to Cambridge/March.	Graham Farish <i>Langley Miniature Models Lincoln Locos (3D Print)</i>
4MT (2-6-4T)	Riddles Design. Worked on LT&SR until electrification. Some moved to Stratford and March in early 1960s. Also worked into Cambridge from Bletchley	Graham Farish Lima <i>Lincoln Locos (3D Print)</i> <i>Fleetline Road & Rail</i>
2MT (2-6-0)	Riddles Design. 5 allocated to Stratford in July 1962, until closure supposedly to replace J15s. Moved to March until December 1962.	No Known Models Available
WD (2-8-0)	Riddles WD Design. Based at March for Whitemoor-Ipswich/Temple Mills/Norwich services. Also worked on to LTS System.	Graham Farish <i>Lincoln Locos (3D Print)</i> <i>Recreation21 (3D Print)</i> <i>Foxhunter</i> <i>McGowen</i>
9F (2-10-0)	Riddles Design. Based at March from April 1954 to June 1957. Also one based at Stratford from August 1954. Worked Immingham-Thames Haven 'Fisons' services till 1962. Only cleared to work Temple Mills-Whitemoor via Ely.	Dapol Minitrix



2 Diesel Locomotives

The list is arranged chronologically with each sub-section being divided with the **Ready-to-Run** models first before any *kits*. For the kits, we haven't mentioned the medium that each kit uses as some are unknown, and quite a few are mixed mediums. The vast majority are White Metal. We would recommend that you contact the manufacturer or look at their website before purchasing.

Out of Production items are highlighted in **Red** and only available 2nd hand.

Ready-to-Run models are listed by what has been produced, not by livery, as some of these Locomotives have been produced in a number of liveries over the years, but mainly they have been produced in BR standard green, BR Corporate Blue, Sectorisation liveries, and also in Liveries of various company's after Privatisation.

2.1 Shunting Locomotives

LNER EE Shunter (0-6-0) (DES1 & 2)	English Electric Shunter. Delivered by 1945. Used at Whitemoor Yard. Some used at Stratford. All transferred away by 1966.	DES1- <i>Parkwood</i> DES2- No Known Models Available
EE 500hp Shunter	English Electric Shunter. Numbered D226/D227, later D0226/D0227. Trialled at Stratford in the late 50s.	<i>Parkwood</i>
01 (0-4-0)	Barclay Shunter. Used in Ware yard and in Canning Town/Mile End Yards. All gone by 1968.	No Known Models Available
03 (0-6-0)	Drewry Shunter. Widespread use throughout East Anglia on Trip work; Yard shunting and Station Pilot. All withdrawn by 1987.	Graham Farish <i>Lincoln Locos (3D Print)</i> <i>Beaver (John Day Models)</i>
04 (0-6-0)	Drewry Shunter. Based on LNER Shunter. Widespread use throughout East Anglia on Trip work; Yard shunting and Station Pilot. Some fitted with skirts for 'Tramway' working. All withdrawn by 1972.	Graham Farish <i>Langley Miniature Models (Skirt)</i> <i>Worsley Works</i> <i>Beaver (John Day Models)</i>
05 (0-6-0)	Hunslet Shunter. Based at Ipswich, Colchester, Parkeston and Norwich. Used on Trip work and Yard shunting. Re-placed by 03/08s. all withdrawn by 1967.	<i>BH Enterprises</i>
08 (0-6-0)	English Electric Shunter. Widespread use throughout East Anglia on Trip work; Yard shunting and Station Pilot. Still used at a handful of locations in East Anglia.	Graham Farish <i>2mm Scale Association</i> <i>Worsley Works</i> <i>Lincoln Locos (3D Print)</i>
10 (0-6-0)	Blackstone Shunter. Based mainly at Stratford and March. Used on Trip work; Yard shunting and Station Pilot. All withdrawn by 1972.	No Known Models Available
11/ LMS EE Shunter (0-6-0)	English Electric Shunter. Based on LMS design of 1945. Delivered from 1952. Based at Stratford, with a few at March and Cambridge. All withdrawn by 1971.	<i>Parkwood</i> <i>2mm Scale Association</i>

2.2 Type 1 & Type 2 Locomotives

15 (Bo-Bo)	BTH/Paxman Type 1. Originally based throughout East Anglia, but later concentrated in the London area. Used on local freight workings & some summer excursions. All withdrawn by 1972.	<i>BH Enterprises</i> <i>Parkwood</i> <i>Lincoln Locos (3D Print)</i> <i>Kingdom</i>
16 (Bo-Bo)	NBL/Paxman Type 1. Only 10 built. Used on local freight workings around Stratford and cross London freights. Suffered badly with engine	<i>BH Enterprises</i> <i>Parkwood</i> <i>Lincoln Locos (3D Print)</i>

	problems. All withdrawn by 1968.	
20 (Bo-Bo)	English Electric Type 1. Based at Devons Road from 1957. Some allocated at Stratford between 1964-1971. Used on freight and Liverpool Street Pilot. Worked into GE via March and North London. Used by DRS on Nuclear Flask trains and RHTTs until 2018. 20304 used on 'short set' in 2017/2018.	Graham Farish CJM <i>Lincoln Locos (3D Print)</i>
21 (Bo-Bo)	NBL Type 2. Based at Stratford & Ipswich from 1959 and used on some passenger services. Transferred to Scotland en-mass from 1960.	<i>Langley Miniature Models</i> <i>Worsley Works</i> <i>Lincoln Locos (3D Print)</i>
23 (Bo-Bo)	English Electric Type 2. Only 10 Built. Travelled to Stratford Works for repair. All stored at Stratford before re-building and also after withdrawal in 1971.	Lone Star <i>Silver Fox (BH Enterprises)</i> <i>Recreation21 (3D Print)</i> <i>Lincoln Locos (3D Print)</i>
24 (Bo-Bo)	BR/Sulzer Type 2. Introduced from 1959. Mixed traffic duties. Mainly transferred away by 1961. Ipswich held onto there's till 1967. Some worked across from LMR to Temple Mills/Whitemoor.	Graham Farish <i>Langley Miniature Models</i> <i>Worsley Works</i> <i>Lincoln Locos (3D Print)</i>
25 (Bo-Bo)	BR/Sulzer Type 2. Based on London Midland Region. Worked across from LMR to Temple Mills/Whitemoor, SO holidaymakers & on excursions.	Graham Farish CJM <i>Worsley Works</i> <i>Lincoln Locos (3D Print)</i>
26 (Bo-Bo)	BRCW Type 2. Introduced from 1958. Based at Hornsey then Finsbury Park Depots. Used on Kings Cross-Cambridge. Travelled to Stratford Works for repair. All transferred to Scotland by 1960.	Dapol CJM <i>Lincoln Locos (3D Print)</i>
27 (Bo-Bo)	BRCW Type 2. Introduced from 1962. Based at Cricklewood. Worked into Temple Mills. All transferred to Scotland by 1965.	Dapol Minitrix <i>Silver Fox</i> <i>Lincoln Locos (3D Print)</i>
28 (Co-Bo)	Metro-Vic Type 2. Introduced from January 1960. Based at Cricklewood. Worked into Temple Mills. All transferred north by September 1960.	Rapido <i>Worsley Works</i> <i>Ian Stoaate Models</i> <i>Lincoln Locos (3D Print)</i> <i>C-MAC Models (3D Print)</i>
30 (A1A-A1A)	Brush Type 2. Original design with Mirlees engine. Introduced from 1957. Mixed traffic duties. Re-built with English Electric engines by 1965.	Graham Farish Lima <i>Taylor Precision Models</i>
31 (A1A-A1A)	Brush Type 2. Re-engined Class 30s. Mixed traffic duties based at Stratford and March. Used on nearly all services. Used on Engineers services mainly from late-80s. Last working was Network Rail Test Train in 2018.	Graham Farish Lima CJM <i>Taylor Precision Models</i> <i>Lincoln Locos (3D Print)</i>
NBL/Paxman (Bo-Bo)	Type 1. Introduced 1950. Based at Plaistow in 1955 on trials. Withdrawn 1959. (Numbered 10800)	<i>Parkwood</i>

2.3 Type 3 & Type 4 Locomotives

33 (Bo-Bo)	BRCW Type 3. Based on the Southern Region. Worked into Temple Mills with cross London freights from Hither Green/Norwood Junction/Feltham. Mainly late 60s-early 80s. Also worked Fawley-Hertford East Bitumen Tanks. Also with odd excursion.	Graham Farish Dapol CJM <i>Lincoln Locos (3D Print)</i>
35 (B-B)	Siddley/Maybach Type 3. Based on Western Region. Worked to Stratford on freights and for	Dapol <i>Silver Fox</i>

	Works attention.	<i>Peco</i> <i>Lincoln Locos (3D Print)</i>
37 (Co-Co)	English Electric Type 3. Introduced from 1960. Started on Most freight and passenger services in East Anglia. Later worked Freightliners from Felixstowe/Tilbury and Oil services based from Ripple Lane. Where used on 'Short Set' from Norwich until 2019. Also on Unit moves on delivery or for scrap as well as Test Trains.	Graham Farish CJM <i>Recreation21 (3D Print)</i> <i>Lincoln Locos (3D Print)</i>
40 (1Co-Co1)	English Electric Type 4. Introduced from 1958. Worked Liverpool Street-Norwich until 1966. Worked into Whitemoor; Parkeston & Temple Mills on freights and for attention at Stratford Works. Also worked SO holidaymakers trains.	Graham Farish CJM <i>Lincoln Locos (3D Print)</i>
42 (B-B)	BR/Mayback Type 4. Based on Western Region. Worked to Stratford on freights and for Works attention.	Graham Farish Minitrix <i>Lincoln Locos (3D Print)</i>
44 (1Co-Co1)	BR/Sulzer Type 4. Introduced from 1959. All based at Toton Depot from 1966. Used on Toton-Whitemoor Coal Trains.	Graham Farish Rapido <i>P & D Marsh</i>
45 (1Co-Co1)	BR/Sulzer Type 4. Based mainly on London Midland Region and on GN. Worked into Whitemoor; Temple Mills and Ipswich on freights, specials and for attention at Stratford Works.	Graham Farish Rapido <i>P & D Marsh</i> <i>Lincoln Locos (3D Print)</i>
47 (Co-Co)	Brush Type 4. Introduced from 1962. First based on GE from 1964. Used on nearly all services in East Anglia. Some worked in from GN and other regions. Last Diesel-hauled services from Liverpool Street-Kings Lynn. Worked some 'short set' workings until sold by DRS. Also used on Yarmouth Summer 'Drags' of 90 and Mk3 sets.	Graham Farish Minitrix CJM <i>Lincoln Locos (3D Print)</i>
50 (Co-Co)	English Electric Type 4. Based on Western Region. Worked to Stratford on freights & for Works attention. Also worked some freights to Ripple Lane.	Graham Farish Dapol CJM <i>Lincoln Locos (3D Print)</i>

2.4 Type 5 & Prototype Locomotives

52 (C-C)	BR/Mayback Type 5. Based on Western Region. Worked to Stratford on freights and for Works attention.	Graham Farish Dapol <i>Lincoln Locos (3D Print)</i>
Falcon (Later Class 53) (Co-Co)	Brush Type 4. Based on the GN. Mainly seen at Stratford Works for attention or ECML diversions via Cambridge. Also based at Norwich for a time.	<i>Silver Fox (BH Enterprises)</i>
55 (Co-Co)	English Electric Type 5. Based on the GN. Worked occasional railtour. Mainly seen at Stratford Works for attention or ECML diversions via Cambridge.	Graham Farish CJM <i>Lincoln Locos (3D Print)</i>
56 (Co-Co)	Brush/BR/Ruston Type 5. Introduced from 1976. Used on aggregate services from Acton to Dagenham and Harlow Mill. Also on Oil trains to Ripple Lane. Have been used by Colas Railfreight on engineer services from Whitemoor.	Graham Farish Dapol CJM <i>Lincoln Locos (3D Print)</i>
57 (Co-Co)	Brush/General Motors Type 5. Re-built from 1997. Used originally by Freightliner on container trains to Felixstowe/Tilbury. Now used by DRS on various	Graham Farish <i>Lincoln Locos (3D Print)</i>

	duties. Some railtour use as well.	
58 (Co-Co)	BREL Type 5. Introduced from 1984. Only started to appear in East Anglia from 1995 onwards. Used on Mainline services to Dagenham and aggregate services from March to Bishops Stortford/Norwich.	Dapol <i>BH Enterprises</i> <i>Worsley Works</i> <i>Lincoln Locos (3D Print)</i>
59 (Co-Co)	General Motors Type 5. Introduced from 1985 by Foster Yeoman and ARC. Work aggregate trains from West Country to Stone terminals at Harlow Mill, Chelmsford and Dagenham Dock. Now owned by Freightliner.	Dapol RevolutionN Trains CJM <i>Worsley Works</i> <i>BH Enterprises</i> <i>Lincoln Locos (3D Print)</i>
60 (Co-Co)	Brush Type 5. Introduced from 1989. Used on various aggregate flows. Also on the odd engineers working for GBRf/Colas Railfreight.	Graham Farish CJM <i>Taylor Precision Models</i> <i>Lincoln Locos (3D Print)</i>
66 (Co-Co)	General Motors Type 5. Introduced from 1998. Widely seen on virtually all freight services in East Anglia with all the 5 major Freight Operating Companies.	Graham Farish Dapol RevolutionN Trains CJM <i>Worsley Works</i> <i>BH Enterprises</i>
67 (Bo-Bo)	General Motors Type 5. Introduced from 1999. Originally intended for Royal Mail traffic, worked last Mail train from Norwich. Occasional visits with Railtours and Royal Train duties.	Dapol CJM <i>Worsley Works</i>
68 (Bo-Bo)	Vossloh/Stadler Type 5. Introduced from 2012. Used by Direct Rail Services on Container services to Tilbury. Used on 2 nd 'Short Set' in 2018.	Dapol
69 (Bo-Bo)	General Motors/Brush Type 5. Introduced from . Refurbished & Re-engined from Class 56s. Have worked Sand trains from Middleton Towers and RHTT from Broxbourne in 2023.	Graham Farish
70 (Co-Co)	General Electric Type 5. Introduced from 2009. Used by Freightliner on Container services out of Felixstowe/London Gateway. Used by Colas Railfreight on Engineer Trains for Network Rail. Used to work Hoo Junction-Whitemoor.	Graham Farish
Kestrel (Co-Co)	Hawker-Sidley 4000hp Type 5. Visited Stratford Works for attention and Whitemoor on test coal trains.	<i>Silver Fox (BH Enterprises)</i>
DP2 (Co-Co)	English Electric Type 4. Based on the GN. Mainly seen at Stratford Works for attention or ECML diversions via Cambridge.	<i>Silver Fox (BH Enterprises)</i>



3 Electric Locomotives

The list is arranged chronologically with each sub-section being divided with the **Ready-to-Run** models first before any *kits*. For the kits, we haven't mentioned the medium that each kit uses as some are unknown, and quite a few are mixed mediums. The vast majority are 3D prints. We would recommend that you contact the manufacturer or look at their website before purchasing.

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Ready-to-Run models are listed by what has been produced, not by livery, as some of these Locomotives have been produced in a number of liveries over the years, but mainly they have been produced in BR standard green, BR Corporate Blue, Sectorisation liveries, and also in Liveries of various company's after Privatisation.

73 (Bo-Bo)	English Electric DC Electro-Diesel. Worked into Temple Mills with cross London freights from Hither Green/Norwood Junction/Feltham. Mainly late 60s-early 80s. Also worked Fawley-Hertford East for Route knowledge purposes.	Dapol CJM <i>BH Enterprises</i> <i>Lincoln Locos (3D Print)</i>
EB1 (Bo-Bo)	NER 1500v DC Loco. Converted for Banking duties on Woodhead Route by LNER. Transferred to Illford as EMU Depot Shunter in 1949. Was used as part of Braking tests while EM1s (76s) were on test on the GE.	<i>Recreation21 (3D Print)</i>
EM1 (Tommy) (Bo-Bo)	LNER 1500v DC prototype. Tested on Liverpool Street-Shenfield line before Woodhead Route was finished.	<i>C-MAC Models (3D Print)</i>
76 (Bo-Bo)	1500v DC production locos. Tested on Liverpool Street-Shenfield line before Woodhead Route was finished.	<i>C-MAC Models (3D Print)</i> <i>MSL Hobbies</i>
85 (Bo-Bo)	BR AM5 AC Electric. Introduced from 1960 on WCML. Worked into Temple Mills/Ripple Lane on freights and Speedlink workings. All withdrawn by 1995.	<i>C-MAC Models (3D Print)</i> <i>Lincoln Locos (3D Print)</i>
86 (Bo-Bo)	BR AM6 AC Electric. Introduced from 1965 on WCML. Started working on Liverpool Street-Norwich in 1987. Also Parkeston Boat Trains, though hauled 'dead' as far as Colchester until Harwich Branch was electrified. Took over London-Cambridge leg of Kings Lynn services from 1989 until 1992. Re-placed by class 90s from 2008. Continued to work for Freightliner on container services until Jan 2021.	Dapol Lima <i>Taylor Precision Models</i> <i>Lincoln Locos (3D Print)</i>
87 (Bo-Bo)	BREL/GEC AC Electric. Introduced from 1973 on WCML. Worked into East Anglia on freights to Temple Mills and Ripple Lane. Also on container services to Tilbury and Felixstowe.	Graham Farish Dapol CJM <i>Taylor Precision Models</i> <i>C-MAC Models (3D Print)</i>
88 (Bo-Bo)	Vossloh/Stadler Bi-mode AC Electrics. Introduced from 2015. Work Dagenham Dock-Garston Car Train for DRS.	No Known Models Available
90 (Bo-Bo)	GEC AC Electric. Introduced from 1987. First used in East Anglia on freights and odd Mail/Parcels service. All VTWC locos transferred to Norwich	Graham Farish CJM <i>C-MAC Models (3D Print)</i>

	from to replace 86s. Withdrawn from Greater Anglia services in 2020. Still work container services for Freightliner.	
92 (Co-Co)	Brush AC/DC Electric. Introduced from 1993. Used on DB-Cargo services to Dagenham via HS1. Have been used by GBRf on Dagenham Dock-Garston Car Train.	RevolutionN Trains CJM



4 Multiple Units

The list is arranged chronologically with each sub-section being divided with the **Ready-to-Run** models first before any *kits*. For the kits, we haven't mentioned the medium that each kit uses as some are unknown, and quite a few are mixed mediums. The vast majority are either White Metal or Etched Brass. We would recommend that you contact the manufacturer or look at their website before purchasing.

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4.1 Diesel Multiple Units

Derby Lightweight	Introduced from 1954. Used on East Anglian services based from Cambridge and Norwich. Some later used from Stratford. One converted to Ultrasonic Test Train. All withdrawn from normal service by 1969.	<i>Worsley Works Lincoln Locos (3D Print)</i>
Metro-Cam Lightweight	Introduced from 1955. Used on East Anglian services based from Cambridge and Norwich. Some later used from Stratford. All withdrawn from normal service by 1969.	No Known Models Available
100	Gloucester Design. Introduced from 1957. Mainly used out of Stratford and Norwich Depots on Yarmouth/Lowestoft/Cromer lines. Also Southminster/Romford-Upminster/Tottenham Hale-North Woolwich services too. All withdrawn by 1988.	<i>Recreation21 (3D Print) N-Train (3D Print)</i>
101	Metro-Cam design. Introduced from 1957. Mainly used out of Cambridge and Norwich Depots on branch lines & local services throughout most of East Anglia. All withdrawn by 1992.	Graham Farish <i>Lincoln Locos (3D Print)</i>
104	BRCW Design. Introduced from 1957. Used on LMR, mainly near Manchester. Some used on Gospel Oak-Barking Line under Network SouthEast. Also used around Norwich & Cambridge. All withdrawn by 1995.	<i>Worsley Works</i>
105	Cravens Design. Introduced from 1959. Used on some services into Cambridge from Kings Cross. Mainly used out of Stratford and Norwich Depots on branch lines & local services throughout most of East Anglia. All withdrawn by 1988.	<i>Worsley Works BH Enterprises Lincoln Locos (3D Print) N-Train (3D Print)</i>
109	Wickham Design. Introduced from 1957. 2-car unit used on lines out of Cambridge. Withdrawn by 1972. One converted to Eastern Region Managers Saloon. One unit used on Buntingford Branch after delivery.	<i>Recreation21 (3D Print)</i>
117	Pressed Steel Design. Introduced from 1959. Used on Western Region. Used on Gospel Oak-Barking services, with 117s	<i>BH Enterprises Worsley Works</i>

	from mid-80s by Network SouthEast and Silverlink. Re-placed by 150/1s from 2000.	
121	Pressed Steel Design. Introduced from 1957. Used on Western Region. Used on Gospel Oak-Barking services, with 117s from mid-80s by Network SouthEast and Silverlink. Re-placed by 150/1s from 2000.	Dapol <i>BH Enterprises</i> <i>Worsley Works</i>
125	Derby/Rolls-Royce Design. Used from 1959-1969 on Lea Valley services. Moved to GN due to Electrification of Route.	No Known Models Available
128	Gloucester Design. Introduced from 1959. Worked from LMR on Parcels and for attention at Stratford Works. All based at Cambridge late in life. All withdrawn by 1991.	RevolutionN Trains <i>The N Gauge Emporium (3D Print)</i> <i>BH Enterprises</i> <i>Worsley Works</i>
150	BREL Design. Introduced from 1985. Worked into East Anglia to Norwich, Cambridge and Harwich. Some used by Anglia. Replaced by 156 units from 2004. Some used by Silverlink for Gospel Oak-Barking from 2000-2010.	Graham Farish <i>Worsley Works</i>
153	BREL Design. Re-built 155 units. Used on East Anglia lines by Anglia till replaced by 755s by 2020.	Dapol <i>BH Enterprises</i>
156	BREL Design. Introduced from 1988. Worked into East Anglia to Norwich, Cambridge and Harwich. Transferred away for few years. 2005 swapped for 150s. Replaced by 755s in 2020. Some used by EMT/EMR services to Norwich.	Dapol
158	BREL Design. Introduced from 1990. Work into East Anglia on Liverpool/Birmingham-Cambridge/Norwich. EMR services only to Norwich.	Graham Farish <i>C-MAC Models (3D Print)</i>
170	Bombardier Design. Introduced from 1999. Used by Anglia/Greater Anglia and Central Trains/Cross Country. Used on Birmingham-Stansted Airport, Liverpool-Norwich only Central Trains. Used on services from Ipswich-Cambridge-Peterborough lines. Had work through services from Liverpool Street and Norwich-Basingstoke. Replaced by 755s in 2020.	Graham Farish
172	Bombardier Design. 2-car units. Used on Gospel Oak-Barking line by London Overground from 2010 till 2019.	<i>Electra Railway Graphics (Vinyl Sides for Graham Farish 170)</i>
WuM Railbus	Introduced from 1958. Used on a few East Anglian branch lines, some include Saffron Walden and Maldon. All withdrawn by 1967.	<i>Recreation21 (3D Print)</i> <i>Etched Pixels/Ultima (3D Print)</i> <i>Lincoln Locos (3D Print)</i>
Wickham Railbus	Built 1958/1959. Used on branch lines in Scotland. Tested on Buntingford branch before sent north.	<i>Etched Pixels/Ultima (3D Print)</i> <i>Lincoln Locos (3D Print)</i>
ACV	Built 1952. Used 16/6-27/6 1952 for a trial on Epping-Ongar Line. Withdrawn in 1962.	<i>Etched Pixels/Ultima (3D Print)</i>

LEV-1	BREL/Leyland Design. Introduced in 1978. Used on test on services in East Anglia branches. Withdrawn 1987.	No Known Models Available
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4.2 Electric Multiple Units

302	BR Design. Introduced from 1960. Originally built for LT&SR. Later migrated to other lines out of Liverpool Street. 3 converted into 3-car Mail Units. All withdrawn by 1998.	<i>Worsley Works</i>
303	BR Design. Introduced from 1960. Built for Glasgow Suburban services. One transferred to Clacton in 1991 as a test unit. Withdrawn by 1996.	<i>N-Train (3D Print) Snowwolflair (3D Print)</i>
304	BR 'Standard' Design. Introduced from 1960. Used on services out of Liverpool Street due to withdrawal of 305 units for modifications in 1961.	<i>N-Train Cabs (3D Print) Electra Railway Graphics (Vinyl Sides)- Need original GraFar Mk 1 coaches to convert.</i>
305	BR 'Standard' Design. Introduced from 1960. Used primarily on services to Hertford East/Bishops Stortford (4-car) and Enfield Town/Chingford (3-car) All withdrawn by 1991.	<i>N-Train Cabs (3D Print) Electra Railway Graphics (Vinyl Sides)- Need original GraFar Mk 1 coaches to convert.</i>
306	LNER Design. Introduced from 1949. Originally built for Liverpool Street-Shenfield 1500v DC. Later extended to Chelmsford in 1957. Re-built 1960 to 25kv AC. Withdrawn by 1982.	<i>Recreation21 (3D Print)</i>
307	BR Design. Introduced from 1957. Originally built for Liverpool Street-Southend Victoria 1500v DC. Re-built 1960 to 25kv AC. Replaced by 321s by 1991.	<i>Worsley Works</i>
308	BR 'Standard' Design. Introduced from 1960. Used primarily on local services to Colchester/Clacton but seen on odd Hertford/Bishops Stortford service. Some built for LT&SR, with Luggage Van. All transferred from East Anglia by 1993.	<i>N-Train Cabs (3D Print) Electra Railway Graphics (Vinyl Sides)- Need original GraFar Mk 1 coaches to convert.</i>
309	BR Mk1 Based Design. Introduced from 1960. Used for express Clacton/Walton-on-the-Naze-Liverpool Street services. Also worked from Ipswich/Harwich/Norwich after electrification. Re-	<i>Worsley Works (Both 4-car and 2-car versions)</i>

	placed from East Anglia by 321s by 1994.	
310	BR Mk2 Based Design. Introduced from 1965. Originally used on LMR local services. Introduced to East Anglia from 1987. Used on Some Cambridge services. Mainly used on LT&SR until replaced in 2003.	<i>Recreation21 (3D Print)</i>
312	BR Mk2 Based Design. Introduced from 1975. Used for services out to Colchester/Clacton but also to Cambridge, when electrified. Some moved to LT&SR. GE units withdrawn by 2004. LT&SR units withdrawn by 2003.	<i>N-Train Cabs (3D Print) Electra Railway Graphics (Vinyl Sides)- Need original GraFar Mk 2 coaches to convert.</i>
313	BREL Design. Based on PEP Units. Introduced on GN in 1976. Some transferred to Clacton in mid-1980s and had DC isolated. Transferred away in early 1990s. Worked Siverlink/Overground North London line to North Woolwich. Replaced by 378s by 2011.	RevolutionN Trains <i>N-Train/Electra Railway Graphics. (3D Print Body with ERG Vinyl Sides)</i>
315	BREL Design. Based on PEP Units. Introduced from 1981. Used on Inner-Suburban services to Shenfield/Enfield Town/Chingford/Cheshunt. Also seen at Southend Victoria and Hertford East. Withdrawn from Overground in 2020. Tfl Rail/Elizabeth Line in 2022.	<i>N-Train/Electra Railway Graphics. (3D Print Body with ERG Vinyl Sides)</i>
317	BREL Design. Based on Mk 3. Introduced from 1981 on MML. Started working in East Anglia from 1987 on LTS. Started working out of Liverpool Street from 1989. Withdrawn from Great Northern in 2017; Overground in 2020 & Greater Anglia 2022.	<i>N-Train/Electra Railway Graphics. (3D Print Body with ERG Vinyl Sides)</i>
321	BREL Design. Based on Mk 3. Introduced from 1988. Used on Liverpool Street-Cambridge/Southend Victoria/Clacton/Harwich services under Network SouthEast. Later only visited Cambridge off GN from Kings Cross. Replaced by 720s by 2022.	RevolutionN Trains
322	BREL Design. Based on Mk 3. Introduced from 1991. Built for Stansted Airport services. All transferred to Scotrail by 2000. Transferred back to East Anglia in 2020.	No Known Models Available
325	BREL Design. Based on Mk 3. Introduced from 1995. Built for Royal Mail services. Used to Norwich till 2003.	<i>N-Train/Electra Railway Graphics. (3D Print Body with ERG Vinyl Sides)</i>
345	Bombardier Design. Introduced from 2016. Crossrail/Tfl Rail/Elizabeth Line units. Used between Liverpool Street-Shenfield until full route opened.	<i>C-MAC Models (3D Print)</i>
357	Bombardier Design. Introduced from 1999. Used by c2c on LT&SR. Some workings into Liverpool Street for driver route knowledge.	No Known Models Available
360	Siemens Design. Introduced from 2002. Used mainly from Clacton/Ipswich/Colchester/Harwich services. All transferred away to MML by 2020.	No Known Models Available
365	BREL Design. Introduced from 1995. Used on Great Northern services to Cambridge, Ely and Kings Lynn. Phased out of service in 2021.	<i>N-Train/Electra Railway Graphics. (3D Print Body with ERG Vinyl Sides)</i>
378	Bombardier Design. Introduced from 2009. Used on North London Line services to Richmond/Clapham Junction-Stratford. Used on Gospel Oak-Barking Line due to late delivery of 710 units.	<i>C-MAC Models (3D Print)</i>
379	Bombardier Design. Introduced from 2011. Used	<i>C-MAC Models (3D Print)</i>

	originally for Liverpool Street-Stansted Airport/Cambridge services. Been used on more local services since introduction on 745s. All off lease by	
387	Bombardier Design. Introduced from 2016. Used on Great Northern services to Cambridge, Ely and Kings Lynn. 6 Units used by c2c since 2016 on LT&SR, but now are used by Great Northern.	RevolutionN Trains <i>C-MAC Models (3D Print)</i>
2-EPB (416)	BR Design. Introduced from 1955. Southern Region 3 rd Rail units. Used on North London Line services to North Woolwich from mid-80s till 1990.	<i>Recreation21 (3D Print)</i> <i>BH Enterprises</i>
700	Siemens Design. Introduced from 2016. Used by Thameslink on services to Cambridge, Ely and, from 2021, Kings Lynn.	<i>C-MAC Models (3D Print)</i>
710	Bombardier Design. Introduced from 2018. First used on Gospel Oak-Barking services. Later introduced on West Anglia suburban routes. Fully re-placed 315/317s by 2020.	No Known Models Available
720	Bombardier Design. Introduced from 2020. First used on Southend Victoria services. Also being introduced on c2c services from 2023.	<i>C-MAC Models (3D Print)</i>
745	Stadler Design. Introduced from 2019. Used for both Liverpool Street-Norwich and Stansted Airport services.	No Known Models Available
755	Stadler Design. Bi-Mode units. Introduced from 2019. Used on all non-electrified lines in East Anglia, one turn to Liverpool Street-Norwich & to Stansted Airport from Norwich via Cambridge.	No Known Models Available



5 Coaching Stock

These are some notes for this section on Coaching Stock.

The list is arranged chronologically with each sub-section being divided with the **Ready-to-Run** models first before any kits or etched sides. For each of the kits, the medium is listed if known.

Ready-to-Run models are listed by what type of coach has been produced, not by livery, as some of

these coaches have been produced in a number of liveries over the years, so we would recommend doing some research of which products are available.

For those looking for liveries that haven't been produced by the mainstream manufacturers, such as Anglia, One Railway and Greater Anglia; Electra Rail Graphics produce Vinyl sides for these and other liveries. (Link in Section 9)

5.1 GER-era Coaches

Kits & Etched Sides

Eveleigh Creations	<p><i>Set of 4 wheeled GER Coaches</i> 2x D401 5 Compartment Third D101 4 Compartment Third D501 2 Compartment Brake Third <i>Set of GER Wisbech and Upwell Coaches</i> 2 x 4 wheeled Tram Coach Bogie Tram Coach Converted Brake Van (No.16) <i>Set of 6 wheeled GER Coaches (4)</i> D219 Luggage Composite D404 Third D514 3 Compartment Brake Third D516 Full Brake <i>Set of 6 wheeled GER Coaches (3)</i> As above, but omitting D516 Full Brake <i>Set of 3 Sinclair 4 wheeled GER Coaches (from 1860)</i> 5 Compartment Third 4 Compartment Composite Birdcage Brake <i>Set of Antique GER Coaches</i> Parliamentary Third Parliamentary 'Brake Composite' 3 Compartment 'Stage Coach' First Horsebox with low hound/fodder compartments <i>Set of 4 ex-Met 4 wheeled Coaches (MSLR)</i> First Third Brake Third Ex-GER D501 Brake Third (modified to a Full Brake) <i>Set of 5 6 wheeled GNR Coaches</i> 3x5 Compartment Third 5 Compartment Composite 4 Compartment Brake Third Full Brake <i>Set of 3 8/12 wheeled GNR Clerestory Coaches</i> 12 wheeled Semi-Corridor Composite 12 wheeled Composite Dining Car 8 wheeled Full Brake</p>
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	<i>Set of 3 GNR 8/12 wheeled Coaches</i> 12 wheeled Open Brake Third 12 wheeled Semi-Corridor First 8/12 wheeled Brake First <i>Set of 4 6 wheeled Midland Railway Coaches</i> 2xD493 Third D516 Composite D504 Brake Third <i>Set of 4 Midland Railway Short Arc Roofed Bogie Coaches</i> D261 40' Brake Third D263 40' Brake Composite D263 40' Luggage Composite D490 43' Third <i>Set of 3 Midland Railway NPCCS Items</i> D398 Horsebox D402 Covered Carriage Truck (CCT) D409 Open Carriage Truck (OCT) <u>All Etched Nickel Silver Kits</u>
Osborn's Models	OCWW052 LNER (ex-GE) Corridor Brake Third OCWW053 LNER (ex-GE) Corridor Third OCWW054 LNER (ex-GE) Clerestory Lavatory Corridor Composite OCWW055 LNER (ex-GE) Clerestory Corridor Third <u>Laser Cut Wood & Mixed Media Kit</u>
Recreation21	GER 4 wheel brake coach no 16 (Wisbech & Upwell Tramway) Wisbech-tram-coach Wisbech-bogie-coach GER 6W Composite Coach GER 6W Brake Third Coach GER 6W ALL THIRD COACH WCPR (ex GER) 4 wheel brake coach KESR composite coach number 22, ex GER 4 wheel <u>All 3D Prints</u>

5.2 LNER Coaches

Ready-to-Run

Dapol	61' 6" Gresley Brake Composite Corridor 61' 6" Gresley Third Corridor 61' 6" Gresley First Corridor 61' 6" Gresley Buffet
Graham Farish	63' Thompson Brake Third Corridor 63' Thompson Composite Corridor 63' Thompson Third Corridor 63' Thompson First Corridor 63' Thompson Full Brake (Was exclusive to NGS)

Kits & Etched Sides

BH Enterprises	LNER1 52'6" Gresley Vestibule 3rd LNER2 52'6" Gresley Corridor 3rd LNER3 52'6" Gresley Brake Corridor 3rd
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	LNER4 52'6" Gresley Open Buffet LNER5 63' Thompson Full Brake type II (planked sides) LNER6 61'6" Gresley Full Brake <u>These are etched sides only</u> LNER7 63' Thompson Brake Corridor 3rd LNER8 63' Thompson Corridor 3rd LNER9 59'6" Thompson Corridor Composite LNER10 63' Thompson Corridor 1st LNER11 63' Thompson Brake Corridor Composite LNER12 63' Thompson Full Brake LNER13 63' Thompson Full Brake
Chivers Finelines	RC906: LNER Extra Long CCT
Isinglass Models	106: 61' 6" Gresley Corridor Luggage Van Dia 113; 198; 245; 260; 315 128: 61' 6" Gresley Corridor 3 rd Open (post 1934) Dia 186; 239; 302 156: 61' 6" Gresley Restaurant Car (5 Bay) 1 st & Unclassed Dia 11 223: 51' 1 half" Gresley Luggage Brake Van Dia 67; 129; 284 619: 32' 0" Gresley 4-wheel Pigeon Brake Van Dia 120
Osborn's Models	OCWW AL055 LNER Extra Long CCT
Recreation21	Quad-Art Quint-Art <u>3D Print.</u>
Worsley Works	Gresley 51' 1" D56/7 Third (Non-Corridor) Gresley 51' 1" D64 Brake Third (Non-Corridor) Gresley 51' 1" D49/50 Semi-Corridor Lav Composite (Non-Corridor) Thompson 52' 4" Brake Composite (Non-Corridor) Thompson 52' 4" Brake Third (4 Compartment) (Non-Corridor) Thompson 52' 4" Brake Third (5 Compartment) (Non-Corridor) Thompson 52' 4" Third (Non-Corridor) Thompson 52' 4" First (Non-Corridor) Thompson 52' 4" Semi-Corridor Lav Composite (Non-Corridor)

5.3 BR Coaches

Ready-to-Run

Graham Farish	Mk1 Brake Corridor Second Mk1 Brake Composite Corridor Mk1 Full Brake Mk1 Composite Corridor Mk1 Second Corridor Mk1 First Corridor Mk1 Tourist Second Open Mk1 First Open Mk1 Restaurant Miniature Buffet Mk1 Restaurant Unclassified Mk1 Pullman First Open (ex Second Parlour) (374-215) Mk1 Brake Second (Non-Corridor) Mk1 Second (Non-Corridor) Mk1 Composite (Non-Corridor) Mk1 General Utility Van Mk1 CCT Mk2 First Corridor Mk2A Brake Second Open
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	Mk2A Tourist Second Open Mk2F Restaurant First Buffet Mk2F Driving Brake Second Open Mk2F Brake Second Open Mk2F First Open <i>All above are the detailed 'Blue Ribbon' Coaches</i>
Dapol	Mk3b DVT
Revolution Train	BR Inspection Saloon 'Caroline'

Kits & Etched Sides

2mm Scale Association	4-601 BR GUV Dia. 771 – No Roof 4-630 BR Mk 1 Horsebox
BH Enterprises	BR1 Post Office Sorting Van (POS) BR2 Post Office Stowage Van (POT) BR3 General Utility Van (GUV) BR4 Full Brake (BG) BR5 Mk1 Corridor 1st (FK) BR6 Mk1 Corridor Composite (CK) BR7 Mk1 Corridor Brake 2nd (BSK) BR9 Mk1 Buffet (RB) BR10 Mk1 Open 1st (FO) BR11 Mk2 Brake Open 2nd (BSO) BR12 Mk2 Open 2nd (SO) MK211 MK2 A First MK212 MK2 A Second MK213 MK2 A Brake First MK221 MK2 B First MK222 MK2 B Second MK223 MK2 B Brake First MK231 MK 2 C First MK232 MK 2 C Second MK233 MK 2 C Brake 1st MK234 MK 2 C Brake 2nd MK241 MK 2 D/E/F First MK242 MK 2 D/E/F Brake First MK243 MK244 MK 2 D/E/F Brake Second MK245 MK 2 Driving Brake Second MK246 MK 2 F Micro Buffett First MK247 MK 2 F Micro Buffett Second <i>All White Metal Kits</i>
Worsley Works	Mk1 Brake Stowage Van (80456-80458) Dia 733 Mk1 Stowage Van (80415-80424) Dia 732 Mk1 Stowage Van (80425-80439) Dia 727 (Preformed Sides) Mk1 Sorting Van with Net Recess (80328-80338) Dia 729 (Separate Recessed Doors) Mk1 Sorting Van (80356-80395) Dia 726 Mk1 Sorting Van with VHF Radio (80339-80355) Dia 731 Mk2/2A Corridor First/First Open Mk2/2A Tourist Second Open

	Mk2/2A Brake Second Open/BFK Mk2B Corridor First/First Open Mk2B Tourist Second Open Mk2C Corridor First/First Open Mk2C Tourist Second Open Mk2C Brake Second Open Mk2F RMB (Converted from First Open) Mk2F First Open <i>All Etched Sides to Convert 'non- Blue Ribbon' Coaches</i>
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5.4 Non-LNER NPCCS

Ready-to-Run

Dapol	GWR Siphon G & H GWR Collet Full Brake SR Maunsell 4 Wheel Brake Van
Graham Farish	LMS 50" Stanier Period III Full Brake GWR Hawksworth Full Brake SR CCT Van SR 4 wheeled PLV SR Bogie B Luggage Van
N Gauge Society	LMS 6 Wheel Stove R GWR Collet Full Brake

Kits & Etched Sides

BH Enterprises	GWR1 Hawksworth Full Brake (Diag. K45) <i>White Metal Kit</i>
Osborn's Models	OCWW ALN055 LMS 6-Wheel CCT OCWW ALN058 LMS 4-Wheel Motor Car Van/CCT OCWW ALN059 LMS 6-Wheeled Milk Van OCWW ALN002 GWR Siphon G (Conversion Kit) OCWW ALN003 GWR Monster Van (Conversion Kit) OCWW ALN035 GWR Python CCT OCWW ALN052 Siphon Diag. O.62 <i>All Laser cut Wood Kits</i>
Recreation21	LT&SR D31 Horse Box GWR Syphon F GWR Siphon G (1926/1929/1943/1945/1950 Versions) <i>All 3D Prints</i>
Stephen Harris Wagon Kits	LMS CCT <i>Etched Kit</i>
Worsley Works	57' Collet Full Brake <i>Full Kit, without Bogies</i> LMS Full Brake D1796/2000 Stove R <i>Full Kit</i> LMS Full Brake D1854/2007 <i>Etched Sides only</i>

6 Freight Stock

These are some notes for this section on Freight Stock.

The list is arranged chronologically with each sub-section being divided with the **Ready-to-Run** models first before any kits. For the kits, we haven't mentioned the medium that each kit uses as some are unknown, and quite a few are mixed mediums. We would recommend that you contact the manufacturer or look at their website before purchasing.

As a general rule, we have made a note of types of wagons that have been produced, along with the most common liveries they have been produced in.

We have also listed as many of the individual wagons and liveries as we can find where these apply to East Anglia, along with Product Number (underlined) where that is known or available. Also, Robbie's Rolling Stock does Transfers & R-T-R. www.robberiesrollingstock.co.uk/S_East.html

6.1 GER & LNER Wagons

Ready-to-Run

Dapol	Gunpowder Van <i>In NE & BR Liveries</i> BR 'Blue Spot' Fish Van <i>In BR 'Blue Spot' White & Parcels Blue</i>
Graham Farish	5 Plank Wooden Open 7 Plank Wagon End Door 20 ton Brake Van 13 ton High Sided Steel Open (With & Without Chain Pockets) 12 ton LNER Vent Van (Corrugated & Wooden ends) 12 ton LNER Fruit Van <i>In BR & LNER Liveries; some also produced in triple packs</i> 14T Tank wagon 20T Anchor-Mount Tank wagon <i>Produced in various 'Private Owner' liveries.</i>
Peco	Conflat with BD Container 10' Single Bolster Wagon 5 plank Open Wagon 7 plank Open Wagon LNER/BR Brake Van 15' Double Bolster 10' Salt Wagon Refrigerator Box Van 10' Tank Wagon <i>Produced in various LNER & 'Private Owner' liveries.</i>

Kits & Etched Sides

2mm Scale Association	2-532: LNER 8 plank Open (Body only) 2-533: LNER 20 ton Loco Coal Open (Body only) 2-534: LNER Toad E Brake Van (Etched Kit) 2-535: LNER 12 ton 6 Plank Open Twin Pack (Body only) 2-536 GER 10 ton Cattle Wagon (Body only) 2-607: GNR/LNER Cattle Wagon (Etched Kit) 2-608: Late LNER Cattle Wagon (Etched Kit) 2-609: LNER 9' 8 Shoe Fitted Cattle Wagon (Etched Kit)
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	2-551: RCH 1923 7 plank Open (Body only) 2-552: RCH 1907 7 plank Open Twin Pack (Body only) 2-553: RCH 1923 8 plank Mineral (Body only) 2-554: RCH 1887 5 plank Open Twin Pack (Body only) 2-591: Lowmac-exGE (Etched Kit) 2-592: Lowmac-exGC (Etched Kit)
BH Enterprises	W1 LNER Fish Van W2 LNER Perishables Van W3 NE Birdcage Brake Van W4 LNER (ex GN) Brake Van W5 LNER Fruit Van W11 LNER Banana Van W12 LNER Refrigerator Van
Chivers Finelines	RC966 Blue Spot Fish Van RC991 LNER Horsebox
Eveleigh Creations	GER Fruit/Yeast/Meat/Fish Vans (1 Pair) GER 10 ton Brake Van Horse Box (Body kit) Passenger Cattle Box (Body kit)
Maridunian's Models	14T Acid Tank 14T Chlorine Tank 14T Class A (Anchor Mounted Tanks) 14T Class B (Anchor Mounted Tanks) 14T Rectangular Tank 20T Class B (Anchor Mounted Tanks) 40T Bogie Caustic Soda Tank 20T Wing Plate Tank
N Gauge Society	Kit 14: LNER 8-Plank Min Wagon Kit 23: RCH 12T Open Wagon Kit 29: 7-plank PO Open Kit 47: BR (exLMS/LNER) Highfit (Twin Pack) Kit 49: WD Warflat Kit 50a: WD Warwell Kit 67: LNER 12T Vans/Fruit Vans (Twin Pack) Kit 77a: LNER/BR Boplate (Diamond frame Bogies) Kit 77b: LNER/BR Boplate (Plateback Bogies) Kit 77c: LNER/BR Boplate (Y25 Bogies)
Osborn's Models	OCCW ALN054 LNER Horse Box Diag 5 OCWW ALN060 LNER Slope Sided Diag. 12 20T Coal Hopper OCWW ALN045 LNER Standard 10T Large Cattle Wagon OCWW ALN049 LNER (ex GE) 10T Vent Van OCWW ALN068 LNER Wooden Grain Hopper (Non-Convertible) OCWW ALN078 LNER (ex GE) 10T Cattle Van
P&D Marsh	A501 Single Plank Wagon A502 Bolster Wagon
Peco	KNR-254 LNER 20 ton Loco Coal Open (ex-Parkside Dundas) KNR-40 5 plank Open Wagon KNR-41 7 plank Open Wagon KNR-49 NE-type Brake Van KNR-167 10' Tank Wagon KNR-4 Bolster Open Wagon KNR-39 Single Bolster Wagons-Pair KNR-28 LNER Brake Van (15')
Recreation21	GER 22' 4 Door Sundry/Fruit Van GER Brake Van (MSLR & S&MR Versions)
Stephen Harris Wagon Kits	13 ton All Steel High (OHV)

6.2 BR General Wagons**Ready-to-Run**

Dapol	6 wheel Milk Tank BR 21T Steel Mineral Wagon <i>Various BR & 'Private Owner' Liveries</i>
Graham Farish	12 ton Vent Van Plank 10 ton Insulated Van 30 ton Bogie Bolster C Min Wagon BR Conflat A (With BD & AF Containers) 16 ton Slope-Side Min Wagon 12 ton Plywood Fruit Van <i>All In BR Liveries from 1950's. Some in Later Liveries where appropriate.</i> 45 ton Tank BR Conflat A AF/BD Containers <i>Produced in various BR & 'Private Owner' liveries.</i>
N Gauge Society	BR Carflat A BR VIX Ferry Van
Peco	BR Conflat with BD Container BR Brake Van Butterley Steel Open Cattle Van 15' Fish Van <i>All In BR Liveries from 1950's. Some in Later Liveries where appropriate.</i>
Revolution Trains	35 ton Class B Tank wagons 35 ton Class A Tank wagons BR Borail EB – Twin Pack BR Borail EC (BRV) – Twin Pack BR Borail MB – Twin Pack <i>Produced in various 'Private Owner' liveries.</i>
Sonic Models	BR 12T 'Vanwide' Ventilated Vans <i>In BR Liveries from 1950's</i>

Kits & Etched Sides

2mm Scale Association	2-500: SNCF Min Open (D 1/112) (Body only) 2-501a: BR 16 ton Min Open (D 1/108) Welded Twin Pack (Body only) 2-501b: BR 16 ton Min Open (D 1/109) Riveted (Body only) 2-501c: MOW/BR 16 ton Min Open (D 1/100) Slope Sides (Body only) 2-501d: MOW/BR 16 ton Min Open Tippler Slope Sides (Body only) 2-502: BR 21 ton Min Open (D 1/107) (Body only) 2-506: BR 24 ton Min Open (D 1/115) (Body only) 2-507: BR Pipe Open (D 1/462) (Body only) 2-509: BR Brake Van (D 1/509) (Etched Kit) 2-510: BR Shocvan (D 1/209-1/218-1/220) (Body only) 2-561: BR Std 8 ton Cattle Van (D 1/353) (Body only) 2-563: BR Banana Van (D 1/242) (Body only) 2-564: BR Palbrick B (D 1/024) + BR Palbrick C (D 1/025) (Body only) 2-566: BR Std 12 ton Box Van (D 1/208, 1/203) Twin Pack (no roofs) (Body only) 2-568: BR Presflo (D 1/272) (Etched & Resin Kit) 2-569: BR Prestwin (D 1/277) (Etched & Resin Kit)
BH Enterprises/John Grey	JG2 BDA/BDO Bogie Bolster D JG3 BEV Bogie Bolster E JG5 MCO 16t Mineral Wagon JG6 MSO 27t Tippler Wagon

	JG8 OHV 13t High Goods (Steel Sides) JG15 SOV/ODA Pipe Wagon JG17 STV Tube Wagon (BR Type) JG19 XTP Trestol
Chivers Finelines	RC960 BR 32T Tube Wagon
Maridunian's Models	20T Prestwin Silo Wagons 35T Bogie Chlorine Tank 45T Liquid Carbon Dioxide Tank
N Gauge Society	Kit 6: GWR Lorient 4W Flat Kit 8: LMS Bogie Bolster D Kit 12b: BR BDV/BDW (Glouc Bogies) Kit 12c: BR BDV/BDW (Plateback Bogies) Kit 12d: BR BDO (Plateback Bogies) Kit 13: GWR Iron Mink/Gunpowder Van Kit 15: LMS Trestol Well Wagon Kit 16: BR 21T Hopper HTO/HTV Kit 19: BR 21T Min Wagon Kit 24: BR Mk1 Horsebox Kit 31: BR Weltrol Kit 36: BR Shock Wagons Open & Van (Twin Pack) Kit 38: BR Borail Kit 46: BR Bogie Bolster E Kit 52: Macaw C/Borail C Kit 53: Gane A/Macaw J/Borail F Kit 61: BR 'Vanwide' Kit 63: Palvan/Steel Medfit (Twin Pack) Kit 64: BR Sand Tippler/Coil J Kit 66: BR Lowfit/Twin Bolster (Twin Pack) Kit 70: BR Standard Vans (Twin Pack)
Peco	KNR-20 Conflat with Container KNR-252 BR 24 ton Steel Min Open (ex-Parkside Dundas) KNR-257 BR D 1/462 Pipe Open (ex-Parkside Dundas) KNR-42 Refrigerator-type Box Van KNR-44 Butterley Steel Open Wagon KNR-45 Cattle Wagon KNR-5 Plate Wagon KNR-207 16 ton Steel Min Open
Recreation21	BR 16T Coal Wagon MOWT 16T Sloped Side Mineral Wagon MOS 16T SNCF Mineral Wagon
Stephen Harris Wagon Kits	Unfitted Plate Wagon (SPO) 16 ton Min Wagon (MCV/MCO/MXV) 21 ton Min Wagon (MDV/MDO) 241/2 ton Min Wagon (MEO) 21 ton Hopper (HTO/HTV) as Built 21 ton Hopper (HTO/HTV) as Refurbished Coil J (KJO) Bogie Bolster C (BCO/BCV) Bogie Bolster D (BDO/BDV) Bogie Bolster E (BEV) Boplate E (BPO/BPV) 35 ton Tank (TSV) 45 ton Tank (TTV/TTA) Carflat from Mk1 Coach Chassis (FVV) Covhop (CHO) Vanwide (VEV/VWV)

	BR Standard Brake Van (CAO/CAP) Shochood (OUV) Wooden Sided High (OHV) GWR 6-wheeled Milk Tank (CMV)
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6.3 BR Engineer Wagons

Ready-to-Run

Dapol	Dogfish Ballast Hopper Grampus Ballast Wagon <i>All in Various Liveries from 1950's to 1990's</i>
EFE Rail	14 ton 'Mermaid' Side Tipping Ballast Wagon 20 ton 'Shark' Ballast Plough/Brake Van <i>All in Various Liveries from 1950's to 2000's</i>
Graham Farish	12 ton BR Vent Van Plank 27 ton Tippler (ZKV) 20 ton Brake Van ZDA Dropside Open 'Bass' BDA Bogie Bolster ZAA Open Wagon 'Pike' JJA Mk2 'Auto-Ballaster' YGH 'Sealion' Bogie Hopper <i>Produced in various Civil Engineer liveries from 1950s.</i>
N Gauge Society	ZZA Snowplough
Peco	<u>NR-28C</u> BR Brake Van CE Dutch
Revolution Trains	MTV/ZKV Zander Box Wagons Sturgeon BR YLA Mullet – Twin Pack BR YMA/YQA 'Parr' – Twin Pack

Kits & Etched Sides

2mm Scale Association	2-505: BR Grampus Ballast (D 1/572) (Body only) 2-508: BR Clam Ballast (D 1/146) (Body only)
BH Enterprises/John Grey	JG20 YAO 'Dolphin' Track Carrier JG22 YLO 'Gane A' Rail Carrier JG23 YMO 'Salmon' Engineers Flat Wagon JG24 ZAV 13t Medium Goods Wagon JG25 ZFV 'Dogfish' Engineers Ballast Wagon
Chivers Finelines	RC1072 ZCA Seahorse Open Wagon
Fleetline (John Day Models)	NW.22 BR ZZV Snowplough NW.59 'Mermaid' Ballast Wagon
N Gauge Society	Kit 11: BR Seacow Bogie Hopper Kit 22: BR Shark Ballast Brake Kit 27a: BR Salmon Flat Kit 46: BR YCV Turbot Kit 51: GWR P19/Rudd Kit 69: ZKA Limpet Spoil Open
Parkwood Models	Converted O8 Snowplough Converted LNER Tender Snowplough Diesel Brake Tender-Rounded Type Diesel Brake Tender-Girder/Stratford Type Diesel Brake Tender-Flat, with Cupolas Type
Peco	KNR-251 Grampus Ballast Wagon (ex-Parkside Dundas) KNR-259 'Clam' Ballast Wagon (ex-Parkside Dundas)
Stephen Harris Wagon Kits	Catfish Ballast Hopper (ZEV) Dogfish Ballast Hopper (ZFV)

	Grampus Spoil Wagon (ZBO/ZBV) Sturgeon Bogie Flat (YBA/YBO) Sealion/Seacow Ballast Hopper (YGB/YGH) Mermaid Ballast Tipper (ZJV) Salmon Bogie Flat (YMA/YMO)
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6.4 Air-Braked Wagons (Early)

Ready-to-Run

Graham Farish	HEA Hopper OBA Open high ends HAA Hopper 20 ton Brake Van OCA Dropside Open BDA Bogie Bolster <i>All in Various Liveries from 1960's to 2000's; some up to 2020's</i> TTA 45 glw Tank TEA 102 glw Tank <i>Produced in various 'Private Owner' liveries.</i>
Peco	HAA MGR Hopper Grain Hopper Wagon BR Pallet Van 15' Tank Wagon (Type D) <i>All in Various Liveries from 1960's to 2000s</i>
RevolutionN Trains	IWA Twin Cargowaggon IZA Twin Cargowaggon TEA Bogie Tank Wagons Cartic-4 Articulated Car Carrier
Sonic Models	VEA Vans

Kits & Etched Sides

BH Enterprises	W7 POA Lime Tippler (One piece resin body) W15 PNA/POA Scrap or Aggregate Hopper W19 IKA Hooded Bogie Wagon
BH Enterprises/John Grey	JG1 BBA 50 FT Steel Carrier JG4 JHA/JGA Bogie Modern Hopper JG7 OBA Air Braked Open Wagon JG10 PGA 4 Wheel Modern Hopper JG11 PVB Curtain Sided Van (AB) JG12 Campbell's Soup (Lettering For Above) JG13 PWA Fertilizer Wagon (Bogie Pal Van) JG26 FISON'S Rub Down Transfers for JG13 JG16 SPA Plate Wagon (AB) JG18 VGA Van (AB)
Chivers Finelines	RC1029 BBA Bogie Steel Carrier RC1053 Rebodied SSA Scrap Wagon RC1068 OCA Open Wagon
N Gauge Society	Kit 9a: BR Polybulk Grainflow Hopper Kit 12a: BR BDA Kit 35a: PIA/KPA Hopper Kit 37: TTA Chemical Tanker Kit 50b: Warwell-post 1976 Kit 58: Warflat (post-1976) Kit 68: POA/PNA 'Tiger' Open Kit 72: PTA/JTA/JUA Iron Ore/Aggregate Tippler (5 pack) Kit 75: BR VCA Van

	Kit 76: BR VDA Van
Peco	KNR-50: 15' Tank Wagon
Stephen Harris Wagon Kits	Bogie Bolster A (BAA) Bogie Bolster B (BBA) Cartic 4 (PJA) (2 Outer & 2 Inner units) Freightliner Flats (FFA+FGA) (2 Outer & 3 Inner flats)
Worsley Works	Freightliner Bogie Flats (5 Wagons-2 Outer & 3 Inner)

6.5 Air-Braked Wagons (Post-1990)

Ready-to-Run

C-Rail Intermodal	KQA Pocket Container Wagon FSA/FTA Container Wagons- Twin & Four wagon sets KTA Pocket Container Wagon
Dapol	Cargowaggon Bogie Van MJA Twin Bogie Box Opens HIA Bogie Hopper FEA-B Spine Container Wagons-Pair IOA Ballast Bogie Box Megafret Container Wagons-Pair JNA 'Falcon' Low Ballest Bogie Box HIA Aggregate Hopper JHA Aggregate Hopper FWA Container Flat – Triple Pack <i>All in Various Liveries for Freightliner, GBRf, Network Rail & Private Companies</i>
Graham Farish	HKA Bogie Hopper Intermodal Con-flats Pair JPA Cement Wagon JJA Auto-Ballester (Non-Fitted & Fitted Generator Versions) MXA 'Lobster' Bogie Opens HRA Bogie Hopper PCA Wagon Metalair <i>All in Various Liveries for Freightliner, GBRf, DB & Private Companies</i>
RevolutionN Trains	IPA Car Carriers – 3 Variants HOA Aggregate Hopper Wagon JNA/MMA Bogie Box Aggregate Wagons PFA/KFA Container Flat FWA 'Ecofret' Container Flats (Twin & Triple Packs) IWA Van Twin Packs IHA 'Sfhimmns' Steel Carrier YQA 'Super Trench' – Twin Pack WIA 5-car Arbel Car Carrier FNA-D Nuclear Flask Carrier

Kits & Etched Sides

BH Enterprises	W20 KQA Pocket Wagon with Transfers W24 MAA Box Wagon (Needs HAA Chassis to Complete) JG14 PXA Bogie Open Scrap/ Aggregate Wagon JG21 YLA/BRV 'Mullet' / Borail
Etched Pixels/Ultima	ARBEL1: WIA Arbel Kit (with wheels) ARBEL2: WIA Arbel Kit (no wheels)
N Gauge Society	Kit 27b: BR Salmon Flat YSA/YWA (post 1998) Kit 28: RMC JGA Bogie Hopper Kit 33 Railtrack PNA Open Kit 35b: JJA Autoballaster (5-pack) Kit 35c: HQA Autoballaster (Railtrack) (5-pack)

	Kit 35d: HQA Autoballaster (Network Rail) (5-pack) Kit 39: BR Mullet/Parr Kit 43: BR Osprey
Worsley Works	102 ton JHA Bogie Hopper

6.6 Unpainted Wagons

Unpainted Complete Wagons

Dapol	<u>2F-013-000</u> Gunpowder Van <u>2F-023-000</u> Siphon H <u>2F-036-000</u> Bulk Grain Hopper <u>2F-038-000</u> 20 ton Steel Mineral <u>2F-071-000</u> 7 plank Open
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Complete Wagon Chassis

Dapol	<u>2A-000-016</u> 7 plank open <u>2A-000-017</u> Gunpowder Van <u>2A-000-018</u> 21 ton Steel Hopper <u>2A-000-019</u> 20 ton Steel Mineral <u>2A-000-020</u> GWR 'Siphon' <u>2A-000-021</u> Grain Hopper
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Complete Unpainted Wagon Body

Dapol	<u>2A-000-022</u> 20 ton Steel Mineral <u>2A-000-023</u> Gunpowder Van <u>2A-000-024</u> 21 ton Steel Hopper <u>2A-000-025</u> GWR 'Siphon' G <u>2A-000-026</u> GWR 'Siphon' H <u>2A-000-027</u> Grain Hopper <u>2A-000-028</u> 7 plank open
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7 Buildings

These are some notes for this section on Buildings.

The list is arranged chronologically with each sub-section being divided with the **Ready-to-Place** models first before any kits. For the kits, we haven't mentioned the medium that each kit uses as some are unknown, and quite a few are mixed mediums. We would recommend that you contact the manufacturer or look at their website before purchasing.

We have listed as many of the individual products as we can, along with Product Number (underlined) where that is known or available.

For general building parts, we recommend the following producers;

www.bhenterprises.co.uk/

www.yorkmodelrail.com/

www.peco-uk.com/

www.nbrasslocos.co.uk/

www.pdmarshmodels.com/

www.langleymodels.co.uk/

Also The 2mm Scale Association and The N Gauge Society produce some scenic parts.

7.1 Ready-to-Place

Bachmann Scenecraft (GE Prototypes Only)	<u>42-0060</u> March West Signal Box <u>42-0061</u> Twin Track Footbridge <u>42-0065B/R</u> March Station Waiting Room (Blue/Red) <u>42-0066B/R</u> March Station Ticket Office (Blue/Red) <u>42-0067B/R</u> March Station Facilities & Stores (Blue/Red) <u>42-0068B/R</u> March Station Canopy (Blue/Red) <u>42-0074</u> Wroxham Signal Box (Brown & Cream) <u>42-0074W</u> Wroxham Signal Box (Green & Cream)
N Gauge Society	<u>NGSR0900</u> St Ives Corn Exchange Building

7.2 Kits

Modelux	<u>MD-NoBR-09</u> Acle Station Footbridge
Osborn's Models	<u>ALNN050</u> Arch Laser GE Station Store/Goods Office <u>ALNN051</u> Arch Laser GE Wooden Signal Box <u>ALNN0063</u> GE Platform Shelter



8 Kits from Closed Manufactures

This section is for kits that are now no longer in production either through the product being discontinued or due to the closure of the kits manufacturer.

We have decided to include these, as some of these kits may be available 2nd hand, either completed or still to be built. As a result, this section is mainly for reference and we hope that

you find it helpful to refer back to if you do come across one of these kits.

If we have made an error and one of these kits is still in production or has been reintroduced, as the manufacturer has been taken over by another, please contact me by the email address on the Introduction page.

8.1 Coaches

Ready-to-Run

Graham Farish	Mk1 Brake Corridor Second Mk1 Brake Composite Corridor Mk1 Full Brake Mk1 Composite Corridor Mk1 Second Corridor Mk1 First Corridor Mk1 Tourist Second Open Mk1 First Open Mk1 Restaurant Miniature Buffet Mk1 Restaurant Unclassified Mk2F Brake Second Open Mk2F First Open Mk2F Restaurant First Buffet Mk2F Tourist Second Open Mk3 Trailer First Open Mk3 Trailer Second Open Mk3 Trailer Restaurant Second Buffet Mk3 Trailer Guard Second <i><u>Above are the less detailed Coach body shells from Poole and early Bachmann production.</u></i>
Lima	Mk1 Composite Corridor Mk1 Second Corridor Mk1 Brake Corridor Second Mk1 Buffet Mk1 Full Brake GWR Siphon
Minitrix	Gresley Third Corridor Gresley Brake Composite Corridor Mk1 Brake Composite Corridor Mk1 Composite Corridor
N Gauge Society	63' Thompson Full Brake (Produced by Graham Farish)

Kits & Etched Sides

Atso-CAD	LNER Dia. 120 4 Wheel Full Brake/Pigeon Van <i><u>3D Print</u></i>
Etched Pixels/Ultima	UMCN1101: LNER 61ft Gresley full brake; diagram D113

	<p>UMCN1102: LNER 61ft Gresley corridor full third; diagram D23</p> <p>UMCN1103: LNER 61ft Gresley corridor brake third; diagram D38</p> <p>UMCN1104: LNER 61ft Gresley corridor composite; diagram D130</p> <p>UMCN1105: LNER 61ft Gresley corridor brake composite; diagram D31</p> <p>UMCN1106: LNER 61ft Gresley buffet car; diagram D167</p> <p>UME1145: Gresley D.28 All Steel Third; Diagram 28 (<i>Etched Sides</i>)</p> <p><u>All above are Kits with pre-printed LNER Teak sides</u></p> <p>UMCSN1101: LNER 61ft Gresley full brake; diagram D113</p> <p>UMCSN1102: LNER 61ft Gresley corridor full third; diagram D23</p> <p>UMCSN1103: LNER 61ft Gresley corridor brake third; diagram D38</p> <p>UMCSN1104: LNER 61ft Gresley corridor composite; diagram D130</p> <p>UMCSN1105: LNER 61ft Gresley corridor brake composite; diagram D31</p> <p>UMCSN1106: LNER 61ft Gresley buffet car; diagram D167</p> <p><u>All above are Printed Sides only</u></p> <p>UME1150: Gresley 1924 corridor full brake (no ductet); Diagram 43</p> <p>UME1151: Gresley corridor full brake; Diagram 113</p> <p>UME1152: Gresley buffet car; Diagram 167</p> <p>UME1153: Gresley corridor brake third, three compartment; Diagram 40</p> <p>UME1154: Gresley corridor brake third, four compartment; Diagram 114</p> <p>UME1155: Gresley corridor composite (1/2 compartments); Diagram 130</p> <p>UME1156: Gresley restaurant first; Diagram 144</p> <p>UME1157: Gresley restaurant third/unclassified; Diagram 241/267</p> <p>UME1158: Gresley semi-open first; Diagram 5</p> <p>UME1159: Gresley corridor 3rd open (post 1934 type); Diagram 186</p> <p>UME1160: Gresley corridor first - end vestibule; Diagram 172</p> <p>UME1161: Gresley corridor brake composite (2/3 compartments); Diagram 175</p> <p>UME1162: Gresley corridor third - end vestibule; Diagram 155</p> <p>UME1163: Gresley corridor brake third - end vestibule; Diagram 212</p> <p><u>All above are Etched Sides to convert Dapol/Minitrix Coaches</u></p> <p>UME1166: Gresley conversion side for BR era Buffet</p> <p><u>Etched Sides to convert Dapol Coaches</u></p> <p>UME1170: LNER Non-Vestibule All First; Diagram 48</p> <p>UME1171: LNER Non-Vestibule Semi-Corridor Lavatory Composite</p> <p>UME1172: LNER Non-Vestibule Third</p> <p>UME1173: LNER Non-Vestibule Four Compartment Brake Third</p> <p>UME1174: LNER Non-Vestibule Full Brake</p> <p>UME1177: LNER Composite (ex First)</p> <p>UME1178: LNER Push-Pull Driving Trailer</p> <p>UME1175: LNER Diagram 105/106 Articulated Double Third</p> <p>UME1176: LNER Diagram 105/106 Articulated Brake Third/Lavatory Composite</p> <p><u>All above Kits are a polished 3D Print.</u></p> <p>UME1109S: LNER Thompson 61'6" corridor brake third (three compartment); Diagram 331</p> <p>UME1110S: LNER Thompson 61'6" corridor brake third (four compartment) Diagram 346/376</p> <p>UME1111S: LNER Thompson 61'6" corridor first Diagram 332</p> <p>UME1112RS: LNER Thompson 61'6" corridor third (rounded window); Diagram 329</p> <p>UME1112SS: LNER Thompson 61'6" corridor third (square window); Diagram 329</p> <p>UME1113S: LNER Thompson 61'6" corridor brake composite; Diagram 345</p> <p>UME1114S: LNER Thompson 61'6" full brake (BG); Diagram 344</p> <p>UME1115S: LNER Thompson 58' corridor composite; Diagram 328</p> <p>UME1135S: LNER Thompson 61'6" vestibule first; Diagram 348</p> <p>UME1136S: LNER Thompson 61'6" vestibule open third (TSO); Diagram 330</p> <p>UME1137S: LNER Thompson 61'6" vestibule third (TK); Diagram 349</p>
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	<p>UME1138S: LNER Thompson 61'6" vestibule open third (RTO)</p> <p>UME1139RS: LNER Thompson 61'6" vestibule open first (RFO) (round cornered windows); Diagram 351</p> <p>UME1139SS: LNER Thompson 61'6" vestibule open first (RFO) (square windows); Diagram 351</p> <p>UME1140S: LNER Thompson 61'6" buffet lounge car (RB); Diagram 352</p> <p>UME1141S: LNER Thompson 61'6" vestibule car (RK); Diagram 353</p> <p>UME1142S: LNER Thompson 61'6" first restaurant (RF); Diagram 354</p> <p>UME1143S: LNER Thompson 61'6" third pantry restaurant (RTP); Diagram 355</p> <p><u>All Etched Sides to convert pre-blue ribband Farish Coaches</u></p> <p>UME1109: LNER Thompson 61'6" corridor brake third (three compartment); Diagram 331</p> <p>UME1110: LNER Thompson 61'6" corridor brake third (four compartment); Diagram 346/376</p> <p>UME1111: LNER Thompson 61'6" corridor first; Diagram 332</p> <p>UME1112R: LNER Thompson 61'6" corridor third (round cornered window); Diagram 329</p> <p>UME1112S: LNER Thompson 61'6" corridor third (square window); Diagram 329</p> <p>UME1113: LNER Thompson 61'6" corridor brake composite; Diagram 345</p> <p>UME1114: LNER Thompson 61'6" full brake (BG); Diagram 344</p> <p>UME1115: LNER Thompson 58' corridor composite; Diagram 328</p> <p>UME1135: LNER Thompson 61'6" vestibule first; Diagram 348</p> <p>UME1136: LNER Thompson 61'6" vestibule open third (TSO); Diagram 330</p> <p>UME1137: LNER Thompson 61'6" vestibule third (TK); Diagram 349</p> <p>UME1138: LNER Thompson 61'6" vestibule open third (RTO); Diagram 350.</p> <p>UME1139R: LNER Thompson 61'6" vestibule open third (RFO) (round cornered windows); Diagram 351</p> <p>UME1139S: LNER Thompson 61'6" vestibule open third (RFO) (square windows); Diagram 351</p> <p>UME1140: LNER Thompson 61'6" buffet lounge car (RB); Diagram 352</p> <p>UME1141: LNER Thompson 61'6" vestibule car (RK); Diagram 353</p> <p>UME1142: LNER Thompson 61'6" first restaurant (RF); Diagram 354</p> <p>UME1143: LNER Thompson 61'6" third pantry restaurant (RTP); Diagram 355</p> <p>UME1116: LNER Thompson matchboard corridor full brake</p> <p>UME1108: LNER 60ft TPO; D.165, original condition</p> <p>UME1108B: LNER 60ft TPO; D.165, as modified by BR</p> <p><u>All above are mixed Etched, White Metal and Plastic Kits</u></p> <p>UME1117B: LNER Thompson 52ft non-corridor first; Diagram 341</p> <p>UME1118B: LNER Thompson 52ft non-corridor third; Diagram 339</p> <p>UME1119B: LNER Thompson 52ft semi-corridor lavatory composite; Diagram 338</p> <p>UME1120B: LNER Thompson 52ft non-corridor composite; Diagram 371</p> <p>UME1121B: LNER Thompson 52ft non-corridor 4cpt brake third; Diagram 340</p> <p>UME1122B: LNER Thompson 52ft non-corridor 5 cpt brake third; Diagram 361</p> <p>UME1123B: LNER Thompson 52ft non-corridor 6 cpt brake composite ; Diagram 360</p> <p><u>All above Kits are a polished 3D Print.</u></p> <p>UME1117BS: LNER Thompson 52ft non-corridor first; Diagram 341</p> <p>UME1118BS: LNER Thompson 52ft non-corridor third; Diagram 339</p> <p>UME1119BS: LNER Thompson 52ft semi-corridor lavatory composite; Diagram 338</p> <p>UME1120BS: LNER Thompson 52ft non-corridor brake third; Diagram 371</p> <p>UME1121BS: LNER Thompson 52ft non-corridor 4cpt brake third; Diagram 340</p> <p>UME1122BS: LNER Thompson 52ft non-corridor 5 cpt brake third; Diagram 361</p> <p>UME1123BS: LNER Thompson 52ft non-corridor 6 cpt brake composite; Diagram 360</p>
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	<p><u>All above are Etched Sides only</u></p> <p>UME1144: Thompson D.358 BZ six wheel van</p> <p><u>Etched Kit</u></p> <p>DPT01: Departmental Vehicle 999602 (ex-4-REP ultrasonic test car)</p> <p>DPT02: BG Barrier Coach (fully plated)</p> <p>DPT03: BG Barrier Coach (1 door not plated)</p> <p>DPT04: Network Rail Generator Coach</p> <p>DPT05: Generator Coach 6312</p> <p>DPT06: Generator Coach 6311/6313</p> <p><u>All Etched Sides to Convert 'non- Blue Ribbon' BG</u></p> <p>UME1225: GWR 50' Siphon H</p> <p>UME1226: GWR 50' Siphon G</p> <p>UME1227: GWR 40' Siphon F</p> <p>UME1235: GWR 50' Siphon J</p> <p>UME1223: GWR 50' Monster Van (Diag. P16)</p> <p>UME1224: GWR 50' Monster Van (Diag. P21)</p> <p>UME1230: BR built 50' Monster Van (Diag. P21)</p> <p>UME1231: BR (W) 50' Monster Van (Diag. P24)</p> <p>UME1232: GWR 50' Giant Van (Diag. P18)</p> <p>UME1233: GWR 50' Monster Van (Diag. P18)</p> <p><u>All above are Etched Kits</u></p> <p>UMCL1001: LMS 50' Corridor Full Brake (LMS Crimson)</p> <p>UMCL1026: LMS 42' CCT (LMS Crimson)</p> <p>UMCC1001: LMS 50' Corridor Full Brake (Crimson/Cream)</p> <p>UMCC1026: LMS 42' CCT (Crimson)</p> <p><u>All above are Etched Kits with Pre-printed sides</u></p> <p>UMCSC1001: LMS 50' Corridor Full Brake (Crimson/Cream)</p> <p>UMCSC1021: LMS Stove R (Crimson)</p> <p>UMCSC1026: LMS 42' CCT (Crimson)</p> <p><u>All above are Pre-printed sides only</u></p> <p>UME1001: LMS 50' P3 Full Brake</p> <p>UME1026: LMS 42' BGV</p> <p>LMS08: LMS 6-Wheeled CCT</p> <p><u>All above are Etched Kits</u></p> <p>UME1001S: LMS 50' P3 Full Brake</p> <p>UME1026S: LMS 42' BGV</p> <p><u>All above are Etched Sides only</u></p> <p>UME1321: SR 50' Bulleid Bogie 'B' Passenger Van</p> <p>UME1322: SR 51' Maunsell Bogie Gangway Luggage Van (GBL)</p> <p>UME1323: SR 50' Bogie Scenery Van 'D'</p> <p><u>All above are Etched Kits</u></p>
N Gauge Society	Kit 30: Gresley D113 Full Brake
Worsley Works	<p>Gresley 52'6" D140 First Corridor</p> <p>Gresley 52' 6" D9 Composite Corridor</p> <p>Gresley 52' 6" D141 Third Corridor</p> <p>Gresley 52' 6" D146 Brake Third Corridor</p> <p>Gresley 52' 6" D216 Third Open</p> <p><u>All above are Etched Kits</u></p>

8.2 Wagons

Ready-to-Run

The Wagon Yard	7 Plank Open (Dapol Model) <i>Produced in various 'Private Owner' liveries.</i>
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Kits & Etched Sides

Atso-Cad	LSNER Bogie Brick Wagon
Etched Pixels/Ultima	LNE01: LSNER Quad Bolster Wagon UME1450: LMS/LSNER 52' Bogie Plate Wagon (BPA/BO plate E) Round Buffers UME1450O: LMS/LSNER 52' Bogie Plate Wagon (BPA/BO plate E) Oval Buffers ARBEL1: WIA Arbel Kit (with wheels) ARBEL2: WIA Arbel Kit (no wheels)
Graham Hughes	GER 5-plank Open GER 7-plank Open



9 Miscellaneous

This section contains information I couldn't fit anywhere else.

Train Pack

370-430 Graham Farish Capital Connection Train Pack (Includes NSE 47/4 47581 'Great Eastern', 1 Mk2a TSO, 1 Mk1 RMB & 1 Mk2a BSO all in NSE. 1 Scenecraft Downham Market Signal Box)

Train Ferry Wagons

Modelbahn Union supply a RTR range of ferry vans, including reefers, but to 1;160 scale

DW_N_Bahn supply 3D prints via Shapeways of a number DB of designs, in both 1;160 and 1;148 scales

Track

We would recommend the following for track;

www.peco-uk.com/ Streamline and Setrack ranges

www.clfinescale.co.uk/ Finescale track components

www.britishfinescale.com/ Flexi Track, Point Kits and Track Components

Signals

The following suppliers produce signal kits or components;

www.crsignals.com/ Working Colour light Signals- including 'Searchlight's

www.wizardmodels.ltd/ Semaphore Signal Components; also known as Model Signal Engineering.

www.peco-uk.com/ Ratio- Produce Plastic Semaphore Signal kits

www.pdmarshmodels.com/ White Metal Semaphore Signal Kits; also available ready-made but non-operational.

www.langleymodels.co.uk/ White Metal Semaphore Signal Kits

Transfers

We would recommend the following for transfers;

www.fox-transfer.co.uk/ Transfers & Etched Plates

www.cctrans.org.uk/ Transfers, available in multi wagon sheets.

www.railtectransfers.com/ Transfers & Etched Plates

Model Spares Supplier

www.farishnspares.co.uk/ Former Farish spares supplier; formerly BR Lines

www.dccsupplies.com/ Former Dapol spares supplier.

www.petersspares.com/ Official Dapol Spares supplier.

www.bachmann-spares.co.uk Official Farish spares.

General Loco, Carriage & Wagon Parts

www.bhenterprises.co.uk/ White Metal & Brass parts to help detail or modify Ready-to-Run and Kits of Locos, Coaches & Wagons.

<https://www.2mm.org.uk/> **(Members Only)**
Many Parts for detailing and building Locos, Coaches & Wagons. Also parts to help convert N Gauge Ready-to-Run & Kits to 2mm Scale.

<https://ngaugesociety.org/> **(Members Only)**
Wagon and Coach parts, mainly bogies.

Note: The following closed manufactures also produced Loco, Wagon and Coach parts. These may be available second hand at shows or via the web.

Etched Pixels/Ultima

N Brass Locos

Historical Reference

www.gersociety.org.uk Information about the Great Eastern Railway, its constituents and successors.

www.lner.info/ Information about the LNER. Also has a forum, with knowledgeable members who know their subject. With modelling page too.

For full technical details on locomotives based in East Anglia, the websites www.brdatabase.info and <http://railuk.info/index.php> may be helpful

main@brcoachingstock.groups.io | Home

Group that has selection of Carriage Workings and formations on Google Drive. Members also very knowledgeable with information on coaching stock & workings.

Yard Arrival & Departure Sheets

1952-

https://drive.google.com/drive/folders/1y8kPeY9rZXmPltGOI2ltasUx_wGObdZu?usp=share_link

1953-

https://drive.google.com/drive/folders/1soM9vN2KYIA5tvxvmtkGNlKLqaFIPwc4?usp=share_link

1956-

https://drive.google.com/drive/folders/1oEkioRBEOxrFYI39uUCF3_2IRucxVxTA?usp=share_link