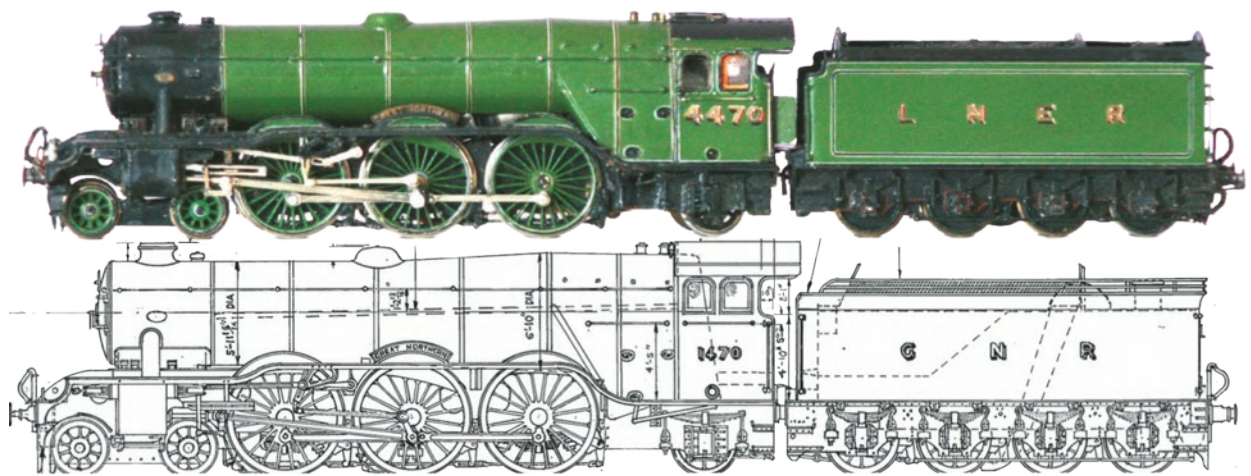




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Coach Catalogue

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| Composite | 115' 8" | Gresley | Ordinary twin brake composite lavatory (6 + 5 3rd class + 2 1st class) | 119-B | 210 313 |
| Composite | 120' 2½" | GNR | triplet brake composite 88' 4" twin brake lavatory Composite (both ex 6 wheel stock Bashford) | 178-B | GN 218W & GN218C |
| Composite | 120' 3" | GNR | triplet brake composite (ex 6 wheel stock West Riding) | 176-B | GN 218JJ |
| Composite | 122' 3" | GN | triplet brake composite ex 6 & 8 wheel stock | 674-B | GN 218HH |
| Composite Cantrail | 52' 6" | Gresley GNR | corridor composite with cantrail ventilation (8 1st class and 27 3rd class) | 165-A | GN 114 |
| Compo Clerestory | 61' 0" | ECJS (Doncaster) | 12 wheel clerestory corridor brake composite | 239-A | EC 47 GN 285M |
| Compo Clerestory | 63' 3½" | GNR | 12 wheel clerestory corridor brake composite | 134-A | GN 165 166 |
| Compo Clerestory | 63' 3½" | GNR | 8 wheel clerestory corridor composite | 135-A | GN 164J |
| Compo Clerestory | 63' 3½" | GNR | 8 wheel clerestory corridor brake composite | 136-A | GN 218FF 218GG |
| Compo Clerestory | 63' 6¼" | Howlden / Gresley | 12 / 8 wheel clerestory or Elliptical corridor composite (1st Gresley Carriage) | 139-A | GN 101, 102, 104, 105, 248H |
| Compo Clerestory | 63' 8½" | ECJS | 12 wheel clerestory composite dining saloon | 133-A | ECJS 79 |
| Compo Clerestory | 65' 0" | ECJS (York) | 12 wheel clerestory semi open composite (originally 3rd dining) | 235-A | EC 10 GC 5L2 GE ? |
| Compo Clerestory | 65' 2" | ECJS (York) | 12 wheel clerestory open composite (later altered to 3rd open) | 236-A | EC 11 11A GC 5C9 |
| Compo Clerestory | 65' 6" | ECJS | 12 wheel clerestory corridor brake composite (Matchboard stock) 647-A EC 45 | | |
| Compo Clerestory | 65' 6" | GNR/ECJS | 12 wheel clerestory Corridor luggage composite | 131-A | ECJS 6 46 GN 164P 164R |
| Compo saloon | 67' 0" | Worsdell NER | 12 wheel composite dining saloon | 653-A | NE 166 |
| Dynamometer | 50' 6½" | NER | Dynamometer car | 690-A | NE 101 |
| Kitchen | 52' 0" | Gresley ECJS | Kitchen car (York) | 148-A | EC 80a GN 78N |
| Kitchen | 61' 6" | Gresley | Kitchen car | 207-A | 226 293 |
| Kitchen | 63' 0" | Thompson | kitchen car | 276-A | 353 |
| Luggage | 32' 0" | Thompson | 6 wheel luggage brake van | 614-A | 358 |
| Luggage | 51' 1½" | Gresley | ordinary luggage brake | 223-A | 67 129 284 |
| Luggage | 52' 6" | Gresley | corridor luggage brake | 195-A | 111 154 282 |
| Luggage | 56' 6" | Gresley | corridor luggage brake | 205-A | 44 |
| Luggage | 61' 6" | Gresley | corridor luggage van | 106-A | 113 198 245 260 315 |
| Luggage | 61' 6" | Gresley | corridor luggage van 1924 stock | 124-A | 43 45 |
| Luggage | 61' 6" | Thompson | Corridor luggage deal board brake van | 260-A | 327 |
| Luggage | 63' 0" | Thompson | Corridor luggage brake van | 261-A | 344 |
| Luggage Clerestory | 45' 0" | GNR Holden | 8 wheel clerestory luggage brake van | 297-A | GN 290 |

| Category | Length | CME/company | Description | Drawing-code | Diagrams |
|--------------------|---------|------------------|--|--------------|---------------------------|
| Luggage Clerestory | 46' 6" | ECJS (Cowlairs) | 8 wheel clerestory luggage brake | 296-A | EC 36 42 |
| Rail Car | 50' 0" | Clayton | 100 HP Steam railcar | 287-A | 91 |
| Rail Car | 51' 0" | Clayton | 100 HP Steam railcar | 288-A | 92 94 |
| Rail Car | 58' 6" | Sentinel Cammel | 100 HP 2 cyl steam railcar | 280-A | 96 97 CLC 62 281 |
| Rail Car | 58' 6" | Sentinel Cammell | 100 HP steam railcar 'Integrity' | 284-A | 90 |
| Rail Car | 58' 6" | Sentinel Cammell | 100 HP steam railcar 'Nettle' | 285-A | 93 |
| Rail Car | 61' 6" | Sentinel Cammell | 200 HP Double engine railcar | 281-A | 98 |
| Rail Car | 61' 6" | Sentinel Cammell | 100 HP 6 cylinder (Ex Axholme Joint railway) railcar | 286-A | 209 |
| Rail Car | 65' 0" | Sentinel Cammell | 200 HP Double engine railcar | 282-A | 159 |
| Rail Car | 106' 6" | Sentinel | 200 HP Double engine Twin railcar articulated | 283-B | 99 100 |
| Restaurant | 60' 1½" | Gresley | restaurant 3rd class | 702-A | 145 |
| Restaurant | 61' 6" | Gresley | composite restaurant car | 107-A | 187 266 |
| Restaurant | 61' 6" | Gresley | Restaurant Car (5 bay) 1st and unclassified. | 156-A | 11 |
| Restaurant | 61' 6" | Gresley | Restaurant 1st (3 bay) | 180-A | 10C 144 |
| Restaurant | 61' 6" | Gresley | Restaurant 1st class open | 182-A | 3 4 262 |
| Restaurant | 61' 6" | Gresley | Restaurant 3rd class (4 bay) | 185-A | 241 |
| Restaurant | 61' 6" | Gresley | corridor 3rd class open (including 2nd class open & Restaurant) | 605-A | 27A 27B |
| Restaurant | 61' 6" | Gresley | Restaurant 1st class & unclassified | 607-A | 10 10A |
| Restaurant | 61' 6" | Gresley | Restaurant car with Anthracite Electric cooking unclassified | 700-A | 267 |
| Restaurant | 61' 6" | Gresley | Restaurant car with Anthracite Electric cooking 3rd class | 700-A | 268 |
| Restaurant | 63' 0" | Thompson | restaurant 1st class with kitchen | 277-A | 354 |
| Restaurant | 63' 0" | Thompson | restaurant pantry 3rd class | 279-A | 355 |
| Restaurant | 65' 6" | Gresley | 12 wheel kitchen car (rebuilt composite restaurant car Drg 108) | 208-A | NE 58 |
| Restaurant | 65' 6" | Gresley | GN/NE joint 12 wheel restaurant (Dining & Kitchen) 3rd class | 608-A | GN/NE 10 |
| Restaurant | 65' 6" | Gresley GNR | 12 wheel restaurant 1st class | 681-A | GN 46 |
| Restaurant | 65' 6" | Gresley GNR | 12 wheel restaurant 3rd class | 682-A | GN 68 |
| Restaurant | 67' 0" | Raven NER | 12 wheel 3rd class restaurant car | 669-A | NE 205 |
| Rest. Clerestory | 64' 6¼" | GNR/ECJS | 12 wheel clerestory 3rd class restaurant car | 138-A | EC30, GN 72, 73, 78B, 78D |
| Saloon Cantrail | 50' 0" | Gresley GNR | Cantrail ventilation Invalid Saloon In service with the LNER Coach association | 169-A | GN10 |
| Saloon Clerestory | 48' 6" | Howlden | 8 wheel clerestory Directors Saloon http://www.bluebell-railway.co.uk/bluebell/gnr_saloon.html | 130-A | GN 14 |
| Saloon saloon | 40' ¾" | NER | Officers Saloon (The old Gentlemans saloon) | 692-A | NE C |
| truck | 37' 6" | Gresley | 4 wheel covered carriage truck | 621-A | CU 6 |
| truck | 45' 0" | Gresley | bogie covered carriage truck | 622-A | CU 3 |
| truck | 52' 0" | Gresley | bogie covered carriage truck | 623-A | CU 7 |
| Van | 32' 0" | Gresley | 4 wheel pigeon brake van | 619-A | 120 |
| Van | 32' 0" | Gresley | 4 wheel general and milk vans | 620-A | 86.87 |
| Van | 51' 1½" | Gresley GNR | Milk brake | 215-A | GN 309 310 |
| Van | 51' 1½" | Gresley GNR | Passenger Brake | 216-A | GN 293 307 |
| Van | 53' 6" | GN/NE | joint brake van (matchboard stock) | 643-A | GN/NE 14 NE 184 256 |
| Van | 53' 6" | Worsdell NER | corridor brake van | 664-A | NE 159 |
| Van | 60' 0" | Gresley | Post office sorting van | 123-A | 164 165 |
| Van | 60' 1½" | Gresley | mail van | 701-A | 131 |

3D Printed body kits

At March 2014, kits are available in 4mm and 7mm scales for :

- 51ft 4 compartment brake composite drawing 225
- 51ft full brake van drawing 223
- 51ft 8 compartment 3rd drawing 112
- 51ft 7 compartment 1st class drawing 222
- 51ft 7 compartment composite (4 1st class, 3 3rd class) drawing 113
- Roofs are available in 4mm & 7mm for 51' suburban stock 52' corridor stock and 61' corridor stock.

Please enquire for other scales and diagrams.

Drawing Sets Catalogue

| Drawing Set | Sheet size | Number of sheets | Description | Diagrams | 4mm Price | 7mm Price | 10mm & 1/32 Price |
|--------------------|-------------------|-------------------------|--|--|------------------|------------------|------------------------------|
| 2 | B | 4 | GNR/LNER Quad Art suburban sets | GN467,467A, 475 476 67 to 75 | £24.00 | £38.00 | £44.00 |
| 3 | A | 5 | Gresley GNR Leeds Diner Quint set | GN 78 F | £16.00 | £40.00 | £50.00 |
| 4 | B | 5 | Coronation & West Riding Ltd | 228 to 232 | £28.00 | £46.00 | £50.00 |
| 5 | A | 8 | Silver Jubilee train | 199 to 201 | £20.00 | £50.00 | £60.00 |
| 6 | A | 3 | Gresley 153' 7" Triplet Rest Set | 12 to 14 | £ 12.00 | £25.00 | £27.00 |
| 7 | A | 3 | Gresley 160' 6" triplet Rest Car set (1938 Flying Scotsman) | 255 | £ 12.00 | £25.00 | £27.00 |
| 8 | B | 3 | Gresley GE sectn quint subn set | 76 to 85 | £18.00 | £32.00 | £35.00 |
| 9 | A | 5 | Gresley 6 coach East Anglian set | 236 to 240 | £16.00 | £40.00 | £50.00 |
| 10 | A | 3 | GNR 123' 7" trip bk compo (Basford) &GN 90' 4¼" twin bk compo | GN 218 Z GN 218 | £ 12.00 | £25.00 | £27.00 |
| 11 | B | 2 | GNR 140' 11" quad bk compo & triplet compo sets 104' 11½" & 105' 10½" | GN218H, GN194 218T | £13.00 | £23.00 | £25.00 |
| 12 | B | 2 | GNR 189' 2 3/8" quint bk compo (ex 6 & 8 wh stock) West Riding, GN quad bk compo | GN 218O (2nd issue) GN 218 O (1st issue & 218X (1st issue) | £13.00 | £23.00 | £25.00 |
| 14 | B | 2 | Artic. Ex GN 6 & 8 wh rigids :- Quint brake compo Quad brake compo | GN 218 KK GN 218 R | £13.00 | £23.00 | £25.00 |
| 15 | B | 2 | Artic ex GN 6 & 8 wh rigids :- Quint bk, lav. Compo (rblt from quad also | GN 218 P | £13.00 | £23.00 | £25.00 |

| Loco Set | Drawings Included | 4mm Price | 7mm | 10mm 1/32 |
|--------------|-------------------|---------------|---------------|---------------|
| Gresley A4 | 315,316,317 | £18.00 | £32.00 | £35.00 |
| Thompson B1 | 418,419 | £13.00 | £23.00 | £25.00 |
| Robinson O4 | 481,482 | | | |
| Worsdell J15 | 441,442 | | | |
| Woedsell J21 | 449,450 | | | |

Locomotive Catalogue

To make the catalogue easier to use, the drawings have now been sorted into LNER class order. The pre grouping class, if any, appears in the description in braces.

| | | |
|--------|-------|--|
| A1 | 327-B | Gresley 4-6-2 Pacific with short travel valves and coal rail tender |
| A1 | 328-B | Gresley 4-6-2 Long travel valves engine only |
| A1 | 381-B | Peppercorn 4-6-2 express passenger engine |
| A1/1 | 390-B | Thompson/Gresley 4-6-2 Rebuild of 4470 Great Northern |
| A2 | 382-B | Peppercorn 4-6-2 express passenger engine |
| A2 | 391-B | Raven 4-6-2 (NE 4.6.2) express passenger engine |
| A2/1 | 383-B | Thompson 4-6-2 Derivative of Gresley V2 |
| A2/2 | 388-B | Thompson/Gresley 2-8-2 Rebuilds from class P2 engine only |
| A2/2 | 392-B | Raven/Gresley 4-6-2 No 2404 with Gresley A1 boiler |
| A2/3 | 389-B | Thompson 4-6-2 standard engine |
| A3 | 329-B | Gresley 4-6-2 Right hand drive and new type tender |
| A3 | 330-B | Gresley 4-6-2 Early conversions & ACFI engine only |
| A3 | 331-B | Gresley 4-6-2 Early left hand drive and corridor tender |
| A3 | 332-B | Gresley 4-6-2 left hand drive with diags 94A and 94 HP boiler engine only |
| A3 | 333-B | Gresley 4-6-2 Diag 107 boiler and streamlined non-corridor tender |
| A3 | 334-B | Gresley tenders+ coal rail and A3 corridor types |
| A3 | 335-B | Gresley new type tender and streamlined non-corridor |
| A4 | 315-B | Gresley 4-6-2 Streamlined Pacific with corridor tender |
| A4 | 316-B | Gresley 4-6-2 Streamlined Pacific locomotive details |
| A4 | 317-B | Gresley 8 wheel additional tenders (ex a3 corridor & streamlined non-corridor) |
| A5/1 | 361-B | Robinson 4-6-2 (GC 9N) tank engine |
| A5/2 | 362-B | Gresley/Robinson 4-6-2 tank engine |
| A6 | 357-B | Worsdell/Raven 4-6-2 (NE W) includes original 4-6-0 tank engine |
| A7 | 358-B | Raven 4-6-2 (NE Y) tank engine |
| A7/1 | 358-B | Raven 4-6-2 (NE Y) tank engine |
| A8 | 360-B | Gresley/Raven 4-6-2 rebuilt tank engine from class H1 and NE class D |
| B1 | 415-B | (NE A2 C6 C7 D21 Q6) Ex NER A2, C6, C7, D21 & Q6 tenders coupled to B1, D49, J38, J39 & WD-2-8-0 |
| B1 | 418-B | Thompson 4-6-0 mixed traffic engine contnued on 419 |
| B1 | 419-B | Thompson 4-6-0 continued from 418+ self weighing tender & information |
| B1 | 468-B | Robinson 4-6-0 (GC 8C) passenger engine (later class B18) |
| B12/2 | 344-B | Gresley/Holden 4-6-0 passenger engine |
| B12/3 | 346-B | Gresley/Holden 4-6-0 express passenger engine |
| B12/4 | 347-B | Thompson/Holden 4-6-0 passenger engine |
| B12/GE | 343-B | Holden 4-6-0 (GE S69) passenger engine |
| B12/GE | 345-B | Gresley/Holden 4-6-0 passenger engine with ACFI equipment |
| B15 | 424-B | Raven 4-6-0 (NE S2) mixed traffic engine |
| B15 | 425-B | Raven 4-6-0 (NE S2) stumpf uniflow engine |
| B16/1 | 421-B | Raven 4-6-0 (NE S3) mixed traffic engine |
| B16/2 | 422-B | Gresley/Raven 4-6-0 rebuild of B16/1 |
| B16/3 | 423-B | Thompson/Raven 4-6-0 rebuild of B16/1 |
| B17/1 | 305-B | Gresley 4-6-0 Sandringham class |
| B17/2 | 305-B | Gresley 4-6-0 Sandringham class |
| B17/3 | 305-B | Gresley 4-6-0 Sandringham class |
| B17/4 | 305-B | Gresley 4-6-0 Sandringham class |
| B17/5 | 306-B | Gresley 4-6-0 Streamlined Sandringham |
| B17/6 | 305-B | Gresley 4-6-0 Sandringham class |
| B18 | 468-B | Robinson 4-6-0 (GC 8C) passenger engine (earlier class B1) |
| B19 | 469-B | Robinson 4-6-0 (GC 1) passenger engine (earlier class B2) |
| B2 | 307-B | Thompson/Gresley 4-6-0 2 cyl Sandringham Rebuild |
| B2 | 469-B | Robinson 4-6-0 (GC 1) passenger engine (later class B19) |

B3/1 470-B Robinson 4-6-0 (GC 9P) 4 cylinder passenger engine
 B3/2 471-B Gresley/Robinson 4-6-0 B3/1 rebuilt with caprotti valve gear
 B3/3 472-B Thompson/Robinson 4-6-0 B3/2 rebuilt with 2 cylinders and B1 boiler
 B4 473-B Robinson 4-6-0 (GC 8F) Immingham class
 B5/1 474-B Robinson 4-6-0 (GC 8) Fish Engines incl B5/2 with O4 Boiler
 B5/2 474-B Robinson 4-6-0 (GC 8) Fish Engines incl B5/2 with O4 Boiler
 B5/3 475-B Robinson 4-6-0 (GC 8) Rebuilt Fish Engine formerly B5/1 & B5/2
 B6 476-B Robinson 4-6-0 (GC 8N) Mixed traffic engine
 B7 477-B Robinson 4-6-0 (GC 9Q) 4 cylinder mixed traffic engine
 B8 478-B Robinson 4-6-0 (GC 1A) GlenAlmond class
 B9 479-B Robinson 4-6-0 (GC 8G) Express Goods
 C1 370-B Ivatt 4-4-2 (GN C1) large Atlantic express passenger engine
 C1 371-B Ivatt 4-4-2 (GN C1) 4 cyl compounds Nos 292 & 1421
 C1 372-B Ivatt 4-4-2 (GN C1) Vulcan foundry compound 1300 & 2 cyl rebuild
 C1 373-B Gresley/Ivatt 4-4-2 (GN C1) No 1419 with booster engine
 C1 374-B Gresley/Ivatt 4-4-2 (GN C1) No 279 with 4 cyls & Walschaerts valve gear
 C1 375-B Gresley/Ivatt 4-4-2 (GN C1) No 3279 with K2 (2 cyls) & Walschaerts valve gear
 C12 397-B Ivatt 4-4-2 (GN C2) tank engine
 C15 398-B Reid 4-4-2 (NB M) tank engine
 C16 399-B Reid 4-4-2 (NB L) tank engine
 C2 368-B Ivatt 4-4-2 (GN C1) Klondyke passenger engine
 C2 369-B Ivatt 4-4-2 (GN C1) No 271 as 4 & 2 cylinder rebuilds. Engine only
 C6 376-B Worsdell 4-4-2 (NE V & V1) express passenger engine
 C7 379-B Raven 4-4-2 (NE Z1) uniflow passenger engine
 C7/1 377-B Raven 4-4-2 (NE Z & Z1) express passenger engine
 C7/2 378-B Gresley/Raven 4-4-2 Rebuild from C7/1
 C8 420-B Raven 4-4-2 (NE 4CC) 4 cylinder compound passenger engine
 C9 380-B Gresley/Raven 4-4-2 articulated booster engine
 D1 320-B Ivatt 4-4-0 (GN D1) passenger engine
 D14 339-B Holden 4-4-0 (GE S46) Claud Hamilton passenger engine
 D15/1 338-B Gresley/Holden 4-4-0 (GE D56) Belpair Claud passenger engine
 D15/2 338-B Gresley/Holden 4-4-0 (GE D56) Belpair Claud passenger engine
 D16/1 337-B Gresley/Holden 4-4-0 (GE H88) Super Claud passenger engine
 D16/2 337-B Gresley/Holden 4-4-0 (GE H88) Super Claud passenger engine
 D16/3 336-B Gresley/Holden 4-4-0 Rebuilt Claud Hamilton passenger engine
 D2 319-B Ivatt 4-4-0 (GN D1) passenger engine
 D29 454-B Reid 4-4-0 (NBR J) Scott class
 D3 321-B Ivatt 4-4-0 (GN D3) later version passenger engine
 D3 322-B Ivatt 4-4-0 Engine with level runing plate (loco only)
 D34 455-B Reid 4-4-0 (NBR K) Glen class passenger engine
 D4 323-B Ivatt 4-4-0 (D2) passenger engine
 D49 404-B (GCR) ex GCR tenders associated with D49 engines
 D49 415-B (NE A2 C6 C7 D21 Q6) Ex NER A2, C6, C7, D21 & Q6 tenders coupled to B1, D49, J38, J39 & WD-2-8-0
 D49/1 403-B Gresley 4-4-0 Shire Passenger engine
 D49/2 405-B Gresley 4-4-0 Hunt class passenger engines
 D49/3 406-B Gresley 4-4-0 Shire with oscillating cam valve gear
 D49/4 407-B Thompson/Gresley 4-4-0 Hunt class rebuilt as 2 cyl engine
 E4 457-B Holden 2-4-0 (GE T26) tender engine
 F3 363-B Holden 2-4-2 (GE C32) tank engine
 F4 364-B Worsdell/Holden 2-4-2 LNE Diag 33 boiler tank engine
 F4 365-B Holden 2-4-2 (GE M15 incl. rebuilt) Diag 34 boiler Tank Engine
 F5 365-B Holden 2-4-2 (GE M15 incl. rebuilt) Diag 34 boiler Tank Engine
 F6 365-B Holden 2-4-2 (GE M15 incl. rebuilt) Numbers 7218 & 7219 only+ Diag 34 boiler
 F6 366-B Holden 2-4-2 (GE G69) except 7218 & 7219
 F7 367-B Holden 2-4-2 (GE Y65) tank engine
 GROUP 304-B Gresley 4200 Gallon Group standard tender

H1 359-B Raven 4-4-4 (NE D) tank engine
H2 340-B Jones 4-4-4 (Met H) tank engine
J1 431-B Ivatt 0-6-0 (GN J21) goods engine
J14 440-B Holden 0-6-0 (GE N31) goods engine
J15 441-B Worsdell 0-6-0 (GE Y14) goods engine with S23 tender continued on 442
J15 442-B Worsdell (GE Y14) loco details & tables etc continued from 441
J16 444-B Holden 0-6-0 (GE F48) goods engine
J17 445-B Holden 0-6-0 (GE G58) Including J16 rebuilds goods engine
J18 446-B Hill 0-6-0 (GE E72) goods engine
J19/1 446-B Hill 0-6-0 (GE T77) goods engine
J19/2 447-B Gresley/Hill 0-6-0 reboilered J19/1 and J18 goods engine
J2 432-B Ivatt 0-6-0 (GN J21) goods engine
J21 449-B Worsdell 0-6-0 (NER C C1) goods engine continued on 450
J21 450-B Worsdell drawing 449 continued
J24 451-B Worsdell 0-6-0 (NER P) goods engine
J25 452-B Worsdell 0-6-0 (NER P1) goods engine
J26 453-B Worsdell 0-6-0 (NER P2) goods engine
J27 453-B Worsdell 0-6-0 (NER P3) goods engine
J3 436-B Gresley/Ivatt 0-6-0 (GN J4) rebuilds of series 315+ 343+ class J4 (GN J5)
J3 437-B Gresley/Stirling/Ivatt 0-6-0 (GN J4 J5) rebuilds series 1031+ 1081+ 1091 goods engine
J38 410-B Gresley 0-6-0 goods engine with 3500 gallon tender
J38 415-B (NE A2 C6 C7 D21 Q6) Ex NER A2, C6, C7, D21 & Q6 tenders coupled to B1, D49, J38, J39 & WD-2-8-0 J39
WD-2-8-0 J39 415-B (NE A2 C6 C7 D21 Q6) Ex NER A2, C6, C7, D21 & Q6 tenders coupled to B1, D49, J38, J39 & WD-2-8-0 J39/1
WD-2-8-0 J39/1 411-B Gresley 0-6-0 goods engine with 3500 gallon Flared group standard tender
J39/1 412-B Gresley 0-6-0 goods engine with 3500 gallon low front group standard tender
J39/2 413-B Gresley 0-6-0 goods engine with 4200 gallon low front group standard tender
J39/3 414-B Gresley 0-6-0 goods engine with NER exB13 and D17 tenders
J4 434-B Ivatt 0-6-0 (GN J5) Series 315+ 343 goods engine
J4 435-B Stirling/Ivatt 0-6-0 (GN J5) series 1031+ 1081+ 1091 goods engine
J5 433-B Ivatt 0-6-0 (GN J22) goods engine
J50/1 393-B Gresley 0-6-0 (GN J23) tank engine
J50/2 394-B Gresley 0-6-0 (GN J23) tank engine
J50/3 395-B Gresley 0-6-0 tank engine
J50/4 395-B Gresley 0-6-0 tank engine
J51/1 393-B Gresley 0-6-0 (GN J23) tank engine
J51/2 394-B Gresley 0-6-0 (GN J23) tank engine
J6 301-B Gresley 0-6-0 (GN J22) goods engine
J6 302-B Ivatt 0-6-0 (GN J22) goods engine
K1 350-B Peppercorn 2-6-0 mixed traffic engine
K1 351-B Gresley 2-6-0 (GN H2) mixed traffic engine
K1/1 350-B Thompson/Peppercorn 2-6-0 mixed traffic engine
K2/1 351-B Gresley 2-6-0 (GN H2) mixed traffic engine
K2/2 352-B Gresley 2-6-0 (GN H3) mixed traffic engine
K3/1 353-B Gresley 2-6-0 (GN H4) Showing both gn & lner cabs+ mixed traffic engine
K3/2 354-B Gresley 2-6-0 right hand drive mixed traffic engine with Darlington Cab
K3/2 355-B Gresley 2-6-0 Left hand drive mixed traffic engine with Darlington cab
K3/3 356-B Gresley 2-6-0 Later grouped with K3/2 with Doncaster cab
K3/4 356-B Gresley 2-6-0 Later grouped with K3/2 with Doncaster cab
K3/5 356-B Gresley 2-6-0 Later grouped with K3/2 with Doncaster cab
K3/6 356-B Gresley 2-6-0 Later grouped with K3/2 with Doncaster cab
K4 349-B Gresley 2-6-0 mixed traffic engine
K5 409-B Thompson/Gresley 2-6-0 2 cyl rebuild of K3
L1 402-B Thompson 2-6-4 tank engine
L1 456-B Robinson 2-6-4 (GCR 1B) tank engine
L2 341-B Maunsell/Hally 2-6-4 (Met K) tank engine

| | | |
|---------------|-------|--|
| L3 | 456-B | Robinson 2-6-4 (GCR 1B) tank engine |
| M2 | 342-B | Jones 0-6-4 (Met G) tank engine |
| N1 | 309-B | Ivatt 0-6-2 surburban tank engine |
| N14 | 348-B | Reid 0-6-2 (NBR A) tank engine |
| N15 | 348-B | Reid 0-6-2 (NBR A) tank engine |
| N2 | 310-B | Gresley 0-6-2 surburban tank engine |
| N7/1 | 325-B | Gresley/Hill 0-6-2 tank engine |
| N7/2 | 326-B | Gresley/Hill 0-6-2 tank engine |
| N7/3 | 326-B | Gresley/Hill 0-6-2 tank engine |
| N7/4 | 324-B | Hill 0-6-2 surburban tank engine |
| N7/5 | 325-B | Gresley/Hill 0-6-2 tank engine |
| N7/GE | 324-B | Hill 0-6-2 surburban tank engine |
| O1 | 429-B | Thompson/Robinson 2-8-0 Rebuild of LNER O4 |
| O1 (later O3) | 314-B | Gresley 2-8-0 2 cyl goods engine |
| O2/1 | 311-B | Gresley 2-8-0 goods engine with GN gauge cab etc |
| O2/2 | 312-B | Gresley 2-8-0 goods engine with GN Cab to LNER gauge |
| O2/3 | 313-B | Thompson/Gresley 2-8-0 Loco only 3 cyl Tango Goods Engine |
| O2/4 | 313-B | Thompson/Gresley 2-8-0 Loco only 3 cyl Tango with 100 A boiler |
| O4/1 | 481-B | Robinson 2-8-0 (GC 8K) mineral engine continued on 482 |
| O4/1 | 482-B | Robinson 2-8-0 (GC 8K) data table and 3250 gallon tender for O4/2 pre 1924 engines |
| O4/2 | 482-B | Robinson 2-8-0 (GC 8K) data table and 3250 gallon tender for O4/2 pre 1924 engines |
| O4/2 | 483-B | Robinson 2-8-0 (ex R.O.D.) Mineral engine including variations for NB area O4/2 |
| O4/2 | 484-B | Robinson 2-8-0 data table and O4/2 NB area converts |
| O4/3 | 483-B | Robinson 2-8-0 (ex R.O.D.) Mineral engine including variations for NB area O4/2 |
| O4/3 | 484-B | Robinson 2-8-0 data table and O4/2 NB area converts |
| O4/5 | 487-B | Gresley/Robinson 2-8-0 Rebuilds from O4/1 and O4/3 with Diag 15a (modified Diag 2) boiler |
| O4/6 | 488-B | Robinson 2-8-0 O5?s reboilered with Diag 15-0 4/1 boiler |
| O4/7 | 489-B | Gresley/Robinson 2-8-0 Rebuild of O4/1+ O4/2+ O4/3 with diag 15D boiler+ round top firebox |
| O4/8 | 490-B | Thompson/Robinson 2-8-0 earlier O4?s with diag 100- B 1 - boiler |
| O5 | 485-B | Robinson 2-8-0 (GC 8M) Mineral engine |
| P1 | 318-B | Gresley 2-8-2 goods engine |
| P2/1 | 384-B | Gresley 2-8-2 Engine no 2001 as built |
| P2/2 | 385-B | Gresley 2-8-2 2002 as built and 2001/2 as streamlined |
| P2/2 | 386-B | Gresley 2-8-2 engines 2003+ 2004+ 2005 |
| P2/3 | 387-B | Gresley 2-8-2 2006 only |
| Q1 | 426-B | Ivatt 0-8-0 (GN K1) goods engine |
| Q10 | 465-B | Stirling 0-8-0 (H&B A) goods engine |
| Q2 | 427-B | Ivatt 0-8-0 (GN K1) goods engine |
| Q3 | 428-B | Gresley/Ivatt 0-8-0 (GN K2) goods engine |
| Q4 | 416-B | Robinson 0-8-0 (GC 8A) contractor built goods engine |
| Q4 | 417-B | Robinson 0-8-0 (GC 8A) Gorton built goods engine |
| Q5/1 | 461-B | Worsdell 0-8-0 (NE T T1) goods engine (excludes first 5 built) |
| Q5/2 | 462-B | Gresley/Worsdell 0-8-0 (NE T T1) Q5/1 rebuilt with Q10 boiler |
| Q6 | 463-B | Raven 0-8-0 (NE T2) goods engine |
| Q7 | 464-B | Raven 0-8-0 (NE T3) 3 cyl goods engine |
| R1 | 396-B | Ivatt 0-8-2 (GN L1) tank engine |
| T1 | 480-B | Worsdell 4-8-0 (NE X) 3 cylinder tank engine |
| U1 | 430-B | Gresley 2-8-0 + 0-8-2 Garratt banking locomotive |
| V1 | 401-B | Gresley 2-6-2 tank engine |
| V2 | 303-B | Gresley 2-6-2 Green Arrow Mixed traffic engine only. Tender on Drawing 304 |
| V3 | 401-B | Gresley 2-6-2 tank engine |
| V4 | 400-B | Gresley 2-6-2 Bantam Cock passenger engine |
| W1 | 308-B | Gresley 4-6-2-2 3 cyl streamlined rebuild |
| W1 | 408-B | Gresley 4-6-2-2 Hush Hush high pressure engine |
| WD-2-8-0 | 415-B | (NE A2 C6 C7 D21 Q6) Ex NER A2, C6, C7, D21 & Q6 tenders coupled to B1, D49, J38, J39 & WD-2-8-0 |