

Diesel Loco & Railcar Dimensions – Prototype N scale (mm) [original & updated data created by Malcolm Jenkins, Oct03, Aug10]

| System | Class | Bogie Centres | Bogie Inner Axle Spacing | Bogie Wheelbase | Bogie Outer Axle – Centre Axle | Bogie Centre Axle – Inner Axle | Overall Wheel base |
|--------------------|---|---------------|--------------------------|------------------------------------|--------------------------------|--------------------------------|--------------------|
| SAR | 500 | 39.1 | - | 14.3 | - | - | 53.4 |
| SAR | 600 | - | 34.2 | 23.8 | 10.6 | 13.2 | 81.8 |
| SAR | 700 | 66.5 | 45.25 | 21.25 | - | - | 87.75 |
| SAR | 800 | 42.9 | - | 16.7 | - | - | 59.6 |
| SAR | 830 | - | 19.8 | 22.8 | 10.5 | 12.4 | 65.4 |
| SAR | 900 | 68.6 | - | 30.8 | - | - | 99.4 |
| SAR | 930 | - | 31.5 | 26.2 | 13.0 | 13.2 | 83.9 |
| CR/AN/NR | GM1/GM12 | 64.8 | - | 25.0 | - | - | 89.8 |
| CR/AN/NR | CL | 77.6 | - | 23.8 | - | - | 101.4 |
| CR/AN/NR | AL | 78.9 | - | 23.8 | - | - | 102.7 |
| CR/AN/NR | BL | 78.9 | - | 23.8 | - | - | 102.7 |
| CR/AN/NR | DL | 70.9 | - | 23.8 | - | - | 94.7 |
| CR/AN/NR | EL | 78.8 | - | 21.2 | - | - | 100 |
| CR/AN/NR | AN | 85.1 | - | 23.8 | - | - | 108.9 |
| NR | NR | 83.7 | - | 23.8 | - | - | 107.5 |
| SAR | Brill Railcar 55 | 42.2 | | 12.7 | | | 54.9 |
| SAR | Brill Railcar 75 | 61 | | 15.8 (Powered), 13.3 (Nonpower) | | | 75.5 |
| SAR | Redhen Railcar | 84 | | 15.2 | | | 99.2 |
| SAR | Bluebird 250 | 101 | | 15.2 | | | 116.2 |
| SAR | Bluebird 280 | 89.5 | | 15.2 | | | 104.7 |
| CR/AN | DE | 35.8 | | 13 | | | 48.8 |
| NSWGR | 79 | 35.8 | | 13 | | | 48.8 |
| SAR | 350 | 36.2 | | 13.3 | | | 49.5 |
| TGR (3'6") | Y | 45.4 | | 15.2 | | | 60.6 |
| SAR | 500 | 39.1 | | 14.3 | | | 53.4 |
| NSW | TE, LE (Endeavour) | 105 | | 15 | | | 120 |
| NSW | 620 Railcar | 86.7 | | 12.4 | | | 99.1 |
| NSW | 600 Railcar | 86.7 | | 12.4 | | | 99.1 |
| NSW | 800, 850, 900, 950 Railcar (DEB set) | 86.7 | | 12.4 | | | 99.1 |
| NSW | V set (electric double deck interurban) | 101 | | 15.3 | | | 116.3 |
| NSW | U set (electric single deck interurban) | 86.7 | | 15.2 | | | 101.9 |
| NSW | Comeng Railbus (proposed replacement for CPH) | 62.5 | | 11.3 | | | 73.8 |
| NSW | EA, EB, EC (Xplorer) | 105 | | 15 | | | 120 |
| CR/AN | CB (Budd RDC) | 113.3 | | 16.2 | | | 129.5 |
| CR | NDH Railcar (ng) | 78.6 | | 13.3 | | | 91.9 |
| NSW | CPH | 53.3 | | 12.4 | | | 65.7 |
| NSW | CHP38 'Creamy Kate' | 75.2 | | 12.4 | | | 87.6 |
| CFCLA | TL (ex-KCR G12) | 47.6 | | 15.2 | | | 62.8 |
| NSW | 442 | 73.2 | | 21.25 | 10.63 | 10.63 | 87.75 |
| NSW | 72 | 41.0 | | 12.2 | | | 53.2 |
| V/Line | N | 72.9 | | 23.8 | | | 96.7 |
| SAR | 2000 (Jumbo) | 109.4 | | 16.9 | | | 126.3 |
| BHP/Robe/Hamersley | Alco/MLW C636 | | 53.9 | 25.9 | 12.6 | 13.3 | 105.7 |
| BHP/Robe/Hamersley | CM40-8 (Hi-ad trucks) | | 53.2 | 25.9 | 12.6 | 13.3 | 105 |
| BHP/Robe/Hamersley | CM40-8M (Dofasco trucks) | 82.6 | | 21.3 | | | 103.9 |
| WAGR | H | 44.8 | | 14.8 | | | 59.6 |
| WAGR | J | 43.8 | | 15.2 | | | 59.0 |
| WAGR | K | 59.0 | | 25.7 | | | 84.7 |
| WAGR | L | 78.0 | | 23.8 | | | 101.8 |
| WAGR | Q | 84.6 | | 22.5 | | | 107.1 |
| WAGR | KA | | 38.0 | 21.4 | 11.4 | 10.0 | 80.8 |
| VR | Y | 38.7 | | 16.2 | | | |
| VR | S | 64.8 | | | 12.5 | 12.5 | |
| VR | C | 78.1 | | | 11.9 | 11.9 | |
| CFCLA | GL | 73.2 | | 21.2 | 10.6 | 10.6 | 87.8 |
| SCT | SCT | 84 | | 22.5 | 11.25 | 11.25 | |
| Westrail | Q | 84 | | 22.5 | 11.25 | 11.25 | |
| FA | V | 84 | | 22.5 | 11.25 | 11.25 | |
| FreightLink | FQ | 84 | | 22.5 | 11.25 | 11.25 | |