



The detailed wagon and van kit

The Prototype

The NER had an extensive traffic conveying steel plate from the rolling mills to the shipyards and other users of plate. Over the years various plate wagons were built, the subject of this kit being introduced in July 1911. These wagons had a long life and many would have seen it through to the 1940's but it is unlikely that any would have lasted longer than 1950. With any B12s received the new BR livery is unlikely but unknown.

At Grouping there were 1318 recorded as being in service. With the decline of the ship building industry during the depression, many of these vehicles were put out to other uses such as the movement of agricultural machinery. At least one wagon, 78686, was legended 'Return to Ipswich' for such a purpose. A number including G498 and 76019, were converted in 1914 to carry larger plates by the cutting down of their sides and adding 20' trestles. Similar conversions were made six years later in 1920 to 14710, 17225, 75879, 79013 and 80886. A 27' length trestle was fitted on this occasion.

These wagons were frequently observed in shipyards and fabrication yards and in goods yards in Northern Eastern England.

References

"British Goods Wagons from 1887 to the present day" by Essery, Rowland & Steel P49

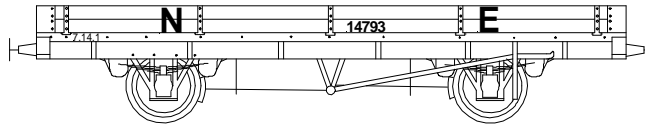
North Eastern Record Volume 2, P84

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Contact the North Eastern Railway Association.
The Membership Secretary
c/o 8 Prunus Avenue
Willerby
Hull
HU10 6PH9

North Eastern Railway London and North Eastern Railway British Rail

Diagram B12 Plate wagon



from 1911 to 1950's

For OO, EM and 18.83mm

Requires to complete:

- split spoke wagon 12mm wheels
- paint
- couplings
- transfers

Assembly

Please read these instructions before starting to build your kit. Examine all the parts and familiarise yourself with their assembly. Remove any moulding flash and ensure all parts fit correctly. Check the fit of the wheel bearings and bore out the axleguards/axleboxes if required with a 2mm diameter drill. Carry out a dummy run before commencing building.

Assembly is best carried out using low melt solder or an epoxy resin such as Araldite. Glues like UHU, Multibond or Thixofix can also be used. For small parts use Superglue. A combination of several methods will give best results.

Attach the axle boxes to the sides using the crown plates for alignment. Ensure they are square. Fit the ends to one side, ensuring all is level and square. Fit the other side with the wheels in position. Carry out a dry run first.

If satisfied fix the wheel bearings in place using a Superglue. Secure the second side in place with wheels and bearings, and again check all is square using a flat surface such as a glass sheet. If required gently tweak the wagon to bring all four wheels into contact with the glass surface.

Cut the plasticard floor to shape and add battens at 2' (8mm) centres across the floor. Glue the floor in position.

Fit the buffers to the ends with the bolts at the 12 o'clock, 6 o'clock and 9 o'clock positions. Cut the brass wire to fit between the V's ensuring a slight overlap at each side. Fit the brake shoe/safety loop assembly to the inside of the V iron using the cross bar for alignment. Attach the cross bar in place. Finally attach the brake levers, ensuring the Morton cam brake lever is on the brake shoe side of the wagon.

Finishing

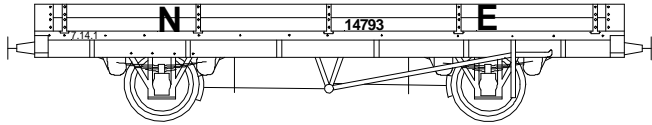
Clean and degrease your wagon prior to painting. For white metal wagons the use of an etch primer, such as Precision Paints PS1, is necessary. Follow by the wagon colour of your choice.

Prior to lettering clean the wagon with a white spirit soaked tissue to remove any surface dust. This is particularly important when dry lettering is to be used.

Livery

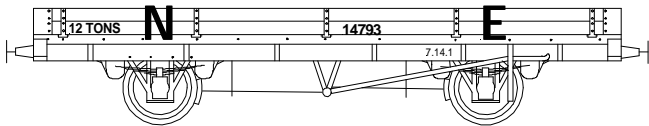
Letter your wagon to suit your period. Suitable lettering is available from HMRS, Modelmaster and Pow Sides; paint from Precision Paint for the NER, LNER and BR periods. It will be appreciated that many wagons would not have been repainted by their new owners and the early liveries could have lasted for many years.

North Eastern Railway 1911-1923



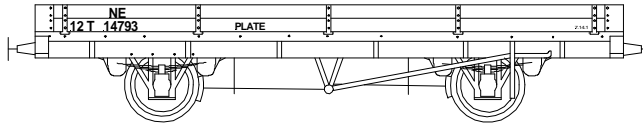
Bodywork, and solebars LNER grey
Precision Paint P530
Underframe/brake lever Black
Letters and numbers White
Pow Sides sheet E262, Fox FRH 4325

London North Eastern Railway 1923-1937



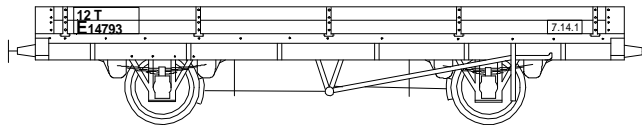
Bodywork, and solebars LNER grey
Precision Paint P66
Underframe/brake lever black
Letters and numbers white
HMRS sheet 12, Modelmaster Sheet 4702,

London North Eastern Railway 1937-1948



Bodywork, and solebars LNER grey
Precision Paint P66
Underframe/brake lever black
Letters and numbers white
HMRS sheet 12, Modelmaster Sheet 4702,

British Railways 1948-demise



Bodywork, and solebars grey
Precision Paint P126 or weathered timber
Underframe/brake lever black
Letters and numbers white on black patch
HMRS sheet 25, Modelmaster Sheet 4606,

Sample numbers

Running numbers include:
G403 (1911), G404-G502 (1912), 5275, 17134, 17161,
17303, 17513, (1913), 4480, 14495, 14744, 60275, 60405
(1916)

Acknowledgements

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Michael Grocock, Clare and David Williamson

51L

51L has a wide range of locomotives, carriages and wagon kits for the following railway companies:

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51L models are available through Wizard Model 51L at selected exhibitions and mail order. The current version of these assembly instructions will be available on the 51L website: www.51l.co.uk. For further help or information please emails: peter@51l.co.uk

Wizard Models

Wizard Models stocks a wide range of components, paints, transfers and other necessities for the 4mm modeller in OO, EM and 18.83mm. A full price list, for 50p + SAE can be obtained from: -
Wizard Models.
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