



The detailed wagon and van kit

The Prototype

From 1904 to 1916, expanded metal frames were fitted to 101 C2 8ton open goods wagons. This enabled the carriage of bulky but light weight loads. Typical examples included coops, barrels, cotton bales and on occasions pit props. Photographic evidence suggests conversions were made from older wagons with No 6 grease axle boxes and single brake levers. (This version of the C2 wagon is also available from 51L). Withdrawal dates are unknown but with the existing age of the wagons and the flimsy nature of the cages which required constant repair; it is thought not many would have seen the end of the Great War.

These wagons would be seen in goods yards in the North East principally but may have left their native system to neighbouring railways.

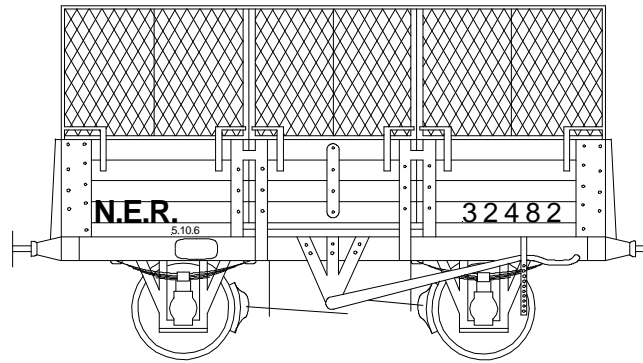
An interesting and unusual wagon for the pre-grouping scene, particularly for the North of England and Southern Scotland

References

British Goods Wagons from 1887 to the present day R Essery, D Rowland & W Steel

North Eastern Record Vol 2 p84.

North Eastern Railway London and North Eastern Railway Diagram C3 Open goods wagon fitted with Expanded Metal Frames



from 1904 to 1920'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 model. Examine all the parts and familiarise yourself with their assembly. Remove any moulding flash and ensure all parts fit correctly. We suggest wet fine emery paper (1200 grit) may be useful to clean up flash marks.

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. To obtain the best results a combination of several techniques will be needed.

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. Attach the axle boxes to the sides using the solebar detail for alignment. Use a common end for any measurements. Fit the ends to one side, ensuring all is level and square. Carry out a dry run with the second

side with the wheels and bearings in place. If satisfied secure the wheel bearings in place using a Superglue. If required pack out the bearings in the axlebox or drill out the axlebox to ensure a correct fit. Fit the other side with the wheels in position 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.

Fit the buffers to the ends with the bolt heads at the 12, 6 and 9 o'clock positions. Remove the cast V from one side of the wagon. Attach the brake shoe to the V-iron side. Take the etched V-iron and emboss the rivet details from behind using a pointed tool in the half etch holes. Slip over the door stop and into the slot in the solebar so that the bottom of the two V-irons align. Secure in place. Fix the brake lever in place ensuring it points towards the right hand side.

Cut the plastic floor to size and secure in place. Carefully, detach the various etched brass parts from the cage fret. Fit the fixing bars to the cage frets. Form a corner for each section and assemble into a box. Fit the completed cage to the top of the wagon.

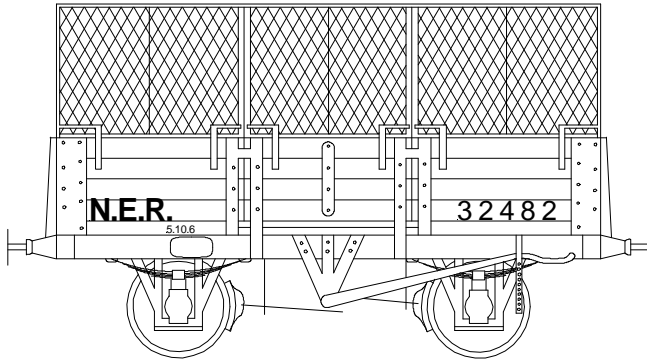
Finishing

Clean and degrease the model, using White spirit prior to painting. For white metal parts use and etching primer, such as Precision Paints PS1. The model should be painted using the livery of your choice. After painting clean the model using a tissue soaked in white spirit. **This is especially important if you are using the "Pow Sides" dry lettering** rather than waterslide or 'Methfix' transfers.

Livery

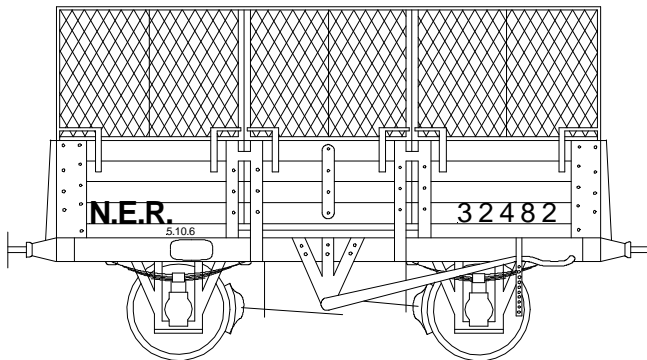
Letter your wagon to suit your period. For the NER suitable lettering is available from Pow Sides and paint from Precision Paint. At conversion some C3 wagons would have been repainted others not. Both the pre and post 1903 lettering styles are therefore to be found on these wagons.

North Eastern Railway from 1896 to 1903.



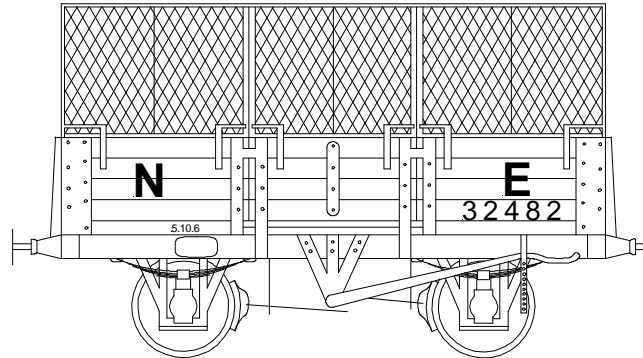
Bodywork, and solebars NER grey
Precision Paint P530
Underframe/brake lever black
Letters and numbers white
Shaded black to the right and below
Pow Sides sheet E264, Fox FRH 4325

North Eastern Railway 1903-1911



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

North Eastern Railway 1911-demise



Bodywork, and solebars LNER grey Precision Paint 530
Underframe/brake lever black
Letters and numbers white
Pow Sides sheet 262, Fox FRH 4325

Sample numbers

We are only aware of a limited number of running numbers. These are: 32482, 21109, 6165, 39775, 39860, and 73788.

Acknowledgements

51L would like to thank the following for the help and assistance in preparing this model:-
Michael Grocock, David and Claire Williamson

Interested in the North Eastern Railway?

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

51L

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51L models are available through Wizard Model 51L at selected exhibitions and by 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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Version: 2.00

Issued: July 2001