



4mm wagon and van kits

### The Prototype

550 F6 10 ton fish vans were built by the North Eastern Railway from 1906 to 1908, with a further batch of 400 in 1922 and early 1923. Built to replace the open fish truck to Diagram C1, these vans formed part of the East Coast fish traffic until the introduction of the standard LNER van in quantity in the mid 1930s. After this time general withdrawal began. Even so some 485 were extant in 1938. However, numbers started to fall rapidly in the 1940s with 436 in 1942, 374 in 1944, 239 in 1946 and 122 in 1948. By this time it is probable that the vans were only used for local traffic. The introduction of the BR blue spot fish vans would have seen their final demise in the early 1950s.

Some vehicles had steam pipes to enable passenger train working. All had Westinghouse and vacuum brake when new, but during the 1930s the LNER removed the Westinghouse brake gear.

### References

- British Goods Wagons from 1887 to the present day R Essery, D Rowland & W Steel
- British Railway Wagons the first half million, D Rowland, p21
- North Eastern Record, Volume 2, p88/99
- A Pictorial Record of LNER Wagons, P Tatlow, p43

### Acknowledgements

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

### Interested in the North Eastern Railway?

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

## North Eastern Railway London and North Eastern Railway British Railways Diagram F6 Fish Van



From 1906 to mid1950s

for OO, EM, P4 and S4

**Features:** White metal body and detailing parts, plastic formed roof.

**Requires to complete:**

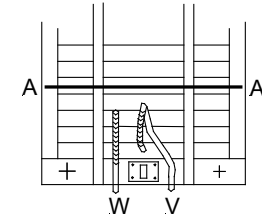
split spoke wagon 12mm wheels, bearings, paint, couplings and transfers

### 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) 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.

The handrail holes in the ends' corner posts and stanchions should be bored out with a 0.5mm drill, 14.5mm from the bottom of the buffer beam:



Check the fit of the wheel bearings in the axleguards and drill out the axleboxes with a 2mm drill if required. Attach the axleguards to one solebar using the solebar detail for alignment. Ensure the boxes are at 40mm centres making all measurements from a common end.

Fix both ends to one side and ensure all is level and square. Fix the second side in place and again ensure all is level and square. Fit one of the second pair of axleguards onto the solebar with a wheelset in place. Ensure the axle is at 90 degrees to the wagon length and the wheels are supported by the bearings yet run freely. When satisfied fix the axleguard in place. If not bore or pack the axleboxes as required. Repeat for the second axle. If required, gently tweak the wagon to bring all four wheels in contact with a flat surface such as a glass sheet. Fit the clasp brake gear in place behind each wheel ensuring the wheels continue to turn freely. Fit the buffers, with bolts at the 1, 5, 7 and 11 o'clock positions. Cut the floor to size and attach in place.

Cut a length of 0.5mm wire to form the end handrails, bending the ends at 90° to fit the corner post holes. Using very fine wire, e.g. 3 amp fuse wire, form two loops around the handrail and thread into the previously bored holes in the end stanchions. Solder or glue on the interior surface to secure.

Attach the vacuum, Westinghouse and steam pipes (see sketch above); the steam pipe should be to the right of the right hand stanchion. Vans operating in the 1930s had their Westinghouse brake gear removed. Cut the brake cross rod (0.7 mm) to length so that it fits between the vees, attaching it loosely in place. Attach the vacuum cylinder, Westinghouse cylinder and associated levers in place (see enclosed diagram). Fit the brake levers.

Use 0.7mm wire to form brake shoe cross shafts and push/pull rods. The central push/pull rods may also be prepared from 0.5mm wire. (Note: the central lever equalising links are not supplied.) See the enclosed sketch for details. Add brake safety loops by folding up the enclosed etches and fixing in place around the cross shafts, adjacent to each brake shoe.

Form the roof by cutting the plasticard sheet to size and glue in place. Attach rain strips if required. Finally after painting fit screw link couplings.

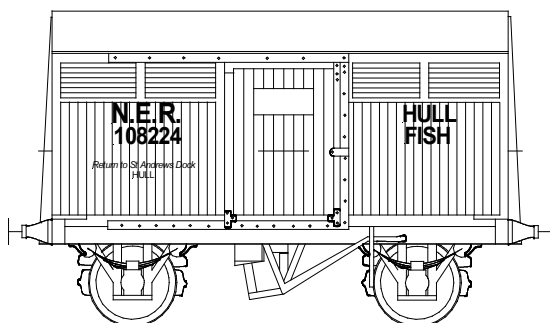
## Finishing

Clean and degrease the model, using white spirit before painting. For whitmetal parts use an 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 "Powsides" or Letraset dry lettering** rather than waterslide or 'Methfix' transfers.

## Livery

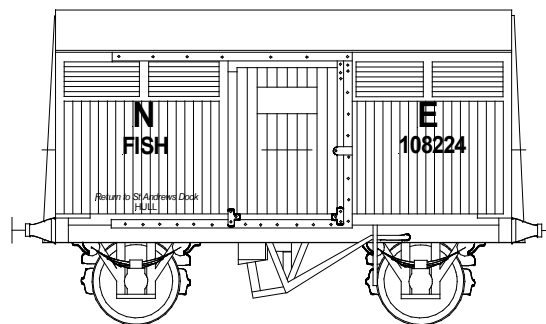
Suitable lettering is supplied by the HMRS and Modelmaster and paint by Precision Paint for the NER and LNER periods.

### North Eastern Railway 1906 to 1911



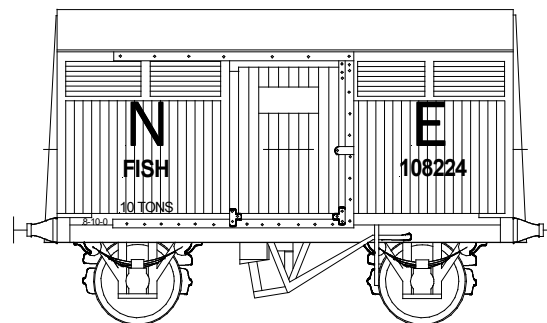
Bodywork and solebars: Indian Red, Precision P6  
Underframe/brake levers/buffers: black  
Letters and numbers: white, Powsides sheet E263, Fox FRH4325

### North Eastern Railway 1911 to 1923



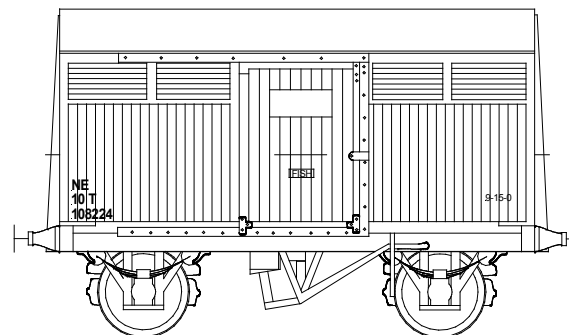
Bodywork and solebars: Indian Red, Precision P6  
Underframe/brake levers/buffers: black  
Letters and numbers: white, Powsides sheet E263, Fox FRH4325

### London and North Eastern Railway 1923 to 1937



Bodywork and solebars: red oxide, Precision P67  
Underframe/brake levers/buffers: black  
Letters and numbers: white, Modelmaster sheet 4702, HMRS sheet 12

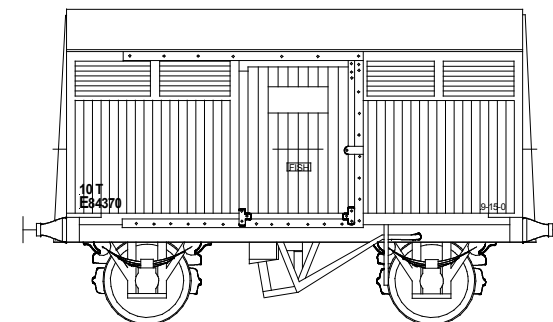
### London and North Eastern Railway 1937 to 1948



Bodywork and solebars: red oxide, Precision P67

Underframe/brake levers/buffers: black  
Letters and numbers: white, Modelmaster sheet 4702, HMRS sheet 12

### British Railways 1948-demise



Bodywork and solebars: bauxite, Precision P127  
Underframe/brake levers/buffers: black  
Letters and numbers: white, HMRS sheet 25

### Sample numbers (Year of build in brackets)

102598-745 (1906-7); 102982-941/951-099 (1907);  
108224-321 (1908); 261, 458, 2160, 56827, 50622,  
61327, 61839, 63033, 63154, 76920, 769067, 83923,  
84370, 88634, 91628, 92471, 96024 (1922/23)

The most recent version of these assembly instructions will be available on the 51L web site: [www.51l.co.uk](http://www.51l.co.uk).  
For further help or information please email: [andrew@modelsignals.com](mailto:andrew@modelsignals.com)

## Wizard Models

Wizard models stocks a wide range of components and other necessities for the modeller in OO, EM and 18.83mm.

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