



The detailed wagon and van kit

The Prototype

The North Eastern Railway had a sizeable cattle wagon fleet; 3,222 were built between 1886 and 1919 including unfitted, piped and fitted versions. All of which were grouped under Diagram K1. Cattle wagons to K1 were still being produced after grouping for a period. At grouping, the LNER inherited a fleet of 2,000 wagons but by 1940 this had fallen to just 700. The majority of these vehicles were unfitted.

This kit represents the early grease axle box 8/10t version. A choice of Morton Duplex or Morton cam brake levers is supplied.

The NER favoured a medium length wagon, which in the main was unfitted. When first built the K1 had grease axleboxes, a single brake lever and two brake shoes on one side. From 1902 Morton Duplex brakes (right and left levers) were fitted to be followed by Morton cam brakes from around 1904. From c1910 oil axle boxes would have been fitted to new or repaired wagons.

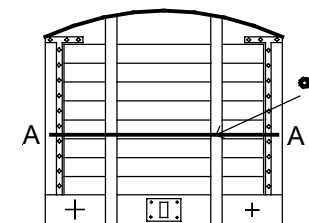
References

North Eastern Record Vol 2 p92

Interested in the North Eastern Railway?

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

North Eastern Railway London and London and Eastern Railway Diagram K1 8/10ton Cattle Wagon from 1886 to 1935 For OO EM & P4



Hand rail detail

Attach the axleguards to the solebars using the solebar detail for guidance ensuring the wheel base is 38mm. Repeat for the second side using a common end for measurement. If you wish to exchange the grease components for oil please return with SAE to 51IL.

Fit the ends to one side, ensuring all is level and square. Having ensured the axles are held securely but not tightly in place by the bearings, glue the bearings in place using Superglue. 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 bolts at the 12 o'clock, 6 o'clock and 9 o'clock positions. Cut the plasticard floor to size and glue in place. Attach the brake shoe assembly to one side. If fitting the Morton Duplex brake gear or Morton cam brakes form the brake cross shaft by cutting the 0.7mm wire to fit between the cast V's. Pass the wire through the brake shoe assembly and attach between the V's. Fit the brake levers in place ensuring the plain lever is on the same side of the wagon as the brake shoes in the case of the Morton cam system. For Morton duplex attach one left and one right handed lever. Lastly using round wire supplied prepare brake safety loops. These consist of a U shaped length of wire over the push rods adjacent to the brake shoes.

Attach the end handrails in place. Use a fine wire, eg 3 amp fuse wire, to form a loop around the handrail, thread into the hole in the end stanchion and solder or glue on the interior surface to secure. Cut the plastic roof to size and attach. Add rain strips if required.

Requires to complete:

split spoke wagon 12mm wheels
paint, three link couplings, transfers

Assembly

Please read these instructions before. 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.

Assembly is best carried out using low melt solder or an epoxy resin such as Araldite. Glues like UHU, Multibond or Thixofix may also be used

Cut the 0.7mm wire to form the interior bars and attach in place. The end handrail holes in the side and in the end stanchions should be drilled with a 0.45mm drill 14.5mm from the bottom of the buffer beam see sketch.

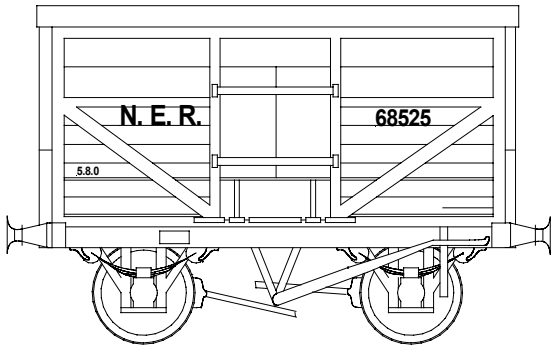
Finishing

Clean and decrease 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 where dry lettering is to be used. Finally protect paint and lettering using a matt or satin varnish.

Livery

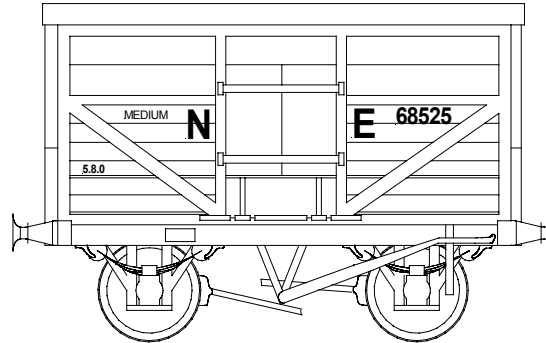
Letter your wagon to suit your period. Suitable lettering is available from HMRS, Modelmaster and Pow sides; paint from Precision Paint for the NER, LNER and BR periods.

North Eastern Railway 1886 –1911



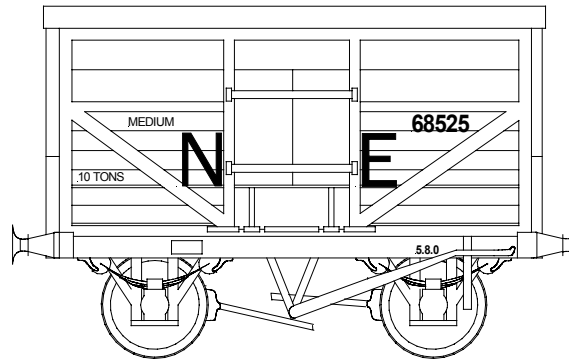
bodywork, and solebars NER grey
Precision Paint P530
Underframe/brake levers black
Letters and numbers white
Shaded black before and unshaded after 1903
Pow Sides sheet E264, E263; Fox FRH 4325

North Eastern Railway 1911-1923



bodywork, and solebars NER grey Precision Paint
P530
Underframe/brake lever black
Letters and numbers white
Pow Sides sheet E263, Fox FRH 4325

London and North Eastern Railway 1923-1937



bodywork, and solebars grey Precision Paint P66
Underframe/brake lever Black
Letters and numbers White HMRS sheet 12,
Modelmaster Sheet 4702, Pow Sides E201

Running numbers include

(Year of build in brackets)
P66501-66525 (1899-1902), 3562, 3847, 3847, 7069,
10027, 15417, 7945, 22241, 29412, (1904)

51L

51L has a wide range of locomotive, carriage and wagon kits for the following railway companies

GWR and constituents:-

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Lancashire & Yorkshire Railway, Midland Railway, North
Staffordshire Railway, Caledonian Railway

LNER and constituents:-

North British Railway, North Eastern Railway

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: info@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.

PO Box 225, Macclesfield, Cheshire. SK10 4GB

Tel: 01625-585312

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