



### The Prototype

The NER had been building 8T open wagons since 1886 and in the 1893 diagram book they are referred to as High Sided Goods Wagons. Until the introduction of the C9 and C10 High Sided Goods Wagons in 1905 and 1908 respectively, the C2 was the mainstay of the company's open stock. In 1911 there were 11,191 8T open wagons in service, and the majority were probably to Diagram C2.

C2 wagons fitted with clasp brakes and piped for use in passenger trains were also used as open fish wagons until around 1900. On withdrawal they were converted back to high-sided goods wagons. For fish traffic wagons would have been allocated to particular towns.

This kit depicts the early version of the C2 built from 1886 to around 1900 with No.6 type axleboxes. When first built they had single side brakes with shoes on both wheels. As from c1897 new and, most probably, repaired wagons were fitted with the recently introduced Morton duplex brake gear, i.e. with two brake levers facing the same end.

From the introduction of larger high-sided goods wagons from 1908 these wagons would have been progressively replaced. Very few would have survived into LNER days.

These wagons travelled the length and breadth of the country and were a common sight in goods yards particularly in Southern Scotland and Northern England.

### References

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

LNER Wagons Vol. 2, Tatlow, pp41-42.

North Eastern Record Vol. 2 p86.

## North Eastern Railway London & North Eastern Railway

### Diagram C2 8 ton High Sided Goods Wagon with No.6 grease axleboxes



(photo shows 10T version with No.2A axleboxes and diagonal side strapping)  
**from 1886 to 1920s**  
**For 00, EM, P4 & S4**

**Features:** whitemetal body and detailing parts

**Required to complete:**

Split spoke 12mm wagon wheels, bearings, paint, 3-link 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) to clean up any 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 your chosen wheel bearings in the axleguards, drilling out if necessary. Just tack them in place for now, in case they need to be adjusted later. Fix two axleguards to one side, using the solebar detail for alignment. Ensure they are square and at the correct 34mm (8'6") wheelbase. Now assemble the body: properly join one end to the side with the axleguards, and tack the other end to the other side. Bring the two halves together and tack them to each other. Ensure all is level and square, and properly make the three remaining joints. Take one of the remaining axleguards and tack it to the body, trapping a wheelset in place. Ensure the wheels are firmly supported and run freely (adjust the bearings if needed – use 8BA washers as packing if they are too far apart), and that the axle is horizontal and perpendicular to the side. Do the same for the last axleguard and wheelset, ensuring that the axles are parallel to each other. When satisfied, properly fix the bearings and axleguards in place. Again, check that the wagon is level and square. If not a gentle tweak will ensure that all four wheels are in contact with a flat surface such as a glass sheet.

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 it in place.

*Note: some kits will be packed with brake shoes with cast-in safety loops, whilst some will require these to be added after fitting from a supplied fret.*

#### Single side brake version:-

Fit the brake shoe/safety loop assembly to one side of the wagon, and remove the cast vee from the other side. Take the etched vee and slip it over the doorstep into the solebar slot (this may require cleaning out) on the same side as the cast vee. Attach the etched vee in place ensuring it is in line with the original vee. Add the right-hand lever to the vee, using a piece of 0.9mm brass wire as a shaft.

#### Morton Duplex Brakes:-

Fit the brake shoe/safety loop assembly to one side. Form the brake cross shaft by cutting the supplied 0.9mm brass wire to fit between the cast vees, also passing it through the brake shoe assembly. Fit the left-hand and the right-hand brake levers in place. The levers are thus fitted facing the same end.

## Finishing

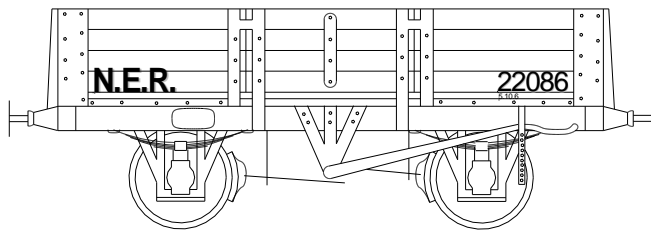
Clean and degrease the model, using white spirit prior to painting. For white metal parts use and etching primer, such as Precision paints PS1. The model should be painted using the livery of your choice. After painting clean the model using a tissue soaked in white spirit.

**This is especially important if you are using Powsides dry lettering** rather than waterslide or 'Methfix' transfers.

## Livery

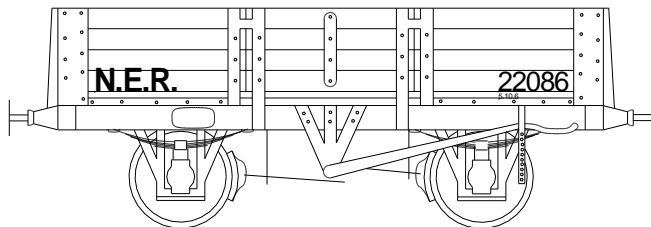
Letter your wagon to suit your period. Suitable lettering is available from HMRS, Modelmaster and Powsides; paint from Precision Paint for the NER and LNER periods.

### North Eastern Railway 1886-1903



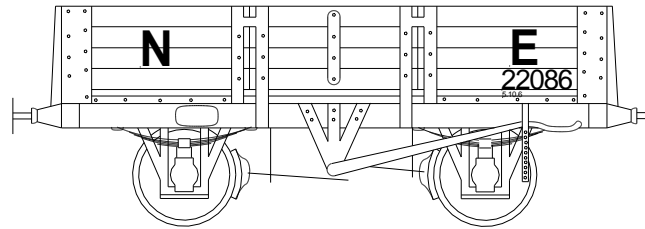
Bodywork, solebars: NER grey, Precision Paint 530  
Underframe, brake lever(s): black  
Insignia: white, shaded black, Powsides sheet E264

### North Eastern Railway 1903-1911



Bodywork, solebars: NER grey, Precision Paint P530  
Underframe, brake lever(s): black  
Insignia: white without shading, Powsides sheet E262,  
Fox FRH 4325

## North Eastern Railway 1911-1923



Bodywork, solebars: NER grey, Precision Paint P530  
Underframe, brake lever(s): black  
Insignia: white, Powsides sheet E262, Fox FRH 4325

It is unlikely that any would have been repainted by the LNER.

## Sample numbers

### Running numbers include:

(Build and withdrawal dates in brackets)

4681 (1898-?); 22086 (1893-1913); 24154 (1893-1914);  
25374 (1893 -1913); 27137 (1895 1915); 60445 (1895-  
1920); 76763; 77516; 78012 (1893-c1915); 79763-  
80112 (1893-?).

## Acknowledgements

Wizard Models thanks Michael Grocock and David and Claire Williamson for their assistance in preparing this model.

## Interested in the North Eastern Railway?

Contact the North Eastern Railway Association.  
The Membership Secretary  
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A more recent version of these assembly instructions may be available on the Wizard Models website.

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 00, EM and P4.

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Version: 3.05

Issued: January 2020

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