



The 4mm wagon and van kit

NERDG002

North Eastern Railway
London & North Eastern Railway
British Railways

Diagram G2 12T Covered Goods Wagon



from 1903 to mid 1950s
For 00, EM, P4 and S4

Features: whitemetal body and detailing parts, plasticard roof

Required to complete: split spoke 12mm wagon wheels and bearings, paint, transfers, 3-link couplings

The Prototype

The NER 12T van was introduced in 1903 with full diagonal strapping, a mixture of vertical and horizontal boarding and a sliding roof door. From 1906 small corner plates replaced the full diagonal strapping, and vertical planking was introduced. Some vans had sliding roof doors across the full van width whilst on others they extended only half the width. After 1911 the roof doors were replaced by tarpaulins and the end cross members were omitted. Eventually, a plain solid roof was fitted. This kit represents a version of the van built from 1908.

Over 6,000 of these vans were built, being the most common pre-grouping van passed over to the new LNER in 1923. In

1940 almost 4,000 were still running of which nearly 1,900 passed to British Railways.

These wagons travelled throughout the country and were a common sight in goods yards nationwide.

References

North Eastern Record Vol. 2 pp88-89
LNER Wagons P Tatlow p25
LNER Wagons Vol.2 P Tatlow pp74-80

Interested in the North Eastern Railway?

North Eastern Railway Association
www.ner.org.uk

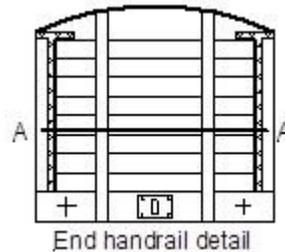
Acknowledgements

51L thanks Michael Grocock and David and Claire Williamson for their help in preparing this model.

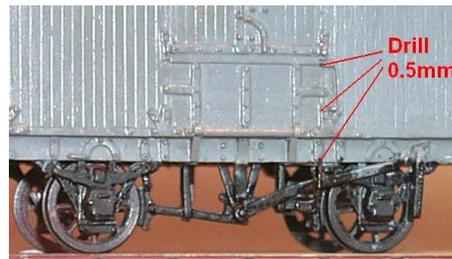
Assembly

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.



Drill out 0.5mm holes in the ends for the end handrails. Two are pop marked on the ends' corner plates; two more at the same height are required on the end stanchions, which should be drilled right the way through the casting.



Bore out the step holes (0.5mm) located in the solebars beneath the door position and the door handle holes (0.5mm) located to the right of the doors:

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 details for alignment. Ensure they are square and at 38mm (9/6") centres. Now assemble the body: properly join an 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.

Cut the plasticard floor to shape and glue into the wagon interior. Fit the buffers to the ends with the bolts at the 12 o'clock, 6 o'clock and 9 o'clock positions. Form the end handrail using the supplied 0.5mm wire. The handrail should be attached to the end stanchions using a loop of the fine copper wire, twisted around the handrail and pushed through the previously drilled stanchion holes. Secure on the end interior with solder or glue.

Fit the brake shoe/safety loop assembly. Use the supplied 0.9mm wire to make the brake cross-shaft, threading it through the vees and brake shoe assembly. Attach the brake levers in place ensuring the plain lever goes on the brake shoe side of the wagon.

Lightly score along the embossed roof plank lines – this will cause it to form a gentle curve. Offer up the roof to the body and trim it if required. Fix the roof in place. Once set, cover with a sticky label or solvent weld paper on top, trimming the edges to fit. If fitting a roof door add the cast curved roof door edge strips. Fit the end roof support cross members if required.

Form the steps from 0.5mm wire and fix into the holes previously drilled in the solebars. There were two distinct types, one a J-shaped bar as shown in the photo above, and the other a stirrup shape. They will need bending outwards to clear the brake gear. Also fit the door bangers into the cast solebar holes. Finally, fit the door grab handles, made from 0.5 mm wire. These are a reversed "C" in shape, with the legs then bent at 90° towards the body to fit into the previously drilled holes.

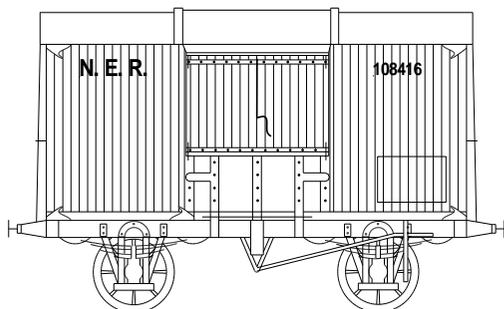
Finishing

Clean and decrease your wagon prior to painting. For whitemetal wagons the use of an etch primer, such as Precision Paints PS1, is necessary, followed 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 if dry lettering is to be used. Finally protect paint and lettering using matt or satin varnish.

Livery

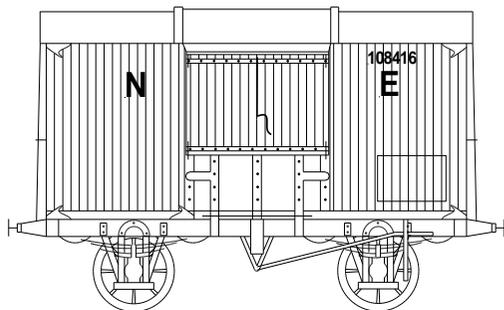
Letter your wagon to suit your period. Suitable lettering is available from HMRS, Modelmaster and Powsides; paint from Precision Paints for the NER and LNER periods.

North Eastern Railway 1903-1911



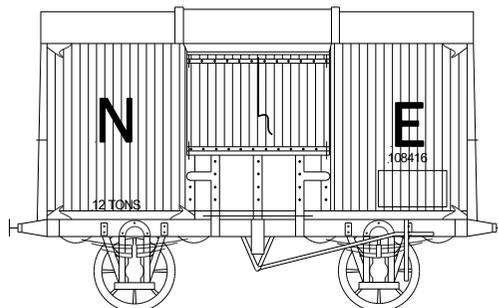
Bodywork and solebars: NER grey, Precision Paint P530
Underframe, brake levers: black
Roof: white turning to grey/dirty black
Insignia: white, Powsides sheet E265

North Eastern Railway 1911-1923



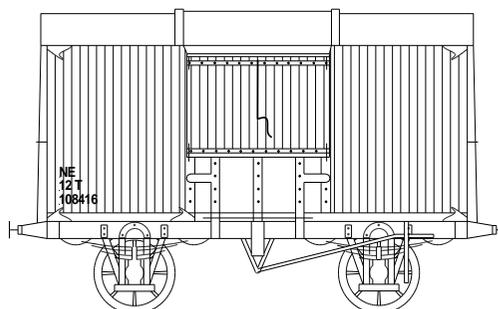
Bodywork and solebars: NER grey, Precision Paint P530
Underframe, brake levers: black
Roof: white turning to grey/dirty black
Insignia: white, Powsides sheet E265, Fox FRH 4325

London & North Eastern Railway 1923-1937



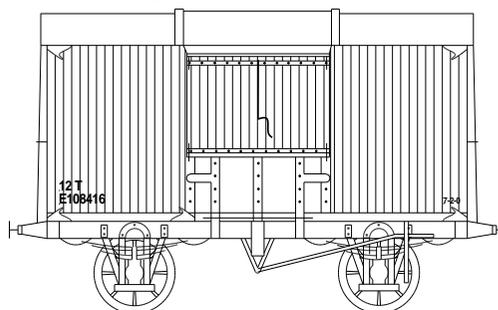
Bodywork and solebars: LNER grey, Precision Paint P66
Underframe, brake levers: black
Insignia: white, HMRS sheet 12, Old Time Workshop sheet 4702

London & North Eastern Railway 1937-1948



Bodywork and solebars: LNER grey, Precision Paint P66
Underframe, brake levers: black
Insignia: white, HMRS sheet 12, Old Time Workshop sheet 4702

British Railways 1948 to demise



Bodywork and solebars: unpainted timber or grey, Precision Paint P126
Underframe, brake levers: black
Insignia: white on a black patch, HMRS sheet 25

Sample numbers

Running numbers include (year built in brackets):

98354-902 (1903/4)
2287, 101190-952 (1904/5)
100349-499, 100533-50, 100582-98, 100652-70, 100682-754,
000761-86, 100813-53, 100859-67 (1905)
102084-99 (1905/6)
102746-890 (1906)
105347-502, 105533-48, 105574-87, 105593-600, 105623-46,
105651-70, 105679-94, 105703-39, 105750-79, 105790-812,
105820-35, 108860-9, 105876-909, 105941-59, 105977-80,
106503-107002 (1907)
108223, 108322-721 (1908)
L852-927, L978-85, N60-7 (1912)
N125-32, N138-45, N286-93, N310-7, N334-41, N370-7, N421-
53, N478-93, N506-29, N714-24, N785-95, N820-38, N841-73,
N969-71, N1000, R5, R6, R98-101 (1913)

A later version of these assembly instructions may be available on the Wizard Models website. For further help or information please email: andrew@modelsignals.com

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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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