



The 4mm wagon and van kit

GCRD020

Great Central Railway

London & North Eastern Railway

Diagram 20 (LNE-C 27 code 5037) 10T 5-Plank End Door Coal Wagon



Period: 1896 – late 1940s
For 00, EM, P4 and S4

Features: whitmetal body and underframe, whitmetal buffers with steel heads, etched W-irons.

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

The Prototype

These grease axlebox wagons were built for coal traffic, with side, bottom and end doors. Over 4,000 were built; all but a few hundred were withdrawn before the Second World War, and only 40 reached Nationalisation.

A similar wagon with no end door is available in the 51L range as GCRD019.

References

A Pictorial Record of LNER wagons Vol.1, P Tatlow pp116-118

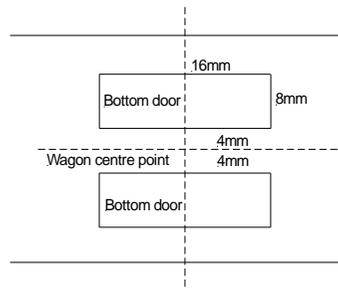
Assembly

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. Fine emery paper (1200 grit) may be used to clean up flash marks. Carry out a dummy run before assembly. Assembly is best carried out using low melt solder, or an epoxy resin such as Araldite. For small parts use superglue. To obtain the best results a combination of several techniques will be needed.

Before starting assembly, check that the holes in the ends will accept the buffers; if not, open out to suit (nominal 1/16" diameter) using a broach for final sizing. If required, also open out the slot in the headstocks to suit your chosen coupling hooks.

Tack both sides to the door end, noting that the door goes inside the sides. Add the plain end, ensuring the parts are square and level. When satisfied the assembly is square, make the joints. Fit the buffers in place with the ribs at the 3, 6, 9 and 12 o'clock positions.

Cut the planked plasticard floor to shape to fit above the solebars and headstocks, but don't glue it in place yet in case the solebar backs need filing to clear the W-irons. If you wish to run your wagon empty, fit bottom doors according to this sketch, by removing the horizontal planking in line with the drop door and replacing it with the supplied longitudinal planking.



Prepare the etched brass W-irons with the bearings, wheelsets and axleboxes in place according to the enclosed instructions, using either the straight or curved bridle bars. Laminate two of the supplied plasticard packing pieces together, then glue them to the one of the W-iron support plates. Repeat for the second W-iron. Place both W-irons on the floor using the crown plate

coach bolts for positioning; the wheelbase is 38mm (9/6"). Check for a 14mm rail to buffer centre height and add more packing to the floor if required to achieve this. Ensure the packing will not be in the way of the brake shoe slide bar. When satisfied, glue the floor to the body and the W-irons to the floor. If the wagon is gently pushed along a flat surface it should run in a straight line. If not one or both of the W-irons are out of line and should be adjusted.

Bore out the holes in the brake shoe castings, vees and brake levers with a 0.6 mm drill. Thread the wire cross-shaft through one vee, the brake shoe castings and the second vee such that the brake rod to the right hand wheel points downwards on both sides. Leave some of the shaft protruding either side to take the levers. Secure the shaft to the vees. Balance the shoe casting between the wheels and secure it to the shaft. For EM and P4, you should also be able to fix the shoe castings directly to the slidebars; for 00, add some packing. Fix the brake levers in place, trim off the excess shaft on both sides, and remove the portion of the shaft between the vees.

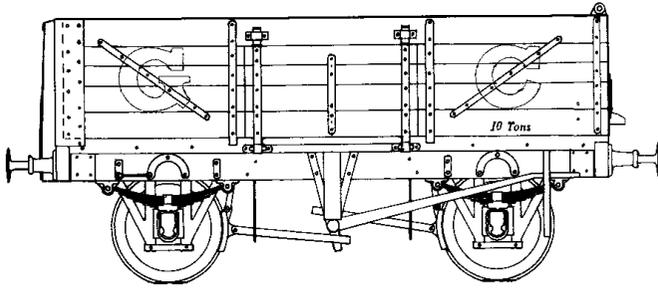
Add a door banger to the centre of each vee.

Finishing

Clean and degrease the model with white spirit before painting. For the whitmetal parts, use an etching primer, such as Precision Paints PS1. The model should then 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 dry lettering such as Powsides rather than waterslide or 'Methfix' transfers. After painting and lettering fit the couplings.

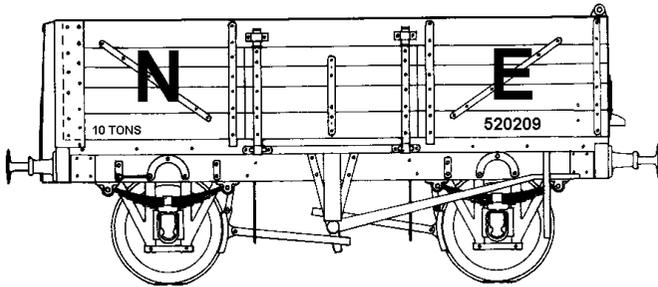
Livery

Great Central Railway c1900-1923



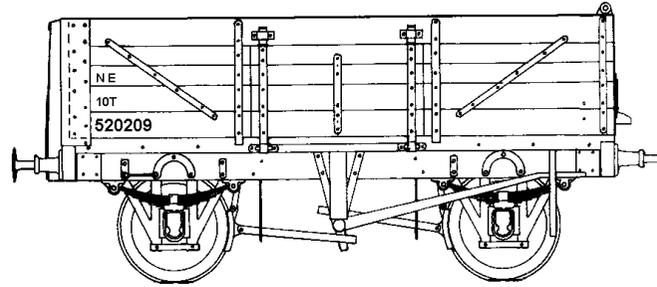
Bodywork, solebars, headstocks including buffer bodies: dark grey, Precision Paint P606
Running gear, brake gear: black
Insignia: white
Note that the GC used cast number plates, rather than painted numbers.

London & North Eastern Railway 1923-1937



Bodywork, 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-demise



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

It is not thought that any wagons would have survived long enough to receive BR unfitted wagon livery.

Sample Number

20209

The LNER added 500,000 to the GCR number

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 also stocks a wide range of components and other necessities for the modeller in 00, EM and 18.83mm.

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