

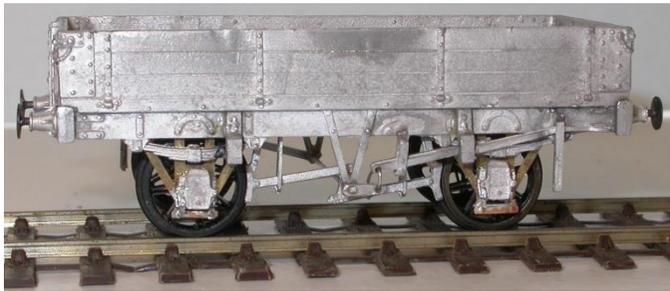


The 4mm wagon and van kit

GCRD006A

Great Central Railway
London & North Eastern Railway
British Railways

Diagram 6A (LNE-C 9 code 5013) 12T 3-Plank Dropside Open



Period: 1910 – early 1950s
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

Around 1,500 of these dropside wagons were built by various contractors. Most survived until the Second World War, but only 339 reached Nationalisation.

All were fitted with oil axleboxes, and with lifting link brake gear as shown in the photo above. They were updated to 13T capacity by the LNER.

The wagons would have been used for general goods traffic, and would have been seen throughout the country.

References

A Pictorial Record of LNER wagons Vol.1, P Tatlow pp107-108

Acknowledgements

51L thanks Alan Fell for his assistance 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. 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 up 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. Do not remove the small castings from their sprues, as they provide a useful handle when fixing them in place.

Fix one end to a side, ensuring the parts are square and level. Fix the second side to the second end. Bring both assemblies together and tack them to each other. 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 and fix it in place.

Prepare the etched brass W-irons with the bearings, wheelsets and axleboxes in place according to the enclosed instructions, using the straight 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 36mm (9'). 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, fix 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 casting, vees, brake levers and lever link with a 0.6 mm drill. Thread the wire cross-shaft through one vee, the brake shoe casting and the second vee such that the brake rod to the left-hand wheel points downwards. 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. Fix the plain brake lever to the non-shoe side and trim off the excess shaft.

On the shoe side of the wagon, add the lever link to the cross-shaft, with the thicker end on the shaft and the link slightly below the horizontal. Fix both ends of the other brake lever to the solebar, so that the inner end hole is vertically above that on the thinner end of the lever link. Trim off the excess shaft. Form an elongated link between the brake lever and the lever link from the supplied soft iron wire.

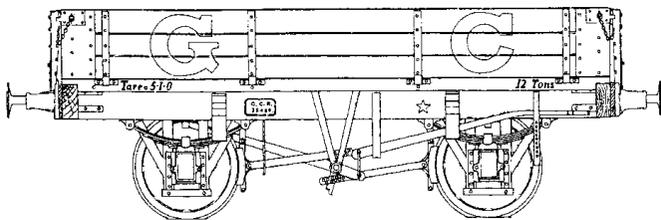
Add the full door bangers to the left-hand end of each side – reinforce the joint from rear onto the spring. Add the notched door bangers to the right-hand end of each side, again reinforcing the joints from the rear, this time onto the brake levers.

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.

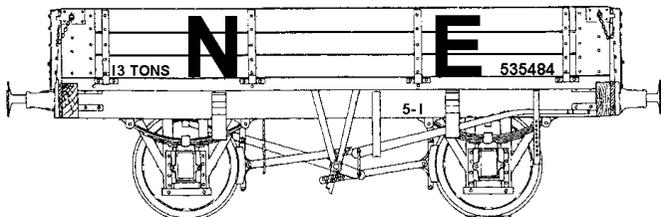
Livery

Great Central Railway 1910-1923



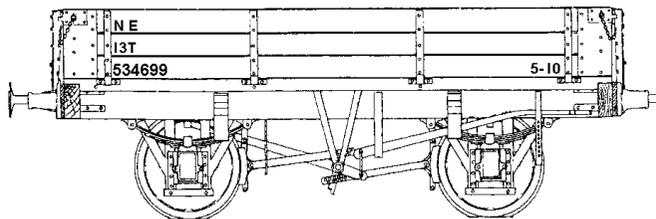
Bodywork, solebars, headstocks including buffer bodies: dark grey, Precision Paint P66
Running gear, brake gear: black
Insignia: white
Note that the GC used cast number plates, rather than painted numbers.

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 Numbers

Tare in brackets.
34699 (5-10); 35484 (5-1)

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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