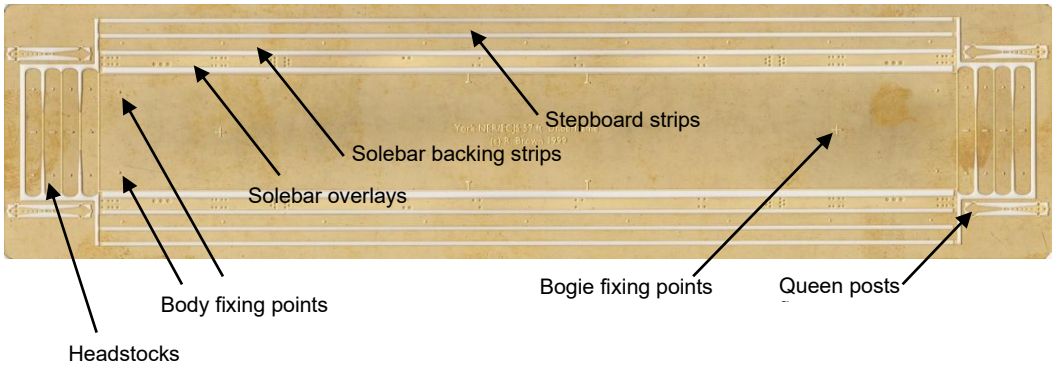
NERC001 NER/ECJS/GN&NE Joint Stock 57' Carriage Underframe

This underframe was used on both NER and Joint Stock vehicles built at York Carriage Works (the body length is usually quoted as 58'6" due to the bow ends).

It is not possible within the scope of these instructions to cover all the vehicle types that this underframe was fitted to so you should take care to get drawings and photos of your chosen prototype - paying particular attention to the location of extra battery boxes and gas lighting/cooking cylinders. Check carefully for the use of Mansell or plain disc coach wheels.



Assembly instructions

Although there should be no particular problems for the inexperienced modeller, great care should be taken to follow the order of construction outlined below and to use the appropriate solder - 188°C unless mentioned otherwise. Folds are on the inside of the half-etched lines unless otherwise stated.

1. Drill out the holes in the floor pan to suit your usual bogie fixing screws, typically 8BA or M2.5.

2. Drill out the holes in the floor pan to suit your usual body fixing screws, typically 10/12BA or M2.2.

3. Tin the solebar overlays and their backing strips. Remove the backing strips and overlays from the fret, and after coating with flux, clamp them together. Note that the backing strip is slightly wider than the overlay. The excess backing strip should therefore be at the top of the solebar to provide a tab for fixing onto the half-etched flange on the floor pan. Solder the backing strips and overlays together - you may need to use a small gas torch to make the joints well. Drill holes in the solebars for step support wires - refer to photographs and drawings for their position.

4. Drill holes in the headstocks for vacuum, Westinghouse and steam heating pipes as required.

5. Fold up the headstocks. The full-length folds are in the inside of the bend, and the half-length ones on the outside.

6. Fit the solebar assemblies from step 3 onto the flanges on the floor pan. Use 145°C solder, working from the back, and do not dwell with the iron to prevent the overlays becoming detached from their backing strips. Fill the headstock folds with solder for strength and tin the entire rear of headstocks to aid fixing buffers and couplings later on.

Check the fit of the carriage body to the underframe at this point before proceeding any further.

7. Cut the stepboard strips to length and fit them with wire supports into the previously drilled holes.

8. Fit your chosen bogie mountings to the floorpan using the previously drilled holes.

9. Fit your chosen turnbuckle underframe trussing.

10. Fit the vacuum cylinder vee hangers followed by the cylinders themselves (e.g. Comet Models C11 and C35 respectively).

11. Add all the remaining fittings, such as brake hoses, buffers, couplings, battery boxes and gas cylinders. Brass or nickel silver items should be added first, followed by those made from whitemetal, to avoid embarrassing accidents with a hot soldering iron.

Livery

NER: Solebars, headstocks and buffer housings painted in crimson lake; wheels crimson lake with rims picked out in white; ironwork below the solebars, buffer heading and couplings painted black.

ECJS/GN&NE/LNER: Solebars and wheel centres painted in ‘Coach Brown’; wheel rims picked out in white; all other parts black.

BR: Everything black!

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