

The Prototype

Built from 1896 to 1903, a total of 652 of these 5 ton wagons were constructed. The slatted sides improved ventilation and with sliding doors for loading, the C1 was a considerable improvement over the previous 8 ton open fish wagon based on the C2 high sided goods wagon. Side chains were also fitted in the early days and some wagons were allocated to specific stations.

The C1 was gradually replaced by the F6 van but withdrawals did not start in earnest until after the Great War. By 1926 they were mostly gone and extinct by 1927.

This wagon is known to have existed with a wide variety of braking systems including:

- 1) piped Westinghouse and/or vacuum.
- 2) vacuum brake
- 3) Westinghouse and vacuum brakes.

The wagon would also have had steam pipes for working in passenger trains. This kit can be made into any of the three variants and is supplied with vacuum and Westinghouse brakegear.

The C1 fish truck would have been frequently seen in passenger trains marshaled next to the engine if piped or at the end of the train if vacuum and Westinghouse braked.

References

British Goods Wagons from 1887 to the present day R
Essery, D Rowland & W Steel

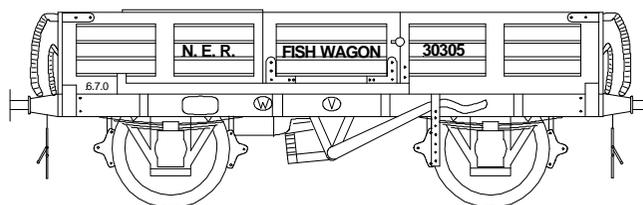
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Diagram C1 5t open fish truck



from 1896 to 1926/7

For OO, EM and 18.83mm

Requires to complete:

- eight spoke 14mm carriage wheels
- paint
- 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) may be useful 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 a Superglue. To obtain the best results a combination of several techniques will be needed.

There are three types of slat casting, the longest for the end and the two shorter ones for the sides. This kit is supplied with axlebox/axleguard assemblies for a rigid chassis and separate axleboxes for modellers who choose to compensate or spring chassis. (Etched brass w-irons and/ springs are not included in this kit.)

Remove any moulding flash and ensure all parts fit correctly. We suggest damp fine emery paper (1200 grit) may be useful. Familiarise yourself with the assembly of all parts and undertake a dummy run before commencing construction.

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 a Superglue. To give the best results a combination of several techniques will be needed.

Attach the long slat castings to the end interiors. Fix the two short slat castings to the centre of the sides. The medium length slat casting has **I** engraving indicating the surface to be attached to the side frames. The **I** should be in contact with the door end post. In all cases ensure the top of the slat casting is in line with the wagon top.

Attach the axlebox/axleguard to the solebars using the coach bolts on the solebar for alignment. Note: axlebox/spring units are also supplied for use with etched w-irons. In both cases it will be necessary to file the spring ends to fit. Fit the clasp brake gear in place behind each axleguard ensuring the wheels continue to turn freely. Check the fit of the bearings in the axle boxes, open out using a 2mm drill if required.

Fix both ends to one side and, ensure all is level and square. Fit the second side in place with 8 spoke 3'7" carriage (14mm) wheel sets in place. If the body fit is correct and the wheels supported in the bearings Superglue the bearings in place. If not bore out or pack the bearing as required. Fix the second side to the ends. If required gently tweak the wagon to bring the wheels into contact with a flat surface such as a glass sheet.

The buffers should now be attached in place. The bolts should be at the 12, 3, 6 and 9 o'clock positions. Form lamp irons from pieces of scrap brass and attach two to end in line with the first gap between the slats. Attach the vacuum, Westinghouse and steam pipes.

Form Lamp irons like this:

Form the floor by cutting the plasticard to size. A gully or 'runnel' should be made by removing a longitudinal 1mm strip from the centre of the floor. Either cut the floor in half and glue the two halves in place fixing a piece of plasticard centrally on the floor underside to support the two halves. Or scribe a longitudinal line along the length of the floor in the midway position. It is probable that some wagons did not have this drainage feature.

Following the adjacent sketch attach the vacuum cylinder and Westinghouse cylinder in place along with the brake cross rod (0.7 mm wire) using the cylinder levers for positioning. (See floor plan P2.) Using the brake rigging from the etched fret complete the brake gear. The push/pull rods may be prepared from the additional 0.3mm wire supplied. (Note: The central lever equalising links are not supplied.) Fit brake levers in place. Earlier wagons would have had Morton Duplex levers, ie right and left handed levers, and later vehicles Morton cam

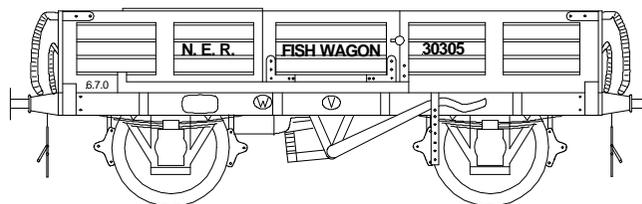
brake levers. Lastly add brake yoke safety loops from supplied flat wire.

Finishing

Clean and degrease the model, using white spirit prior to painting. For white metal parts use an 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 the "Pow Sides" dry lettering** rather than waterslide or 'Methfix' transfers.

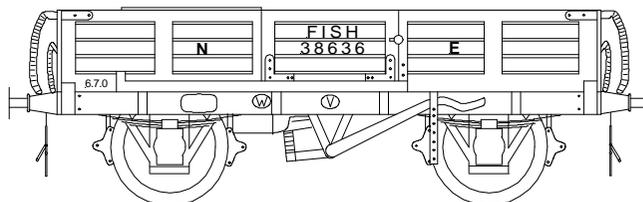
Livery

North Eastern Railway 1896-1911



Bodywork, solebars and buffer housing
Crimson lake Precision Paint 529
Underframe/brake levers black
Letters and numbers probably gold

North Eastern Railway 1911 to 1927



Bodywork and solebars indian red such as Precision P6
Underframe/brake levers/buffers black
Letters and numbers white Pow Sides sheet E263

It is thought unlikely that any C1 wagons would have been repainted in the LNER livery.

Sample Numbers

Date in brackets indicates build date if known. 30305(7/97), 30312 12/98, 30321 (10/00). 30353 (7/99), 30363 (3/99), 30386 (10/00), 38636 (3/99), 5049 (7/94), 3049, 3068, 31179, 32497, 33498, 34006, 36238, 37960, 38255, 39172 (all '99. 30366, 31718, 32548, 33456, 34132, 35234, 36097, 38428, 35138, 38636.

Acknowledgements

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Michael Grocock, Claire and David Williamson.

51L

51L has a wide range of locomotive, carriage and wagon kits for the following railway companies.

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LMS and Constituents:-
Caledonian, North Staffordshire, Lancashire & Yorkshire, London and North Western, Glasgow & South Western, and Midland Railways

LNER and constituents:-
North British, North Eastern Railway

51L models are available through Wizard Models / 51L. The current version of these assembly instructions will be available on the 51L website: www.51l.co.uk.

Wizard Models

Wizard models stocks a wide range of components, paints, transfers and other necessities for the finescale modeller in OO, EM and 18.83mm. A full price list, for 50p + SAE can be obtained from:-
Wizard Models.
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Tel / Fax: 01625-585312
Email: Peter@51L.co.uk.
www.51l.co.uk.

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