

WAGONS

GCR

BA7 Open GCR / LD&ECR 10 ton 5 plank wagon
The Lancashire Derbyshire & East Coast was absorbed by the Great Central. The CLC Cheshire lines drew its stock mainly from the GNR and GCR which, with the Midland, owned it but I'm dubious about an ex LD&ECR wagon in CLC livery.

Basingstoke resin

Oos



This has had its door adjusted



GER

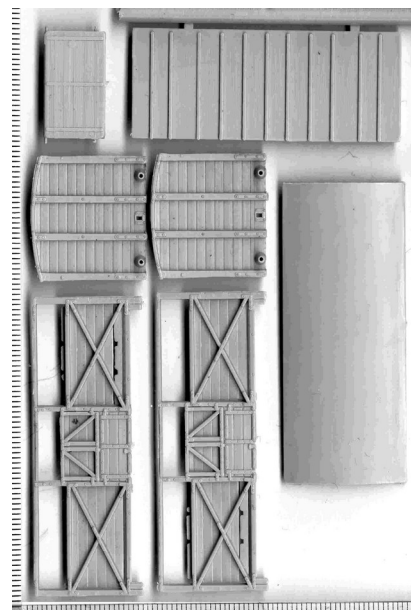
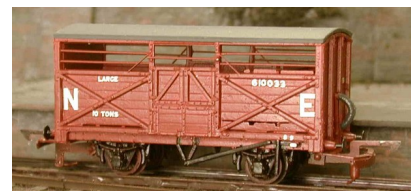
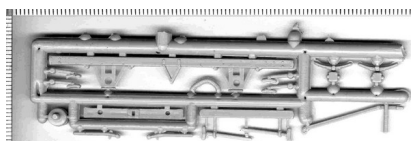
JD3 Brake GER Brake van 20 ton, 4 wheel
3SMR Now available from 3 SMR Etched Brass
E505

3SMR

Cattle 18' 6" GER Cattle Large Diagram D71 body and 10' 6" wheel base underframe and PP14 buffers

3SMR

The GER built cattle trucks to a number of similar diagrams during its existence. The distinguishing feature of diagram 71 is a diagonal brace in the openings either side of the doors (unfortunately too fine to mould). According to an article in Great Eastern Journal No 73, 375 vans to this diagram were built between 1910 and 1916. The earlier diagram 5 was the same length and is illustrated in the Journal Article. There is a Ken Werrett drawing of GER 10865 on page 390 of August 1967 Model Railway News. This van would have become LNER 610865 in 1923. OPC's Peter Tatlow book on LNER Wagons has a photo of LNER 626816 on page 120. Neither of these illustrations are of 'fitted' vans but the Great Eastern Journal article suggests that some were Westinghouse braked, and these may well have been converted to vacuum by the LNER. The kit under frame is made so that it can be assembled with independent brakes as Ken Werrett drew it, or either-side brakes as in Tatlow's photograph, or conjecturally as a clasp brake fitted under frame. The solebars are deliberately over length so that they can be used with other longer vehicles; there is a witness mark on the back to show where to shorten it for this kit. The buffer beams, which are part of the ends of the cattle truck, take the 3mm Society's PP14 metal buffer heads as supplied by Kean-Maygib for the Parkside kits. The separate buffer beams with holes for whitmetal buffers are not needed for the cattle truck. Springs and axleboxes are separate to facilitate use of etched W irons if preferred. The bars to prevent cattle sticking their heads out and damaging the telegraph poles are not moulded as part of the kit. 0.45 mm brass rod is suitable.

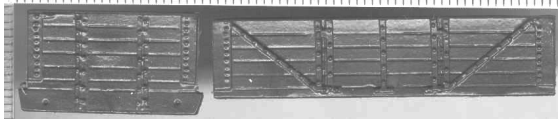


DS1 Lowmac 25' 6" GER Lowmac 14 ton Mac K, GER diagrams
D&S 104 25/50/75
{with MS38 and MS39 (or BR28 and BR29) castings}
Etched brass

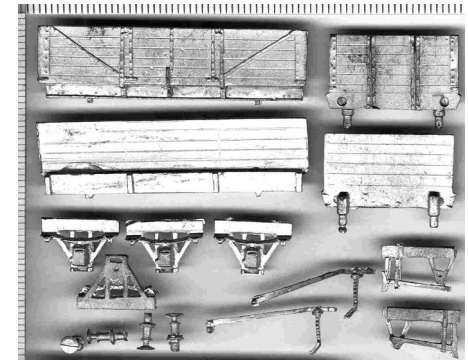
Oos



Code	Description	Unit	Price	Picture
GM028	Open 14' 11" GER Open 10 ton 5 plank wagon. Wants 9' wood or steel chassis.	Each	Oos	

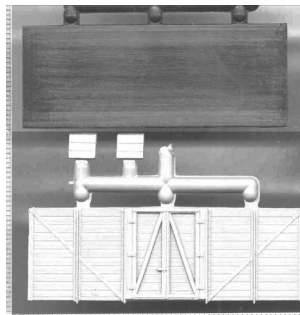
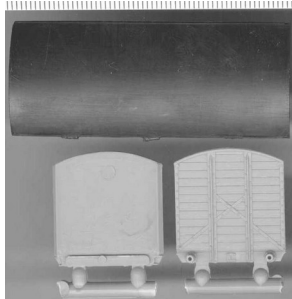


3SMR FGH6	Open 14' 11" GER Open 10 ton 5 plank side door wagon. Inside plank details. Steel under frame with one brake shoe per side and separate axle guards.	3SMR
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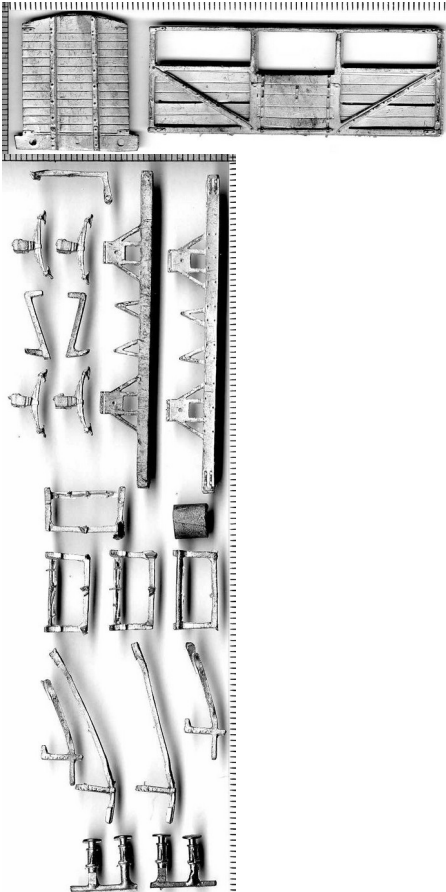


K3 3SMR F/227 ex F/328/K	Sand 14' 11" GER Sand wagon inside strapping 4 plank with a 9' 6" wood under frame and a peaked roof. The only doors are in the roof. It seems to be based on a John Watling drawing on p48 of the February 1959 Model Railway News. The original was built in 1873 and survived (in LNER blue) into the 1960's.	Oos
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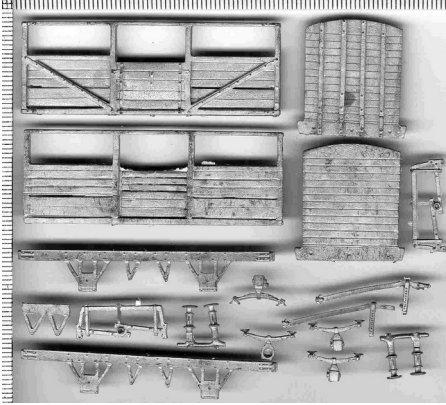
PP008	GER 19' 10 ton van with PP009 10' 6" steel under frame and PP013 buffers If you leave off the end vents, and extend the X bracing to the top corners, it becomes an early LNER built banana van, many of which were leased to, and painted as, SR vans [still with GER series numbers]	Each	5.70
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GNR

Code	Description	Unit	Price	Picture
HB45	<p>Cattle 19' GNR Cattle 6 ton large with 2 end posts. Supplied with a cast 9' wood vacuum fitted under frame (also used in HB55, HB58) (should be 10' for GNR build but the LNER built some with 10 ton 9' under frames). It has separate axleboxes and springs so that it can be fitted with W irons. There is an article by Steve Banks on LNER cattle trucks in MRJ 87 (1996) with a follow up letter from J. A. Evans in MRJ 88. Around about 1914, the GNR updated the cattle wagon body to 2 end posts and stretched it to 19'. The notches for the divider for the Long / Short / Small partition are missing. These GNR vans seem to have had a 6 ton 10' unfitted under frame with one shoe and one lever on each side, with a cross shaft and central V hangers and with through vacuum and steam pipes, MRJ 88 suggests that there were 170 of these. This unfitted GNR variant is illustrated in Tatlow's 'LNER Wagons' as 417825 & 410805 on p119 and also in Modeller's Back Track for December 1994 / January 1995 on p234 as GN 7868 which would become LNER 407868. There were some LNER built which used a 10 ton 10' vacuum fitted clasp brake triple V hanger under frame. The March 1965 MRC has an E. B. Trotter drawing and photograph of 10 ton 10' 0" triple V hanger vacuum fitted E146202 misleadingly labelled as an LNER standard Cattle wagon, which seems to be an early LNER build and has an LNER rather than an ex GNR number. MRJ suggests it had been converted from a 9' unfitted van but it could just be a late GNR order before the LNER switched to 9' 0" under frames. Before switching to the later diagram 40 body as in kit HB58, the LNER built vans to this GNR body design on a 10 ton 9' wooden under frame, diagram 24 unfitted, and diagram 26 triple V hanger vacuum fitted, as supported by the kit. This is illustrated in Tatlow's 'LNER Wagons' as a temporary fruit van, 137523 on p38, in MRJ 87, and also in Modeller's Back Track for December 1994 / January 1995 on p234. The available data is confusing and incomplete. Both MRJ references think that 133401-133750 were built as diagram 24 unfitted and 133711 is illustrated in MRJ 87, but disagree whether all of 146157-146456 were diagram 26 fitted; either way the number range is not complete. MRC has 146202 as 10' fitted with a note that 146252 is 9' fitted; MRJ 88 suggests HMRS Hemmingway photo H4004 shows 146231 from this group on a 9' fitted under frame, but also suggests that it was diagram 40. Allen Doherty's masters. Whitmetal.</p>		Oos	



HB82	<p>Cattle 19' GNR Cattle 6 ton Large with 4 end posts with 9' unfitted wood under frame (this is not quite the same as in HB45 which has clasp brakes and lifting link fitted brake gear, but I think some were packed fitted) (should be 10')</p>		Oos	
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Whitmetal.

Code	Description	Unit	Price	Picture
MD	Open 14' 10" GNR Open 9 ton 7 plank coal wagon, also used as a Sleeper wagon	Oos		
Resin				

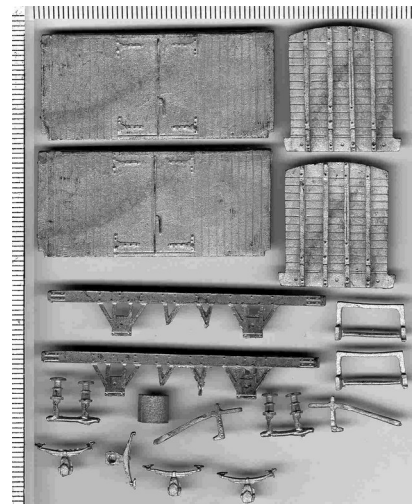


- HB55 Van 16' GNR van 6 ton Ventilated with 4 end posts, 9' [should be 9' 6"] wooden under frame
See Tatlow's OPC/Atlantic LNER Wagons p27
One of many varieties of GNR van These remained in service until the late 1950s.
GNR Number known 18704: add 40,000 for LNER renumbering.
GNR dark red/brown, LNER and BR Bauxite.

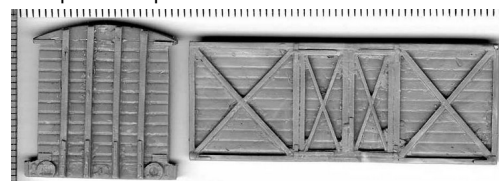


Whitemetal.

Oos



- SP014 Van 16' GNR van 8 ton, with 4 end posts and cross braced sides and side X braced hinged doors. Wants a 9' 6" wood under frame and optional torpedo vents.



Each 5.00



- HB43 Van 17' 8" GNR van 10 ton with vertical planks, 2 end posts and side hinged door with a 9' steel under frame which has triple V hangers for vacuum brakes, but no brake shoes; the solebars are available separately as HB93.
Whitemetal.

Oos



- Unknown Van 18' 6" GNR van 8/10 ton
Resin

Oos



On a Kirk 10' underframe

Code Description
 Unknown Van 18' 6" GNR van 8/10 ton ventilated
 Resin

Unit Price Picture
 Oos



On a Kirk 10' underframe

F/215 Van 19' GNR van, 8/10 ton 2 end posts, vertical planks, side hinged doors, 10' wooden under frame with 3 V hangers and clasp brakes. Allen Doherty's masters.

3SMR

JD4 Van 19' GNR Van 6 ton fish van
 3SMR Now available from 3 SMR
 E509

3SMR

MD GNR Refrigerated van

Oos

Resin

**NER**

CMW009 Brake NER/LNER/BR 10 ton Brake Van, Diag V4

12.50

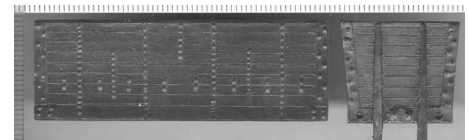


MD1 Hopper 20' NER 20 ton 8 plank wooden slope-sided hopper with solebars and headstocks – These look as if they use the same masters as the Griffon kit credited to George Mitcheson

Oos

FH1 Hopper 20' NER / LNER 20 ton 8 plank wooden slope-sided hopper with solebars and headstocks (once a body only kit GM21) now sold with a 10' 6" Fencehouses Nickel silver chassis . NER diagrams P7 (20 ton), P8 (23 ton), and P9 (25 ton) cover the main variants and are all very similar. NER diagrams P10 (11' wheel base, 25 ton) and P18 (23 ton) are similar but have odd looking 'anti friction' bearings. Need springs and axleboxes [WBR223/4] plus buffers [WBR187/219] from Bruce Hoyle

Oos



MD Hopper 20' NER / LNER Loco Coal

resin



CMW003 Implement NER 15/20 ton

6.00



Code Description

Unit

Price

Picture

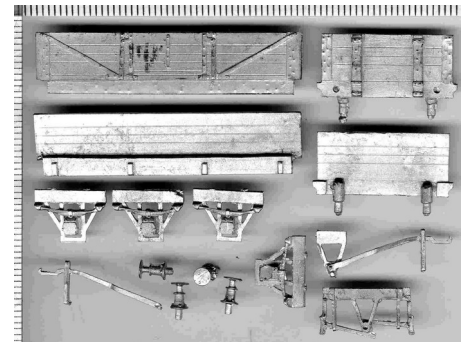
CMW004 Machinery LNER (NER Diag.A2) Mac-L Low Machinery Wagon

6.00

3SMR
F/GH6

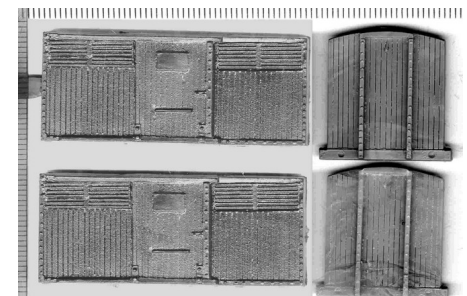
Open 15' NER 10 ton 4 plank side door open wagon with an 8' 6" wheel base. NER diagram C2 covers this in both 8 ton and 10 ton variants

3SMR



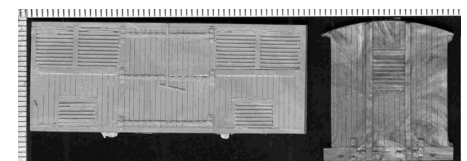
SP019 Van 17' NER 10 ton' fish van to NER diagram F6. Wants 10' wood chassis.

Each 5.00



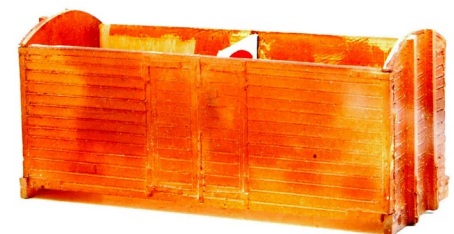
SP020 Van 17' NER 10 ton ventilated or perishable van, vertical planking and hinged doors to NER diagram F9. Wants 10' wood chassis.

Each 5.00

**LNER**MD
Resin

Banana LNER 10 ton Banana van

Oos



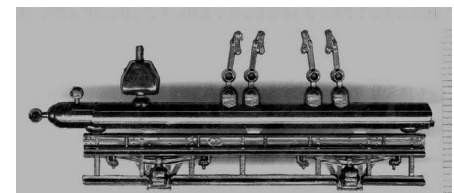
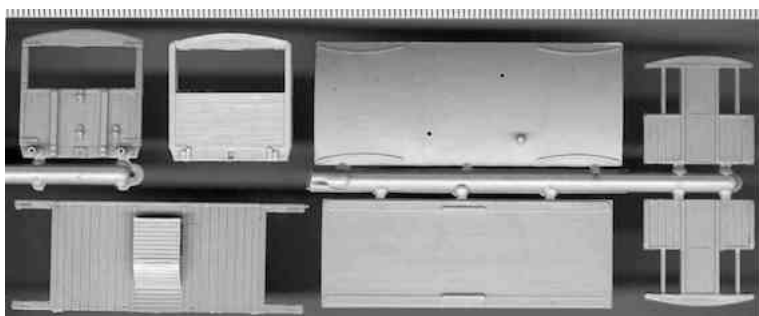
CMW008 Bolster LNER/BR 13 ton Single Bolster Wagons- Pair

13.00

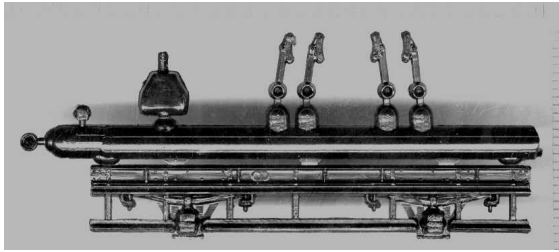


CA009 Brake 19' LNER Toad B brake van with wood ducket with 10' 6" chassis and PP014 buffers.

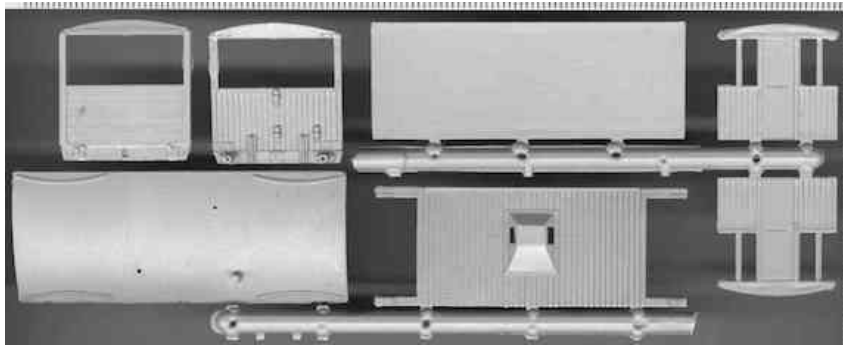
Each 8.70



Code	Description	Unit	Price	Picture
CA010	Brake 19' LNER Toad E brake van with steel ducket with 10' 6" chassis and PP014 buffers.	Each	8.70	



© Geoff Helliwell



JD8	Cattle 19' LNER large cattle wagon
3SMR	
E508	Etched brass

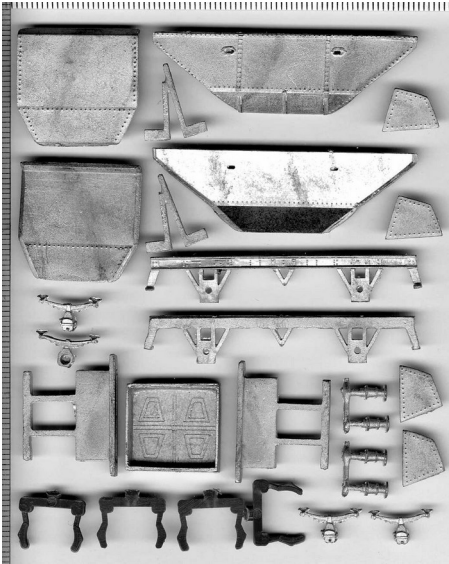
3SMR



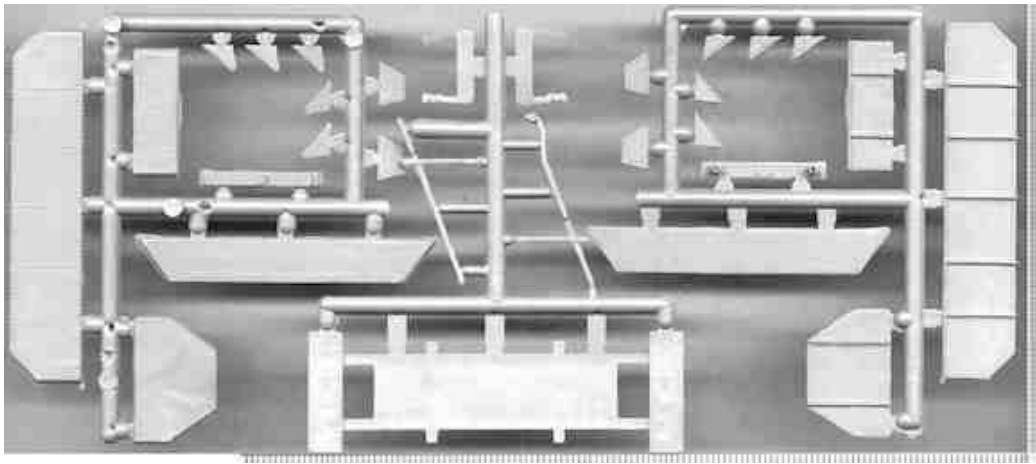
HB58	Cattle 19' LNER large Cattle wagon with cast 9' fitted wood under frame. After a batch of GNR style wagons, the LNER built to this standard design on a 10 ton 9' wooden under frame, both fitted (clasp and triple V hanger) and unfitted (diagram 40, central V hanger). The kit has separate axleboxes and springs so that it can be fitted with etched W irons. Illustrated in Tatlow's 'LNER Wagons' as unfitted 150878 on p122, and as fitted and steam piped 150927 and 150969 on p122/3, also Railway Modeller July 1977 as fitted and steam piped 153516 on p213 with Tatlow's drawing. There is also an article by Steve Banks on LNER cattle trucks in MRJ 87 (1996) with a follow up letter from J. A. Evans in MRJ 88. This kit supports either 9' under frame version though the notches for the divider for the Long / Short / Small partition are missing and the unfitted version's non-clasp brakes with 2 shoes on one side only and a lever on both sides are not supplied. MRJ says that 150670-15919 were built unfitted with spoked wheels and illustrates 150878 as does Tatlow. MRJ says that 150732 (HMRS photo H5604) and 156203 (HMRS photo H0922) were later fitted retaining 9' under frames. MRJ also says that 150920-150969 were built 9' fitted with disc wheels, illustrating 153516. The LNER built a few with this body on 10' wood triple V hanger vacuum fitted under frames and disc wheels, and altered a few older ones. Tatlow illustrates 196265 and says seven were built, but MRJ says 700 were built numbered 195967-196666, MRJ 87 says 156201 was converted to 10' fitted. Allen Doherty's masters.
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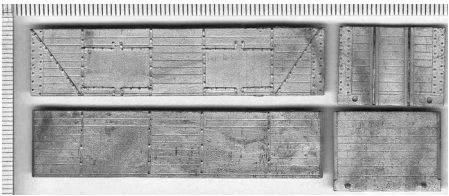
Oos



Code	Description	Unit	Price	Picture
HB81	Hopper 17' 6" LNER 25 ton ironstone ore hopper with 10' steel under frame	Oos		

PP005	Hopper 21' 6" LNER 20 ton coal hopper wagon to diagram 100 with most of PP032 12' steel under frame with open W irons (the clasp brake gear is on the body sprue rather than that from the PP003/032) and PP014 buffers.	Each	5.70	
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HB80	LNER 21' 6" 20 ton 8 plank loco coal, two cupboard doors each side. Kit includes headstocks. Wants a 12' open W iron under frame. See page 129 of Tatlow's LNER wagons This is the later and more common variant of the LNER loco coal wagon which remained in service until the late 1950's. Known numbers 178725, 231030 and 274426. The prototype complies with the RCH 1903 specification for a 20 ton mineral so it can be used for Private Owner Wagons but without end doors, however these were uncommon. Allen Doherty's masters.	Oos		
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CMW011	Lowfit LNER 12 ton Lowfit Wagon	6.00		
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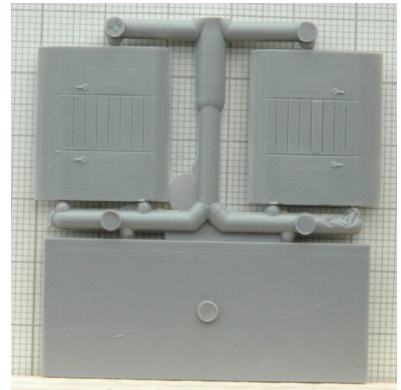
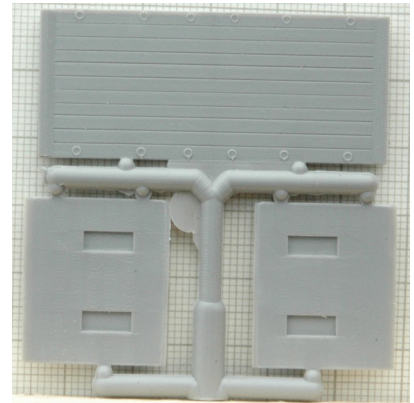
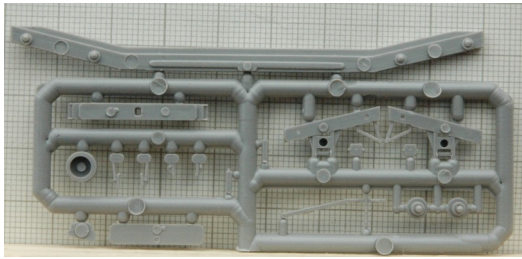
Code Description

Unit Price

Picture

PP071 Lowmac LNER MAC NV 20 ton (22 during the war) Machinery, Lowmac EQ, 30' with 16' well on 22' wheelbase, requiring 8 mm wheels. It can be modified to Lorient P with axleguards off the PP065/066 common sprue, and to the 25 ton MAC PV fairly easily.

Each 7.50



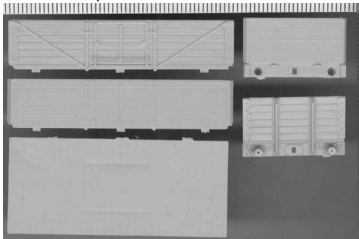
MD Open LNER 12 ton 6 plank

Oos

Resin

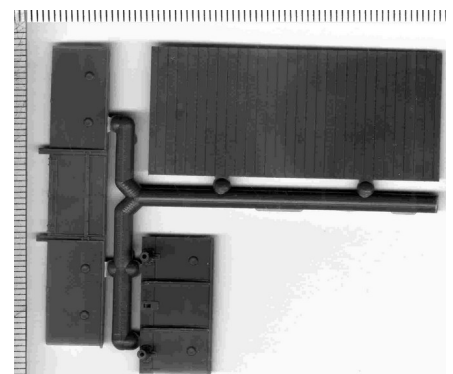
CA004 Open 17' 6" LNER 6 plank 12T open wagon with sack doors, with PP031 10' 0" under frame and PP014 buffers. Needs bits off PP029 to complete (Door bangers for all variants, headstocks for steel under frame, 10' asymmetric brake bits for vacuum fitted variant. The same body can be used with a 9' under frame in which case the fitted variant needs bits off the LNER van PP035/36).

Each 5.00



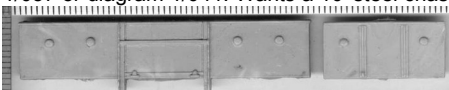
PP063 Open 17' 6" LNER 13 ton steel open wagon Highfit to BR diagram 1/037 or diagram 1/041. With a PP031 10' steel chassis and PP029 Accessory moulding.

Each 5.00



GM005 Open 17' 6" LNER 13 ton steel open wagon to BR diagram 1/037 or diagram 1/041. Wants a 10' steel chassis

Oos



CMW010 Plate LNER 20 ton Plate Wagon

Unit Price Picture

12.00



F/205 ex F/T.450/A Van 17' 6" LNER 17' 6" corrugated end ventilated van, vertical planks, sliding door, one end bonnet with plastic 10' steel under frame, later kits had ABS under frame. The LNER had them fitted as diagram 102 and diagram 110 and unfitted as diagram 171. The kit is too long and too narrow. There is a useful article in Modellers' Backtrack Volume 4 number 2, June / July 1994 amplifying Eric Bruton Album number 7 in Volume 3, number 3. 3SMR list it as unfitted. The Kirk Kit introduced in 1976 and reviewed in Mixed Traffic was number 43. This kit became ABS F/T.450/A in 1979 and is now 3SMR F/205.

3SMR



RC2 Van 17' 6" LNER van to fit Peco 10' under frame. The kit includes separate headstocks with buffers. The van has sliding doors and vertical planks. The LNER built to basically this design for years. Early ones require a 9' wood or steel under frame and should have a little peep hole window in the end so that a man standing on the buffer housing can see if it is loaded (or perhaps it's a vent). Diagram 14 is wood and unfitted, diagram 15 is steel and unfitted, diagram 16 is wood and vacuum fitted, diagram 18 is steel and vacuum fitted. Later ones were on a 10' steel under frame and should have a central ventilator bonnet but no peep hole. The ventilator bonnet is easily made from 3 planks worth of planked styrene. The LMS had 250 of these during the war to diagram 2079. Allen Doherty masters.

Oos



PP035 Van 17' 6" LNER goods or fruit van with PP030 9' under frame and PP014 buffers. The van has sliding doors, vertical planks and alternative ends. The mouldings include the odd bits to do a 9' LNER vacuum fitted under frame including a 5 mm diameter vacuum cylinder, but the clasp brakes and short brake levers need to come from a 10' under frame. Diagram 14 is wood and unfitted, diagram 15 is steel and unfitted, diagram 16 is wood and vacuum fitted with the external shutter over the peep hole on some, diagram 17 is steel and vacuum fitted. The alternative slatted end allows a diagram 88 fruit van (which needs 6 torpedo vents) on a 9' fitted wooden under frame.

Each 5.70



diagram 88 Fruit

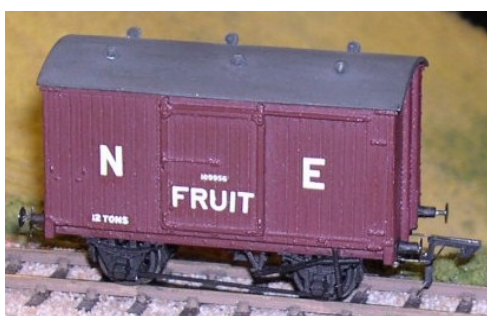


diagram 16 fitted wood u/f



diagram 14 unfitted wood u/f grey



diagram 17 fitted bauxite steel u/f

Code Description

Unit Price

Picture

PP036 Van 17' 6" LNER goods or fruit van. This is the same body as PP035 but with the PP031 10' under frame and PP014 buffers. A wooden under frame produces a diagram 94 vacuum fitted van. The alternative slatted end allows a diagram 105 or diagram 106 fruit van on 10' steel fitted underframe (needs 6 torpedo vents, and 10 fitted brake bits from PP029). Some of diagram 94 were converted to diagram 165 Fruit vans gaining 6 torpedo vents, the slatted ends, and cast FRUIT plates.

Each 5.70

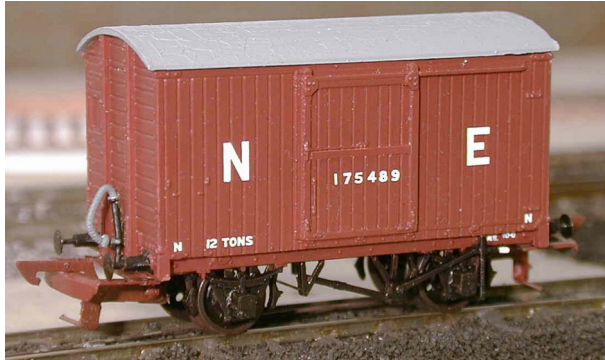
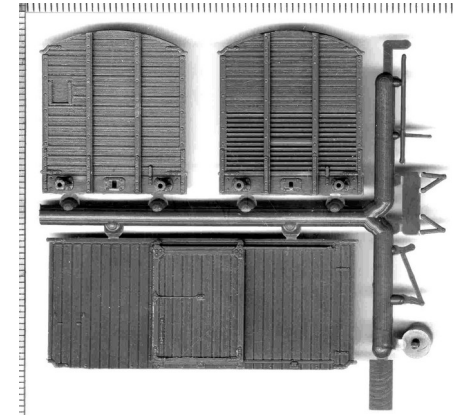


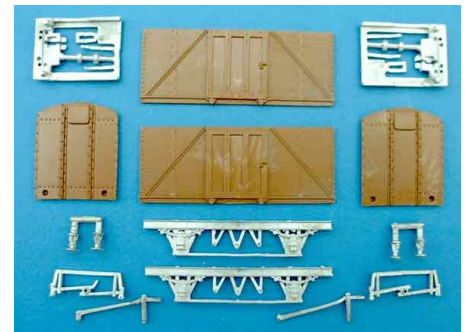
diagram 94

diagram 105 fruit



F/206 ex F/T.451/A Van 17' 6" LNER Ply van, Sliding door and one end ventilator bonnet.

3SMR

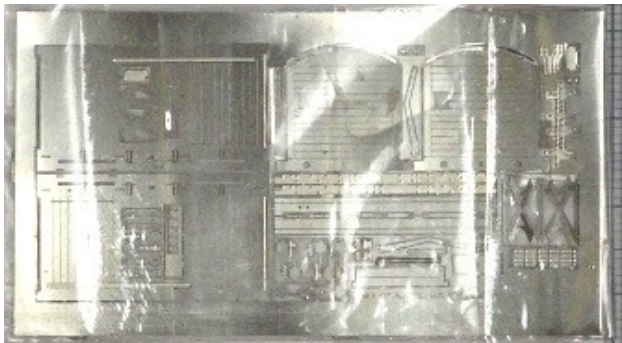


MD Van 19' LNER 19' Fish van

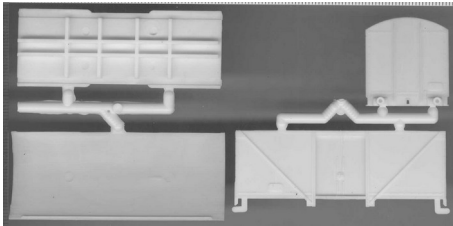
Oos

Resin



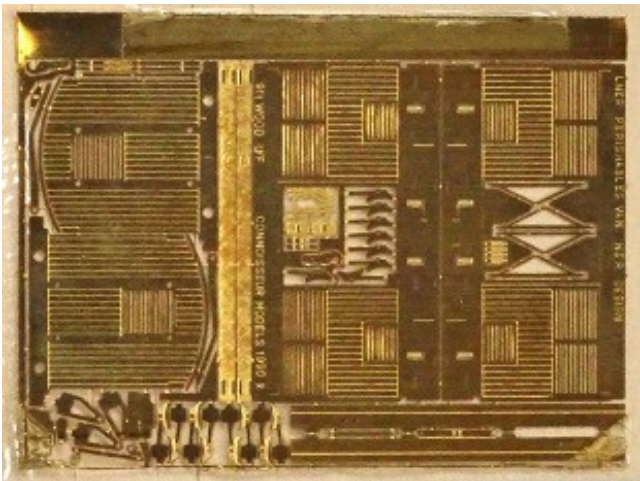


PP053	Van 21' LNER derived 21' fish van with PP058 15' steel underframe, LNER diagram 214, BR 1/255 with oil boxes, BR 1/256 with roller bearings.	Each	7.00
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CMW005	Van LNER Fruit Van, Diag.165		7.90
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CMW006	Van LNER (NER derived) Ventilated Goods Van, Diag. F13		7.90
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THE END