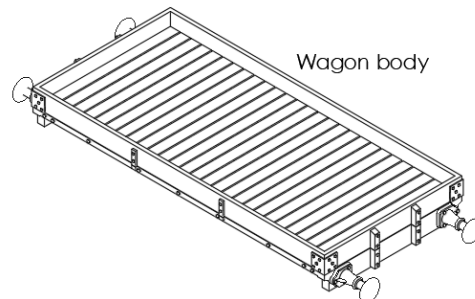


L&Y Diagram 1 Low Goods

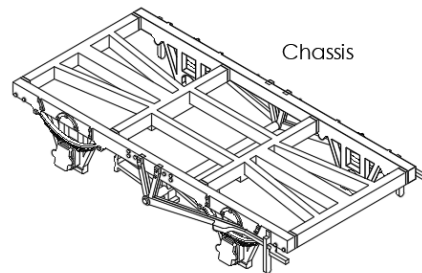
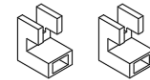
Kit contents

- Wagon Chassis
- Wagon Body
- 2x NEM Coupler Pockets
- 2x Dummy Couplers (OO only)
- 2x Coupler Heads (N only)



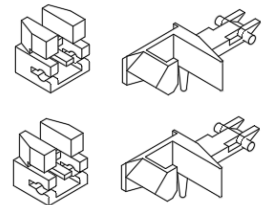
Wagon body

OO 2x NEM362 Pocket



Chassis

N 2x NEM355 Pocket
2x NEM357 Coupler



General Notes

Keep the parts of the model out of direct sunlight while unpainted. The resin used for the body and chassis in particular is susceptible to UV degradation and will become brittle.

Cyanoacrylate superglue is the best type of glue to use on all parts.

Assembly instructions

1. Neaten body and chassis if required

The production process for the shell can leave a number of small lumps or spots on the model. While we do our best to neaten the model before packaging, some may be missed. As such the model may need some gentle sanding with fine sand paper or a fine file to remove the lumps. A craft knife can also be used to trim parts.

Sanding on the bottom of the body and top of the chassis will help ensure a close fit.

Be mindful of some of the delicate details around the buffers and brake rigging – make sure not to use these to hold or support the model.

2. Attach body and chassis

The wagon body has a pair of pegs on the bottom which slot into the central hole in the chassis. If the body does not sit flush with the chassis, some fine sanding may be required. Once you are happy with the fit, glue these parts together.

3. Decorate

The model can be painted with standard modelling acrylics. We recommend spraying the model parts with a primer before painting. Detailed livery suggestions are given on subsequent pages.

Transfers will need to be sourced separately.

4. Attach couplers (optional)

Coupler options vary by scale:

OO/4mm – NEM 362 coupler pockets are provided, as well as a slot in the chassis to accept a 3 link coupling hook. If using a coupling hook, the chassis should be modified to suit your desired arrangement. Dummy couplers are provided to cover the slot if not needed.

TT – NEM 355 coupler pockets.

N – NEM 355 coupler pockets, accepting the widely used NEM 356/357 "Rapido" style couplers.

The NEM coupler pockets attach to the underside of the wagon, slotting around the central chassis beam. The pocket should be pushed up against the end of the wagon to ensure the correct positioning of the coupler.

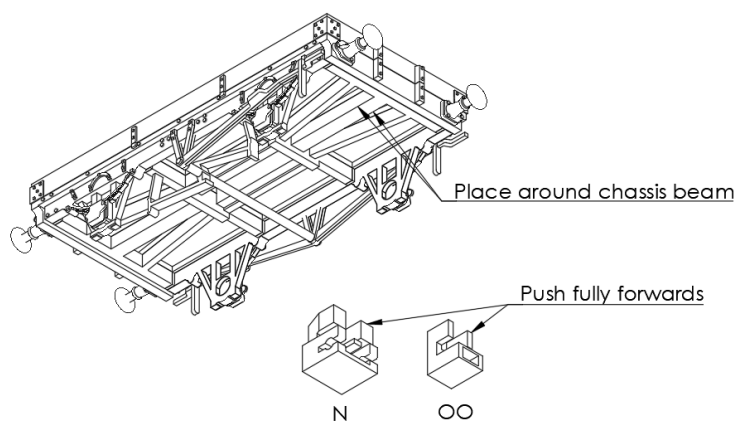
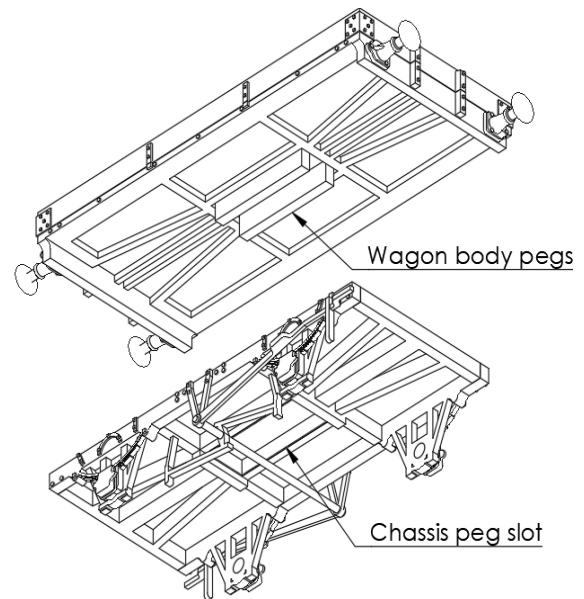
6. Insert axles (not supplied)

The kits accept pinpoint axles, 14.3mm point to point in N, and 26mm in OO. Axles of these dimensions are also available for EM and P4 scales.

These wagons were fitted with 8-spoke wheels with a 95mm diameter, equivalent to 6.4mm dia. in N and 12.5mm dia. in OO. Axles of approximately this size are available from several manufacturers.

The axleboxes should be gently pulled apart when slotting the axles in. Excessive force may result in snapping the axleboxes.

If there is some resistance to the axle's rotation, apply gentle pressure to the axleboxes and rotate the axle back and forth to free it up. Be careful not to damage the brake rigging while doing this.



Historical notes

The L&Y's "low goods" wagons, which were single plank open wagons, formed a significant part of its wagon fleet throughout its life. Uncovered goods wagons accounted for 80% of the L&Y's fleet in 1850, and in 1921, there were over 7,000 Diagram 1 wagons.

This model is based mainly on drawing 2012 of 1887. The overall features of this style of wagon varied little over time, and similar wagons were constructed until the end of the L&Y. This model could therefore represent any era from the 1860s to the last few wagons in BR service in the 1960s.

Low goods wagons carried general merchandise, typically sheeted loads of traffic such as grain or cotton bales. The LMS used the wagons to carry containerised traffic. They also found use as "runner" or "match" wagons for oversize loads such as timber, and for rail-mounted cranes.

Further details and many photographs can be found in **Lancashire and Yorkshire Wagons, Volumes 1 and 2, N. Coates, Wild Swan Publications**. Volume 1 contains details on liveries and lettering, and the Low Goods wagons. In Volume 2, Appendix 1 contains a selection of known wagon numbers and tare weights, beyond those shown in Volume 1.

Liveries and lettering

These L&Y wagons survived through to LMS and, briefly, BR ownership, and can therefore be painted in liveries appropriate to any of those companies. Known L&Y wagon numbers ranged from 224 to 38063. The LMS incremented numbers by 130,000, and BR prefixed LMS numbers with M. Therefore, L&Y 19030 would become LMS 149030 and BR M149030. Tare weights ranged from 4 . 10 . 0 to 5 . 15 . 0, expressed as "<tons> . <cwt> . <quarters>".

The notes below describe the standards for new wagons, but existing wagons were only repainted in a piecemeal fashion. L&Y liveries existed until at least 1928. LMS livery variations were numerous, and survived into BR days.

L&Y – ca. 1860s to 1902/3

Evidence of liveries pre-1860 is very scarce. It is believed that the woodwork on L&Y wagons was left unpainted. All ironwork on the body was painted black. Markings on the wagon consisted of only:

- The company's illiterate symbol, an equilateral triangle inside a circle. Two symbols on each side of the wagon, painted in white.
- A 15" x 6 ¾" number plate on the solebar, consisting of three lines of text, reading "Lancashire & / <Number> / Yorkshire Ry".

From ca 1892, the tare weight was added, e.g. "5 . 3 . 2", painted in white on the solebar.

L&Y – 1902/03 onwards

Dark grey was adopted in 1902 for both the woodwork and ironwork, and black for ironwork below the solebar. The shade of grey used was lighter at later dates. Large "L Y" initials replaced the illiterate symbol in 1903. The letters "L Y" were painted in white on the body of the wagon, with the letters aligned with the axles.

LMS – pre 1936

LMS livery was similar to the L&Y livery, with grey bodywork and black for the underframe. Lettering was typically as follows, all in white paint:

- The initials “LMS”, in large letters across the wagon body.
- The wagon number painted on the left hand side of the body, and a new LMS-style number plate on the solebar.
- Tare weight in the same style as the L&Y, but typically on the wagon body, rather than the solebar.

LMS – post 1936

Circa 1936, the LMS initials were reduced in size and placed to the left of the number. Bauxite paint replaced grey from 1936. Tare weights no longer included the quarters value from June 1937, instead only showing tons and cwt.

BR

Under BR, the wagons reverted back to grey, which was applied to all unfitted wagons. Lettering was similar to the LMS style, with differences being:

- Small “LMS” initials were replaced by the prefix “M”
- A black painted panel was added as the background for the wagon number and tare weight

However, few L&Y wagons were treated to full repaints in the BR era. The last low goods wagons survived into the early 1960s, with a few in departmental service, e.g. as runner wagons for cranes.

Example liveries. Lettering and labelling were highly variable.

