

London Road Models

North Eastern Locomotives and tenders

Reference LOCO61

Price £88.00

N.E.R. /L.N.E.R./B.R. B/B1 (N8/9) 0-6-2 TANK

The class B/B1 were general purpose tank locomotives used for shunting and station pilot duties, as well as on short haul mineral, freight and passenger workings. Class B were two cylinder compounds, Class B1 was the simple expansion version of the same class. After 1890 the compound engines were converted to simples, Class B being rebuilt to B1, all sixty two becoming L.N.E.R, Class N8 in 1923. Class N was a straightforward development of Class B1, having the same wheel diameters and spacing and trailing overhang, but 9" longer at front end. Twenty were constructed at Darlington between 1893 and 1894 later becoming L.N.E.R. N9. All Class N locomotives had been withdrawn by 1955, and the Class B/B1 locomotives a year later. Etched in brass with a n/s chassis, this is one of our most popular kits. A completed model features on page 35 of Steve Barnfield's book "Painting and Lining in the smaller scales", photographed on the superb exhibition layout Bramblewick.

Reference LOCO62

Price £90.00

N.E.R./L.N.E.R./B.R. Class O (G5) 0-4-4T

Designed by Wilson Worsdell, the 110 examples of this class were built between 1894 and 1901 at Darlington. They were straightforward engines and very few alterations were made to them in their life of over 50 years. None were superheated but some did undergo a change from Ramsbottom to Ross Pop safety valves. The class O engines were used on branch lines throughout the NER system. Taken over by the LNER the class became known as G5, and latterly relegated to slow passenger and branch trains. They remained numerically intact until several years after nationalisation.

The kit has been specifically designed to cope with the difficulties inherent in producing a smooth running 0-4-4. The bogie is compensated as are the driving axles, using twin beams.



Reference LOCO63

Price £87.00

N.E.R./L.N.E.R/B.R. Class P1 (LNER J25)

Designed by Wilson Worsdell the P1 class was introduced in May 1898. In all 120 of the class were built in the four years up to 1902, 40 were built at Darlington with the remaining 80 at Gateshead. Thirty of the class were later fitted with superheated boilers, of which 14 later lost them, only for 3 to be superheated for a second time. Fourteen of the class were sent on loan to the GWR in 1940 to replace Dean 0-6-0s taken over by the WD. In total 40 P1 class engines were loaned to the GWR, of which 10 were returned in 1943 and the remainder in 1946. Withdrawal commenced in April 1933 with No.2039, and ended in June 1962 with No.65726.

Etched in brass with a n/s chassis, it is supplied with a 3038 gallon NER tender. Originally part of George Nortons Connoisseurs Choice range, the kit has been upgraded over the years with improved fittings, castings, etc.



Reference LOCO64

Price £90.00

N.E.R./L.N.E.R/B.R. Class C1 (LNER J21)

Thirty of this successful design by T W Worsdell were built new between 1886 and 1895, the remaining 171 were built as compounds and converted to simples between 1901 and 1913. Originally intended for goods and mineral work, automatic brakes were not fitted until the last thirty engines were built in 1892 to 1895, but by then their suitability as mixed traffic engines was realised and by the grouping 136 engines had automatic brakes. Withdrawal began in 1929 and the last engine, Number 65033, was withdrawn in 1962 and survives in preservation.

Etched in brass with a n/s chassis, it is supplied with a 3038 gallon NER tender. Originally part of George Nortons Connoisseurs Choice range, the kit has been upgraded over the years with improved fittings, castings, etc.



Reference LOCO65

Price £110.00

NER G1 (LNER D23)

Originally built as 2-4-0s in 1887, all twenty of the class were converted to 4-4-0s between 1900 and 1904. Superheated boilers were fitted between 1913 and 1916. Half the class received new, deeper frames. Although originally intended for branch line operations around Harrogate and Hull, they were later found much further afield, including Bradford and Darlington. The last was withdrawn in 1935.

The kit provides options for 2-4-0 and 4-4-0 versions, saturated or superheated boilers and any of the three variations of frames fitted to the 4-4-0s. Also included are bogie springing and sliding cab windows. The majority of castings are lost wax brass and a 3038 gallon tender is included in the kit.



Reference LOCO66

Price £90.00

NER BTP 0-4-4T, LNER G6

Some 120 BTP class were built with the aim of providing reliable services on branch passenger trains, and until the advent of the 'O' class (LNER class G5), from 1894 did just that. From 1905 onwards, a total of at least thirty seven BTP's were fitted at one time or another for working with auto-coaches, first with one and subsequently with two, either end of the engine. Apart from those rebuilt, there were no more changes to the numbers of BTP's in service, until withdrawals started in 1920, and all were gone by 1929. The body is etched in brass and the boiler is supplied ready rolled. The chassis is designed to be compensated and is supplied with horn guides and bearings working on a twin beam system to overcome the problems inherent in an 0-4-4. The fittings are mainly lost wax castings along with some white metal ones. Sprung buffers are included.



Reference LOCO67

Price £112.00

N.E.R M(M1) & Q, L.N.E.R. D17

Although regarded as separate classes by the North Eastern Railway, the outward differences between them were fairly superficial. Construction of class M began in 1892, and all the class originally had extended smoke boxes to ease conversion to compound working if required. As this was not undertaken, the smoke boxes were shortened, starting with No.1623 in October 1903. However, the locomotives were not long in this condition, as they received extended smoke boxes once again, this time for superheating from 1914. The class Q locomotives, built from 1896, were very similar, the main differences from the Class M locos being the polished brass capped chimney and the clerestory roof. When withdrawal began in the 1930s, the M and Q classes were in use all over the former N.E.R. system. The body is etched in brass and the boiler is supplied ready rolled. The chassis can be built to 00, EM or P4 standards. Sprung buffers are included and the fittings are mainly lost wax castings along with some white metal ones. The NER 3375/3940 gallon tender kit is included.



North Eastern Tenders

Reference	Model	Price
TEND61	NER 3098 gallon tender	£38.00
TEND62	NER 3375/3940 gallon tender	£35.00

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