



The 4mm wagon and van kit

The Prototype

The first 10 ton van was introduced in 1906 and this was to become the standard NBR 10 ton van. Equipped with sliding doors and oil axle boxes the van originally had single shoe one side brakes but over the years examples with single shoe both sides, through to either side brakes were produced.

Many hundreds of vans were built, including 10 in 1911, 250 in 1912, 76 in 1916 and some 200 in 1920. Many were built at Cowlairs and also by outside builders. Our model depicts the wooden underframe version with early (squat oval) or later (tall rectangular) pattern oil axleboxes and a choice of brake gear.

These vans were commonly seen all over the country and examples lasted until the 1960s.

References

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

Wagons on the LNER North British No1, J Hooper, p15

NBR Wagons some design aspects, G W M Sewell, p40

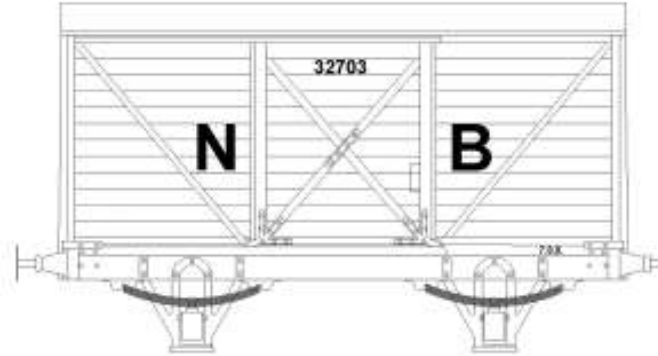
A Pictorial Record of LNER wagons, P Tatlow p31

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) to clean up flash marks. Carry out a dummy run before assembly. 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 superglue. To obtain the best results a combination of several techniques will be needed.

North British Railway London and North Eastern Railway British Railways

Diagram 59 (SSA 41) covered goods wagon with wood underframe



**Period: from 1906-c1960
For OO, EM, P4 and S4**

Features; whitemetal body

Required to complete: split spoke wagon 12mm wheels, paint, transfers, three link couplings

Fix an end to a side. Repeat for the second end and side. Ensure all is level and square. Attach the two assemblies together. Check the wagon is level and square.

Cut the 0.030" plasticard to shape to form the floor and fix in place. Fit the buffers in place with the bolt heads at the 3, 6, 9 and 12 o'clock positions. Bore holes 0.5mm diameter for the door handle. These are pip marked to the right of the door. Attach the door handle. This is a U shape prepared from the supplied 0.5mm wire.

Assemble the W-irons as outlined in the enclosed sheet. It will be appreciated that these W-irons are intended to be used either in the rocking or non-rocking mode. It is also strongly suggested that the W-irons be primed and painted matt black before final assembly into the wagon. Place both W-irons on the floor using the crown plate coach bolts on the exterior of the solebar for positioning.

Check the 'rail to buffer centre height' adding packing to underside of the W-irons as required, to achieve 14 mm. We expect some 0.060" packing will be required. Ensure added packing does not interfere with the brake shoe castings. Glue the W-irons in place. (It may be helpful to draw axle and wagon centre lines for guidance.) We do not recommend an Evostick type glue for this purpose. If the wagon is gently pushed along a flat surface it should run in a straight line. If not, one or more of the W-irons are out of line and should be adjusted by gently tweaking.

Brakes

This wagon can have either single shoe (one or both sides) or either side brakes (again one or both sides). Brake levers are supplied on an enclosed etch.

For the single shoe brakes:

Remove the V's and attach the plain patch to the solebar front. Attach one of the single shoes in place on the solebar interior. Attach the lever fulcrum point onto the solebar. This should be in line with the push rod lever. Repeat for the second side if required.

For the either side brake gear

If building the either side brake gear version attach brake shoes to the solebar interior. Attach solebar patch with V present to the solebar exterior. Form brake cross rod from supplied wire (approximately 4mm in length) and thread between V's. Lastly form brake push rod safety straps by flattening the supplied brass wire. They should have a hockey stick shape with the head pointing outwards.

Following the attached instructions prepare the lever guide and levers. Place the guides in place on the solebar. This is best done by boring a 0.5mm hole in the solebar approximately 2mm to the right of the right hand axle box. The brake lever should be formed so that it bends outwards to clear the axlebox. It may then be cut to length some 2mm from the headstock. The lever should be placed on the fulcrum, single shoe, or V for either side brake gear

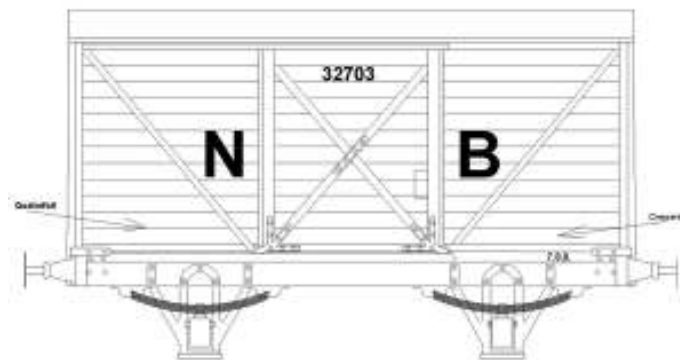
Finishing

Clean and degrease the model, using white spirit before 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 dry lettering such as Powsides rather than waterslide or 'methfix' transfers. After painting and lettering fit screw or Instanter couplings.

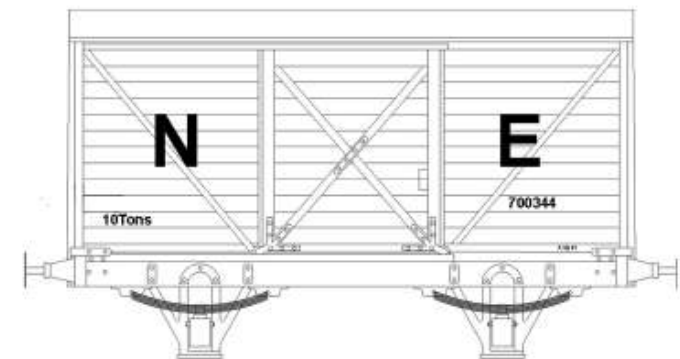
Livery

North British Railway c1900-1923



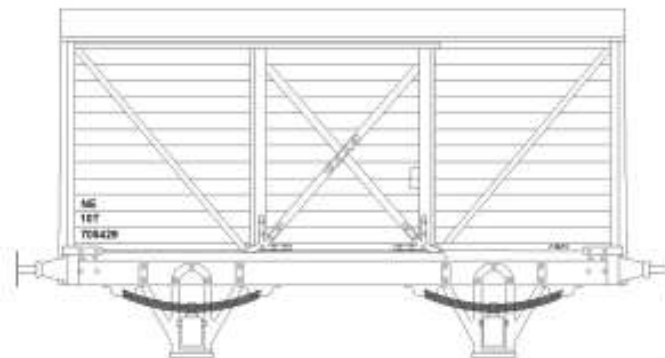
Bodywork: solebars grey, Precision Paint P679
 Buffers, drawgear, running gear and sometimes body ironwork: black
 Letters and numbers: white
 HMRS sheet 20

London & North Eastern Railway 1923-1937



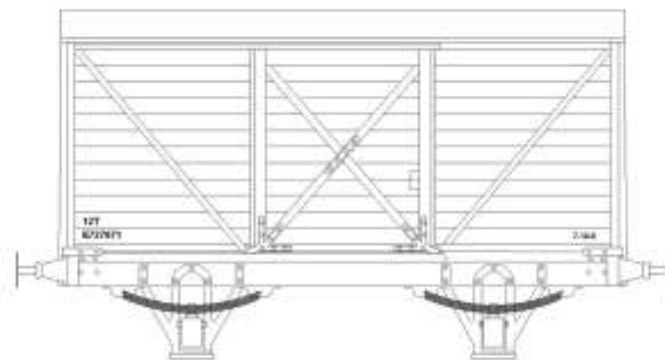
Bodywork and solebars: LNER grey, Precision Paint P66
 Underframe and brake lever: black
 Letters and numbers: white
 HMRS sheet 12, Modelmaster sheet 4702

London North Eastern Railway 1937-demise



Bodywork and solebars: LNER grey, Precision Paint P66
 Underframe and brake lever: black
 Letters and numbers: white
 HMRS sheet 12, Modelmaster sheet 4702

British Railways



Bare timber or light grey with lettering on a black patch.
 Precision Paint P126
 Lettering and numbers white: Fox FRH 4255, HMRS sheet 25.
 It will be appreciated that many wagons would not have been repainted by the LNER or BR and would remain in a weathered group or even pre-Group livery or by that time weathered timber!

Sample Numbers

4, 52, 344, 1602, 2374, 2646, 3435, 5429, 6280, 8119, 9704, 9760, 10208, 11115, 11744, 15392, 16230, 21012, 21016, 21111, 23004, 23246, 23518, 24516, 26060, 26326, 27621, 28144, 28372, 29816-29820, 32289, 32703, 37952, 41022, 48285, 48727, 48289, 53652, 62680
 The LNER added 700,000 to the NBR number, and BR added an E prefix to this.

Acknowledgements

51L thanks members of North British Study Group for their help and assistance in preparing this model.

Interested in the North British Railway?

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51L

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 LNER and constituents:-
 North British, North Eastern

The most recent version of these assembly instructions will be available on the 51L web site: www.51l.co.uk.
 For further help or information please email: andrew@modelsignals.com

Wizard Models

Wizard models stocks a wide range of components and other necessities for the modeller in OO, EM and 18.83mm.

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