



The detailed wagon and van kit

The Prototype

Cattle wagons came in a variety of sizes and most companies had their own preferences. The NBR choose the medium size as their standard and were joined by the Scottish companies and the North Eastern. In contrast the London and North Eastern preferred the long cattle wagon.

The first NBR design, to which many hundreds of vehicles were built, appeared in 1887 and a modification was made in 1892 when a slight increase in width was made. These earlier vehicles had wooden underframes and end stanchions with grease axle boxes. In 1893 a steel underframe wagon was produced with oil axle boxes and steel end stanchions. Many hundreds of both designs were produced over the years. A number are known to have been Westinghouse piped. Our model depicts the later version with oil axleboxes and steel underframe designated Diagram 67.

The transport of cattle was a major source of income for the North British Railway, at Grouping over 500 cattle wagons were inherited by the LNER.

References

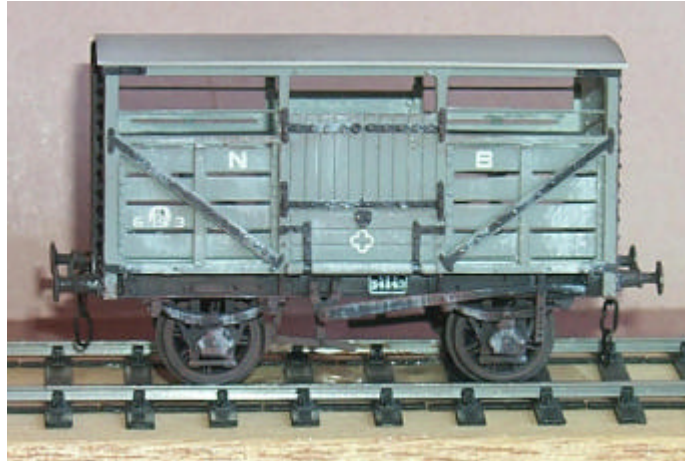
British Goods Wagons from 1887 to the present day, R Essery, D Rowland & W Steel

Wagons on the LNER North British No1, J Hooper P9 and 43

NBR Wagons some design aspects, G W M Sewell 36

A Pictorial Record of LNER wagons, P Tatlow P121

North British Railway London and North Eastern Railway Diagram 67 (SSA71) Standard cattle wagon with steel underframe



Period: from c 1895-c1940

For OO, EM and P4

Requires to complete:

- split spoke wagon 12mm 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. 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.

Cut the brass wire to form the bars on the inside of the sides. Fix the wires in the locating holes provided. Check the fit of the wheel bearings in the axleguards. If necessary drill out the axlebox bearing holes to accept the wheel bearing. Attach the axleguards in on one side

place using the solebar detail for guidance. Fix both ends to this side. Ensure all is level and square. Fix the second side in place. Attach one of the remaining axleguards in place with wheel set. Ensure the wheels are firmly supported and run freely. When satisfied fix the axleguard in place. Repeat for the second axleguard. Check the wagon is level and square. If not a gentle tweak will ensure that all four wheels are in contact with a flat surface such as a glass sheet.

Cut the embossed plastic floor to shape and fix in place. Fit the buffers in place with the bolt heads at the 3, 6, 9 and 12 o'clock positions. Fix the single brake shoe to each side of the wagon followed by the brake lever.

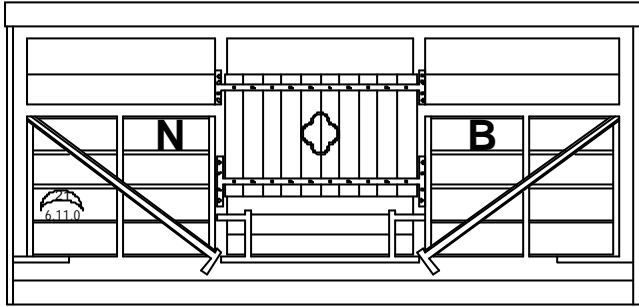
Paint the interior as desired. Note prior to the early 1920's lime was used as a disinfectant and the wagon interior would be a white colour. After this period the interior should be a weathered wood colour. Cut the plastic roof to shape and fix.

Finishing

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

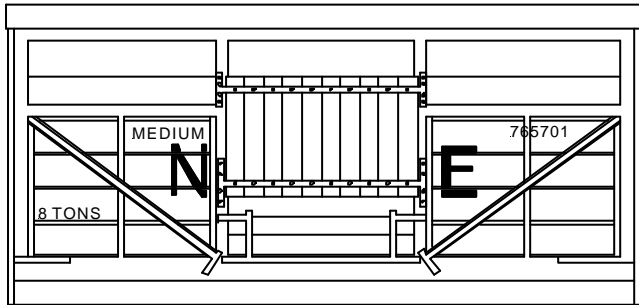
Livery

North British Railway c1900-1923



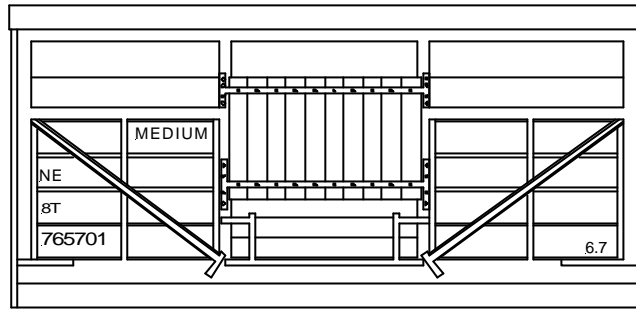
Bodywork, solebars grey, Precision Paint P679
Buffers, drawgear, running gear and sometimes body iron work Black
Letters and numbers White
HMRS sheet 20

London North Eastern Railway 1923-1937



Bodywork, and solebars LNER grey
Precision Paint P66
Underframe/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/brake lever Black
Letters and numbers White
HMRS sheet 12, Modelmaster Sheet 4702,

It will be appreciated that many wagons would not have been repainted by the LMS or BR and would remain in a weathered group or even pre-group livery or by that time weathered timber!

Sample Numbers

65684, 65685, 65687, 65693, 65696, 65697, 65701, 65702, 65707, 65717, 65718, 65724, 65725, 65730, 65733, 65738, 65739, 65743-5, 65750, 65751, 65760, 65763, 65767

The LNER added 700,000 to the NBR number.

Acknowledgements

51L would like to thank members of North British Study Group for their help and assistance in preparing this model.

Interested in the North British Railway?

Contact the North British Study Group.
The Membership Secretary:
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51L

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North British, North Eastern

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