



The detailed wagon and van kit

The Prototype

Built in significant numbers from 1904 to 1914 these timber underframe dropsides were one of the stalwarts of the NBR wagon fleet. The life of open wagons was frequently over 30 years and most would have been broken up by 1940.

Their area of activity was industrial Scotland and the border counties of Northern England. However, it is likely that this vehicle would have been seen throughout the country. Typical loads would have included cotton and wool bales; finished goods in crates and all manner of manufactured goods.

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 P30

NBR Wagons some design aspects, G W M Sewell P12

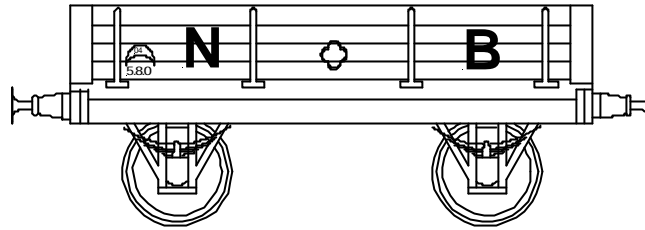
A Pictorial Record of LNER wagons, P Tatlow

Interested in the North British?

The North British Railway Study Group
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North British Railway London and North Eastern Railway

Diagram 90 (SSA12B) 10t drop sided wagon
Period: from 1904 to 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.

Check the fit of the wheel bearings in the axleguards. If necessary drill out the axlebox bearing hole to accept the bearing. Fix both ends to one side. Ensure all is level and square. Fit the second side with wheel sets in place. Ensure the wheels are firmly supported and run freely. When satisfied fix the second side in place. Again, 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.

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 a brake lever.

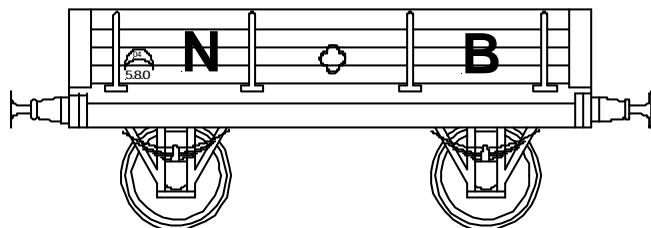
Cut the embossed plastic floor to shape and fix in place. After painting and lettering fit three link couplings.

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 dry lettering** such as that available from Pow Sides rather than waterslide or 'methfix' transfers.

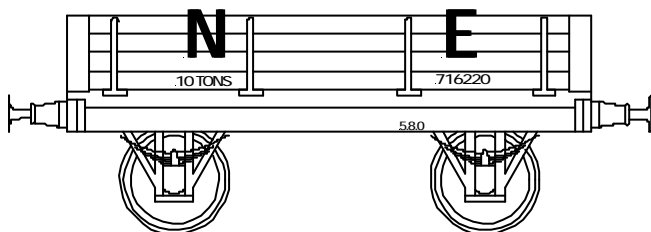
Livery

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 LNER and would remain in a weathered pre-group livery or by that time weathered timber! It is unlikely that any of these wagons would have been repainted into the later LNER livery.

Acknowledgements

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

Sample Numbers

134, 1797, 3098, 7823, 9411,9466, 10005, 16845, 30250, 49679
The LNER added 700,000 to the NBR number.

51L

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North British Railway, North Eastern Railway

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The current version of these assembly instructions will be available on the 51L website: www.51l.co.uk. For further help or information please emails: info@51l.co.uk

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