



The detailed wagon and van kit

The Prototype

The twin bar iron wagon was built at Cowlairs in 1910 with an additional batch the following year. Hurst Nelson produced some 20 pairs in 1911.

The twin bar wagon was a useful vehicle consisting of two wagons permanently coupled by a bar and clevis arrangement. They were mainly used for the transport of iron and steel products but a wide range of other goods were carried when the need arose. The twin bar wagon was not a common user vehicle and many of were branded for return to a specific location such as "Return to Blochairn when empty" for example.

These wagons were a familiar sight in goods yards throughout industrial Scotland and much of Northern England. Whilst it is likely that many would have been in service during the Second World War is known that only a handful of the Cowlairs 1911 batch were in service at Nationalisation.

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 P24

NBR Wagons some design aspects, G W M Sewell P15

A Pictorial Record of LNER wagons, P Tatlow P 90

Interested in the North British

The Membership Secretary:

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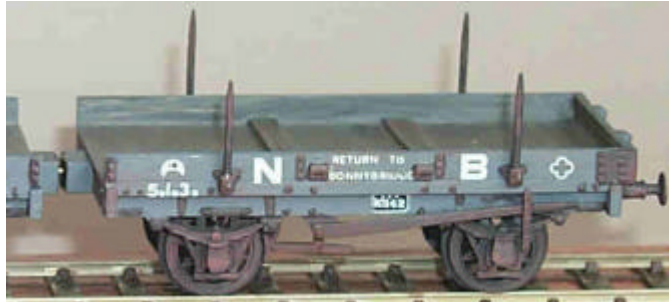
Saltwell Road South

Low Fell

Newcastle on Tyne

North British Railway London and North Eastern Railway British Rail

Diagram 91 (SSA62B) 10t twin bar wagon



Period: from 1911 to c1940

NOTE: includes parts for a pair of wagons

For OO, EM and P4

Requires to complete:

split spoke wagon (12mm) wheels
paint, couplings and 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 or similar. 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 holes to accept the wheel bearings. Attach the axleguards to one side using the solebar detail for guidance. Attach the ends centrally to the underside of the floor. Note the rubbing plate end with notches to the top goes on the floor end marked ///. Ensure the ends are square on to the floor. Fit the first side in place. The sides are handed ensure the corner plate is at the end of the wagon. Check the side is square

on to the floor. Ensure all is level and square. Fix the second side in place. Again, ensure all is level and square. Fit one of the remaining two axleguards in place with its wheel set. Ensure the wheel set is at right angles to the side and is firmly supported by the bearings and runs freely. Bore out or pack the bearing holes as required. When satisfied fix 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.

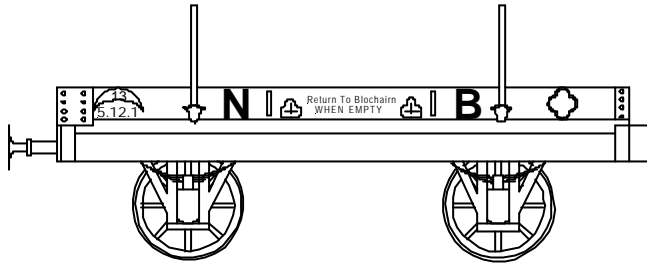
Fit the buffers in place with the bolt heads at the 3, 6, 9 and 12 o'clock positions. Fix the single brake shoe to both sides of the wagon followed by a brake lever. Trim the four bolster pins to length, 12mm, slightly rounding the ends. Drill out the holes in the backing plates on the side's exterior to a depth of 0.6mm depth; and fix the bolster pins in place in the upright position. Repeat for the second vehicle.

The two wagons need to be permanently coupled together. You may wish to do this before or after painting. We suggest afterwards. Cut a length of the 0.9mm wire at least 20mm long. Bend one end at right angles 5mm from the end. Pass the straight end through the holes in the rubbing plates of both wagons. Pull the two wagons together so that they are close coupled. Bend the protruding straight wire at a right angle. This will keep the two wagons together. Fit three link couplings.

Clean and degrease the model, using white spirit before painting. For whitmetal 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 using waterslide or 'Methfix' transfers.

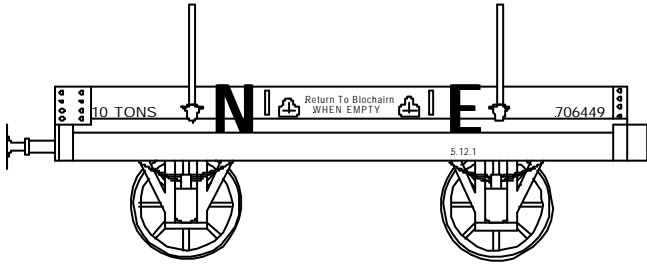
Livery

North British Railway c1911-1923



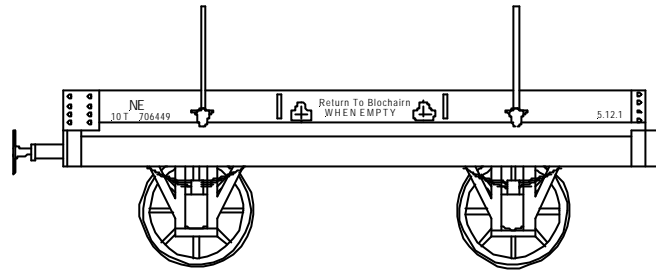
Bodywork, solebars grey, Precision Paint P679
Buffers, drawgear, running gear and sometimes body iron work Black
Letters and numbers White
HMRS sheet 20

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 group, pre-group or timber livery. It would appear unlikely that many wagons were repainted in the 1937 LNER livery.

Sample Numbers

967, 1889, 3139, 3347, 4941, 5480, 6449, 6452, 9025, 9053, 10261, 10277, 10738, 10773, 10909, 10918, 11012, 11136, 12017, 12153, 12543, 12800, 12858.

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.

51L

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North British, North Eastern Railway

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For further help or information please e mail:

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