



The 4mm wagon and van kit

NBRD001

North British Railway
London & North Eastern Railway

Diagram 1 8T Jubilee Mineral Wagon



Period: 1887 to 1940s
For 00, EM, P4 and S4

Features: whitmetal wagon kit, buffers with steel heads
Required to complete: split spoke wagon 12mm wheels, waisted bearings, paint, transfers, three-link couplings

The Prototype

This wagon was introduced in 1887, the year of Queen Victoria's Golden Jubilee, hence the name. It was the NBR's standard mineral wagon towards the end of the 19th century, being superseded by the slightly longer Diagram 26. Most were built in the NBR's Cowlairst Works, with others supplied by R Y Pickering and Hurst Nelson. Originally dumb buffered, new builds from 1895 were fitted with sprung buffers. Many earlier wagons were upgraded similarly and this is the form represented by the kit.

Rather than tolerate private owner wagons on its rails, the NBR dedicated a large number of wagons to specific

collieries' traffic, by a process known as thirling. Such wagons carried both NBR and colliery insignia, and could be used on other traffic when coal shipments were light. These arrangements continued in LNER days. Some wagons are known to have been fitted with raves for coke traffic.

The total number built is not known, but was probably in the thousands. A few survived until the Second World War, and some were transferred to locomotive ash disposal duties, and lettered for the "owning" shed.

Whilst their main area of activity would have been the industrial areas of Scotland and the Border counties of Northern England, their use further south has been documented.

References

LNER Wagons – an Illustrated Overview, P Tatlow p50 (note the drawing is not of Diagram 1)

LNER Wagons Vol 3, P Tatlow pp18-21

Wagons on the LNER North British No1, J Hooper p44

Interested in the North British Railway?

North British Railway Study Group
www.nbrstudygroup.co.uk

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.

Check the fit of your chosen wheel bearings in the axleguards, drilling out if necessary. Fix both ends to one side and ensure all is level and square. Offer up the second side with the wheelsets in place. Ensure the wheels are firmly supported and run freely. When satisfied, fix the second side in place. Again, check that 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 so that the bolt heads are at the 3, 6, 9 and 12 o'clock positions.

Fix a single brake shoe to the left hand wheel on one side of the wagon, in line with the wheel treads. You will need to add packing between the floor and the casting so the centre of the shoe is in line with the centre of the wheel. Add the lever fulcrum casting to the bottom of the solebar, so the pin is facing outwards and is in line with the vertical rod on the shoe casting. Make up and fit the brake lever guide and lever according to the enclosed instructions. You will need to broach out the lever hole so it fits on the fulcrum pin. Note that the top of the lever guide (above bend 6) is fixed to the wagon side, not the solebar. The tab resulting from bend 4 goes underneath the solebar, between the W-iron vertical and diagonal. Repeat for the brake gear on the other side of the wagon.

From the supplied piece of strip, bend up a pair of door bangers. These are roughly J-shaped with a short stem, and are fixed to the solebar and the bottom of the side, on the door centreline.

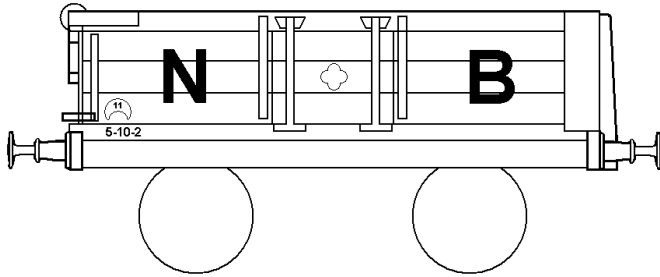
After painting and lettering fit three-link couplings.

Finishing

Clean and degrease the model, using white spirit before painting. Masking off the wheels, spray the wagon overall with a suitable primer, such as Precision Paints PS1. The model should be painted using the livery of your choice (see over). 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.

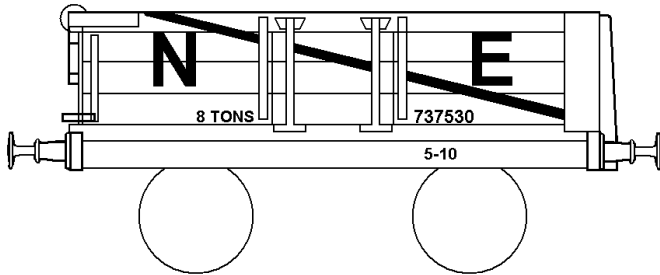
Livery

North British Railway 1887-1923



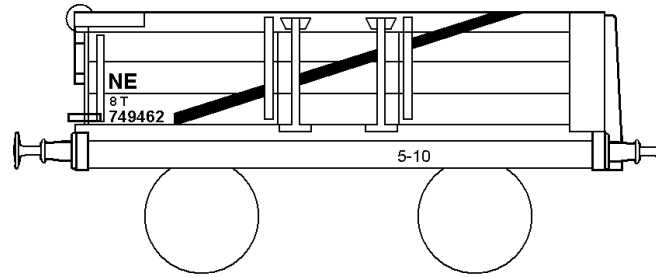
Bodywork, solebars: grey, Precision Paint P679
Buffers, drawgear, running gear: black
Insignia: white, HMRS sheet 20

London & North Eastern Railway 1923-1937



Bodywork, solebars: LNER grey, Precision Paint P66
Underframe, brake levers: black
Insignia: white, HMRS sheet 12, Old Time Workshop sheet 4702

London & North Eastern Railway 1937-demise



Bodywork, solebars: LNER grey, Precision Paint P66
Underframe, brake levers: black
Insignia: white, HMRS sheet 12, Old Time Workshop 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 weathered timber. Some wagons are known to have been painted in the later LNER livery, despite withdrawals taking place around this time.

Sample Numbers

17017, 35028, 35571, 37530, 37716, 46803, 47030, 47161, 48187, 49462, 51500, 55605, 70840, 71825
The LNER added 700,000 to the NBR numbers.

Acknowledgements

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

51L

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GWR and constituents: Cambrian Railways
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LNER and constituents: North British, North Eastern, Great Central, Hull & Barnsley

A later version of these assembly instructions may be available on the Wizard Models website. 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 00, EM and P4.

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