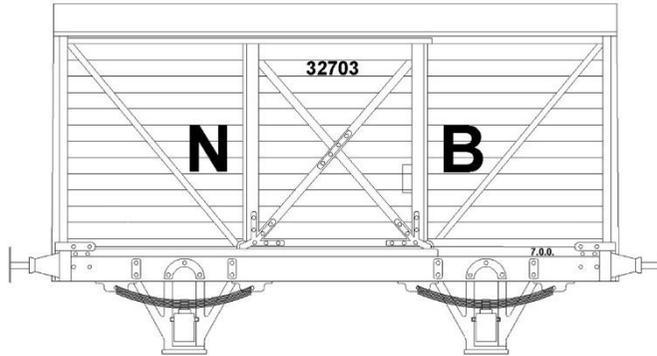




North British Railway
London & North Eastern Railway
British Railways

Diagram 59 (SSA 42B) Covered Goods
Wagon with Unfitted Wooden Underframe



Period: 1906-c1960

For 00, EM, P4 and S4

Features; whitmetal body and details

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

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, either side, and 8-shoe vacuum/Westinghouse brakes were produced.

Our model depicts the wooden underframe version with early (squat oval) or later (tall rectangular) pattern oil axleboxes and a choice of unfitted brake gear. Over 2,000 vans were built between 1906 and 1920, both at Cowlairs and by outside builders. BR inherited 1,117 in 1948.

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

References

A Pictorial Record of LNER wagons, P Tatlow p31

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

LNER Wagons vol.3, P Tatlow pp45-50

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

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

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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. For best results a combination of several techniques will be needed.

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 body is level and square.

Cut the 0.030" plasticard floor to size and fix it in place. Add the buffers with the bolt heads at the 3, 6, 9 and 12 o'clock positions. Bore 0.5mm diameter holes for the door handles. These are pip marked to the right of the doors. Attach the door handles; these are U-shaped, prepared from the supplied 0.5mm wire.

Assemble the W-irons in either the rocking or non-rocking mode as outlined in the enclosed sheet (use the straight bridle bars). The completed W-irons should 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 solebar for positioning; the wheelbase is 38mm (9'6"). Check the rail to buffer centre height, which should be 14mm. If not, add packing to achieve this, but ensure it will 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 Evostik 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. Finally, add your choice of axlebox castings.

Brakes

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

For single shoe brakes: Remove the cast vees and attach the plain filler plates to the solebar fronts. 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 either side brake gear: Attach the two twin brake shoes castings to the solebar interiors, with the right-hand push rod pointing downwards. Attach the vee filler plates to the solebar fronts, thus giving a twin vee on both sides of the wagon. Form two brake cross shafts from the supplied 0.7mm wire (approximately 4mm in length) and thread between the vee pairs and into the brake shoe castings. Lastly form the brake push rod safety loops from the supplied etches. They should have a hockey stick shape with the head pointing outwards.

Following the enclosed instructions, prepare the lever guides 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 for single shoe, or on the vee for either side brake gear.

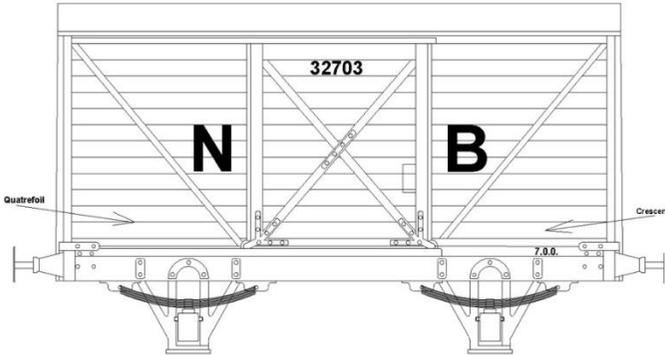
Lightly score along the embossed roof plank lines – this will cause it to form a gentle curve. Offer up the roof to the body and trim it if required. Fix the roof in place. Once set, cover with a sticky label or solvent weld paper on top, trimming the edges to fit.

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 three-link or Instanter couplings.

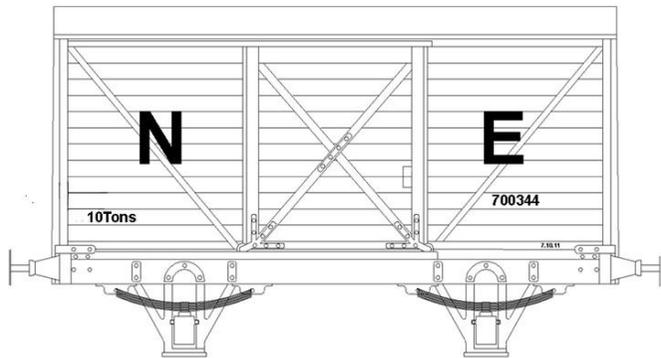
Livery

North British Railway c1900-1923



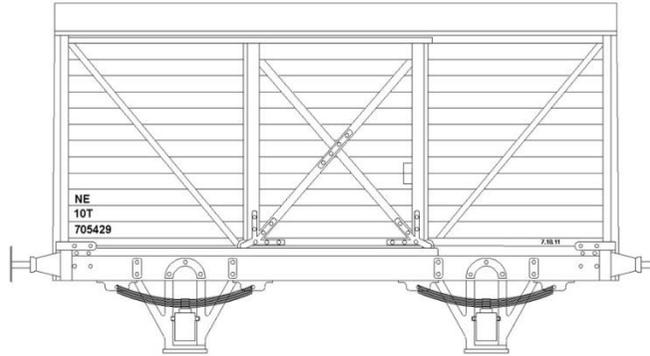
Bodywork, solebars: grey, Precision Paint P679
Roof: white, weathering to grey
Buffers, drawgear, running gear and sometimes body ironwork: black
Insignia: white, HMRS sheet 20

London & North Eastern Railway 1923-1937



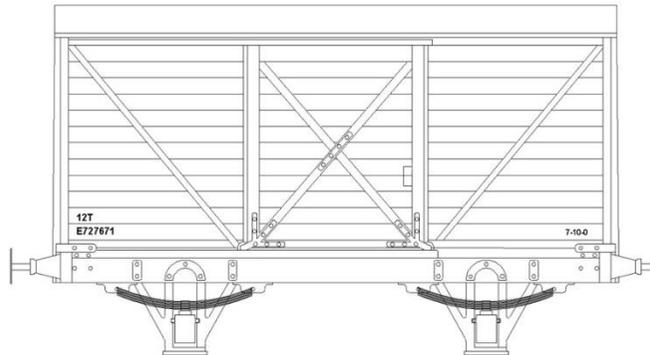
Bodywork, solebars: LNER grey, Precision Paint P66
Roof: white, weathering to grey
Underframe, brake levers: black
Insignia: white, HMRS sheet 12, Old Time Workshop sheet 4702

London & North Eastern Railway 1937-1948



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

British Railways 1948-demise



Bare timber or light grey with lettering on a black patch,
Precision Paint P126
Roof: grey
Insignia: white, Fox FRH 4255, HMRS sheet 25.

Many wagons would not have been repainted by the LNER or BR and would remain in a weathered version of their previous livery or even weathered bare timber.

Sample Numbers

4, 52, 344, 1602, 2374, 2646, 3435, 5429, 6280, 8119, 9704, 9760, 10208, 11115, 11744, 15392, 16230, 21012, 21016, 21111, 21920, 23004, 23246, 23518, 24516, 26060, 26326, 27246, 27445, 27621, 28144, 28372, 29816-29820, 32289, 32703, 37952, 41022, 48285, 48287, 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.

51L

51L has a wide range of locomotive, carriage and wagon kits for the following railway companies

GWR and constituents: Cambrian Railways
LMS and Constituents: North Staffordshire, Lancashire & Yorkshire, Glasgow & South Western, Caledonian Railway, Highland Railway

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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