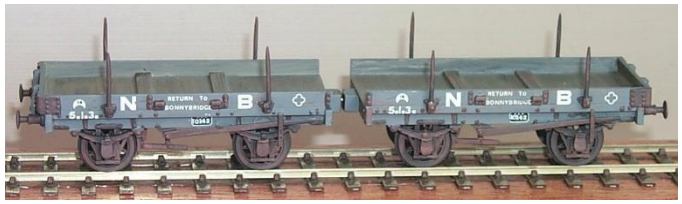
The 4mm wagon and van kit

NBRD091

North British Railway
London & North Eastern Railway
British Railways

Diagram 91 (SSA62B) 10T Twin Bar Wagon



From 1911 to c1950
For 00, EM, P4 and S4

This pack contains one ‘pair’ consisting of two wagons

Features: white metal wagon kit with steel headed buffers
Required to complete: split spoke 12mm wagon wheels, bearings, paint, three-link couplings, transfers

The Prototype

The twin bar iron wagons were first built at Cowlairs in 1910 with an additional batch the following year. Hurst Nelson produced another 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 it 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 p90
LNER Wagons Vol 3; P Tatlow pp72-74

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

Acknowledgements

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

Assembly

Please read these instructions before starting to build your model. Examine all 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 the wheel bearings in the axleguards, drilling out if necessary. Attach the axleguards to one side using the solebar detail for guidance (9’/36mm wheelbase). Attach the ends centrally to the underside of the floor. The inner (rubbing plate) end 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 so ensure the wider corner plate with two lines of rivets is at the outer (buffer) end of the wagon. Ensure all is level and square. Fix the second side in place again ensuring all is level and square. Fit one of the remaining two axleguards in place with its wheelset. Ensure the wheelset is at right angles to the side and is firmly supported by the bearings and runs freely. Bore out or pack the bearing holes if required. When satisfied, fix in place. Repeat for the final 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 next to the left-hand wheel on both sides of the wagon, followed by a brake lever. Trim the four bolster pins to 15mm length (including the base), slightly rounding the ends. Drill out the pop-marked holes in the centre of the top side of the triangular backing plates to suit the peg on the pin base, then fix the bolster pins in place in the upright position.

Repeat all the above for the second vehicle.

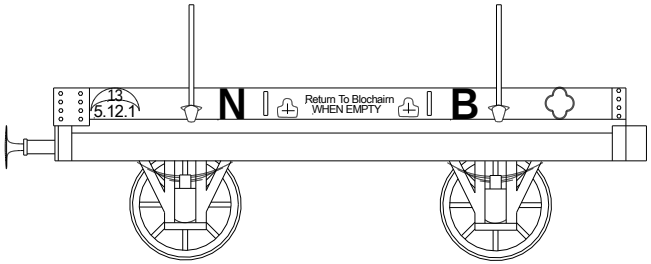
The two wagons now need to be permanently coupled together, which is best done after painting. Cut a length of the 0.9mm wire at least 20mm long. Bend one end at right angles 5mm from the end. Pass the straight end through the holes in the rubbing plates of both wagons. Pull the two wagons together so 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 to the outer ends.

Finishing

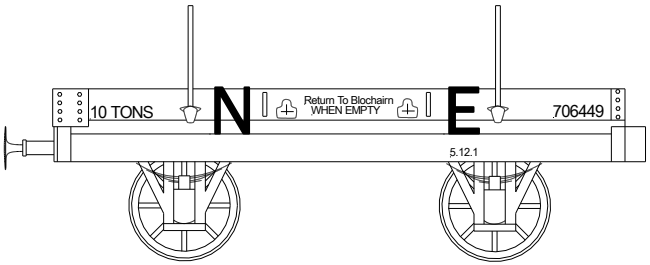
Clean and degrease your wagons prior to painting. Do not use washing up liquid because chemicals to enhance brightness are added which are detrimental to paint adhesion. For white metal wagons the use of an etch primer such as Precision Paints PS1 is necessary. Follow by the wagon colour of your choice. Prior to lettering clean the wagons with a white spirit soaked tissue to remove any surface dust. This is particularly important when dry lettering is to be used.

Livery

North British Railway c1911-1923



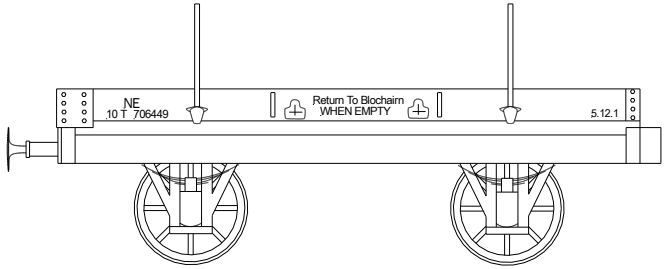
Bodywork, solebars: grey, Precision Paint P679
Buffers, drawgear, running gear and sometimes body ironwork: black
Insignia: white, HMRS sheet 20



London & North Eastern Railway 1923-1937

Bodywork, solebars: LNER grey, Precision Paint P66
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

Many wagons would not have been repainted immediately by the LNER and would have remained in a weathered NB livery for some time. It would appear unlikely that many wagons were repainted in the 1937 LNER livery.

Sample Numbers
Each wagon in a pair had its own number; + indicates wagons known to have been paired.)
967, 1889, 3139, 3347, 4941, 5480, 6449, 6452, 9025, 9053, 10261, 10277, 10738, 10773, 10909+10918, 11012, 11136, 11737+11918, 12107+12543, 12800, 12858.

The LNER added 700,000 to the NBR number.

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

51L

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Wizard Models

Wizard Models stocks a wide range of components and other necessities for the modeller in 00, EM and P4.

Wizard Models Limited
PO Box 70
Barton upon Humber
DN18 5XY
Tel: 01652 635885

Email: **andrew@modelsignals.com**
Shop: **www.wizardmodels.ltd**

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