



The 4mm wagon and van kit

NERDB012

North Eastern Railway  
London & North Eastern Railway  
British Railways

### Diagram B12 12T Plate wagon



from 1911 to 1950s  
For 00, EM, P4 and S4

**Features:** Whitemetal body and detailing parts  
**Required to complete:** split spoke 12mm wagon wheels, waisted bearings, paint, 3-link couplings, transfers

### The Prototype

The NER had an extensive traffic conveying steel plate from the rolling mills to the shipyards and various other users. Over the years, several types of plate wagon were built, the subject of this kit being introduced in July 1911. These wagons were frequently observed in shipyards, fabrication yards and goods yards in North Eastern England.

At the Grouping there were 1318 recorded in service. With the decline of the shipbuilding industry during the Depression, many of these vehicles were put to other uses such as the movement of agricultural machinery. At least one wagon, 78686, was legended 'Return to Ipswich' for such a purpose. A number (including G498 and 76019), were converted in 1914 to carry larger plates by cutting down their sides and adding 20' trestles. Similar conversions were made in 1920 to 14710, 17225, 75879, 79013 and 80886. A 27' length

trestle was fitted on this occasion. The LNER coded these vehicles Trestle C.

These wagons had a long life and 664 survived to Nationalisation. Whether any received the new BR livery is unknown, but it is unlikely.

### References

British Goods Wagons from 1887 to the Present Day, Essery, Rowland & Steel p49

North Eastern Record Volume 2, p84

LNER Wagons Vol. 2, Tatlow, pp94-95

### Interested in the North Eastern Railway?

North Eastern Railway Association  
[www.ner.org.uk](http://www.ner.org.uk)

### Assembly

Please read these instructions before starting to build your kit. Examine all the parts and familiarise yourself with their assembly. Remove any moulding flash and ensure all parts fit correctly. Check the fit of the wheel bearings and bore out the axleguards if required with a 2mm diameter drill. Carry out a dummy run before commencing building.

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. A combination of several methods will give the best results.

Fit the ends to one side, ensuring all is level and square. Fit the other side with the wheels in position. Carry out a dry run first. If satisfied, fix the wheel bearings in place using superglue. Secure the second side in place with wheels and bearings, and again check all is square using a flat surface such as a glass sheet. If required, gently tweak the wagon to bring all four wheels into contact with the glass surface.

Cut the plasticard floor to shape and add microstrip battens at 2' (8mm) centres across the floor. Glue the floor in position.

Fit the buffers to the ends with the bolts at the 12 o'clock, 6 o'clock and 9 o'clock positions. Cut the brass wire to fit between the vees ensuring a slight overlap at each side, but do not secure it in place yet. Fit the brake shoe/safety loop assembly to the inside of the vee iron using the brass wire cross-shaft for alignment. Attach the cross-shaft in place. Finally, attach the brake levers, ensuring the Morton cam brake lever is on the brake shoe side of the wagon.

### Finishing

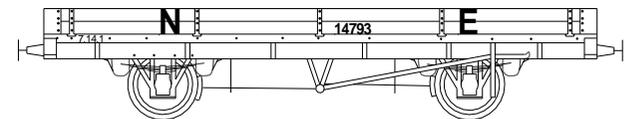
Clean and degrease your wagon prior to painting. For white metal wagons the use of an etch primer, such as Precision Paints PS1, is necessary. Follow by the wagon colour of your choice (see over).

Prior to lettering clean the wagon with a white spirit soaked tissue to remove any surface dust. This is particularly important when dry lettering is to be used.

### Livery

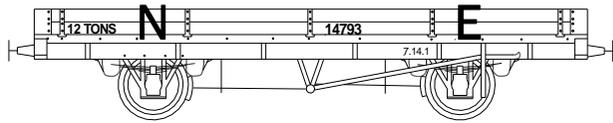
Letter your wagon to suit your period. Suitable lettering is available from HMRS, Modelmaster and Powsides; paint from Precision Paint for the NER, LNER and BR periods. It will be appreciated that many wagons would not have been repainted immediately by their new owners and the earlier livery could have lasted for many years.

### North Eastern Railway 1911-1923



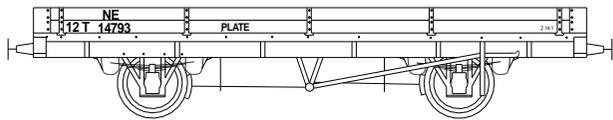
Bodywork and solebars: NER grey, Precision Paint P530  
Underframe/brake levers: black  
Letters and numbers: white, Powsides sheet E262, Fox FRH 4325

## London & North Eastern Railway 1923-1937



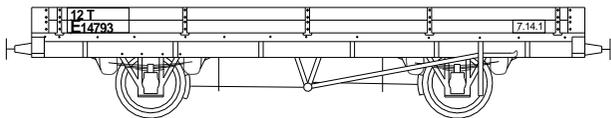
Bodywork and solebars: LNER grey, Precision Paint P66  
Underframe/brake levers: black  
Letters and numbers: white, HMRS sheet 12, Old Time Workshop sheet 4702

## London & North Eastern Railway 1937-1948



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

## British Railways 1948-demise



Bodywork and solebars: grey, Precision Paint P126 or weathered timber  
Underframe/brake levers: black  
Letters and numbers: white on black patch, HMRS sheet 25, Modelmaster sheet 4606

## Sample numbers

Running numbers include (build date in brackets):  
G403-502 (1912); 5275, 17134, 17161, 17303, 17513,  
(all 1913); 4480, 14495, 14744, 60275, 60405 (all 1916);  
30523 (1920); 83941 (1922).

LNER renumbering: G403-502 became 116403-502;  
other numbers unchanged. BR added an E prefix to  
these numbers.

## Acknowledgements

51L thanks Michael Grocock and Clare and David  
Williamson for their help in preparing this model.

## 51L

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Barnsley Railway, North British Railway, North Eastern  
Railway

A more recent version of these assembly instructions  
may be available on the Wizard Models website.

For further help or information please email:

[andrew@modelsignals.com](mailto:andrew@modelsignals.com)

## Wizard Models

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

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