



The 4mm wagon and van kit

NBRD119

North British Railway
London & North Eastern Railway
British Railways

Diagram 119 (SSA 53B) 12T Loco Coal Wagon



Period: 1920 to 1960s
For 00, EM, P4 and S4

Features: whitmetal body and detailing parts, steel headed buffers.

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

The Prototype

In common with most other railway companies, the NBR earmarked certain wagons for transporting locomotive coal. Originally, these were ordinary mineral wagons of the day duly lettered for this traffic. Often any old wagon would do.

However in 1920 the NBR purchased from Hamilton Wagon Company a fleet of 260 12T wagons especially for this traffic. The design was essentially identical to the D97 16/18T mineral wagon, but with both ends solid rather than one having a door. A second order for 250 was placed with Pickering's making a total of 510 built.

These wagons were numbered in their own 70,000 series and lettered for loco coal. Lettering varied from

batch to batch some carrying the legend "Loco Coal Only" with the quatrefoil but no other proof of ownership, and some "Loco Coal" with the more usual "NB" lettering.

This wagon was a long-lived vehicle, with over 400 passing to British Railways. Many of these lasted until the end of the steam era in the 1960s.

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, pp6, 51

NBR Wagons some design aspects, G W M Sewell pp29-31.

LNER Wagons, an Illustrated Overview, P Tatlow, p55 (actually D97)

LNER Wagons vol. 3, P Tatlow, pp35-36

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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. Just tack them in place for now, in case they need to be adjusted later. Fix two axleguards to one side, aligning them with the crown

plates on the outside of the solebar which should ensure the axle spacing is the correct 36mm (9"). Now assemble the body: properly join one end to the side with the axleguards, and tack the other end to the other side. Bring the two halves together and tack them to each other. Ensure all is level and square, and properly make the three remaining joints. Take one of the remaining axleguards and tack it to the body, trapping a wheelset in place. Ensure the wheels are firmly supported and run freely (adjust the bearings if needed – use 8BA washers as packing if they are too far apart), and that the axle is horizontal and perpendicular to the side. Do the same for the last axleguard and wheelset, ensuring that the axles are parallel to each other. When satisfied, properly fix the bearings and axleguards 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 the either side brake gear to each side of the wagon using the interior vee as a guide, and note that the right-hand push rod should point downwards. Attach the exterior vees in place. Drill 0.5mm through the two sets of three parts, and run the 0.5mm brake cross-shaft through all six holes. Fit the brake levers, then remove the central portion of the cross-shaft, but don't throw it away. Form the push rod safety loops from the supplied fret. They were usually U shaped and fitted over the push rod adjacent to the brake shoe. However, the exact position and shape was variable and this component was easily damaged in service.

Drill out the handrail holes (0.5mm), pop marked on the right hand of each side. Form the handrails from the removed cross-shaft wire and secure in place.

After painting and lettering fit three-link couplings.

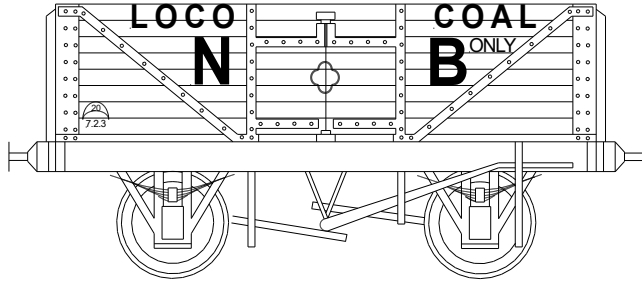
Finishing

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 (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.

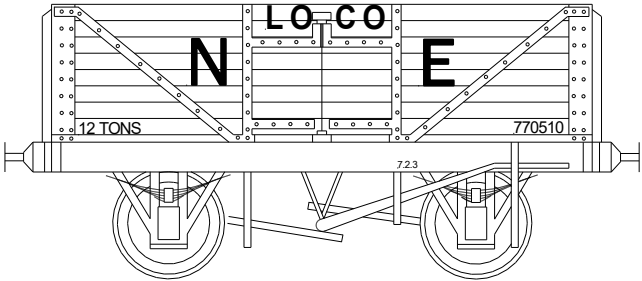
Livery

North British Railway 1920-1923



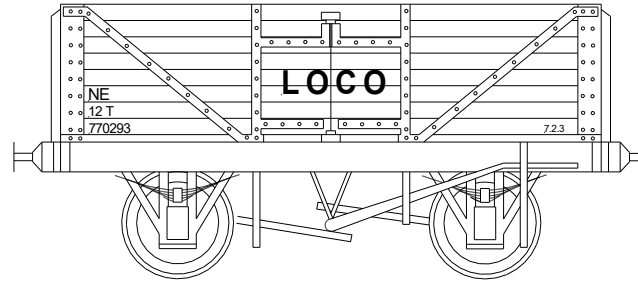
Bodywork, solebars: grey, Precision Paint P679
Buffers, drawgear, running gear and sometimes body ironwork: black
Insignia: white, HMRS sheet 20; some wagons were lettered with the quatrefoil symbol but no NB.

London & North Eastern Railway 1923-1937



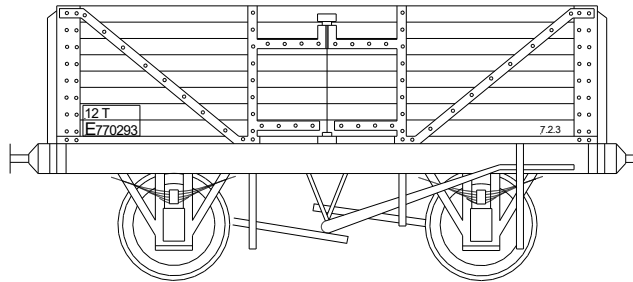
Bodywork, solebars: LNER grey, Precision Paint P66
Underframe, brake levers: black
Insignia: white, HMRS sheet 12, Old Time Workshop sheet 4702

London & North Eastern Railway 1937-1948



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

British Railways 1948-demise



Light grey, Precision Paint P126; or bare timber with lettering on a black patch
Insignia: white, HMRS sheet 25, Modelmaster sheet 4619

It will be appreciated that many wagons would not have been repainted by the LNER or BR and would remain in a weathered Group or pre-Group livery or even just weathered timber.

Numbers

70001-70510

The LNER added 700,000 to the NB number. BR prefixed the LNER number with E.

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

Acknowledgements

51L thanks members of the North British Railway Study Group for their help 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
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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.

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