



The 4mm wagon and van kit

NBRD043L

North British Railway  
London & North Eastern Railway  
British Railways

### Diagram 43 (SSA 77B) 10T Tube Wagon – Oil Axleboxes



Period: 1905 to 1950s  
For 00, EM, P4 and S4

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

#### The Prototype

First ordered in 1902, these wagons were used to carry all manner of goods, including pipes, tubes and metal finished products from manufacturer to final customer. Some were legended for specific locations such as “Return to Coatbridge (Sheepford)” in NBR days and “Empty to Stanton Iron Works” in LNER days; others were just plain “Tube”.

Diagram 43 was produced at Cowlairs and the first batch was probably delivered in 1903. Some were later fitted with oil axleboxes, and this is the subject of this kit. The earlier grease axlebox version is also part of the 51L range (NBRD043E).

They were a long-lived wagon with many making it to the 1940s and several still being around in the 1950s.

#### References

A Pictorial Record of LNER wagons, P Tatlow p77-78

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

LNER Wagons Vol.3, P Tatlow pp75-77

NBR Wagons some design aspects, G W M Sewell p12

Wagons on the LNER North British No1, J Hooper p20

#### Interested in the North British Railway?

North British Railway Study Group  
[www.nbrstudygroup.co.uk](http://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) may be useful to clean up flash marks. 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 the wheel bearings in the axleguards, drilling out if necessary. Fix both ends to one side and ensure all is level and square. Fit 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 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 V in place. Drill 0.7mm through the two sets of three parts, and add a short brake cross-shaft to each side from the supplied 0.7mm brass wire. If not already present as part of the castings, form the brake 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. Lastly fit the brake levers.

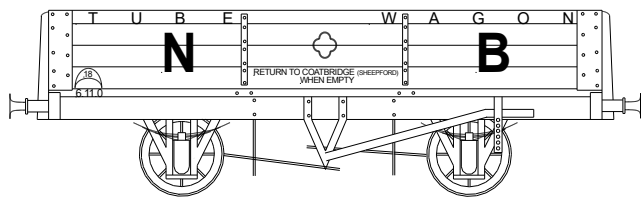
After painting and lettering fit three-link couplings.

#### 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.

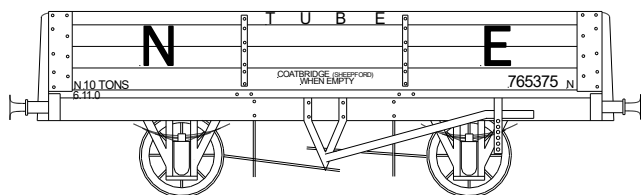
## Livery

### North British Railway 1903-1923



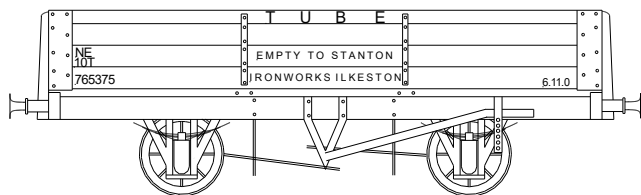
Bodywork, solebars: grey, Precision Paint P679  
Buffers, drawgear, running gear and sometimes body ironwork: black  
Insignia: white, HMRS sheet 20

### London & North Eastern Railway 1923-1937



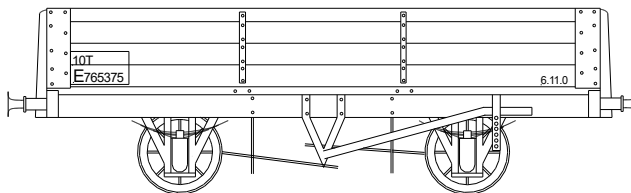
Bodywork, solebars: LNER grey, Precision Paint P66  
Underframe, brake levers: black  
Insignia: white, HMRS sheet 12, Old Time Workshop sheet 4702

### London & North Eastern Railway 1937-1948



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

Many wagons would not have been repainted immediately by their new owners and would have remained in a weathered version of their previous livery or even bare weathered timber.

## Numbers

65276-65375, but which had grease and oil axleboxes is not known.

In LNER days NBR wagons were renumbered by addition of 700,000 to the NBR number. BR added an E before the LNER number.

## Acknowledgements

51L thanks members of the North British 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  
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.

## 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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