The 4mm wagon and van kit

HBRD013

Hull & Barnsley Railway
London & North Eastern Railway

Diagram 13 (LNER 9912) 10T Covered Goods Wagon



Period: 1885 to 1930s
For 00, EM, P4 and S4

Features: whitemetal sides, ends and details, etched W-irons, plasticard roof, buffers with steel heads
Required to complete: split spoke wagon 12mm wheels, bearings, paint, transfers, three-link couplings

The Prototype

This kit represents the Hull & Barnsley Railway's first design of goods van. Thirty were built by Brown Marshall & Co in 1885, ready for the opening of the line. They were fitted with twin shoe single sided brake gear, which would have been changed to each side twin shoe in later years as the Board of Trade regulations changed.

A further batch of 25 was built by Stableford's in 1888, but these were fitted with single sided "Scotch" brake gear. Use 51L's HBRC003 levers and HBRC004 shoes if you wish to model a wagon from this batch. Again, the brake would later have been fitted to both sides to conform to the new regulations.

Between 1902 and 1920, wagons from both batches were rebuilt to diagram 18, which featured a taller and wider body.

All 55 vans probably passed via the NER to the LNER in 1923, but all had been withdrawn by the end of 1940.

References

LNER Wagons Volume 2, P Tatlow pp14-15

Interested in the Hull & Barnsley Railway?

http://www.hullandbarnsleyrailway.org.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.
Open out the coupling hook holes in the ends to suit your choice of dummy or working hooks. Fix one side to an end, ensuring that the end is vertical and the two parts are at right angles to each other. Repeat for the other side and end. Join the two halves together, checking carefully for squareness. Fit the buffers, with the bolt heads in the 3, 6, 9 and 12 o'clock positions.

Build the W-irons according to the enclosed sheet, using the straight bridle bars. Ensure they will fit between the solebars, filing the latter back if necessary. You will probably need to take a lot of material off at the rocking end. Fit the 0.030" plasticard floor, which rests on the ledges inside the body. Use epoxy resin to fit one of the small 0.020" plasticard rectangles to each support plate. Laminate another rectangle to each one with your usual plastic solvent. Use solvent to secure the fixed end unit in place, lining up the axleboxes with the springs. Repeat for the rocking end. File a bit off the top and/or rear of the axlebox castings to make the unit rock properly.

Open out the hole in a brake shoes casting to 0.7mm. Fit the casting onto the cast bar on the rear of a solebar; the casting will need to come a little bit away from the solebar if you are modelling in 00. Add the brake lever, securing one end to the vee and the lever guard to the solebar. As this leaves a long length of brake lever "floating", you may wish to tack the outer end to the solebar via a small spacer block as well. Add a brake cross shaft between the vee and shoe casting from the supplied 0.7mm wire. Fold up two brake safety loops. Place them around the brake push rods and fix their ends to the top bar of the shoe casting. Repeat this whole section if modelling a van fitted with each side brake gear. If not, remove the vee and the straps from the other solebar.

Lightly score along the embossed roof plank lines – this will cause it to form a gentle curve. Offer up the roof to the body – it is likely that ½mm will need trimming off both long edges. Fix the roof in place. Once set, cover with a sticky label or solvent weld paper on top, trimming the edges to fit.

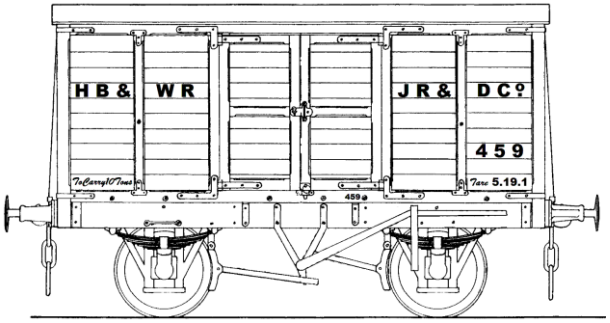
After painting and lettering fit three-link or automatic couplings as desired.

Finishing

Clean and degrease the model, using white spirit before painting. Mask off the wheels and spray the wagon overall with a suitable 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.

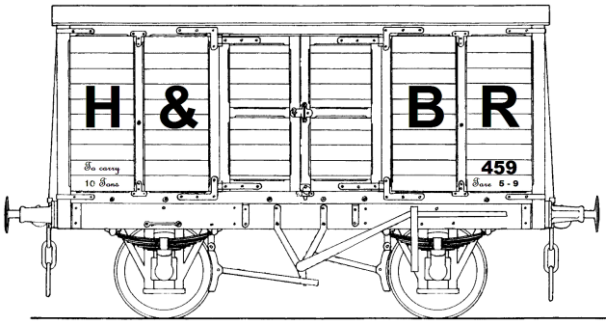
Livery (the drawings are to 4mm scale)

Hull & Barnsley Railway 1885-1905



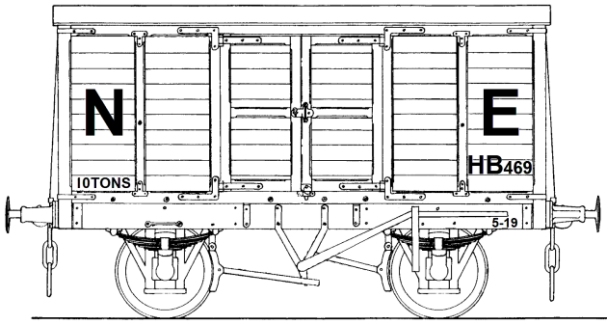
Bodywork, solebars: lead grey
All ironwork: black
Insignia: white

Hull & Barnsley Railway 1905-1922



Bodywork, solebars: lead grey
All ironwork: black
Insignia: white

London & North Eastern Railway 1923-withdrawal



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

It is thought unlikely that any wagons would have been painted in NER livery following the 1922 takeover, or in the 1937 LNER livery.

Numbers

1885 batch: continuously between 451-480
1888 batch: continuously between 1546-1570

The NER prefixed the number with a larger “HB” as shown above, and this number remained unchanged by the LNER.

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

Wizard Models

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Wizard Models also stocks a wide range of components and other necessities for the modeller in 00, EM and 18.83mm.

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