51L *The 4mm wagon and van kit*

HBRD015

Hull & Barnsley Railway
London & North Eastern Railway

Diagram 15 (LNER 9914) 10T Ventilated Covered Goods Wagon



Period: 1897 to 1940s
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 diagram of ventilated goods van. As supplied, it covers the batch of 20 built by Nelson in 1897, which had 3-link couplings, no through brake or steam piping and single sided 'Scotch' brake gear. A second set of brake gear is included to cover the change to either side brake gear in later years as the Board of Trade regulations changed.

The kit may be modified to the first batch of 25 built by Brown in 1890 by adding through vacuum, Westinghouse and steam pipes, screw couplings, and diagonal washer plates to the body as shown in the sketches overleaf. Modification to the 1893 Oldbury built batch is also possible (as for the Brown batch, but no Westinghouse pipes), but note that these had Mansell 3'7" wheels, and were all vacuum fitted in 1905.

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

All unrebuilt diagram 15 vans probably passed via the NER to the LNER in 1923, but all had been withdrawn by 1946.

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 ribs at 45° to the vertical.

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 vee to 0.5mm and fix a brake lever in place. File off the pip on the outside of the vee and re-drill through the lever and vee to 0.5mm. Solder a 0.5mm brake shaft through the hole, and thread on the brake shoe casting from the rear. Adjust the shoe's position to suit your wheel gauge, then fix it in place on the shaft, and glue the base to the wagon floor. Trim the ends of the shaft leaving a pip on the outside of the vee. Repeat this whole section if modelling a van fitted with either side brake gear. If not, remove the vee and the straps from the other solebar.

Mark out and drill pilot holes for the four roof vents – 14.5mm from each end, and on the line between the fourth and fifth planks from each side. 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, open out the pilot holes to 1.5mm (drilling them perpendicular to the roof arc, not vertical), then cover the roof with a sticky label or solvent weld paper on top, trimming the edges to fit. Fix the ventilators in place; the points face across the wagon, not along it.

Despite being mostly unfitted, these wagons were fitted with lamp irons: two at each end on the bottom body plank, one being on the centre line and the other slightly inboard of the left hand buffer.

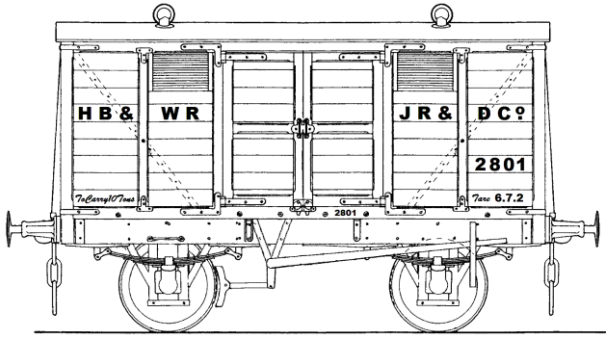
After painting and lettering fit three-link or automatic couplings as desired.

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.

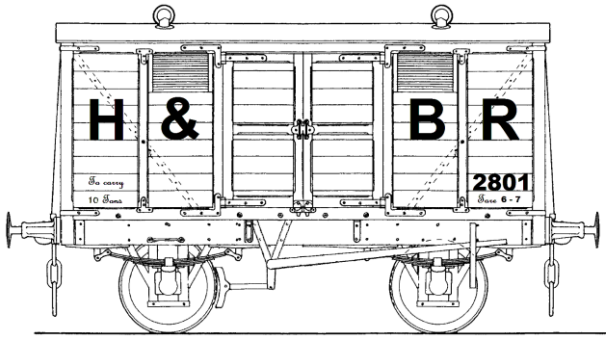
Livery (the drawings are to 4mm scale)

Hull & Barnsley Railway 1890-1905



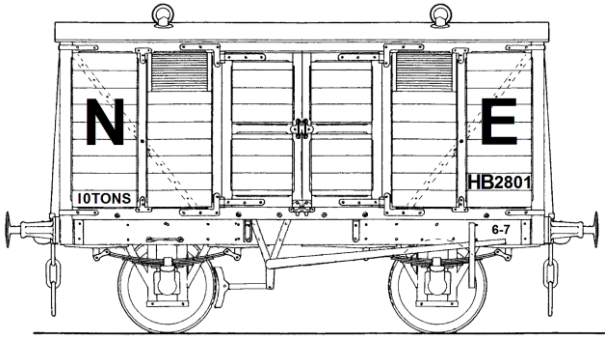
Bodywork, solebars: lead grey
All ironwork: black
Insignia: white

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, and few in the 1937 LNER livery.

Numbers

1890 batch: continuously between 1886-1910
1893 batch: continuously between 2221-2245
1897 batch: continuously between 2791-2810
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. For further help or information please email: **info@wizardmodels.ltd**

Wizard Models

Wizard Models 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: Great Central, Hull & Barnsley, North British, North Eastern

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

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

Email: info@wizardmodels.ltd
Shop: **www.wizardmodels.ltd**

Version: 2.02 Issued: November 2026

© Wizard Models Limited 2026