PARKSIDE DUNDAS

Instruction Sheet **PS01 NBR 'JUBILEE' MINERAL WAGON (Diagram 26)**
PS02 NBR 8 TON GOODS VAN (Diagram 10)

Preparation

Basic items required are craft knife, tweezers, pliers, light flat and round files, liquid plastic cement , 'super glue' and paints.

Construction

The exploded diagram shows the 'Jubilee' coal wagon and is also used for the chassis of the Goods Van. Goods

'Jubilee' Coal Wagon

Fit the floor **(14)** to the ledge on the back of the buffer beam of the fixed end **(8).** Add the sides **(1)** and **(7).** The foot of the sides should lie 1 mm below the underside of the floor. Add the end stanchions **(9).**

Drill two 1/32" holes right through the end door **(3)** starting from the holes already in the door on its vertical framing. Fit the other buffer beam **(2),** the end door **(3)** and the top bar **(6).** There is a gap between the door top and the top bar. Add the door ring mounts **(4)** to the top bar **(6)** in line with the vertical framing on the end door. Parts **(4)** are found adjacent to the fixed end **(8)** on the sprue.

Make two loops **(5)** using the brass wire by twisting round a 5mm or larger drill. Slip these over the door ring mounts **(4)** with their ends going into the holes on the end door **(3).**

Goods Van

Fit the floor onto the ledges on the back of the buffer beams, then add the sides. The foot of the sides should lie about 1mm below the underside of the floor.

Fit the roof supports equally spaced along the sides, with their tops level with the tops of the ends. Add the roof.

Chassis

Fix the 'W' irons **(23)** in place on the solebars **(15)** using the springs and spring shackles to line them up. Cut back the axle box tops **(18)** as shown and add the lid **(19).** Press the bearing cups **(17)** fully into the axle boxes **(18, 19).** Cement the solebars into place against the bottom inside edges of the buffer beams. They should be 41.5 mms apart, back to back. Push the axle boxes **(18, 19)** in from behind the 'W' irons **(23).** Check that they move freely up and down, then insert the wheels **(16)** and check that they turn freely. Make up the brake gear **(20 & 21)** cemented to the packing piece **(22)** and fix into place with the brake shoe in line with the adjacent wheel. Note that the 'Jubilee' wagon would as built have brake gear on side only. In later life brake gear was generally added to the other side and this would the usual style observed by 1920. The 8 Ton Goods Van would be built with brakes on both sides.

Add the brake lever guides **(26)** to the brake levers **(24)** - choose the short levers for the 'Jubilee' Mineral Wagon and the long levers for the Goods Van. Fix the brake lever pivot **(25)** to the underside of the solebar **(15)** as shown in the drawings , attach the lever **(24)** and cement the lever guide **(26)** to the solebar **(15)** as indicated in the drawings. Choose the short brake lever for the 'Jubilee' Mineral Wagon and the long lever for the Goods Van.

Make up the three link coupling chains **(10),** attach them to the hooks **(11)** through the hole and slide the hooks through the hole in the buffer beams. Slip on the springs **(13)** and bend over the inner ends of the hooks to secure the springs.

Assemble buffers. Slide the spring **(27)** onto the shaft **(29)** and secure in the buffer body **(28)** with the 12ba nut **(26).** Fit into the holes on the buffer beam. The buffer head should project 10.5mm from the buffer beam.

Painting and Lettering

Both NBR and LNER wagons were painted a similar grey colour on their bodies, solebars and bufferbeams (Railmatch 624), although it is clear from photographs that both Companies also utilised lighter shades. Running gear including buffers was black in both cases. The brake lever handles were painted white by the LNER. See the drawings for livery details. The NBR did not generally paint numbers of open wagons on their sides but relied on the solebar number plate. The LNER painted tare weights on the solebar to the right of the door. The diagonal stripe on the LNER mineral wagons runs diagonally upwards towards the end door.

This kit is supplied with self adhesive transfers. Ensure that the completed model is free from dust and grease. Remove the protective tissue and with a sharp knife cut lightly round the transfer required but not through the thick backing paper. Lay the transfer gently on the model, adjust to the final position and then press down firmly. Soak the tissue with water and peel off after 20 -30 seconds. Wash of gum and blot dry. Varnish if wanted. Cellulose varnish should only be air brushed on.

Historical

The 'Jubilee' mineral wagons were constructed from 1887 (Queen Victoria's 50th year on the throne) until Edwardian days by both the NBR and private wagon builders. Many wagons of this type were also owned by coal masters and merchants. Early examples had dumb buffers, but NB owned examples in traffic had been converted to sprung buffers by the Great War. Being a robust wagon they were long lived and few even lasted into Nationalisation. Sample numbers (wagons lasting into BR times) 591, 16936, 37238, 46831, 63477, 72580.

The 8 Ton Goods Vans were built in the period 1893 – 1903. Being of a relatively low capacity most were withdrawn in the 1930's, although a few survived into the last days of the LNER. Sample numbers 2633, 3040, 10198, 21187, 23411.

Under the LNER, the North British numbers above had 700,000 added.

References: Wagons of the LNER North British, Hooper, Irwell Press. NBR Album, Maclean, Ian Allan. LNER Wagons, Tatlow, OPC.

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