

PARKSIDE DUNDAS

Instruction Sheet

PS06 NBR 4 PLANK GOODS WAGON (Diagram 9B)

Preparation

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

Construction

On the buffer beam on the ends **(2)**, there are four bolt heads around the coupling mounting. Trim off a diagonal pair of these from one end and on the opposite end trim off the other diagonal pair. These represent the ends of two rods which run the length of the wagon.

Fit the floor **(8)** to the ledge on the back of the buffer beam on the end **(2)**. Add the sides **(1)** and the remaining end **(2)**. The foot of the sides should lie 1 mm below the underside of the floor. Add the end stanchions **(3)**.

Fix the 'W' irons **(17)** in place on the solebars **(9)** using the springs and spring shackles to line them up. Cut back the axle box tops **(12)** as shown and add the lid **(13)**. Press the bearing cups **(11)** fully into the axle boxes **(12, 13)**. Cement the solebars into place against the bottom inside edges of the buffer beams. The solebars should be 41.5mm apart, back to back. If necessary adjust the tabs at the ends of the solebars to achieve this measurement. Push the axle boxes **(12, 13)** in from behind the 'W' irons **(17)**. Check that they move freely up and down, then insert the wheels **(10)** and check that they turn freely. Make up the brake gear **(14 & 15)** cemented to the packing piece **(16)** and fix into place with the brake shoe in line with the adjacent wheel. Note this wagon would as built have brake gear on side only. In later life from brake gear was generally added to the other side and this would be the usual style observed by 1920.

Add the brake lever guides **(20)** to the brake levers **(18)** - choose the longer levers. Fix the brake lever pivot **(19)** to the underside of the solebar **(9)** as shown in the drawings, attach the lever **(18)** and cement the lever guide **(20)** to the solebar **(9)** as indicated in the drawings.

Make up the three link coupling chains **(4)**, attach them to the hooks **(5)** through the hole and slide the hooks through the hole in the buffer beams. Slip on the springs **(7)** 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 (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.

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 basic design of this wagon goes back to the 1870's. It is a rebuild of NBR Diagram 55 to give centre drop doors. The capacity of these rebuilt wagons was raised from 8 to 10 tons, although the LNER may have reduced some again to 8 tons. The NBR still listed the rebuilt wagons as Diagram 55, but the LNER gave them a separate number of 5B. The records show 49 vehicles in service in 1939, with the last survivor withdrawn in 1949.

Sample numbers: 2194, 7598, 8767, 14047, 134234. 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.

