

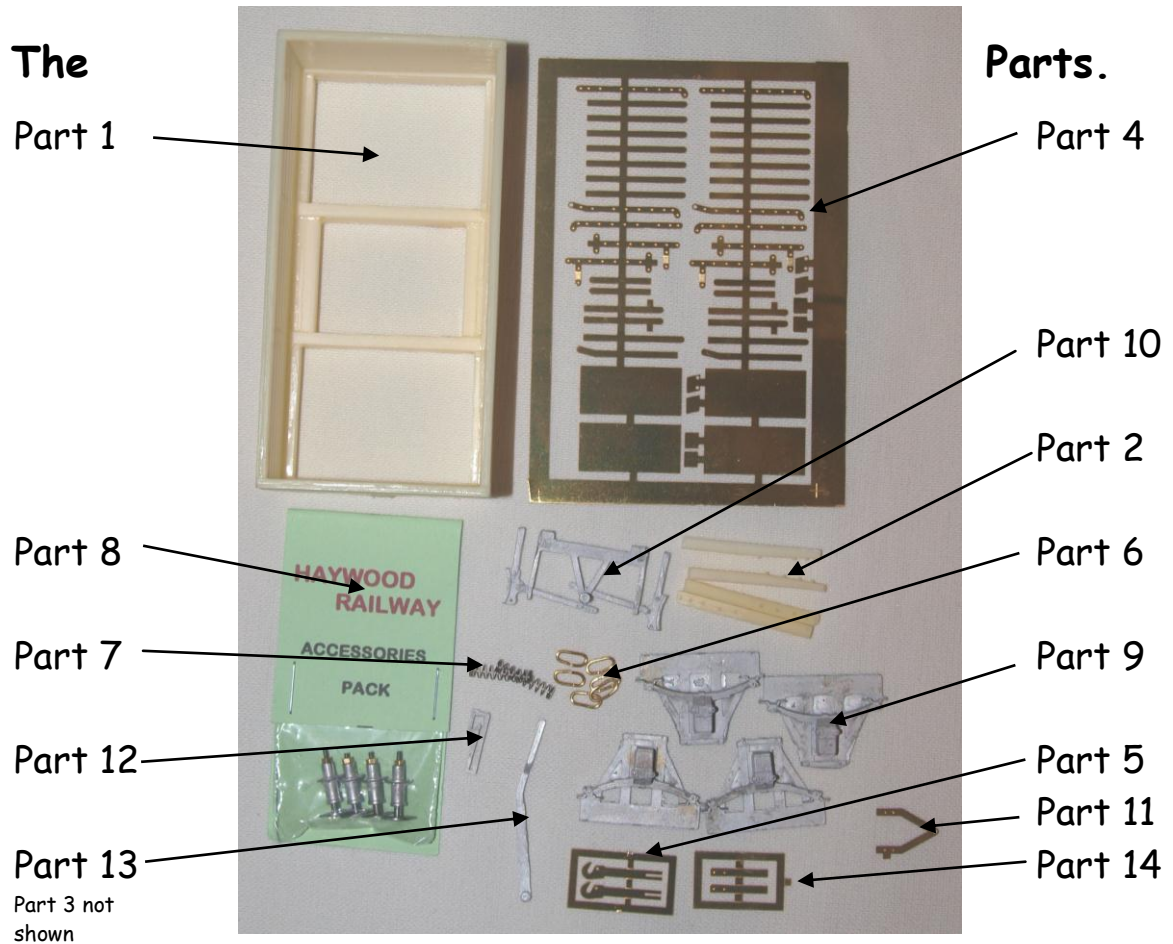
Furness Railway Wagon Co.

Midland Railway/S&DJR/LSWR/LMS/SR/BR

1901 Diagram D301 10ton

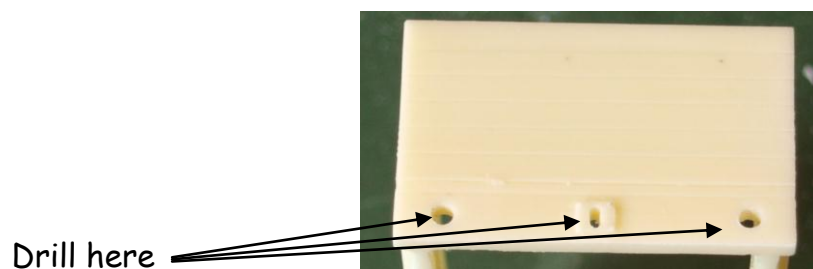
6 Plank Coal Wagon

Wheels, paint and transfers required to complete.

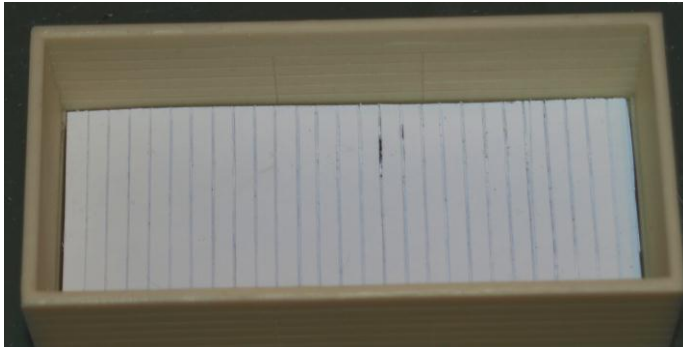
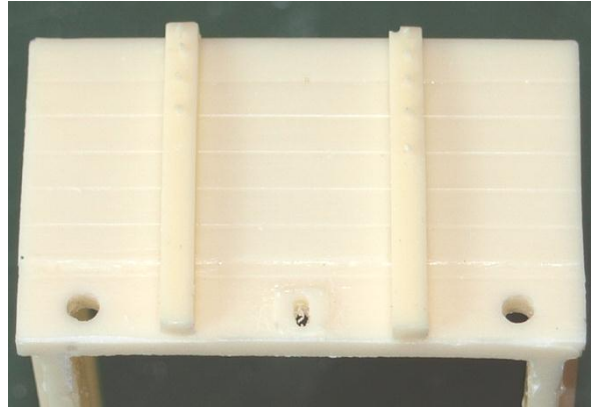


Wagon Construction.

1. Clean up the wagon body (part 1) by removing any excess material.
2. Drill out the holes, both ends, for the buffers and coupling hooks as shown.

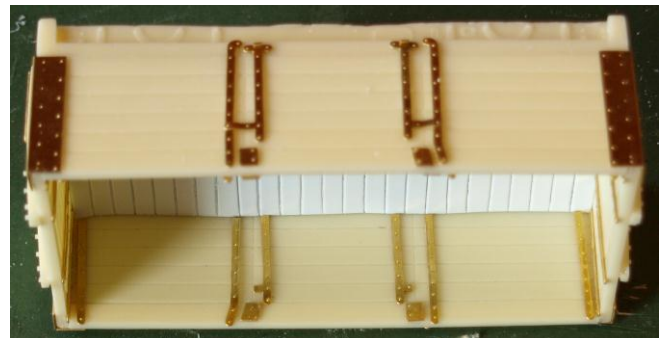


3. Attach the end support castings (part 2).

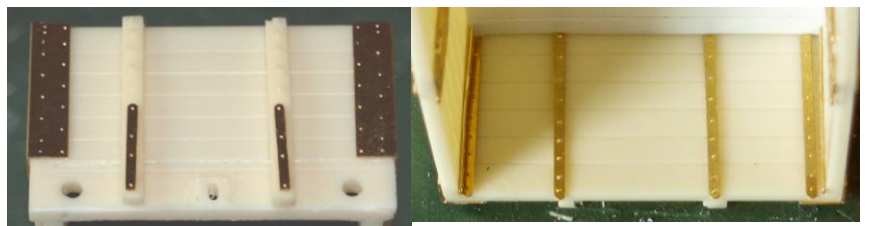


4. Next clean up and fit the floor (part 3).

5. Fit the etched strapping (part 4), as shown. Care is required not to get too much glue on the strapping as this could cover the strapping.



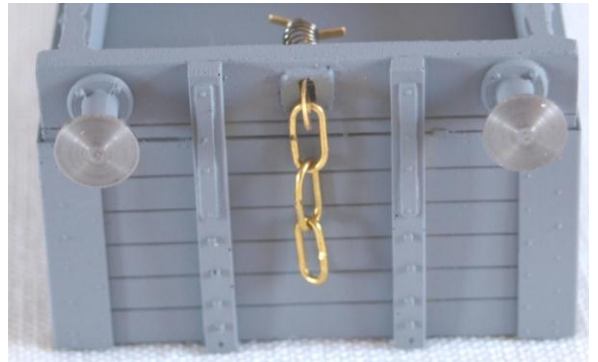
Note this kit can build the Midland Railways prototype 6 plank wagon which has a through top plank.



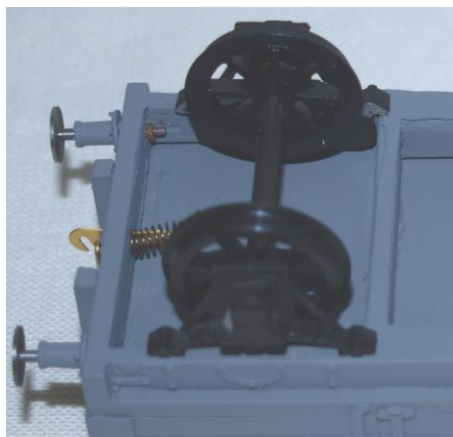
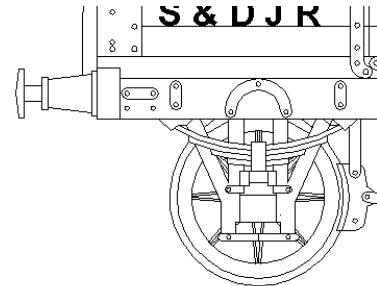


6. Drill out the holes, both sides, for the top plank handle and latch hooks then bending up four wire loops to fit as shown. (this is for the MR/S&DJR wagon with the lifiting top plank only)

7. Next, assemble the links (part 5) on to the coupling hook (part 6) and push through the slot. Now push the spring (part 7) over the back of the back of the coupling hook and bend the tags over to secure the spring in place. Repeat for the other hook. Now fix the four buffers (part 8) into the holes in the buffer beam using two part epoxy, as shown. Repeat for the other end.



8. Assemble a wheel set consisting of: 2 x W-iron's (part 9), 2 x bearing's and 1 x wheel/axle unit, do not glue the bearings into the W-irons at this stage. Again

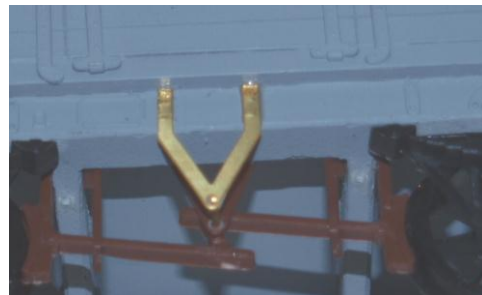
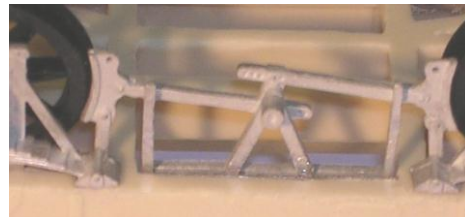


using two-part epoxy resin, glue the assembled wheel set onto the sole-bars so that they are square and line up with the crown plates as shown on the drawing.

9. Repeat for the other wheel set. Use a straight edge across the back of the wheels to aid getting these parallel and square to the chassis.



10. Glue the brake gear (part 10) onto only the one side of the wagon, as shown. Then glue the outside V-hanger (part 11), into position on the sole-bar and to the spigot of the brake gear casting.



11. Fix short brake lever and ratchet castings (parts 12 and 13) to the outside V-hanger as shown.



12. If you are building the version, of the wagon, built for the S&DJR disregard the etched door stops (part 14). With the S&DJR wagon, you will require to add a square of plastic strip centrally onto the door, see drawing on page 6. This is only fitted on the braked side of the wagon. If you are building the Midland version of the wagon, you will need to use the etched door stops, which are fitted

centrally to the sole bars on both sides of the wagon. In addition to the doorstops, a rectangular plastic strip needs to be fitted centrally to both doors, see drawing on page 8.

13. Now you are ready to paint your model in the livery of your choice.



History of the Wagon

In 1900 the Midland Railway company built twelve 10ton 6 plank coal wagons for use in the movement of domestic coal. These wagons had a through top plank. The railway company deemed that the wagons were a lot better than their standard 8ton wagons but the through top plank was an inconvenience and decided that any future orders for 6 plank wagons would have a lifting top plank, over the doors, to aid the unloading of the wagons.

In 1901, 1000 6 plank wagons, with a tare weight of 5.5.5, were ordered from the company's own wagon works at Derby. These were so successful the Somerset & Dorset Joint Railway ordered 80 in 1902.

The only recorded numbers for these wagons are 53909 and 120655 for the Midland and 1122 to 1201 for the S&DJR. S&DJR numbers 1122-86 were allocated as Loco Coal and would have still been in S&DJR livery in 1930. S&DJR numbers 1187-1201 were split between the Midland and the LSWR in 1914 8 returning to the Midland and the remainder to the LSWR who allocated them numbers between 14954-60. All of the LSWR wagons and most of the Midland wagons were absorbed into the SR or the LMS, respectively, the Midland Railway wagons keeping their original numbers were as the Southern allocated numbers from 287 to 293, the last of the wagons was withdrawn in 1934 as SR number 290. It is feasible that some of Midland Railway wagons managed to last into early British Railways were their numbers would have been prefixed with a letter 'M' i.e.

M53909.

When first built these wagons would have been fitted with short brake leavers. Over time these would have been replaced by longer brake levers

by both the Midland and LMS. The LSWR/SR wagons would probably been scrapped with the original short levers.

In Midland Railway days the wagons would have been firstly painted light grey but they would have been repainted with midland smudge which can not be defined as it was made up on the day. The wagons would however not been grey for very long as they would have become stained black from the coal dust. The wagons would have also been painted grey from 1923 to 1935 and then painted bauxite from 1936 to 1948. In British Railways days, the wagons would have reverted to a shade of grey.

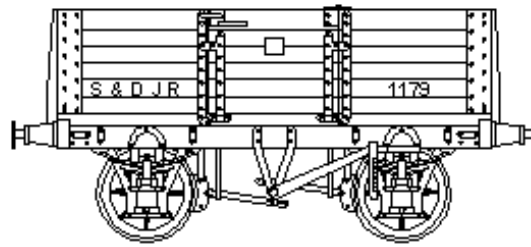
The S&DJR wagons allocated to Loco Coal traffic would have been turned out in light grey livery with the ironwork picked out in black. These wagons would have run in the S&DJR livery until 1930 when these wagons would have absorbed into the LMS and followed LMS livery practices.

The S&DJR wagons in general traffic would have followed the standard S&DJR livery until 1914 were they would have been repainted in either the standard Midland Livery or that Of the LSWR.

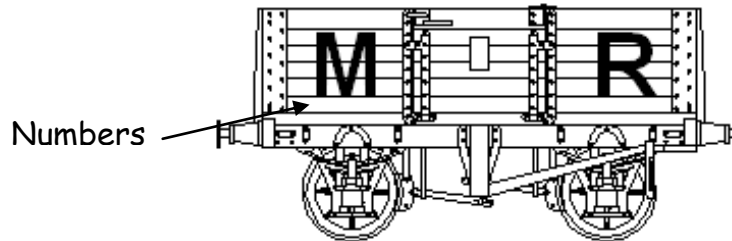
The wagons allocated to the LSWR in 1914 would have been repainted in the standard LSWR livery of dark brown. At the grouping they would have then been repainted in the standard livery of the Southern Railway wagon which was The same as the LSWR but with the letters and number positions changing.

Liveries

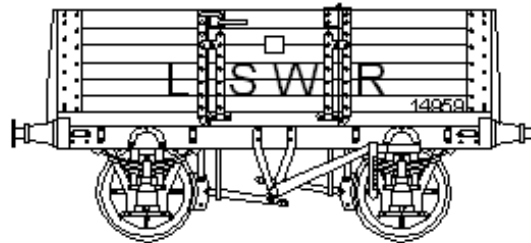
Somerset and
Dorset Joint
Railway Livery
Circ 1902



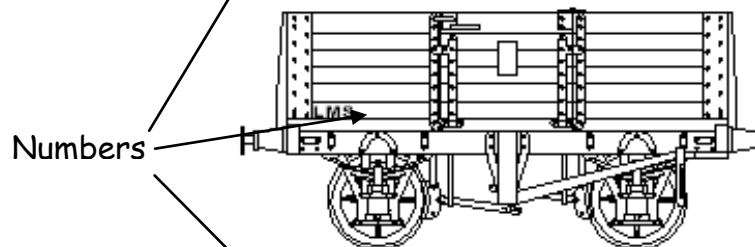
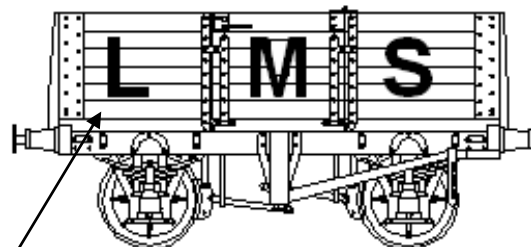
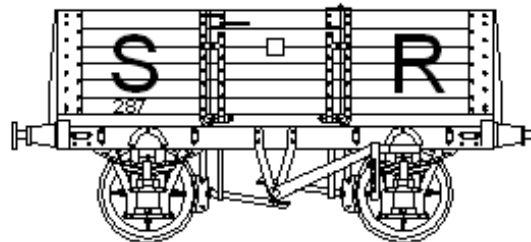
Midland Railway
Livery Circ 1901



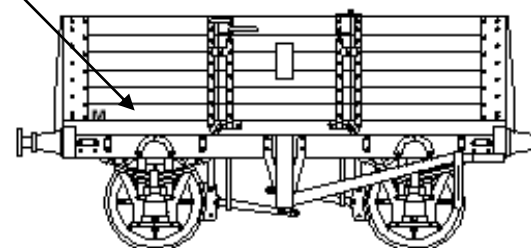
LSWR Livery Circ
1914-23



SR Early Livery
Circ 1923-32



BR early Livery
Circ 1947-57



Furness Railway Wagon Co.

Midland Railway/S&DJR/LSWR/SR/LMS 1901 Diagram D301 10ton 6 Plank Coal Wagon

1. Construction Manual,
2. One wagon body casting (resin),
3. One wagon floor casting (Plastic card),
4. Strapping Etch
5. One brake gear castings,
6. One long brake lever casting,
7. Four W-iron/axle box castings,
8. Four buffer plate casting,
9. One etched 'V' Hanger,
10. Four buffer assemblies,
11. Two coupling hook springs,
12. Six coupling hook links,
13. One set of etched coupling hooks,
14. One set of etched door stops,
15. One piece of brass wire.

We recommend Haywood Railway's 3'1" split spoke wheels.

Transfers are available from Slater's Plastikard or on the HMRS LMS pre-grouping or Southern Rly sheets.