

Furness Railway Wagon Co.

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

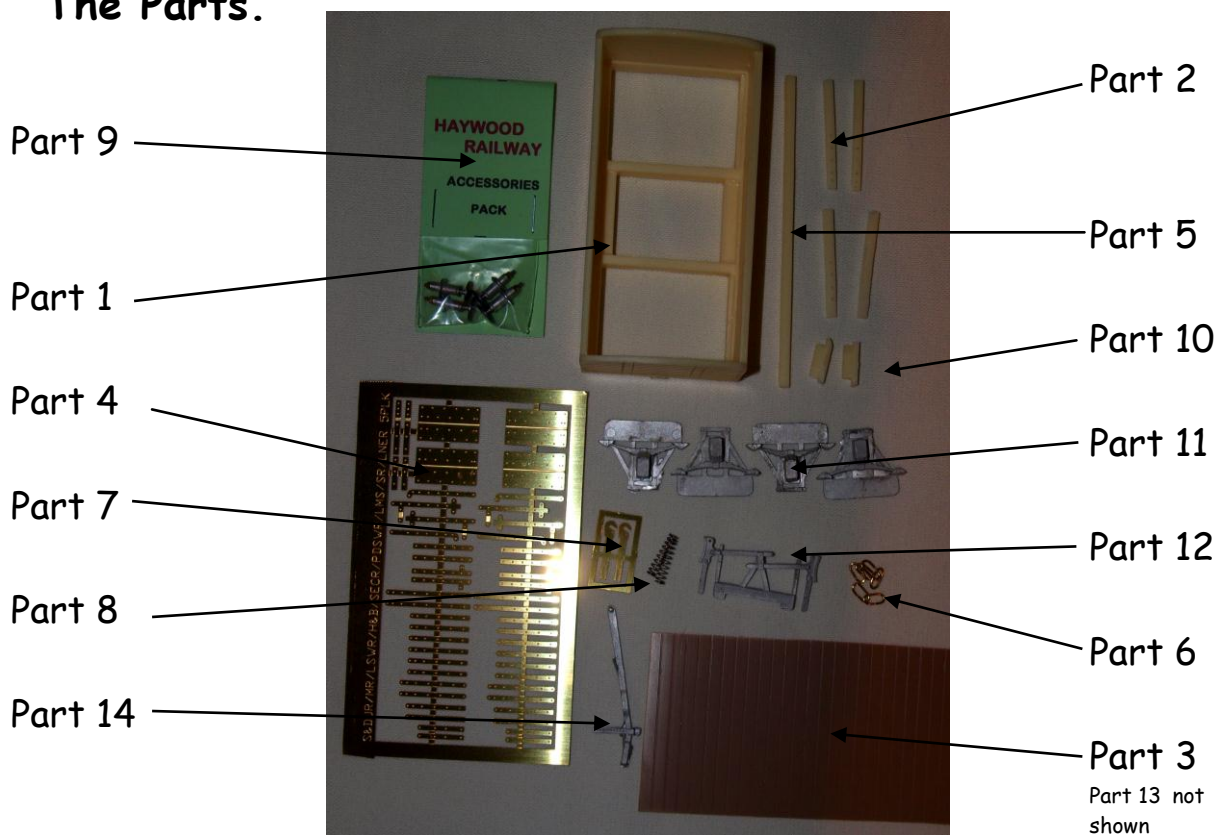
1883 8ton 5 Plank Raised End Wagon

And

S&DJR/Midland Rly/LSWR/SECR/PD&SWJR/
H&BR/LMS/SR/LNER 1883 8ton 5 Plank Wagon

Wheels, paint and transfers required to complete.

The Parts.



This kit will build two wagon types a 5 Plank with raised ends and a 5 plank with flat ends.

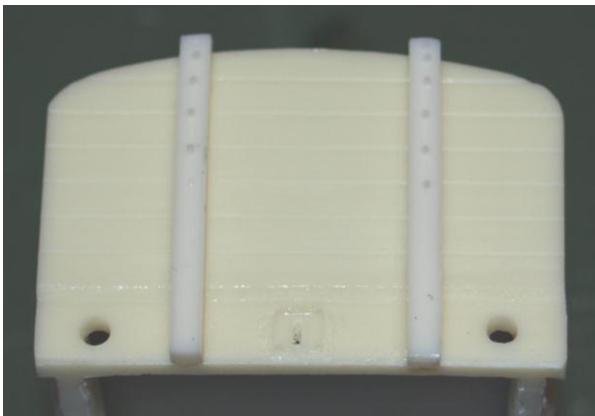
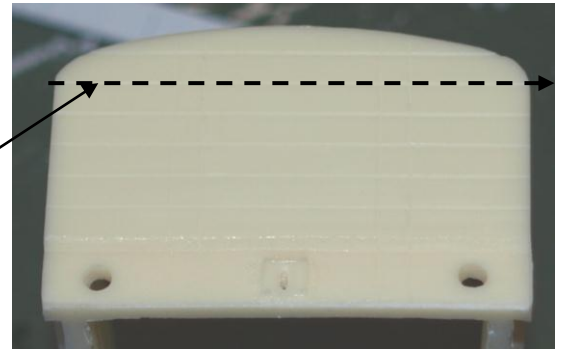
Wagon Construction.

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.



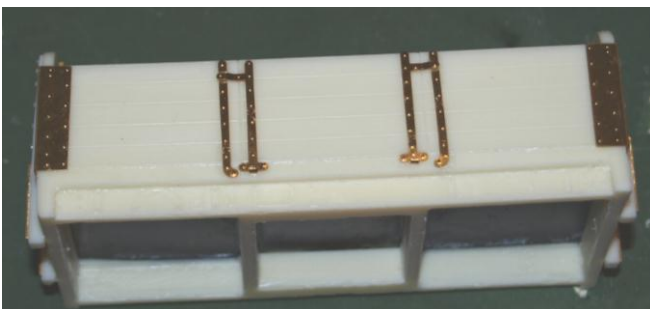
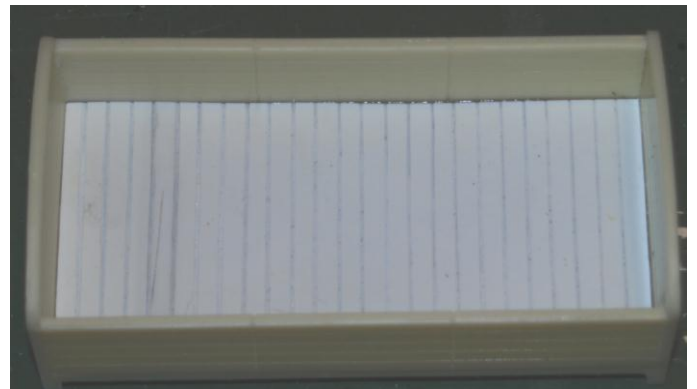
3. If you are building the wagon with the flat ends you will need to cut the curve of the ends at this point.

Cut here

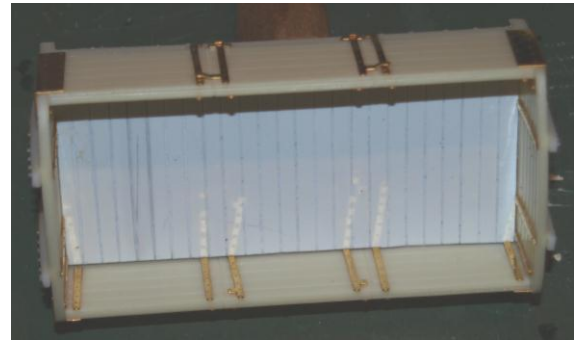
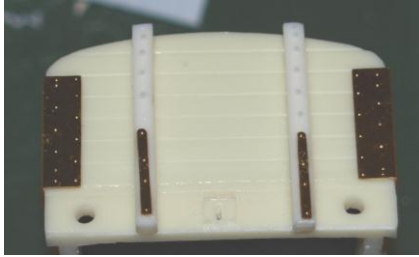


4. Attach the end support castings (part 2). Then File the tops of the end supports until they are flush with the curve. If you are building the wagon with the flat ends file off the bottom of the supports.

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



6. 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.

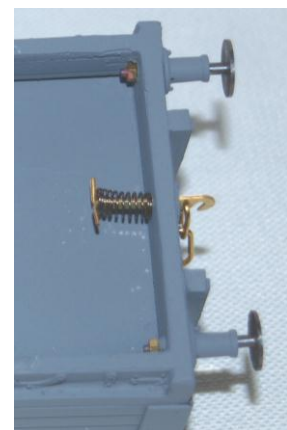


7. If you are building the version with the tarpaulin bar fit the lower supports (Small fold-up 'L's) so that the top of the 'L' is flush with the top of the curve.

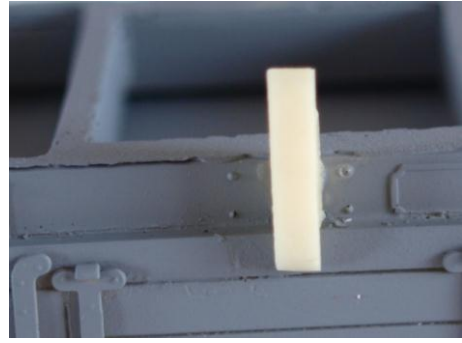


8. Next fit the tarpaulin rail (part 5). These are fitted centrally to both ends of the wagon as shown and the upper support 'L's over the ends of the bar and the wagon.

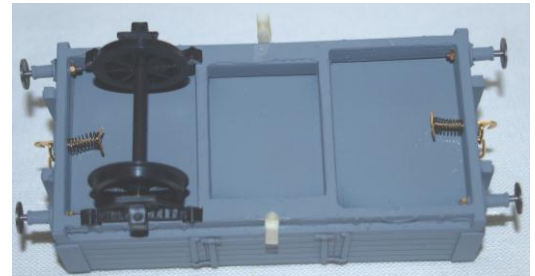
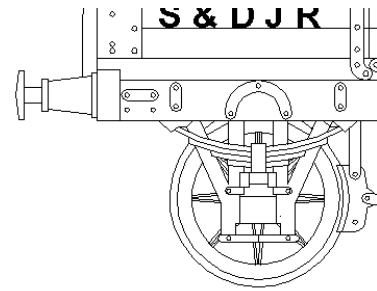
9. Next, assemble the links (part 6) on to the coupling hook (part 7) and push through the slot. Now push the spring (part 8) over the back of the back of the coupling hook and bend the tags over to secure the spring in place. Repeat for the other hook. Now fix the four buffers (part 9) into the holes in the buffer beam, as shown, using two part epoxy. Repeat for the other end.



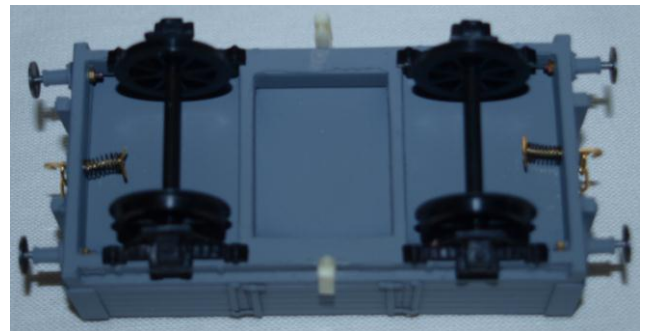
10. Now fit the door stops (part 10) as shown.



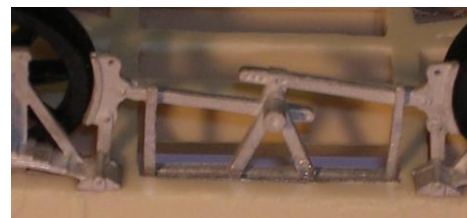
11. Assemble a wheel set consisting of: 2 x W-iron's (part 11), 2 x bearing's and 1 x wheel/axle unit, do not glue the bearings into the W-irons. Again using two-part epoxy resin, glue the assembled wheel set onto the sole-bars so that they are square and line up with the crown plates as shown on the drawing.



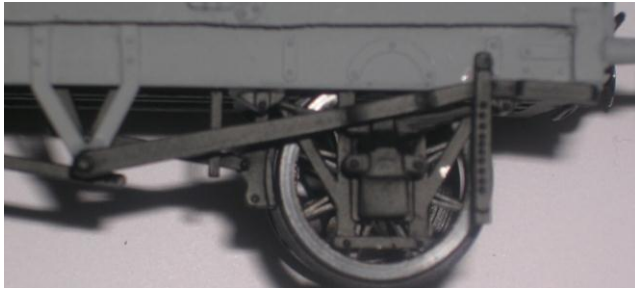
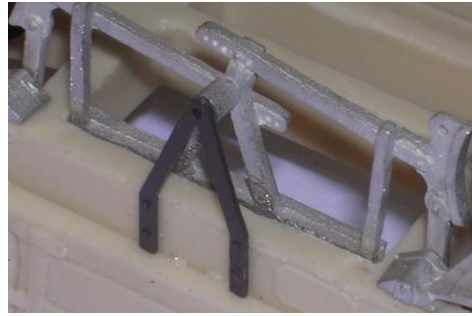
12. Repeat for the other wheel set.
Use a straight edge across the back of the wheels to aid getting these parallel and square to the chassis.



13. Glue the brake gear (part 12) onto only the one side of the wagon, as shown.



14. Then glue the outside V-hanger (part 13), into position on the sole-bar and to the spigot of the brake gear casting.



15. Fix the brake lever and ratchet casting (part 14), to the sole-bar and to the out side V-hanger as shown.

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



History of the Wagon

S&DJR/LSWR/Midland Railway/LMS/SR 8ton 5 Plank Raised End Wagon

In 1883 the Somerset & Dorset Joint Railway company built a number of 8ton 5 plank coal wagons for use in the movement of general goods and loco sand. These wagons were built to a modified Midland Railway design with raised planks at the ends and the general goods wagons had a wooden pole running down the centre of the wagon to enable a tarpaulin to be used.

The only recorded numbers for the wagons with the tarpaulin bar are 210, 400, 602 and 990. Running numbers for the loco sand wagons 7A, 10A, 25A, 46A, 126A, 158A, 166A, 182A, 191A, 198A, 204A, 258A, 299A, 343A, 347A, 349A, 399A, 514A, 535A, 537A, 539A, 645A, 649A, 712A, 713A, 717A, 727A, 730A, 736A, 778A and 810A. In 1914 all of the S&DJR's revenue earning wagons were split between evenly the Midland and the LSWR. All departmental stock was retained in S&DJR livery until 1930. Known LSWR allocated numbers are 4 and 56 to 281, this range also included wagons that were built with non-rounded ends. Most of the wagons that were allocated to the Midland would have been absorbed into the LMS. It is not known if any of the LSWR wagons were absorbed as they tended to be cut down in to the standard 5 plank wagons and would be identical to other 5 plank wagons, It is feasible that some of these wagons lasted into early British Railways when their numbers would have been prefixed with a letter 'M' or 'S' respectively.

S&DJR/Midland Railway/LSWR/H&BR/SECR/PD&SWJR/LMS/SR/LNER**8ton 5 Plank Flat End Wagon**

Between 1882 and 1917 both the Midland Railway and Somerset & Dorset Joint Railway companies built thousands 8ton 5 plank coal wagons for use in the movement of general goods and Minerals. These wagons were built to a Standard Midland Railway design. As the Midland railway increased the capacity of their wagons they sold off their lower capacity to other smaller railway companies. The Plymouth Devonport and South Western Junction Railway bought 20, the South East Chatham Railway hired 100 and the Hull and Barnsley bought 300.

In 1914 all of the S&DJR's revenue earning wagons were split between evenly the Midland and the LSWR. All departmental stock was retained in S&DJR livery until 1930. Most of the wagons that were allocated to the Midland would have been absorbed into the LMS. It is not known if any of the LSWR wagons were absorbed as they tended to be cut down in to the standard 5 plank wagons and would be identical to other 5 plank wagons, It is feasible that some of these wagons lasted into early British Railways when their numbers would have been prefixed with a letter 'M' or 'S' respectively.

The Sample numbers are

Midland Railway: 3783, 22825, 50160, 97491, 100406, 102048, 75036 and 96581. (more are available in Midland wagons Vol. 1)

S&DJR: 32, 34, 140, 141 (tarpaulin rail fitted), 145, 199-201, 458-476

LSWR: 4 and 56 to 281 (this range also included wagons that were built with rounded ends.)

H&BR: 4791-5040

PD&SWJR: 31-50

SECR: C13

The S&DJR wagons would have been painted in the standard goods S&DJR livery of medium grey with their iron work picked out on black. After 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 eventually repainted in the standard LSWR livery of Chocolate. However, it is possible that they would just have had their old letters painted over and LSWR painted onto the old S&DJR Livery. At the grouping they would have then been repainted in the standard livery of the Southern Railway wagon which was the same colour as the LSWR but with the letters and number positions changing.

In Midland Railway days the wagons 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 be grey for very long as they would have become stained black from the coal dust etc.

The LMS/LNER 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.

H&BR wagons would have been painted similar to the S&DJR livery.

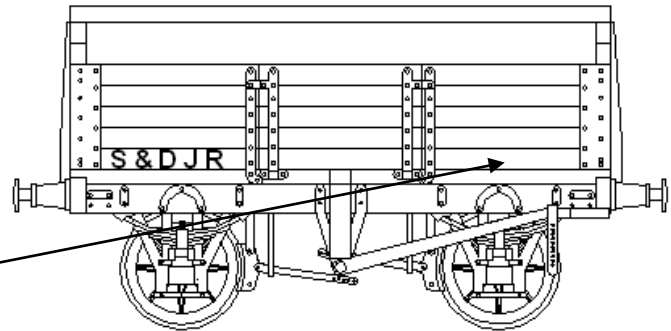
SECR wagons were painted red oxide

PD&SWJR wagons were painted 'bright red the same as William Cory's.

Ironwork was black with lettering and numbers in white, shaded black.

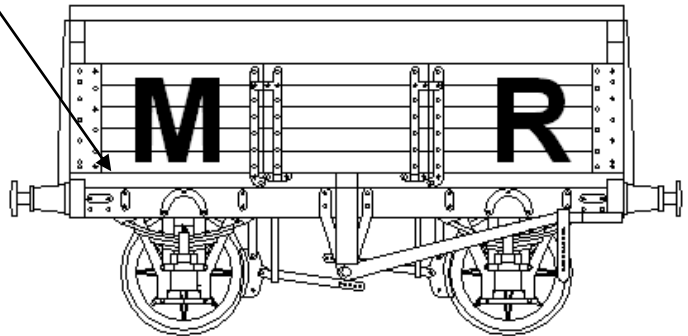
Liveries

Somerset and
Dorset Joint
Railway Livery
Circ 1900

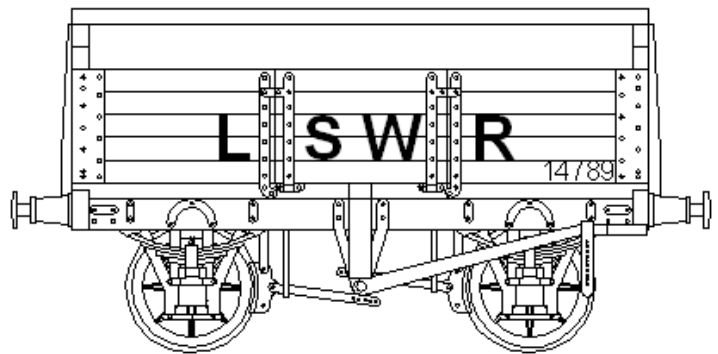


Numbers

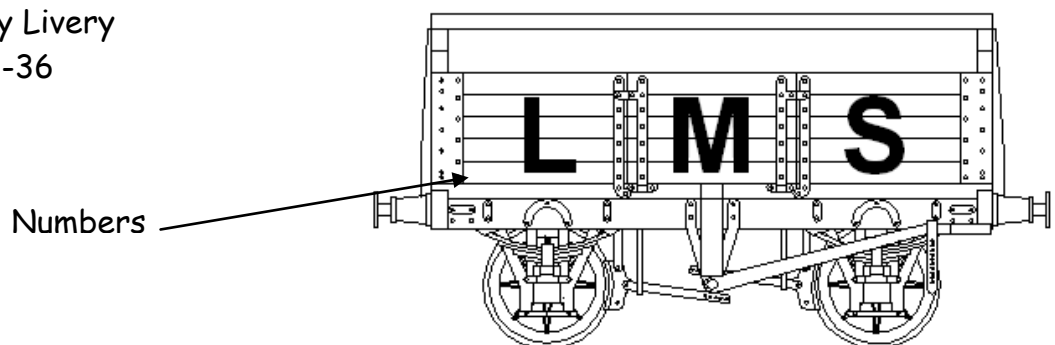
Midland Railway
Livery Circ 1914-
23



LSWR Livery Circ
1914-23

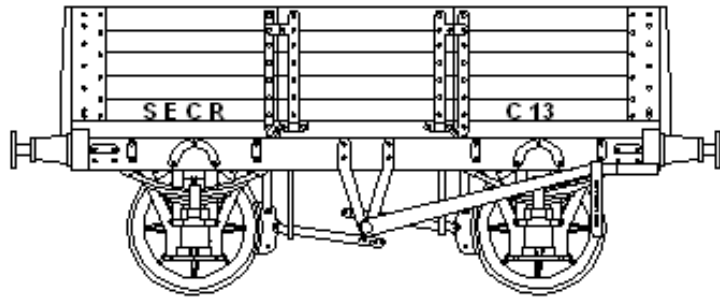


LMS Early Livery
Circ 1923-36

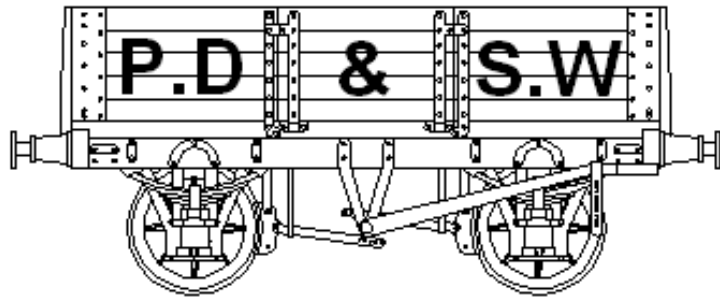


Numbers

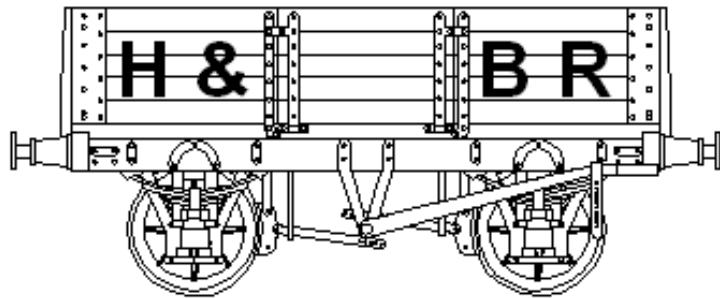
SECR Livery Circ
1914-21



PDSWJR Livery
Circ 1908-22



H&BR Livery
Circ 1913-22



Furness Railway Wagon Co.

Midland Railway/S&DJR/LSWR/LMS 1883 8ton 5 Plank Wagon

1. Construction Manual,
2. One wagon body casting (resin),
3. One wagon floor (Plasticard),
4. One brake gear castings,
5. One long brake lever casting,
6. One short 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. Two door stop castings.

We recommend Haywood Railway's 3'1" spoked wheels. Transfers are available from Slater's Plastikard or on the HMRS LMS pre-grouping, Southern Rly sheets or POWsides.