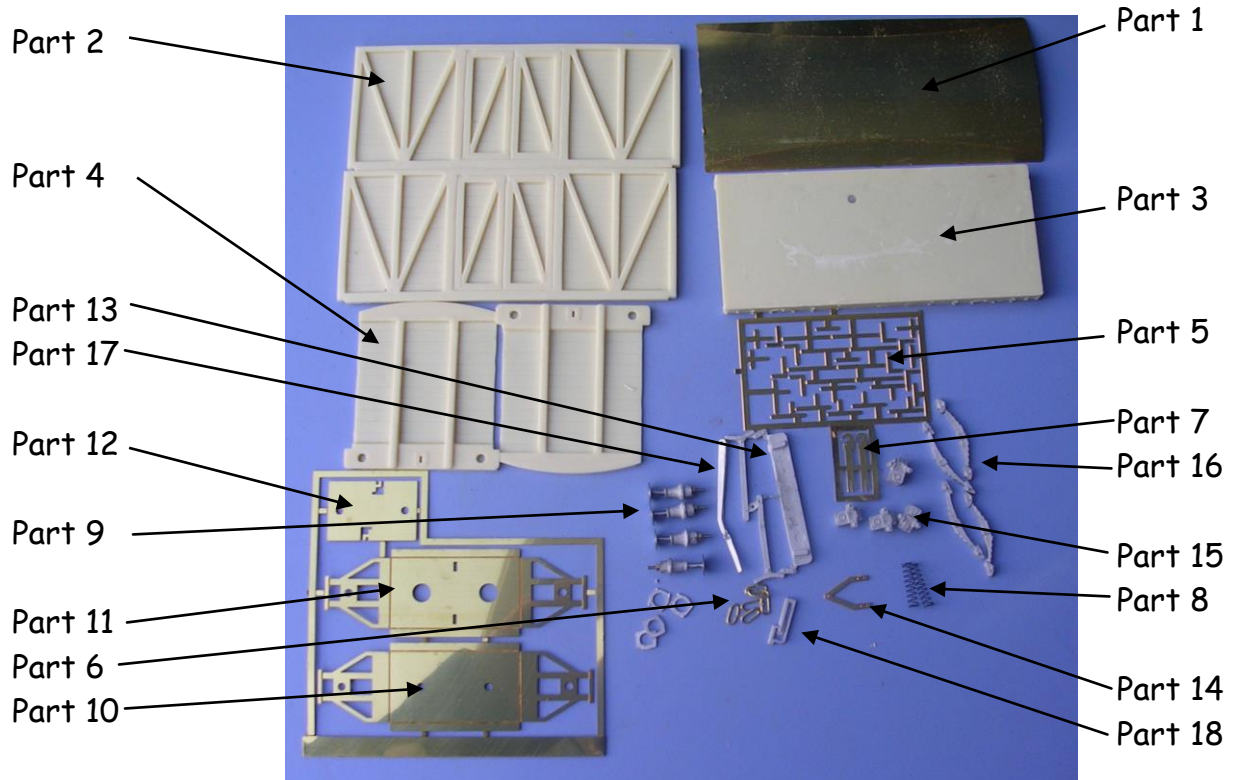


Furness Railway Wagon Co.

S&DJR/Midland Railway/LSWR/LMS/SR/BR 10ton Road Van

Wheels, paint and transfers required to complete.

The Parts.

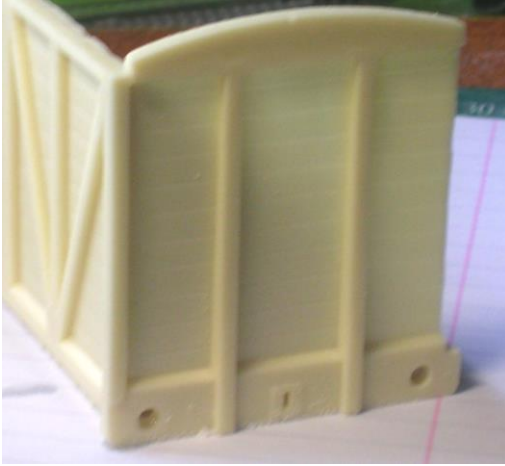


Assembly of van.

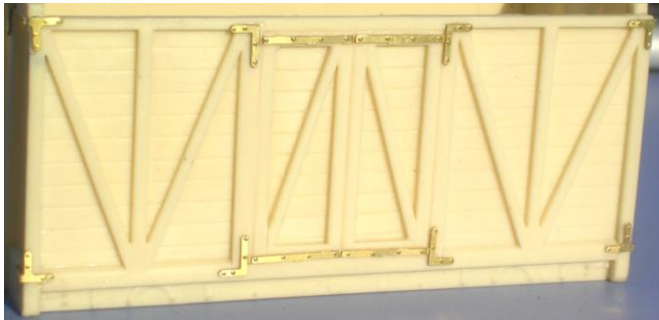
1. First solder wire into the half etched slots in the roof (part 1).
2. Wash and clean up the castings making sure that the castings fit together before gluing.
3. Fit the two sides (parts 2) to the floor (part 3), making sure that the ends of the sides line up with the floor and are square.



4. Then fit the ends (Parts 4) again make sure that the ends line up and are square.



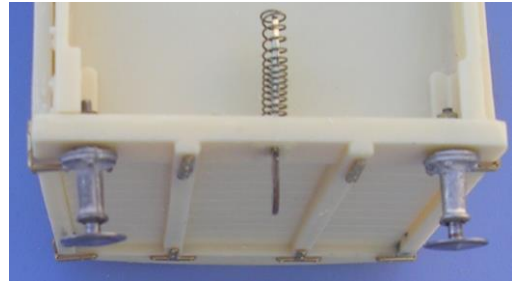
5. Next fit the etched strapping (part 5), as shown. Care is required not to get too much glue on the strapping as this could cover the strapping.



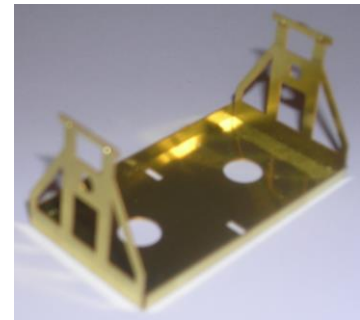
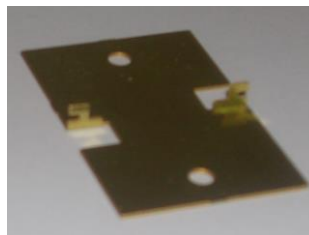
6. Then taking a piece of scrap brass from the side of the strapping etch fashion a latch plate as shown. Once this is in position attach a piece of brass wire as shown.



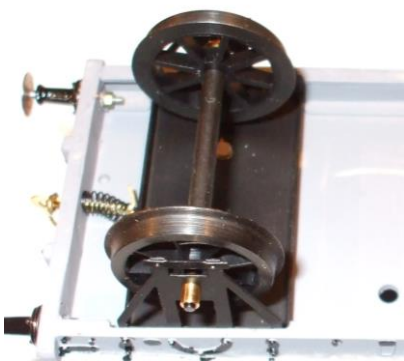
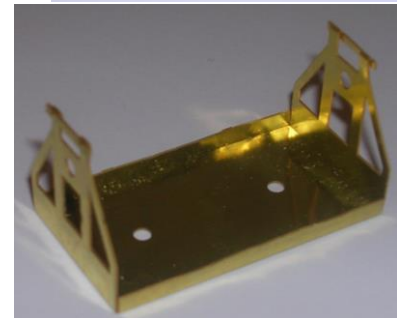
7. Next, assemble the links (part 6) on to the coupling hook (part 7) and push through the slot. Now push the spring (part 8) over the back of the back of the coupling hook and bend the tags over to secure the spring in place. Then fix the four buffers (part 9) into the holes in the buffer beam using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



8. Next fold up the brass w-irons (Part 10/11) and rocking plate (Part 12).



Slot the tags on the rocking plate through the slots on the w-iron (part 11) that has the circles in its base and the twist round to secure.

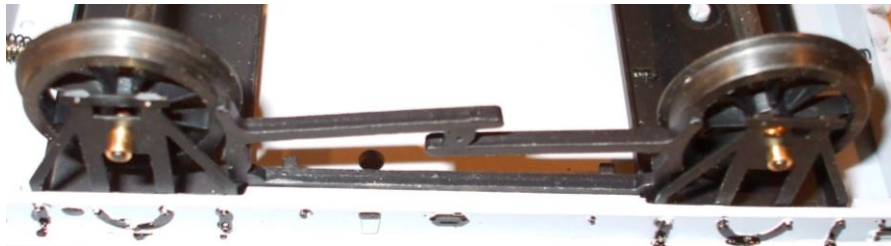


9. Assemble a wheel set, 1 x W-iron's (part 10/11), 2 x bearing's and 1 x wheel/axle unit, do not glue the bearings into the W-irons at this stage. Again glue the assembled wheel set onto the chassis using the pips on the bottom of the floor to locate.

10. Repeat for the other wheel set.

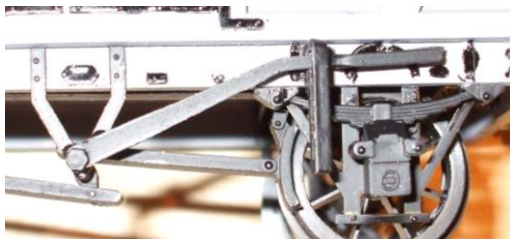
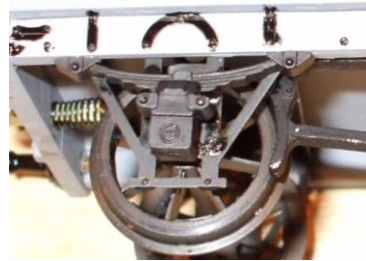


11. Place the brake gear casting (part 13) against the inside of sole-bar and slide down into the chassis with the spigot pointing outward. You may require to chamfer the casting so that it clears the fillet between the chassis and the sole-bar. Glue the casting into position using two part epoxy resin, this will give you opportunity for adjustment. Position the casting with care and centrally between the rivets on the sole-bar.



12. Next punch out the half etched rivets on the etched V-hanger (part 14) and attach as shown.

13. Drill out the axel box castings (parts 15) to suit the bearings of your chosen wheels and attach with the wheel spring casting (parts 16) as shown. Repeat for the other three wheels.



14. Next fix the brake lever (Part 17) and ratchet casting (part 18) to the sole-bar and to the out side V-hanger as shown below.



15. Finally fit the roof, making sure that the end line up and are square. Paint the model in the livery of your choice.

History of the Wagon

In 1895 the Somerset & Dorset Joint Railway company ordered a 50 10ton covered goods wagons or 'Road Vans' for use in the movement of general goods. These wagons were built by the Midland Railway, in Derby. They were similar to the standard Midland design but they had twin cupboard doors rather than the sliding one of the Midland. More of these wagons were subsequently built by SJ Claye in 1899 and between 1903 and 1912 at their Highbridge Works.

The recorded numbers for these wagons are:

- Built at Highbridge Works 35, 60, 138, 334, 491, 610 and 762.
- Built at Derby 891, 1003-38
- Built by SJ Claye 1045-73

In 1914 all of the S&DJR's revenue earning wagons were split evenly between the Midland and the LSWR. The LSWR allocated numbers are in the range 15133 to 15232, this range also included other S&DJR covered goods wagons. 54 LSWR wagons were absorbed into the Southern, with the last one being withdrawn in 1933. Most of the wagons that were allocated to the Midland would have been absorbed into the LMS. It is feasible that some of these wagons lasted into early British Railways when their numbers would have been prefixed with a letter 'M'.

The S&DJR wagons would have been painted in the standard goods S&DJR livery of medium grey with there 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.

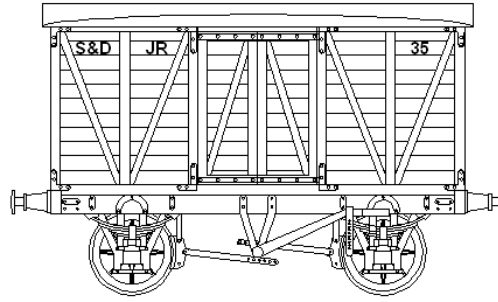
The wagons allocated to the LSWR in 1914 would have been eventually repainted in the standard LSWR livery of Chocolate. However, it is possible that they would just have had their old letters painted over and

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.

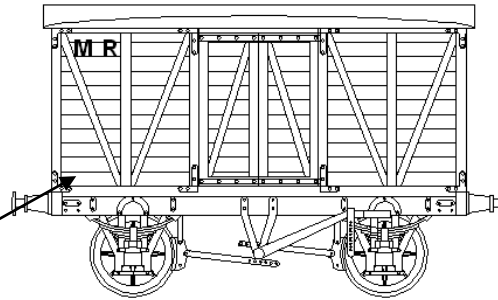
In Midland Railway days the wagons would have been repainted with midland smudge which can not be defined as it was made up on the day. The wagons would however not be grey for very long as they would have become stained black from the coal dust etc. The wagons that were absorbed into the LMS would have 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.

Liveries

S&DJR Livery
Circ 1899-1914

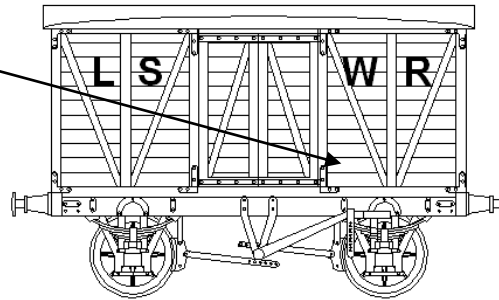


MR Livery
Circ 1914-23

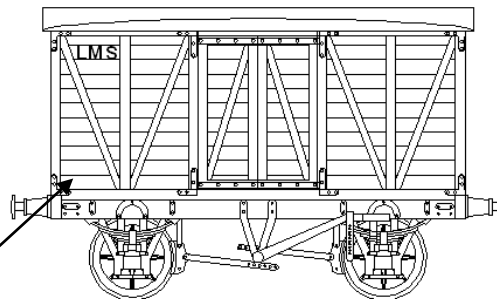


Numbers

LSWR Livery
Circ 1914-23

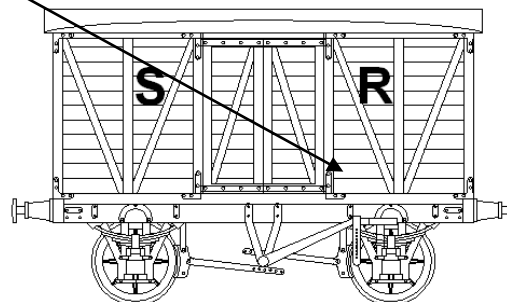


LMS early Livery
Circ 1923-35



Numbers

SR early Livery
Circ 1923-35



Furness Railway Wagon Co.

S&DJR/Midland Railway/LSWR/LMS/SR/BR 10ton Road Van

1. Construction Manual,
2. One rolled etched brass roof.
3. One W-iron etch,
4. One Brass Strapping etch,
5. One brake gear casting,
6. One brake lever casting,
7. One Brake ratchet Casting
8. Four axle box castings,
9. Four Spring Castings,
10. Two wagon side castings (resin),
11. Two wagon end casting (resin),
12. One wagon floor Casting (resin),
13. Four buffer assemblies,
14. One coupling hook etch,
15. Two coupling hook springs,
16. Six coupling hook links.
17. Two lengths of brass wire.

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

Transfers are available from HRMS and POWsides.