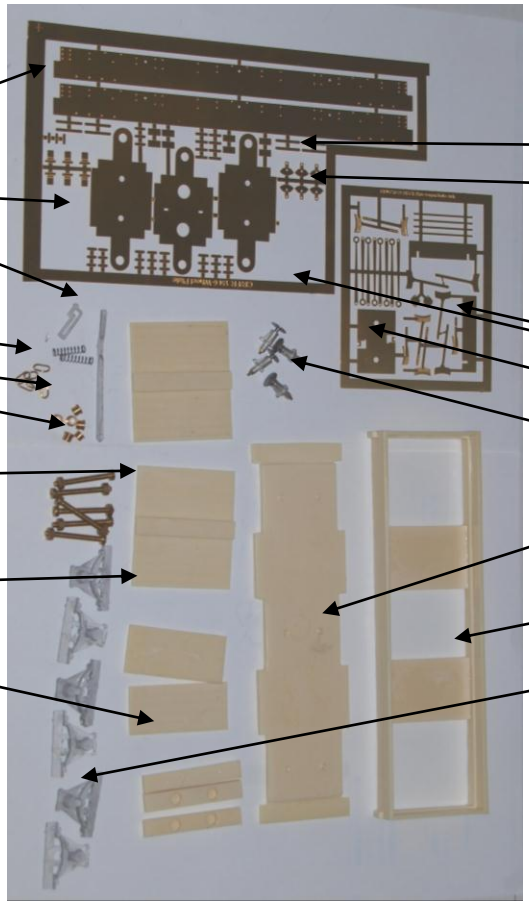
Furness Railway Wagon Co.

CR/LMS/BR

15ton 6-Wheel Plate Wagon

Wheels, paint and transfers required to complete.

The Parts.

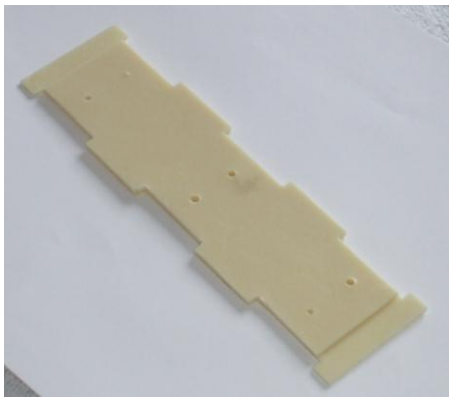


Part 3
Part 17
~~Part 23/24~~
Part 10
Part 8
Part 18
Part 4/26
Part 6
Part 7
Part 5

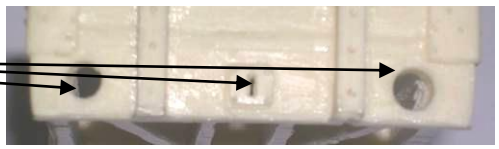
Part 12
Part 13
Part 19
~~Part 14~~
Part 22
Part 20/21
Part 25
Part 11
Part 2
Part 1
Part 16

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.

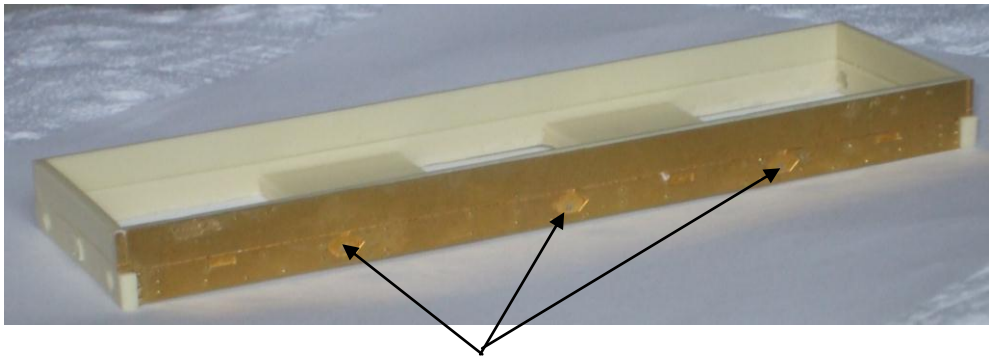


Drill here



3. Drill out holes in the base plate (part 2) so that 6BA bolts (part4) can pass through.

4. Now take the etched side panels (part 3). Punch out the rivets and attach to body casting as shown.



Drill Here

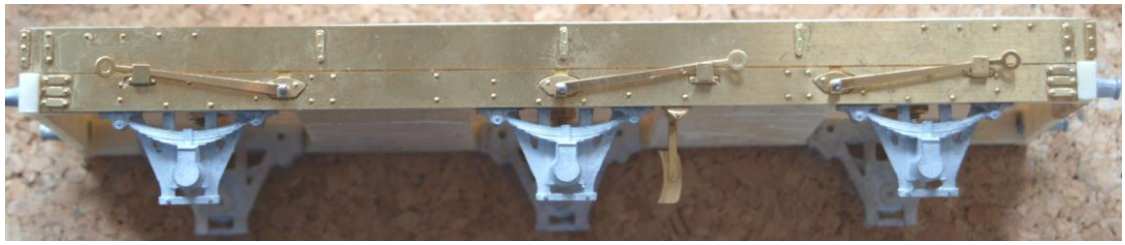
5. Next using the holes in the etched side panel drill through the body. This is to allow you to attach the side bars later.
6. Now fit the base plate in to the body making sure that the face without the cut out is face up in the wagon.
7. Next put the 6BA bolts through the hols in the base plate and glue in position. NB be careful not to get any glue on the threads as this will stop you attaching the wheels later.
8. You can now fit the floor. The floor is made up of three small castings with blind holes in (part 5), two castings large castings that have a thick bit in the middle (part 6) and two short planked castings (part 7). Fit it the order shown below. The blind holes in part 5 go over the bolt heads. It is also a good idea to put fill the blind holes with glue as this will secure the bolt further.

9. Next, assemble the links (part 8) on to the coupling hook (part 9) and push through the slot. Now push the spring (part 10) 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 11) into the holes in the buffer beam using two part epoxy. As shown. Repeat for the other end.

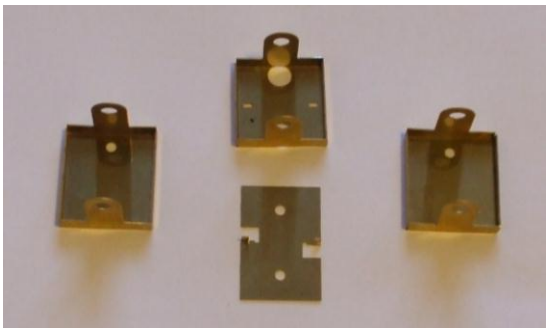
10. Next punches out the rivets on the strapping etch (part 12) and glue to the wagon as shown.

11. Fold up the bar swivel plates (part 13) and side bars (part 14) and secure them in their half etched recesses with a pin (part 15). NB it is a good idea to trim the pins before fitting so that they do not protrude through the sole bar.

12. Next attach the cast 'W' irons (part 16) to the inside of the sole bars. These are purely cosmetic so if you are going to be running the wagon over sharp curves (6ft or less) then remove the lug at the back of the axel box.



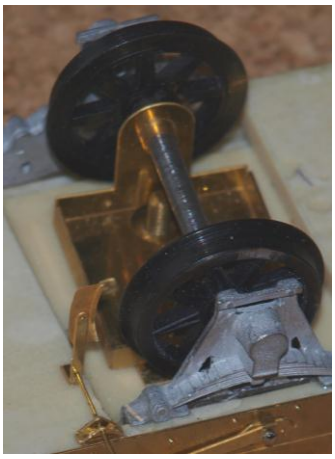
13. Assemble an out side wheel set. Take one of the etched wheel supports and fold up as shown. (part17), solder in two bearings (part 18) in to each. As the bearings fit on the inside of the wheels not the out side you will need to cut off the ends of the wheel axels to allow free running.



14. For the inside wheel set repeat as for stage 13 but use part 19.

15. Now take one of the out side wheel sets and push it over the protruding bolts in the floor. Do not attach just yet. You are going to use the wheel set as jig to a line the brake.

16. Punch out the rivets and fold up etched brake components (part 20/21) and solder together. Then fold up the brake pivot (part 22). Using the wheel set position the brake and pivot as shown and glue in to position.



17. Next fix the brake lever and ratchet castings (part 23/24) to the sole-bar and to the out side of the brake gear pivot as shown.

18. Next fold up the tags on the centre wheel pivot (part 25) and push over the bolts that are protruding from the centre of the wagon. Securing it with two nuts (part 26). Then push the tags through the holes in the centre wheel set base and the twist the tags to secure the wheel set.

19. Now attach the outside wheel sets by pushing them over the bolts and securing them with the nuts.

20. You are now ready to paint the model in the livery of your choice.

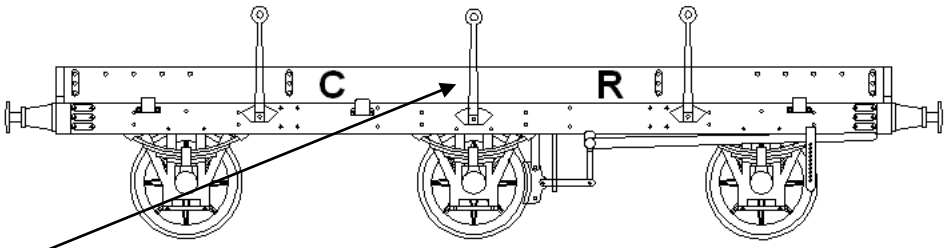
History of the Wagon

Caledonian Railway

This kit represents the Caledonian Railway's 15ton 6-wheel plate wagon built from about 1899. These wagons would have been a familiar sight all over Scotland and the north of England, with some venturing even further a field. These wagons were seen by the Furness Railway who ordered 50 to the same design but with Furness fitting and brakes, see kit FRWC20. Most of the wagons would have been absorbed into the LMS but only a few would have been in service by the end of 1946. The tops of the wagons would have been painted Caledonian Railway red oxide with the iron work picked out in black until 1923 and grey from 1923 to 1935, then painted bauxite from 1936 to 1948. In British Railways days, the wagons would have reverted to a shade of grey if painted at all. The iron work below the sole bars would have been painter black at all times. Only one Caledonian Railway running number is known at this time 41867, this would have had 300,000 added to it by the LMS.

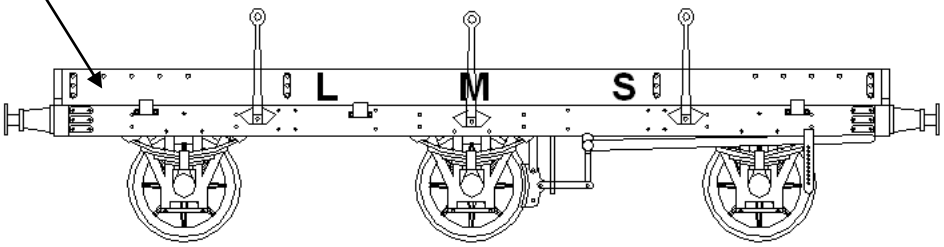
Liveries

Caledonian Railway Livery Circ 1900

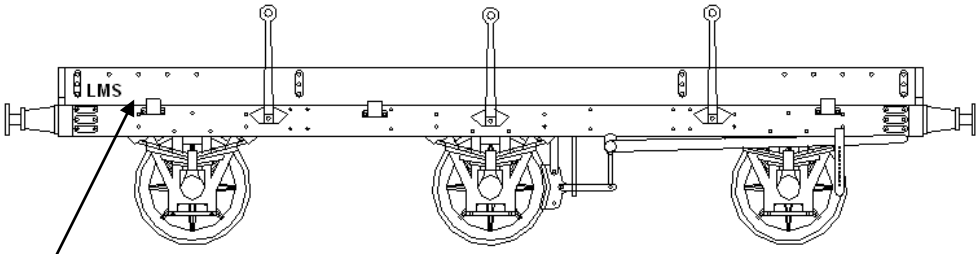


Numbers

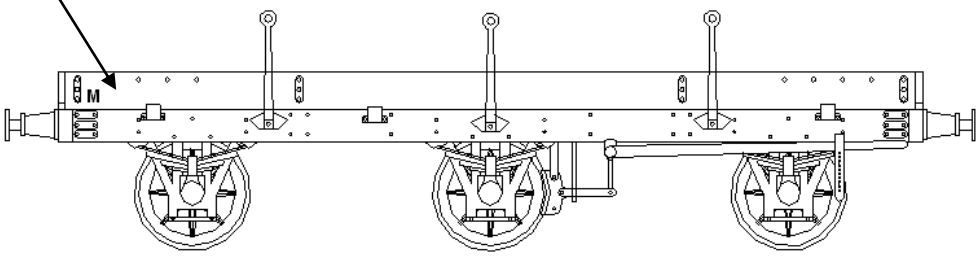
LMS early Livery Circ 1923-36



LMS Late Livery Circ 1936-47



Numbers



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15ton 6-Wheel Plate Wagon

1. Construction Manual,
2. One wagon body casting (resin),
3. One wagon Base plate casting (resin),
4. Seven floor castings (resin)
5. One brass strapping etch,
6. One brass Brake etch,
7. One brake lever casting,
8. One brake ratchet casting
9. Six W-iron/axle box castings,
10. Four buffer assemblies,
11. Six brass bearings
12. Six pins
13. Six 6BA nuts and bolts
14. Two coupling hook springs,
15. Six coupling hook links,
16. One set of etched coupling hooks.
17. One piece of wire

We recommend Haywood Railway's 3'1" split spoke wheels.
Caledonian Railway transfers are available on the HMRS Scottish pre-grouping sheet. LMS transfers are available on the HMRS LMS wagon sheet as well as Slater's plastikard.