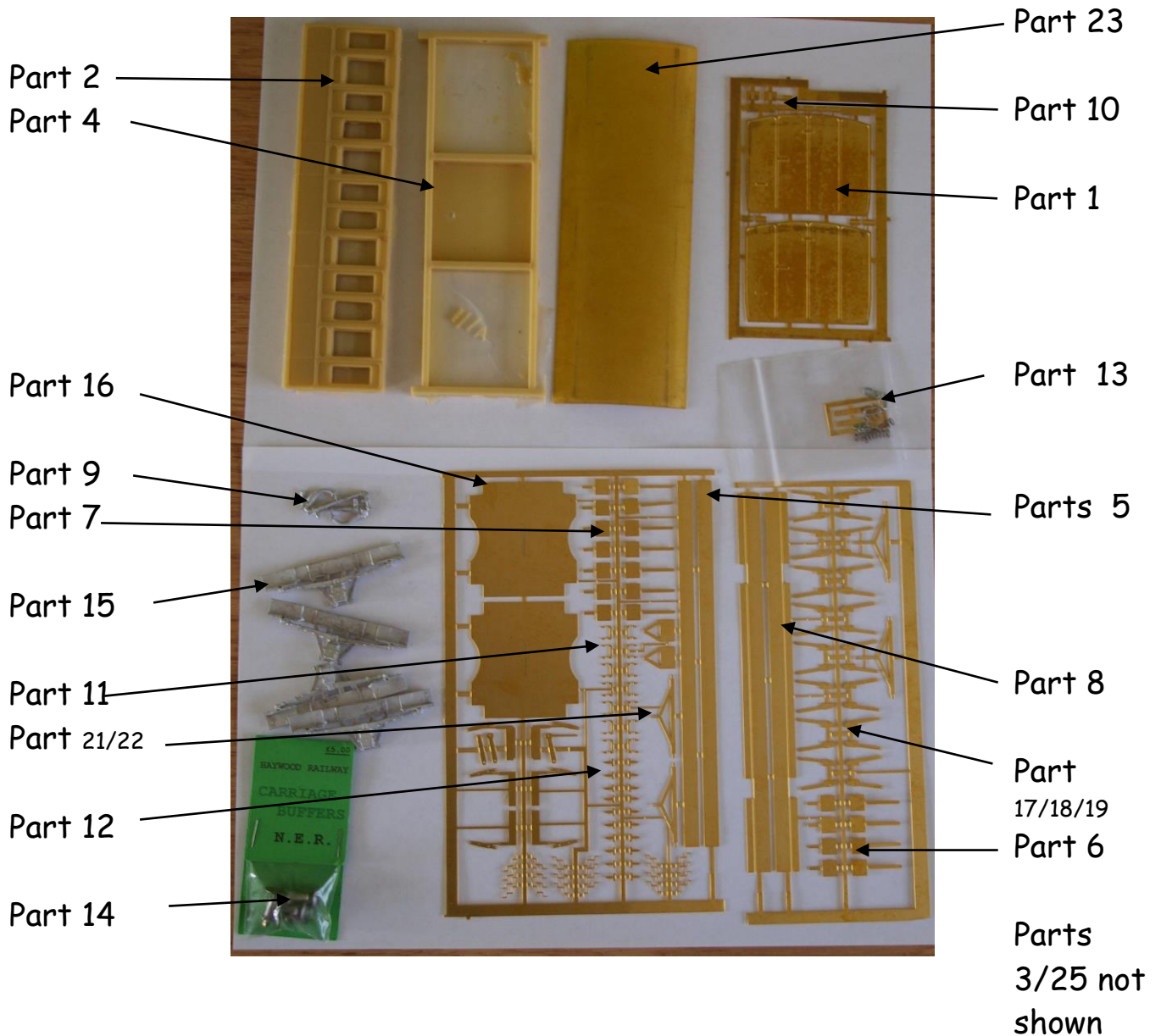


Furness Railway Coach Co.

Ashbury Coaches

Paint and transfers required to complete.

The Parts.

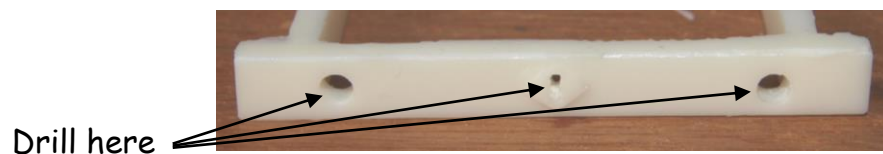


Assembly of Coach Body.

1. Wash and clean up the castings making sure that the castings fit together before gluing.
2. Take the etched ends (parts 1) and sides (parts 2) and trim to fit and then trim the floor (parts 3) to fit exactly between the sides and ends. The length of the floor is designed to be trimmed if required.



3. If you want to fit any internal detail (Not supplied) then you might find it easier to do it now.
4. Drill out the holes at both ends of the chassis (part 4) for the buffers and coupling hooks as shown.



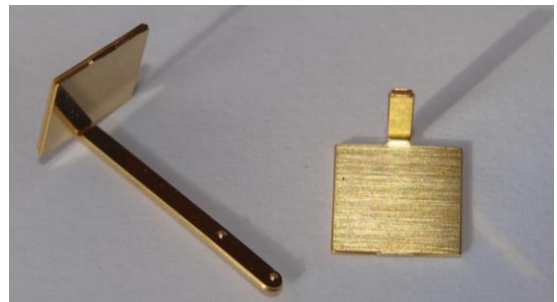
5. Fit the chassis to the bottom of the coach body.



6. Take the Sole Bar (part 5) and punch out the half etched rivets then attach that to the coach as shown.



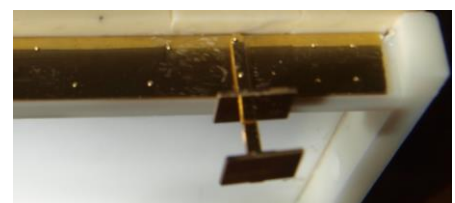
7. Take the running board supports (part 6) and punch out the rivets and fold up.
8. Repeat the this for the running board steps (part 7)



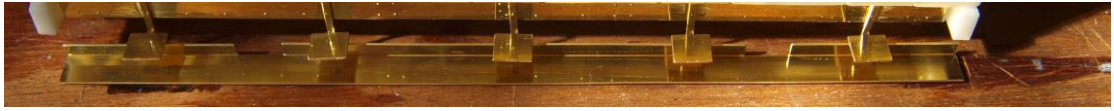
9. Attach the step to the support.

10. Fix one of the running board step assemblies centrally under each door.

11. Glue the running boards (part 8) to the bottom sections of the support assemblies



making sure that the wheel slots line up with the reverts on the sole bars.



12. Next fit the Brake pipe (part 9).

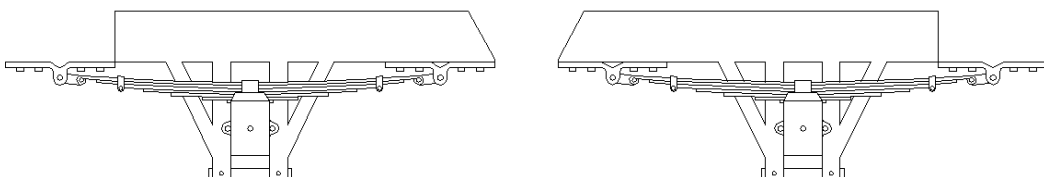
13. Next fit the hand rails and Steps (part 10). The number of steps and hand rails changes dependent on who bought the wagon so it is a good idea to check with a photo or drawing of the prototype. The most usual arrangement is shown.

14. Now fit the door handles (part 11) and the door latches (part 12) as shown. Note that the brake 3rd's Guards doors only have one handle which is made from a piece of wire.

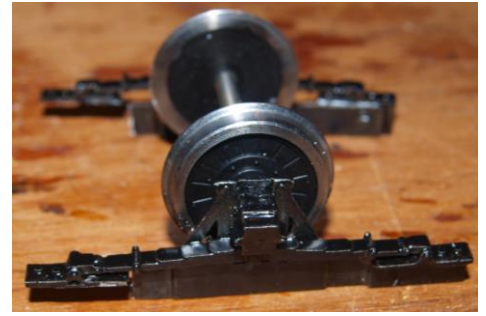


15. Next push the coupling assembly (part 13) into the chassis then push over the spring and secure with the split-pin. Then fix the four buffers (part 14) into the holes in the buffer beam using two part epoxy resin.

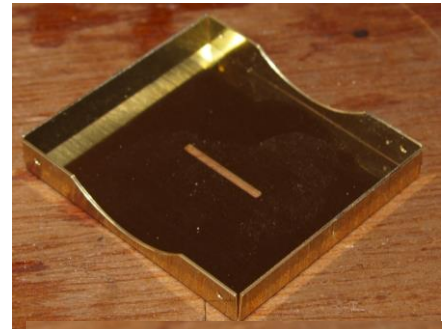
16. Take the axel box castings (parts 15) and cut away as shown.



17. Now drill out the axel boxes to take your chosen wheel sets.



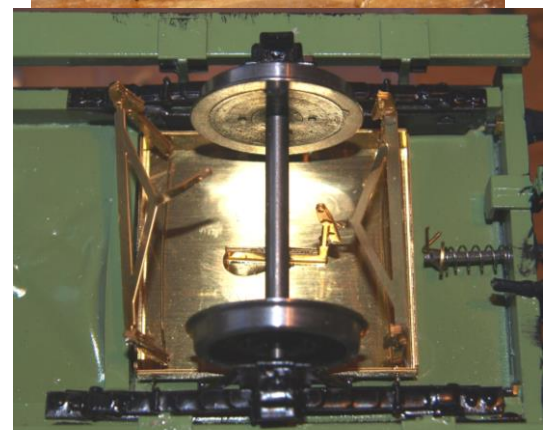
18. Fold up the brake support (part 16) and then attach the brake pivot blanks (part 17) to the brake pivots with the detail (parts 18/19). Note these are handed. The pivot assembly fits into the slot in the base of the brake support.



19. Now thread some of the thin wire through the holes in the sides of the brake support, then through two of the brake assemblies.



20. You then need to fit the brake pull bars (parts 21/22). These also act as spacers. The longer bar should be fitted furthest from the pivot and should be left loose in order to fit the wheels.



21. Using the axel box assembly as a guide fit the brakes to the chassis as shown. Once satisfied that they are in the



correct position glue down. And repeat for the other end of the wagon.

22. Now you can attach the wheel assemblies making sure that they are square and don't bind on the brakes.

23. You can now close up the other side of the brakes using some wire. Again make sure that the brakes don't bind on the wheels.

24. Drill out the half etched holes in the roof (part 23) to suit your chosen prototype. Note some of these all coaches had 4 lights.



25. Attach the chosen number of ventilators (part 24) and oil lights (part 27) through the holes in the roof.



26. Fit the roof, making sure that it is square. Paint the model in the livery of your choice.



History of the Coaches

These coaches were manufactured by Ashbury's in their works near Birmingham from 1875 to 1884. They were a standard design and were ordered by many companies at this time. Railway companies that are, currently, known, to have definitely bought these coaches are the Furness and Cambrian Railways.

How long these coaches lasted in service is open to conjecture however there is a photograph taken in 1925 of these types of coaches in what looks like a workman's train in Barrow-in-Furness. It is known that the Furness converted some of their stock for use in permanent way dept and others were turned in to grounded bodies in goods yards etc.

These coaches were ideal candidates to be sold out of service to smaller light railways.

Liveries.

Furness: Originally Dark Varnish; then repainted Dark Blue and with white or dark grey for the PW stock.

Cambrian Railways: Dark green with white panels

All were painted black from the sole-bar down.

Furness Railway Coach Co.

Ashbury Coaches

1. Construction Manual (CD),
2. One rolled etched Brass roof.
3. One underframe etch
4. Two Coach side casting (resin),
5. One Coach end etch,
6. One Coach floor Casting (resin)
7. One chassis casting,
8. Four axel box castings
9. Two vac pipe castings
10. One set of 3 link couplings
11. four buffer assemblies
12. Four oil lights castings (all 3rd)
13. Four oil light vents casting (all 3rd)
14. Glazing strip.

We recommend Slaters 3'1" Mansell Disc wheels
(Ref:7132) for this kit.