

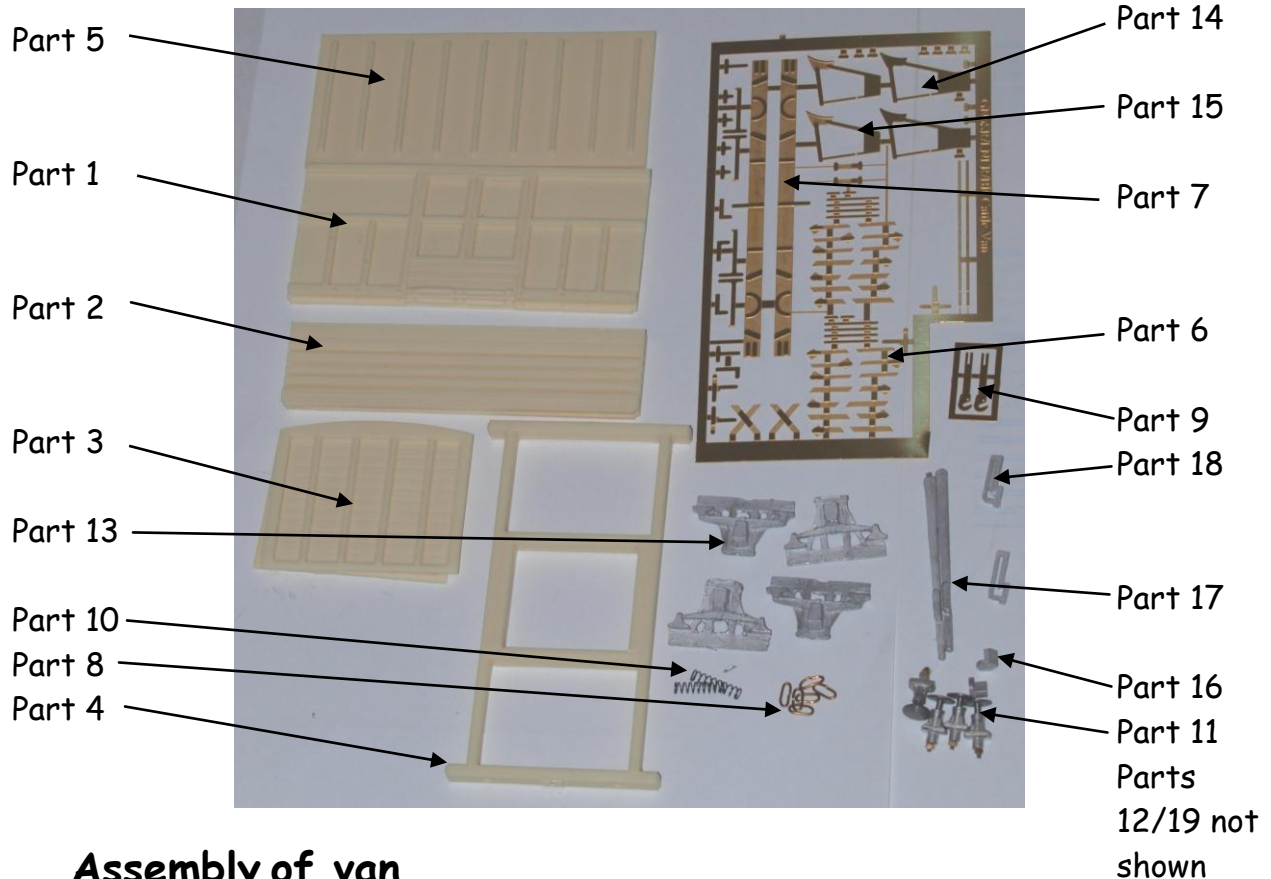
Furness Railway Wagon Co.

GNoSR/LNER/BR

6ton Medium Cattle Van

Wheels, paint and transfers required to complete.

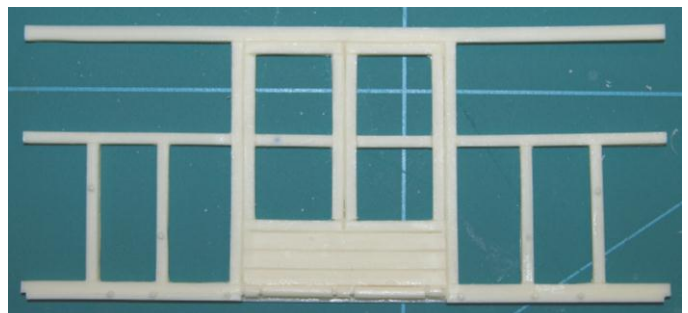
The Parts.



Assembly of van.

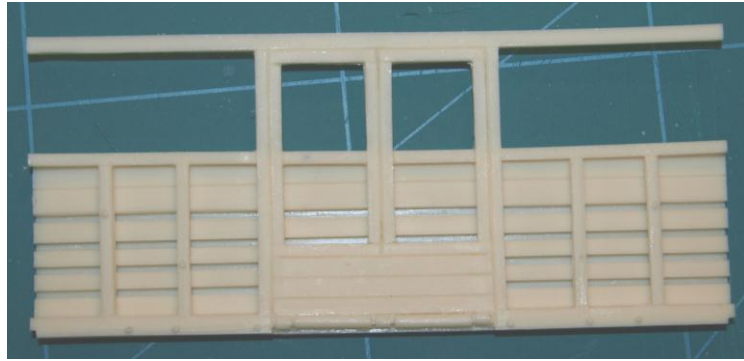
1. Wash and clean up the castings making sure that the castings fit together before gluing.

2. Take the outer side castings (Part 1) and remove all of the flash from the insides of the casting as shown. This is there to protect the casting in



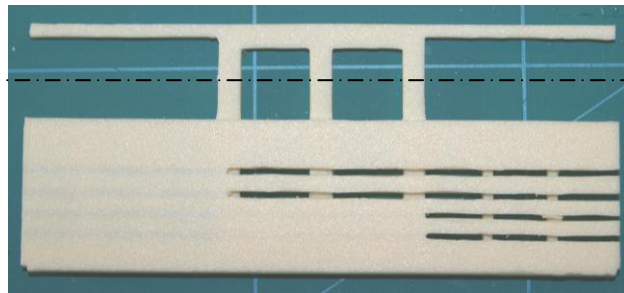
transit as it is very weak until the structure is complete.

3. Next attach the inner side casting (part 2) so that the notches on the bottom of both casting line



up. NB don't remove the flash from the inner casting until the two castings are firmly attached to each other as is there to give you the correct spacing for the planks.

4. Next remove the flash from between the planks. This is best done by chain drilling through the flash and then



carefully removing the remaining flash with a sharp craft knife.

5. Next drill the holes in the up right beams to enable wire to be threaded in later. The position of the holes are marked by the dotted line above.

6. Next drill out the holes in the buffer beam of the chassis (Part 4) for the coupling hooks and the buffers.



7. Now it is a good idea to dry fit the sides, ends (part 3), chassis (part 4) together making sure that the ends line up with the buffer

beam and are square. The sides should sit on the back face of the buffer beam and their back face should be tight against the outside of the sole bars.

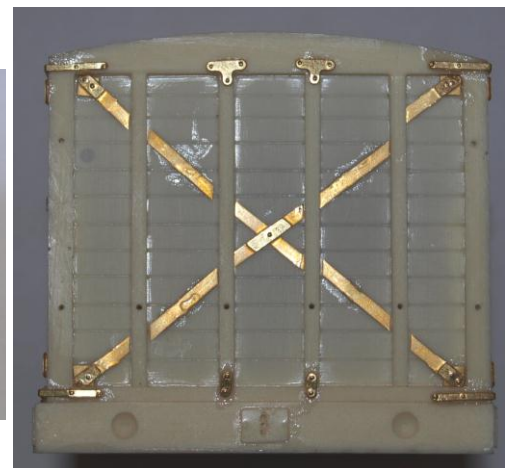
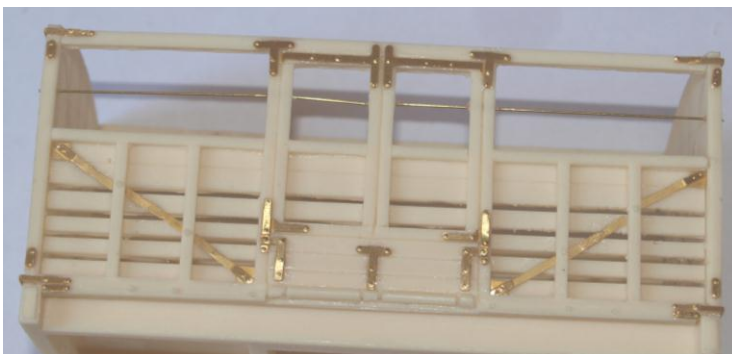


8. Then fit the floor (Parts 5) again make sure that it fits between the sides and ends.



9. Next drill holes in the ends so that they line up with the ones drilled earlier in the sides.

10. Next fit the etched strapping (part 6), as shown. Care is required not to get too much glue on the strapping as this could cover the strapping.



11. Next punch out the rivets on the sole bar etch (part 7) and glue to the sole bar as shown. It is a good idea to bend the brake guard out of the way at this stage.



12. 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.



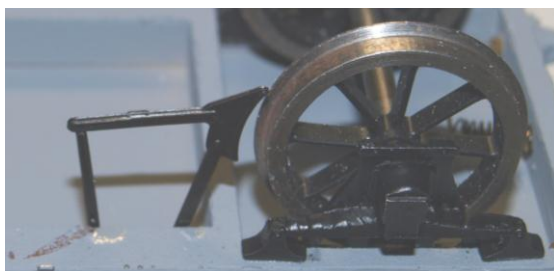
13. Next drill out the ends so that the split pins (Part 12) can be fitted.



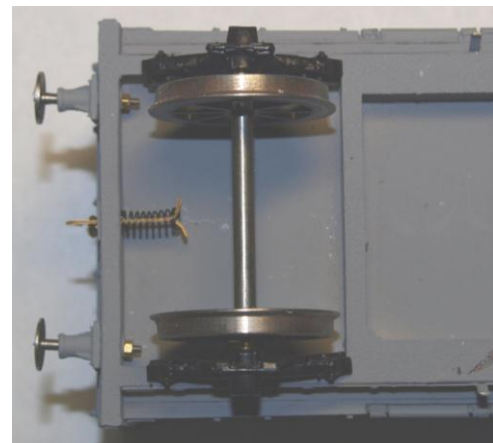
14. Push a piece of wire through the split pins to form a hand rail.



15. Assemble a wheel set, 1 x W-iron's (part 13), 2 x bearing's and 1 x wheel/axle unit, do not glue the bearings into the W-irons at this stage. Repeat for the other wheel set.

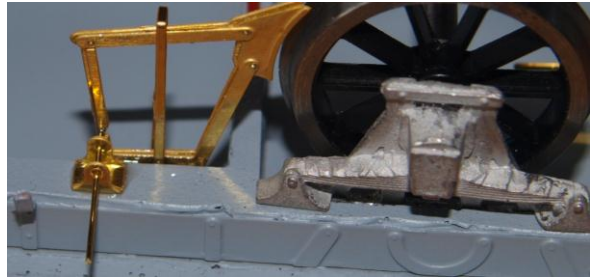


next the wheel as shown.



16. Next take the etched brakes (parts 14/15) punch out the rivets and solder together. This can then be mounted on to the chassis

17. Fold up the brake gear pivot (part 16) placing it against the bottom of sole-bar and next to link arm of the etched brake assembly.



Glue the casting into position using two part epoxy resin, this will give you opportunity for adjustment.

18. Next fix the brake lever (Part 17) and ratchet casting (part 18) to the sole-bar



and to the out side of the brake gear pivot casting as shown.

19. Now fold down the brake guard down over the brake lever.

20. Replete stages 16, 17 and 18 for the other side of the wagon.

21. Next fit the wire into the hole that you previously drilled in the sides and ends.



22. Finally fit the roof (part 19), making sure that the end line up and are square. Paint the model in the livery of your choice.



History of the Wagon

This represents the Great North of Scotland Railway's standard Medium cattle van. 265 of which were built in batches between 1898 and 1922. All but 3 of which were taken into LNER ownership in 1923 with 3 lasting long enough to be taken into public ownership in 1947. 29 of these vans were produced with fitted brakes to run with passenger trains. This kit represents the unfitted van.

These vans would have been a common sight in goods trains across Scotland and Northern England and would have been marshalled at the front of goods trains. They would have looked unusual as even the unfitted wagon ran with 3'7 diameter spoked wheels.

Known GNoSR running numbers were 1401-1550, 2346-2360, 2773-2822 and 2985-3034. Under the LNER all GNoSR wagons had 80,000 added to their running numbers.

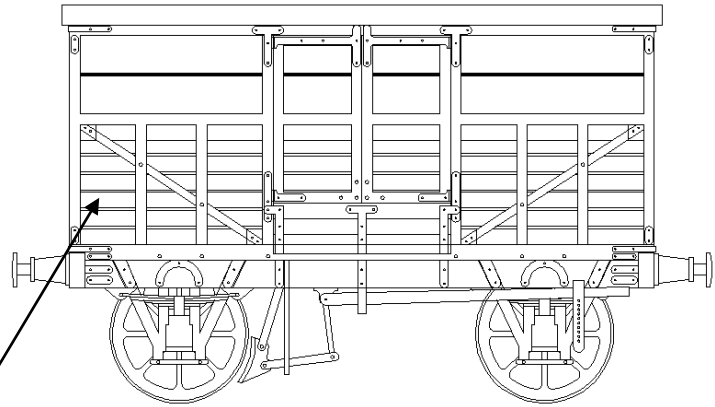
When originally built the vans would have been painted medium grey with iron work picked out in black. Under the LNER the unfitted vans would have been painted wagon grey were as the fitted ones would have been painted red oxide. It is doubtful that British Railways would have repainted any of these wagons.

Liveries

GNoSR Livery

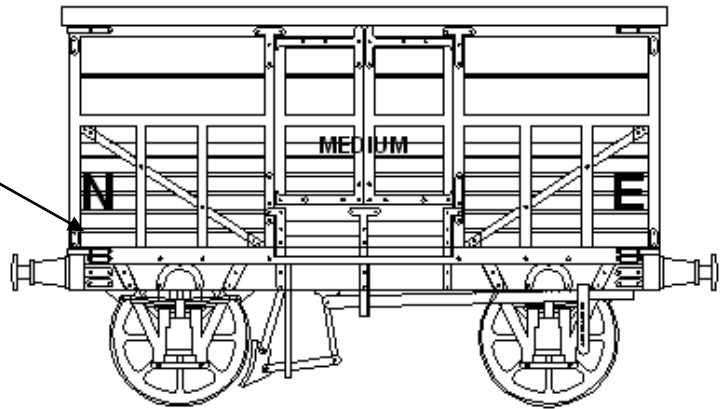
Circ 1920

Number and ownership
displayed on cast plate

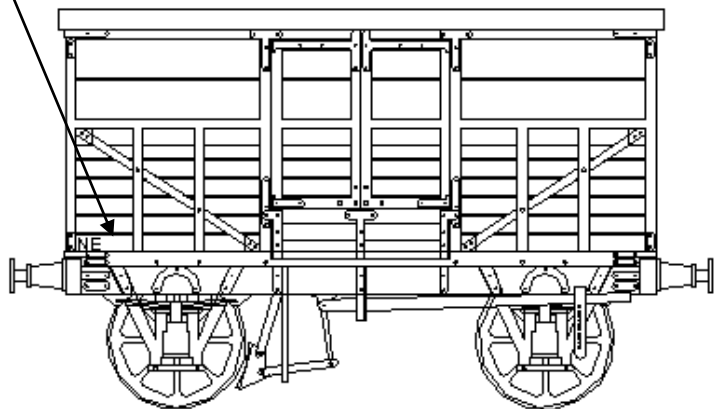


Numbers

LNER Livery
Circ 1923-1936



LNER Circ 1936-47



Furness Railway Wagon Co.

GNoSR/LNER/BR 6ton Medium Cattle Van

1. Construction Manual,
2. One rolled etched Plastic roof.
3. One Brass Strapping/brake etch,
4. Two brake lever castings,
5. Two Brake ratchet Castings
6. Two Brake pivot etches
7. Four axle box castings,
8. Two wagon out side castings (resin),
9. Two wagon inside side castings (resin),
10. Two wagon end casting (resin),
11. One wagon floor Casting (resin),
12. One wagon chassis 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.
18. Twelve split pins

We recommend Slaters 3'7" split spoke wheels.
Transfers are available from HRMS.