

Furness Railway Wagon Co.

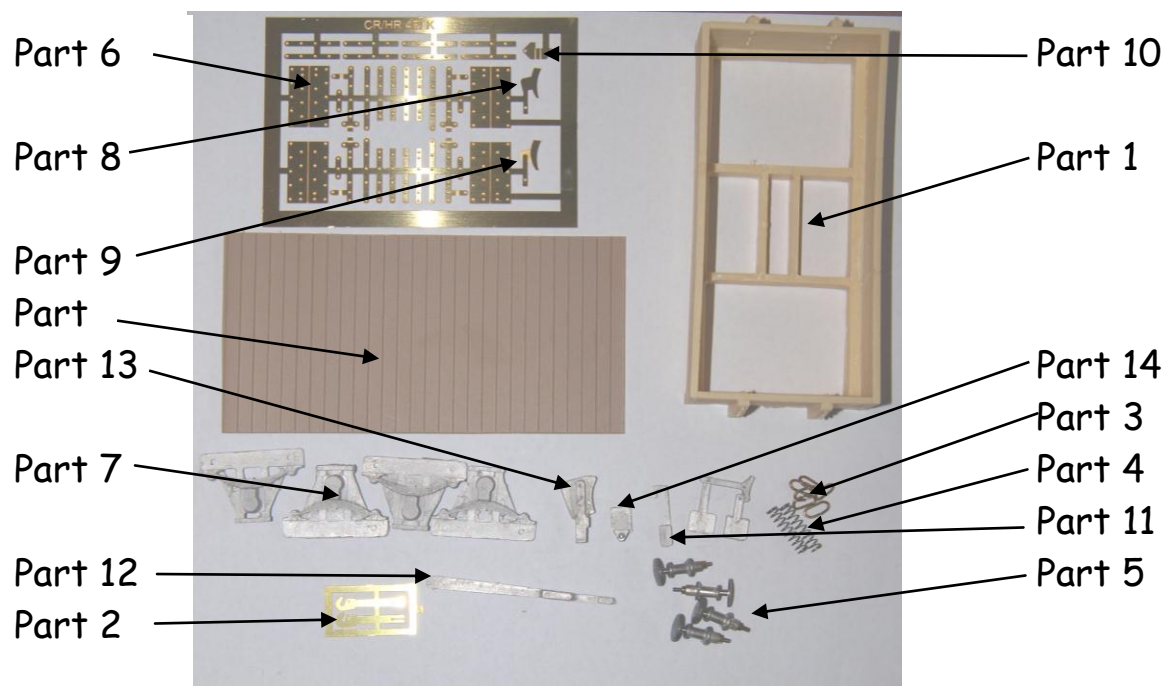
CR/HR/LMS/PO

8ton 4PLK General Merchandise Wagon

Wheels, paint and transfers required to complete.

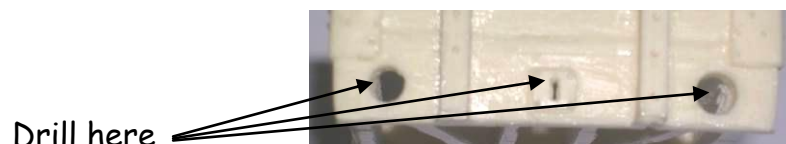
Please note that to aid the folding of the various parts score all the halfetched foldlines that are to be folded.

The Parts.



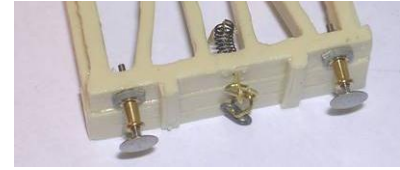
Wagon Construction.

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.



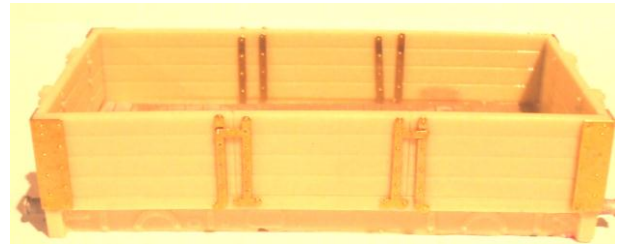
3. Next, assemble the links (part 2) on to the coupling hook (part 3) and push through the slot. Now push the spring (part 4) over the

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 5)

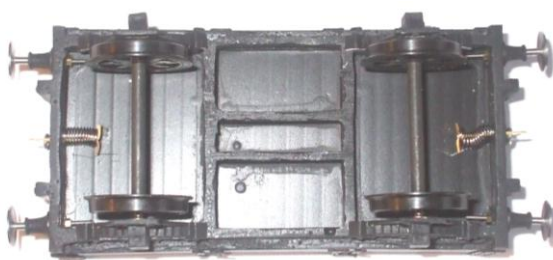
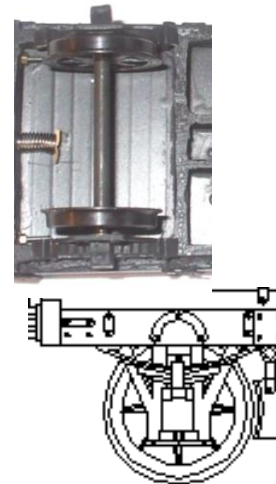


into the holes in the buffer beam using two part epoxy. As shown. Repeat for the other end.

4. Next punch out the rivets on the strapping etch (part 6) and glue to the wagon as shown.



5. Assemble a wheel set, 2 x W-iron's (part 7), 2 x bearing's and 1 x wheel/axle unit, do not glue the bearings into the W-irons at this stage. 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 rivets as shown on the drawing.

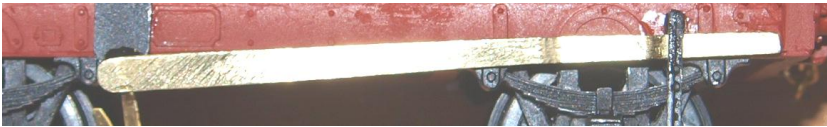


6. Repeat for the other wheel set. Use a straight edge across the back of the wheels to aid getting these

parallel and square to the chassis.

7. You now have a choice of brakes the CR had either a single iron brake block or a single wooden brake block on one side only. The highland railway's wagons had a single iron brake block on one side only.

8. Option 1 CR Single iron brake block
9. Take the out side single brake block (part8) and punch out the rivet
10. Then take the inside brake block (part 9) and attach to the back of the outside.



11. Fold up the pivot boss (part 10) and attach to the sole bar so it over laps the W-iron boss. You may require to trim the 'W' iron boss to allow this to fit

12. Fit a piece of wire through the hole and attach the brake block to it in the inside of the sole bar making sure that it doesn't foul the wheel



13. Fit the brake ratchet (part 11) to the sole bar as shown



14. Fit the brake lever (part 12) through the brake lever ratchet and on to the brake pivot.



15. Option 3 HR Single brake block
16. take the outside single brake block (part8) and punch out the rivet
17. Then take the inside brake block (part9) and attach to the back of the outside.

18. attach the larger pivot boss (part 14) and to the outside of the sole bar so it over laps the W-iron boss this may require the back of the pivot boss casting to be filed back slightly to fit.

19. fit a piece of wire through the hole and attach the brake block to it in the inside of the sole bar making sure that it doesn't foul the wheel



20. fit the brake ratchet (part 11) to the sole bar as shown

21. fit the brake lever (part 12) through the brake lever ratchet and on to the brake pivot.



22. Finally cut to size and fit (part 11) the floor. You are now ready to paint the model in the livery of your choice.



History of the Wagon

Caledonian Railway

This kit represents the last variant of the Caledonian Railway's standard 4 plank open wagon design built from about 1888 to 1914. These wagons would have been a familiar sight all over Scotland and the north of England, with some venturing even further a field. 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 also been painted Caledonian Railway red oxide 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.

Highland Railway

Built in large numbers by the Highland railway from 1896 to diag.***. This wagon represents the backbone of the Highland's goods stock. These wagons were made of all work and would have been seen all over Scotland and northern England even before the common user policy of World War 1. In World War 1 many these wagons were pooled and under the common user policy these wagons would have found themselves visiting all corners of the mainland Britain. Most of these wagons were still running in 1923 and were absorbed by the LMS, however it is debatable if any of these wagons survived World War 2 and made it to nationalisation in 1947.

These wagons would have been originally painted red oxide from the sole bar up and black below by the Highland. The LMS would have repainted these wagons light grey. However this could have taken some time and it

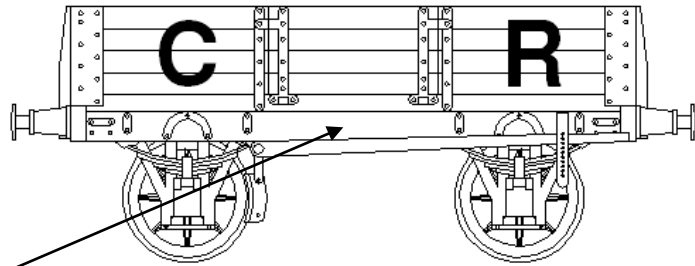
would not have been uncommon for these wagons to be still carrying their Highland livery well in to the 1930's

Private Owners

Wagons similar to those built by the Caledonian Railway and the Highland Railway were built by a number of contractors around the country. The liveries for Private owner wagons varied dramatically. These wagons were used to convey coal and general goods and would have been seen everywhere in Britain. As these wagons were mainly used by small private companies they would have been used as travelling advertisements by their owners and would have been turned out in allsorts of colours and liveries. It is also possible that some of these wagons managed to last into early British Railways having been pooled during World War 2. In British Railways days the wagons would have been grey or even unpainted wood. This would have left the ghosts of their former liveries showing through.

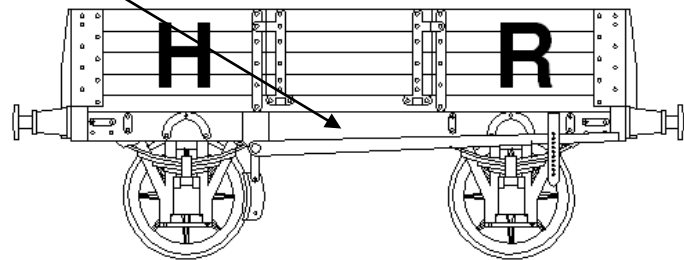
Liveries

Caledonian
Railway Livery
Circ 1900

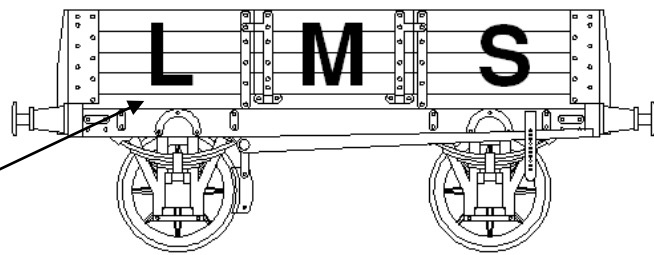


Numbers

Highland Railway
Livery Circ 1900

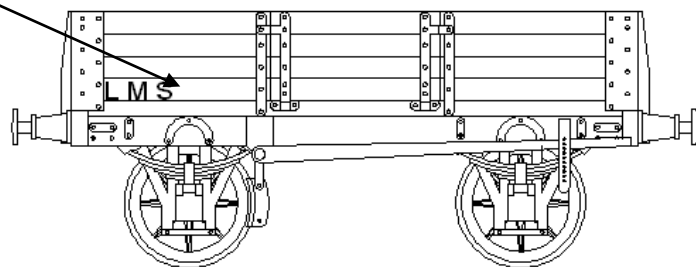


LMS early Livery
Circ 1923-36



Numbers

LMS Late Livery
Circ 1936-47



Furness Railway Wagon Co.

CR/HR/LMS/PO 8ton 4PLK General Merchandise Wagon

1. Construction Manual,
2. One wagon body casting (resin),
3. One wagon floor,
4. One brass strapping etch,
5. One brass brake etch,
6. One Brake ratchet casting
7. Four W-iron/axle box castings,
8. Four buffer assemblies,
9. Two coupling hook springs,
10. Six coupling hook links,
11. One set of etched coupling hooks.

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

Transfers are available on the HMRS Scottish pre-grouping sheet. LMS transfers are available on the HMRS LMS wagon sheet as well as Slaters plastikard. A number Private Owner liveries for this wagon are available from POWsides.