

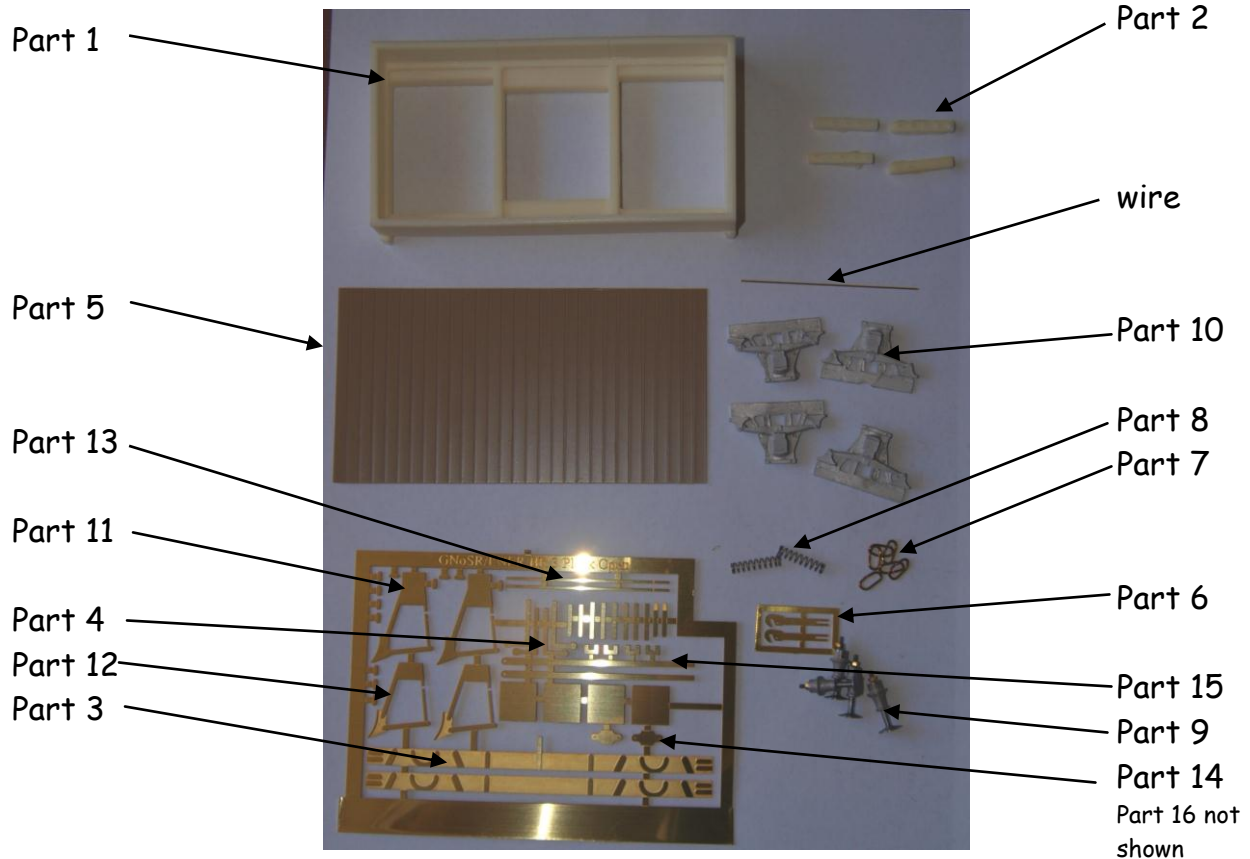
Furness Railway Wagon Co.

GNoSR/LNER/BR

3 Plank Open

Wheels, paint and transfers required to complete.

The Parts.

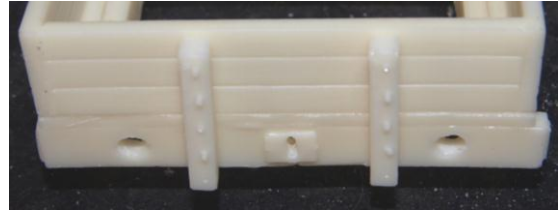


Assembling the van.

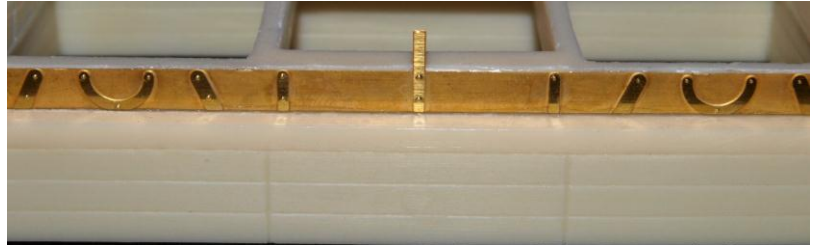
1. Wash and clean the castings, making sure that the castings fit together before gluing.
2. Next take the body (part 1) and drill out the holes in the buffer beam for the coupling hooks and the buffers.



3. Attach the end support castings (part 2).



4. Next punch out the rivets on the sole bar etch (part 3) and glue to the sole bar



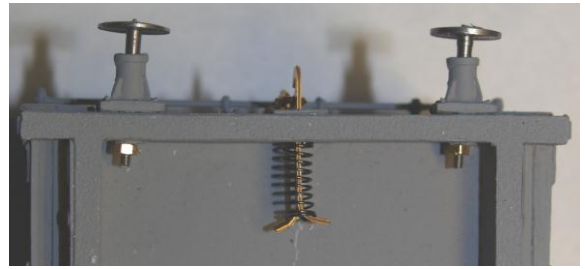
as shown. It is a good idea to bend the brake guard out of the way at this stage. This wagon only has one door so the sole bar with the brake guard goes on the side of the body with the door.

5. Fit the etched strapping (part 4), as shown. Care is required not to get too much glue on the strapping as this could cover the strapping.

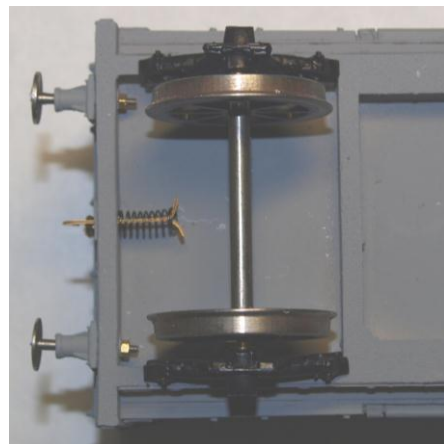


6. Then fit the floor (part 5) making sure that it fits between the sides and ends.

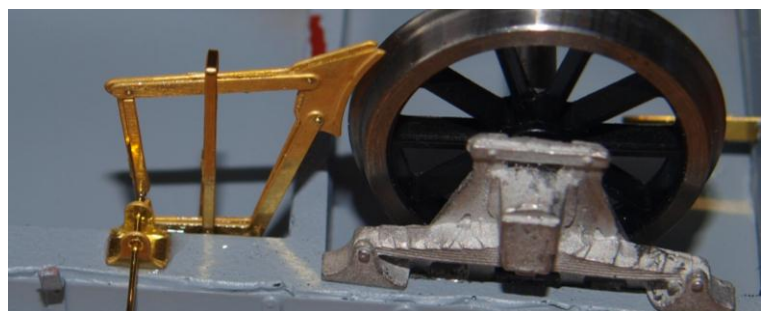
7. Assemble the links (part 6) on to the coupling hook (part 7) and push through the slot. Now push the spring (part 8) over the back of the coupling hook and bend the tags over to secure the spring in place. Then fix the four buffers (part 9) into the holes in the buffer beam using two part epoxy resin.



8. Assemble a wheel set, 1 x W-iron's (part 10), 2 x bearings and 1 x wheel/axle unit, do not glue the bearings into the W-irons at this stage. Repeat for the other wheel set.

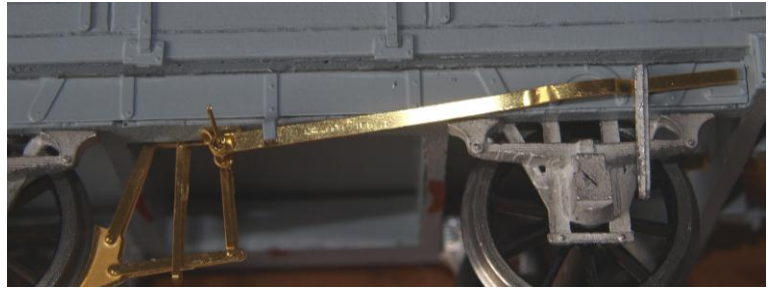


9. Next take the etched brakes (parts 11/12) punch out the rivets and solder together. This is then mounted, along with the link arm safety bar (part 13), on to the chassis next to the wheel as shown.

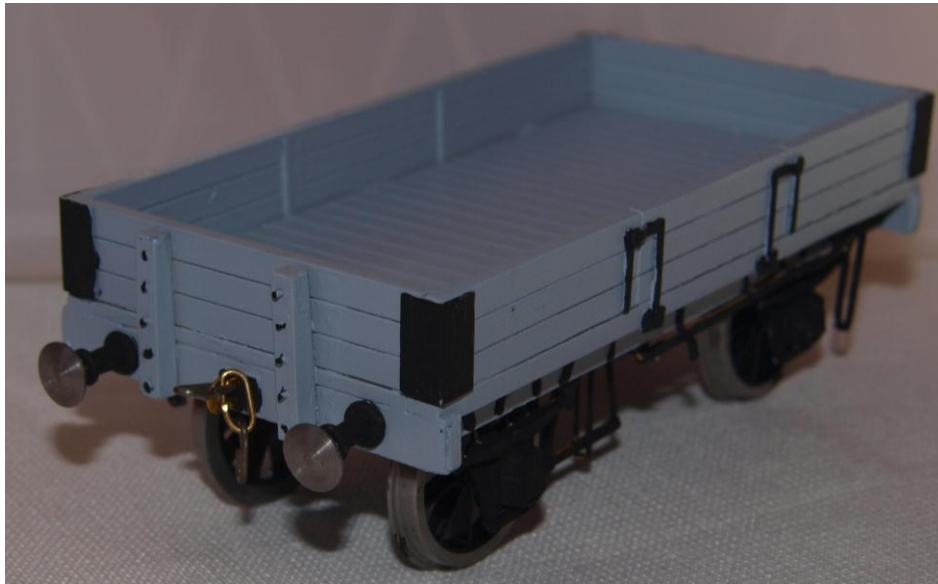


10. Fold up the brake gear pivot (part 14) place it against the bottom of the sole-bar and next to the link arm of the etched brake assembly.

11. Next fix the brake lever (Part 15) and ratchet casting (part 16) to the sole-bar and to the outside of the brake gear pivot casting.



12. Repeat stages 9, 10 and 11 for the other side of the wagon.
13. Finally paint the model in the livery of your choice.



History of the Wagon

This represents the Great North of Scotland Railway's standard 3 plank open wagon. These wagons were built in batches between 1887 and 1923. Many of these were taken into LNER ownership in 1923, and 14 lasted long enough to be taken into public ownership in 1947. Some of these vans were produced with fitted brakes to run with passenger trains, such as fish trucks. This kit represents the unfitted wagon built before 1910 as it only as one door.

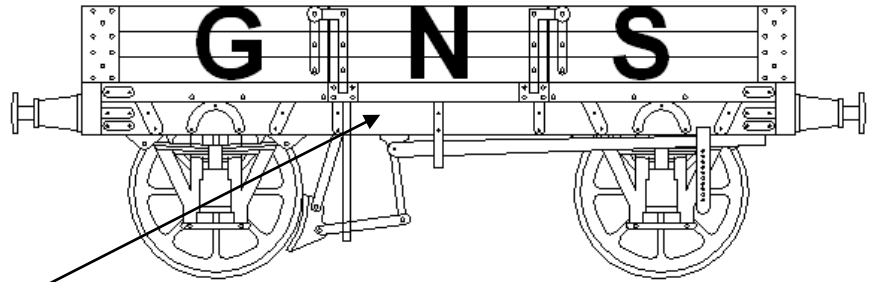
These wagons would have been a common site in goods trains across Scotland and Northern England. They would have looked unusual as even the unfitted wagon ran with 3'7 diameter wheels which had spokes.

A sample of GNoSR running numbers were 293, 659, 1665, 1706, 2525 and 2532. More are available in LNER Wagons Vol. 3. under the LNER. All GNoSR wagons had 80,000 added to their running numbers.

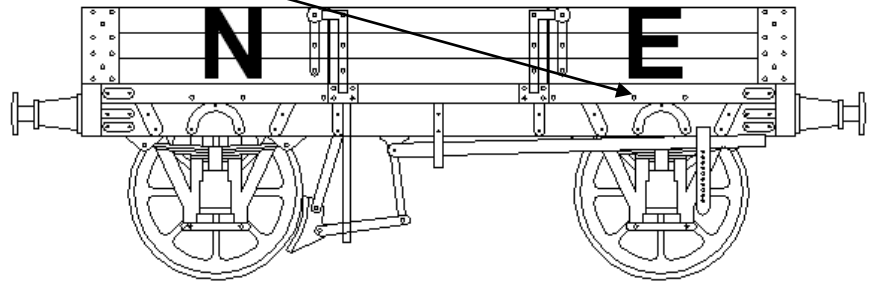
When originally built the wagons would have been painted medium grey with iron work picked out in black. Under the LNER the unfitted wagons would have been painted wagon grey, whereas the fitted ones would have been painted red oxide. It is doubtful that British Railways would have repainted any of these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

Liveries

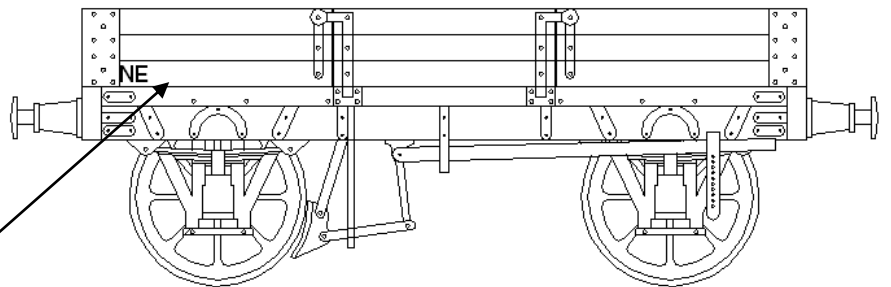
GNoSR Livery
Circ 1920



Numbers

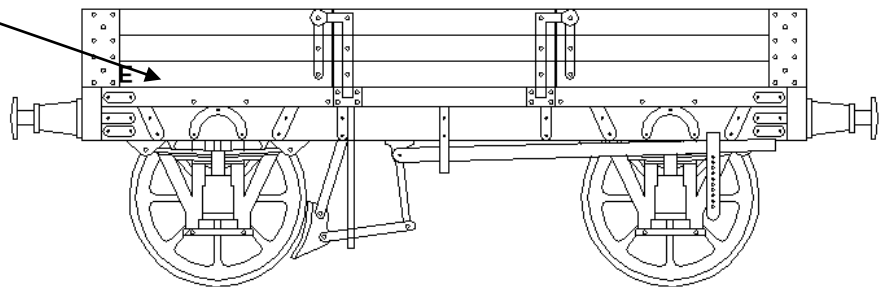


LNER Livery
Circ 1923-1936



LNER Circ 1936-47

Numbers



BR Circ 1947-52

Furness Railway Wagon Co.

GNoSR/LNER/BR

3 Plank Open

1. Construction Manual,
2. One Brass Strapping/brake etch,
3. Two Brake ratchet Castings
4. Four axle box castings,
5. One wagon floor,
6. One wagon casting (resin),
7. Four buffer assemblies,
8. One coupling hook etch,
9. Two coupling hook springs,
10. Six coupling hook links.
11. one lengths of brass wire.

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