

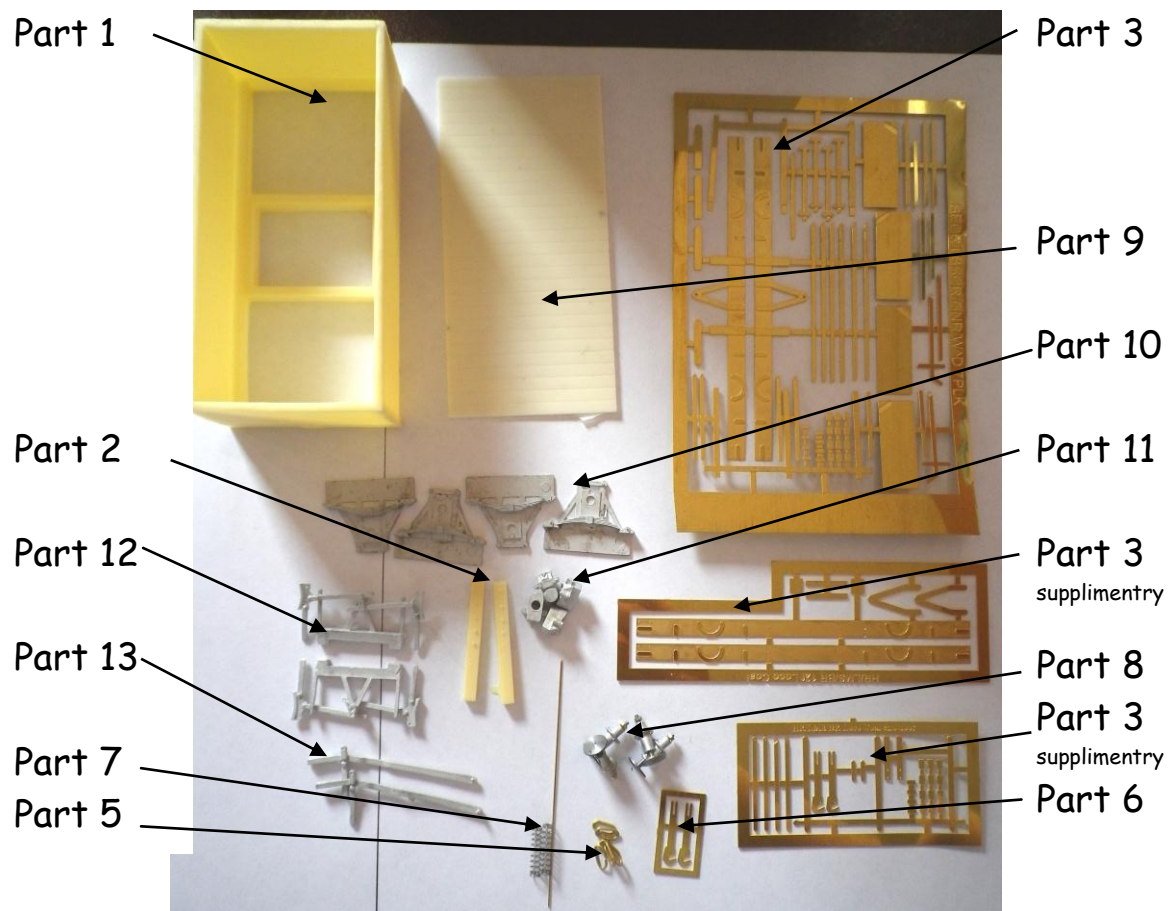
Furness Railway Wagon Co.

HR/LMS/BR

12ton 7 Plank Loco Coal Wagon

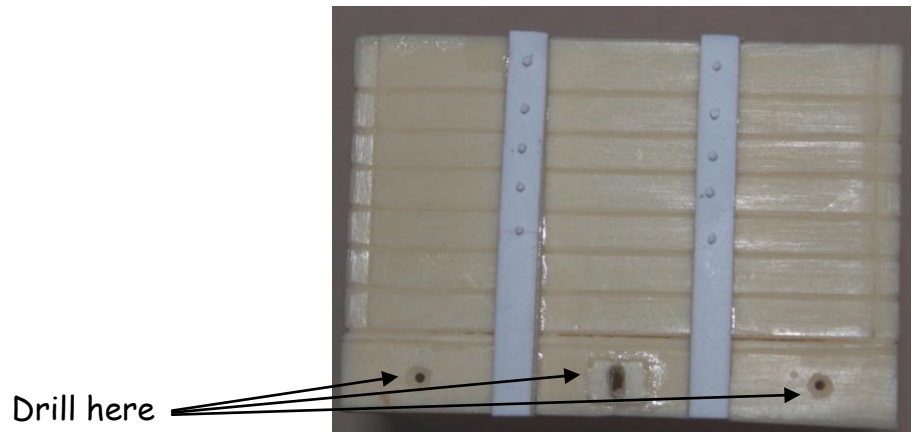
Wheels, paint and transfers required to complete.

The Parts.



Wagon Construction.

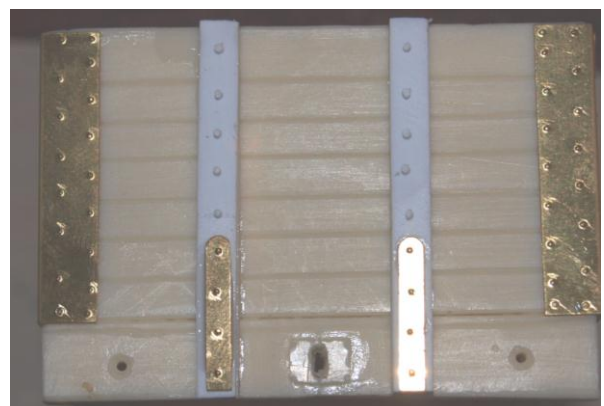
1. Clean up the wagon body (part 1) by removing any excess material.
2. This kit builds a side and end door wagon so you will only need to fit the supports to end which is fixed.



3. Drill out the holes, both ends, for the buffers and coupling hooks as shown.
4. Next take the strapping etch (part 3) and punch out the half etched rivets and attach as below.



5. Next fit the strapping to the fixed ends.



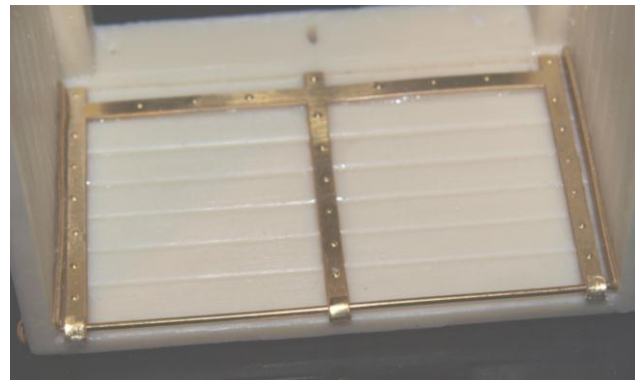
6. Now attach strapping for the other end as shown.



7. Fit the strapping as shown on the outside of the wagon. Note that the outside etched door is the full width of the wagon and does not have half etched tags on the top of the three uprights. Again there are small rectangular plates that fit on top of the etch to simulate one bar crossing another.

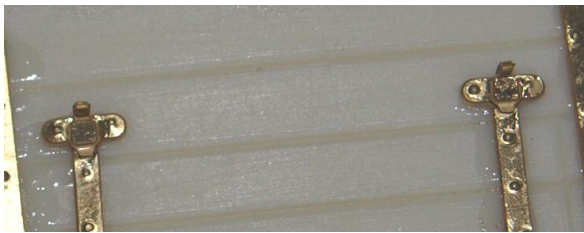
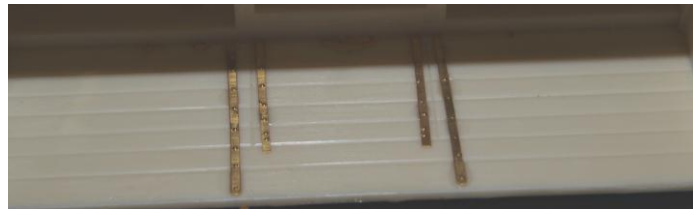


8. Attach internal strapping that looks like a very long P to the internal sides of the wagon at the end which has the door in it. These will fit right in the corners.



9. Now attach the internal section of the end door as shown so that the bottom of the strapping touches the top of the buffer beam leaving the half etched tags clear of any glue. Once this has had time for you chosen glue to go off place a piece of wire across the full width of the wagon and fold back the half etched tags to secure it in place. Then attach the small rectangular plates as before.

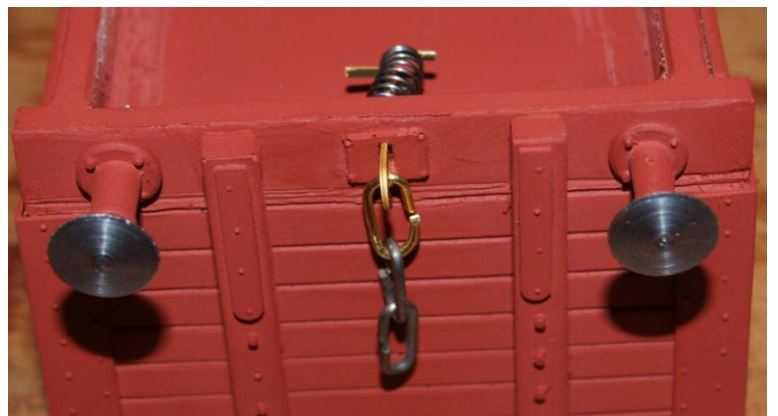
10. next fit the internal strapping for the door as shown



11. Now fit the door latches.

12. The last piece of strapping to be added is a supplementary piece (part 4) to one side of the sole bar over two small holes.

13. Next, assemble the links (part 5) on to the coupling hook (part 6) and push through the slot. Now push the spring (part 7) over the back of the back of the coupling hook and

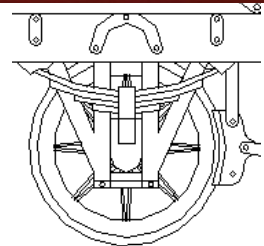
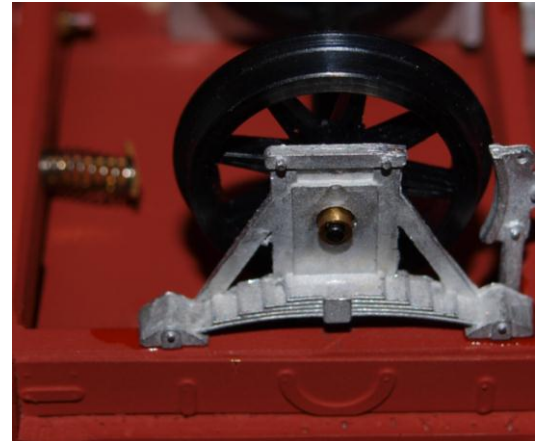


bend the tags over to secure the spring in place. Repeat for the

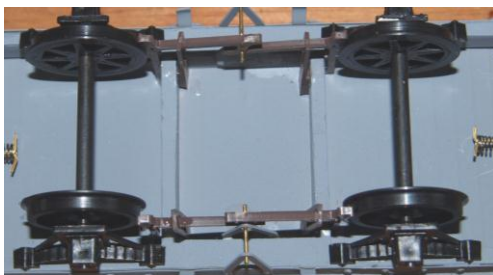
other hook. Now fix the four buffers (part 8) and then into the holes in the buffer beam using two part epoxy, as shown. Repeat for the other end.

14. Next clean up and fit the floor (part 9). Note you will need to file some small notches into the floor to enable it to pass over the internal strapping.

15. Assemble a wheel set consisting of: 2 x W-iron's (part 10), 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 crown plates as shown on the drawing.



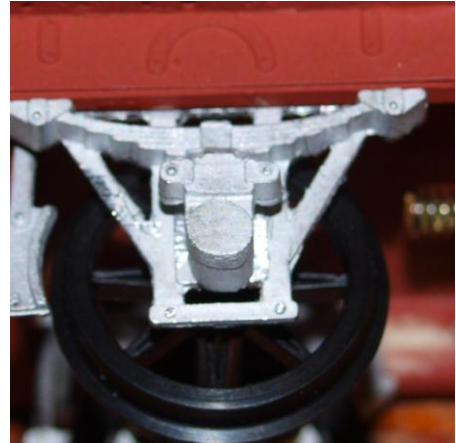
16. Repeat for the other wheel set. Use a straight edge across the back of the wheels to aid getting these parallel and square to the chassis.



17. Glue the brake gear (part 11) onto the wagon, as shown.

18.

19. Now fit the axel boxes over the ends of the axels being very careful not to get any glue into the bearings.



20. Next fix the brake lever and ratchet casting (part 12) to the sole-bar and to the outside V-hanger as shown.

21. Now you are ready to paint your model in the livery of your choice.



History of the Wagon

Although designed with the private owner in mind 150 of these wagons built to the 1909 RCH specification for a 12 ton seven plank coal wagon for the Highland Railway between 1913 and 1915., Also as War loomed the War Dept decided that it would require extra coal wagons to ship coal from the mines to both munitions factories and the various naval bases. A decision was made to buy RCH 12t seven plank wagons for this purpose, with some wagons serving overseas in France, Italy and Egypt. Following the end of hostilities in 1919 all the War dept. wagons were sold off to various companies.

All of these wagons lived long enough to get to the grouping with the going to the LMS Railway and in some cases were withdrawn by British Railways in the 1950's.

The Highland Railway's livery was red oxide above the sole bars and black below. Lettering was simple with a large 'H' 'R' in white on the side of the wagon and the words "LOCO COAL ONLY" on the drop centre door.

The War Dept. painted the wagons in their usual dull light green with a number of different lettering styles if you want to build one of these wagons it would be a good idea to consult a photograph.

LMS livery copies the practice of the Highland railway apart from the base colour was mid grey rather than red oxide. Those of the wagons that managed to survive past 1947 would have been eventually grey if they were lucky.

Private owner wagons would have been painted in number different liveries dependent on the owner's personal choice.

Known running numbers

HR batch 1 2869-2918 built by Buchanan & Co

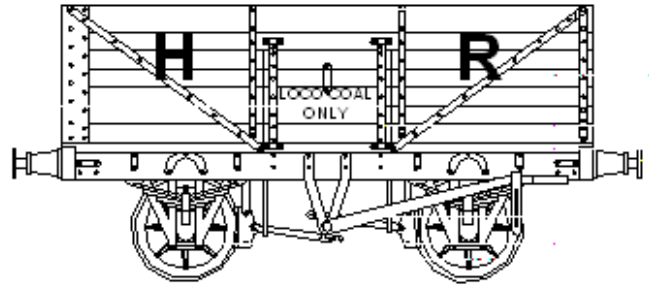
HR batch 2 2919-3018 built by R Y Pickering

HR batch 3 3019-3068 built by R Y Pickering

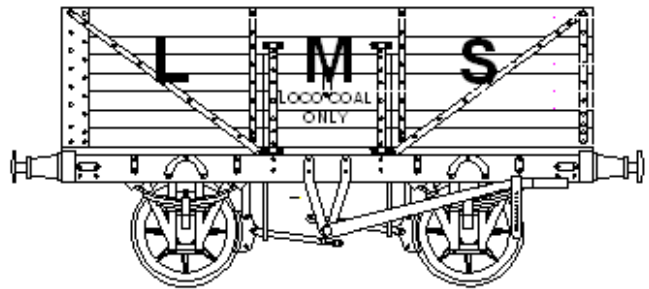
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Liveries

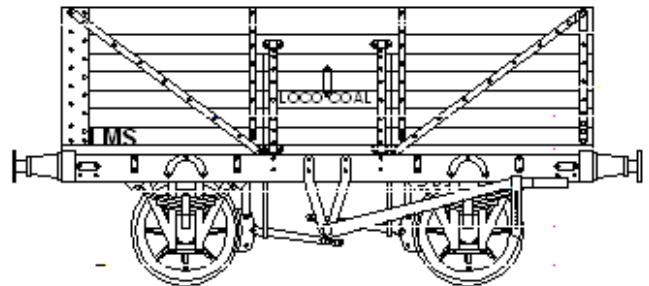
HR Livery
Circ 1913



LMS early Livery
Circ 1923-36



LMS Late Livery
Circ 1936-47



Furness Railway Wagon Co.

**HR/LMS/BR
1913 12ton
7 Plank Loco Coal Wagon**

1. Construction Manual,
2. Three strapping etches
3. One wagon body casting (resin),
4. Four end support castings(resin)
5. One wagon floor casting (Plasicard),
6. Two brake gear castings,
7. Two brake lever castings,
8. Four W-iron/axle box castings,
9. Four buffer assemblies,
10. Two coupling hook springs,
11. Six coupling hook links,
12. One set of etched coupling hooks,
13. One piece of brass wire.

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

Transfers are available from POWsides or on the HMRS Scottish Pre-grouping Railways sheet.