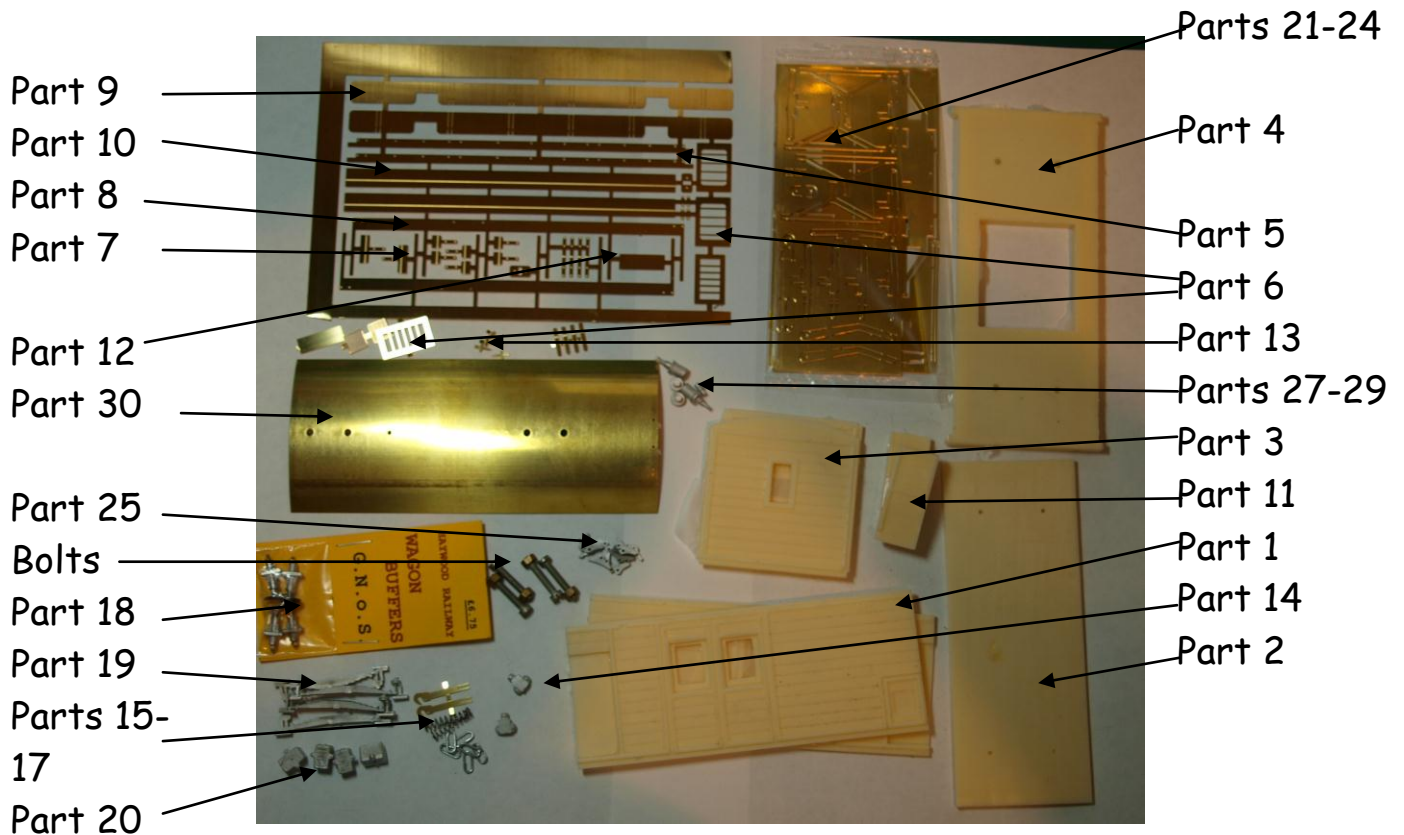


# *Furness Railway Wagon Co.*

## GNoSR/LNER 17ton Brake

Paint and transfers required to complete.

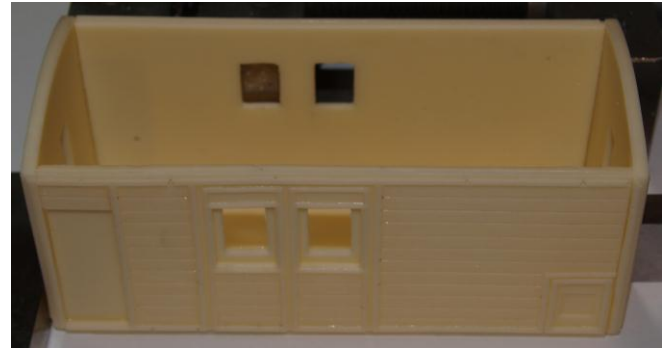
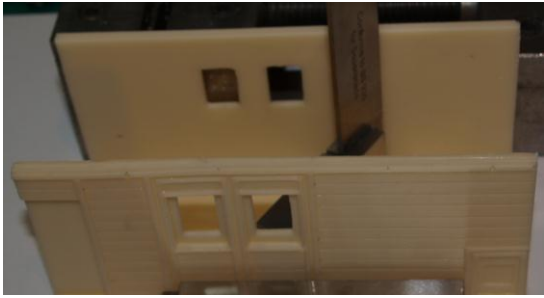
### The Parts.



### Assembly of Wagon Body.

1. Wash and clean up the castings making sure that the castings fit together before gluing.
2. Fit both sides (part 1) to the floor (part2), making sure that they line up with the ends and are square.





3. Next fit the ends (part3) to the sides and floor, as shown. Then fit the last side to complete the box.

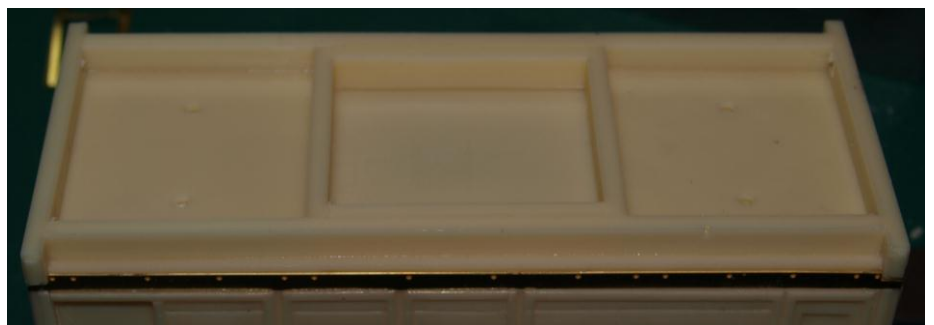
4. Drill out the holes at both ends of the chassis (part 4) for the buffers and coupling hooks as shown.



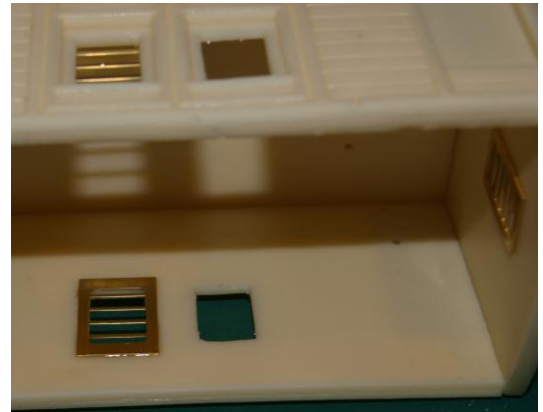
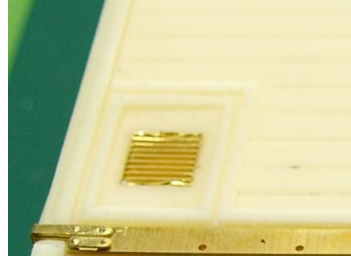
5. Now fit the chassis location plates Part 5) as shown.



6. Fit the chassis to the bottom of the van body.



7. Now fit the internal window grills and vents for the dog boxes (parts 6) as shown.



8. Then punch out the half etched rivets and fold up the strapping and steps (part 7) as shown.

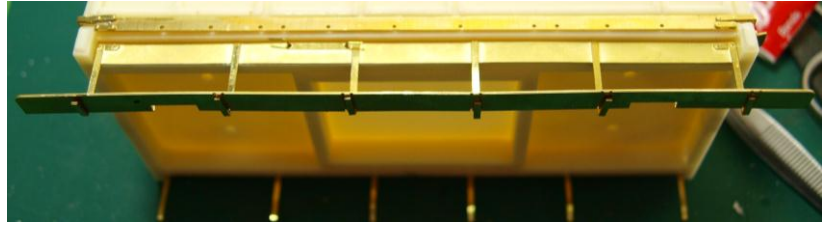


9. Take the Sole Bar (part 8) and punch out the half etched rivets then attach that to the van as shown. Then fold up the running board supports.

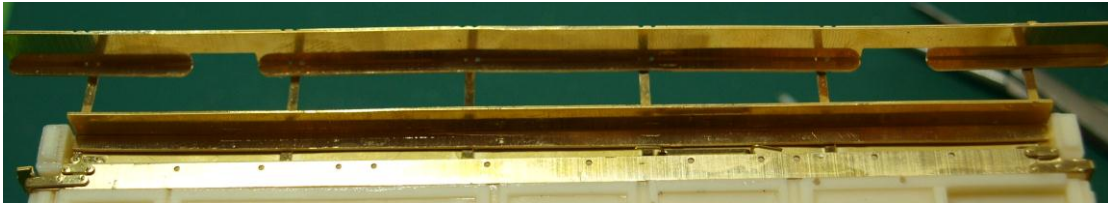


10. Now drill out the hold in the raised plate on the sole bar and fit wire as shown above.

11. Fold up the running boards (part9) and fit them to the supports so that the half etched lines on the back of the running boards line up with the supports.



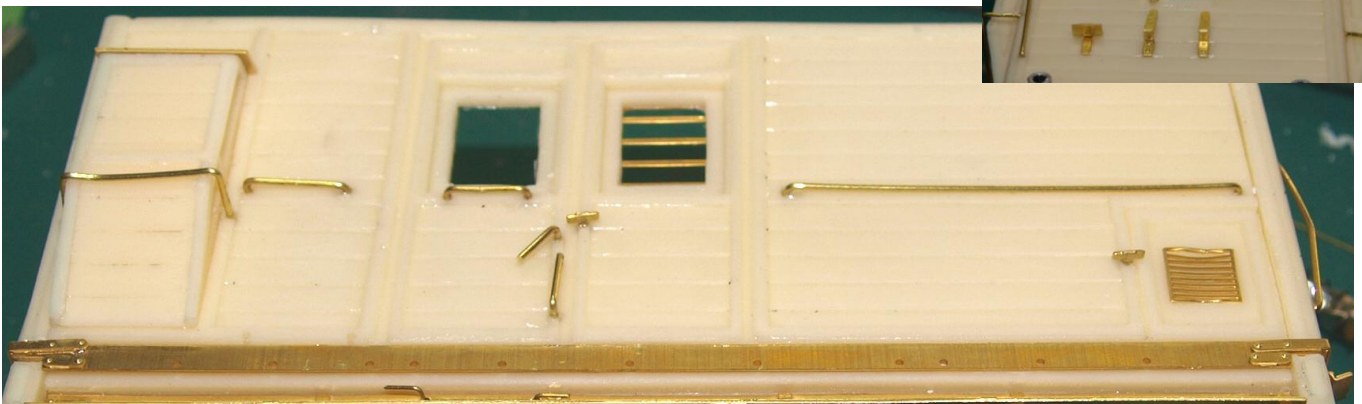
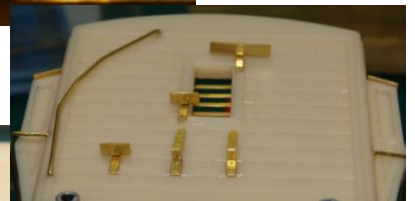
12. Now fold up and attach the upper running boards (part 10) to the supports assemblies making sure that they line up with the bottom of the sole bars with the short edge towards the sole bars.



13. Fit the lookout duckets (part 11) castings into the recesses in the side castings then fit the etched ducket roofs (part12).



14. Next fit the hand rails and door handles (part 13).



15. Now fit the fixed lamp (part 14) to the side directly over the ducket.

16. Next push the coupling assembly (part 15/16) into the chassis then push over the spring (part17) and secure with the split-pin. Then fix the four buffers (part 18) into the holes in the buffer beam using two part epoxy resin.

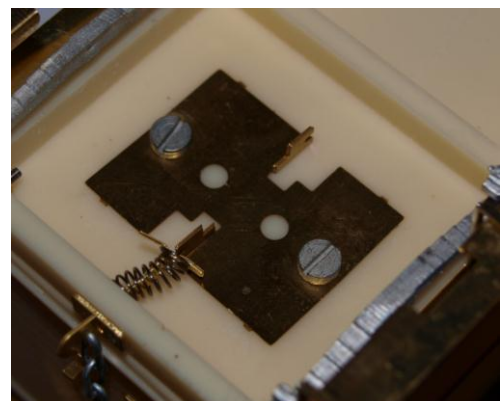
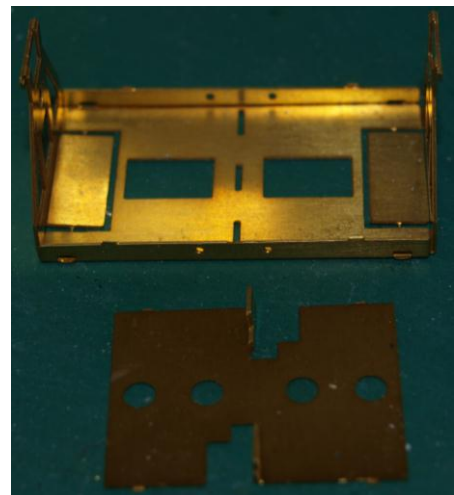
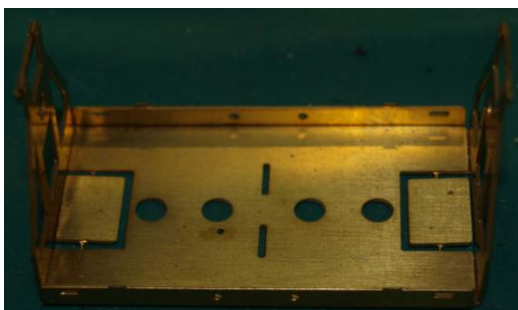


17. Take the axel spring castings (parts 19) and fit as shown us the hold in the chassis to line them up.

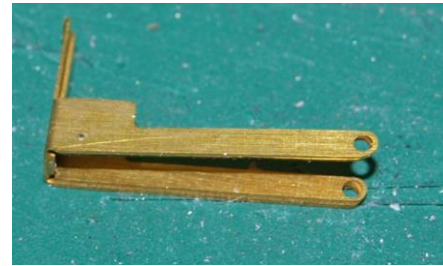
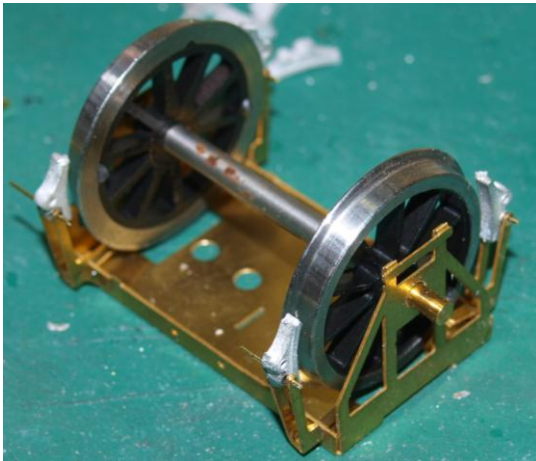


18. Now drill out the axel boxes (part20) to take your chosen wheel sets.

19. Fold up the 'W'-irons and rocking plate (parts 21-23 then bolt the rocking plate down to the chassis.

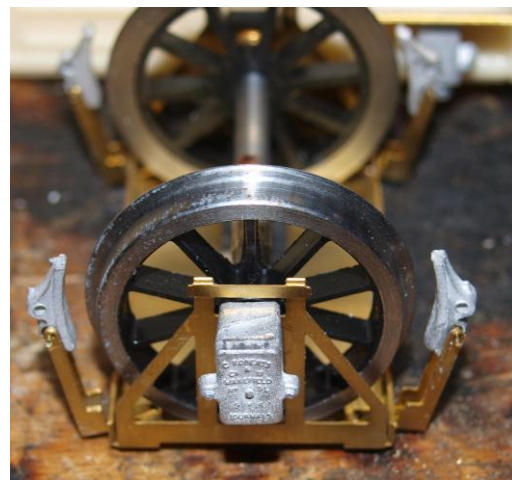
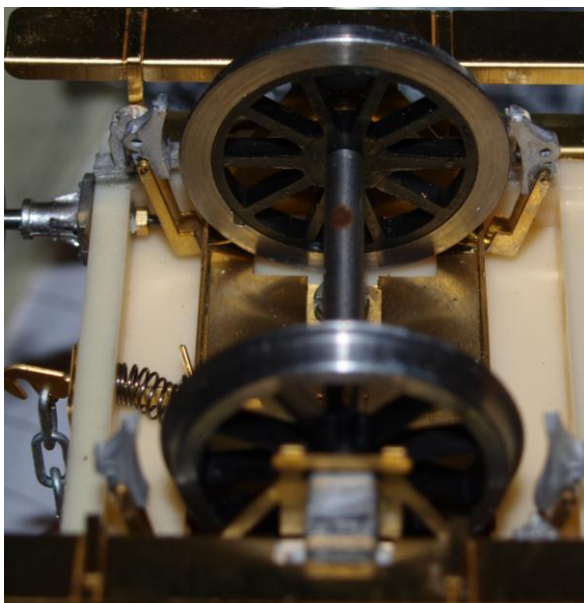


20. Now fold up the brake block supports (part 24).



21. Next attach the brake blocks (part 25) to the brake blocks supports. Note these are handed. Then attach them to the 'W'-irons as shown

22. Now fit the wheel sets and the axel boxes as shown.



23. Now you can attach the wheel assemblies making sure that they are square and don't bind on the brakes. The fixed end is bolted down like the rocking plate and the rocking

end fits over the tags on the rocking plate and one in position the tags can be bent round.

24. If you want to fit the fully detailed braking equipment it is supplied with the kit and can be fitted. It has been left of the build as most modellers surplus to their requirements.

25. Attach  
the  
ventilators  
(part27), oil  
lights (part



28) and stove chimney (part 29) through the holes in the roof (part30).

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



## History of the Wagon

This represents the Great North of Scotland Railway's 14/17ton Brake Van. These over 60 vans were built in batches between 1895 and 1919.

Their differences in tare weight was due to either grease or oil lubrication axel boxes. Most of these were taken into LNER ownership in 1923, but all had been withdrawn by 1946.

These wagons would have been a common site in goods trains across Scotland and Northern England after 1923 as some of these vans were transferred to the north eastern region of the LNER being based in Newcastle-on-Tyne .

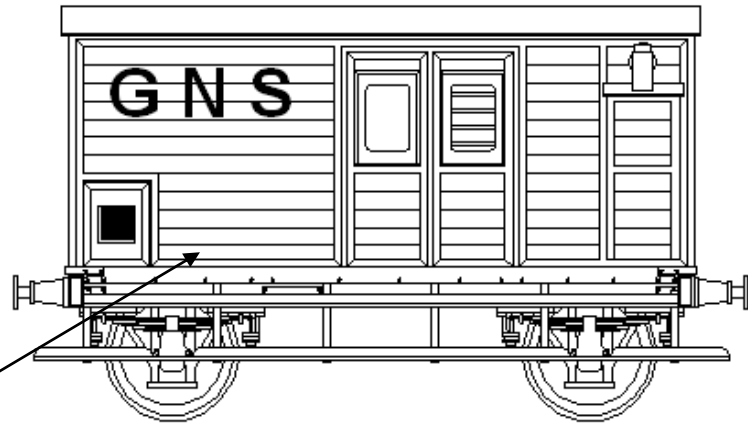
A sample of GNoSR running numbers were 3, 4, 7, 9, 11 and 39. More are available in LNER Wagons Vol. 3. under the LNER. All GNoSR wagons had 80,000 added to their running numbers.

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.



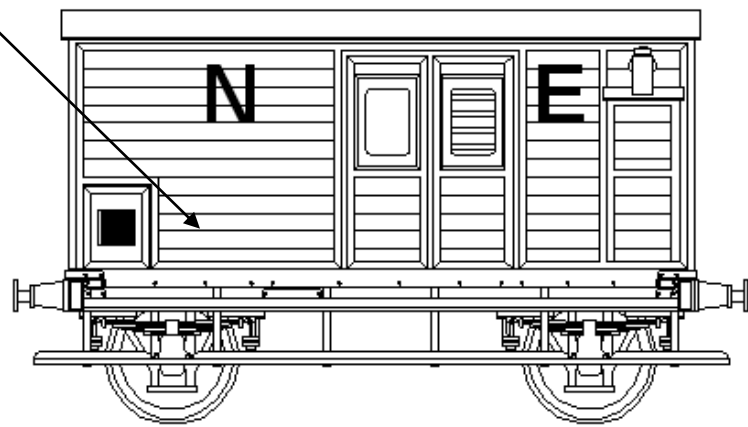
**Liveries**

GNoSR Livery  
Circ 1920



Numbers

LNER Livery  
Circ 1923-1936



# *Furness Railway Coach Co.*

## **GNoSR/LNER 17ton Brake Van**

1. Construction Manual (CD),
2. One rolled etched Brass roof.
3. One strapping etch
4. One W-iron/brake etch
5. Two Van side casting (resin),
6. Two Van end casting (resin),
7. One Van floor Casting (resin)
8. One chassis casting,
9. Four axel box castings
10. Four axel spring castings
11. Two lamp castings
12. Six links
13. Two coupling hooks
14. Two coupling springs
15. four buffer assemblies
16. Two oil lights castings
17. Two oil light vents casting
18. One stove chimney casting
19. wire.

We recommend Slaters 3'7" spoked wheels for this kit.  
Transfers are available from HMRS (Scottish Pre-grouping sheet)