

# Furness Railway Wagon Co.

## LBSCR/SR Class A diagram 2 10ton 5 Plank General Merchandise Wagon Steel Under-Frame

Wheels, paint and transfers required to complete.

### The Parts.

Part 4

Part 1

Part 2

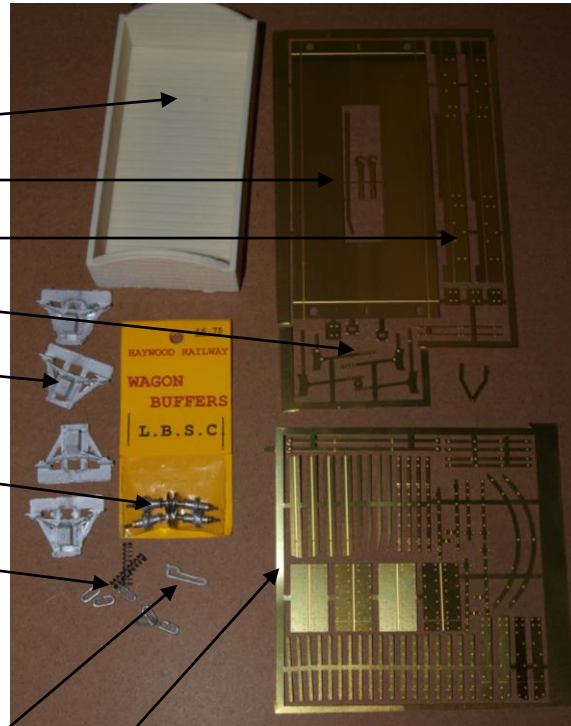
Parts 3/11/12

Part 10

Part 9

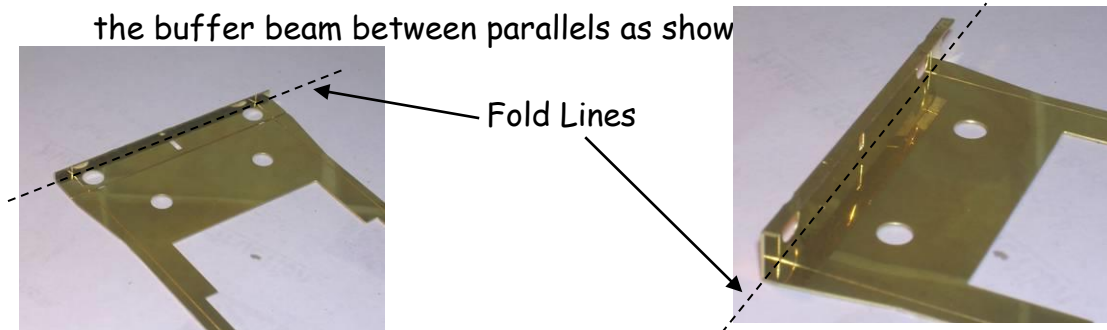
Parts 6/7/8

Part 13 Part 5

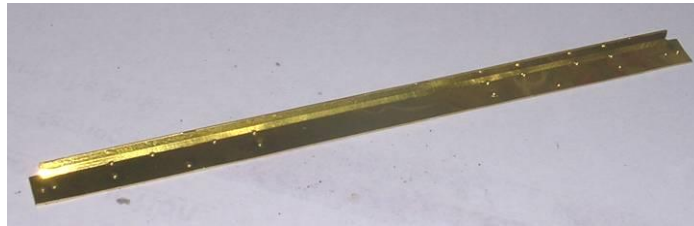


### Chassis Construction.

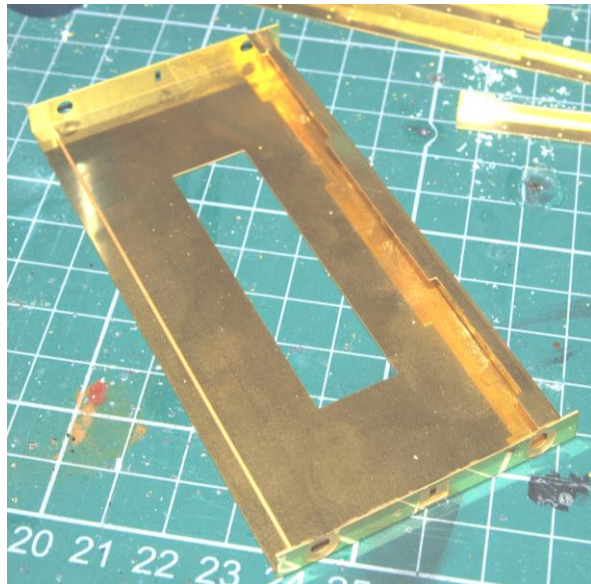
1. Remove chassis (part 1) from the etch and fold up the bottom of the buffer beam between parallels as show



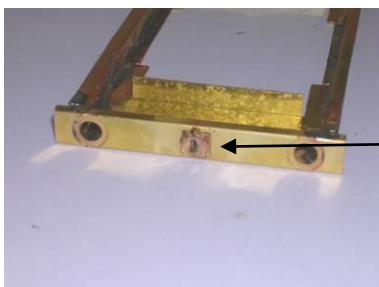
2. Next fold up the buffer beam completely as shown. Make sure that the resulting U shape is square so as to fit the sole bars. Repeat for the other end of the chassis.
3. Remove the sole-bars (part 2) and punch out the rivets. Next fold up the bottom of the sole-bars between two parallels. Make sure that the resulting shape is square.



4. Click one of the sole-bars in to the half etch slot that runs between the two buffer beams and the rivets are facing out.. Solder into position using 188C solder. Make sure that the sole-bars are actually soldered inside the buffer beam. Repeat for the other sole-bar.



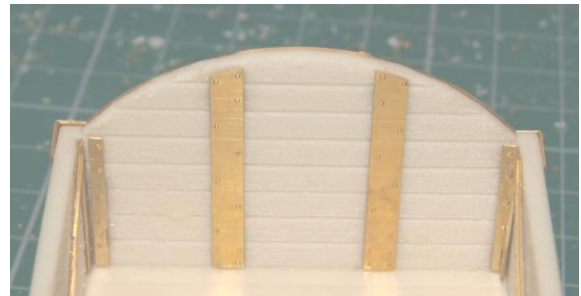
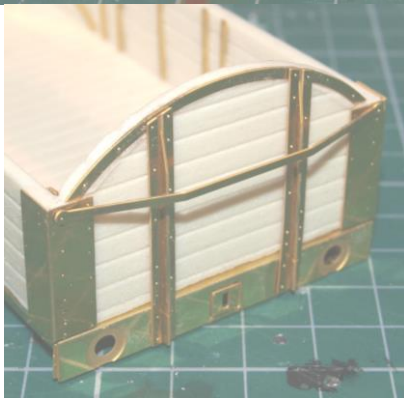
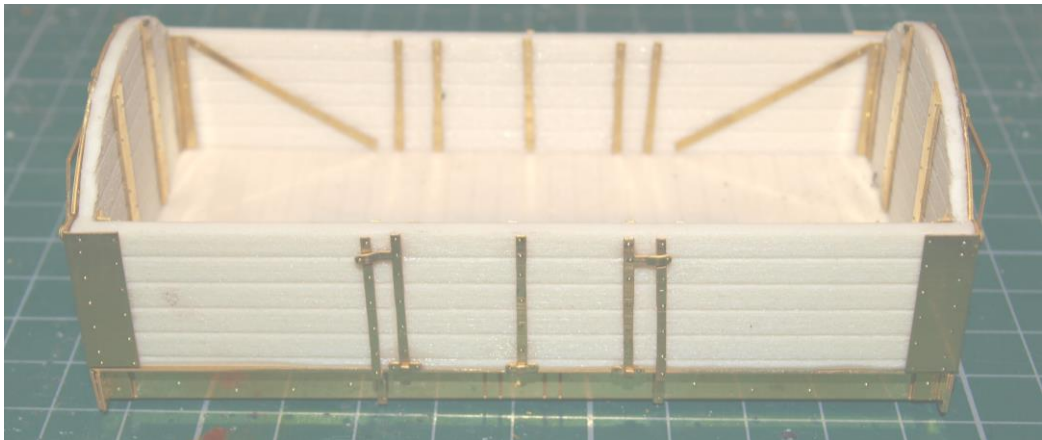
5. Next remove the buffer beam reinforcing plates (part 3) and punch out the half etched rivets and tin the back of each piece with 188C solder. Now sweat the plates onto the half etched square in the front of the buffer beam.



Buffer beam reinforcing plates

## Final Assembly of components.

1. Position the top of the wagon (part 4) in the middle of the chassis and glue the chassis to the top. Then, attach the strapping (part 5) as shown. To do this you will require too punch out two the half etched reverts and fold up the 'T' sections for the end of the wagon as shown.

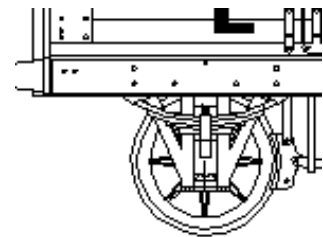


2. Next, assemble the links (part 6) on to the coupling hook (part 7) and push through the slot. Now push the spring (part 8) over the back of the back of the coupling hook and bend the tags over to secure the spring in place. Then



fix the four buffers (part 9) into the holes in the buffer beam using two part epoxy.

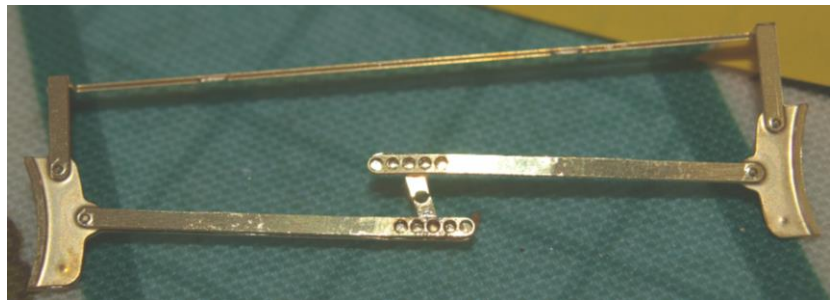
3. Drill out the w-iron castings to suit the bearings of your chosen wheels. Assemble a wheel set, 2 x W-iron's (part 10), 2 x bearing's and 1 x wheel/axle unit, do not glue the bearings into the W-irons at this stage. Again using two part epoxy resin, glue the assembled wheel set onto the sole-bars so that they are square and line up with cut outs in the bottom of the sole bars.



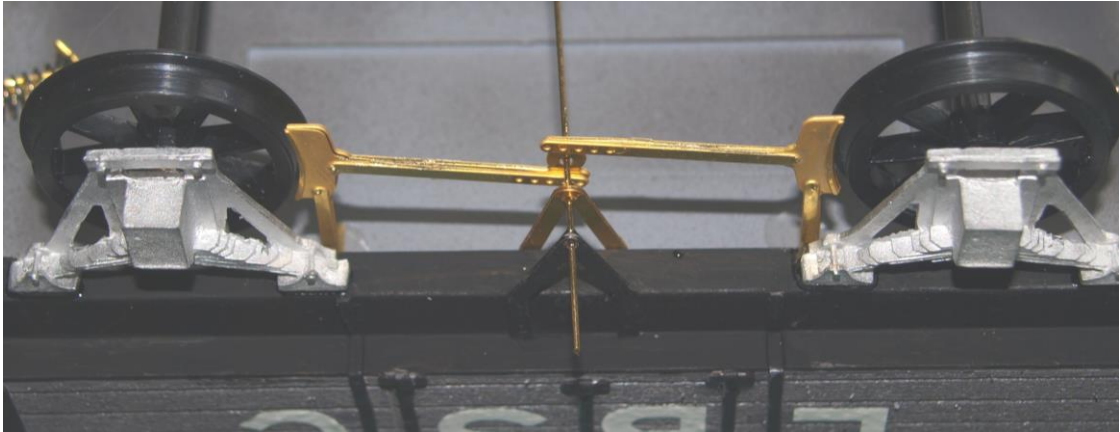
4. Repeat for the other wheel set. Use a straight edge across the back of the wheels to aid getting these parallel and square to the chassis.



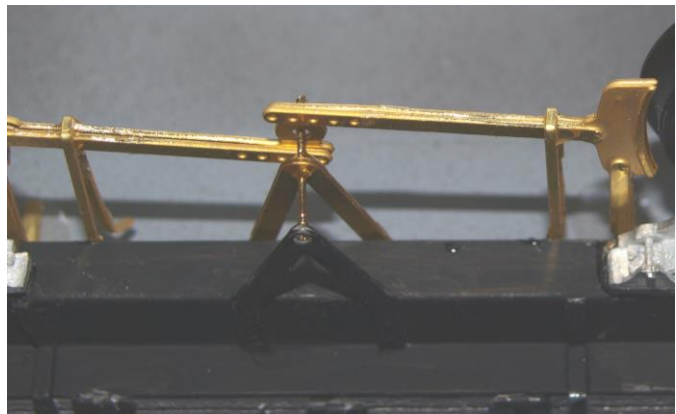
5. Next laminate the brake blocks together these are made up from one central blank (parts 11) and 2 brake shoe (part 12) parts.



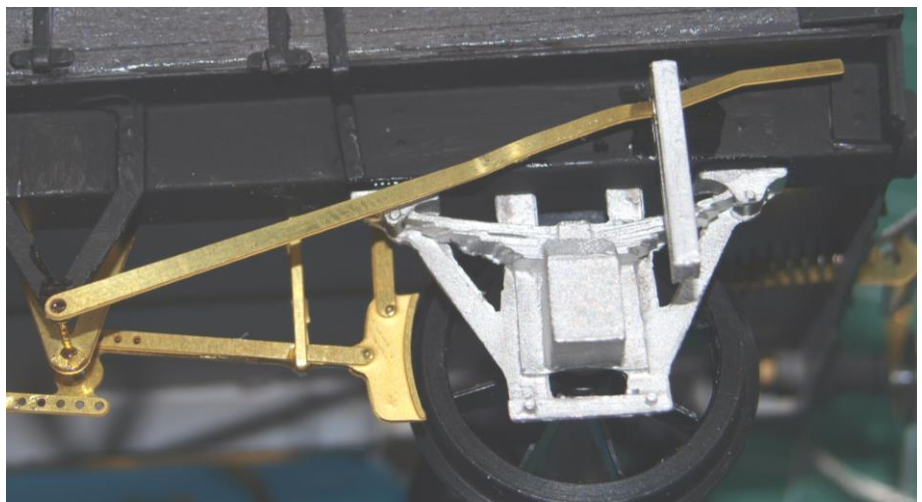
6. Fit the brakes, the 'V' hangers fit into the slots in the sole bar.  
Thread a piece of wire through the 'V' hangers and then through the brakes. Make sure both brake blocks are clear of the wheels and secure.



7. Now fit the safety bars



8. Next fix the brake lever and ratchet casting (part 13) to the sole-bar and to the out side V-hanger as shown below.



9. Finally paint the model in the livery of your choice.



## History of the Wagon

Between 1896 and 1900 the London Brighton and South Coast Railway Company ordered a 4 batches of 10ton 5 plank, raised ended, general merchandise wagons from the Cravens and BRCW. A total of 1,246 wagons were built. These wagons were built to a modern design with a steel channel under-frame.

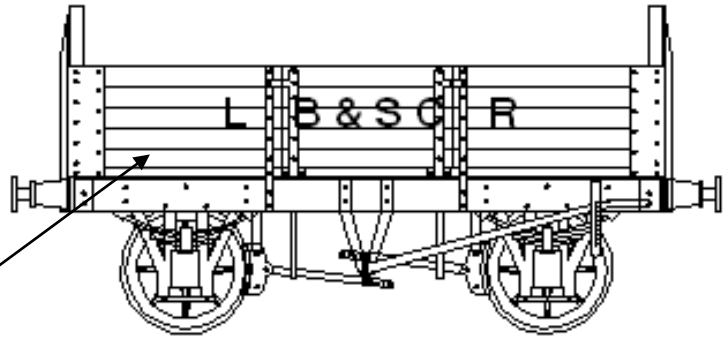
The wagons were mainly used to convey general merchandise from between the south east and London although some of the wagons where photograph as far away as northern Scotland and south west England. In later years these wagons were relegated to engineers.

The wagons were issued the following known numbers 8501 to 8900, 9051 to 9550 and 10,000 to 10,349 by the LBSCR. 900 wagons of this batch were absorbed into the SR capital stock with reminder being dept. stock. Known SR numbers 26341, 64482, 0915.

In LBSCR days the wagons would have been painted mid grey with all the iron work in black this would have changed to SR brown after 1923.

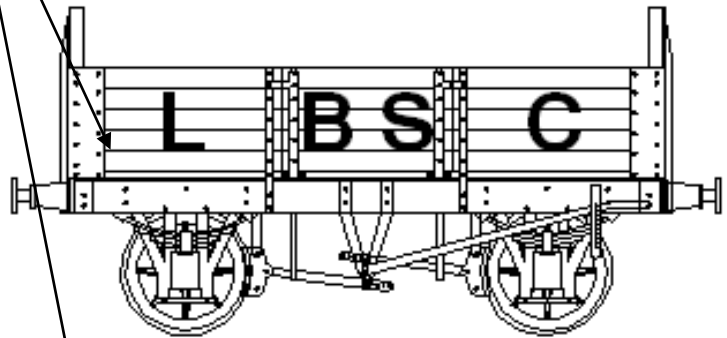
# Liveries

LBSCR Livery  
Circ 1896

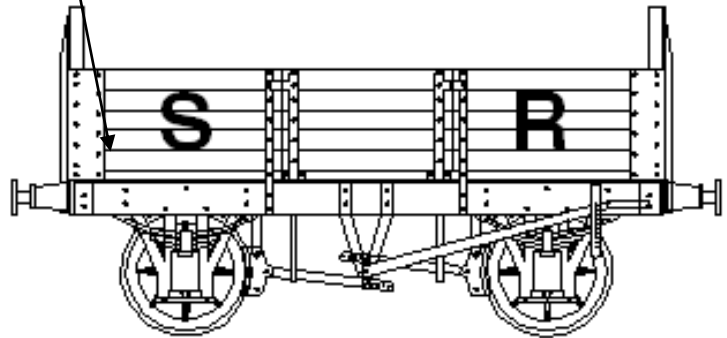


Numbers

LBSCR Livery  
Circ 1910



SR early Livery  
Circ 1923-36





# *Furness Railway Wagon Co.*

## **LBSCR/SR Class A diagram 2 10ton 5 Plank General Merchandise Wagon Steel Under-Frame**

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

We recommend any of Haywood Railway's 3'1" closed spoke

Transfers are available on the HMRS SR wagon sheet.