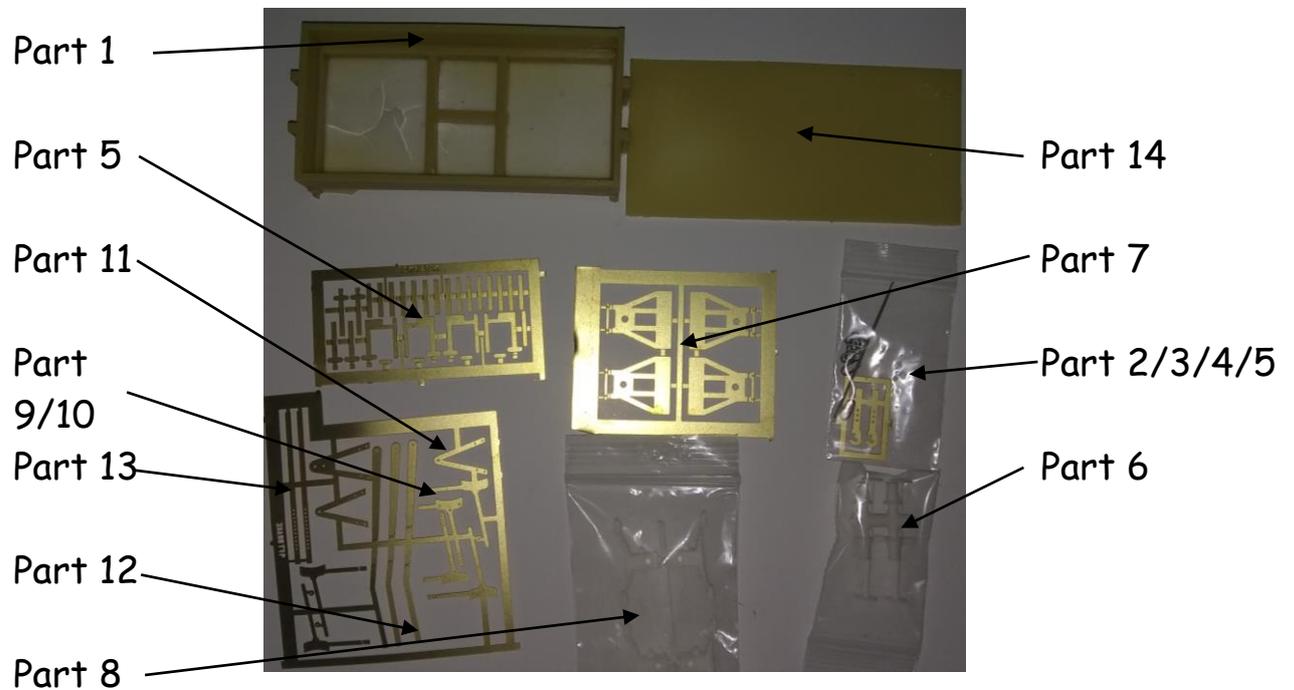


*Furness Railway Wagon Co.*  
S&DJR/MR/LSWR/PD&SWJR/B&MR/GWR/LMS/SR/  
BR  
8ton 3PLK  
General Merchandise Wagon  
Wheels, paint and transfers required to complete.

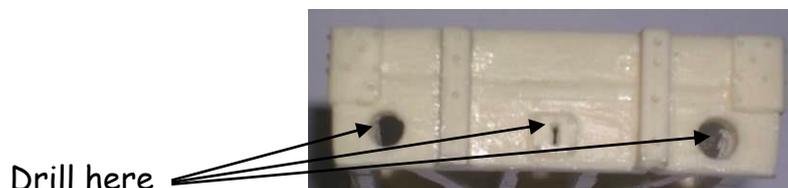
Please note that to aid the folding of the various parts score all the halfetched foldlines that are to be folded.

**The Parts.**

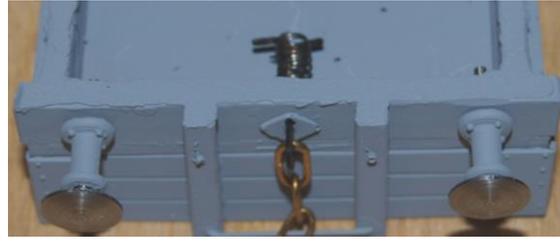


**Wagon Construction.**

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 brass W-iron's (part 7), 2 x bearing's and 1 x wheel/axle unit, do not glue the bearings into the W-irons. 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.



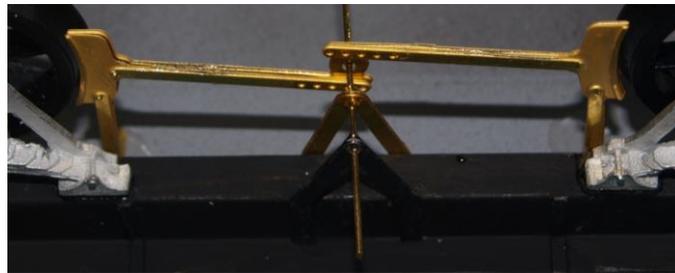
6. Repeat for the other wheel set. Use a straight edge across the back of the wheels to aid getting these parallel and square to the chassis. Then fit the axle boxes and springs (part 8)

7. Then laminated brake block etch (part 9/10)



8. Attach the "V" hangers (part 11) to

either side of the sole bar and then attach the brake blocks to the inside of the sole-bar as



shown making sure that the brake block does not foul the wheels.

9. Next fix the brake lever (part 12) and brake ratchet (part 13) to the sole-bar and to the out side of the brake gear pivot as shown.



10. Finally cut to size and fit the floor (part 14). You are now ready to paint the model in the livery of your choice.



## History of the Wagon

This kit represents the standard Midland railway and S&DJR 3 plank drop sided open wagon. 13,400 were built for the Midland between 1877 and 1915 and a further wagons of the same design were built between 1880 and 1910 for the S&DJR. It is not known exactly how many of these wagons were built by the S&DJR but in 1914 when the traffic census was taken there were 196 in traffic service and another 30 service with either the engineers or locomotive departments.

The wagons were originally rated at 8 tons but some were later up rated to 10 tones. Mainly used to transport general merchandise around, however a lot were also used by the engineers department as ballast wagons.

In 1914 all of the S&DJR's revenue earning wagons were split between evenly the Midland and the LSWR. Most of the wagons that were allocated to the Midland would have been absorbed into the LMS and of the 32 that passed to the LSWR, in 1914, 21 past to the Southern in 1923. All departmental stock was retained in S&DJR livery until 1930 when it was transferred to the Southern railway's engineering department. In 1914-15 the Midland transferred some of its own 3 planks to the S&DJR's engineering department. It is not known if these were Midland wagon or S&DJR wagons returning.

Some of these wagons lasted into early British Railways when their numbers would have been prefixed with a letter 'M' or 'S' respectively.

Some of the Midland wagons were sold off, over time, to smaller companies. Some ended up with the Brecon and Merthyr Railway, where they were used as ballast wagons, these eventually pasted to the GWR in

1923. These didn't last long as the GWR didn't like wooden under-framed wagons and they would have been scrapped at the point of any major repair. 30 were bought by the PD&SWJR. 24 of these past in Southern hands in 1923.

Midland wagons would have been originally painted light grey when first built but repainted with midland smudge, which can not be defined as it was made up on the day, on subsequent repaints. The wagons would however not be grey for very long as they would have become stained black from the coal dust etc.

The S&DJR wagons would have been painted in the standard goods S&DJR livery of medium grey with their iron work picked out on black. After 1914 were they would have been repainted in either the standard Midland Livery or that Of the LSWR.

The wagons allocated to the LSWR in 1914 would have been eventually repainted in the standard LSWR livery of Chocolate. However, it is possible that they would just have had their old letters painted over and LSWR painted onto the old S&DJR Livery.

PD&SWJR livery was a deep red with white letters with black back shading.

B&MR wagons

At the grouping, the LSWR and PD&SWJR wagons would have then been repainted in the standard livery of the Southern Railway wagon which was the same colour as the LSWR but with the letters and number positions changing. The Midland wagons would have been repainted LMS light grey and those owned by the Brecon and Merthyr would have been re painted GWR dark grey

Those wagons that made it to 1947 should have been repainted grey but the chances of this happening would be slight. However there is one photo

of S&DJR No327 as BR S62948 allocated to Templecombe S&D section in 1948

Known Running numbers

Midland

111, 558, 658, 1442, 2244, 2546, 3006, 3354, 4795, 5044, 6716,  
6716, 7014, 7770, 9490, 9563, 10077, 10262, 10884, 11440, 11440,  
12447, 13615, 16600, 17437, 17540, 17540, 17575, 17634, 17634,  
18242, 19051, 20749, 22535, 23948, 25869, 26818, 26818, 30561,  
31791, 32740, 34387, 52088, 62341, 73500, 93786, 102005,  
119058, 119497

SDJR Traffic Department

1, 2, 42A, 203A, 347, 406, 509, 521A, 647, 649,

S&DJR Engineers Department

3A, 57A, 123A, 181A, 203A, 205A, 206A, 212A, 227A, 255, 315,  
327, 347A, 351, 352, 394A, 395, 396, 397A, 401, 462A, 404A,  
405A, 489A, 412A, 508, 546A, 554A, 620, 636, 645, 654, 662,  
686A, 696, 698, 708A, 709, 711A, 722A, 727, 816, 824A, 869,  
875A, 892, 893, 899A 904A

Midland transferred to S&DJR engineer's dept. and allocated S&DJR numbers

212, 662, 698, 489A, 711A, 899A

LSWR 14701-32 1914-18 (all transferred to engineering department numbers 1918)

PD&SWJR 1-30

B&MR 14

Southern Railway

(Ex-LSWR): 62943-92,

(Ex-S&DJR): 62945, 62960, 62962, 62965, 62980, 62987, 62991

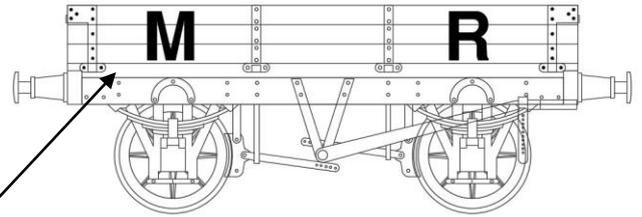
British Railways

ExLMS: M17540, DM17634

Ex-SR: S62948, 62967

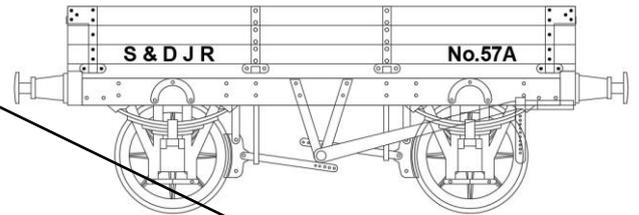
## Liveries

Midland Rly Livery  
1880-1923

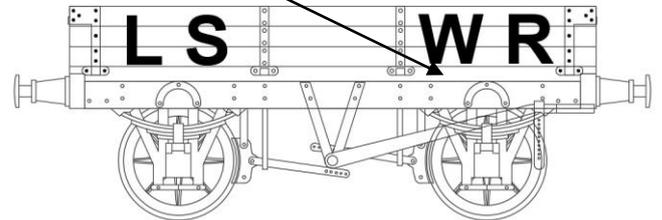


SDJR Livery 1880-  
1930

Numbers

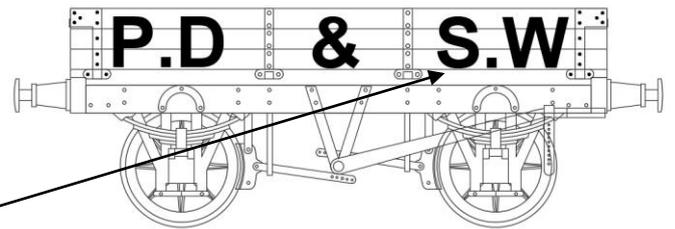


LSWR Livery 1914-  
1923

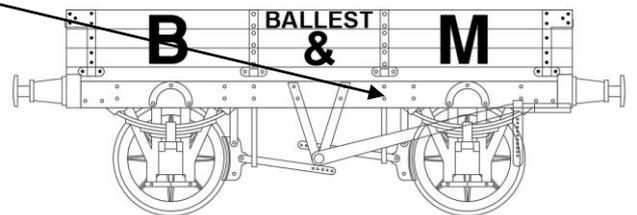


PD&SWJR Livery  
1904-1923

Numbers

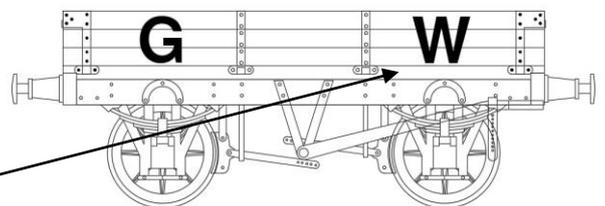


B&MR Livery 1900-  
1923

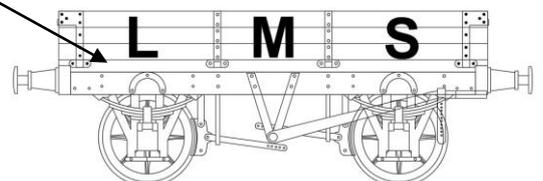


GWR Livery 1923-  
35

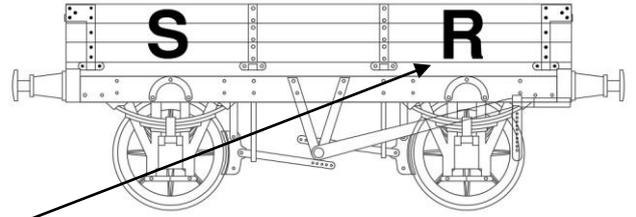
Numbers



LMS Livery 1923-  
35

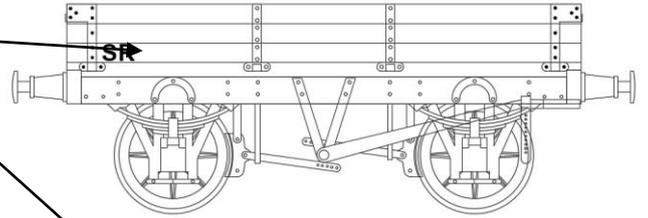


SR Livery 1923-35

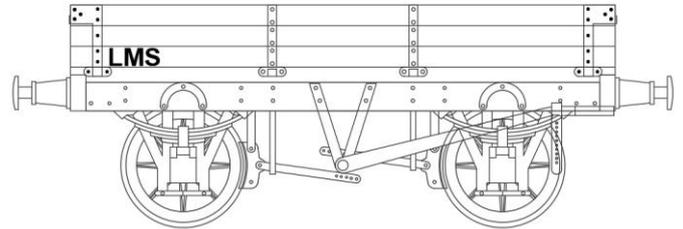


SR Livery 1935-47

Numbers



LMS Livery 1935-47



# *Furness Railway Wagon Co.*

## **S&DJR/MR/LSWR/PD&SWJR/B&M/SR/GWR/BR 8ton 3PLK Open Wagon**

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

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

Transfers are available on the HMRS SR wagon sheet.