

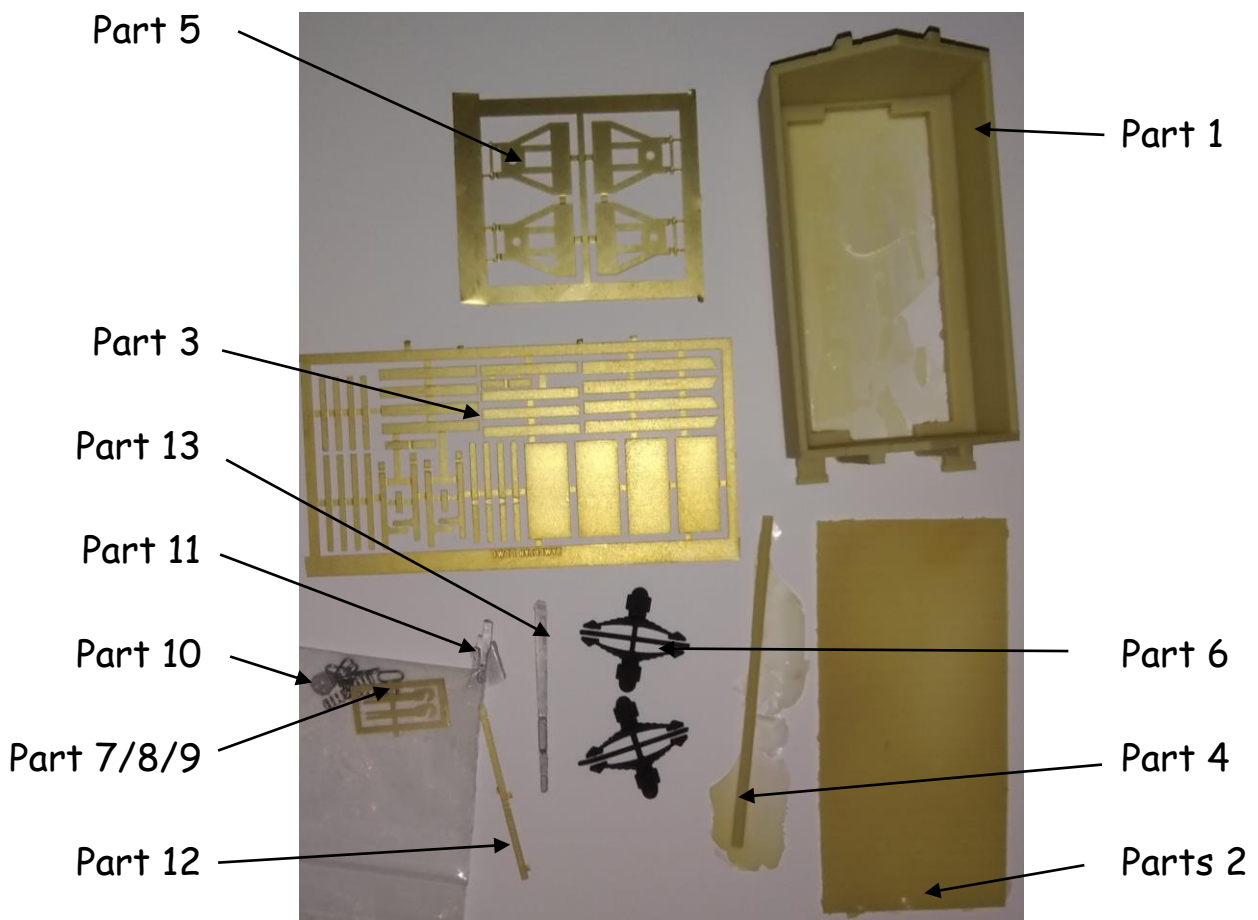
Furness Railway Wagon Co.

Cambrian Railways 7ton Dead buffered Lime 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.

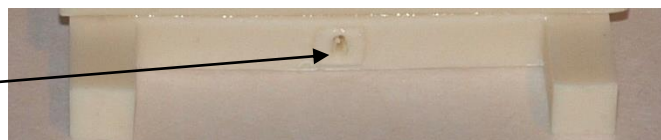
The Parts.



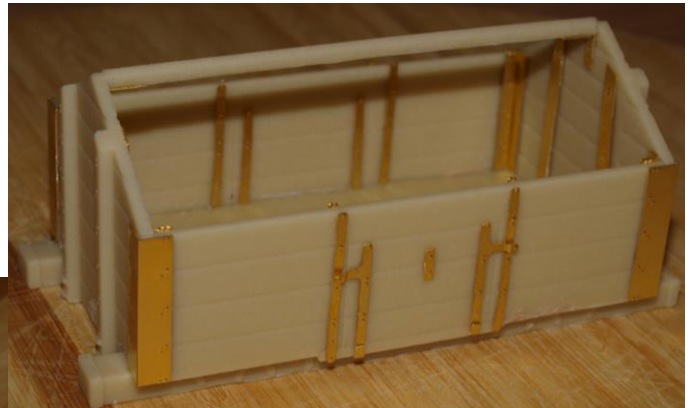
Wagon Construction.

1. Clean up the wagon body (part 1) and floor (part 2) by removing any excess material then attach one to the other as shown.

Drill here



2. Drill out the holes, both ends, for the coupling hooks as shown.
2. Next punch out the rivets on the strapping etch (part 3) and glue to the wagon as shown.

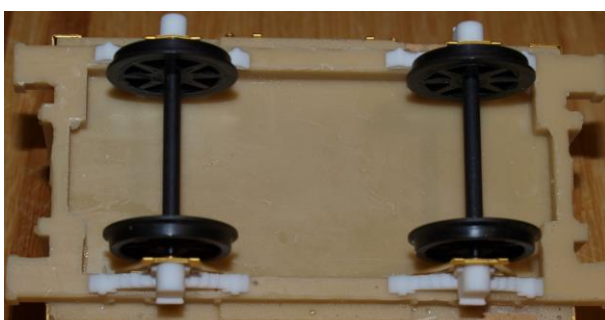


3. Now add the sheet rail beam (part4) so that it lines up with the peak of the wagons end.

4. Assemble a wheel set, 2 x etched W-iron's (part 5), 2x axle boxes (part 6), 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.

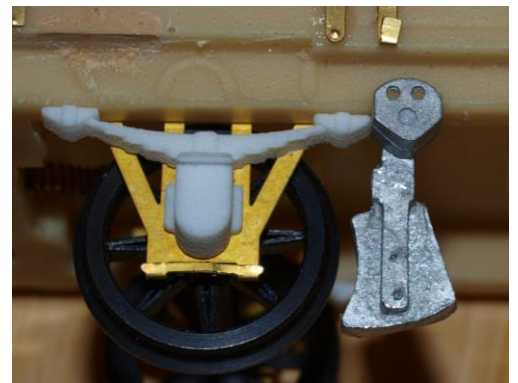


5. Repeat for the other wheel set. Use a straight edge across the back of the wheels to aid getting these parallel and square to the chassis.

6. Next, assemble the links (part 7) on to the coupling hook (part 8) and push through the slot. Now push the spring (part 9) over the back of the back of the coupling hook and bend the tags over to secure the spring in place.

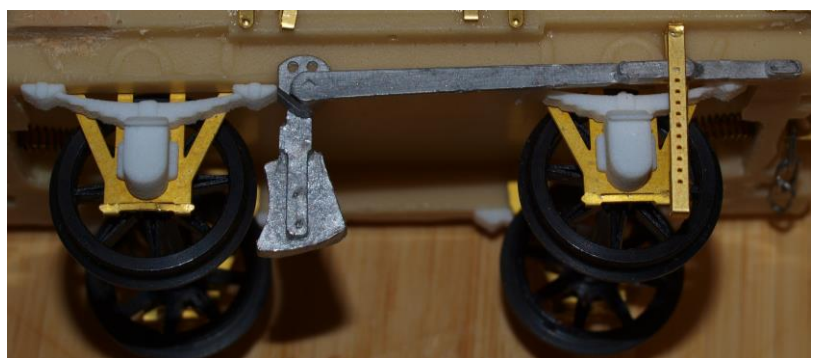


7. Glue the brake gear pivot (part 10) on to one side of the wagon only as shown. Then glue the brake block (part 11) to the inside of the sole-bar as shown making sure that the brake block does not foul the wheels.

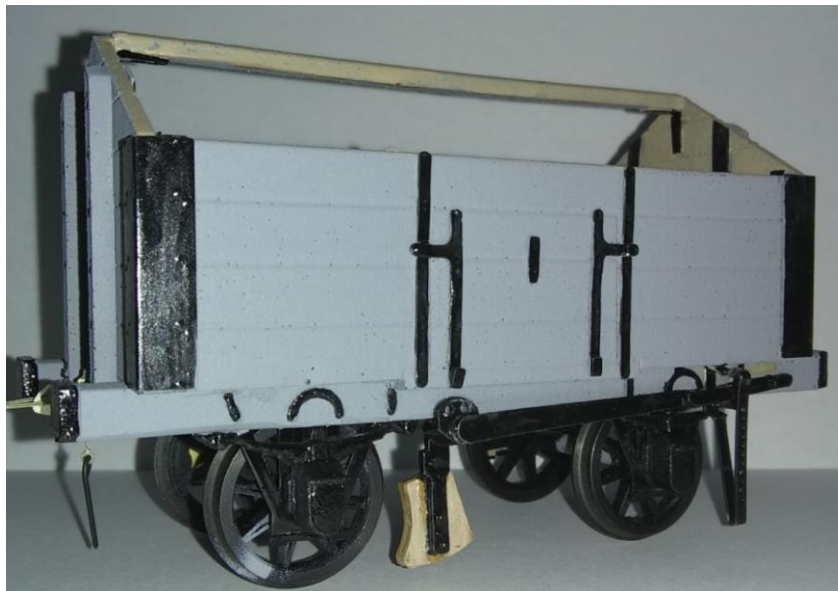


8. Now fold up the brake ratchet etch (part 12)

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



10. Finally you are now ready to paint the model in the livery of your choice.



History of the Wagon

Very little is known of the origins of these wagons It is believed that they were built in the late 1860's early 1870's, by The Midland Wagon Company and possibly the Metropolitan C&W Co., for the transportation of lime and sand on the Cambrian system. It is not recorded how many there were build and how long they were kept in their original condition. However in 1875 the Cambrian had 366 wagon set aside for the transportation of lime and sand. At least one was later rebuilt with sprung buffers, before 1914, while others were sole out of service. The last recorded wagon still in existence was found in the 1950's in the Porthywaen lime works on the Welsh/English border near Pant. In Cambrian Railways days the wagons would have been painted grey with the iron work picked out in black. They would have had "CAM RLY" in large letters on the side of the wagon with a "Prince of Wales" plume of feathers in the centre. After 1915 this livery was change so that the word "CAMBRIAN" went right across the side of the wagon and the picking out of the iron work became optional. There is no specific shade of grey mentioned by the Cambrian Railways Company. Any livery would have been quickly obscured by lime dust very quickly.

Known running numbers

- 356 Built 1864 by Midland Wagon Co.
- 858 Built by Metropolitan C&W Co scrapped 1903

Liveries

Cambrian Railways
Early Livery

Numbers



Furness Railway Wagon Co.

Cambrian Railways 7ton Lime Wagon

1. Construction Manual,
2. One wagon body casting,
3. One floor casting,
4. One brass strapping etch,
5. One brake block casting,
6. One brake pivot casting,
7. One brake lever ratchet etch,
8. Four W-iron etch
9. 4 axle box prints,
10. Two coupling hook springs,
11. Six coupling hook links,
12. One set of etched coupling hooks.
13. Wire

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

Transfers are available on the Dragon Models