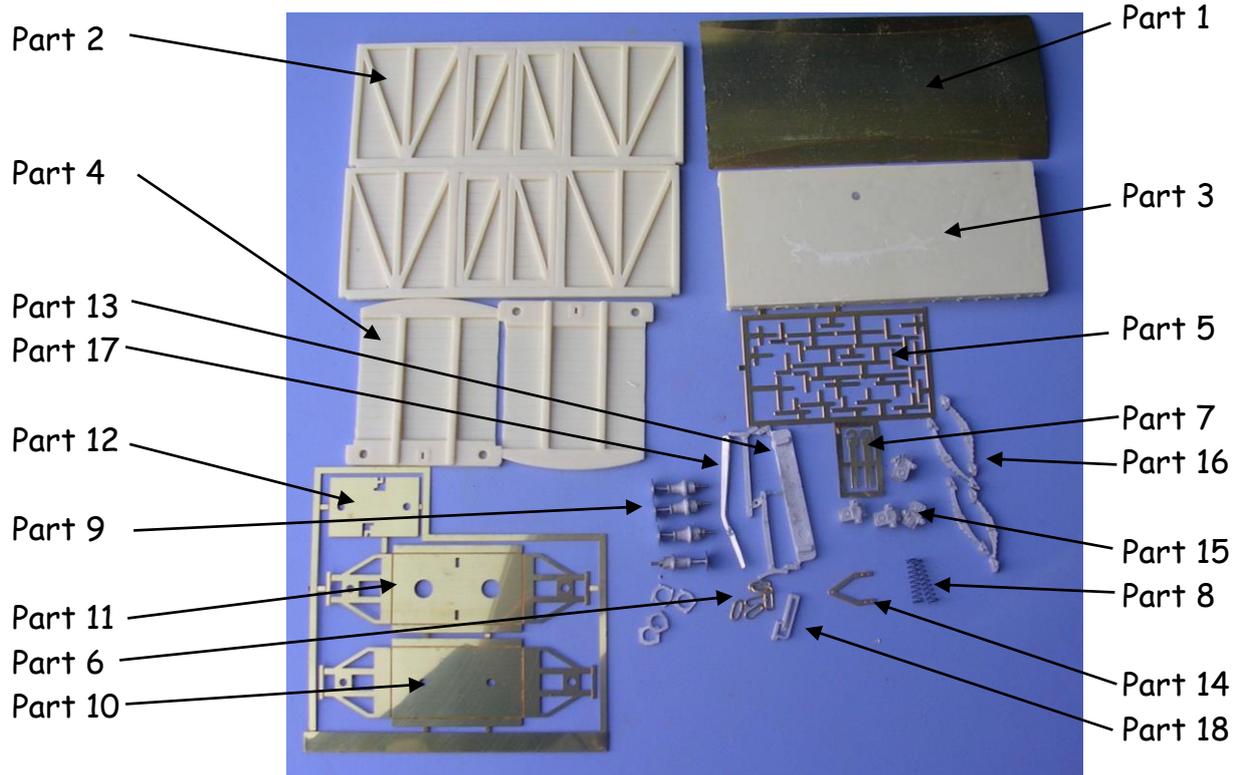


Furness Railway Wagon Co.

Midland Railway/LMS 8ton Tariff Van

Wheels, paint and transfers required to complete.

The Parts.

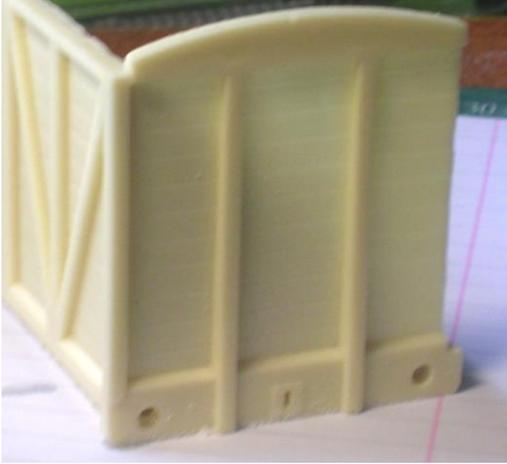


Assembly of van.

1. First solder wire into the half etched slots in the roof (part 1).
2. Wash and clean up the castings making sure that the castings fit together before gluing.
3. Fit the two sides (parts 2) to the floor (part 3), making sure that the ends of the sides line up with the floor and are square.



4. Then fit the ends (Parts 4) again make sure that the ends line up and are square.

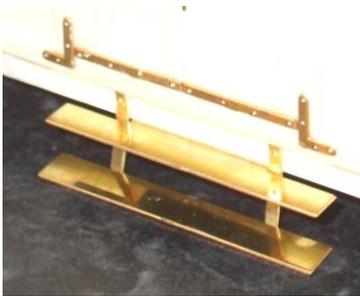


5. Next fit the etched strapping (part 5), as shown. Care is required not to get too much glue on the strapping as this could cover the strapping.

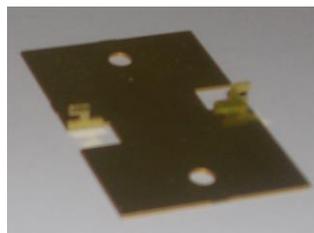
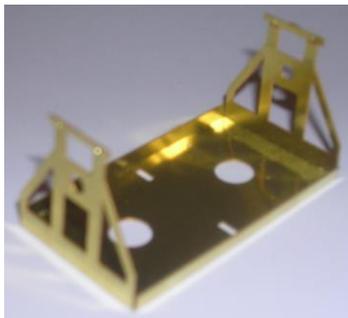


6. Then taking a piece of scrap brass from the side of the strapping etch fashion a latch plate as shown. Once this is in position attach a piece of brass wire as shown.

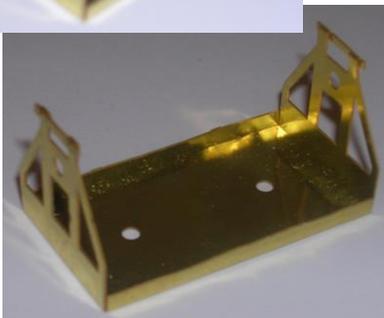
7. Next, assemble the links (part 6) on to the coupling hook (part 7) and push through the slot. Now push the spring (part 8) over the back of the back of the coupling hook and bend the tags over to secure the spring in place. Then fix the four buffers (part 9) into the holes in the buffer beam using two part epoxy.



8. Next take the lower step (Part 10) and punch out the rivets, fold up and attach securely to the centre of the sole bar. Then take the upper step (Part 11) and slot between the support of the lower step and secure to the underneath of the sole bar as shown.

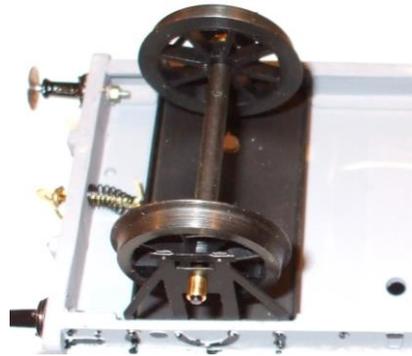


9. Next fold up the brass w-irons (Part 12/13) and rocking plate (Part 14). Slot



the tags on the rocking plate through the slots on the w-iron (part 15) that has the circles in its base and the twist round to secure.

10. Assemble a wheel set, 1 x W-iron's (part 16/17), 2 x bearing's and 1 x wheel/axle unit, do not glue the bearings into the W-irons at this stage. Again glue the assembled wheel set onto the chassis using the pips on the bottom of the floor to locate.



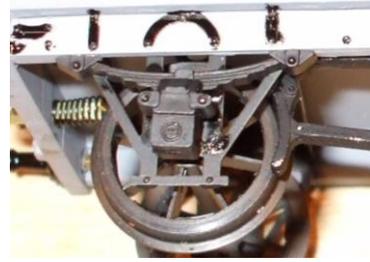
11. Repeat for the other wheel set.

12. Place the brake gear casting (part 18) against the inside of sole-bar and slide down into the chassis with the spigot pointing outward. You may require to chamfer the casting so that it clears the fillet between the chassis and the sole-bar. Glue the casting into position using two part epoxy resin, this will give you opportunity for adjustment. Position the casting with care and centrally between the rivets on the sole-bar.



13. Next attach V-hanger (part 19) to the inside of the sole bar.

14. Drill out the axel box castings (parts 20) to suit the bearings of your chosen wheels and attach with the wheel spring casting (parts 21) as shown. Repeat for the other three wheels.



15. Next fix the brake lever (Part 22) and ratchet casting (part 23) to the sole-bar and to the V-hanger.
16. Finally fit the roof, making sure that the end line up and are square. Paint the model in the livery of your choice.



History of the Wagon

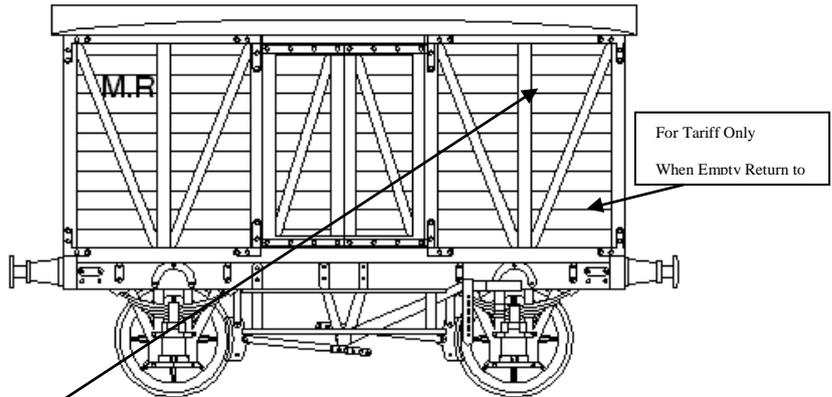
In 1898 the Railway company ordered a 250 8ton Tariff vans. These wagons were built by the Midland Railway, in Derby. They were similar to the standard Midland design but they had twin cupboard doors rather than the sliding one of the Midland. In addition the vans had a window in each end and steps. 50 of the wagon were piped to run with passenger trains.

Very little is known about what these wagons were used for when first built. Four of the vans were used to carry general goods on the Midland's Worth Valley branch. While others were used moving grain from Avonmouth docks but there is no evidence of hoppers being fitted. In later life these wagon found their way into departmental stock some being used for tool vans.

Known running numbers are 116096, 116156, 116204(5.12), 116240(5.16.0) and 116307. Most of the wagons would have been absorbed into the LMS. It is feasible that some of these wagons lasted into early British Railways when their numbers would have been prefixed with a letter 'M'. In Midland Railway days the wagons would have been repainted with midland smudge which can not be defined as it was made up on the day. The wagons would however not be grey for very long as they would have become stained black from the coal dust etc. The wagons that were absorbed into the LMS would have also been painted grey from 1923 to 1935 and then painted bauxite from 1936 to 1948. In British Railways days, the wagons would have reverted to a shade of grey.

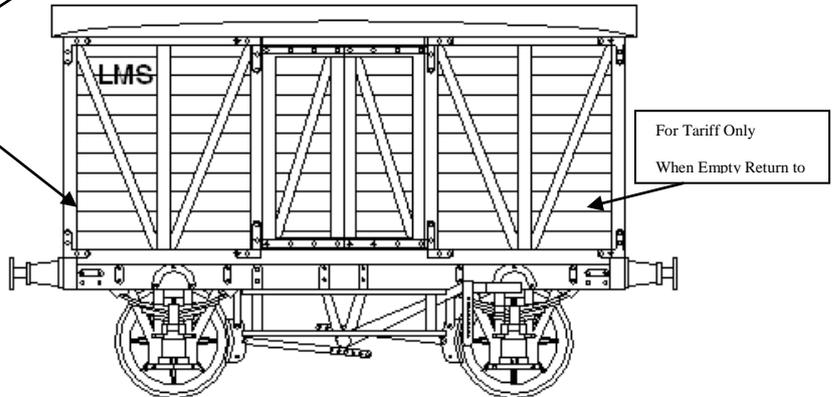
Liveries

MR Livery
Circ 1914-23



Numbers

LMS early Livery
Circ 1923-35



Furness Railway Wagon Co.

Midland Railway/LMS 8ton Tariff Van

1. Construction Manual,
2. One rolled etched brass roof.
3. One W-iron etch,
4. One Brass Strapping etch,
5. One brass steps etch,
6. One brake gear casting,
7. One brake lever casting,
8. One Brake ratchet Casting
9. Four axle box castings,
10. Four Spring Castings,
11. Two wagon side castings (resin),
12. Two wagon end casting (resin),
13. One wagon floor Casting (resin),
14. Four buffer assemblies,
15. One coupling hook etch,
16. Two coupling hook springs,
17. Six coupling hook links.
18. Two lengths of brass wire.

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

Transfers are available from HRMS, Slaters and POWsides.