

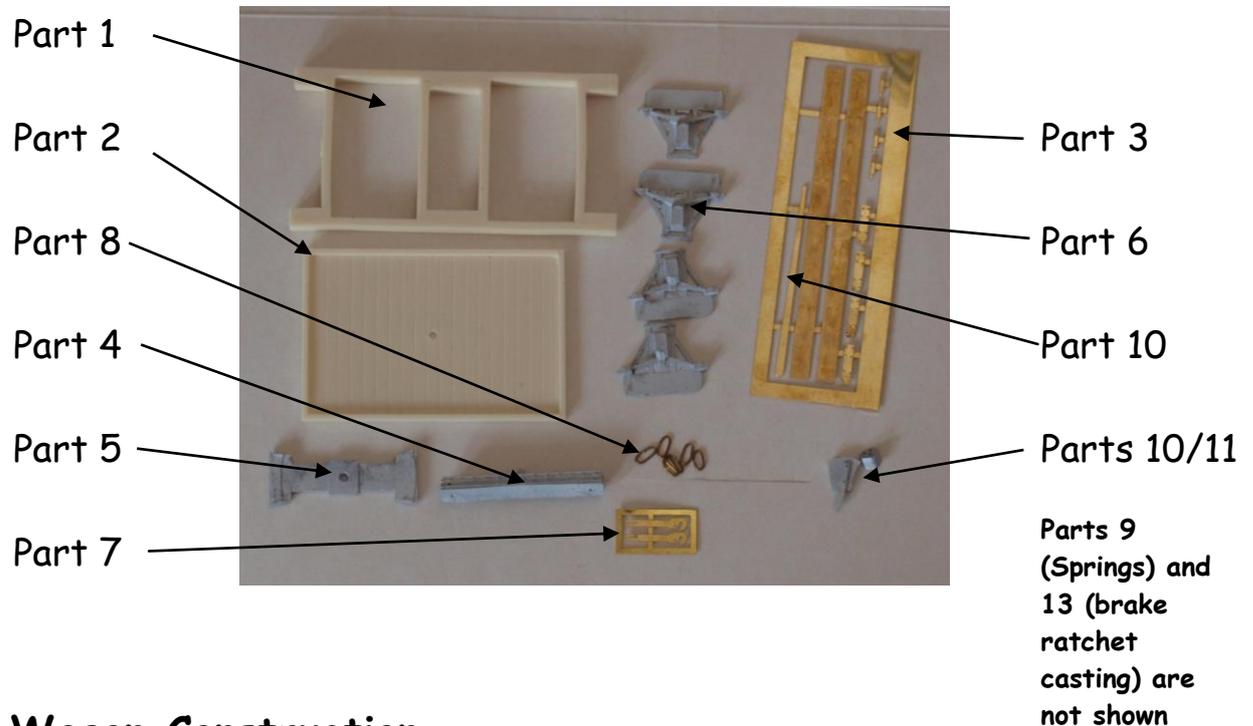
Furness Railway Wagon Co.

NSR 6/8ton Single Bolster Wagon

Wheels, paint and transfers required to complete.

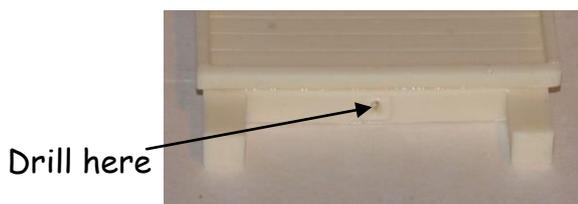
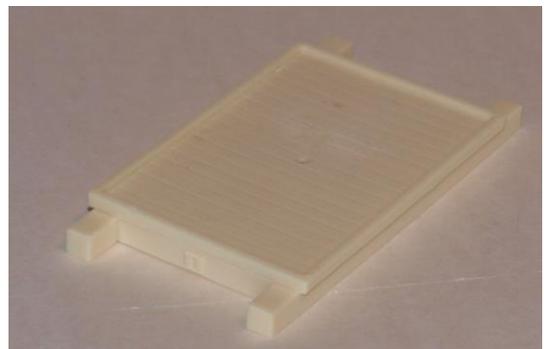
Please note that to aid the folding of the various parts score all the halfetched foldlines that are to be folded.

The Parts.



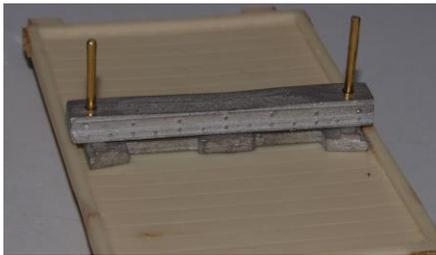
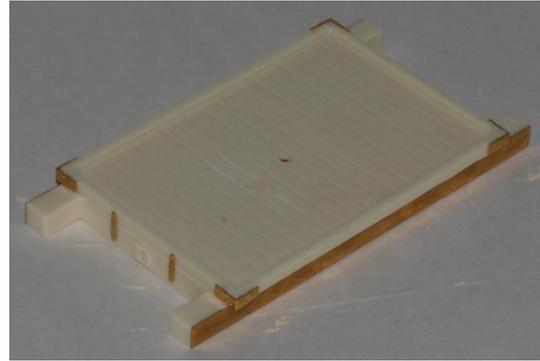
Wagon Construction.

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



2. Drill out the holes, both ends, for the coupling hooks as shown.

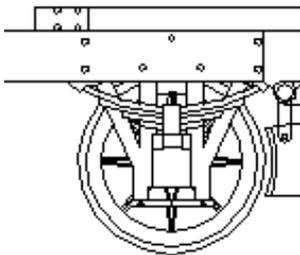
- Next punch out the rivets on the strapping etch (part 3) and glue to the wagon as shown.



- Drill out the holes on the bolster (part 4) and attach wire as shown. Then push bolster pin through the bolster swivel plate (part 5) and then through the hole in the top

locating the swivel plate so that it is at right angles to the body as shown

- Secure the swivel plate in place making sure that you don't get glue on the bolster pin as this will stop the bolster working.



- Assemble a wheel set, 2 x W-iron's (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.

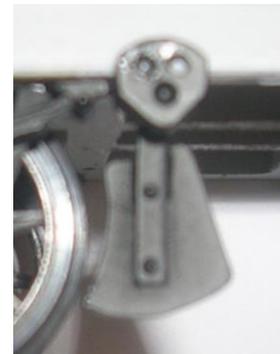
- Repeat for the other wheel set. Use a straight edge across the back of the wheels to aid getting these parallel and square to the chassis.



8. 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.



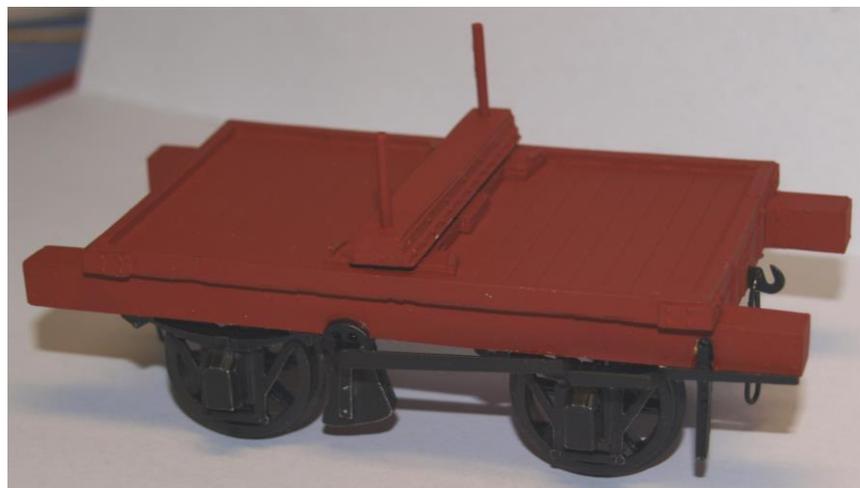
9. Glue the brake gear pivot (part 10) on to one side of the wagon only as shown. Then glue the brake block (part 11) to the inside of the sole-bar as shown making sure that the brake block does not foul the wheels.



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

as shown.

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



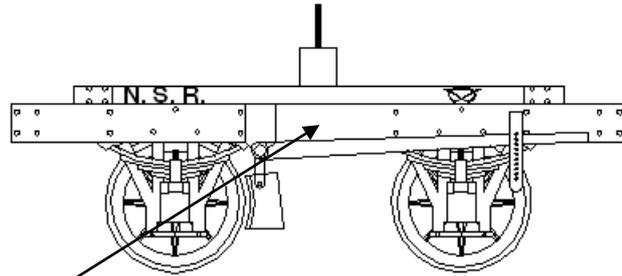
History of the Wagon

Built in their hundreds for the North Staffordshire Railway by J Wright and Sons between 1875 and 1882 6/8t bolsters would have been used to move large and long loads around the NSR system and further a field. In 1914 due to the RCH regulations all dumb buffered wagons were to be removed from revenue earning stock and as such some of these wagons were rebuilt with sprung buffers but others would have found their way to the engineering dept were they ran on for a few more years. None of the un-rebuilt wagons made to be taken over by the LMS in 1923.

These wagons would be painted red oxide for their entire lives the only changes to the livery would have been the position of the lettering and their style.

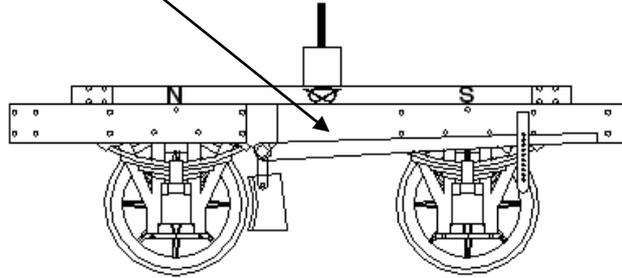
Liveries

North Staffs Railway
Early Livery



Numbers

North Staffs Railway
Late Livery



Furness Railway Wagon Co.

NSR 6/8ton Single Bolster Wagon

1. Construction Manual,
2. One wagon body casting (resin),
3. One chassis casting (resin)
4. One brass strapping etch,
5. One brake block casting,
6. One brake pivot casting,
7. One brake lever ratchet casting,
8. One bolster swivel plate casting
9. One bolster casting
10. Four W-iron/axle box castings,
11. Two coupling hook springs,
12. Six coupling hook links,
13. One set of etched coupling hooks.
14. Wire

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

Transfers are available on the Dragon Models