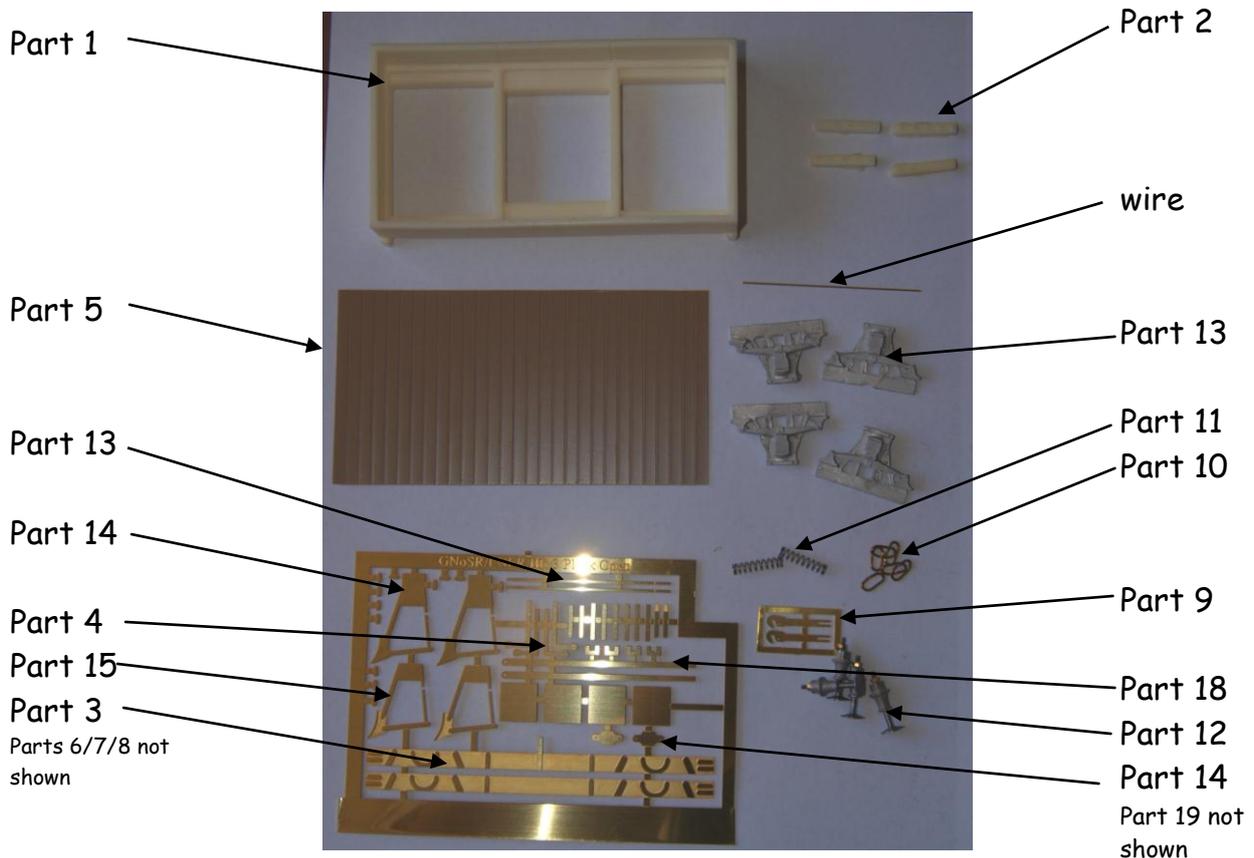


Furness Railway Wagon Co.

GNoSR/LNER/BR Coke

Wheels, paint and transfers required to complete.

The Parts.



Assembling the van.

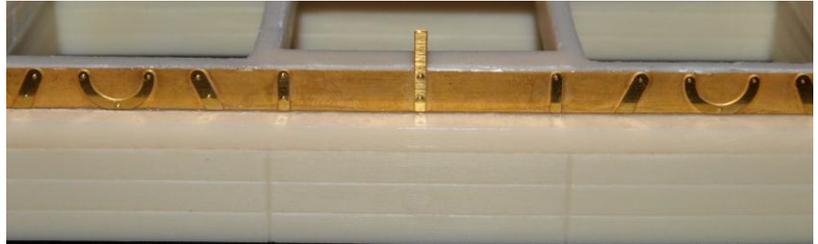
1. Wash and clean the castings, making sure that the castings fit together before gluing.
2. Next take the body (part 1) and drill out the holes in the buffer beam for the coupling hooks and the buffers.



3. Attach the end support castings (part 2).



4. Next punch out the rivets on the sole bar etch (part 3) and glue to the sole bar



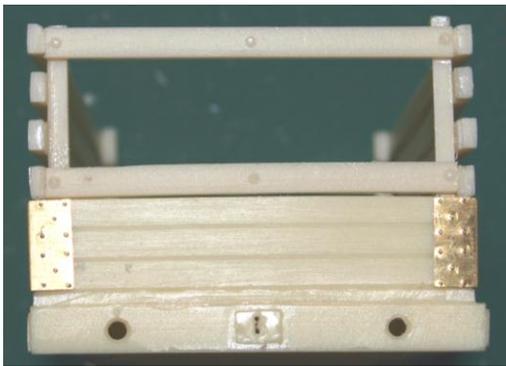
as shown. It is a good idea to bend the brake guard out of the way at this stage. This wagon only has one door so the sole bar with the brake guard goes on the side of the body with the door.

5. Fit the etched strapping (part 4), as shown. Care is required not to get too much glue on the strapping as this could cover the strapping.

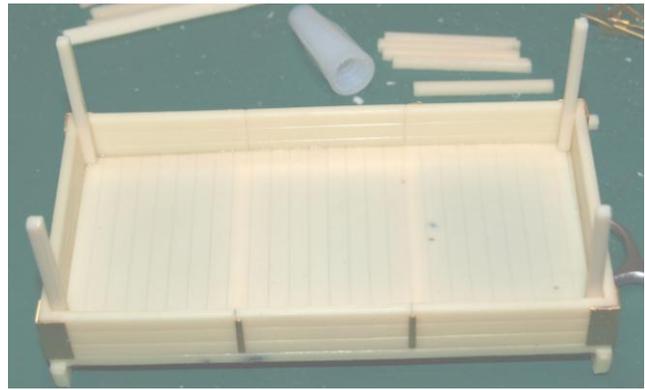


6. Then fit the floor (part 5) making sure that it fits between the sides and ends.

7. Fit the corner support sticks (part 6) and then fit the bottom coke rail (part 7/8) this should be flush with the



so it is flush with the top of the corner support sticks.



top of the wagon.

8. Once this is secure fit the top rail



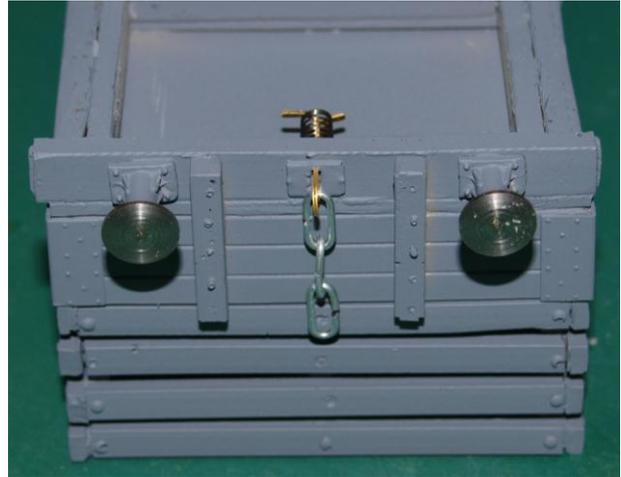
9. Next fit the two middle rails so that they are spaced evenly between the top and bottom rails.



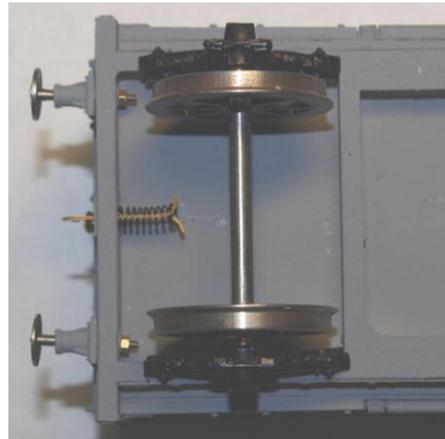
10. Now fit the central end and side support sticks so they line up with the rivets on the coke rails. Once secure trim off any excess.



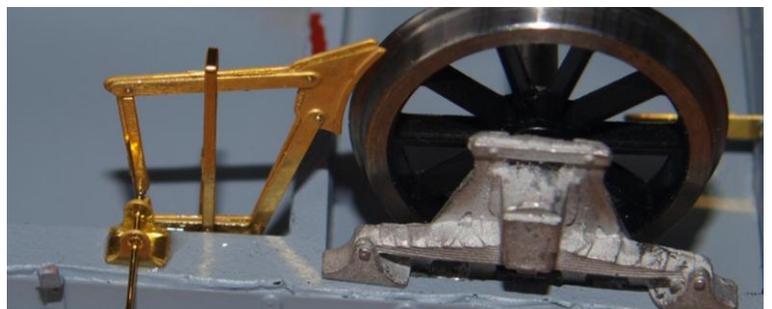
11. Assemble the links (part 9) on to the coupling hook (part 10) and push through the slot. Now push the spring (part 11) over the back of the coupling hook and bend the tags over to secure the spring in place. Then fix the four buffers (part 12) into the holes in the buffer beam using two part epoxy resin.



12. Assemble a wheel set, 1 x W-iron's (part 13), 2 x bearings and 1 x wheel/axle unit, do not glue the bearings into the W-irons at this stage. Repeat for the other wheel set.



13. Next take the etched brakes (parts 14/15) punch out the rivets and solder together. This is then mounted, along with the link arm safety bar (part 16), on to the chassis next to the wheel as shown.



14. Fold up the brake gear pivot (part 17) place it against the bottom of the sole-bar and next to the link arm of the etched brake assembly.



15. Next fix the brake lever (Part 18) and ratchet casting (part 19) to the sole-bar and to the out side of the brake gear pivot casting.
16. Repeat stages 9, 10 and 11 for the other side of the wagon.
17. Finally paint the model in the livery of your choice.



History of the Wagon

This represents the Great North of Scotland Railway's 3 plank coke wagon. These wagons were converted from the standard 3 plank opens between 1905 and 1910. Most of these were taken into LNER ownership in 1923 but all had been withdrawn by 1935.

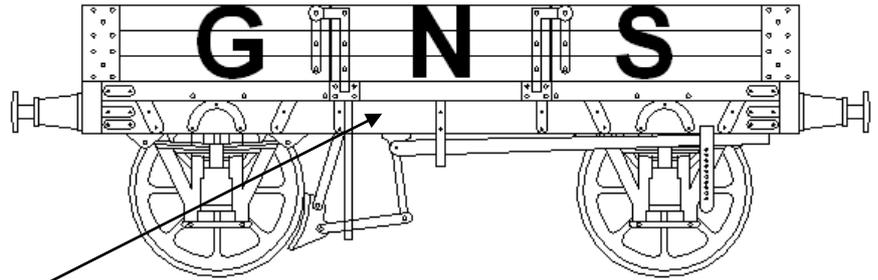
These wagons would have been a common site in goods trains across Scotland and Northern England. They would have looked unusual as even the unfitted wagon ran with 3'7 diameter wheels which had spokes.

A sample of GNoSR running numbers were 17, 18, 46 and 1134, under the LNER, all GNoSR wagons had 80,000 added to their running numbers.

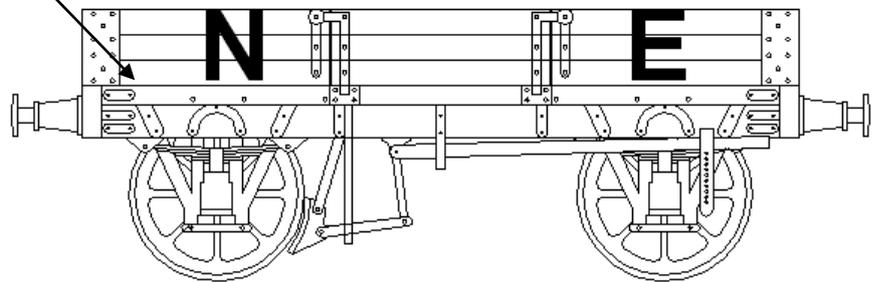
When originally built the wagons would have been painted medium grey with iron work picked out in black. Under the LNER the unfitted wagons would have been painted wagon grey.

Liveries

GNoSR Livery
Circ 1920



Numbers



LNER Livery
Circ 1923-1936

Furness Railway Wagon Co.

GNoSR/LNER/BR Coke Wagon

1. Construction Manual,
2. One Brass Strapping/brake etch,
3. Two Brake ratchet Castings
4. Four axle box castings,
5. One wagon floor (resin),
6. One wagon casting (resin),
7. Eight long coke rails (resin)
8. Eight short coke rails (resin)
9. Ten coke rails supports (resin)
10. Four buffer assemblies,
11. One coupling hook etch,
12. Two coupling hook springs,
13. Six coupling hook links.
14. one lengths of brass wire.

We recommend Slaters 3'7" split spoke wheels.
Transfers are available from HRMS.