

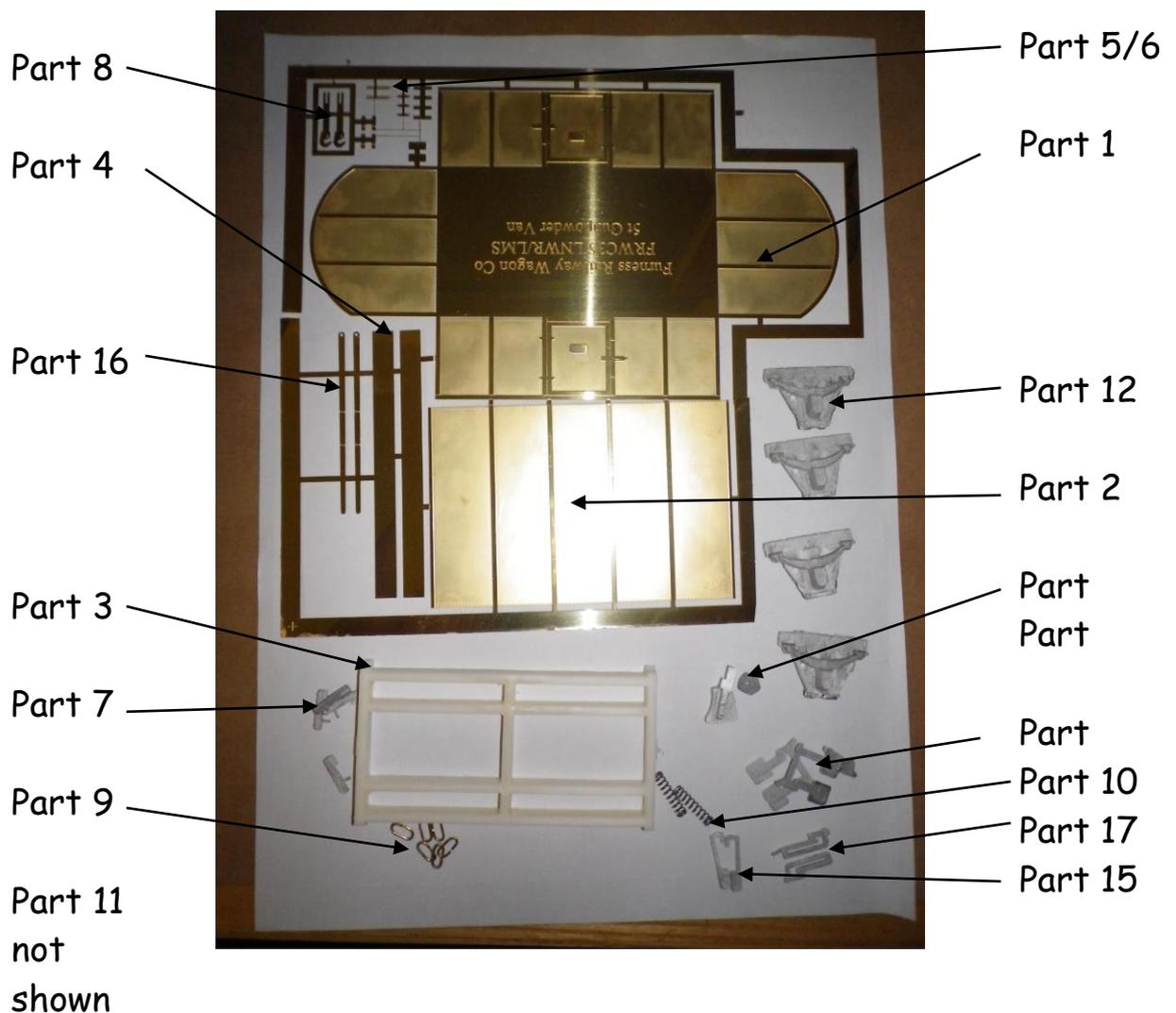
Furness Railway Wagon Co.

Furness Railway/LMS 10ton Gunpowder Van

Wheels, paint and transfers required to complete.

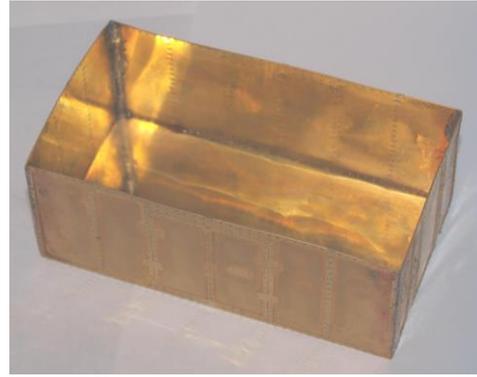
Please note that to aid the folding of the various parts score all the halfetched foldlines that are to be folded.

The Parts.



Van Body Construction.

1. First remove (Part 1) the body from the etch. Punch out the half etched rivets. then, fold up it up and solder the corners.



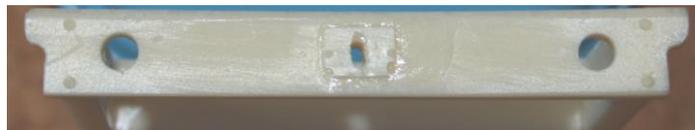
2. Next take part 2 (roof) and roll this can be achieved using a mouse mat and a rolling pin.



Then solder it onto the body or you may want to solder tabs on to the underside of the roof to enable the roof to be removed and replaced later to allow for paint.

Chassis Construction.

1. Clean up the wagon chassis (part 3) removing any excess material. Drill out the holes, both ends, for the buffers and coupling hooks as shown.



2. Glue the top of the van to the chassis making sure that the ends of the buffer beams are square with the ends of the van.



3. Next attach the sole bar detail plate (part 4).



4. Next attach (part 5) the door hinges and (part 6) door latches to the pads on the door as shown. Then attach the door locking bar, which is made from the wire supplied.

5. Now attach the end support castings (part 7) as shown.



6. Next, assemble the links (part 8) on to the coupling hook (part 9) and push through the slot. Now push the spring (part

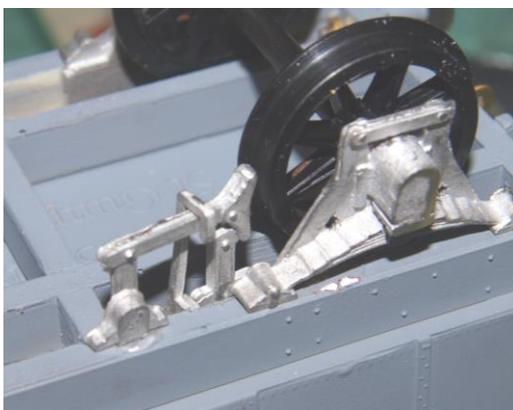
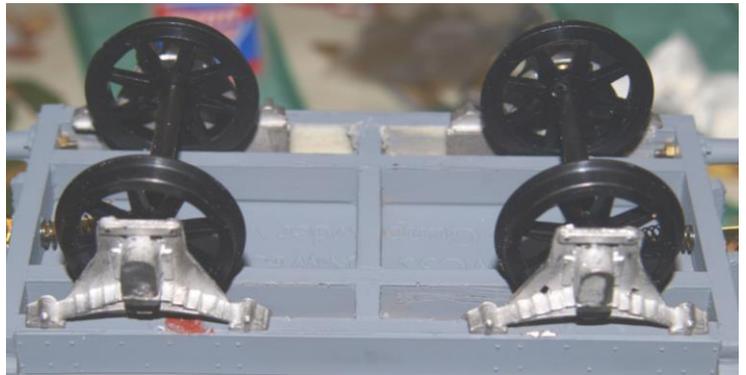
10) over the back of the back of the coupling hook and bend the

tags over to secure the spring in place. Then fix the four buffers (part 11) into the holes in the buffer beam using two part epoxy as shown. Repeat for the other end. Note the buffers have foot pads on them which go to the top

7. Assemble a wheel set, 2 x W-iron's (part 12), 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 below.



8. 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.



9. Glue the brake gear casting (part 13) and the brake gear pivot casting (part 14) on to one side of the wagon only as shown. Then attach the safety castings (part 15)

Then repeat for the other side of the wagon. Alternative brake casting are supplied with this kit id the modeller wishes to fit them.

10. Next fix the brake lever (part 16) and ratchet casting (part 17) to the sole-bar and to the outside pivot casting as shown below. Repeat for the other side of the wagon



11. Finally fit the roof and paint the model in the livery of your choice.



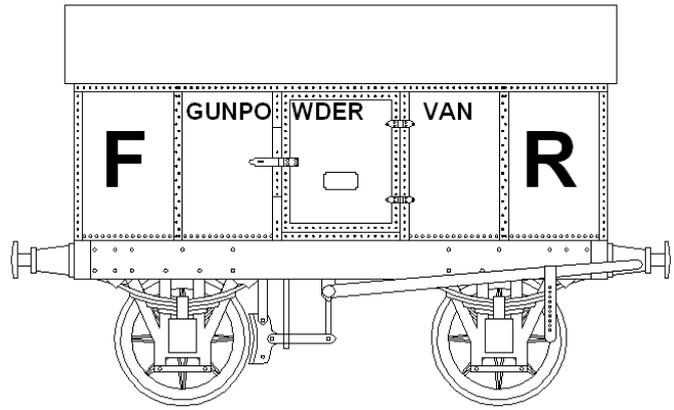
History of the Wagon

The movement of gunpowder and explosives was quite common on the Furness Railway system however the railway company had only 6 gunpowder wagons to cope with this trade, most of the trade being handled in privately owned vans or vans owned by other companies. The company only ever had this type of gunpowder van, and they only appear in the diagram book after 1913. The design of these was a wooden chassis with a riveted steel top, this corresponds with the LNWR's early explosives vans and this could mean that the vans were bought second hand in 1913. Most explosive vans built after 1904 were constructed to RCH specification which these vans don't. This also points to the vans being second hand.

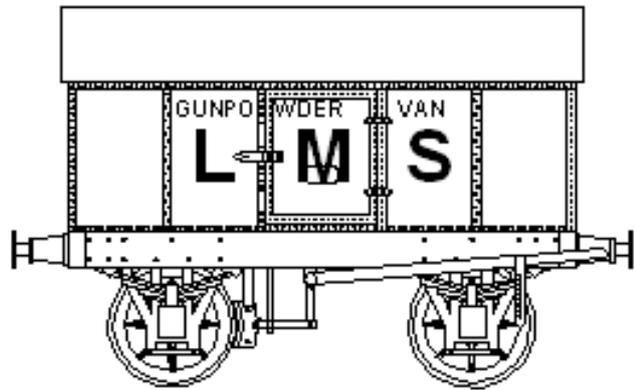
The recorded numbers for these wagons were; 2559-2562 and 2666-2667. All of the vans were absorbed into the LMS. In Furness days the wagons may have been painted firstly Vermilion before 1914 but more likely grey. The wagons would have also been painted grey from 1923 to 1935 and then bauxite until 1947. It is not known if any of these vans lasted past 1936 if they had they would not to British railways in 1947.

Liveries

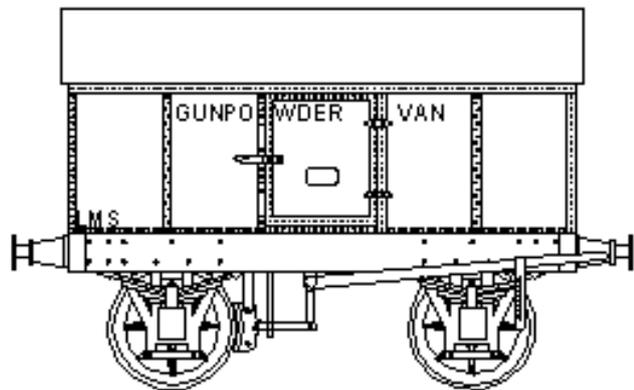
Furness Livery 1905+



LMS Livery 1923-36



LMS Livery 1936-47



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Furness/LMS 10ton Gunpowder Van

1. Construction Manual,
2. One brass etch.
3. One wagon chassis casting,
4. Four end support castings,
5. Two brake lever ratchet castings,
6. Two brake castings,
7. Two brake pivot castings,
8. Four W-iron/axle box castings,
9. Four buffer assemblies,
10. Two coupling hook springs,
11. Six coupling hook links,
12. Two brake safety bar castings
13. One wooden brake block casting
14. One alternative brake pivot casting.
15. One piece of 0.7 wire.

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

Transfers are available from HMRS's LMS Pre-grouping sheet.