

Furness Railway Wagon Co.

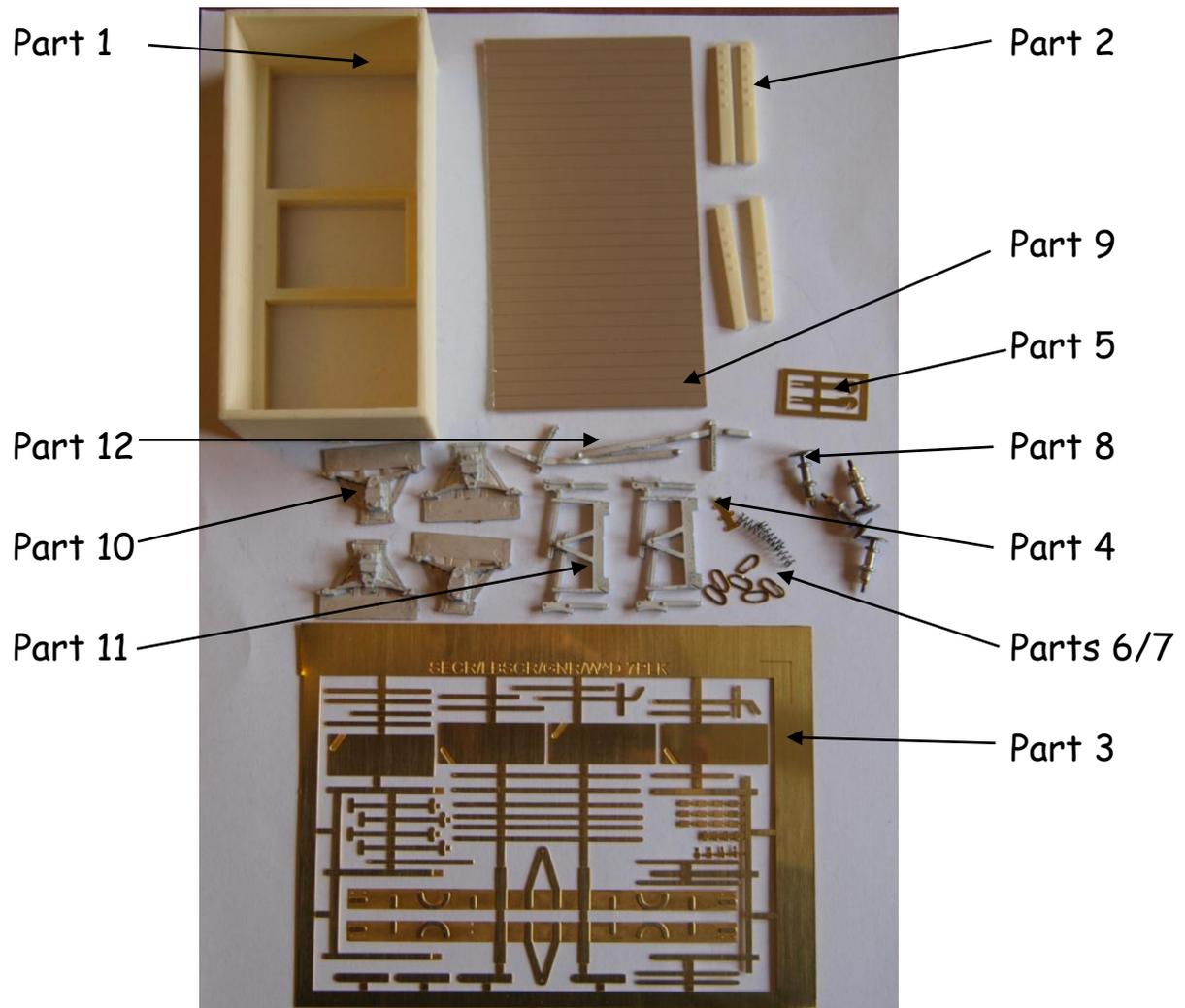
SE&CR/LB&SCR/W^D/GNR/SR/LNER/BR

1909 RCH 12ton

7 Plank Coal Wagon

Wheels, paint and transfers required to complete.

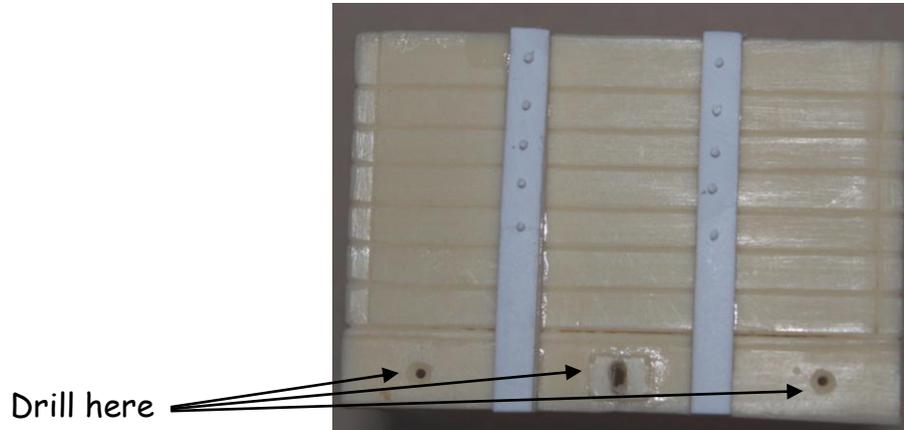
The Parts.



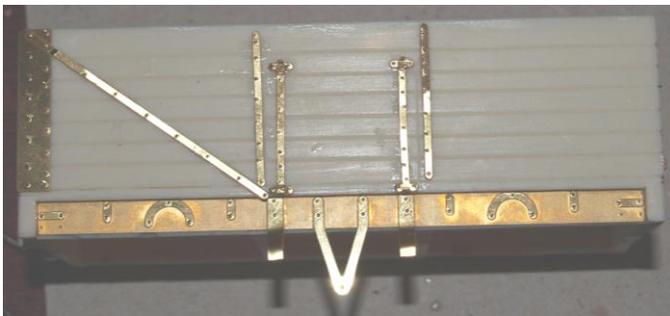
Wagon Construction.

1. Clean up the wagon body (part 1) by removing any excess material.
2. This kit can build two different wagons a side door only
(SECR/LBSCR/W^D/GNR/PO) or the side and end door version
(SECR/PO). If you are building the first type you will need to fit all

four end support castings (parts 2) two to each end of the wagon.
If you are building the side and end door version you will only need to fit the end which is fixed. See below

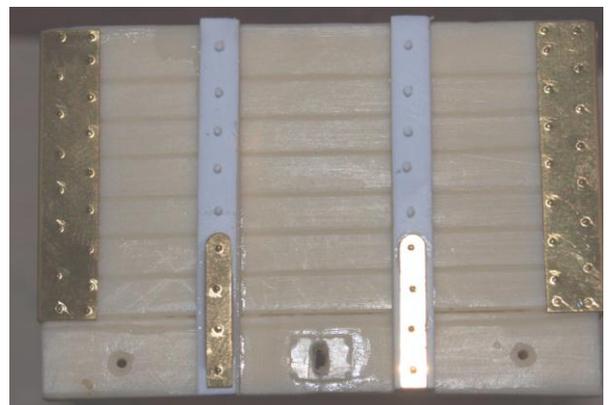


3. Drill out the holes, both ends, for the buffers and coupling hooks as shown.
4. Next take the strapping etch (part 3) and punch out the half etched rivets and attach as below.



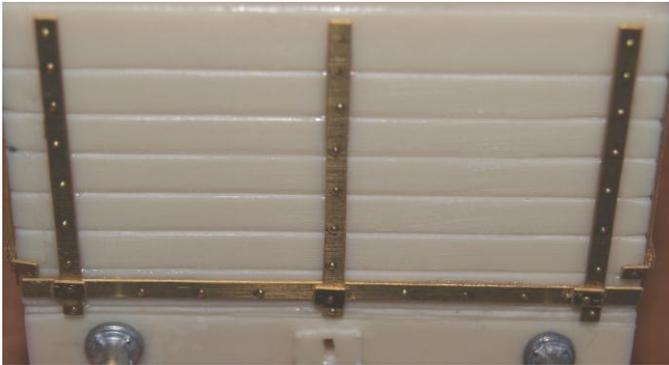
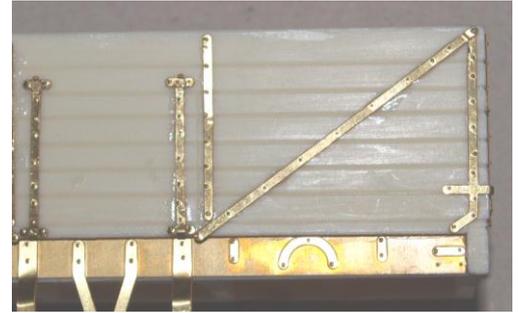
5. If you are building the side door only version repeat this on end of the wagon so that the side is symmetrical.

6. Next fit the strapping to the fixed ends. If you are not building the end door version you can now move on to section 12.



7. If you are building the side and end door version then attach strapping as shown.

8. There are small rectangular plates that fit on top of the etch to simulate one bar crossing another.

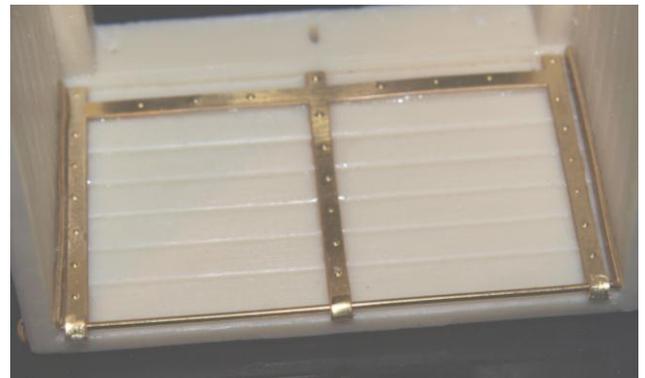


9. Fit the strapping as shown on the outside of the wagon. Note that the outside etched door is the full

width of the wagon and does not have half etched tags on the top of the three uprights. Again there are small rectangular plates that fit on top of the etch to simulate one bar crossing another.

10. Attach internal strapping that looks like a very long P to the internal sides of the wagon at the end which has the door in it. These will fit right in the corners.

11. Now attach the internal section of the end door as shown so that the bottom of the

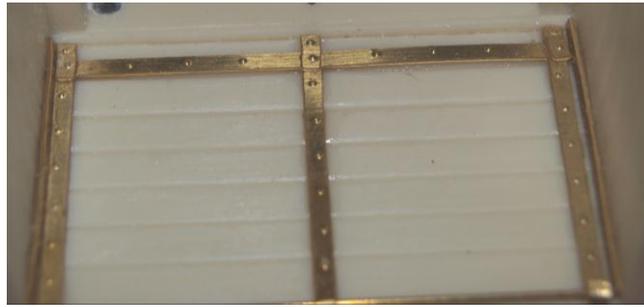


strapping touches the top
of the buffer beam

leaving the half etched
tags clear of any glue.

Once this has had time

for you chosen glue to go off place a piece of wire across the full
width of the wagon and fold back the half etched tags to secure it
in place. Then attach the small rectangular plates as before.



12. next fit the internal
strapping for the door as
shown



13. Now fit the door latches.

14. The last piece of strapping to be added is a supplementary piece
(part 4) to one side of the sole bar over two small holes.

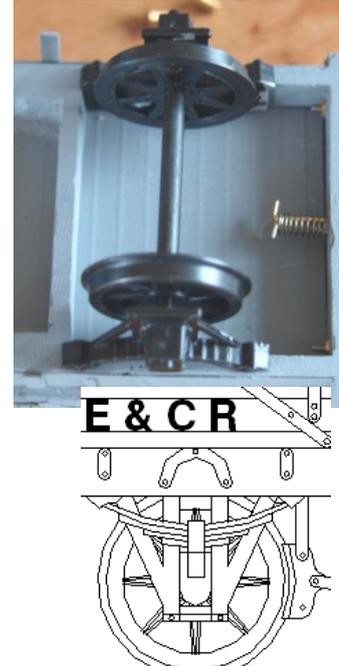
15. Next, assemble the links
(part 5) on to the coupling
hook (part 6) and push
through the slot. Now push
the spring (part 7) over the
back of the back of the



coupling hook and bend the tags over to secure the spring in place.
Repeat for the other hook. Now fix the four buffers (part 8) and
then into the holes in the buffer beam using two part epoxy, as
shown. Repeat for the other end.

16. Next clean up and fit the floor (part 9). Note you will need to file some small notches into the floor to enable it to pass over the internal strapping.

17. Assemble a wheel set consisting of: 2 x W-iron's (part 10), 2 x bearing's and 1 x wheel/axle unit, do not glue the bearings into the W-irons at this stage. 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 crown plates as shown on the drawing.

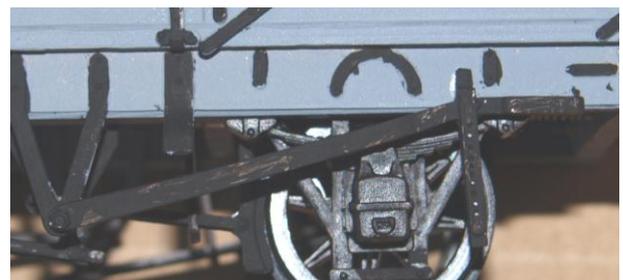


18. Repeat for the other wheel set. Use a straight edge across the back of the wheels to aid getting these parallel and square to the chassis.



19. Glue the brake gear (part 11) onto the wagon, as shown.

20. Next fix the brake lever and ratchet casting (part 12) to the sole-bar and to the out side V-hanger as shown.



21. Now you are ready to paint your model in the livery of you choice.



History of the Wagon

This kit represents wagons built to the 1909 RCH specification for a 12 ton seven plank coal wagon. These wagons were built in vast numbers by a number of different builders around the country. The kit builds two variants the more numerous side door only and the less numerous side and end door. Although designed with the private owner in mind these wagons were bought in large numbers, before the First World War, by the SE&CR (both variants) and LB&SCR (side door only). As the First World War loomed the War Dept decided that it would require extra coal wagons to ship coal from the mines to both munitions factories and the various naval bases. A decision was made to buy RCH 12t seven plank wagons for this purpose. In addition to this the War Dept also commandeered most of the SE&CR and LB&SCR's stock of seven plank wagons for this purpose and to serve overseas in France, Italy and Egypt. All of the remaining SE&CR and LB&SCR's coal wagons were pooled in 1916 meaning that these wagons would have been seen all over the country either as SE&CR, LB&SCR or in War dept liveries.

Following the end of hostilities in 1919 all the pooled and commandeered wagons were returned to the SE&CR and LB&SCR. However some of the SE&CR's wagons that had served overseas had been destroyed so the War Dept supplied some of their own wagons in compensation. Also as the War Dept's requirement for large numbers of coal wagon was not there any more they had a large number of surplus coal wagons. 50 of these wagon were sold to the Great Northern Railway at the end of 1921 with the remaining wagons either being sold off to private owners or moth-balled.

Most of these wagons lived long enough to get to the grouping with the LB&SCR and SE&CR going to the Southern Railway and those owned by the Great Northern Railway going in to the LNER. The fate of these wagons varied those that had been bought initially by the SE&CR fared worse as they started to be withdrawn from revenue service as early as 1930. Where as those bought by the LB&SCR, Great Northern (Ex W[^]D) and private owners, fared better and in some cases were withdrawn by British Railways in the 1950's.

The SE&CR's 1913 livery was mid grey above the sole bars and black below with the iron work picked out in black. The lettering was in the small style with company's initials and wagon number on the bottom plank in 7 inch letters and the capacity in 9 inch letters on the top plank above the door. This was change during 1916 to larger letters running across the centre of the wagon with number being retained on the bottom plank. The LB&SCR's 1914 livery was similar to the later livery of the SE&CR's. The War Dept painted the wagons in their usual dull light green with a number of different lettering styles if you want to build one of these wagons it would be a good idea to consult a photograph. The Great Northern Railway's livery was red oxide above the sole bars and black below. Lettering was simple with a large 'G' 'N' in white on the side of the wagon. Southern Railway livery, between 1923-36, would have been chocolate brown with large 'SR' on the side of the wagon. After 1936 the colour remained the same but the size of the lettering was vastly reduced and moved to the bottom left hand side of the wagon. LNER livery copies the practice of the Southern railway apart from the base colour was mid grey rather than chocolate brown. Those of the wagons that managed to survive past 1947 would have been eventually grey if they were lucky

Private owner wagons would have been painted in a number different liveries dependent on the owner's personal choice.

Known running numbers

SE&CR Side Door Only 10551-60, 13141-14590

SE&CR Side and End Door 14591-15090

LB&SCR Side Door only 10870-11094

GNR Side door only 54941-54952

SR (SE&CR) Side door only 16516-16525,16526-17667, 63751-63950(loco coal)

SR (SE&CR) Side and End Door 17668-18166

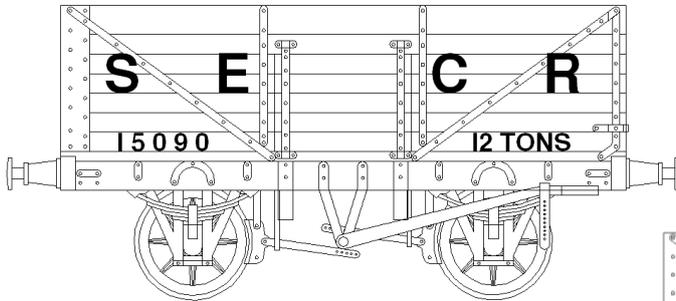
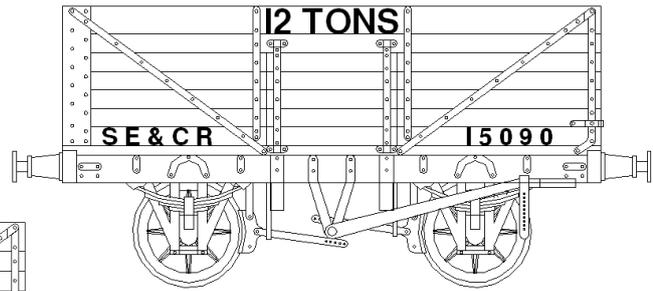
SR (LB&SCR) Side door only 27237-27461

LNER (GNR) Side door only 454941-454952

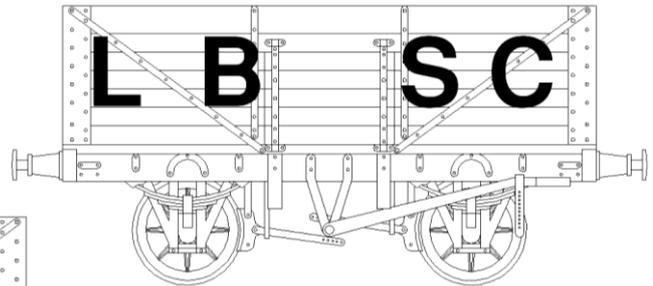
W^D Side door only 82170-9

Liveries

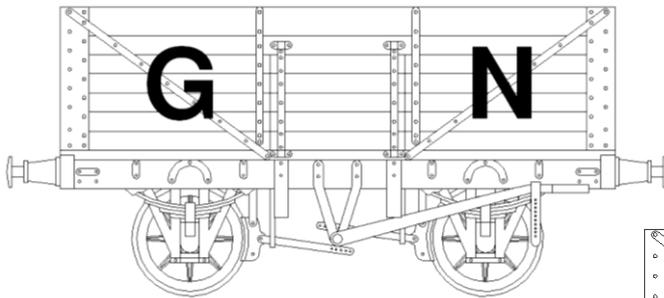
SE&CR Livery
Circ 1913



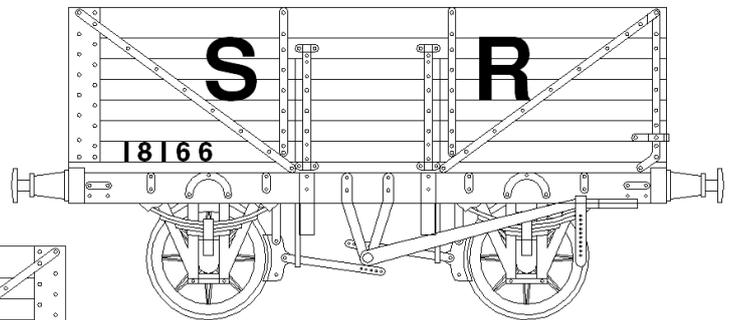
SE&CR Livery
Circ 1919



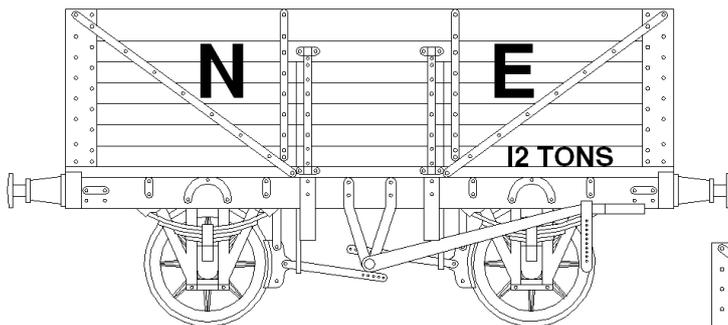
LB&SCR Livery
Circ 1914



GNR Livery
Circ 1921

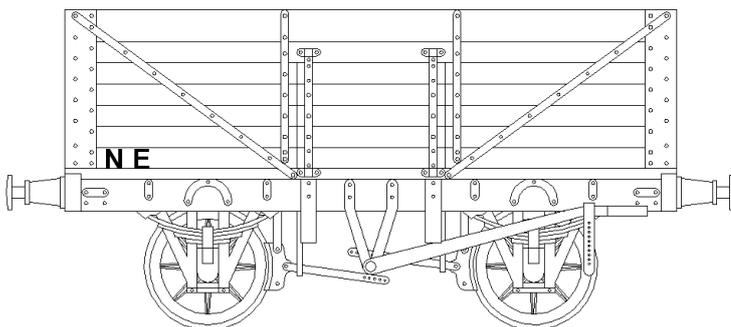
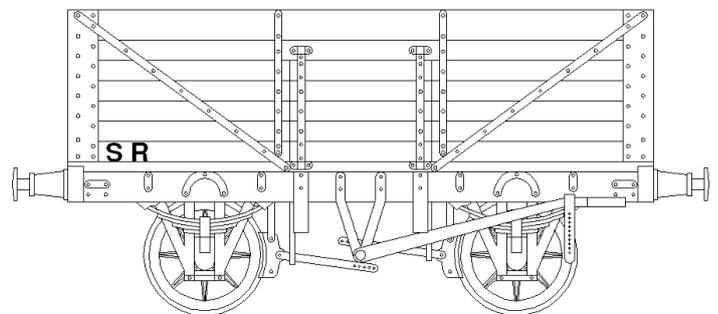


SR early Livery
Circ 1923-36



LNER early Livery
Circ 1923-36

SR Late Livery
Circ 1936-47



LNER Late Livery
Circ 1936-47

Furness Railway Wagon Co.

SE&CR/LB&SCR/W^D/GNR/SR/LNER/BR

1909 RCH 12ton

7 Plank Coal Wagon

1. Construction Manual,
2. One strapping etch
3. One wagon body casting (resin),
4. Four end support castings(resin)
5. One wagon floor casting (Plasicard),
6. Two brake gear castings,
7. Two brake lever castings,
8. Four W-iron/axle box castings,
9. Two etched 'V' Hanger,
10. Four buffer assemblies,
11. Two coupling hook springs,
12. Six coupling hook links,
13. One set of etched coupling hooks,
14. One piece of brass wire.

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

Transfers are available from POWsides or on the HMRS Southern Railway sheet.