

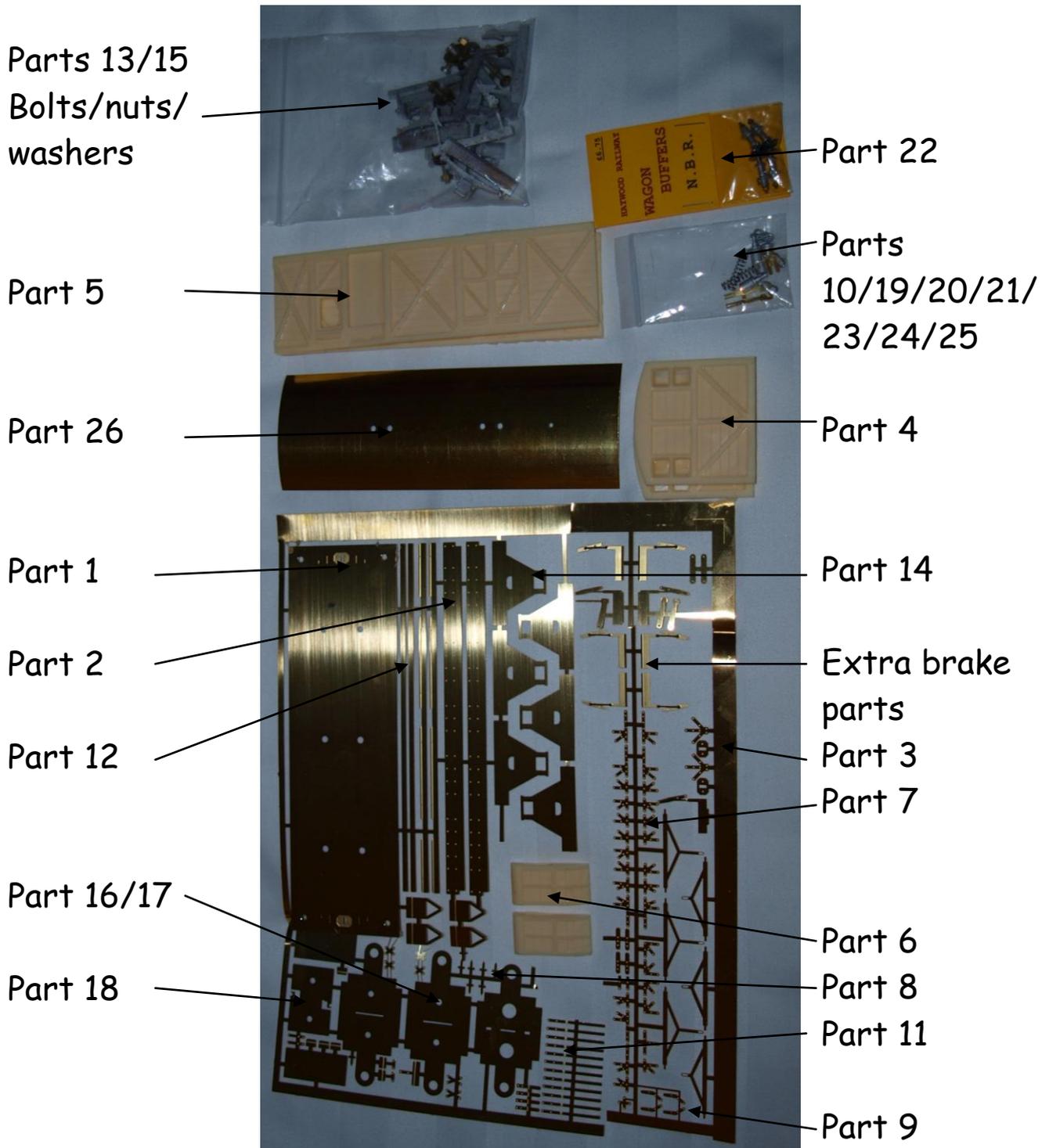
Furness Railway Wagon Co.

S&DJR/LMS/BR

20ton 6-Wheel Brake van

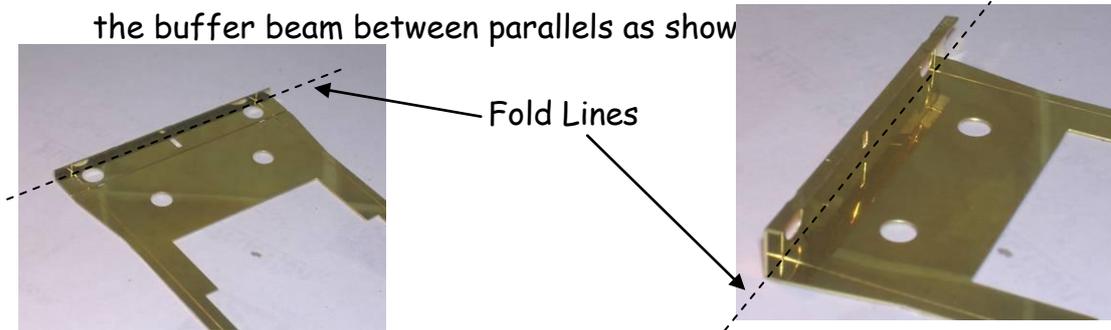
Wheels, paint and transfers required to complete.

The Parts.



Chassis Construction.

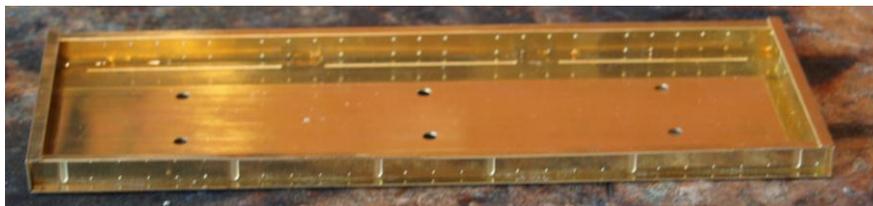
1. Remove chassis (part 1) from the etch and fold up the bottom of the buffer beam between parallels as show



2. Next fold up the buffer beam completely as shown. Make sure that the resulting U shape is square so as to fit the sole bars. Repeat for the other end of the chassis.
3. Remove the sole-bars (part 2) and punch out the rivets. Next fold up the bottom of the sole-bars between two parallels. Make sure that the resulting shape is square.

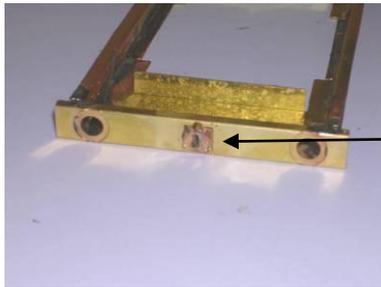


4. Click one of the sole-bars in to the half etch slot that runs between the two buffer beams. Solder into position using 188C solder. Make sure that the sole-bars are actually soldered inside the buffer beam. Repeat for the other sole-bar.



5. Next remove the buffer beam reinforcing plates (part 3) and punch out the half etched rivets and tin the back of each piece with 188C

solder. Now sweat the plates onto the half etched square in the front of the buffer beam.



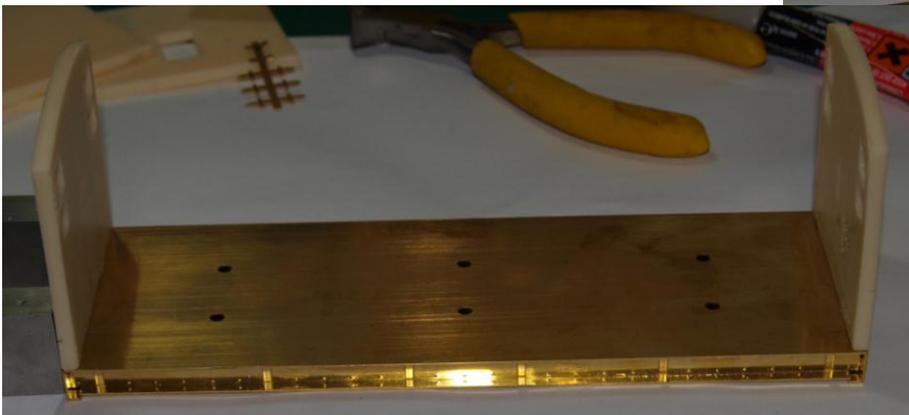
Buffer beam reinforcing plates

Wagon Construction

1. Glue one end (Part4) onto the chassis so that the outside face is flush with the buffer beam. Then repeat for the other



end.



2. Next fit the sides (part 5) making sure that the ends with the cut outs for the duckets is

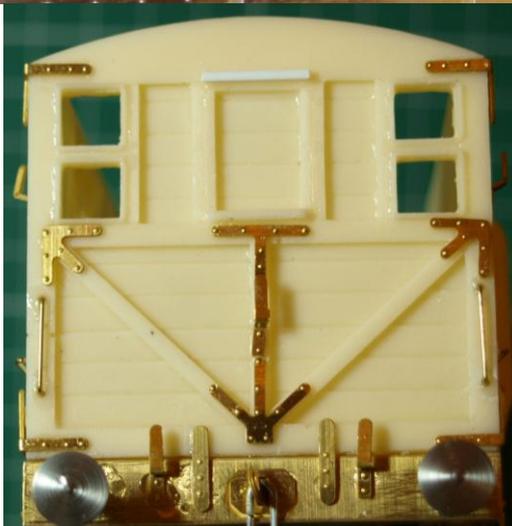


at the same end as the end with the door in it.

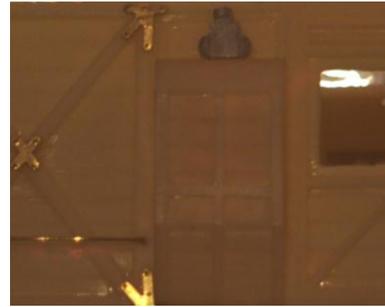
3. Now fit the duckets (part6) into the recesses.



4. Now punch out the half etched rivets in the strapping (part7) and add it to the sides and ends as shown then attach the handrails, door handles (part8) and lamp brackets (part9).



5. Now attach the lamps above the duckets (part10).



6. Next attach the running board supports (part11)



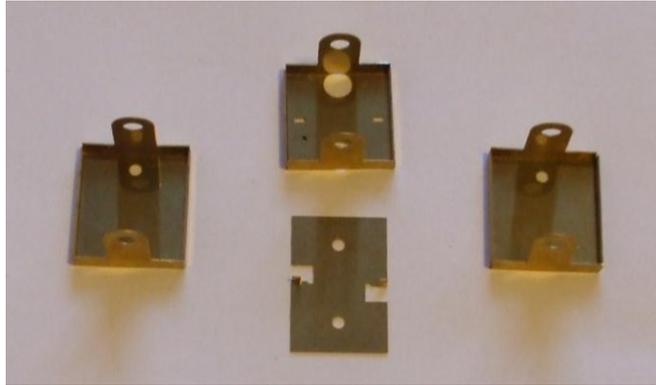
7. Now fold up and fit the running boards (part12) so that the half etched lines in the back of the running boards line up with the supports.

8. Now attach the spring/axel-box castings (part13) to the etched w-irons (part 14).



6. Then attach the brake castings (part15) to the back of the w-iron assembly.

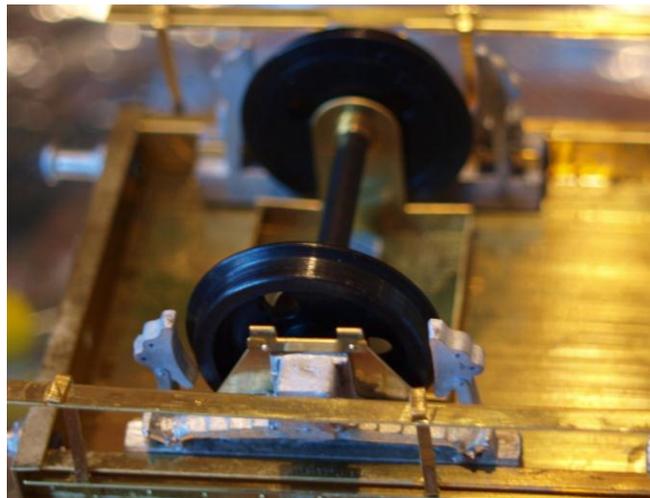
7. Assemble an out side wheel set. Take one of the etched wheel supports and fold up as shown. (part16), solder in two bearings in to



each. As the bearings fit on the inside of the wheels not the outside you will need to cut off the ends of the wheel axels to allow free running.

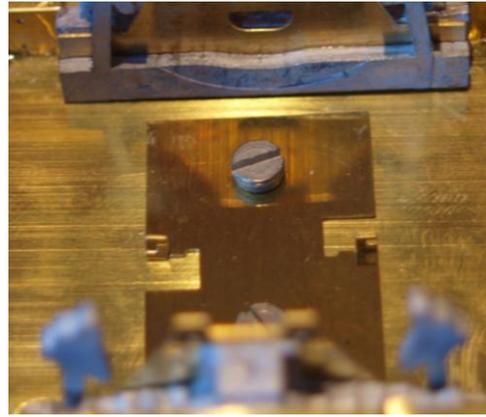
8. For the inside wheel set repeat as for stage 7 but use part 17.

9. Now take one of the outside wheel sets and push it over the protruding bolts in the floor. Do not attach just yet. You are going to use the wheel set as jig to a line up the cosmetic axel box assembly.



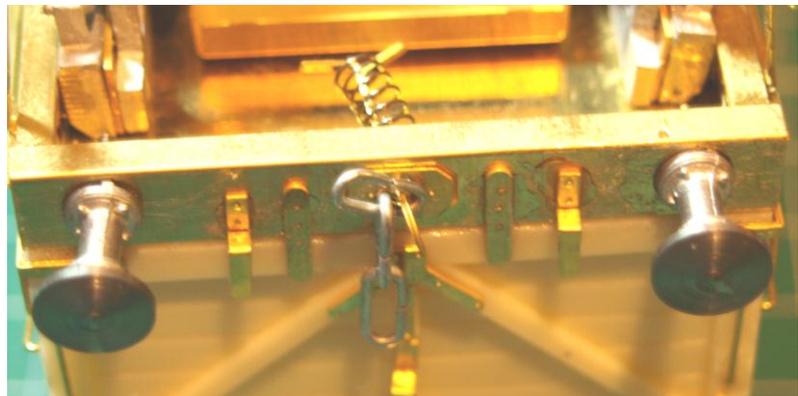
10. Next attach the 'W' irons assembly to the inside of the sole bars so they line up with wheel sets and the half etched lines in the bottom of the chassis.

11. Once the w-iron assemblies are secured to the chassis bolt the rocking plate to the chassis using the two central holes in the chassis and then bolt outside wheel sets by pushing them over the bolts and securing them with the nuts.



12. Next fold up the tags on the centre wheel pivot (part 18) and push over the bolts that are protruding from the centre of the wagon. Securing it with two nuts. Then push the tags through the holes in the centre wheel set base and twist the tags to secure the wheel set. NB if the wheels catch on the brake casings you may need to pack them up using the brass washers provided.

13. Next, assemble the links (part 19) on to the coupling hook (part 20) and push through the



slot. Now push the spring (part 21) 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 22) into the holes in the buffer beam using two part epoxy.

14. If you wish to fit all the brake connection rods then these are available to fit.

15. Attach the ventilators (part23), oil lights (part 24) and stove chimney (part 25) through the holes in the roof (part26).



16. You are now ready to paint the model in the livery of your choice.



History of the Wagon

In 1898 and 1918 the Somerset and Dorset Railway built a number 20ton 6 wheel brake van for use on heavy goods and coal trains crossing the Mendips. When the S&DJR goods stock was split between the MR and LSWR, brake vans were not included and would have still been in S&DJR livery in 1930 when they were allocated to the LMS. Some of these vans managed to last into early British Railways were their numbers would have been prefixed with a letter 'M' i.e. M.

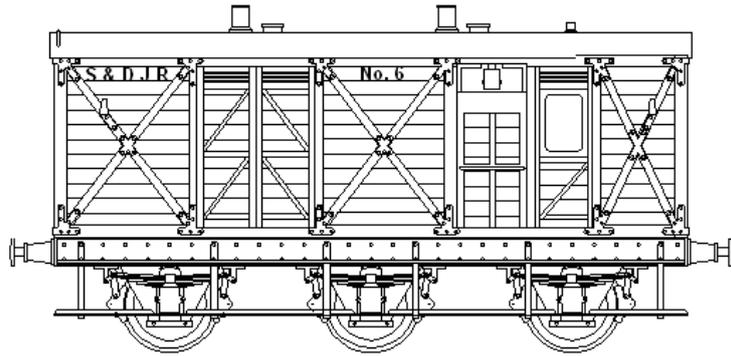
The S&DJR would have turned these vans out in light grey livery with the ironwork picked out in black. These wagons would have run in the S&DJR livery until 1930 when these wagons would have absorbed into the LMS and followed LMS livery practices.

Known running numbers

3, 5-9, 13,15-19, 26-32, 34-36, 38 and 40

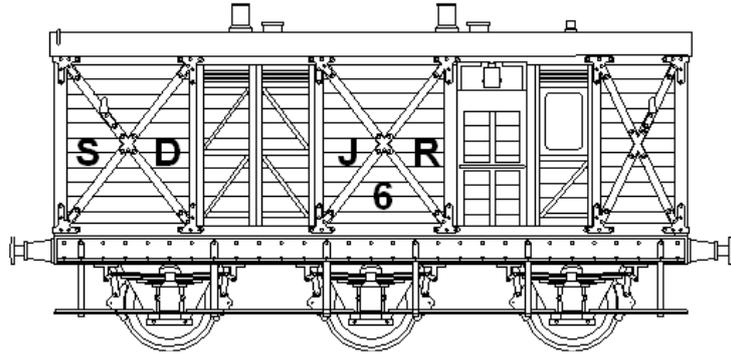
Liveries

S&DJR Livery
Circ 1898-1930

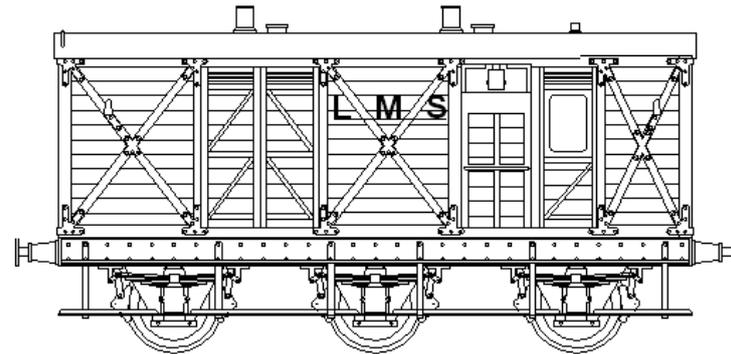


Numbers

LMS early Livery
Circ 1930-36

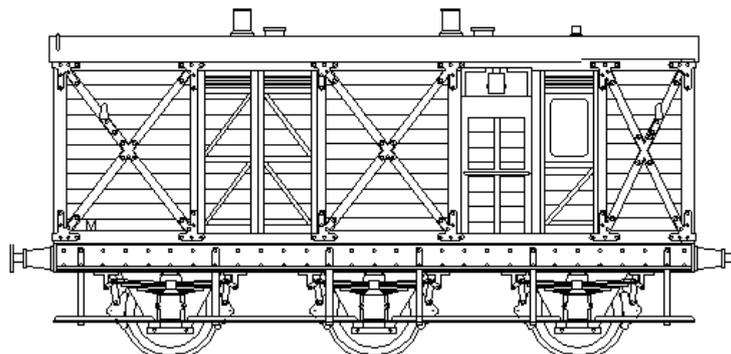
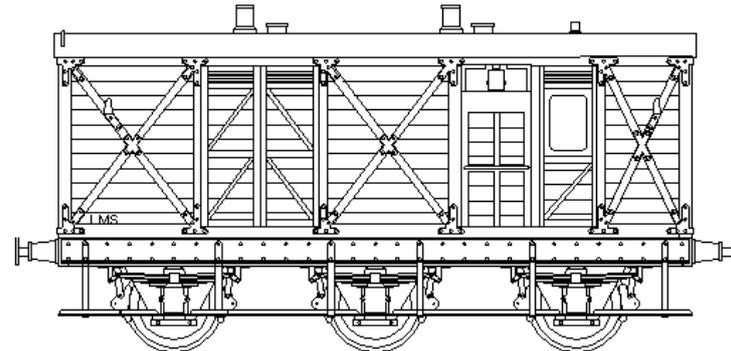


LMS Late Livery
Circ 1936-47



Numbers

BR(M) Livery
Circ 1947



Furness Railway Wagon Co.

S&DJR/LMS/BR 20ton 6-Wheel Brake Van

1. Construction Manual,
2. Two van side castings (resin),
3. Two van end castings (resin),
4. One brass etch,
5. One brass roof,
6. Six brake casting,
7. Six Axle box castings,
8. Four buffer assemblies,
9. Six brass bearings
10. Twelve brass washers
11. Six 6BA nuts and bolts
12. Two coupling hook springs,
13. Six coupling hook links,
14. One set of etched coupling hooks.
15. two pieces of wire

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

S&DJR transfers are available on the HMRS LMS pre-grouping sheet. LMS transfers are available on the HMRS LMS wagon sheet as well as Slater's plastikard.