

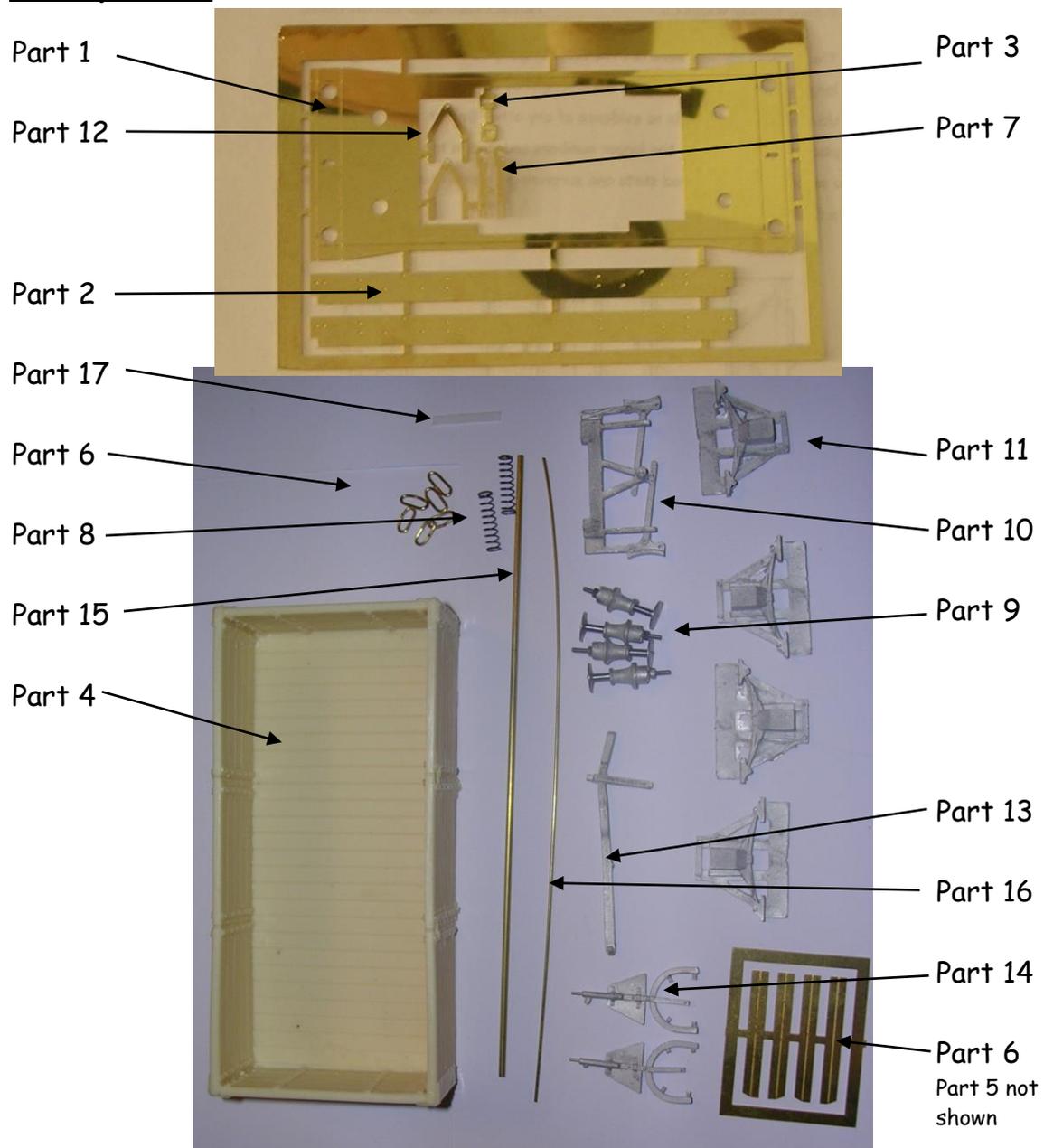
Furness Railway Wagon Co.

Taff Vale Rly/Barry Rly/GWR/PO 10ton General Merchandise Wagon Steel Under-Frame

Wheels, paint and transfers required to complete.

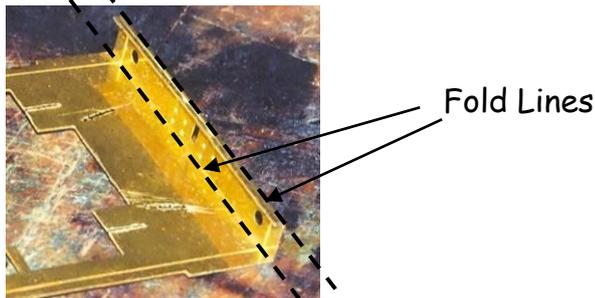
Please note that to aid the folding of the various parts score all the half-etched foldlines that are to be folded.

The parts.



Chassis Construction.

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

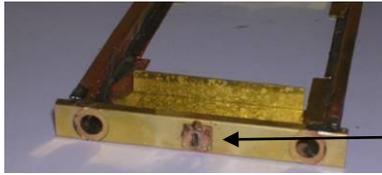


3. Remove the sole-bars (parts 2) and punch out the rivets. Next fold up the bottom of the sole-bars between two parallels. Make sure that the resulting shape is square.

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, as in photo.



Buffer beam reinforcing plates

Final Assembly.

1. Position the top of the wagon (part 4) in the middle of the chassis and glue together.
2. Now attach the strapping (Part 5) to the wagon body



3. Next remove the Angle 'L' section bars from the etch (parts 6) and punch out the half etched rivets then fold. Now attach two of the Angle

'L' section bars to the end of the wagon as shown. Then repeat for the other end.

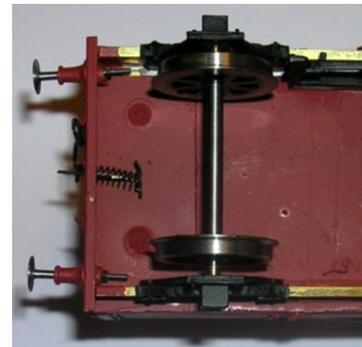
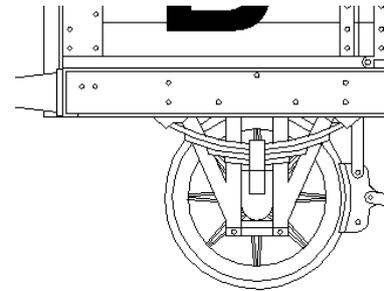
4. Next, assemble the links (part 7) on to the coupling hook (part 8) and push through the slot. Now push the spring (part 9) over the back of the back of the coupling hook and bend the tags over to secure the spring in place. Then fix the four buffers (part 10) into the holes in the buffer beam using two part epoxy.



5. Place the brake gear casting (part 11) against the inside of sole-bar and slide down into the chassis with the spigot pointing outward. You may require to chamfer the casting so that it clears the solder fillet between the chassis and the sole-bar. Glue the casting into position using two part epoxy resin, this will give you opportunity for adjustment. Position the casting with care centrally between the rivets on the sole-bar.



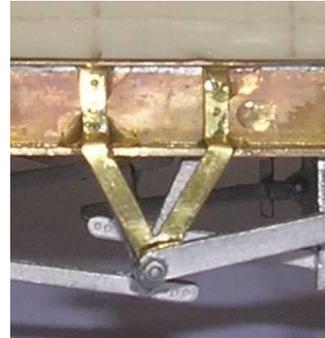
6. Drill out the w-iron castings to suit the bearings of your chosen wheels. Assemble a wheel set, 2 x W-iron's (part 12), 2 x bearing's and 1 x wheel/axle unit, do not glue the bearings into the W-irons at this stage. Again using two part epoxy resin, glue the assembled wheel set onto the sole-bars so that they are square and line up with the rivets as shown in the drawing.



7. 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.



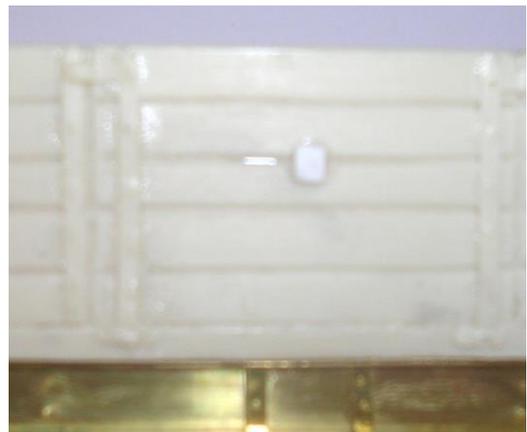
8. Punch out the half-etched rivets on the outside V-hanger (part13), fold up, and glue into position on the sole-bar and to the spigot of the brake gear casting.



9. Next fix the brake lever and ratchet casting (part 14) to the sole-bar and to the outside V-hanger as shown below.



10. Next take the plastic strip (part 15) and cut a square. Then glue it onto the door on the side brake gear is on, as shown.



11. Some of these wagon were fitted with Williams patent tarpaulin rails. This is not included with this kit but can be bought from Slater's Plastikard (Ref:M7026)

12. Finally paint the model in the livery of your choice.



History of the Wagon

Barry Railway

At the turn 19th/20th centuries Barry Railway Company order a number of 10ton general merchandise wagons some of which were fitted with Williams moveable tarpaulin rails (not part of the kit). The first batches were of an all-wood construction. At about the same time, the railway company ordered a number another batches of wagons built to the same sizes but with a steel under-frame 12 from the company's own works and 100 the works of G. R. Turner Ltd of Langley Mill, Derbyshire, the subject of this kit.

These wagons were used to convey general goods from south Wales.

Wagon numbers (Barry Railway Built) 13, 124, 165, 167, 174, 197, 198, 204, 213, 627, 623 and 631.

Wagon numbers (Turner built) 656-755

The wagons of this batch would have been absorbed into the GWR and it is possible that some, if not all, of these wagons managed to last into early British Railways.

In Barry Railway days the wagons would have been painted Red Oxide.

Initially these wagons would have been turned out with small letters but the company decided to change their wagon livery in 1912 an introduced the Large BR livery. The wagons would have been painted grey from 1923 to 1948 while under GWR ownership. In British Railways days, the wagons would have been grey or even unpainted wood.

Taff Vale Railway

The Taff Vale Railway had a number of 5 plank wagons with steel under frames by both Gloucester Carriage and Wagon and GR Turner. Some of these wagons were fitted with tarpaulin bars. From photos it is impossible

to tell the difference between those built for the Barry apart from the livery.

Known running numbers 7372, 8605, 9799 In Taff Vale Railway days the wagons would have been painted Red Oxide. Initially these wagons would have been turned out with small letters but the company decided to change their wagon livery in 1912 and introduced the Large BR livery. The wagons would have been painted grey from 1923 to 1948 while under GWR ownership. In British Railways days, the wagons would have been grey or even unpainted wood.

Private Owner Wagon

This Kit represents a 5 plank mineral wagon, with a steel under-frame, built by G. R. Turner Ltd of Langley Mill, Derbyshire to the 1909 RCH Standard. Wagons of this design would have also been built to order by many other wagon builders around the country. The customers for these wagons would have ranged from small coal merchants to railway companies. At about the same time these wagons were being built it is known that the Taff Vale and Barry railway companies both bought wagons from G.R Turner to a similar design. The railway companies ordered several batches of wagons built to the same design, with additional door stops and tarpaulin rails.

These wagons were used to convey coal and general goods and would have been seen everywhere in Britain. As these wagons were mainly used by small private companies they would have been used as travelling advertisements by their owners and would have been turned out in all sorts of colours and liveries. It is also possible that some of these wagons managed to last into early British Railways having been pooled during World War 2. In British Railways days the wagons would have been grey

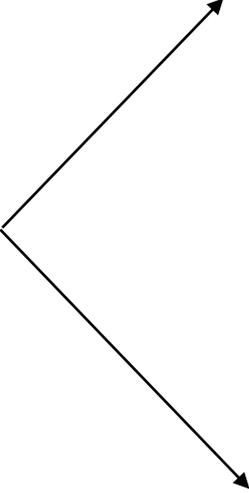
or even unpainted wood. This would have left the ghosts of their former liveries showing through.

Liveries

Barry Railway
Livery Pre 1912

Barry Railway
Livery Post 1912

Numbers



GWR early Livery
Circ 1923-36

Furness Railway Wagon Co.

Check list for Taff Vale Rly/Barry Rly/GWR 10ton General Merchandise Wagon Steel Under-Frame

1. Construction Manual,
2. One wagon body casting (Resin),
3. One Under-frame etch,
4. One strapping etch,
5. One brake gear castings,
6. One brake lever castings,
7. Four W-iron/axle box castings,
8. Four buffer assemblies,
9. Two coupling hook springs,
10. Six coupling hook links

We recommend Hawoods or Slater's 3'1" closed spoke wheels. Transfers are available from POWsides and Individual Letters from HMRS.