

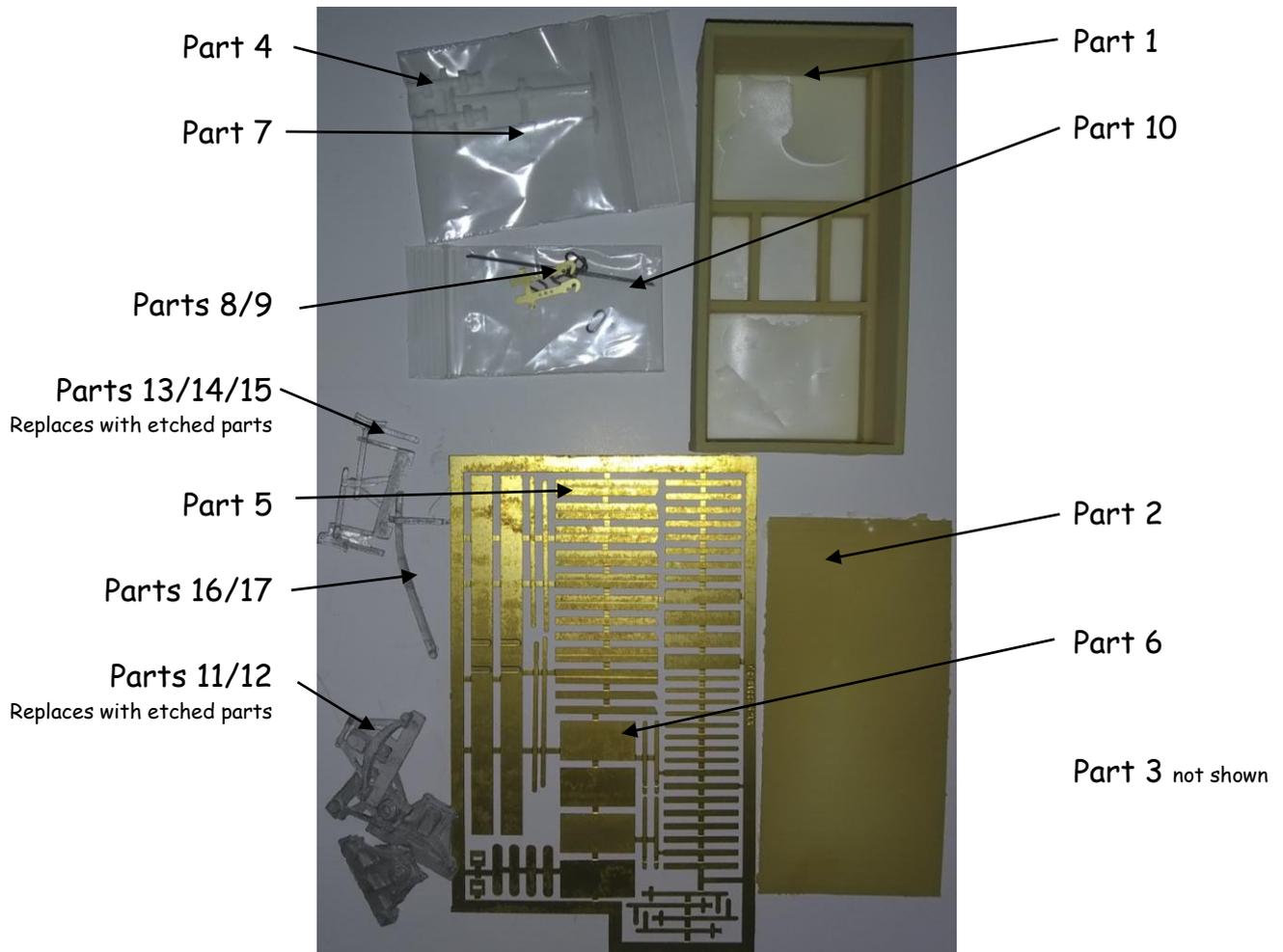
# *Furness Railway Wagon Co.*

## Furness Rly/Barry Rly/GWR/PO 10ton General Merchandise Wagon Wooden Under-Frame

Wheels, paint and transfers required to complete.

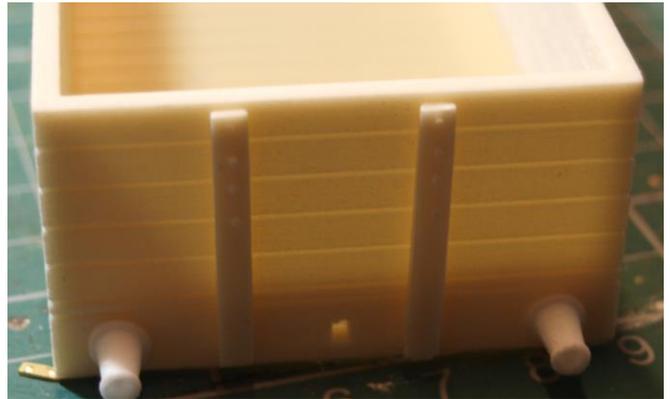
Please note that to aid the folding of the various parts score all the half-etched foldlines that are to be folded.

### The parts.



## Wagon Assembly.

1. Take the wagon body (part 1) and remove any flash. Drill out the holes for the buffers and coupling hook.
2. Cut the floor (part 2) to size and glue to the inside of the body casting.
3. Attach the end supports (part 3) as shown, you will need to trim the bottoms so that they are flush with the bottom of the buffer beam.
4. Now fit the buffer guides (part 4) into the holes in the buffer beams.



5. Some of the Furness wagons had steel end supports so for these wagons remove the Angle 'L' section bars from

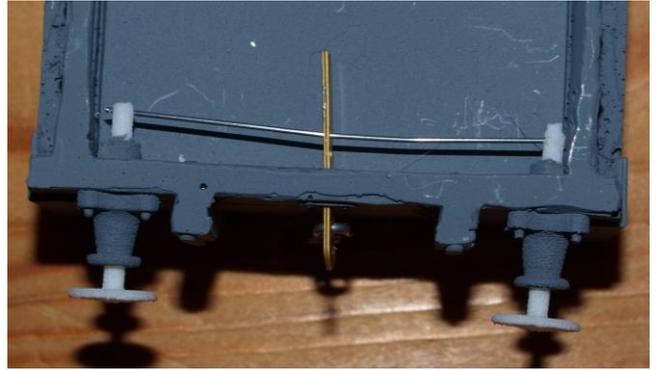
the etch (parts 5) and punch out the half etched rivets then fold. Now attach two of the Angle 'L' section bars to the end of the wagon as shown. Then repeat for the other end.

6. Next punch out the half etched rivets and attach the strapping (part 6).



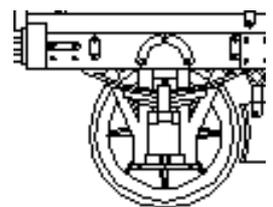
7. Drill out the holes in the ends of the buffer heads (Part 7) using a 0.5mm drill

8. slide the buffer heads through the guides
9. assemble the 3 link couplings (part 8) onto the hooks (part 9)
10. cut the piano wire (part 10) to length



11. Slide the wire through the coupling hook, using the hole closest to the back of the buffer beam. Then slide it through one of the holes in the buffer heads. Once the wire is hard up against the back of the sole bar slide the wire back into the hole in the other buffer head

12. Assemble a wheel set, 2 x etched W-iron's (part 11), 2 x bearing's and 1 x wheel/axle unit and 2 Axle boxes (part 12), 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 on the drawing.



13. 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.

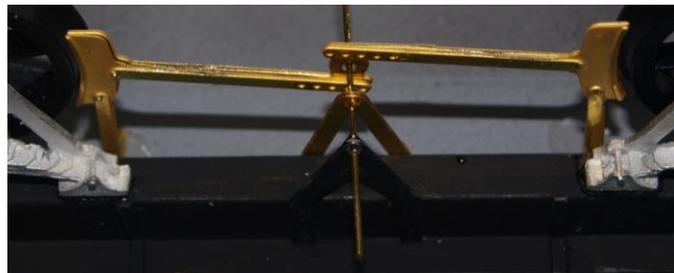


14. Then laminated brake block etch (part 13/14)



15. Attach the "V" hangers (part 15) to

either side of the sole bar and then attach the brake blocks to the inside of the sole-bar as



shown making sure that the brake block does not foul the wheels.

16. Next fix the brake lever (part 16) and brake ratchet (part 17) to the sole-bar and to the out side of the brake gear pivot as shown.



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



## **History of the Wagon**

This design of wagon was built for both the Furness and the Barry railways. 104 were built for the Furness between 1909 and 1919. The Barry built 400 between 1904 and 1920. Some of the Barry wagons were fitted with sheet rails. All of the Furness wagon made it to LMS ownership. The Barry ones similarly made it to GWR ownership. Most of Furness wagons lasted into the British Railways era but the GWR didn't like wooden under framed wagons so these wagons would have been either scrapped or sold off to private owners by 1935.

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 and introduced the Large BR livery. The wagons would have been painted grey from 1923 to 1948 while under GWR ownership. The Furness wagons would have been painted a shade of grey with Large FR on the side. The livery wouldn't have changed much under LMS ownership with only the lettering changing and the addition of 23,000 to the wagon number. In British Railways days, the wagons would have been grey or even unpainted wood.

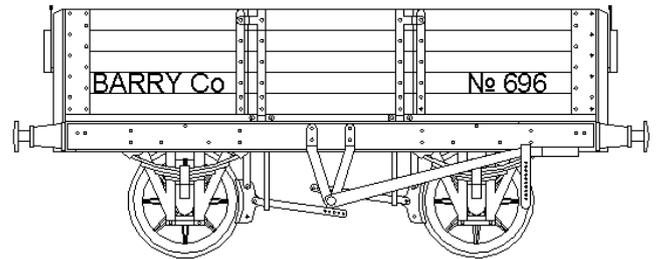
### **Private Owner Wagon**

Similar wagons were built by a number of wagon builders around the country to the 1909 RCH Standard. 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 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

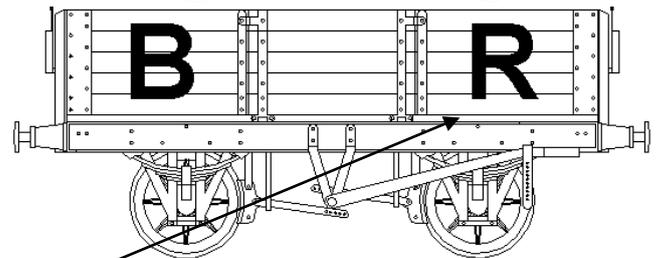
advertisements by their owners and would have been turned out in all sorts of colours and liveries. It is also possible that some of these wagons managed to last into early British Railways having been pooled during World War 2. In British Railways days the wagons would have been grey or even unpainted wood. This would have left the ghosts of their former liveries showing through.

## Liveries

Barry Railway  
Livery Pre 1912

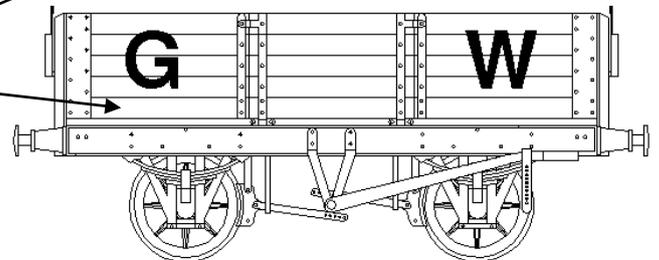


Barry Railway  
Livery Post 1912

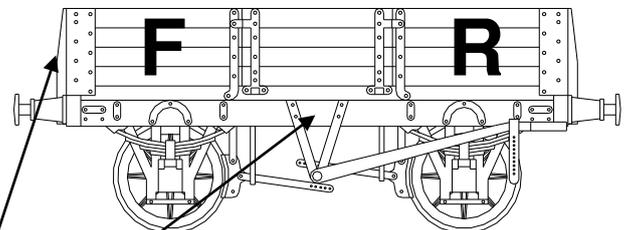


GWR early Livery  
Circ 1923-36

Numbers

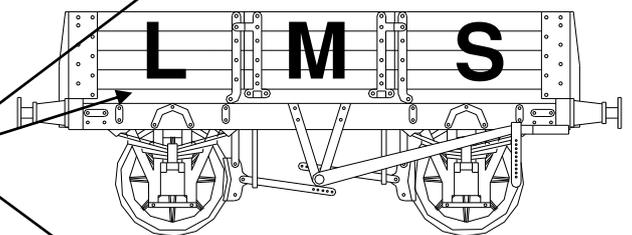


Furness Railway  
Livery

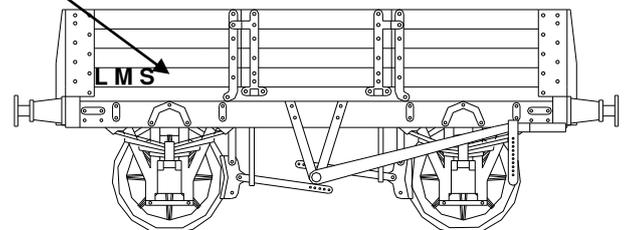


LMS early Livery  
Circ 1923-36

Numbers



LMS late Livery  
Circ 1936-47



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## **Check list for Furness Rly/Barry Rly/GWR/LMS/BR 10ton General Merchandise Wagon Wooden Under-Frame**

1. One wagon body casting (Resin)
2. One floor casting,
3. One strapping etch,
4. One brake gear etch,
5. One W-iron etch
6. Four axle box castings,
7. Four buffer guides
8. Four buffer heads,
9. Two coupling hook spring wires,
10. Six coupling hook links
11. One coupling hook etch

We recommend Hawoods or Slater's 3'1" closed spoke wheels. Transfers are available from Taff vale (Barry) and HMRS LMS pre-grouping (Furness).