

# *Furness Railway Wagon Co.*

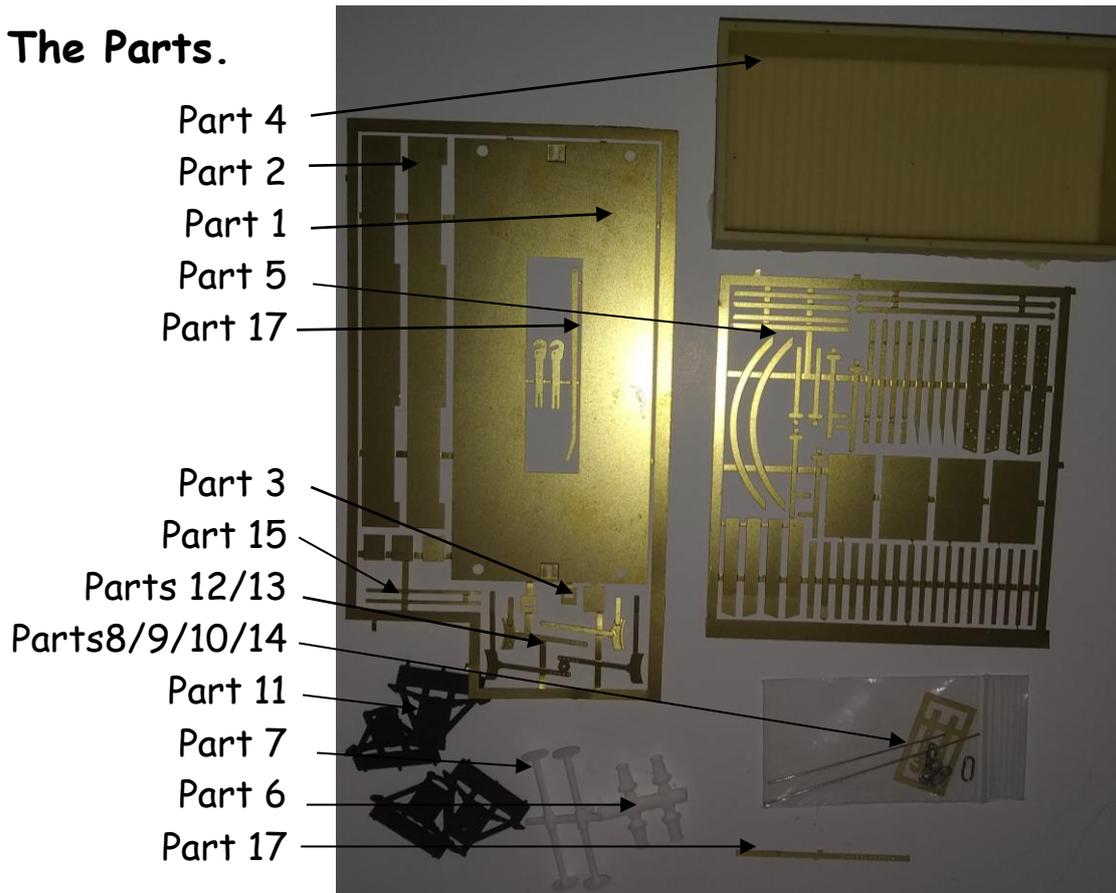
**LBSCR/SR Class D diagram 6**

**10ton 6 Plank Coal Wagon**

**Steel Under-Frame**

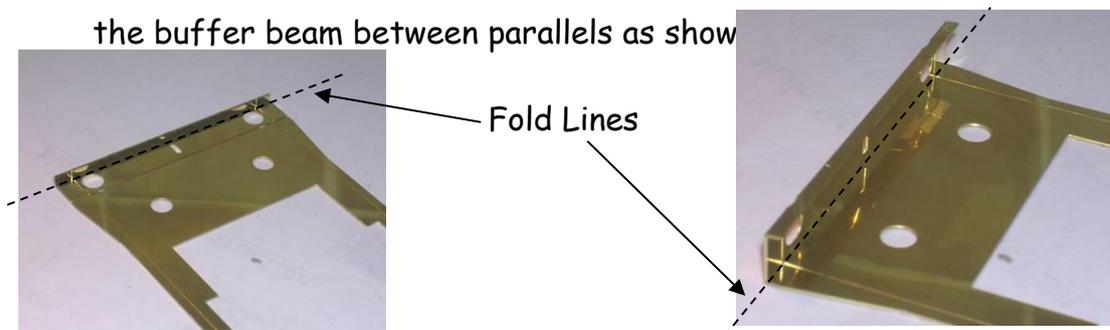
Wheels, paint and transfers required to complete.

## **The Parts.**



## **Chassis Construction.**

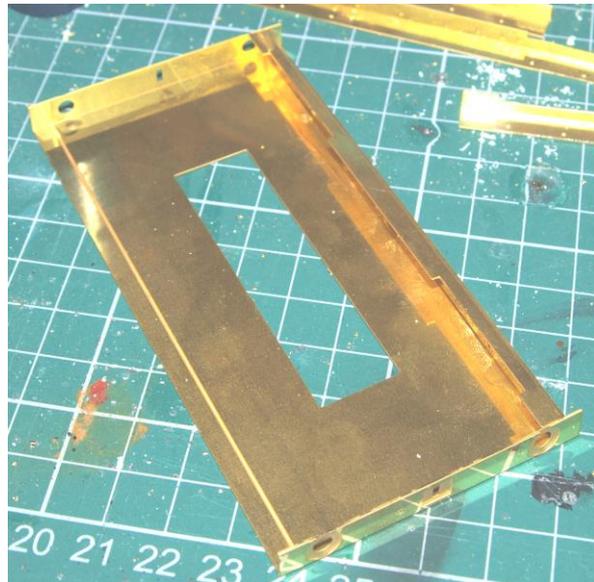
1. Remove chassis (part 1) from the etch and fold up the bottom of the buffer beam between parallels as show



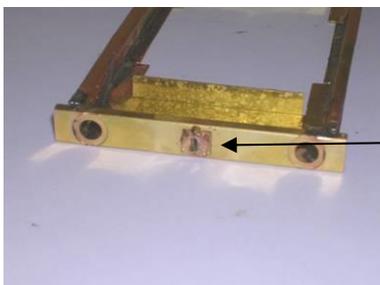
2. Next fold up the buffer beam completely as shown. Make sure that the resulting U shape is square so as to fit the sole bars. Repeat for the other end of the chassis.
3. Remove the sole-bars (part 2) and punch out the rivets. Next fold up the bottom of the sole-bars between two parallels. Make sure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



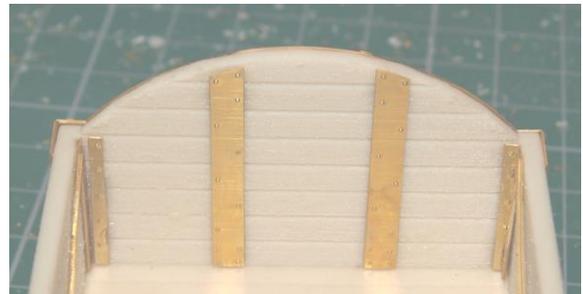
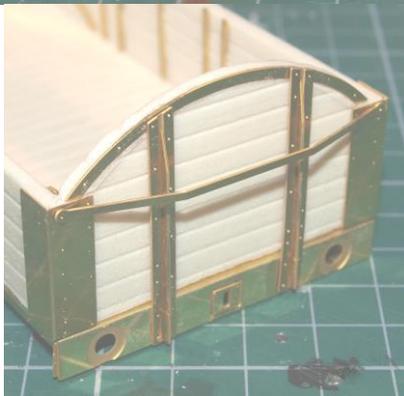
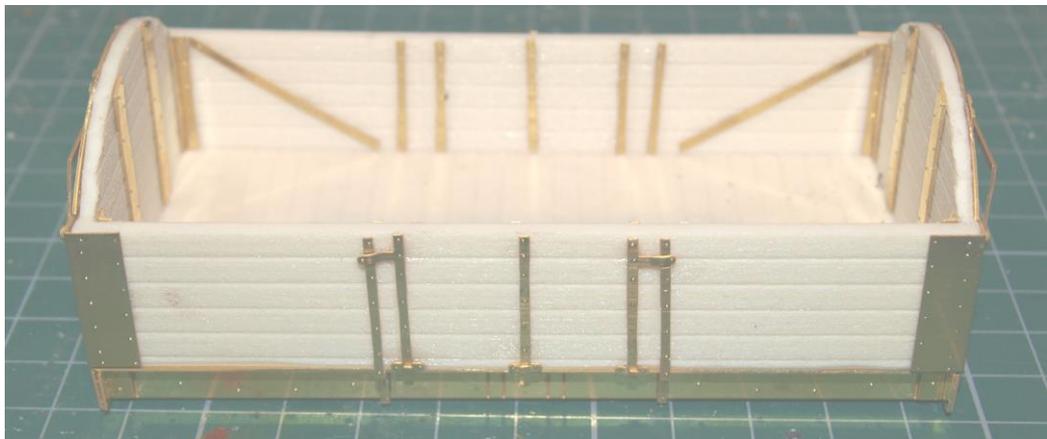
5. Next remove the buffer beam reinforcing plates (part 3) and punch out the half etched rivets and tin the back of each piece with 188C solder. Now sweat the plates onto the half etched square in the front of the buffer beam.



Buffer beam reinforcing plates

## Final Assembly of components.

1. Position the top of the wagon (part 4) in the middle of the chassis and glue the chassis to the top. Then, attach the strapping (part 5) as shown. To do this you will require too punch out two the half etched reverts and fold up the 'T' sections for the end of the wagon as shown.



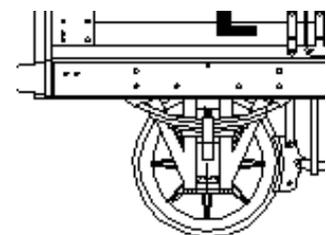
2. Glue in the buffer guides (part 6) into the buffer beam.
3. Drill out the holes in the ends of the buffer heads (Part 7) using a 0.5mm drill slide the buffer heads through the guides assemble the 3 link couplings (part 8) onto the hooks (part 9)



cut the piano wire (part 10) to length

Slide the wire through the coupling hook, using the hole closet 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

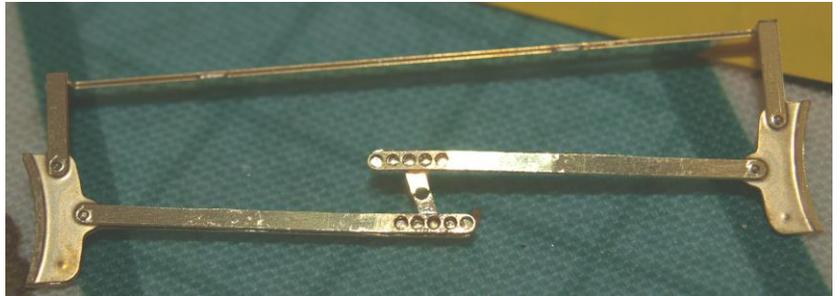
2. Drill out the w-iron castings to suit the bearings of your chosen wheels. Assemble a wheel set, 2 x W-iron's (part 11), 2 x bearings and 1 x wheel/axle unit, do not glue the bearings into the W-irons at this stage. Again using two part epoxy resin, glue the assembled wheel set onto the sole-bars so that they are square and line up with cut outs in the bottom of the sole bars.



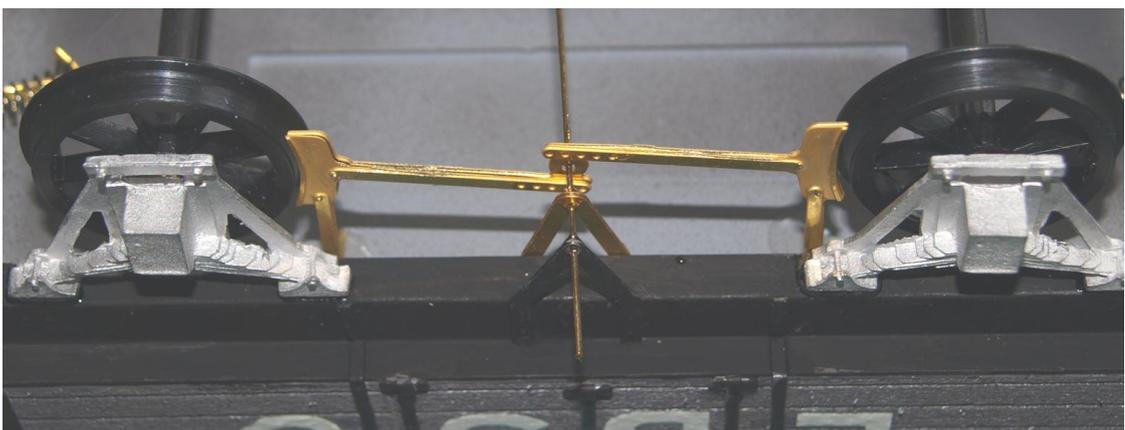
3. Repeat for the other wheel set. Use a straight edge across the back of the wheels to aid getting these parallel and square to the chassis.



4. Next laminate the brake blocks together these are made up from one central blank (parts 12) and 2 brake shoe (part 13) parts.

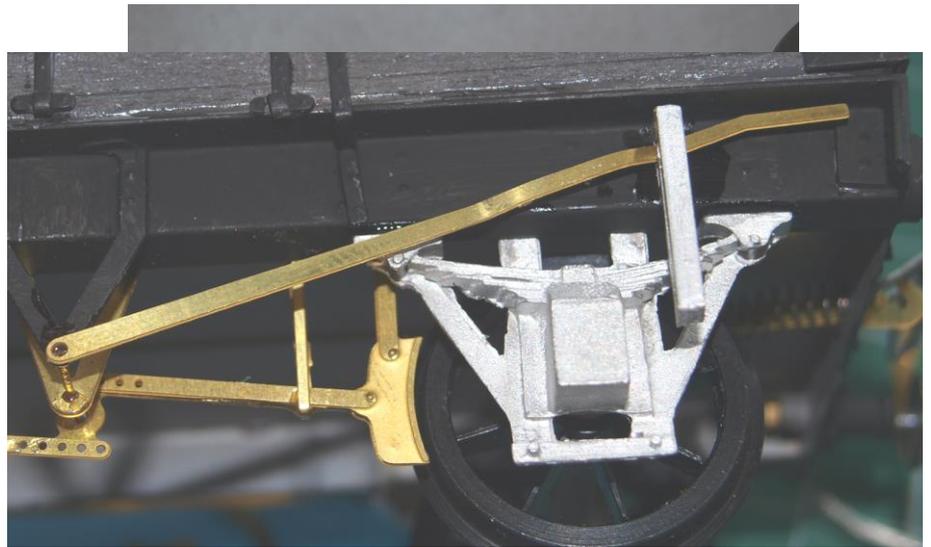


5. Fit the brakes, the 'V' hangers (part 14) fit into the slots in the sole bar. Thread a piece of wire through the 'V' hangers and then through the brakes. Make sure both brake blocks are clear of the wheels and secure.



6. Now fit the safety bars (part15)

7. Next fix the brake lever (part 16) and ratchet casting (part 17) to the sole-bar and to the outside V-hanger as shown below.



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





## History of the Wagon

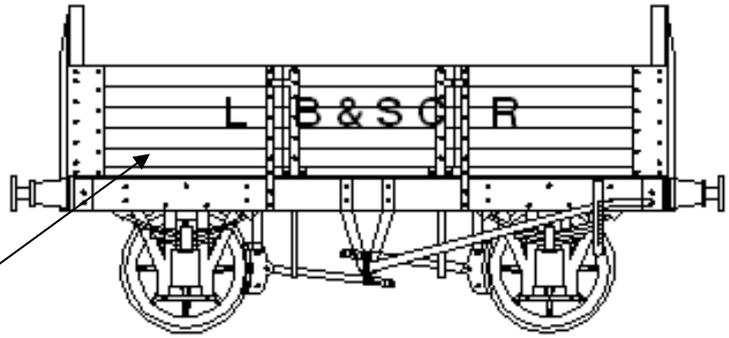
Between 1898 for the London Brighton and South Coast Railway Company ordered from the Ashbury's. A total of 1,246 wagons were built. These wagons were built to a modern design with a steel channel under-frame. The wagons were mainly used to convey coal port to user. In later years these wagons were reclassified as open goods by the Southern and therefore more widely travelled from that point on.

The wagons were issued the following known numbers 8340 to 8390, 9851 to 9999 by the LBSCR. 151 wagons of this batch were absorbed into the SR capital stock with some finding their way in to engineering dept. stock. Known SR numbers 27086 to 27236.

In LBSCR days the wagons would have been originally painted mid grey with all the iron work in black. They would have had the small lettering style until 1906 when the colour was changed to a dark grey all over with the larger lettering. This would have changed to SR brown after 1923. The last of these wagons were scrapped in 1935.

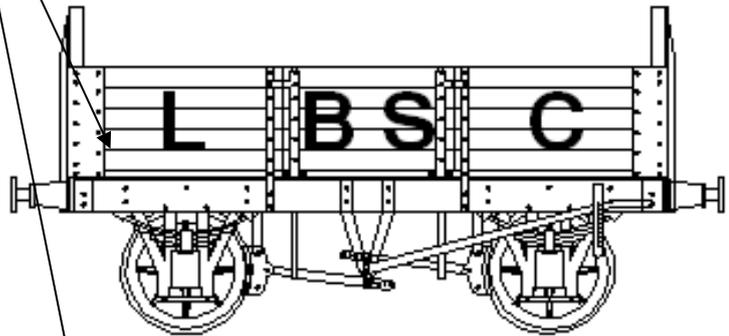
## Liveries

LBSCR Livery  
Circ 1896

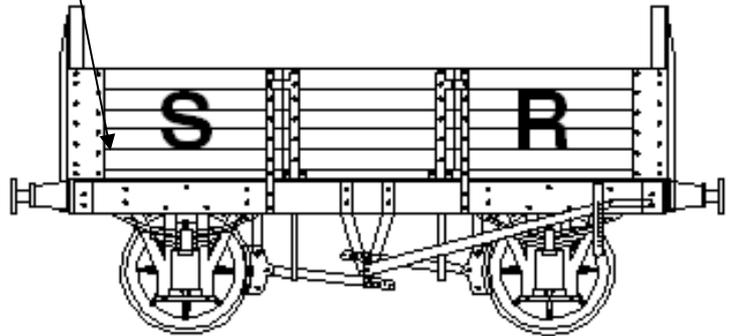


Numbers

LBSCR Livery  
Circ 1910



SR early Livery  
Circ 1923-36



# *Furness Railway Wagon Co.*

## **LBSCR/SR Class D diagram 6 10ton 6 Plank coal Wagon Steel Under-Frame**

1. Construction Manual,
2. One Chassis/Brake etch,
3. One strapping etch,
4. One brake ratchet etch,
5. Four W-iron/axle box castings,
6. 2 "V" hangers etched
7. One wagon body casting (resin),
8. Four buffer guides
9. Four buffer head,
10. Two pieces of piano wire ,
11. Six coupling hook links.

We recommend any of Haywood Railway's 3'1" closed spoke

Transfers are available on the HMRS SR wagon sheet.