

Furness Railway Wagon Co.

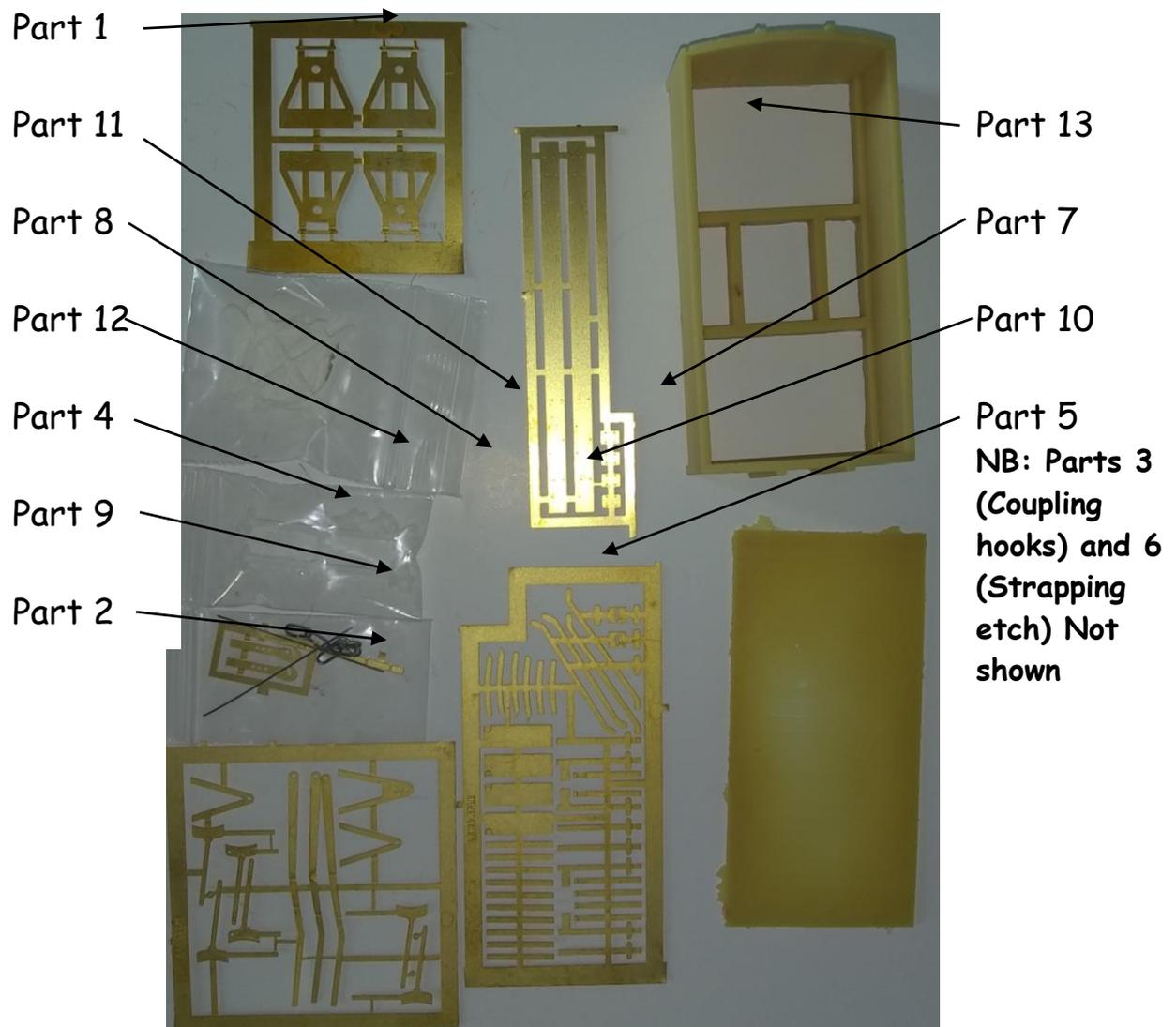
LSWR/SR/BR

8/10ton 4PLK Wagon

Wheels, paint and transfers required to complete.

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

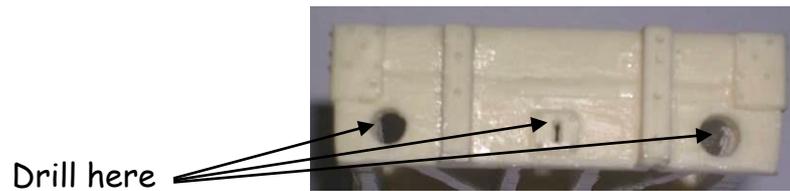
The Parts.



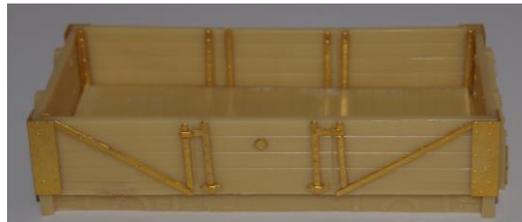
Wagon Construction.

1. Clean up the wagon body (part 1) by removing any excess material.

2. Drill out the holes, both ends, for the buffers and coupling hooks as shown.

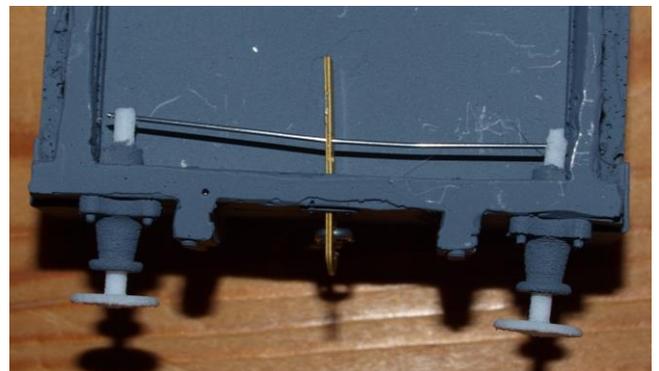


3. Next punch out the rivets on the strapping etch (part 2-3) and glue to the wagon as shown.



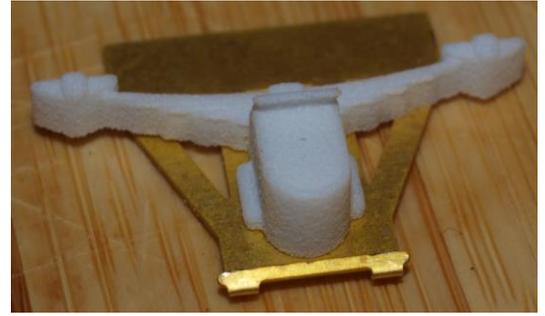
4. Glue in the buffer guides (part 4) into the buffer beam.
5. Drill out the holes in the ends of the buffer heads (Part 5) using a 0.5mm drill

1. slide the buffer heads through the guides
2. assemble the 3 link couplings (part 6) onto the hooks (part 7)
3. cut the piano wire (part 8) to length

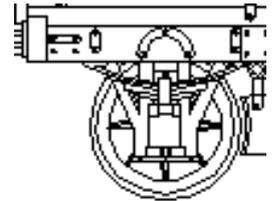


4. Slide the wire through the coupling hook, using the hole closet to the back of the buffer beam. Then slide it through one of the holes in the buffer heads. Once the wire is hard up against the back of the sole bar slide the wire back into the hole in the other buffer head

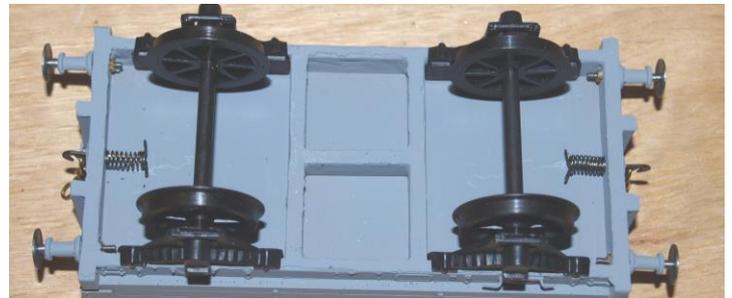
5. Assemble a wheel set, 2 x etched W-iron's (part 9), 2 x bearing's and 1 x wheel/axle unit and 2 Axle boxes (part 10), do not glue the bearings into the W-irons. Again using two-part epoxy resin, glue the assembled wheel set onto the sole-bars so that



they are square and line up with the rivets as shown on the drawing.



6. 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.

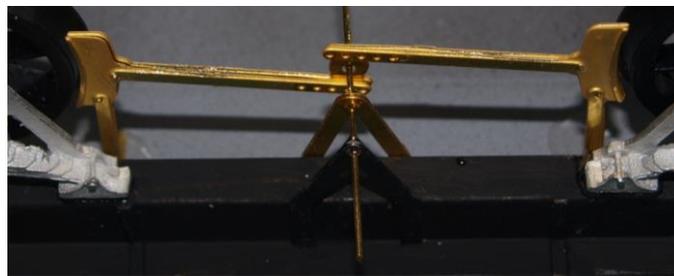


7. Then laminated brake block etch (part 10/11)



8. Attach the "V" hangers (part 12) 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.

9. Next fix the brake lever (part 13) and brake ratchet (part 14) to the sole-bar and to the out side of the brake gear pivot as shown.



10. Finally cut to size and fit the floor (part 15). You are now ready to paint the model in the livery of your choice.



History of the Wagon

This kit represents a LSWR 4 plank wagon, with raised ends. They were built between 1880 and 1913 and were built in the railway company's own works, at Eastleigh, as well as some by outside contractors. It is not known how many 4 plank wagons were built as the use of 5 smaller planks but the same overall size were included with the diagram number. It is known that 500 were delivered by in 1881 alone. And 2726 were taken into the ownership of the Southern Railway in 1923, becoming Diagram 1309. These examples were all built between 1890 and 1913. 76 of these wagons were still running in 1947 to be nationalised with the last known example being withdrawn from service in 1954.

The wagons were, originally, rated at 8 tons but were up rated over time to 10 tons. Some were built with sheet rail bars but these were removed over time. These wagons were mainly used to transport general merchandise around, however some were also used by the engineers department and others were used for moving China clay and some for stone traffic. Examples of this wagons type where photographed as far away as northern Scotland and south west England.

The wagons would have been painted LSWR wagon brown from 1879 right through to nationalisation in 1947. The only difference the liveries from 1879 to 1947 was the size and position of the lettering. In British Railways days, the wagons would have repainted to a shade of mid grey if they were ever repainted. However within a few weeks of any of these liveried being applied those wagons allocated to china clay work would

have been covered in clay dust and it would have been very difficult to work out what colour the paint underneath was.

Known LSWR running numbers (date of withdrawal shown in brackets)

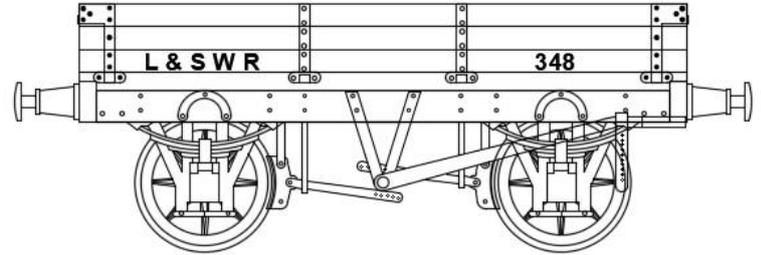
850 (1952), 1383 (1951), 1645 (1952), 2251 (1953), 2582 (1954), 3686 (1953), 4152 (1953), 4255 (1951), 4256 (1951), 4342 (1949), 6609 (1947), 7184 (1946), 7204 (1951), 7209 (1952), 7280 (1953), 7304 (1948), 7305 (1952)

Known SR running numbers ("S" prefix added to them in 1947).

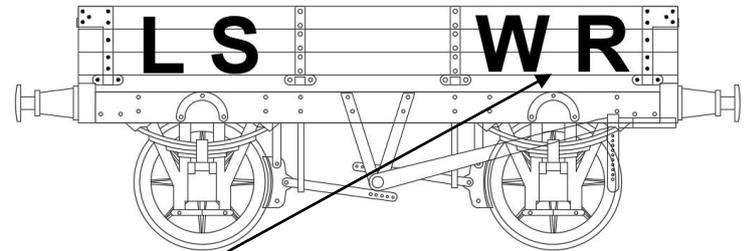
4350 to 5071, 6424, 6425, 6429, 7180 to 7199, 7202 to 7221, 7279 to 7378, 7563 to 7969.

Liveries

LSWR Early Livery

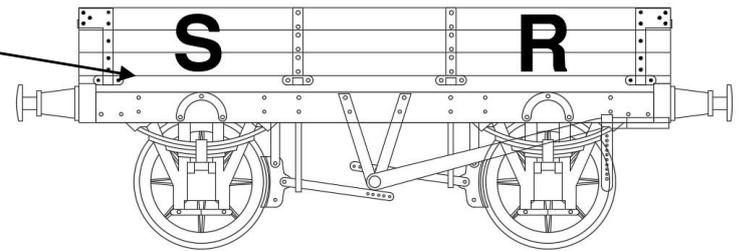


LSWR Late Livery

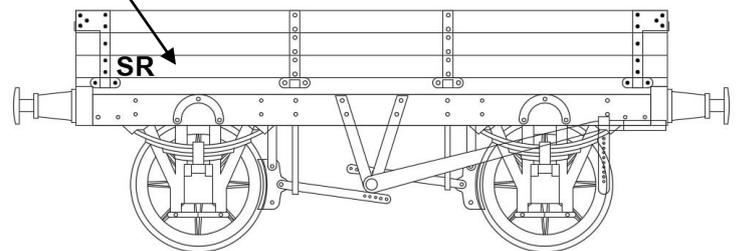


SR early Livery
Circ 1923-36

Numbers



SR late Livery Circ
1936-47



Furness Railway Wagon Co.

LSWR/SR/BR 8/10ton 4PLK General Merchandise Wagon

1. Construction Manual,
2. One wagon body casting (resin),
3. One brass strapping etch,
4. One brake block casting,
5. One brake pivot casting,
6. One brake lever ratchet casting,
7. One brake lever casting,
8. Four W-iron/axle box castings,
9. Four buffer assemblies,
10. Two coupling hook springs,
11. Six coupling hook links,
12. One set of etched coupling hooks.
13. Wire

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

Transfers are available on the HMRS Scottish pre-grouping sheet.