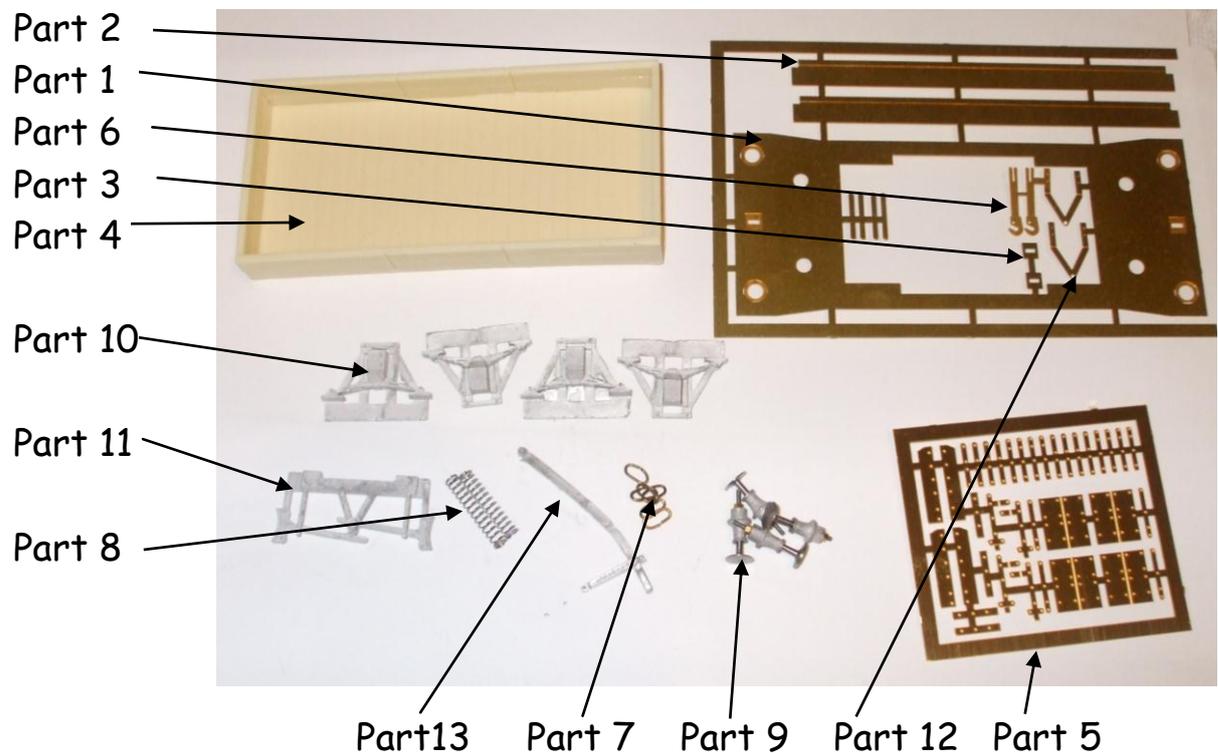


Furness Railway Wagon Co.

Port Talbot Rly/Great Western Railway 10ton 3 Plank General Merchandise Wagon Steel Under-Frame

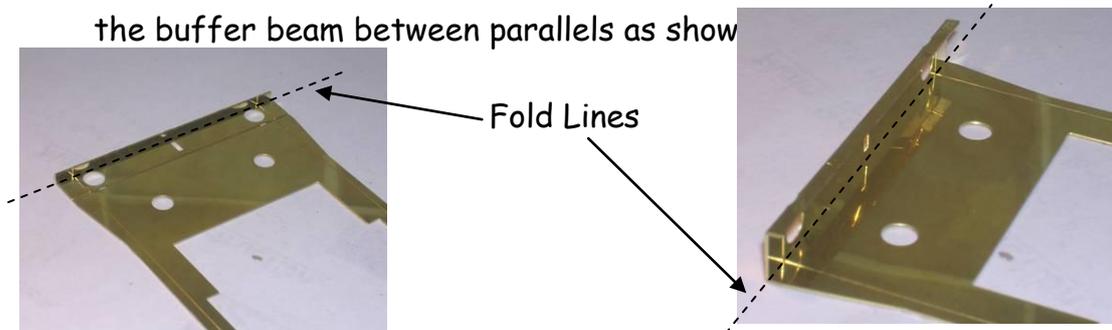
Wheels, paint and transfers required to complete.

The Parts.



Chassis Construction.

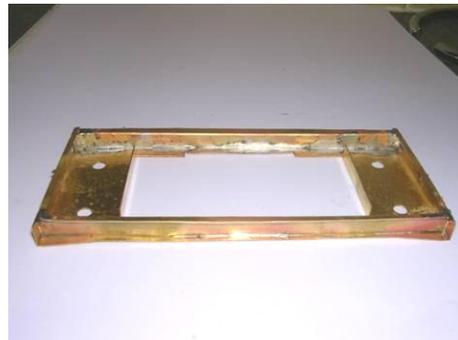
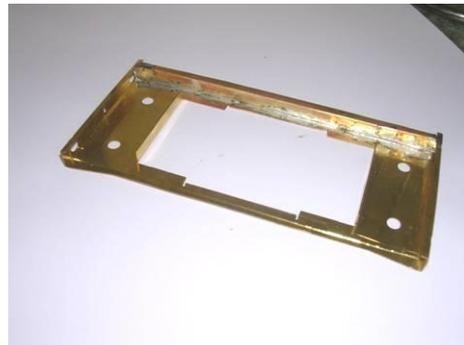
1. Remove chassis (part 1) from the etch and fold up the bottom of the buffer beam between parallels as show



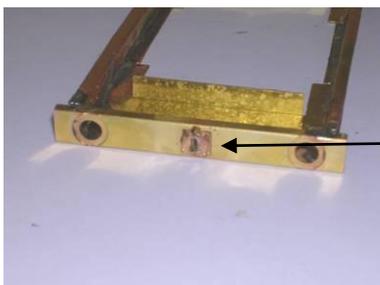
2. Next fold up the buffer beam completely as shown. Make sure that the resulting U shape is square so as to fit the sole bars. Repeat for the other end of the chassis.
3. Remove the sole-bars (part 2) and punch out the rivets. Next fold up the bottom of the sole-bars between two parallels. Make sure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



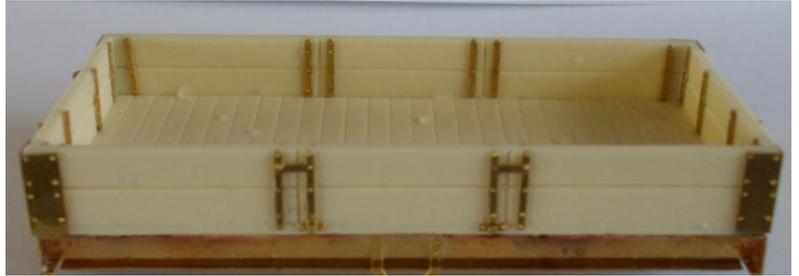
5. Next remove the buffer beam reinforcing plates (part 3) and punch out the half etched rivets and tin the back of each piece with 188C solder. Now sweat the plates onto the half etched square in the front of the buffer beam.



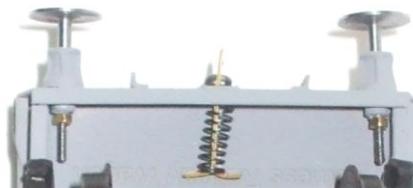
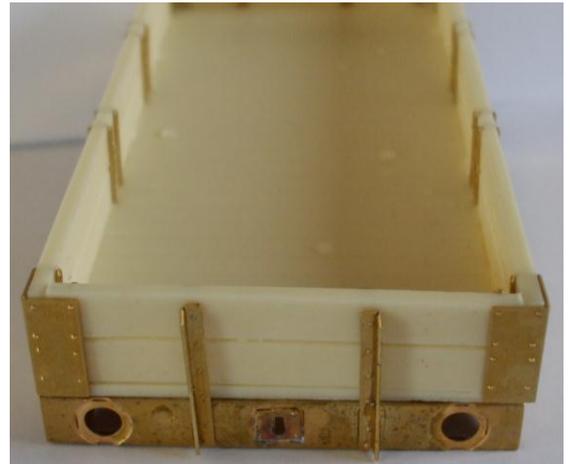
Buffer beam reinforcing plates

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.



2. Next 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 'L' sections for the end of the wagon as shown.



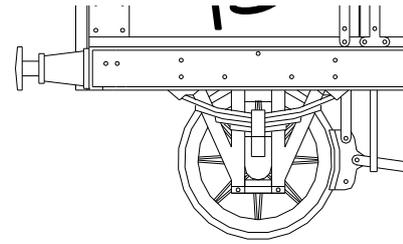
3. Next, assemble the links (part 6) on to the coupling hook (part 7) and push through the slot. Now push the spring (part 8) over the back of the back of the coupling hook and bend the tags over to secure the spring in place. Then fix the four buffers (part 9) into the holes in the buffer beam using two part epoxy.

through the slot. Now push the spring (part 8) 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 9) into the holes in the buffer beam using two part epoxy.



4. Drill out the w-iron castings to suit the bearings of your chosen wheels. Assemble a wheel set, 2 x W-iron's (part 10), 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.



5. 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.



6. Place the brake gear casting (part 12) against the inside of sole-bar and slide down into the chassis with the spigot pointing outward. You may require chamfering 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. Now glue the other brake gear casting into position on the other side. Position as per other side.



7. Next fold up and fix the out side Brake 'V' hanger to the sole bar lining up with the brake gear casting as shown.

8. Next fix the brake lever and ratchet casting (part 14) to the sole-bar and to the out side V-hanger as shown.



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



History of the Wagon

In 1899 the Port Talbot Railway Company ordered a batch of 10ton 2 plank general merchandise wagons. These wagons were built to a modern design with a steel channel under-frame.

The wagons were mainly used to convey general merchandise from between around south Wales although some of the wagons were photographed as far away as northern Scotland and south East England.

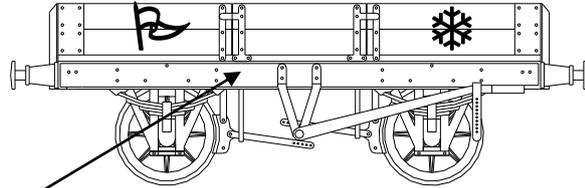
The wagons only known number is 149 issued by the Port Talbot Railway.

In 1908 the GWR bought out the Port Talbot Railway and the wagons were absorbed into the GWR's wagon stock.

In Port Talbot Railway days the wagons would have been painted mid grey which would not have changed through the wagons life with only the lettering changing in 1908.

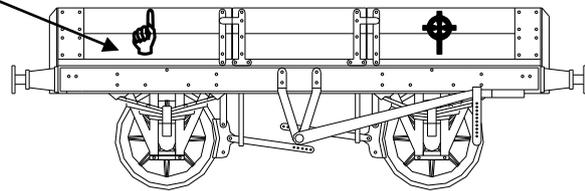
Liveries

Port Talbot
Railway Livery
Circ 1899



Numbers

Great Eastern
Railway Livery
Circ 1910



Furness Railway Wagon Co.

Port Talbot Rly/Great Western Railway 10ton 3 Plank General Merchandise Wagon Steel Under-Frame

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

We recommend any of Slaters 3'1" closed spoked wheels.

Transfers are available from POWsides, Slaters, HRMS and Dragon.