S121/S122 GWR V2 Brake Van / W5 Hounds Van—Guide

To be read in conjunction with the ***SHIRE SCENES*** Coach and Chassis Guide and the instructions for the Ratio kit. Please read all the instructions and familiarise yourself with the parts and options before bending, gluing or soldering anything. Slower curing 'gel' superglue (applied with a pin?) is recommended. Folding is made easier by lightly scoring along the opposite side from the half etched line with a pointed instrument.

History

These sides were originally produced as replacement / alternative for the Colin Waite V2 kit produced in the 1980s. The idea was to use the Ratio 610 coach kit (chassis) as a donor necessitating accurate replacement sides and ends for the vehicle. These vans had outside 'clasp' brake gear. A kit for clasp brake gear will appear in the range in due course. There was no gas tank as lighting was by oil lamp. Later in life the lighting and brake gear may have changed but Shire Scenes has seen no photographic evidence for this. If resurrecting the Colin Waite kit the chassis, brake gear and roof are all supplied.

Sometimes described as 'a charming little vehicle', the V2 Full Brake was produced in 1876/7 under Lot 146. Running numbers were 470-489. They appear in photographs all over the system. Initially, one was marshaled with the Royal Train.

The W5 Hounds Van appeared in the 1880s and may well have been converted from a V2. A 'one off' numbered 46, it differs from the V2 through the addition of a window (one each side on the left baggage door) and vents instead of the smaller end windows. The guard would have been substituted by a 'whipper in'. The train would have included enough horse boxes for the horses and coaches for the huntsmen and followers.

Specific Instructions for Coach Sides

These sides and ends require rather more 'modeling' than the some of the larger replacement sides. They are intended for use with the Ratio 610 or 612 'short chassis' kits; SR610 and SR612 from Dart Castings. These vehicles had a 12' wheelbase so, the Ratio chassis has to be 'cut and shut'; this process is covered in the guide. Bear in mind when shortening the floor that the etched ends are thinner than the plastic ends for which the floor was designed; so don't cut too much off. An alternative to cut and shut would be to use the Shire Scenes S215 Compensation Unit to mount the second axle. Cut the solebar to 80mm retaining one of the 'W' iron assemblies the correct distance from an end (16mm) and then graft the other 'W' iron assembly into position using the method shown for the 6 wheel coach chassis in the guide.

It is particularly important to remember, when folding the tabs at the coach ends, that the outer glazing bar must be held firmly in the bending tool to avoid the window frame distorting with the tabs. ALWAYS hold the end itself in the tool and turn the tab. The tool/ clamp must always extend to the very edge of the end (align with the half etched fold line) to cover the window frame.

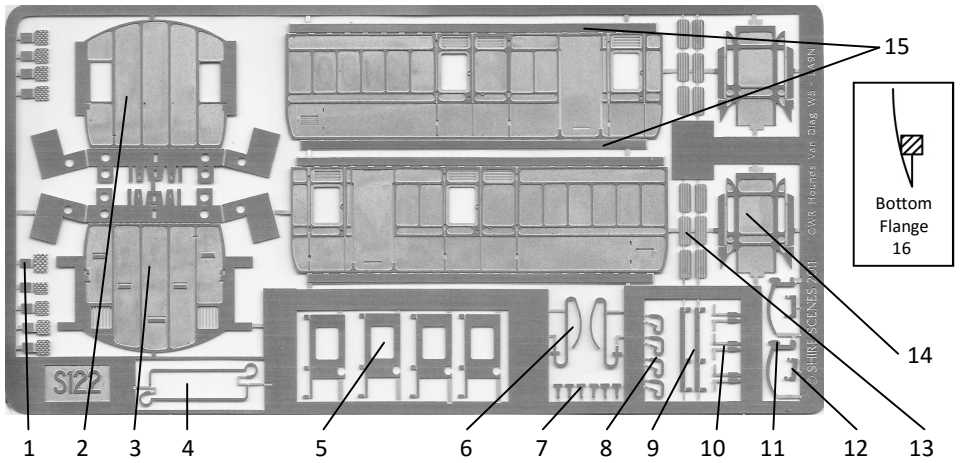
The flanges along the top and bottom of the coach sides (15) fold through about 180° to thicken the sides and provide faces to mate with the Ratio floor and roof. Short lengths of styrene strip attached along the top of the bottom flange might help alignment of the floor albeit leaving it a little (0.5mm) high (16*). All 90° folds have the half etched fold line inside the fold. If the under frame is to be detailed, this is best done at the outset as completed coach bodies do not respond well to being inverted and worked on in that position. It is suggested that the coach sides are attached 'second last'; just before the roof. Weighting the vehicle evenly will assist the riding characteristics.

Livery

Generally, GWR coaches carried the fully lined Brown & Cream livery until 1908 when all-over 'brown/crimson lake' was introduced. This lasted until 1922 when the lined livery was re-introduced. A simplified livery was introduced in the 1930s but there is no evidence that either of these vans lasted until then. Photographs generally show them fully lined out and with the early 'intertwined scroll' or 'garter' GWR logo. It is possible one or two may have found their way into departmental service as storage vans in which case a plain brown livery may have been adopted.

Roof

The V2 is an LA9N (Lewis System) vehicle with a single arc roof so the Ratio three arc roof not suitable. An 87 x 36 mm rectangle of Plasticard® formed into a curve will suffice. Clamp the plastic rectangle to a large glass jar with rubber bands and 'cook' for 30-60 minutes at 50° in the oven. Rain strips can be added from thin Plasticard® strip. Mark the location of the oil lamp tops before bending the roof; one very slightly outboard of the centre of the guard's ducket and the other slightly inboard of the centre of the fourth (above waistline) panel.



1. End Steps. The top / middle one is wider.
2. Guard's (ducket) end
3. Van end
4. Van end Handrails.
5. Droplights and hinges. Hinges fold forward and fit through slots in the coach side (and help locate the droplight). The recess on the back (inside) is to facilitate glazing*.
6. Vacuum brake pipes.
7. 'T' handles for door locks*.
8. Commode handles. Attach to holes in rightmost of the central double doors with the handle itself to the left of the holes*.
9. Hinges for central doors without windows / droplights. Hinges fold forward and fit through slots in the coach side.

10. Lamp Irons. These mount in horizontal slots in the vehicle ends. The support iron itself is vertical so must be folded or twisted through 90°.
11. Steam heat pipes. If fitted, these hang down below the buffer beam .
12. Hinges for small 'cupboard' at van end.
13. Door ventilators. Mount in panels above (all) windows)*.
14. Guard's ducket. The outer edge flanges attach to the back (inside) of the coach side

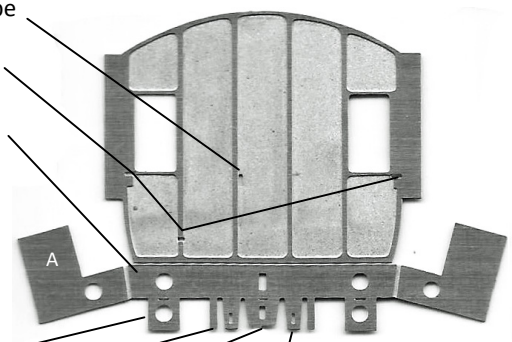
* - If modifying a Ratio coach these features can be seen on the discarded side.

Top mounting point for vacuum brake pipe

Lamp Iron mounting points

If desired, rivet detail on the buffer beam can be embossed using marker holes on the back of the etch

The 'L' shaped section folds back through 180°. The rectangular tab 'A' then folds back a further 90° (with the fold line on the outside of the fold) to attach to the top of the Ratio floor.

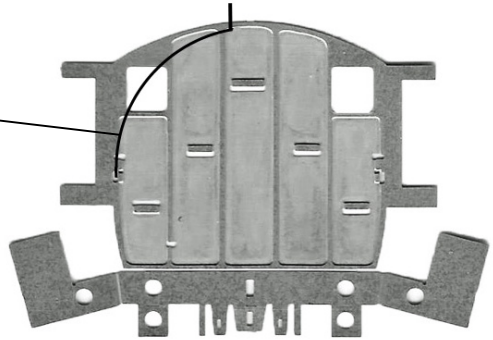


Brackets fold inward (under the buffer beam) as pipe mounting points for vacuum (left) and steam heat (right) .

Buffer back plates, stiffeners and coupler plates fold outward through 180° to lie flat on face of the buffer beam.

Curved black line shows position of the van end handrail .

The 'shepherd's crook' goes at the top and attaches to the top surface of the roof.



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