



## S101 - GWR V5 Full Brake - 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

20 of these Full Brake Vans were built in two lots in 1892. Nos 1401 - 1410 were built in April (Lot 599) and 1411 - 1420 in August (Lot 649). Nos 7, 12, 15, 16, 17, 18 and 20 were built in 1900 (Lot 947); the last non-bogie Brake Vans built by the GWR and intended for dedicated rakes such as those for the Ruabon - Dolgellau service. Rakes were made up with Composites to diagram U4, Thirds to S9 and Passenger Brake Vans to T47. The T47 is represented by the Ratio (613) kit. At least one of the vehicles from lot 599 was sold to the War Department in 1917 and saw service with the MOD in France. That vehicle was fitted with wagon type buffers and numbered WD 31550. In 1919 it was returned with its guards duckets removed, and served as Diagram V4 retaining its number 1401.

### Specific Instructions for Coach Sides and Ends

These sides are intended for use with either the Ratio 610 or 612 'short chassis' kit; SR610 or 612 from **DART CASTINGS**. There are no special procedures for these sides. If using the ends from the Ratio kit simply complete the brass sides and substitute them for the plastic ones. If using the **SHIRE SCENES** S113M coach ends (available separately) follow the instructions for sides and ends in the booklet; note—the floor was designed to mate with thicker plastic ends so there will be a gap. The flanges along the top and bottom of the coach sides (7) and the end 'cheeks' (8) fold through about 180° to thicken the sides and provide faces to mate with the Ratio parts. Short lengths of styrene strip attached along the top of the bottom flange might help alignment of the floor albeit a little (0.5mm) high (7+). 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 (perhaps using seated metal passengers, PP1, from **DART CASTINGS**) will assist the riding characteristics.

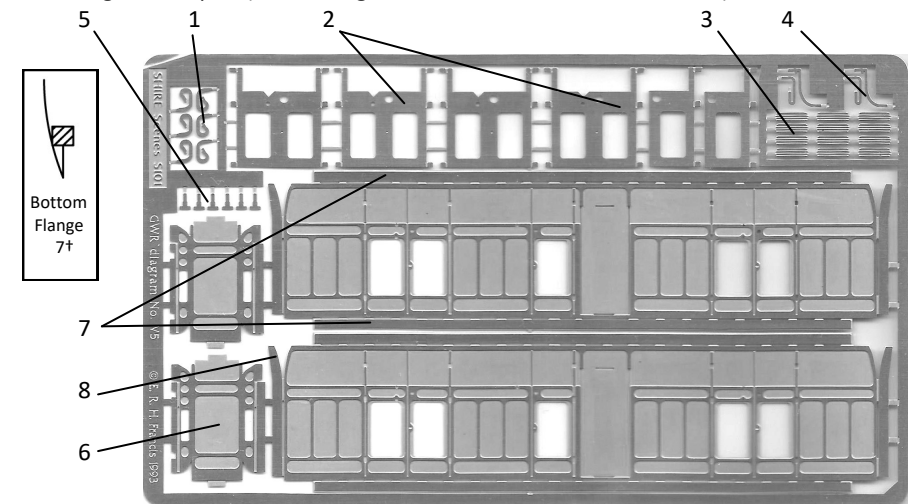
### Livery

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. During WW1 a simplified brown livery may have been applied. Roofs were painted white when the vehicle was out-shopped but rapidly degraded to light grey then dark grey and, eventually, to dirty black. Ends would also pick up a lot of dirt from the locomotive and track and were not cleaned in service with the same regularity as body sides. It is assumed that WD 31550 was painted drab olive during its wartime career.

### Roof

The Ratio roof can be used as supplied. The plastic moulded gas lamp tops must be removed from the roof. Use a craft knife and sand smooth. Drill three holes to accept **MJT** Gas Lamp Tops (MJT 2945). Locate these holes to line up with the centre of one guard's door (they are

asymmetric), with the right edge of the left hand pair of luggage doors and the left edge of the right hand pair (i.e. the edge towards the centre in both cases).



1. Commode handles for outer doors. The handle sits to the left of the mounting holes\*.
  2. 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.
  3. Door ventilators. Mount in panels above (all) windows\*.
  4. Upper and lower Guards grab handles. The larger handle goes to the right of the centre door (adjacent to the window) on each side with the longer straight part vertical. A hole is provided for the bottom mounting but a small hole will have to be drilled for the upper mounting. The smaller, lower handle (which seems from references 3 and 4 to be optional) goes to the right of the lower panel in the centre door with the handle to the right of the mounting holes which will have to be drilled.
  5. 'T' handles. For door locks\*.
  6. 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.

### References

1. *Great Western Way*, Lewis et al, HMRS 2009. ISBN 978-0-902835-27-6,
2. *Great Western Coaches from 1890*, M Harris, David & Charles 1985 ISBN 0-7153-8050-8.
3. *A Pictorial Record of Great Western Coaches* by J.H Russell, Oxford Publishing Company, ISBN 902888 03 X — there is a black and white photograph of V5 No. 20 in fully lined Brown & Cream livery on page 104.
4. *Great Western Coaches Appendix Volume 2.* by J.H Russell, Oxford Publishing Company, ISBN 0-86093-154-4 — photograph of WD 31550 on page 165 (Fig 394)

### Dart Castings

17 Hurst Close,  
Staplehurst, Kent  
TN12 0BX

[www.dartcastings.co.uk](http://www.dartcastings.co.uk)

