

S102 — GWR W1 Parcels 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 attractive little vehicles were built to Lot 574 in 1890/91 and numbered in the 501 series. Intended for parcels traffic they were similar in appearance to Full Brake vans but without the guards accommodation or brake controls. They were of the shorter wheelbase variety, 16' rather than 18' or 19'. They spent their latter days in branch line service and, eventually, as storage units. Early lighting was by oil lamp but later they were equipped with open flame gas lights with a single pipe from the tank to the gas lamp tops.

Specific Instructions for Coach Sides and Ends

These sides are intended for use with the Ratio 613 'long chassis' kit; available from **DART CASTINGS** - SR613. The 16' wheelbase means that the Ratio chassis has to be 'cut and shut'; this process is covered in the guide. 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. The flanges along the top and bottom of the coach sides (5) and the end 'cheeks' (6) 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'; immediately before the roof. Weighting the vehicle evenly (perhaps using seated metal passengers, PP1, from **DART CASTINGS**) will assist the riding characteristics. Note—the Ratio 610 kit could be used but 'cutting and shutting' would leave the solebars about 1mm short.

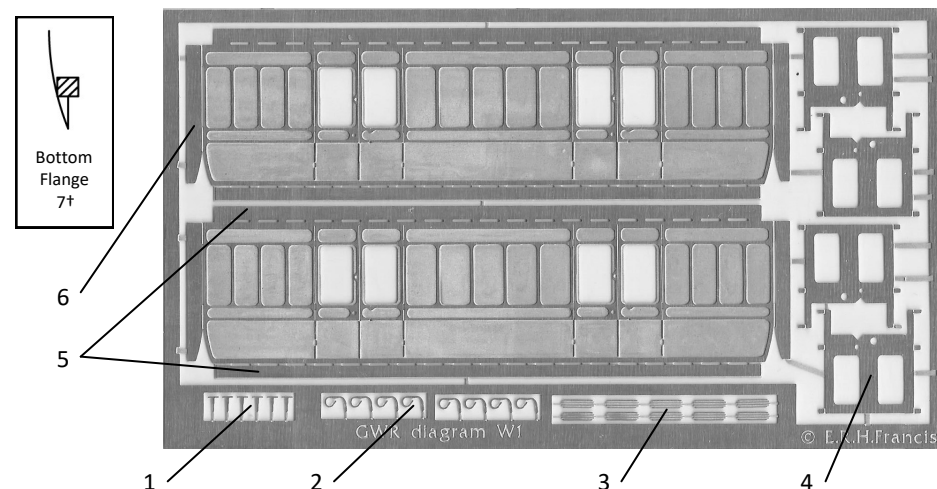
Livery

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 through, 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.

Roof

Remove the plastic moulded gas lamp tops from the roof. Use a craft knife and sand smooth. The Ratio roof needs to be shortened. Taking 10.25mm from each end will balance the rain-strips but, perhaps better, taking 20.5mm from the middle will also

retain the rebates at each end which would otherwise be difficult to re-instate. The two halves can be 'stitched' together with a longitudinal 'plank' made from a 10mm wide strip of 1mm thick styrene. If using the Ratio ends, the length of this strip is not critical provided it does not overlap the end rebates. If using the S114 ends, the 'plank' can be used to locate the roof; it should fit snugly between the ends. Take the length from the coach sides subtracting 2 x 0.35mm for the thickness of the etched ends. Work with the roof upside down on a flat surface pushed against a straight vertical wall at least 6mm high (a CD jewel case is 10mm thick), the 'plank' should overlap each side by about 5mm. Drill three holes to accept **MJT** Gas Lamp Tops (MJT2495). One hole will be in the centre of the van and the others 34mm (8'6") either side of it.



1. 'T' handles. For door locks*.
2. Commode handles for outer doors. Handle sits to the left of the mounting holes*.
3. Door ventilators. Mount in panels above (all) windows*.
4. Droplights and hinges. Hinges fold forward and fit through slots in the coach side (and help locate the droplight).

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

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 pp 35 and 36
4. *Great Western Coaches Appendix Volume 2.* by J.H Russell, Oxford Publishing Company, ISBN 0-86093-154-4

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