



S104 - Siphon C - Guide

History

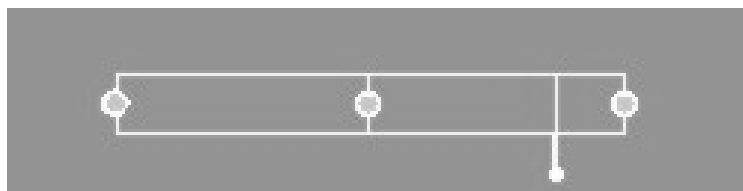
50 of these were built between 1907 and 1910 as 'Milk Vans'. They were built to diagrams 08 and 09 and designated 'Siphon C'. They handled perishable traffic, their slatted sides offering excellent ventilation in the days before mechanical chilling. Later in life they were used for more general 'ventilated' loads such as vegetable produce. They were vacuum fitted and designed to run with passenger stock at speed. They could be found all over the British railway system. A favorite route was Calne in Wiltshire to Newcastle carrying Harris Bacon. While usually four wheel vehicles, a photograph does exist of a six wheel variant. They were gas lit so carried a gas tank under the floor and there were three gas lamp tops on the roof; aligned with the doors.

Livery

These vehicles carried a simplified version of the passenger livery - all over Windsor Brown. The GW designation in yellow was applied to the lower panels either side of the central door and in the original guise on the end doors in 2' high lettering.. See back page. Roofs were white when out-shopped, grey to black in use. Some vehicles lasted into the BR era.

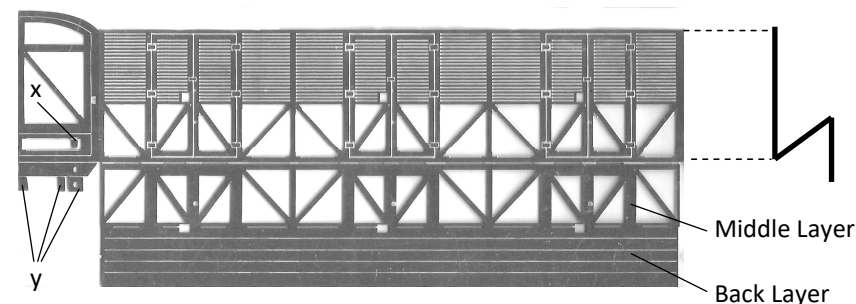
Roof

The Ratio roof is about 4mm too long—use the etched side as a guide to the exact length. If 4mm is cut from the centre and the two halves rejoined, the end rebates (to fit inside the vehicle ends) and the curve of the rainstrip will be retained. Ensure that the cuts are as near perpendicular to the longitudinal centre line as possible. Align the shortened sides against a straight edge when fixing them together and consider attaching strengtheners (styrene strip or scrap brass from etch) to the inside of the roof. The join will have to be filled and sanded. Alternatively, cut 2mm from each end and remake the rebates. It is necessary to remove the plastic moulded gas lamp tops from the roof because they are in the wrong places. Use a craft knife and sand smooth. Drill three holes to accept MJT Gas Lamp Tops (MJT 2945) as shown; they align with the centre of the side doors. Add gas piping if desired.



Instructions for Coach Sides and Ends.

The sides are intended to be used with the Ratio 613 'long' chassis. Follow the Ratio instructions and the general instructions in the Coach and Chassis Guide supplied with the kit. Please also read these instructions and familiarise yourself with the parts and options before bending, gluing or soldering them. These sides remain flat and do not require the formation of 'tuck-under'. The ends are partially integral with the sides making construction somewhat easier. The Ratio



613 chassis and the booklet will help in that respect as will the general advice on bending and gluing the metal. Have some Blu-tack on hand for manipulating small items such as the bracing detail. Thicker, gel Superglue is recommended as this will fill gaps and give a little more time to position the parts before it cures.

When complete the main sides side will consist of three thicknesses of brass. To achieve this, first fold the side into a 'Z' as viewed 'end on'; smear a very little Superglue on the back of the framing on the outermost layer to stick it to (press together with) the middle 'layer'; which consists only of framing. Bend one 'half-end' back through 90°. There is a little stop (x) at the top of each lower gap in the ends; bend this outwards through 90°. Bend up the riveted half-etch detail (y) on the headstock through 180°. If using MJT buffers (MJT 2308 un-sprung or MJT2335S sprung) the etched buffer back plates are not needed. Repeat the procedure for the other half-end, then for the other side.

Bend back the lower 5mm of the inner ends (along the half etched line) through 90°. This 'tab' will rest on the floor of the Ratio chassis. Smear a little Superglue along the back of the framing on one half end, locate the inner ends using the roof line and the half-etched line down the middle and fix. Hold the assembly in place with crocodile clips, clothes pegs or hair grips while the glue cures. Add the second side and then repeat for the other end. A rectangular box should result. Consider attaching the inner ends to the Ratio floor before attaching the sides.

Identify all the hinges, re-enforcing braces, handles and lamp irons and compare with the drawing on the back page. Bend the lamp irons to shape as shown in the booklet (page 9) and fix in place, about half-way up on the outer edges of each end. Add the long end-door hinges and brackets and the long vertical door bolts on the ends after the other end details. Bend the grab handles so the ends

go into the locating holes. The side-door hinges go into the half etched rectangles on the doors, 3 to each door, 36 in all. Be patient and use the Blu-tack! Take time to add the details. Some modellers omit them but the results will justify the effort. Always try to work from a photograph. Re-enforcing braces on the joints in the external framing were added and altered as the vehicles got older. Enough are supplied to allow several variations

Completion

Assemble the Ratio chassis as described in the booklet and fix to the turned-in 'shelves' at the vehicle ends.

Numbering

Diagram: 08

Lot No.	Running Numbers
1125 (1907)	1515-18
1133 (1907)	1525-42

Diagram 09—recorded as being 6" wider than 08

Lot No.	Running Numbers
1133 (1907)	1519-24
1162 (1909)	1503-24
1183 (1910)	1482-1501

Detailing

Gas Lamp Tops — Dart Castings / MJT part No. 2954

Buffers — Dart Castings / MJT part No. 2308 or 2335S (sprung)

Decals — Modelmaster (Jackson Evans) GW302

References:

Great Western Way, Lewis et al, HMRS 2009. ISBN 978-0-902835-27-6,

Great Western Coaches from 1890, M Harris, David & Charles

1895 ISBN 0-7153-8050-8.

A Pictorial Record of Great Western Coaches Vol 1 by J H Russell. OPC

SBN 0-902888 03 X

Great Western Coaches Appendix Vol 2 by J H Russell, OPC

ISBN 0-086092-154-4

The Latter volumes have several photos and drawings of Siphon C vehicles. 'A

Pictorial Record 'on page 50 and 'GW Coaches Appendix' on page 224.

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