

## S103—GWR T36, 3 Compartment Brake Third—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 coaches were built in a single lot of 10 vehicles in 1901 to diagram 978. They were very similar to the earlier T34 Brake 3rd but had the guard's 'ducket' transposed with the guard's door. Coaches were originally numbered 942 & 949 to 957. Some four wheel coaches lasted through the 1930's into nationalization. Images exist of a T34 in in Wales in the 1950's in workman's service. Shire Scenes has not seen photographic evidence that any T36 vehicles lasted that long but they were newer and so one or two may have survived. They were built with two axles and never carried a third. Also similar was the T47 (represented by the Ratio 613 kit) which had a larger luggage section and only two 3rd class compartments; built for dedicated rakes in service around Bristol and Ruabon

### Specific Instructions for Coach Sides and Ends

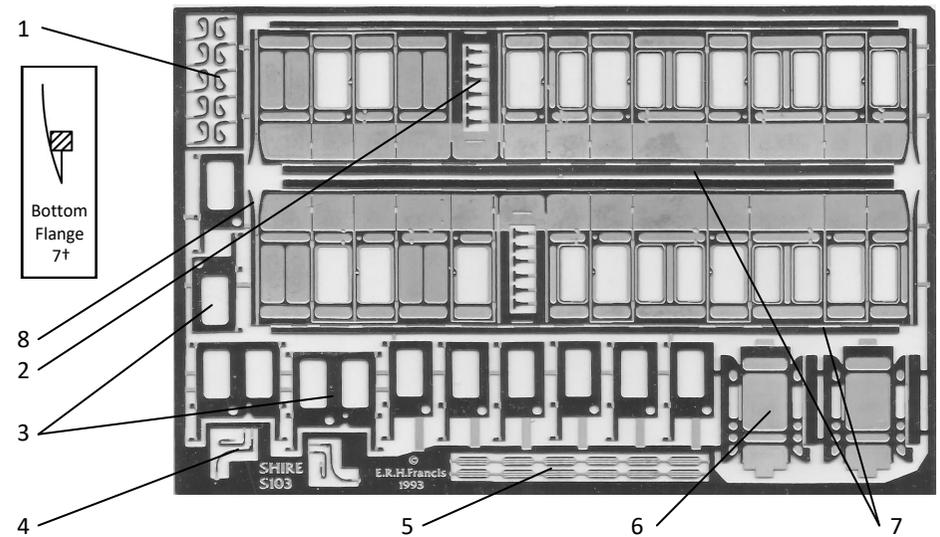
These sides are intended for use with the Ratio 613 'long chassis' kit; available from **DART CASTINGS**—SR613. If using the ends from the Ratio kit complete the brass sides and substitute them for the plastic ones. If using the **SHIRE SCENES** S113M coach ends (available separately) follow the instructions for sides and ends in the booklet; note—the floor was designed to mate with thicker plastic ends so there will be a little 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. A couple of 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 will assist the riding characteristics; cast metal Passengers; PP1 from **DART CASTINGS** could help with this.

### 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. During WW1 a simplified brown livery may have been applied.

### Roof

The Ratio roof can be used as supplied. Remove the plastic moulded gas lamp tops from the roof with a craft knife and sand smooth. Drill five holes to accept **MJT** Gas Lamp Tops (MJT 2945). Locate these holes to align with: the centres of the passenger doors, the centre of the guard's door nearest the middle of the coach and the division between the (pair of) luggage doors.



1. Commode handles for outer doors. The handle sits to the left of the mounting holes\*.
  2. 'T' handles. For door locks\*.
  3. 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.
  4. Upper and lower Guards grab handles. The larger, gently curved, handle goes to the right of the centre door (adjacent to the window) on each side with the longer straight part vertical. The smaller, lower handle goes to the right of the lower panel in the centre door with the handle to the right of the mounting holes\*.
  5. Door ventilators. Mount in panels above (all) windows\*..
  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
4. *Great Western Coaches Appendix Volume 2.* by J.H Russell, Oxford Publishing Company, ISBN 0-86093-154-4

**Dart Castings**  
17 Hurst Close,  
Staplehurst, Kent  
TN12 0BX

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

