



## S105—GWR Centre Luggage Composite—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 offered as a GWR Diagram U12 tri-composite coach. The U12 was an LA9N pattern (Lewis System) vehicle with 24" high windows, 9" deep eaves panels a single-arc roof and an overall height some 3" lower than the later three-arc (elliptical) roof types designated LE7N (see the "Coach and Chassis Guide" booklet). In order to make them fit the Ratio 610 or 612 kits, which are themselves LE7N, the etched sides have been 'stretched'. This, and the wrong roof pattern, were compromises acceptable to some modelers. Existing stocks of S105 are thus offered as a 'test piece' so that modelers can experiment with etched brass side construction and even 'kit bash' the sides to create a more accurate model. To do this the Shire Scenes S114M single-arc coach ends will allow the body to be lowered slightly to give the coach its characteristic 'slumped' appearance when used with taller LE7N compatriots.

### Specific Instructions for Coach Sides and Ends

These sides are intended for use with the Ratio 610 or 612 'short chassis' kits; SR610 and SR612 from Dart Castings. These vehicles had an 18' wheelbase so, strictly, the Ratio solebars have to be 'cut and shut' (the floor is the correct length); this process is covered in the guide but might not be considered worthwhile alongside the other compromises (see Note). 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 S114M 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 (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 leaving it 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 will assist the riding characteristics. Cast metal Passengers; PP1 from Dart Castings, will help with this.

Note — If 'cut and shut' the Ratio solebars will be slightly short (2mm at each end) and will need to be extended. The Ratio 613 kit has longer solebars and could be used to get round this. However, this would mean shortening the floor and roof as well.

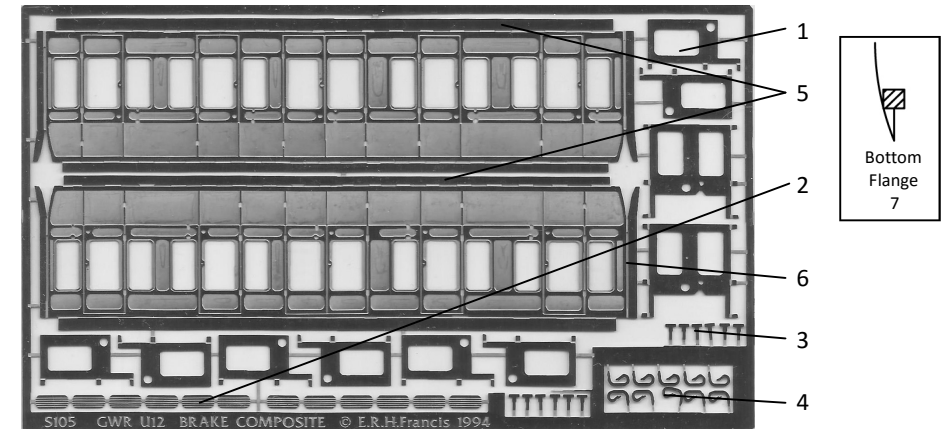
### Livery

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. Those that lasted into the 1930s would have carried the 'simplified' brown and cream GWR livery. During WW1 a simplified brown livery may have been used.

### Roof

If using the Ratio ends (accepting the wrong roof profile), 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. If using the Shire S114M ends, a single arc roof will have to be made from a rectangle of styrene sheet 114mm x 36mm. Clamp the plastic rectangle to a large glass jar with rubber bands and 'cook' for 30-60 minutes at 50° in the oven. Drill five holes to accept MJT Gas Lamp Tops (MJT 2945). Locate these holes to align with the centres of the passenger doors and the division between the luggage doors.



1. 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.
  2. Door ventilators. Mount in panels above (all) windows\*.
  3. 'T' handles. For door locks.\*
  4. Commode handles. The handle sits to the left of the mounting holes.\*
- \*- 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. pp48
4. *Great Western Coaches Appendix Volume 2.* by J.H Russell, Oxford Publishing Company, ISBN 0-86093-154-4

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