



S121/S122

## GWR V2 Brake Van & W5 Hounds Van

### History & Instructions

1. History
2. Instructions for Coach Sides

#### 1. History

These sides were originally produced as replacement/alternatives for the Colin Waite V2 kit produced in the 1980s. It was necessary to produce accurate ends for the vehicle so we examined the possibility of also modifying the Ration 610 coach kit chassis to fit. This involves shortening the wheelbase to 12' 0" in the same way as the S102 W1 chassis is constructed, from a shortened Ratio 613 base (see instruction booklet page 16).

The V2 full brake is a charming little vehicle produced in 1876/77 under Lot 146. Running numbers were 470-489. They pop up in photos all over the system. Initially, one was marshaled with the Royal Train.

The W5 Hounds Van appeared in the 1880's and may well have been a conversion from a V2. It was a one-off, numbered 46 and differs from the V2 through the addition of a window each side on the left baggage door. The smaller end windows were changed to vents. The guard would have been substituted by a 'whipper in'. The train would have included enough horse boxes for the horses and carriages for the huntsmen and followers.

#### 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 although there is no evidence that either of these coaches lasted until then. Photographs generally show them fully lined out and with the early 'intertwined scroll' or 'garter' GWR logo/device. It is possible one or two may have found their way into departmental service as storage vans in which case a plain brown livery may have been adopted.



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## 2. Specific Instructions for Coach Sides

These sides require rather more modeling than the larger replacement side range. Follow the general instructions in the Coach & Chassis Guide booklet. It is particularly important to remember, when folding the tabs to the coach ends, that the outer glazing bar must be held firmly in the bending tool to avoid the window frame turning with the tabs. ALWAYS hold the end itself in the tool and turn the tab. The tool/clamp must always extend to the very edge of the end to incorporate the window frame.

Follow the 'cut and shut' chassis instructions on pages 16-18 of the Coach & Chassis Guide but cut the Ratio floor to 80 mm length. The wheelbase (12' 0") will determine the sole-bar cut. An alternative to cut and shut would be the use of the S215 Compensation Unit to mount the second axle and simply cut the solebar to 80mm and graft a spring/axlebox/W Iron assembly into position per the method employed on the 6 wheel coach chassis.

The V2 is an LA9N vehicle with a full arc roof so the Ratio-supplied 3-arc variety may not be used. A simple rectangle 87mm x 36mm of Plasticard® formed into a curve will suffice. Clamp the plastic rectangle to a larger glass jar with rubber bands and 'cook' for 30-60 minutes at 50 degrees in the oven. Rain strips can be added from thin Plasticard® stripping. Remember to mark the location of the oil lamp tops before bending the roof. A drawing of a V2 in *Russel* (see below) suggests one oil lamp was used on the vehicle. Photos suggest two.

These vehicles had outside 'clasp' brake gear. A kit for clasp brake gear will appear in the range in due course. There was no gas tank as lighting was by oil lamp. Later in life the lighting and brake gear may have changed but we have seen no photographic evidence for this. If you are resurrecting the Colin Waite kit the chassis, brake gear and roof are all supplied.

### Livery & Photographic References:

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

*A Pictorial Record of GWR Coaches*, J H Russel, OPC 1972 (and reprints) SBN 902888 03 X. Drawings on pages 51 & 53. Photo of V2 in Royal Train pages 32 & 33. Russel produced a superb reference work but treat some drawings and captions with caution.

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