

- S121 Diagram V2, Full brake. LA9N NEW**
21' 0³/₄" Body, 12' wheelbase. Ends included.
 Short passenger brake, requires surgery to Ratio 610 base
 This coach side was originally produced as a more accurate substitute for those supplied with the Colin Waite V2 brass kit. Requires a Ratio 'kit-bashed' 12' 0" chassis for the vehicle, much in the same way that the S102 and S106 chassis needs to be modified. Additional surgery to axle-boxes and the addition of clasp brakes may also be necessary depending on the era modelled. *New* **£16.00**
- S122 Diagram W5 Hounds Van. LA9N**
21' 0³/₄" Body, 12' wheelbase. Ends included.
 Somewhat obscure prototype which appears have been a V2 brake. modified with side windows and vents. *New* **£16.00**
- S124 Diagram T29 (ex F19 Slip) 3 compartment brake 3rd, LA9N.**
31' 0³/₄" Body, 19' 0" wheelbase (9' 6" x 9' 6" for 6 wheeler) Ends included.
 This kit represents one of several late-phase variants of converted 6-wheel slip coaches. It is based on coach number 388, the vehicle that operated on the Brixham branch (amongst others) and has, typically for this diagram, the compartment nearest to the guards end converted to guard/luggage accommodation. Earlier versions of the coach may be possible using this kit.
NEW late 2013 **£18.00**
- S126 Diagram T49, Four compartment brake 3rd. LE7N NEW Late 2013**
31' 0³/₄" Body, 19' 0" wheelbase. Ends included (incorporates ducket)
 This is the coach rebuilt by the GWS at Didcot in 2009/10. It has guard's projections (ducket) at the end of the vehicle that makes for an unusual and distinctive profile. Fits the Ratio 613 'long' under-frame and includes ends and also brake-crank detail under the guards end per the prototype. **£18.00**
- S200 Under-frame detailing kit – delta brake system.**
 This kit will supply a complete set of parts to upgrade the under-frame of the Ratio coach kits and their derivatives. It includes detailing for the Dean vacuum cylinder plus brake cranks, delta brake-pull frames, and a cast gas cylinder with filler and supply detail. *NEW late 2013* **£8.00**
- S215 Internal bearing compensation unit for one axle of the Ratio chassis.**
 The compensation unit allows one axle to pivot and contains alternate OO/HO and EM/P4 bearing/rocker units. *New* **£5.00**



CURRENT RANGE & PRICES OF GWR COACH SIDES & ENDS

- S101 Diagram V5 Full Brake Van, pattern LE7N.**
28' 0³/₄" Body, 18' 6" wheelbase.
 Uses the Ratio 610/612 short chassis. Popular and accurate. Brass ends available (S113/S113M) **£12.00**
- S102 Diagram W1 postal van pattern LE7N.**
25' 0³/₄" Body, 16' 0" wheelbase.
 If the Ratio 610/612 chassis is used the wheelbase is 2' too long. However, by 'cutting and shutting' the longer 613 chassis and removing a little length from the solebars, prototypical dimensions can be achieved. Wheelbase was 16' 0". The Shire S113/S113M ends fit. **£12.00**
- S103 Diagram T36 three compartment brake third. LE7N**
31' 0³/₄" Body, 19' 0" wheelbase.
 Uses the Ratio 613 (long) chassis. Popular, accurate and attractive 'large guards compartment' coach. S113M ends fit. **£12.00**
- S104 Siphon C.**
 Uses the Ratio 613 Chassis. Elliptic Roof. Milk/perishables van. Complete with ends. These were 'Brown vehicles' with vacuum braking and were designed to run with passenger rakes when necessary. Popular and easy to build. Also traveled all over the post grouping UK rail system. **£18.00**
- S105 Generic. Four compartment 'Brake Composite' LE9N (Centre Luggage Composite) 28' 6³/₄" Body, 18' wheelbase,**
 This kit started out as a Diagram U12 'Brake Composite'. However, the prototype was an earlier LA9N coach with full arc roof, 9" eaves, shorter body sides and shorter windows. The sides were 'stretched to fit the Ratio body height by 3" and thus are not strictly prototypical. Also, the roof would have been single arc for U12 and the ratio roof is 3-arc (elliptical) in style.

If the modeller is prepared to accept the 2" discrepancy in the eaves and a c2" discrepancy in the window height (the remaining height seems to have been lost in the lower paneling) then the use of the

Shire S114M full arc end will lower the body overall. It will contribute to a rail to roof height of a prototypical 11' 2". The droplights may be filled with card or scrap brass if an earlier vehicle is to be modeled but the window frame will still be non-prototypical.

As this coach will be re-tooled in the fullness of time we are offering existing stock at a substantial discount. Modellers can thus avail themselves of a set of sides to kit-bash or practice folding and bending techniques.

£6.00

S106 Diagram S17. Five compartment 3rd, 'Metro' LE4MW

Designed to fit the Ratio 613 coach profile and ends (see below).

Limited availability

£12.00

S106M Diagram S17. Five compartment 3rd, 'Metro' LE4MW

25' 0³/₄" Body, 16' 0" wheelbase, 8' 6" wide. Newly Retooled

The original S106 is 3" (1 mm) too high (made to fit the Ratio LE7N profile). This seems to have been distributed across the windows and paneling below the eaves and waist. The sides were thus re-tooled in 2012 to the correct profile. Correct width (6 panel) ends are now supplied with the kit. The Ratio 613 chassis is used, altered as for S102.

£18.00

S107 Diagram T59. Five Compartment Brake 3rd, 'Metro' LE4MW

Designed to fit the Ratio 613 coach profile and ends (see below).

£12.00

S107M Diagram T59. Five Compartment Brake 3rd, 'Metro' LE4MW

31' 0³/₄" Body, 19' 0" wheelbase, 8' 6" wide.

Same comments as for S106M except that the new ends for this vehicle (supplied) have windows, per the prototype. Also uses 613 Ratio chassis.

£18.00

Notes on the S108 'G 20' Saloon Vehicle

The original Shire S108 sides are based on a preserved example of this coach located at Buckfastleigh, Devon. There is a photograph of the vehicle in J. Russels's *G W Coaches Pt. 1* (page 59, figure 67) clearly in departmental service. In *Coaches Appendix Part 2* there are drawings of saloons from pages 30 thro' 34. Figures 78 and 79 show *six wheeled* vehicles, identified as diagrams G19 and G20. These have the same window patterns as the 'Shire' Saloon in *G W Coaches Pt. 1*. Removal of the central axle later in life would not be inconsistent with observed GWR practice. However, on figure 67 of *G W Coaches Pt. 1* the lower and waist mouldings are uninterrupted between the outer door panels. Vestigial marks can be seen suggesting that the mouldings have been altered. The Photo in *G W Coaches Pt. 1* is dated 1945 but Appendix 2 states that all G20's were condemned by 1939 and G19s by 1935.

The *Appendix* has line drawings rather than the more reliable photographs. GWS at Didcot have restored an identical saloon. It is mounted on a 6-wheel chassis from a much later departmental van. The GWS team has restored the moldings so that the coach is pretty much in 'original' condition per *Appendix Pt 2*. Shire has thus re-tooled S108 to this earlier configuration as S108M.

S108 Diagram G20, Saloon. LE7N. Late configuration (Departmental)

31' 0³/₄" Body, 19' 0" wheelbase

Designed to fit the Ratio 613 chassis

£12.00

S108M Diagram G20, Saloon. LE7N. Early configuration (4/6 wheel)

31' 0³/₄" Body, 19' 0" wheelbase (9' 6" x 9' 6" for 6 wheeler)

Designed to fit the 613 chassis which may be modified per the Shire Coach

Instructions booklet. S113M coach end suit

£18.00

S109 Mink (V6) Cattle Wagon conversion. Fits Ratio Iron Mink ref. 563

Kit provides replacement sides for this on-off vehicle.

£6.00

S110 Wooden doors, alternate for Ratio 563 V6 'Mink' (iron)

£3.00

S111 Doors and decals for Ratio V6 Iron Mink Gunpowder Van conversion

£3.00

S112 Diagram T20 Four compartment Brake Third. LA9N

28' 6³/₄" Body, 18' wheelbase,

Comments for S105 apply. This is a nice etch and modelers seem happy with the discrepancies, especially if the Shire S114M full arc ends are used to address the height issue. We will not be re-tooling this item.

£12.00

S113 Coach ends. LE7N pattern.

Basic coach ends for use with Shire sides.

£6.00

S113M New Coach ends. LE7N pattern.

This item is an upgrade of S113. The success of the S104 Siphon is due in part to the incorporation of etched ends that attached to the Ratio coach floor. This was possible due to the Siphon's two-overlay construction, not employed on the brass coach ends. By using double folding 'wings' on the S113M etch it has proved possible to circumvent this shortcoming and provide fixing tabs which allow the new ends fix directly to the Ratio floor and then support the replacement sides. *New in 2012.*

£8.00

S114M Coach ends LA9N pattern.

Single Arc version of the coach ends which are tooled as above with floor fixing tabs and half-etch rivet detail. These ends are a scale 3" lower than the LE7N ends and this creates the prototypical roof line variance so typical of a rake of mixed GWR 4/6wheel vehicles.

£8.00