

W36 BR(W) HAWKSWORTH SLEEPER FIRST

4 built 1950-1951; withdrawn 1969-1970; all preserved

Diagram J18

64'

These etched sides can be built into a complete coach using products from our range as supplied in our full kits. Please refer to the panel opposite. Should you prefer they can also be used for scratchbuilding.

The Hawksworth coach designs spanned the period between the war years and nationalisation. Several designs, including this one, continued to be built into BR days.

The style was distinctive and although appearing massive they were handsome coaches. The fundamental changes were in the roof profile, which was rounded down at the ends (dome-ended), the reversion to a bow-ended design and an increase in length to 64'. The coaches were slab sided with very little tumblehome.

The sleeper firsts were pressure ventilated but featured conventional roof vents. At withdrawal all four were allocated to the West Wales-Paddington sleeping car service.

Sample formation

21.00 Penzance-Plymouth BC/T/T/SiphonG/BG/SLT/SLF/BTK/SLT/SLF/CK/BTK
 -Bristol-Paddington | 1 | 2 | Plymouth | Penzance |
 1 from Reading 2 from Newton Abbot

Running numbers

9082-9084 built 1950 9085 built 1951

Livery

These Hawksworth coaches received BR livery of carmine and cream with gold and black lining. The cream panel was the full height of the windows plus an inch top and bottom. The black line was against the cream. From 1956 they were painted maroon lined gold/black/gold at the waist and black/gold above the windows. At least one received the BR blue and grey livery.

Further information

GWR Coaches 1890-1954	Harris	David & Charles
GWR Coaches Vols I & II	J H Russell	O.P.C.
GWR Coaches Appendix II	J H Russell	O.P.C.
Great Western Way	J N Slinn	H.M.R.S
Great Western Coaches Official Drawings No.3	J Lewis	Wild Swan
British Railways Pre-Nationalisation Coaching Stock Vol. 1	H Longworth	O.P.C.

Modelling notes

The pipework fairing at the bottom of the coach should be bent inwards to an angle of approximately 20° before constructing the bodyshell. When the two sides have been soldered to the two ends this four sided box should be presented to the underframe and the tabs at each end of the fairing bent inwards to touch the solebar. Remove the shell and strengthen the tab bend lines with solder. If required a short section of the upstand on the underframe can be filed off back to the solebar adjacent to the tabs to assist assembly. The fairing was painted black to match the solebar.

If you are using our underframe pack UW2 to build a complete kit, drill out at the position marked "E" for the bogie centres.

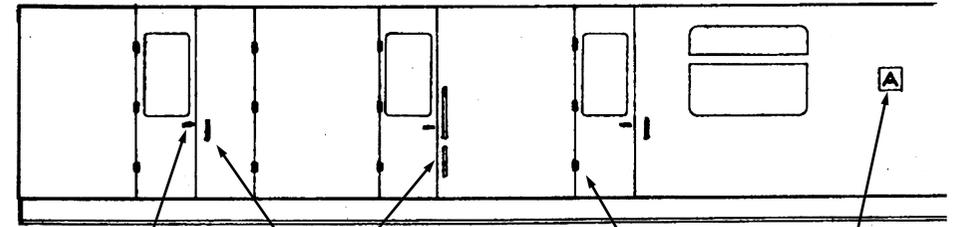
We acknowledge the help given by Mr D Jones and the Severn Valley Railway in the research and preparation of this kit.

COMET MODELS components required to complete this carriage are:

Underframe	UW2	Bogies	BW1
Underframe castings	UCW1	Roof castings	RC5
Ends	EW3	End castings	ECW2
Roof	C10	Gas cylinder	C19

Scrap views showing additional detailing of sides and ends

(not all details may apply to this diagram)



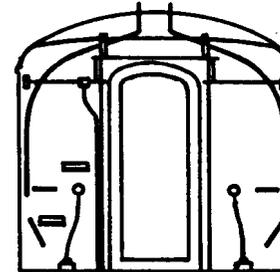
'T' door handles are supplied in complete kits and are available in product C6

Make grab handles from 0.45mm wire

Door hinges

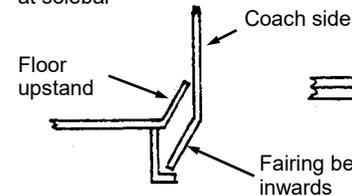
Seat reservation board

Door hinges, gangway suspension brackets, train alarm gear ears, gangway end covers and solebar ascending steps are available in product C26



The ends are identical except that the train alarm gear is only fitted at the end shown on the roof plan overleaf

Section through fairing at solebar



This section of upstand and floor removed to clear tab

