

B22 BR Mk1 BULLION VAN (SLB)

Diagrams NW501/502

5 rebuilt 1966-1967; withdrawn 1983-1986; 4 preserved

64'6"

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. They can also be used as a basis for a scratchbuilt coach, or to overlay a suitable RTR model.

These coaches were converted from BSKs, and were modified internally to provide toilet and seating accommodation for accompanying security staff. Their function was to transport bullion and bank notes. They had air brake equipment added, and so were dual braked. The end gangways were removed to enhance security, and the glazing was heavy duty double glazed units that appear to be either tinted or mirrored in available photographs. The toilet windows appear to have been fitted with opaque white glass. The roof 'pods' contained radio equipment. B5 bogies were fitted upon rebuilding.

Running Numbers

M99200-1
W99202-3
E99204

Livery

At least one of these vehicles was seen in lined maroon livery, but it is thought the majority received the new "corporate image" livery of blue/grey. The grey was not carried to the end of the coach and there was a white line between it and the blue. Lettering and insignia were white.

Further information

British Railways Mk1 Coaches	Keith Parkin	Pendragon/HMRS
BR Mk1 & Mk2 Coaching Stock	Hugh Longworth	OPC

Construction notes

The roof pods are constructed by folding down the ends, forming the tops to the required curvature, soldering along the inside join and then filing the outside faces. To secure them to the roof, mark their outlines on the roof and drill two or three 4mm holes through the roof within that outline. Glue plasticard along the centreline of the pod to the depth of about 1.5mm, and then, while holding the pods in place with masking tape, fix the pods to roof using epoxy introduced through the holes in the roof.

Given the lack of transparency of the windows in this vehicle, the modeller may decide not to construct an interior.

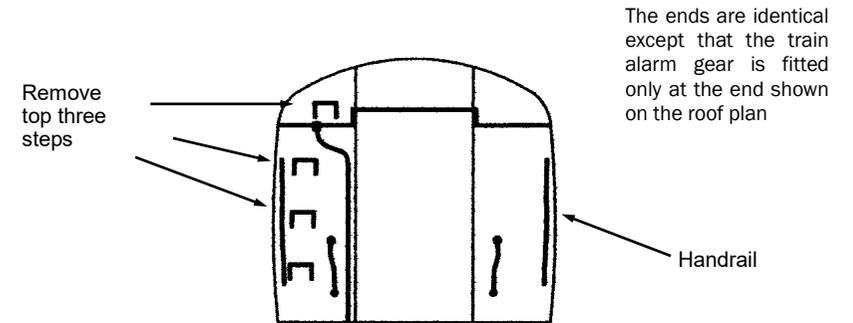
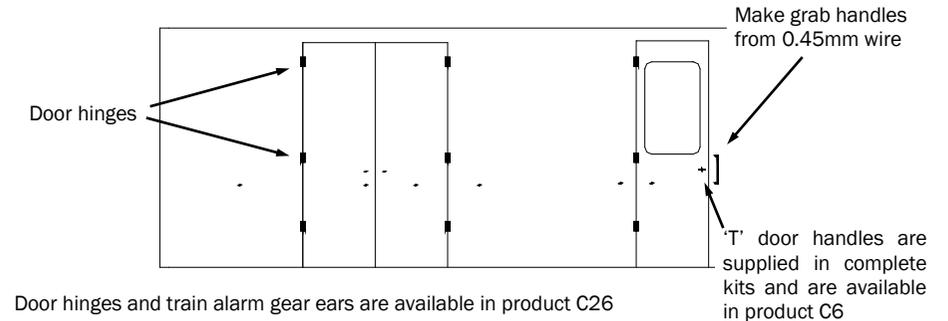
When attaching the body to the underframe, the side with the battery box has the compartment windows at the left hand end.

We acknowledge the help of the Gloucestershire and Warwickshire Railway for their assistance in the research for this product.

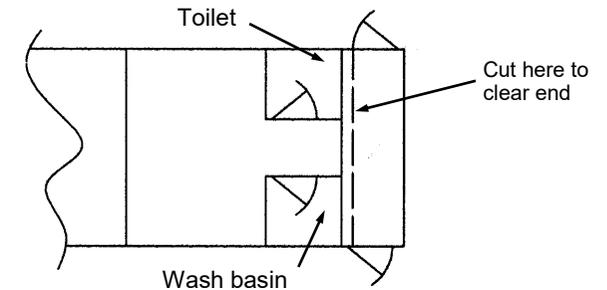
COMET MODELS components required to complete this carriage are:

Underframe	UB1	Bogies	Special
Underframe castings	Special	Roof castings	Special
Ends	EB1	End castings	ECB2
Roof	C10		

Scrap views showing additional detailing of sides and ends

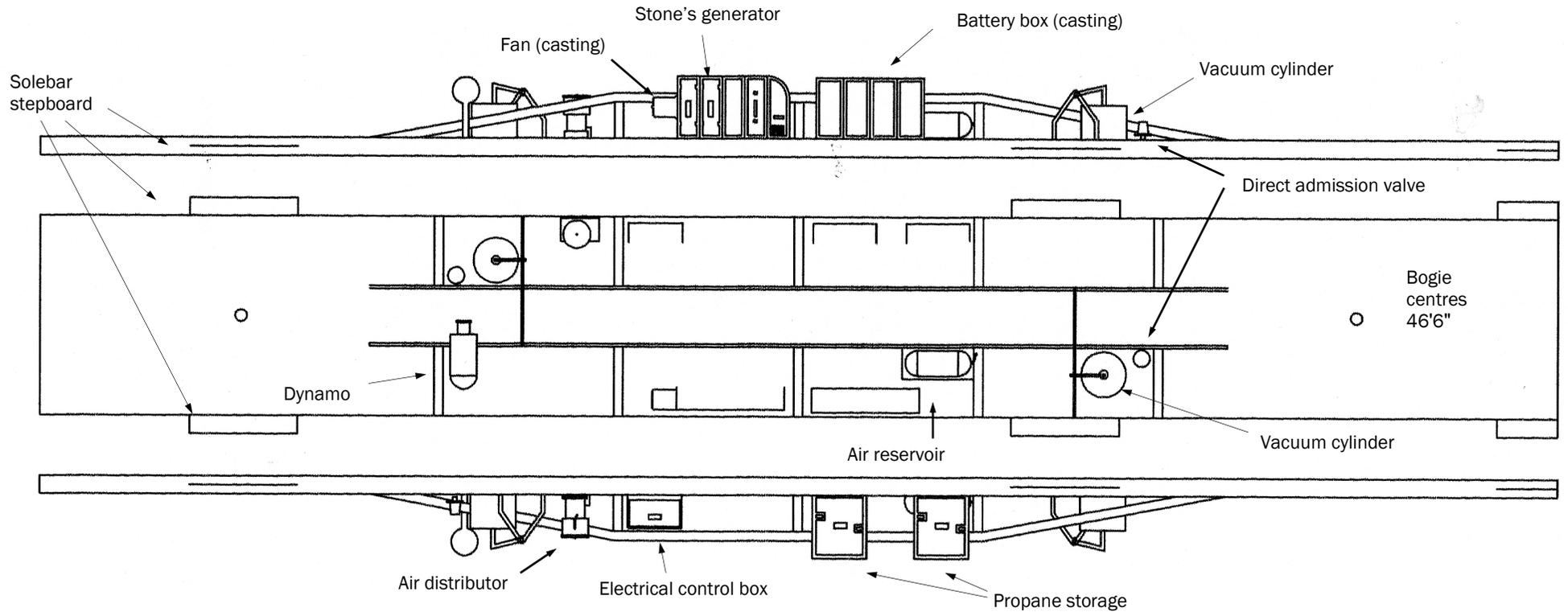
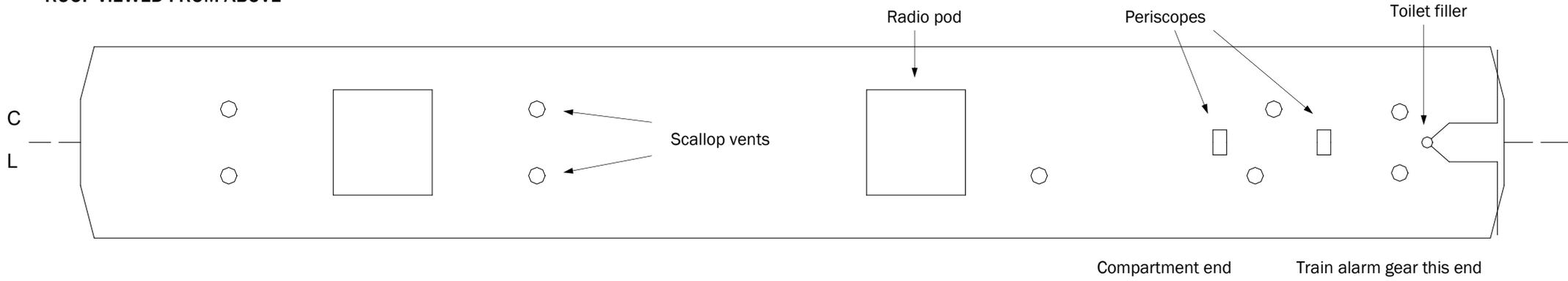


Internal layout



NW 501

ROOF VIEWED FROM ABOVE



UNDERFRAME VIEWED FROM BELOW