COMET MODELS

W34 BR(W) HAWKSWORTH FULL BRAKE (BG) Diagrams K45/46

K45: 35 built 1949-1950; withdrawn 1963-1978; 2 preserved 64'
K46: 10 built 1951; withdrawn 1977-1979; 2 preserved

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. They had end vestibules and a mix of corridor window sizes with 4' for 3rd class and 5' for 1st class. Sliding vents were provided in some corridor windows.

Most were introduced piecemeal as and when demands were made, although the Birkenhead-Bournemouth, London-Birmingham and London-South Wales workings were provided with sets in 1950, and *The Bristolian* was a Hawksworth formation in 1954. However, they could also be seen in branch line workings.

This etch is suitable for both diagrams as they were externally identical.

Sample formations

01.30 Paddington, Banbury, Leamington, Birmingham

BG/Siphon G/Siphon G/BCK/ Siphon G/Siphon G/**BG**
I Paddington-Birmingham **I** Banbury

16.15 Weymouth, Dorchester, Yeovil, Westbury, Lavington, Newbury, Reading, Paddington

BC/RC/BTK/CK/BTK/BTK/CK/TK/**BG**/**BG**/Slip
I 1 **I** 2 **I** 3 **I** 4 **I** 5 **I**
1 from Westbury 2 from Weymouth 3 from Weymouth Quay
4 Yeovil-Westbury 5 from Reading

Running numbers

K45	290-299	built 1949	K46	325-334	built 1951
	300-324	built 1950			

Livery

Those coaches built before BR had chosen a livery in 1949 were given the final GWR chocolate and cream livery. The cream panel extended from 7" below the cantrail down to 1½" below the windows. Double lining was applied, the lower waist line being 7" below the upper one. Lining was black and gold, and numbers were in the lining panel at both ends. Roofs were painted grey. The monogram was replaced with the new Coat of Arms in the centre of the panel flanked by the words 'Great' and 'Western'.

From 1949 the BR livery of carmine and cream with gold and black lining was rarely applied to pre-nationalisation stock, being mostly reserved for the new Mk1 Full Brakes. It is likely that most examples would have been painted in unlined crimson. Some ex-company stock did receive lined maroon livery after 1956, confined particularly to those intended to be marshalled into premier services.

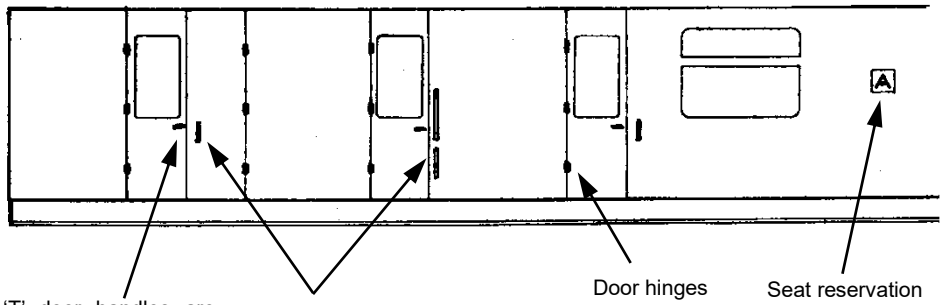
Further information

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

COMET MODELS components required to complete this carriage are:

Underframe	UW2	Bogies	BW4
Underframe castings	UCW1	Roof castings	RC5
Ends	EW3	End castings	ECW2
Roof	C10		

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

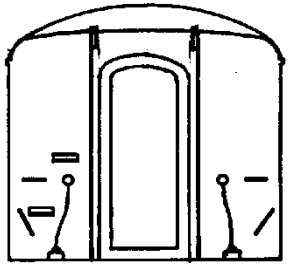
Make grab handles from 0.45mm wire

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

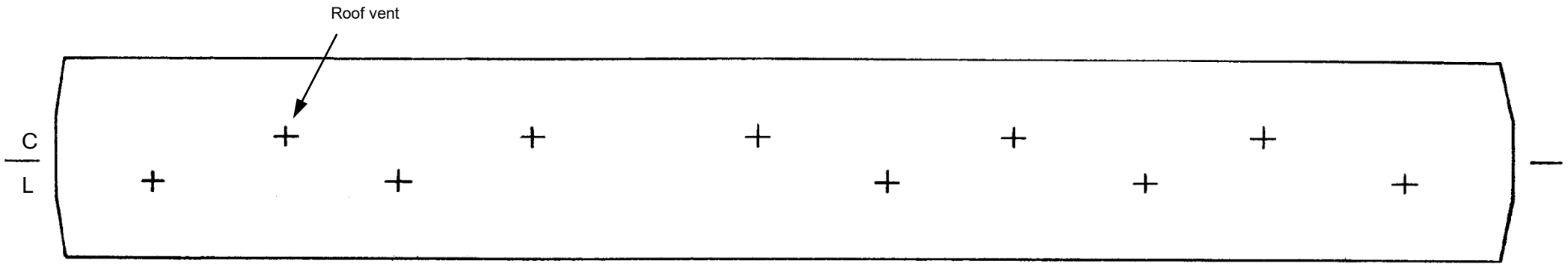
The ends were identical



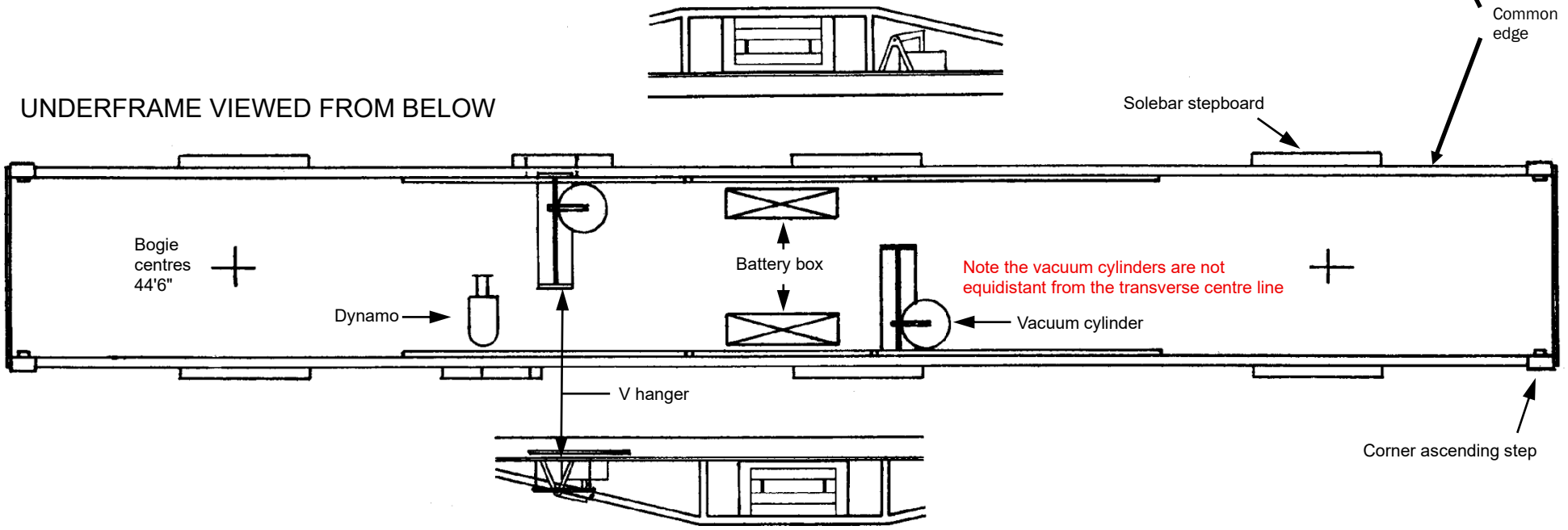
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K45/46



ROOF PLAN VIEWED FROM ABOVE



UNDERFRAME VIEWED FROM BELOW