

W46 GWR COLLETT DOUBLE ENDED SLIP COMPOSITE

Diagram F24

6 built 1938; withdrawn 1963; none preserved

61'

These etched sides and ends 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 'Sunshine Stock' (also known as 'new type') were introduced in 1936 and entered service on premier expresses such as *The Bristolian* and the *Cheltenham Flyer*. Subsequently they were cascaded into general service. The name derived from the large picture windows on the corridor side. They had end vestibules and a mix of window sizes with 4' wide for 3rd class and 5' wide for 1st class.

Slip coaches provided services to intermediate stations along the line without the need to stop the main train. At a pre-arranged location the guard in charge of the slip portion would remotely uncouple the coach. In GWR practice the brakes would be applied immediately as the vacuum was broken. The guard would then control progress by releasing the brakes using the reserve vacuum in the cylinders on the underframe and (hopefully) bring the coach to a smooth halt at the platform face. This did not always work and an engine had to be despatched to rescue the stranded vehicle. Where greater seating capacity was required, standard stock would be attached behind the slip coach itself. The provision of controls at both ends enabled the coach to be used in either direction without having to be turned. There were many slip coach services over the GWR with the coaches going on from their slip points to other destinations.

Sample operations

- 08.55 Paddington-Newport-Cardiff-Swansea-Carmarthen-Pembroke Dock.
Slip and CK detached at Stoke Gifford for Weston-super-Mare
- 10.30 Paddington-Plymouth-Penzance.
Slip and BCK detached at Taunton then the slip to Ilfracombe and BCK to Minehead.
- 11.30 Paddington-Bath-Bristol.
Slip, TK and BCK detached at Didcot for Oxford
Slip and BCK detached at Bath.

Running numbers

7069-7074 built 1938

Livery

The coaches were painted in chocolate and cream with white roofs and carried the 'shirtbutton' monogram. Droplight frames were in Indian Red (brick red).

The final GWR style appeared from 1943 onwards. 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'. This was later extended to all coaches built since 1936 which had the double lined waist style.

From 1949 they 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.

Further information

GWR Coaches 1890-1954

GWR Coaches Vols I & II

GWR Coaches Appendix II

Great Western Way

British Railways Pre-Nationalisation Coaching Stock Vol. 1

Train Formations and Carriage Workings of the GWR

Harris

J H Russell

J H Russell

J N Slinn

H Longworth

W S Becket

David & Charles

OPC

OPC

HMRS

OPC

Xpress Publishing

COMET MODELS components required to complete this carriage are:

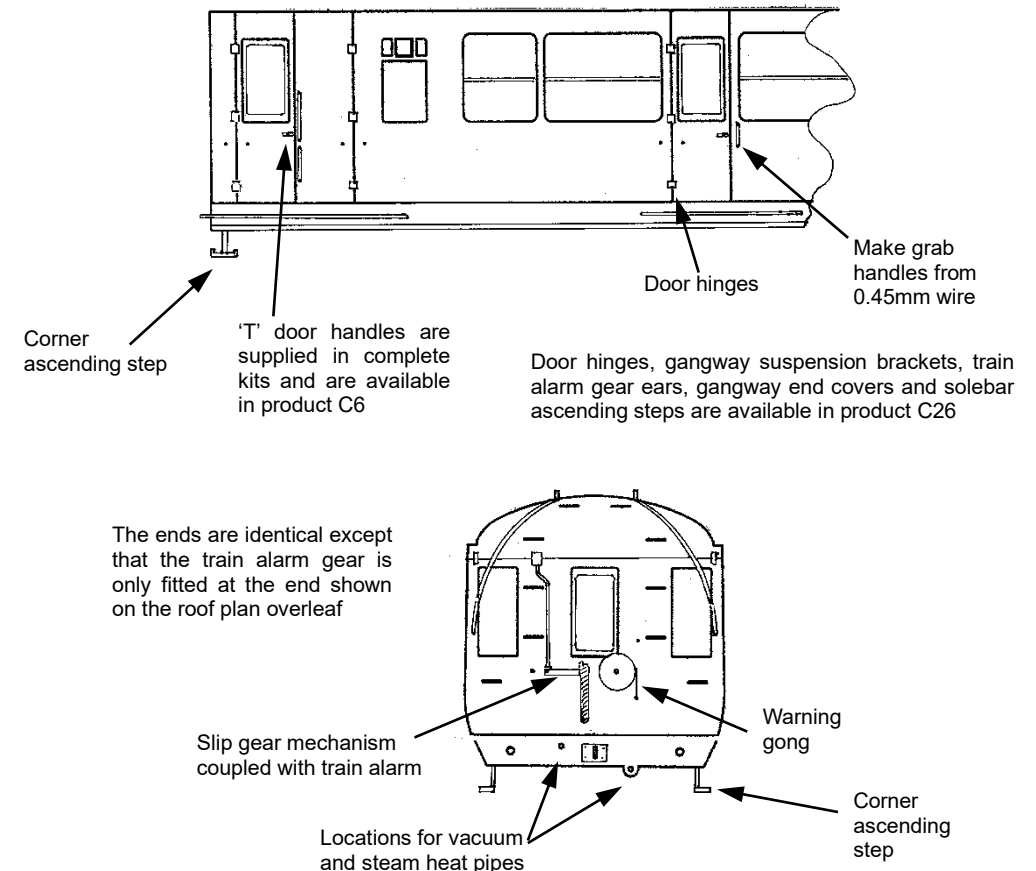
Underframe	UE1 (sic)	Bogies	BW4
Underframe castings	UCW1	Roof castings	RC5
Ends	Included	End castings	ECW3
Roof	C10	Interior	INT1
Gas cylinders	C19 x 2	Gong	C64

Modelling notes

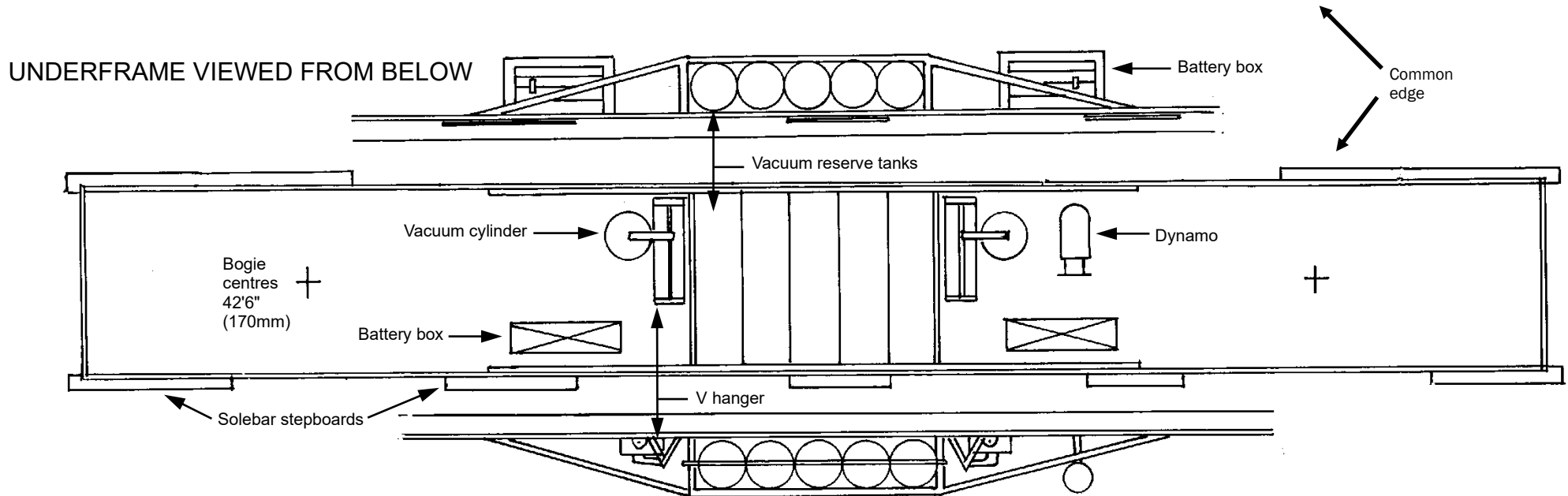
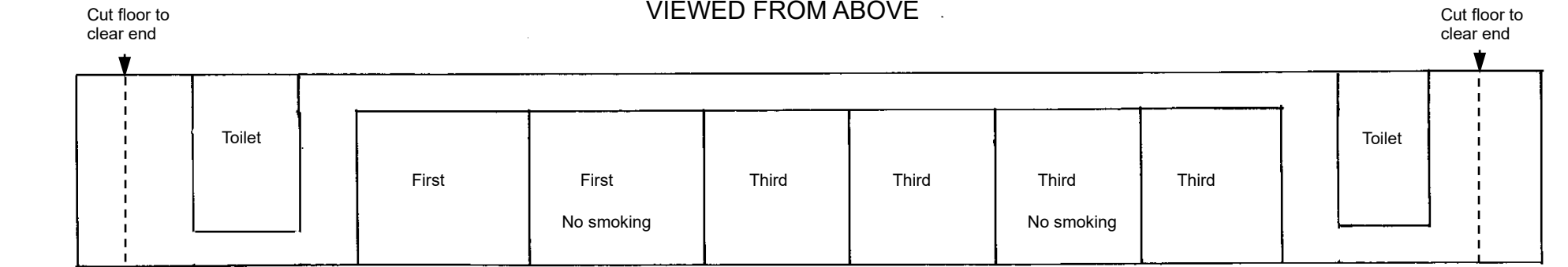
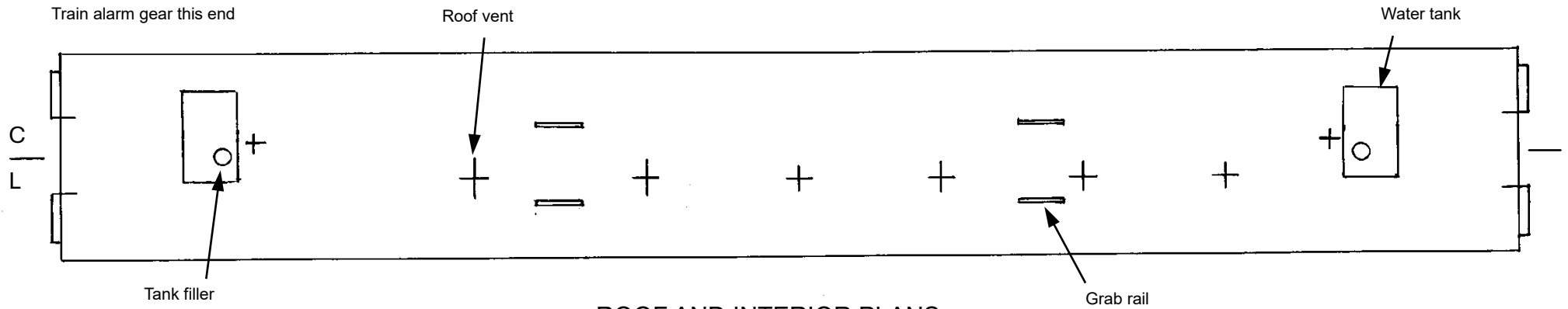
A 63' LNER underframe is recommended for this coach in order to accommodate five gas cylinders between the queenposts. It might prove necessary to dress the gas cylinder ends with a file to achieve a fit. The cross trusses are not used. Bogie centres should be marked and drilled out as shown on the plan overleaf. Please note that the grab handle holes beside the single doors on this coach have been marked by half etched dots on the inside face. These must be drilled through 0.6mm.

Scrap views showing additional detailing of sides and ends

(not all details may apply to this diagram)

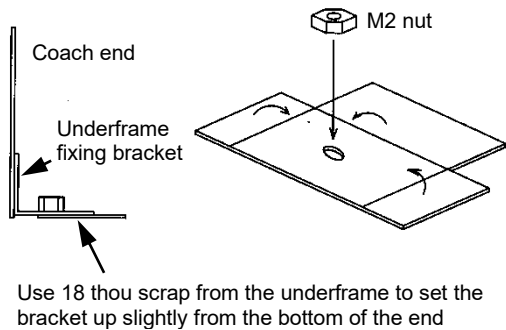


F24



Assembly of coach ends

1. Drill out the half-etched holes for the lamp brackets and slip operating mechanism. Remove the parts from the fret only when required and file off any holding tabs. The etched steps should be left attached to their strips which act as an alignment aid.
2. Solder the centre window droplight in place.
3. Bend up the underframe fixing bracket to 90° and solder an M2 nut (supplied if this pack is bought as a component in a complete coach kit) over the hole. When soldering the bracket in place rest it on a piece of 18 thou scrap from the underframe. This will ensure that when the bodyshell is later assembled to the underframe it will sit down correctly so that the edges of the top surface of the underframe are not visible.
4. Tack solder the bracket to the end, ensuring that it is vertical and central. When satisfied with the alignment complete the solder joint.
5. Tack solder the sides to the ends, keeping a close watch on the alignment. Note that the sides fit **outside** the ends. When satisfied complete the joint.
6. Check that the step strips are the correct way round and fold out the step treads as shown. Push the step assembly through the ends and solder in place.
7. Cut the aluminium roof section to length. The roof should slightly overhang the ends. Remove a small section of the rebate at all four corners to achieve a close fit over the ends.



The buffer beam is supplied with the end etch but is fixed directly to the underframe itself and not to the end. This is described in the underframe instructions

