Tales from Barlow Works

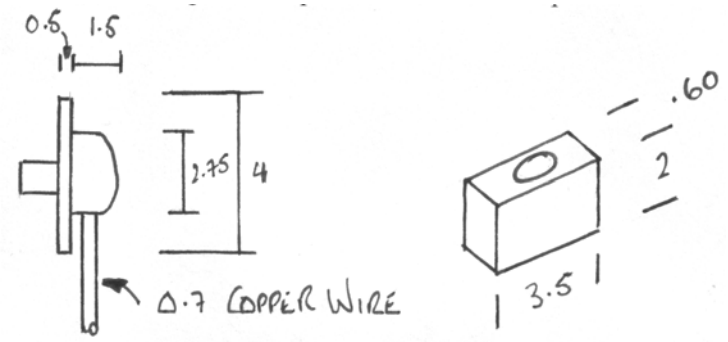
Project Gresley

Part Eight:- Coach end detail

The ends of Gresley stock are comparatively simple, even more so if there are no corridor connections and toilet filler pipes. I am unsure of the LMS stock so you will have to use the kit instructions and good photographs to help you.

Electrical connections

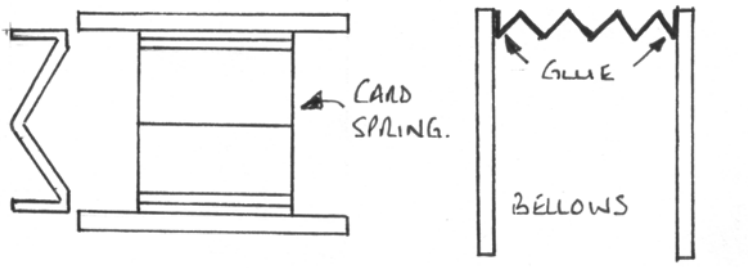
Gresley stock had two circular electrical junction boxes on both sides of the end. On the 61'6" stock they were 15mm above the bottom of the end and were located centrally on the beading on either side of the corridor connection. I must admit that I turned up my junction boxes in brass to the dimensions in the attached diagram but it should be quite simple to use a disc of plasticard and some plastic rod about 3mm diameter.



The beading will require to be removed to the diameter of the backing disc so that the connector can sit flush with the side. I used 0.7mm copper wire from domestic electrical twin and earth cable purchased from the DIY store for the cable, soldered into a hole drilled in the connector, again superglue into the plastic rod would work just as well. Finally the cable is connected to a piece of .60 plasticard about 3mm x 2mm with a 0.7mm hole drilled through to represent the place where the jack plug is kept.

Corridor connections

As I wanted the coaches to run in fixed rakes (see section ten on rigid couplings) I needed a corridor connection that was flexible to allow for the coaches going round bends. The connections in the kit appear as if they should be glued together and are rigid so I hit upon the idea illustrated in the diagram.



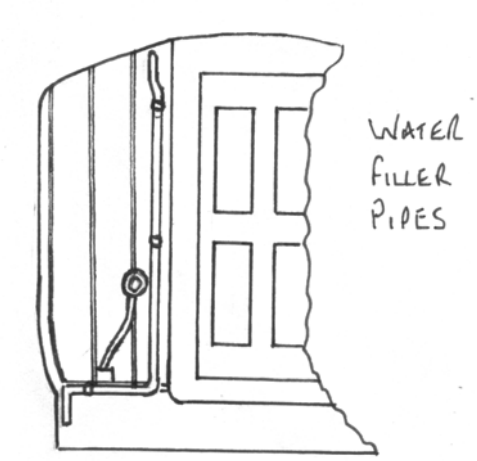
The dimensions for the ends were taken from the shape of the doors on the end moulding and were cut out from .60 black plasticard. I fixed two light card springs between these ends as shown, held in place with double sided tape. I managed to get some black paper from my local Hobbycraft store for the bellows and folded this with 8 x 2mm folds (it helps to rule in the folds with a blunt point and straight edge) and cut to the height of the corridor connection side. Carefully glue one fold to the plasticard end making sure the first fold is on the inside (this will stop the bellows bending out when it is flexed). When stuck fix the other end and then repeat for the other side. Finally cut a piece

of black crape paper (Hobbycraft again) long enough to go over the top of the corridor connection and just down the sides and again superglue the edges to the ends. This should give a corridor connection that will flex in all directions and should be slightly longer than the buffers. I did not bother putting a floor in as this cannot be seen.

Photographic evidence would seem to suggest that the ends of rakes of coaches sometimes had a board over the corridor connection (sometimes with a name board attached) and at other times were left open, hopefully with the end door locked. If you can guarantee that the coach will always be the end one it should be possible to model an open corridor connection using the parts in the kit, if not I would be inclined to make a connection as above with an end board on.

Water filler pipes

The other notable feature on the coach end are the water filler pipes on toilet stock. These appear to run down from just below the roof with a slight kink inward after about 10mm and then down the side of the corridor connection before turning along the bottom of the end. Finally there is a sharp 90-degree bend level with the edge of the buffer beam and it ends level with the bottom of the buffer beam. I used 1.2m brass wire and three fine split pins, bending the wire into shape and fixing the end into a hole just under the roof and the split pins into pre drilled holes, and fixing with superglue. The holes for the split pins are just under the bottom beading between the outer and first vertical beading, just outside the corridor connection about level with the top of the middle plank on the end door and in the same spot about level with the bottom of the top plank on the end door. The filler pipes are not required on brake ends.



Next we will move on to the roof.