

W18 GWR Collett NON-CORRIDOR THIRD

C66/75

Introduced 1934 (C66) 1937 (C75), last withdrawn 1964

55'3"

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.

These coaches featured flat ends and wider flanking quarterlights than the first style of Collett coaches. They were built to two diagrams with virtually identical side profiles and with the same underframes. The main difference seems to have been in the method of roof construction in that C66 had transverse ribbing whereas C75 had longitudinal rainstrips. These were numerous types, built respectively to totals of 108 and 159 coaches.

Sample formations

BT/T (with van inboard)	BT/C/BT	BT/C/T/BT	BT/T/F/T/BT
BT/C/BT/BT/T/BT	BT/T/F/T/T/BT		
07.15 Paddington, Swindon, Bath Bristol, Newport, Cardiff	TK /RC /BTK/TK/CK/BTK/Siphon C/T/T/B Bristol Cardiff Swindon Reading		
17.15 Paddington, Bath Bristol, Weston super Mare	BTK/TK/CK/CK/T/C/BT/CK Weston Twyford		

Running numbers

C66	5461-5490 built 1934	C75	1384-1418 built 1937
	4026-4065 built 1935		1237/8 built 1939 for the Highworth Branch
	4244-4291 built 1936		1673-1684/86/88-90/92-1712 built 1939
			451-475 built 1940

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 unlined carmine.

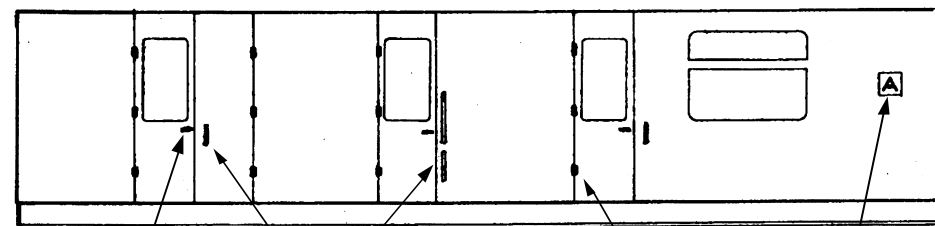
Further information

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

COMET MODELS coach components required to complete this coach are as follows

Underframe	UW3	Bogies	BW4
Underframe castings	UCW1	Roof castings	RC5
Ends	EW5	End castings	ECW3
Roof	C10	Interior	INT5

Scrap view of side showing additional detailing



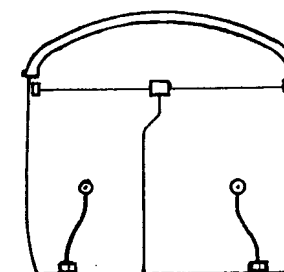
'T' door handles are supplied in complete kits and are available in product C6

Make grab handles from 0.45mm wire

Door hinges

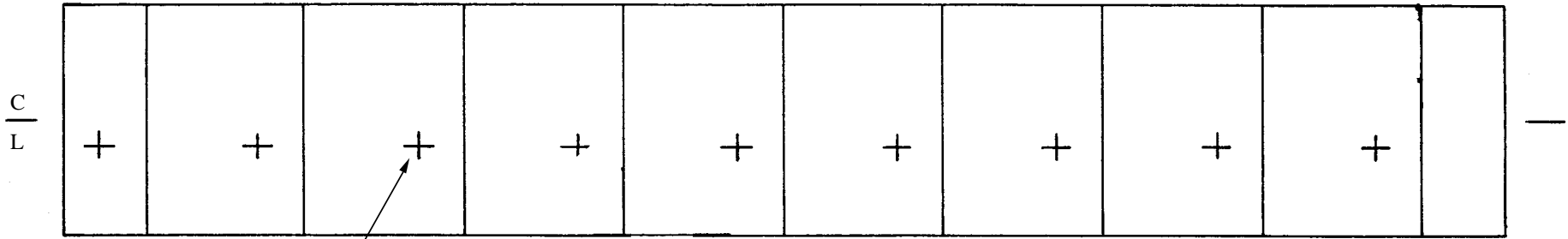
Seat reservation board

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



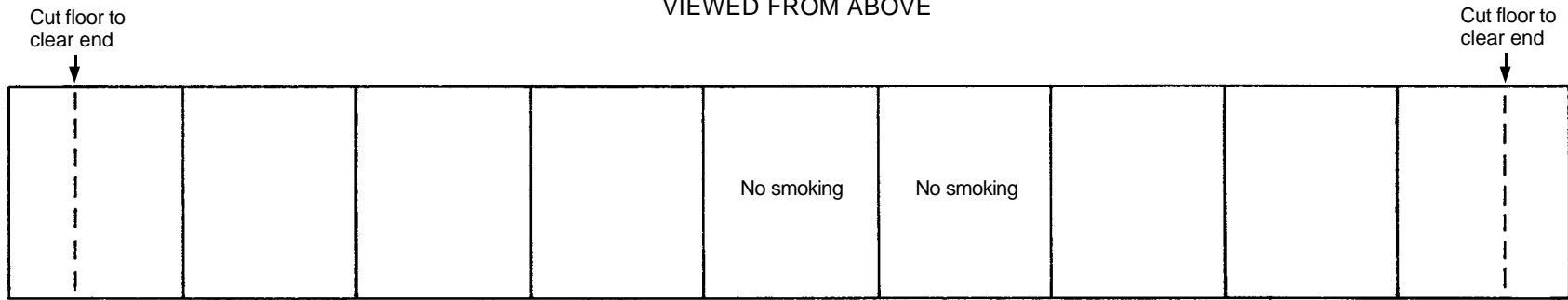
The ends are identical except that the train alarm gear is only fitted at the end shown on the roof plan overleaf

Train alarm gear this end



Roof vent

ROOF AND INTERIOR PLANS
VIEWED FROM ABOVE



Cut floor to
clear end

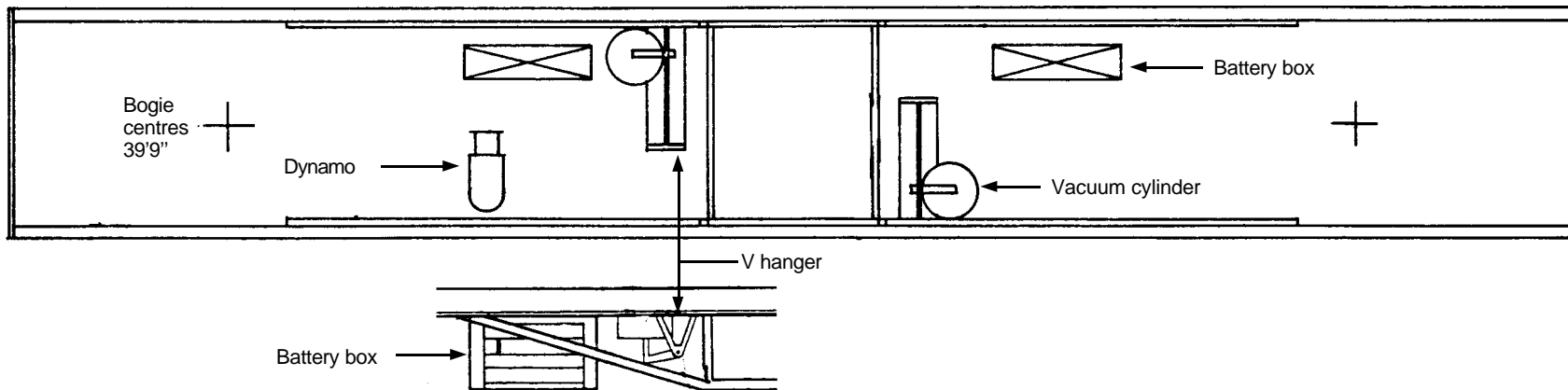
Cut floor to
clear end

No smoking

No smoking

UNDERFRAME VIEWED FROM BELOW

Full length stepboards both sides



Bogie centres
39'9"

Dynamo

Battery box

Vacuum cylinder

V hanger

Battery box