

W20 GWR Collett CORRIDOR THIRD

C60/62

Introduced 1930, last withdrawn 1963

60'

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.

Towards the end of the bow ended era Collett produced a number of 60' designs in a style similar to the earlier 57' stock. Corridor thirds were built to a total of 143 vehicles. They had flush fitted commode and door handles giving a width of 9'3" and thus better route availability, and were mainly used on cross-country services.

Sample formations

9.07am Paddington-Exeter	BTK/TK/CK/CK/TK/BCK/RU/BCK Exeter Bristol
11.25 Cardiff, Bristol, Taunton Exeter, Newton Abbot Paignton	BTK/CK/TK/BTK/TK/BG/BG Paignton Newton Abbot
6.35pm Paddington-Cheltenham	BTK /CK /BTK/TK/TK/RC/FK/BFK Hereford Cheltenham

Running numbers

C60	5243-5257	built 1930	C62	5357-5360	built 1930
	5315-5354	built 1930		5369-5372	built 1931
	5689-5708	built 1931		5381-5384	built 1932
				5393-5446	built 1932

Livery

The coaches were painted chocolate and cream, with a gold line at the boundary. There was a brown line at the eaves approx 4" deep. Roofs were painted white. Droplights were painted 'mahogany'- a sort of brick red. Letters and numerals were gold shaded black.

There was a Coat of Arms in the lower panel with the London and Bristol crests above the shield. Class wording was placed in the waist panel on the doors, and numbers were placed at each end of the coach.

In 1930 along with new coaches for the Torbay and Cornish Riviera Expresses came an elaboration in the form of a completely lined waist panel, the 'double lined' variant. This was soon extended to all existing express stock, but not cross-country and non-corridor stock. Thirds were not marked, only firsts, but with the introduction of stock with end doors only it became necessary to reintroduce the 'third' to avoid confusion, particularly with composites. In 1934 the Garter Crest and Coats of Arms were replaced by the 'shirt button' monogram.

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 crimson and cream and from 1956 lined maroon.

Further information

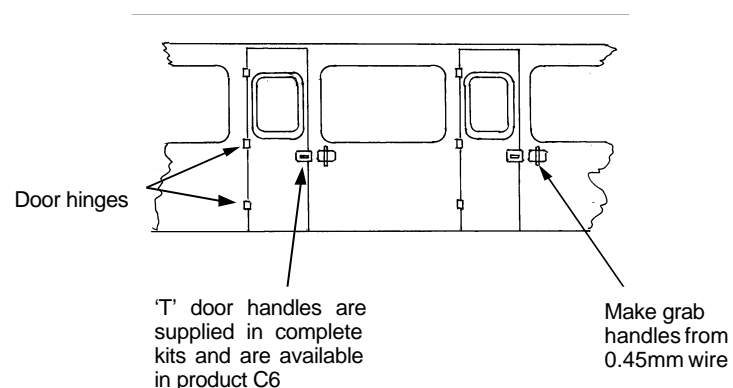
GWR Coaches 1890-1954	Harris	David & Charles
GWR Coaches Vols I & II	J H Russell	O.P.C.
GWR Coaches Appendix II	J H Russell	O.P.C.
Great Western Way	J N Slinn	H.M.R.S

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

Underframe	UW3	Bogies	BW2
Underframe castings	UCW1	Roof castings	RC5
Ends	EW1	End castings	ECW2
Roof	C10	Interior	INT1

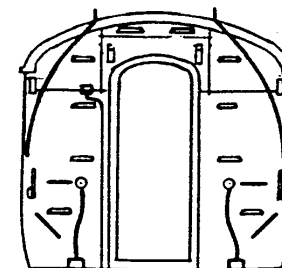
Modelling note. The voids behind the area of the handles need to be filled by backing them with suitable strip material, either styrene fixed with adhesive or metal such as scrap from the surround of an etch and soldered in place. After fixing drill for the door handles, make grab handles from 0.45mm wire and fix in place with adhesive.

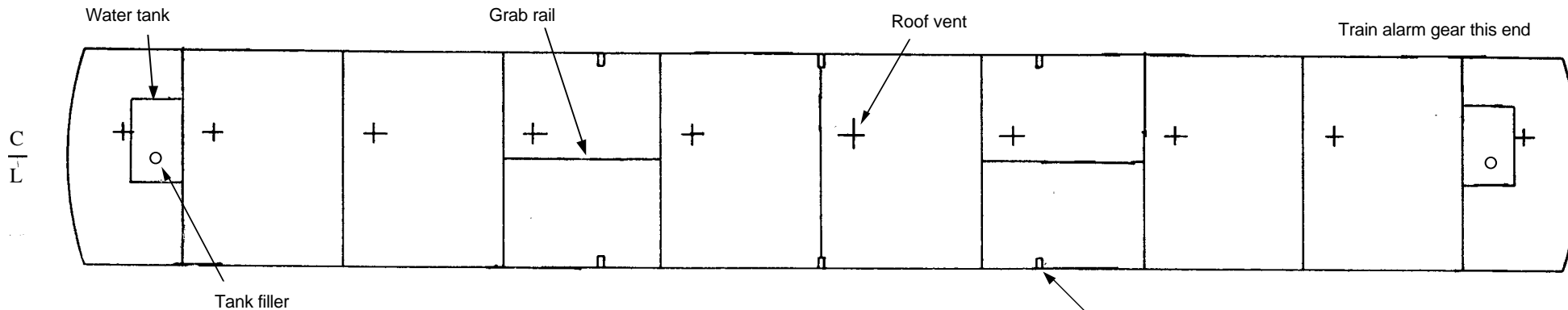
Scrap view of side showing additional detailing



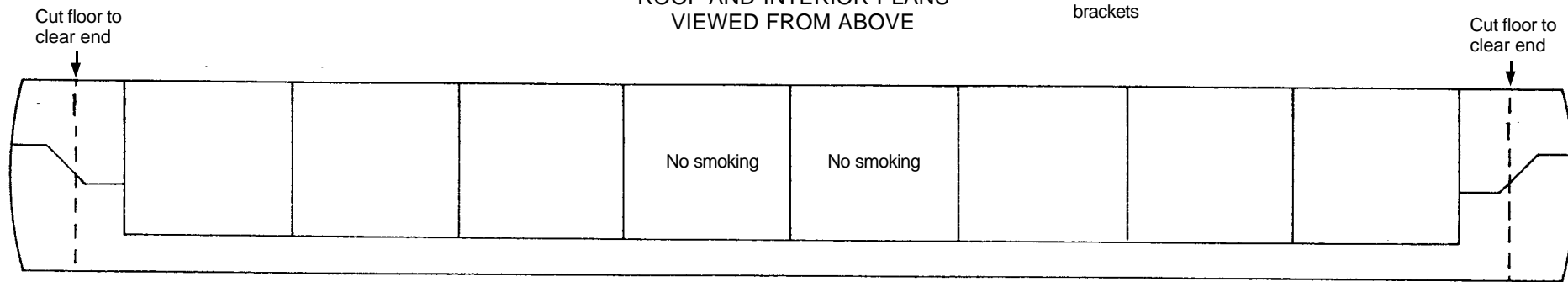
Door hinges, gangway suspension brackets, train alarm gear ears, gangway end covers and solebar ascending steps are available in product C26

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





ROOF AND INTERIOR PLANS VIEWED FROM ABOVE



UNDERFRAME VIEWED FROM BELOW

