



27/10/07

W42 GWR Collett CORRIDOR BRAKE THIRD

D124

Introduced 1936, last withdrawn 1963

61'

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.

In 1936 Collett introduced a considerable change in Great Western coaching stock. The new style was flat ended and mounted on 60' and 61' underframes. They featured end vestibules and sliding ventilators integral with the windows on the compartment side. The corridor side had deep picture windows without vents but separated by equally deep droplights. The windows reached from a low waistline almost to the cantrail, hence they became known as large windowed stock.

Later coaches such as the 'Sunshine Stock' and Hawksworths echoed many of the features introduced by this large windowed design.

Sample formations

07.25	Cheltenham, Swindon, Didcot Reading, Paddington	BTK/CK/TK/BTK/CK/BTK/BTK/FK/TK I Cheltenham I Didcot I Reading I
10.30	Cardiff, Bristol, Bath, Salisbury, Fareham, Portsmouth	BTK/TK/CK/BTK/BCK I Plymouth & Ssea I Fareham
12.30	Plymouth, Exeter, Bristol, Pontypool Road, Hereford, Shrewsbury, Crewe, Liverpool	BTK/CK/CK/BTK/BCK/BTK²/RC¹/CK²/BTK²/BCK/BCK Ppool Rd I N'ton Abbot I Plymouth I PpoolRd ¹ alternating LMS/GWR ² LMS coaches
15.55	Bristol, Weston, Bridgewater Taunton, Newton Abbot, Kingswear	BTK/CK/BTK/BTK/CK/BTK
18.55	Paddington, Maidenhead, Reading, Didcot, Oxford	BTK/TK/CK/BTK/TK/FK/BTK I Oxford I Reading I

Running numbers

1583-1603/05-26 built 1937

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.

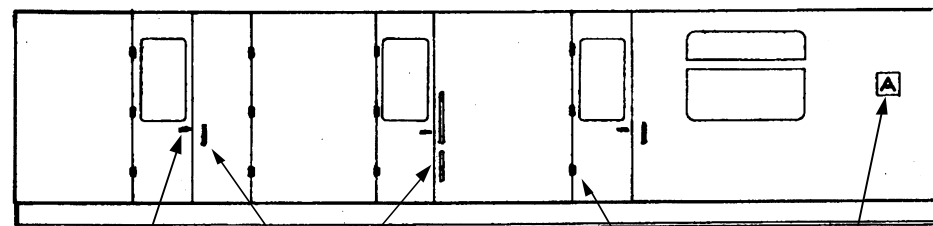
Further information

GWR Coaches 1890-1954	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	EW2	End castings	ECW2
Roof	C10	Interior	INT1

Scrap view of side showing additional detailing



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

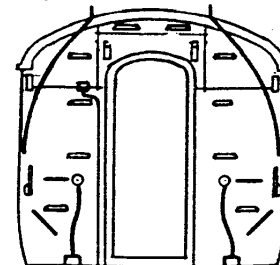
Make grab handles from 0.45mm wire

Door hinges

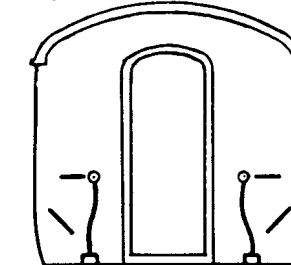
Seat reservation board

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

End A

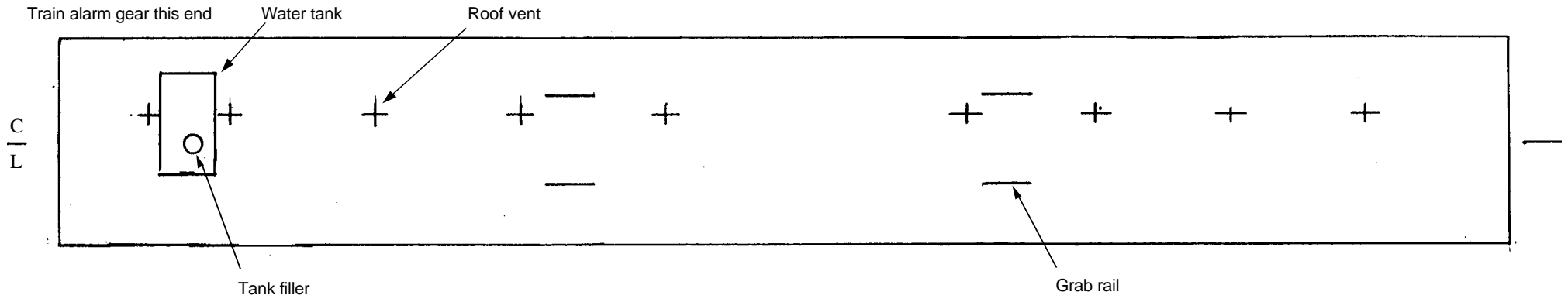


End B

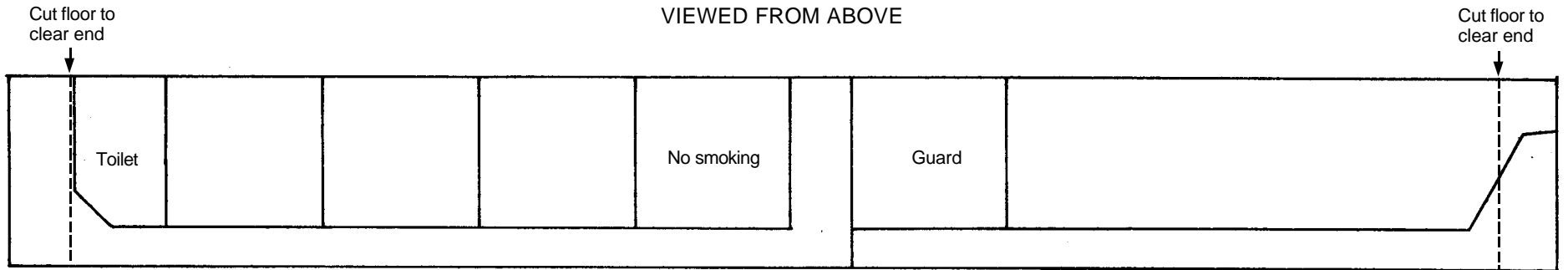


End A

End B



ROOF AND INTERIOR PLANS VIEWED FROM ABOVE



UNDERFRAME VIEWED FROM BELOW

