

W45 GWR Collett CORRIDOR THIRD

Diag. C77

Introduced 1938, last withdrawn mid 1960's

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 to overlay the Bachmann Collett Sunshine Stock corridor third or brake composite, or as a basis for a scratchbuilt coach.

The 'Sunshine Stock' (also known as 'new type') were introduced in 1936 and coaches in this style were used for premier express services such as the Bristolian and the Cheltenham Flyer before being cascaded to lesser duties. The name derived from the large picture windows on the corridor side. This particular vehicle was symmetrical in layout, with a pattern of large and smaller windows, some plain and some with sliding ventilators. They were the most numerous of the various Sunshine Stock types with a total build of 175, and thus are very typical of the more modern GWR coaching stock.

Livery

These coaches were painted chocolate and cream, with white roofs. There was a brown strip at the eaves approx. 4" deep with a black line at the boundary. Droplights were painted 'mahogany' - a sort of brick red. Letters and numerals were gold shaded black. Numbers were placed at both ends in the waist panel, which was the 'double lined' variant. Initially on coaches with this type of waist panel thirds were not marked, only firsts, but with the introduction of stock such as this coach having end doors only it became necessary to reintroduce the 'third' to avoid confusion, particularly with composites. GWR was denoted 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. Thus at nationalisation no standard pattern of painting and lining had been achieved.

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

Pictorial Record of GWR Coaches Vols I and II	J H Russell	OPC
Great Western Coaches Appendix Volume I	J H Russell	OPC
Great Western Coaches from 1890	Michael Harris	David & Charles

Running numbers

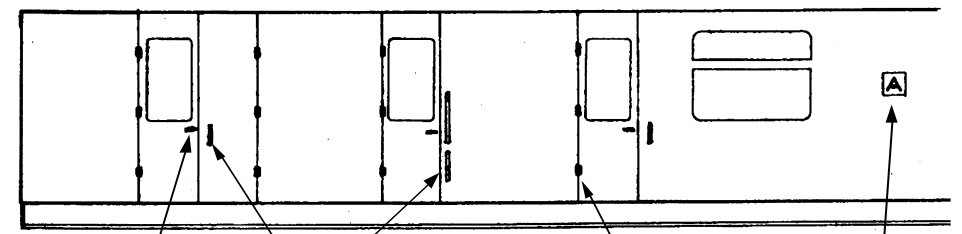
Lot 1593 of 1938	1080-9/91/93-8/1100-16/18-28/30-4/1136-55	total 80
Lot 1623 of 1940	501-595	total 95

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

Underframe	UW2	Bogies	BW4
Underframe castings	UCW1	End castings	ECW2
Ends	EW2	Roof castings	RC5
Roof	C10	Interior	INT1

If you are using our underframe pack UW2 to build a complete kit, drill out at the position marked "C" for the bogie centres.

Scrap view of side showing additional detailing



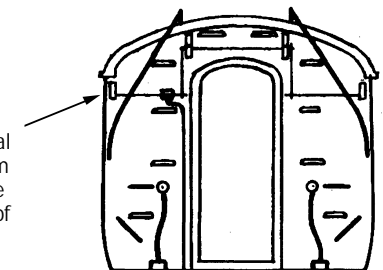
'T' door handles are supplied in complete kits and are available in product C6

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 stated on the roof plan

