



15/09/08

**W49 GWR Collett CORRIDOR COMPOSITE**

**E151**

**Introduced 1936, last withdrawn 1964**

**58'7"**

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 early designs in the Sunshine Stock coaches were used in general service. They differed from later coaches in the series in having the droplight, toilet and small plain windows positioned with the top edge at the same level as the main windows. This left a significant gap between the bottom of these windows and the waistline. As a consequence, in GWR livery the class designations, guard and luggage legends and the running numbers were above the waistline and on the cream.

Sample formations

The Bristolian	BTK/TK/CK/RC/CK/TK or CK/BTK
07.25 Cheltenham, Swindon, Didcot Reading, Paddington	BTK/CK/TK/BTK/CK/BTK/BTK/FK/TK   Cheltenham   Didcot   Reading
10.30 Cardiff, Bristol, Bath, Salisbury, Fareham, Portsmouth	BTK/TK/CK/BTK/BCK   Plymouth & Ssea   Fareham
18.55 Paddington, Maidenhead, Reading, Didcot, Oxford	BTK/TK/CK/BTK/TK/FK/BTK   Oxford   Reading

Running numbers

6853-6858 lot 1553	built 1936	6066-6623 lot 1560	built 1936
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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.

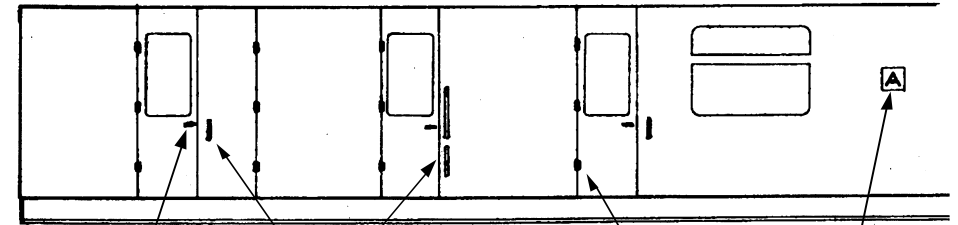
From 1949 they received BR livery of carmine and cream with gold and black lining. The cream panel was the full height of the windows plus an inch top and bottom. The black line was against the cream. From 1956 they were painted maroon lined gold/black/gold at the waist and black/gold above the windows.

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

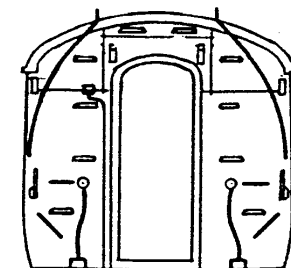
Make grab handles from 0.45mm wire

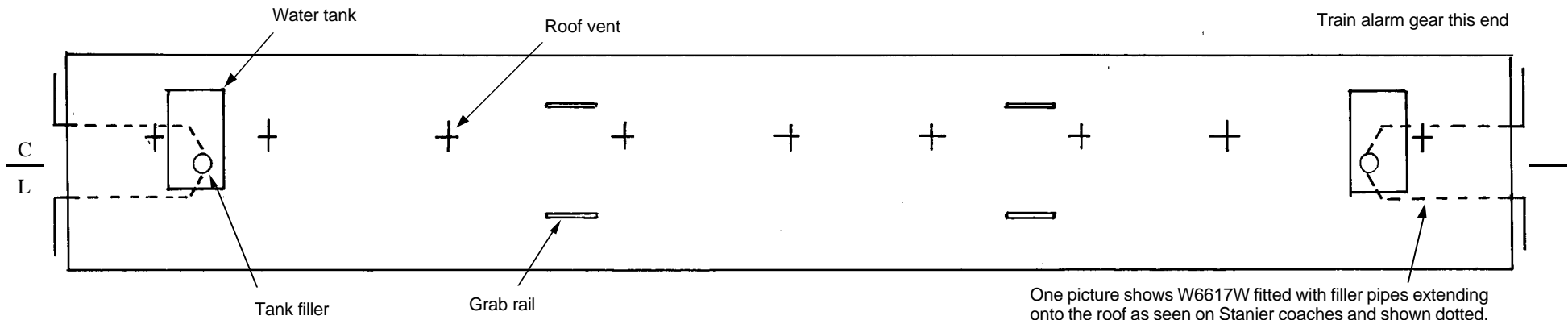
Door hinges

Seat reservation board

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

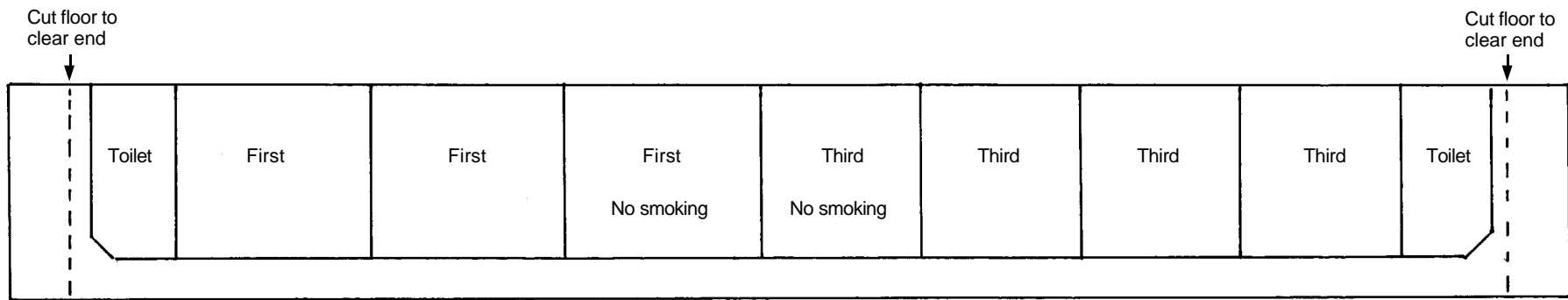
The ends are identical except that the train alarm gear is only fitted at the end shown on the roof plan overleaf





ROOF AND INTERIOR PLANS VIEWED FROM ABOVE

One picture shows W6617W fitted with filler pipes extending onto the roof as seen on Stanier coaches and shown dotted. Other pictures show conventional GWR end handrails as in end view overleaf



UNDERFRAME VIEWED FROM BELOW

