

## W51 GWR COLLETT NON-GANGWAYED BRAKE COMPOSITE Diagram E147 (Half a B Set) 57'

116 built 1933-1936; withdrawn 1959-1963; none preserved

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.

B sets consisted of two permanently coupled non-gangwayed brake composites with the brake ends outermost. They were used for branch services and cross-country stopping trains and could be found almost anywhere on the GWR and BR (WR) system. Most sets to this diagram were based in Bristol and South Wales and worked branches such as Minehead, Yeovil, Chard, Barnstaple, Ilfracombe and Torrington, some of these having journeys of up to 50 miles. They were also used on main line stopping trains and it was not unusual for them to be hauled by a big engine (even a King) on a running in turn.

### Running numbers

6762-5/9-74/76-9/81-94/6/7, 6800/01	built 1933
6873-6/8-85/87-91/3/6-9, 6900-4/6-8	built 1934
6803/5-17/9/21	built 1935
6711/5/25-27/9/30/32/36/38-41/3/5/6/8	
6749/51/53/55-7/59/60/67/98/99, 6822/3	built 1936
6707-10, 6827/37/38/50	built 1936 had buffers both ends and ran as individual coaches

### Livery

The coaches were painted in chocolate and cream with white roofs and carried the 'shirtbutton' monogram. Droplight frames were painted 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.

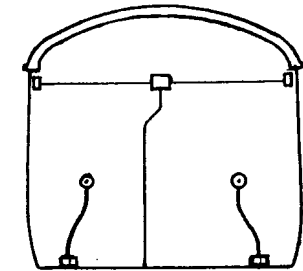
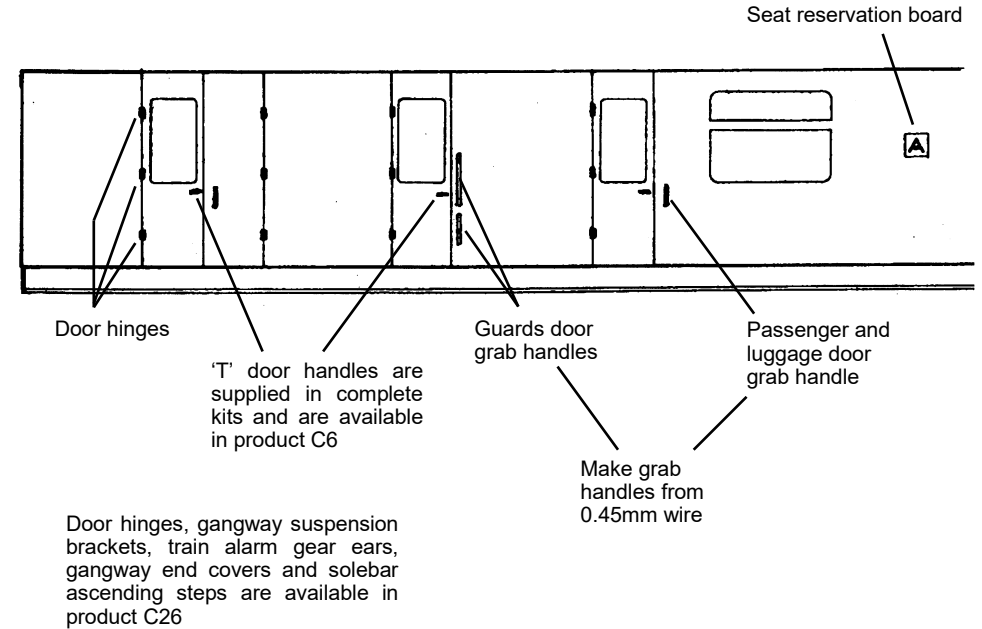
### Further information

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
British Railways Pre-Nationalisation Coaching Stock Vol. 1	H Longworth	O.P.C.

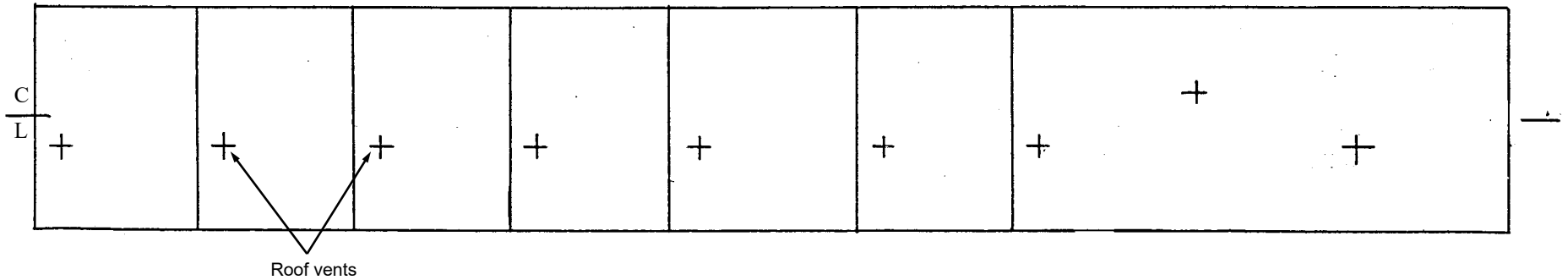
COMET MODELS components required to complete this carriage are:

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

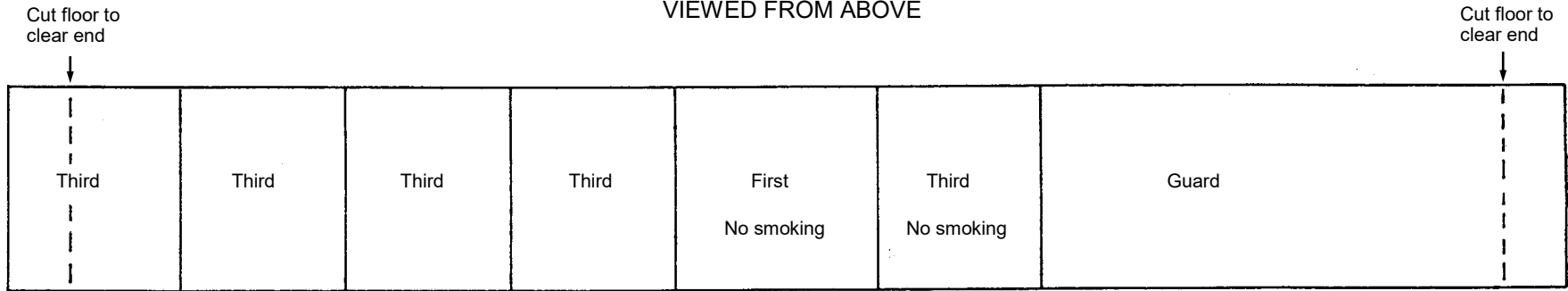
### Scrap views showing additional detailing of sides and ends (not all details may apply to this diagram)



Train alarm gear this end



ROOF AND INTERIOR PLANS  
VIEWED FROM ABOVE



UNDERFRAME VIEWED FROM BELOW

