

## W14 GWR COLLETT CORRIDOR FIRST (FK)

Diagram A22

20 built 1937-1938; withdrawn 1964\*-1966; none preserved

60'

\* - 1 withdrawn before 1948

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.

The Sunshine Stock (also known as 'new type') was introduced in 1936 and entered service on premier expresses such as *The Bristolian* and the *Cheltenham Flyer*. Subsequently they were cascaded into general service. The name derived from the large picture windows on the corridor side. They had end vestibules and a mix of corridor window sizes with 4' wide for 3rd class and 5' wide for 1st class. Sliding vents were provided in some corridor windows.

### Sample formations

07.25	Cheltenham, Swindon, Didcot Reading, Paddington	BTK/CK/TK/BTK/CK/BTK/BTK/FK/TK   Cheltenham   Didcot   Reading
18.55	Paddington, Maidenhead, Reading, Didcot, Oxford	BTK/TK/CK/BTK/TK/FK/BTK   Oxford   Reading

### Running numbers

8092-8101	built 1937	8102-8111	built 1938
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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

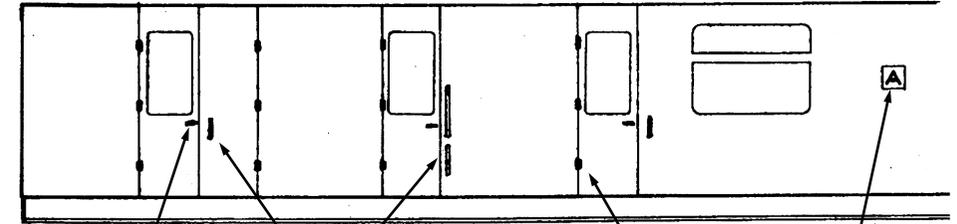
GWR Coaches 1890-1954	Harris	David & Charles
GWR Coaches Vols I & II	J H Russell	O.P.C.
GWR Coaches Appendix II	J H Russell	O.P.C.
Great Western Way	J N Slinn	H.M.R.S
British Railways Pre-Nationalisation Coaching Stock Vol. 1	H Longworth	O.P.C.

COMET MODELS components required to complete this carriage are:

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

### Scrap views showing additional detailing of sides and ends

(not all details may apply to this diagram)



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

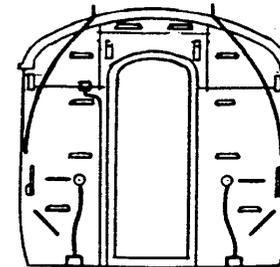
Make grab handles from 0.45mm wire

Door hinges

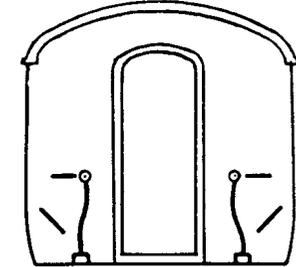
Seat reservation board

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

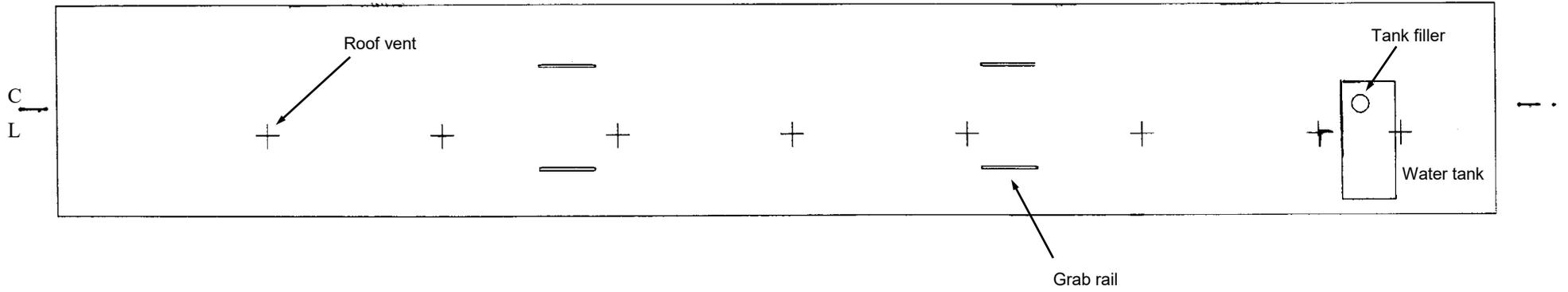


End A

A22

End B

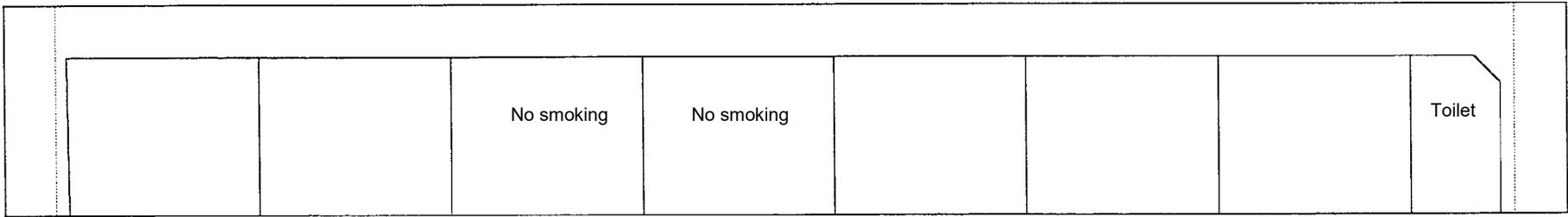
Train alarm gear this end



Cut floor to clear end

ROOF AND INTERIOR PLANS VIEWED FROM ABOVE

Cut floor to clear end



Common edge

UNDERFRAME VIEWED FROM BELOW

Solebar stepboard

Bogie centres 41'6"

Vacuum cylinder

Dynamo

V hanger

Battery box

Battery box

Corner ascending step

