

W17 GWR COLLETT FULL BRAKE (BG)

Diagram K40

50 built 1930-1933; withdrawn 1961-1967*; 1 preserved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* - 1 withdrawn before 1948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.

Towards the end of the bow ended era Collett produced a number of 60' designs in a style similar to the earlier 57' stock. These general purpose parcel vans were initially used on cross-country workings. Many services had a Full Brake at one or both ends of the train. Three (39, 81, 1177) were converted to TPO vehicles in 1960.

Sample formations

03.50	Fishguard, Swansea, Cardiff, Newport, Paddington	BTK*/TK*/TK*/RC*/SLC/FK*/BG/BG/Siphon H/Meat Van *70' coaches
11.25	Cardiff, Bristol, Taunton Exeter, Newton Abbot Paignton	BTK/CK/TK/BTK/TK/BG/BG I Paignton I Newton Abbot
12.55	Penzance, Plymouth, Exeter, Bristol, Bath, Swindon Reading, Ealing, Paddington	Siphon G ¹ /Siphon G ² /BG ² /BTK/CK/BTK/RC/BTK/CK/BG/BG ³ I Paddington I Swindon

Running numbers

1175-1184	built 1930	
3-6/9/11/13/19/27/28/31-37/39/41/43/51/53/55-57		built 1931
71-85	built 1933	

Livery

The coaches were painted chocolate and cream, with a gold line at the boundary. There was a brown line at the eaves approximately 4" deep. Roofs were painted white. Droplights were painted 'mahogany'- a sort of brick red. Letters and numerals were gold shaded black. There was a Coat of Arms in the lower panel with the London and Bristol crests above the shield. Class wording was placed in the waist panel on the doors, and numbers were placed at each end of the coach.

In 1930 along with new coaches for the Torbay and Cornish Riviera Expresses came an elaboration in the form of a completely lined waist panel, the 'double lined' variant. This was soon extended to all existing express stock, but not cross-country and non-corridor stock. Thirds were not marked, only firsts, but with the introduction of stock with end doors only it became necessary to reintroduce the 'third' to avoid confusion, particularly with composites. In 1934 the Garter Crest and Coats of Arms were replaced 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.

From 1949 they received BR unlined crimson.

Further information

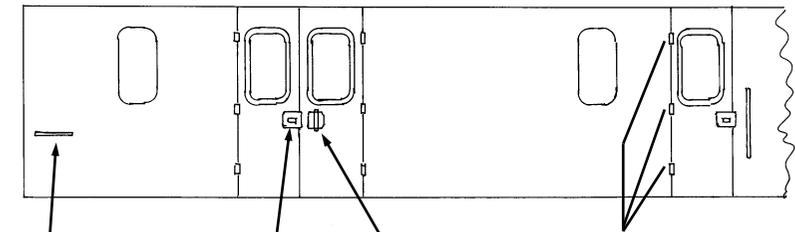
GWR Coaches 1890-1954	Harris	David & Charles
GWR Coaches Vols I & II	J H Russell	O.P.C.
GWR Coaches Appendix II	J H Russell	O.P.C.
Great Western Way	J N Slinn	H.M.R.S
British Railways Pre-Nationalisation Coaching Stock Vol. 1	H Longworth	O.P.C.

COMET MODELS components required to complete this carriage are:

Underframe	UW3	Bogies	BW2
Underframe castings	UCW1	Roof castings	RC5
Ends	EW1	End castings	ECW2
Roof	C10		

Modelling note: The voids behind the area of the handles need to be filled by backing them with suitable strip material, either styrene fixed with adhesive or metal such as scrap from the surround of an etch and soldered in place. After fixing drill for the door handles, make grab handles from 0.45mm wire and fix in place with adhesive.

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



End grab handle

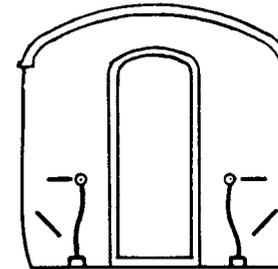
'T' door handles are supplied in complete kits and are available in product C6

Make grab handles from 0.45mm wire

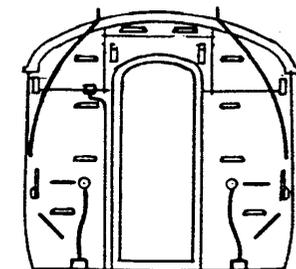
Door hinges

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



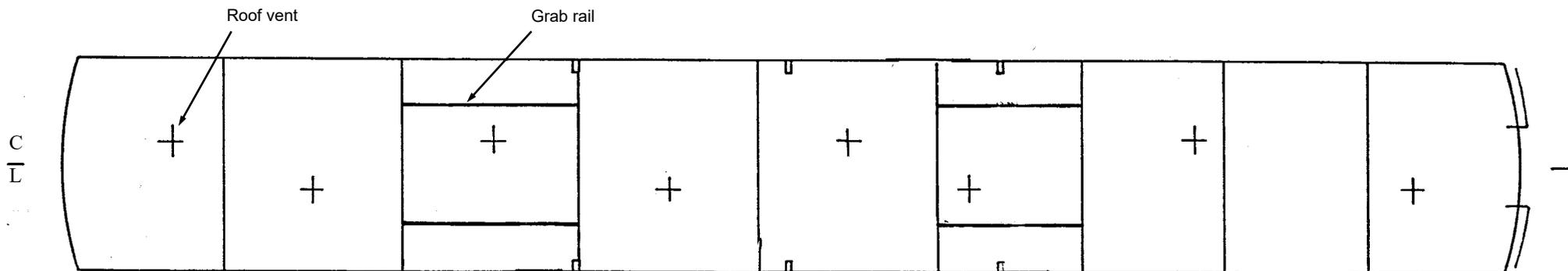
These vehicles were not fitted with train alarm gear

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K40

End A

End B



ROOF PLAN VIEWED FROM ABOVE

UNDERFRAME VIEWED FROM BELOW

