

## W42 GWR COLLETT CORRIDOR BRAKE THIRD (BTK)

Diagram D124

43 built 1937; withdrawn 1961\*-1966; none preserved

61'

\* - 2 withdrawn before 1948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.

In 1936 Collett introduced a considerable change in Great Western coaching stock. The new style was flat ended and mounted on 60' and 61' underframes. They featured end vestibules and sliding ventilators integral with the windows on the compartment side. The corridor side had deep picture windows without vents but separated by equally deep droplights. The windows reached from a low waistline almost to the cantrail, hence they became known as large windowed stock.

Later coaches such as the 'Sunshine Stock' and the Hawksworths echoed many of the features introduced by this large windowed design.

### Sample formations

|       |   |  |
|-------|---|--|
| 07.25 | Cheltenham, Swindon, Didcot<br>Reading, Paddington                                      | <b>BTK/CK/TK/BTK/CK/BTK/BTK/FK/TK</b><br>  Cheltenham   Didcot   Reading   |
| 10.30 | Cardiff, Bristol, Bath, Salisbury,<br>Fareham, Portsmouth                               | <b>BTK/TK/CK/BTK/BCK</b><br>  Plymouth & Ssea   Fareham  |
| 12.30 | Plymouth, Exeter, Bristol,<br>Pontypool Road, Hereford,<br>Shrewsbury, Crewe, Liverpool | <b>BTK/CK/CK/BTK/BCK/BTK<sup>2</sup>/RC<sup>1</sup>/CK<sup>2</sup>/BTK<sup>2</sup>/BCK/BCK</b><br>Ppool Rd   N'ton Abbot   Plymouth   PpoolRd<br><sup>1</sup> alternating LMS/GWR <sup>2</sup> LMS coaches |
| 15.55 | Bristol, Weston, Bridgwater<br>Taunton, Newton Abbot, Kingswear                         | <b>BTK/CK/BTK/BTK/CK/BTK</b>   |
| 18.55 | Paddington, Maidenhead,<br>Reading, Didcot, Oxford                                      | <b>BTK/TK/CK/BTK/TK/FK/BTK</b><br>  Oxford   Reading   |

### Running numbers

1583-1603/5-26

### 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.

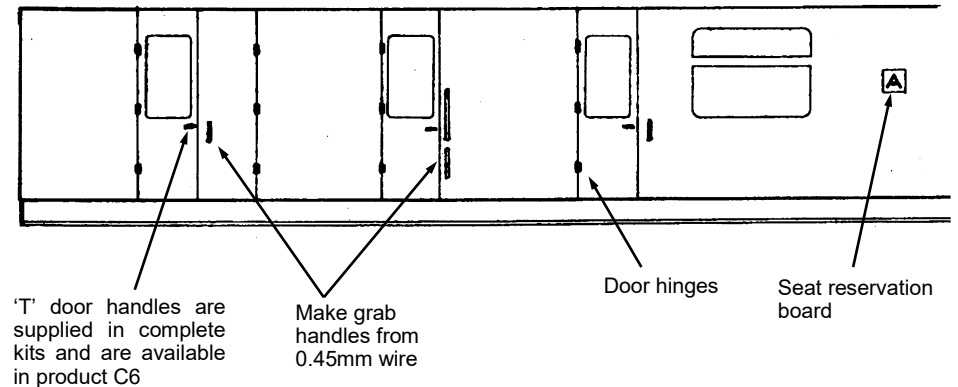
### Further information

|  |             |                 |
|--|-------------|-----------------|
| 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:

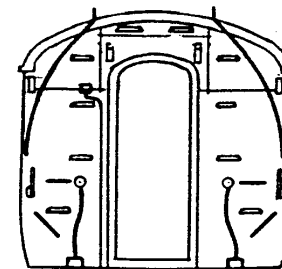
|                     |      |               |      |
|---------------------|------|---------------|------|
| Underframe          | UW3  | Bogies        | BW4  |
| Underframe castings | UCW1 | Roof castings | RC5  |
| Ends                | EW2  | End castings  | ECW2 |
| Roof                | C10  | Interior      | INT1 |

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

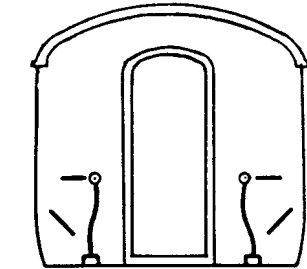


Door hinges, gangway suspension brackets, train alarm gear ears, gangway end covers and solebar ascending steps are available in product C26

End A



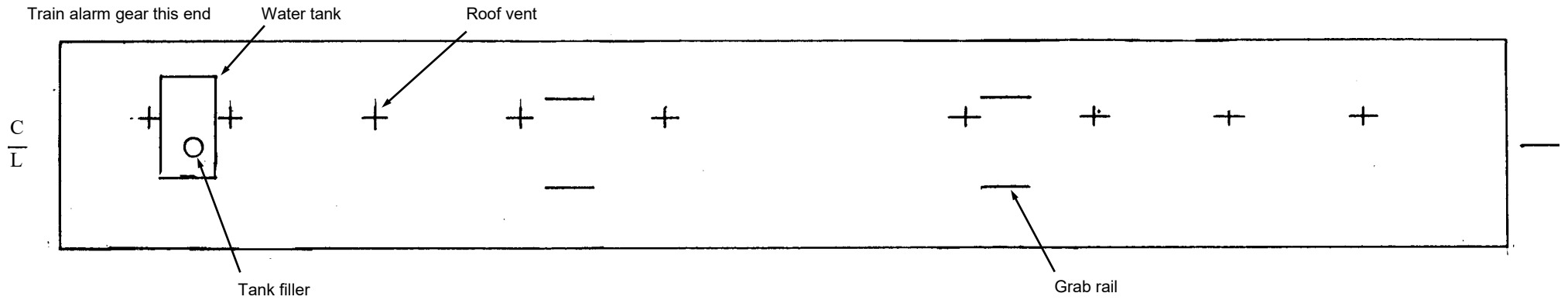
End B



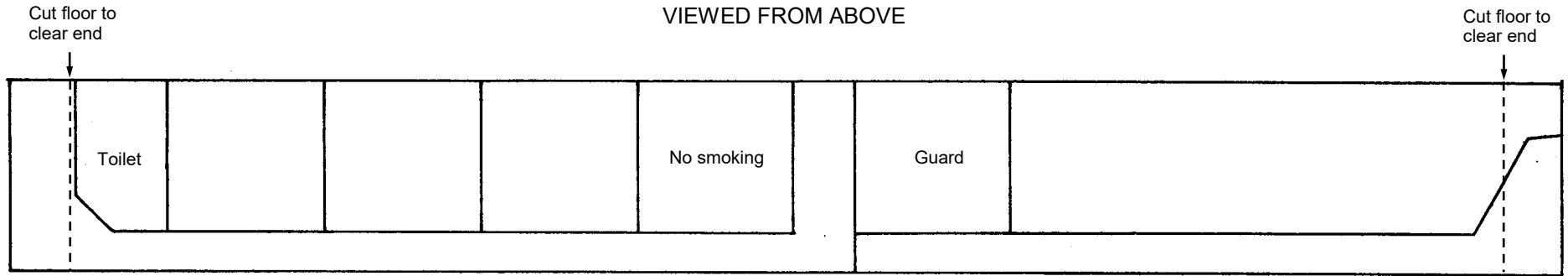
D124

End A

End B



ROOF AND INTERIOR PLANS  
VIEWED FROM ABOVE



UNDERFRAME VIEWED FROM BELOW

