

W4 GWR COLLETT CORRIDOR BRAKE THIRD (BTK) - Left Hand Van Diagrams D83/90

D83: 8 built 1923-1924; withdrawn 1957-1960; none preserved 70'
D90: 4 built 1924; withdrawn 1957-1958; none preserved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.

These designs represented the final development of the 70' coach and marked the beginning of the bow-ended era. The bow end reduced the length of the corridor bellows and required the introduction of buckeye couplings and fold-down buffers. D90 carriages had a bowed passenger end and flat brake end; D83 was flat at both ends. The right-handed versions were D82 and D84 respectively (Comet Models W3).

They were introduced first on the Paddington-Cardiff service and became known as South Wales Stock. They were dispersed more widely as newer designs were introduced.

Sample formations

South Wales sets 1924	BTK/TK/CK/RC/CK/TK/BTK
08.35 Plymouth-Paddington 1931	BTK/CK/TK/BTK/FK/RU/TK/BTK/Slip/Slip
10.10 Paddington-Birkenhead via Oxford 1938	TK/BTK/TK/CK/TK/RC/CK/BTK*/TK*/CK/BTK*
	Hereford Birkenhead *70' stock
11.45 Paddington-Hereford 1951	BTK/TK/CK/TK/BTK*/RU/CK/BTK
	Hereford Worcester *70' stock

Running numbers

D83		D90	
3516/7, 4603/4/6/8/10/12	built 1923	4614/6/8/20	built 1924

Livery

From 1922 onwards coaches were painted chocolate and cream, with white roofs. Droplights were painted 'mahogany'- a sort of brick red. The coaches were pseudo-panelled, the panelling being picked out in black edged with gold. Letters and numerals were gold shaded black. A Garter Crest was placed centrally in the lower panel with the Coats of Arms of London and Bristol flanking it. GWR was placed directly above the crest. Numbers were placed at both ends in the waist panel.

In 1927 pseudo-panelling was abandoned. Coaches were plain chocolate and cream with a gold line at the boundary. There was a brown line at the eaves approximately 4" deep.

In 1928 the Garter Crest went and was replaced by a new Coat of Arms in which the London and Bristol crests reverted to their correct heraldic position above the shield. Class wording in the waist panel on the doors was continued, 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 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.

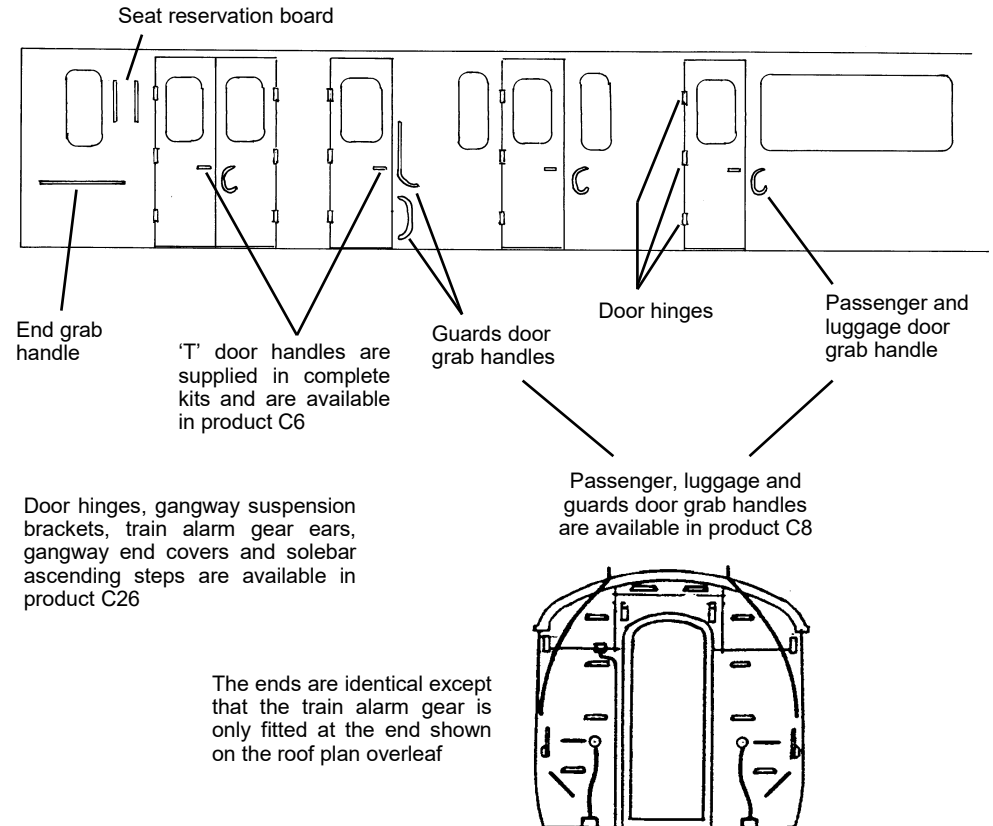
COMET MODELS components required to complete this carriage are:

Underframe	UW1	Bogies	BW3
Underframe castings	UCW1	Roof castings	RC5
Ends	EW2 or EW12	End castings	ECW1
Roof	C10	Interior	INT1
Grab Handles	C8		

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.

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



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Train alarm gear this end. This end bowed on D90

D83/90

