

**W50 GWR COLLETT NON-GANGWAYED BRAKE COMPOSITE (BC) Dia. E129**  
**(Half a B Set) 57'**

**10 built 1926; withdrawn 1958-1961; none preserved**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 WR (BR) system. This diagram was built for the Bristol Division and many were based at Taunton working 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**

6545/47/51/53/56/60/61/63/65/66, paired into sets as Bristol Division Nos 8-12 in the order given.

**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 unlined carmine. From 1956 they were painted maroon with the intention of being lined gold/black/gold at the waist and black/gold above the windows, but many would have remained unlined.

**Further information**

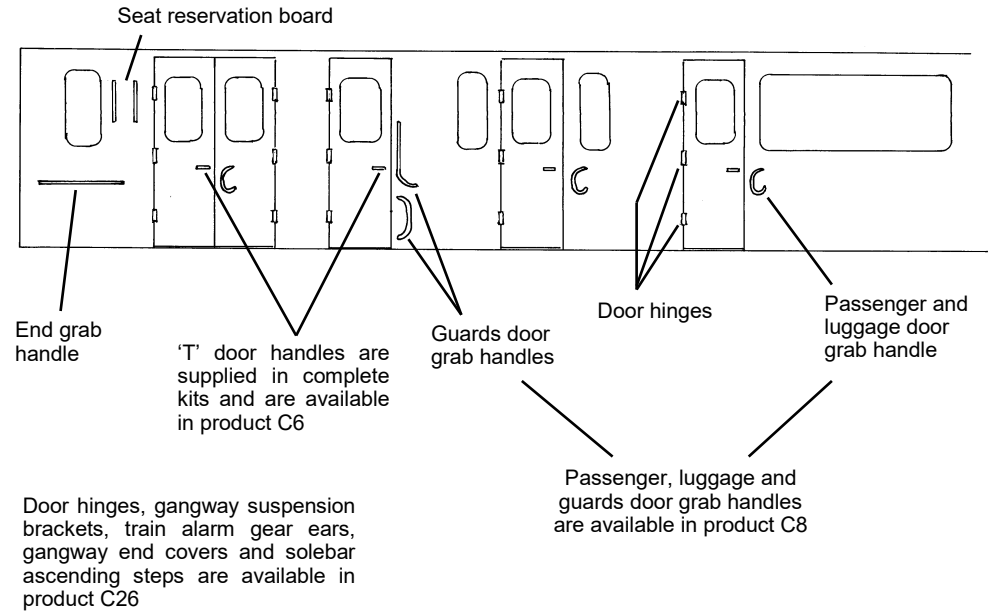
GWR Coaches 1890-1954  
 GWR Coaches Vols I & II  
 GWR Coaches Appendix II  
 Great Western Way  
 British Railways Pre-Nationalisation Coaching Stock Vol. 1

Harris  
 J H Russell  
 J H Russell  
 J N Slinn  
 H Longworth  
 David & Charles  
 O.P.C.  
 O.P.C.  
 H.M.R.S  
 O.P.C.

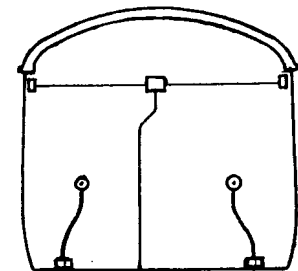
COMET MODELS components required to complete this carriage are:

Underframe	UW3	Bogies	BW3
Underframe castings	UCW1	Roof castings	RC5
Ends	EW4	End castings	ECW3
Roof	C10	Interior	INT5
Grab Handles	C8		

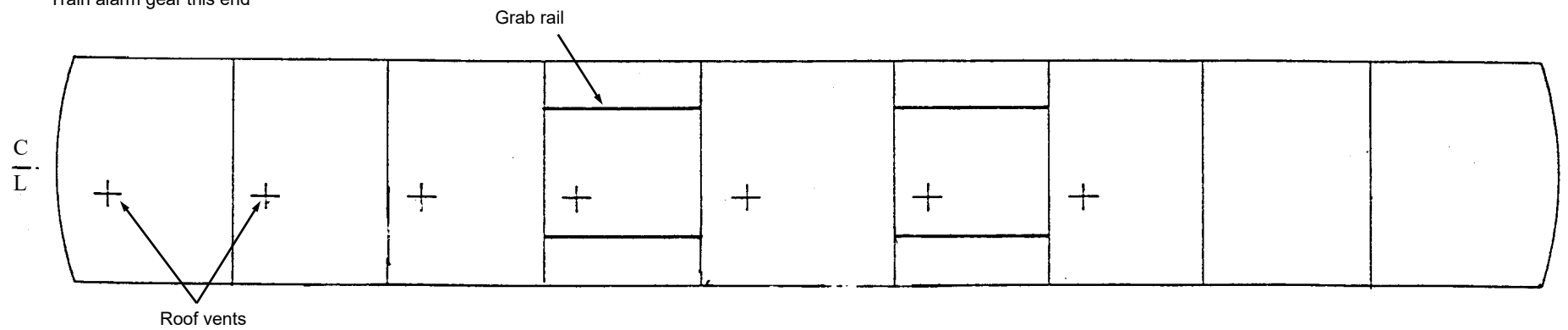
**Scrap views showing additional detailing of sides and ends**  
 (not all details may apply to this diagram)



The ends are identical except that the train alarm gear is only fitted at the end shown on the roof plan overleaf



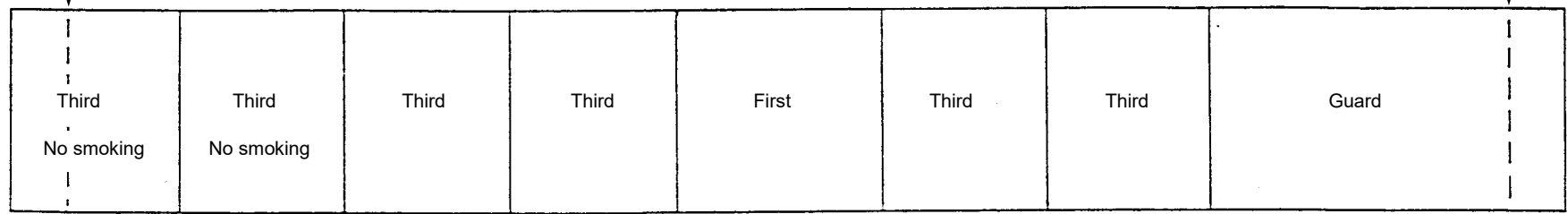
Train alarm gear this end



ROOF AND INTERIOR PLANS  
VIEWED FROM ABOVE

Cut floor to clear end

Cut floor to clear end



UNDERFRAME VIEWED FROM BELOW

