COMET MODELS

W12 GWR COLLETT CORRIDOR BRAKE COMPOSITE Diagram E148

40 built 1934-1935; withdrawn 1962-1963; 1 preserved 57'

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 flat-ended coaches marked the close of the early bow-ended era until the advent of the later Hawksworth design. They were also the last 57' coaches built by the GWR. Whilst the compartment side still featured a door to each compartment with flanking quarter lights there were fewer doors on the corridor side. The 7' plate bogie design gave way to the modern 9' pressed steel type.

Sample formations

07.45 Penzance, Plymouth, Exeter, Bristol, Pontypool Road, Hereford, Shrewsbury, Crewe, Liverpool

BTK/CK/BTK/CK/RC*/BTK/CK/BTK/**BCK**/**BCK**/**BCK**/**BCK**
I 1 I 2 I 3 I 4 I 5 I 6 I 7 I

1 Pontypool Road-Crewe 2 Newton Abbot-Crewe
3 Penzance-Crewe (*RC alternating daily between LMS and GWR vehicles)
4 Penzance-Shrewsbury 5 Pontypool Road-Shrewsbury
6 Penzance-Bristol 7 Newton Abbot-Bristol

09.10 Deal, Ashford, Redhill, Reading, Oxford, Birmingham, Wolverhampton, Shrewsbury, Chester, Birkenhead

BTK/CK/**BCK**/**BCK**/RC/BTK/**BCK**/BTK
IRedhill-B'headI Ashford-BirkenheadI

Running numbers

6909-24/27/28/30/31 built 1934 6824-6826/28/32-36/40/42-49/51/52 built 1935

Livery

The coaches were painted in chocolate and cream with white roofs and carried the 'shirtbutton' monogram. Droplight frames were painted 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.

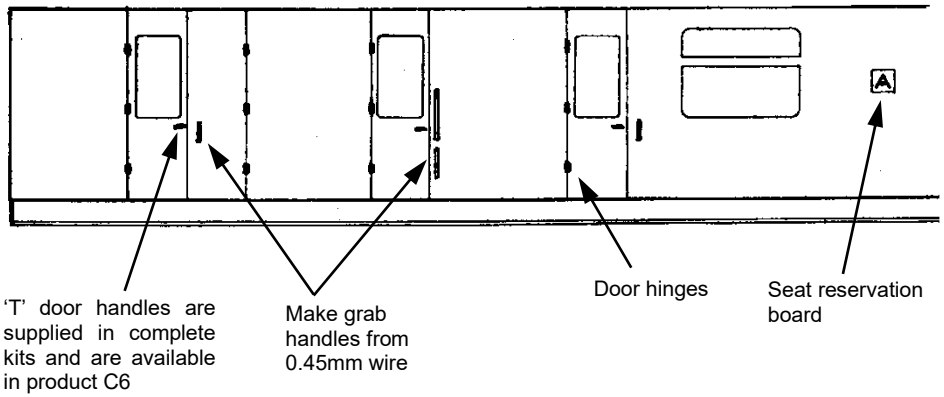
Further information

GWR Coaches 1890-1954	Harris	David & Charles
GWR Coaches Vols I & II	J H Russell	OPC
GWR Coaches Appendix II	J H Russell	OPC
Great Western Way	J N Slinn	HMRS
British Railways Pre-Nationalisation Coaching Stock Vol. 1	H Longworth	OPC

COMET MODELS components required to complete this carriage are:

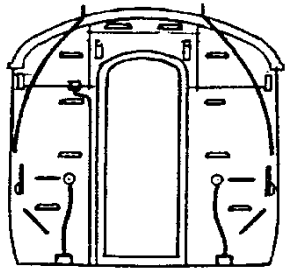
Underframe	UW3	Bogies	BW4
Underframe castings	UCW1	Roof castings	RC5
Ends	EW2	End castings	ECW2
Roof	C10	Interior	INT1

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

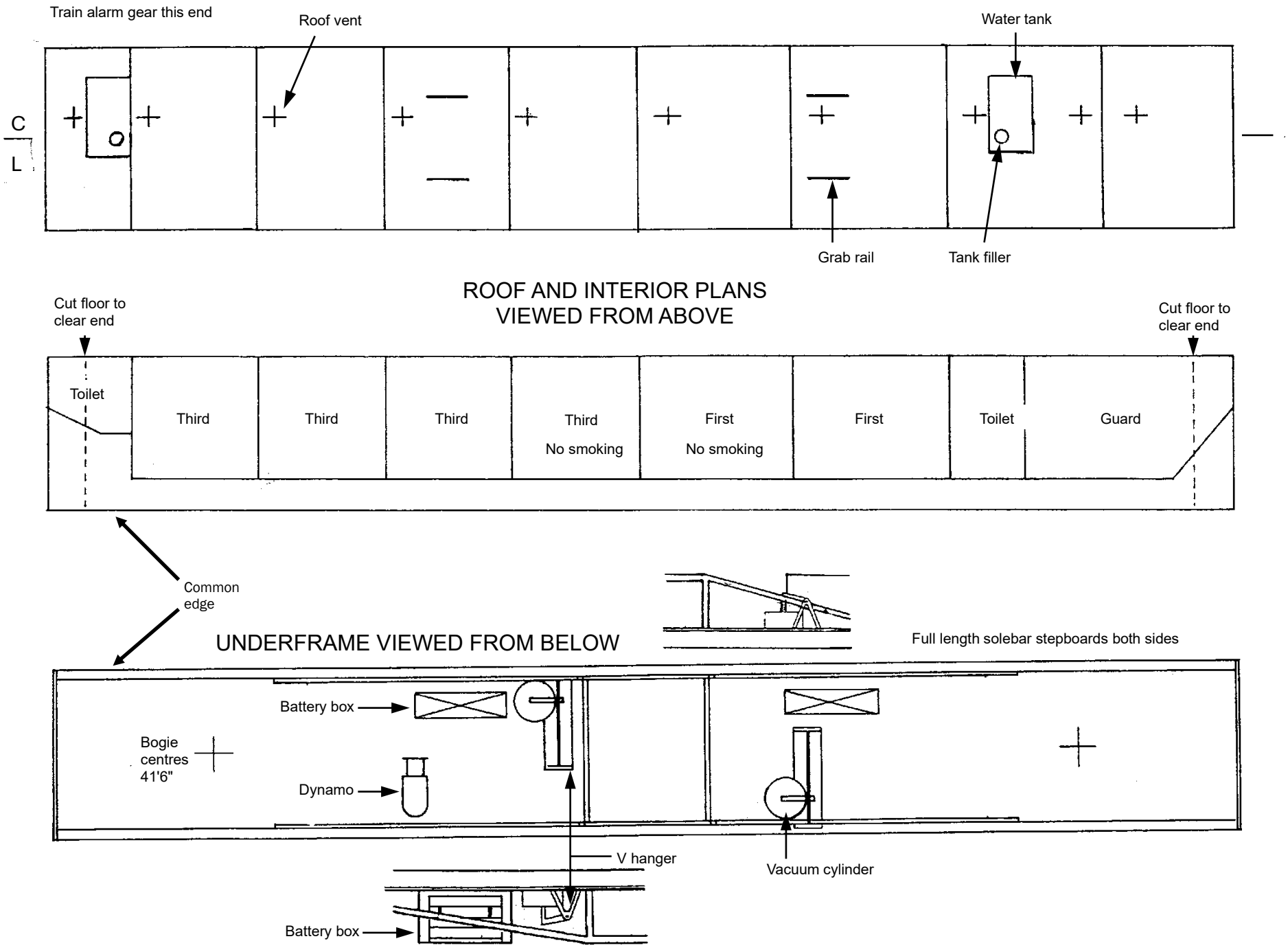
The ends are identical except that the train alarm gear is only fitted at the end shown on the roof plan overleaf



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E148


Train alarm gear this end
Roof vent
Water tank
C
L
Grab rail
Tank filler
ROOF AND INTERIOR PLANS
VIEWED FROM ABOVE
Cut floor to clear end
Cut floor to clear end
Toilet
Third
Third
Third
Third
No smoking
First
No smoking
First
Toilet
Guard
Common edge
UNDERFRAME VIEWED FROM BELOW
Full length solebar stepboards both sides
Battery box
Bogie centres 41'6"
Dynamo
V hanger
Vacuum cylinder
Battery box