COMET MODELS

W18 GWR COLLETT NON-CORRIDOR THIRD (T) Diagrams C66/75

C66: 118 built 1934-1936; withdrawn 1957-1963; none preserved 55'3"
C75: 99 built 1937-1940; last withdrawn 1959-1965; none preserved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 coaches featured flat ends and wider flanking quarterlights than the first style of Collett coaches. They were built to two diagrams with virtually identical side profiles and with the same underframes. The main difference seems to have been in the method of roof construction in that C66 had transverse ribbing whereas C75 had longitudinal rainstrips. There was also a 1" difference in width (9'0" vs 8'11").

Sample formations

BT/**T** (with van inboard) BT/C/BT BT/C/**T**/BT BT/**T**/F/**T**/BT

BT/C/BT/BT/**T**/BT BT/**T**/F/**T**/**T**/BT

07.15	Paddington, Swindon, Bath	TK /RC /BTK/TK/CK/BTK/Siphon C/**T**/**T**/B
	Bristol, Newport, Cardiff	I Bristol I Cardiff I Swindon I Reading
17.15	Paddington, Bath	BTK/TK/CK/CK/**T**/C/BT/CK
	Bristol, Weston super Mare	I Weston I Twyford I

Running numbers

C66	5461-5490	built 1934	C75	1384-1418	built 1937
	4244-4291	built 1935		1237/8	built 1939 for the Highworth Branch
	4026-4065	built 1936		1673-1684/86/88-90/92-1712	built 1938-39
				451-475	built 1940

Seven C66 were rebuilt in 1953-54 to diagram A41 autocoaches, as were eleven C75 to diagram A42.

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 unlined carmine.

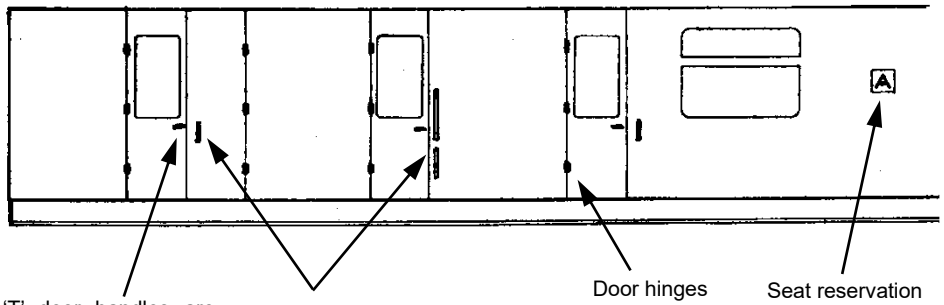
Further information

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	EW5	End castings	ECW3
Roof	C10	Interior	INT5

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



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

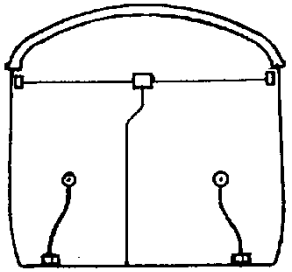
Make grab handles from 0.45mm wire

Door hinges

Seat reservation board

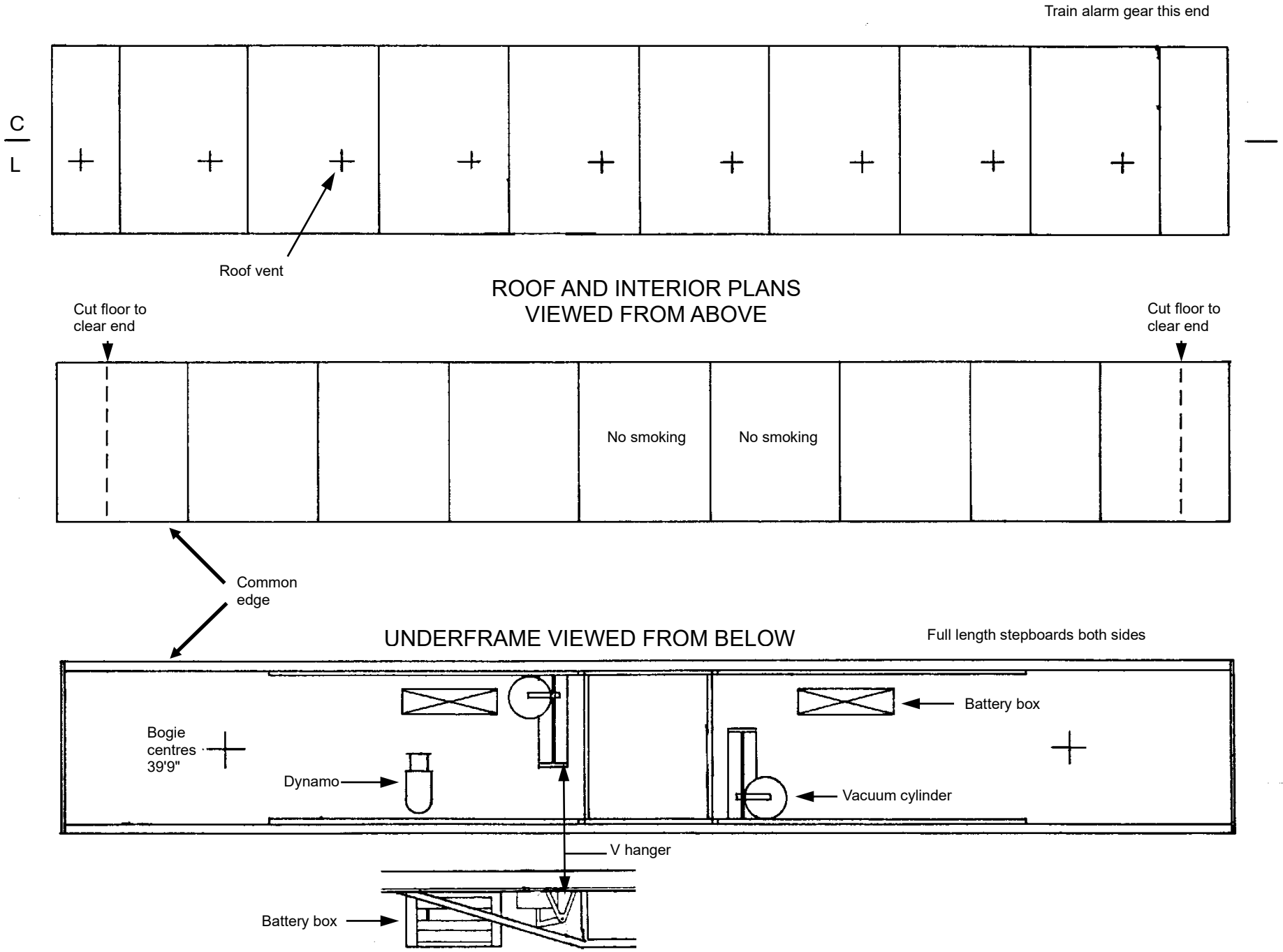
Door hinges, gangway suspension brackets, train alarm gear ears, gangway end covers and solebar ascending steps are available in product C26

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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Train alarm gear this end
C
L
Roof vent
ROOF AND INTERIOR PLANS
VIEWED FROM ABOVE
Cut floor to clear end
Cut floor to clear end
No smoking
No smoking
Common edge
UNDERFRAME VIEWED FROM BELOW
Full length stepboards both sides
Bogie centres 39'9"
Dynamo
Battery box
Vacuum cylinder
V hanger
Battery box