COMET MODELS

W9 GWR COLLETT CORRIDOR BRAKE COMPOSITE (BCK) - Right Hand Van
Diagram E128

22 built 1925-1926; withdrawn 1958-1963; 1 preserved 57'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.

The 57' bow ended designs followed on from the 70' coaches introduced in 1922 and were externally similar. When first introduced they went into premier express services, often in 6 coach sets, on trains such as *The Bristolian* and the *Cheltenham Flyer*. They were dispersed more widely as newer designs were introduced. Right hand coaches had the van on the right when viewed from the corridor side, as depicted by this etch.

Sample formations

6.0pm Paddington-Newbury-Westbury-Yeovil-Weymouth 1931
BCK/TK/BTK/RC/**BCK**/TK/CK/BTK
I Weymouth I Newbury I

3.0pm Paddington-Malvern Wells 1938
BTK*/RC*/CK/BTK/**BCK**[1]/**BCK**[2]/ SLIP T
I Malvern Wells I I Oxford I
*70' stock [1] Stourbridge [2] Cheltenham

9.07am Paddington-Exeter 1951
BTK/TK/CK/CK/TK/**BCK**/RU/**BCK**
I Exeter I Bristol I

Running numbers

6475-80/91 built 1925 6481/3/92-95/97/98/512-18 built 1926

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.

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

COMET MODELS components required to complete this carriage are:

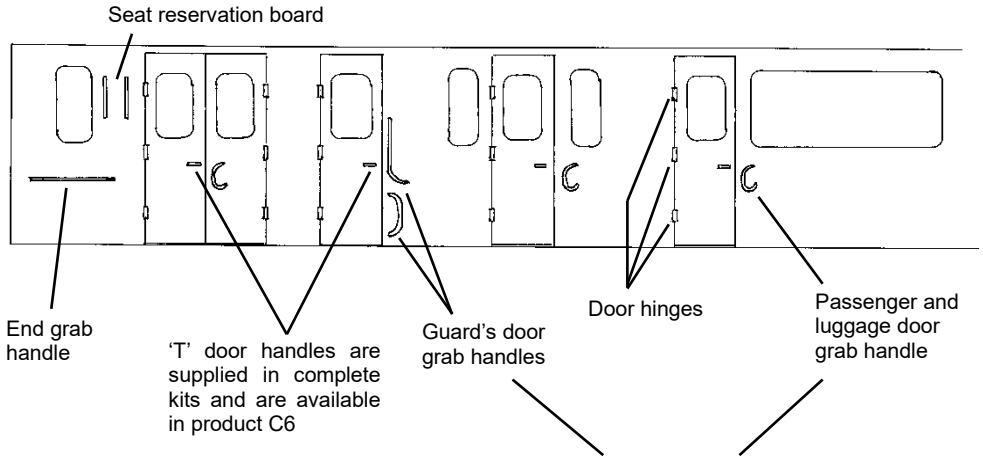
Underframe	UW3	Bogies	BW2
Underframe castings	UCW1	Roof castings	RC5
Ends	EW1	End castings	ECW2
Roof	C10	Interior	INT1
Grab Handles	C8		

Great Western Way	J N Slinn	HMRS
British Railways Pre-Nationalisation Coaching Stock Vol. 1	H Longworth	OPC

Modelling note

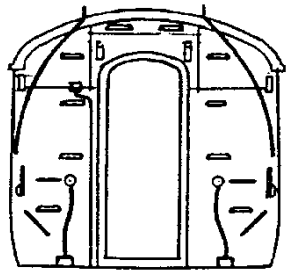
To allow for use with overlength RTR donor carriages, the sides are 230mm long rather than the correct 228mm. If using the sides as part of a complete Comet kit, remove 1mm from each end of the sides.

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

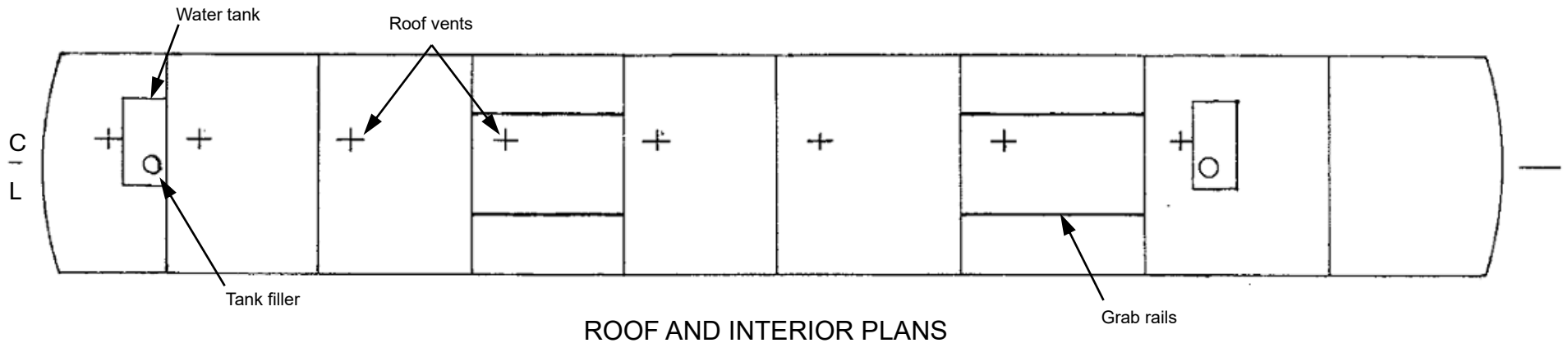


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Train alarm gear this end

E128 (RH)



ROOF AND INTERIOR PLANS VIEWED FROM ABOVE

