COMET MODELS

W13 GWR COLLETT FULL BRAKE (BG) Diagram K42

40 built 1937-1945; withdrawn 1966-1978; 2 preserved 57'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 vans operated in express parcels trains all over the Great Western system. The internal layout featured a side corridor giving greater security than the previous open plan types. Built in four lots, they were contemporary with the 'Sunshine Stock' coaches.

Sample formations

01.30 Paddington, Banbury, Leamington, Birmingham

BG/Siphon G/Siphon G/BCK/ Siphon G/Siphon G/**BG**
I Paddington-Birmingham **I** Banbury

16.15 Weymouth, Dorchester, Yeovil, Westbury, Lavington, Newbury, Reading, Paddington

BC/RC/BTK/CK/BTK/BTK/CK/TK/**BG**/**BG**/Slip
I 1 **I** 2 **I** 3 **I** 4 **I** 5 **I**
1 from Westbury 2 from Weymouth 3 from Weymouth Quay
4 Yeovil-Westbury 5 from Reading

Running numbers

158-167 built 1937 121-130 built 1940 91-100, 268-277 built 1944/45

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). Numbers 124 and 126 were painted in GWR brown, the latter branded '8.55 Paddington-Cardiff 1.48 Cardiff-Paddington'.

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 unlined crimson. W164 was recorded in BR crimson and cream. They should then have appeared in unlined maroon and then rail blue, but photographic evidence is lacking for the former.

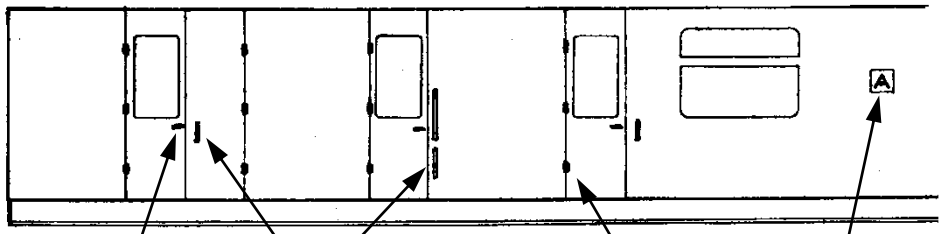
Further information

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		

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

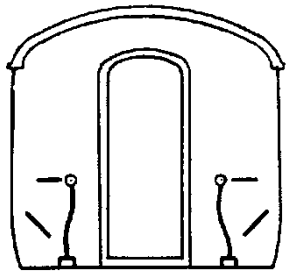
Make grab handles from 0.45mm wire

Door hinges

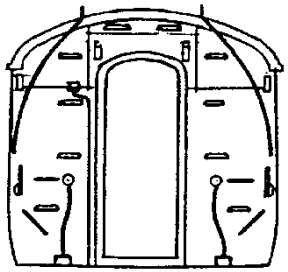
Seat reservation board

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

End A



End B

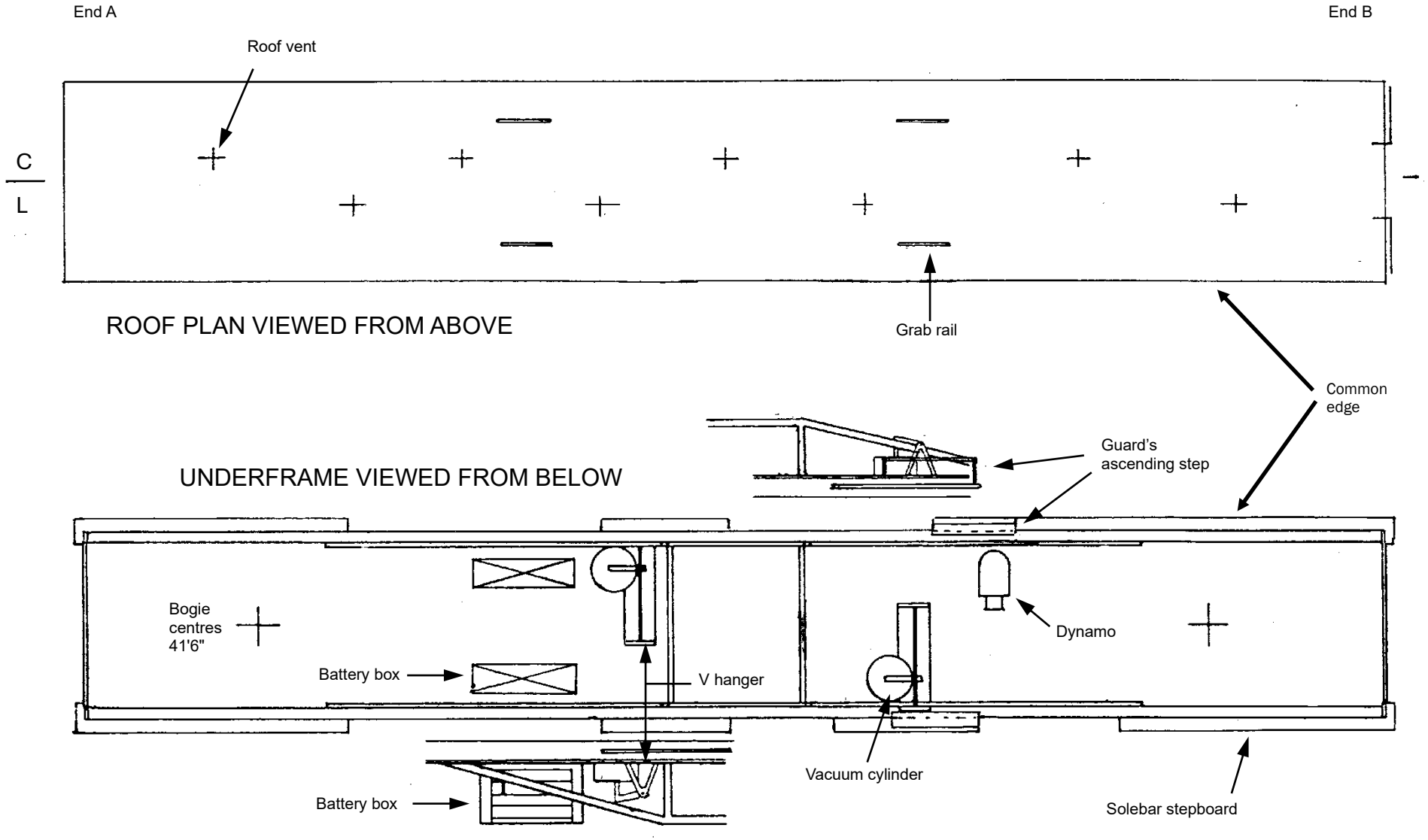


These vehicles were not fitted with train alarm gear

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K42


End A
End B
Roof vent
C
L
ROOF PLAN VIEWED FROM ABOVE
Grab rail
Common edge
Guard's ascending step
UNDERFRAME VIEWED FROM BELOW
Bogie centres 41'6"
Battery box
V hanger
Dynamo
Battery box
Vacuum cylinder
Solebar stepboard