

W27 GWR Collett RESTAURANT COMPOSITE

H57

Introduced 1938, last withdrawn 1964

61'

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 'Sunshine Stock' (also known as 'new type') were introduced in 1936 and entered service on premier expresses such as the 'Bristolian' and the 'Cheltenham Flyer'. Subsequently they were cascaded into general service. The name derived from the large picture windows on the corridor side. They had end vestibules and a mix of window sizes with 4' for 3rd class and 5' for 1st class. Sliding vents were provided in some corridor windows. These twelve-wheeled diners worked many of the light and cross-country services well into BR days

Sample formations

08.40	Paddington, Reading, Oxford, Birmingham	BTK/CK/RC/TK/CK/TK Padd - B'ham Oxford
09.10	Deal, Ashford, Redhill, Reading, Oxford, Birmingham, Wolverhampton Shrewsbury, Chester Birkenhead	BTK/CK/BCK/BCK/RC/BTK/BCK/BTK Redhill-B'head Ashford-Birkenhead
12.30	Plymouth, Exeter, Bristol, Pontypool Road, Hereford, Shrewsbury, Crewe, Liverpool	BTK/CK/CK/BTK/BCK/BTK ² /RC ¹ /CK ² /BTK ² /BCK/BCK Ppool Rd N'ton Abbot Plymouth PpoolRd ¹ alternating LMS/GWR ² LMS coaches

Running numbers

9671-9675 built 1938

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 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.

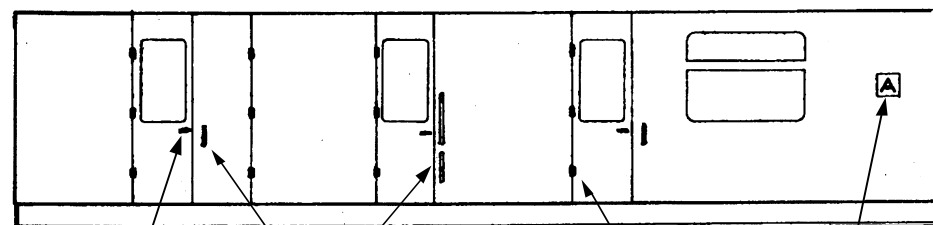
Further information

GWR Coaches 1890-1954	Harris	David & Charles
GWR Coaches Vols I & II	J H Russell	O.P.C.
GWR Coaches Appendix II	J H Russell	O.P.C.
Great Western Way	J N Slinn	H.M.R.S

COMET MODELS coach components required to complete this coach are as follows

Underframe	UW2	Bogies	BW1
Underframe castings	UCW1	Roof castings	RC4/5
Ends	EW2	End castings	ECW2
Roof	C10	Interior	INT3
Gas cylinders	C19		

Scrap view of side showing additional detailing



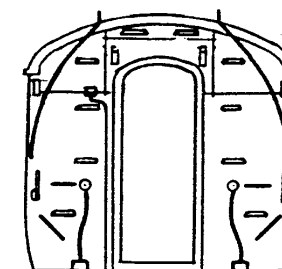
'T' door handles are supplied in complete kits and are available in product C6

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

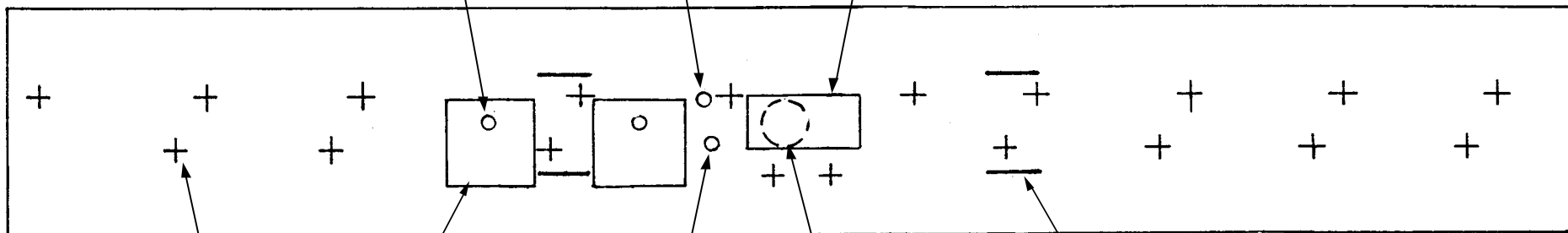
Train alarm gear this end

Tank filler

Flat topped vent

Original cowl

C
L



Roof vent

Water tank

Mushroom vent

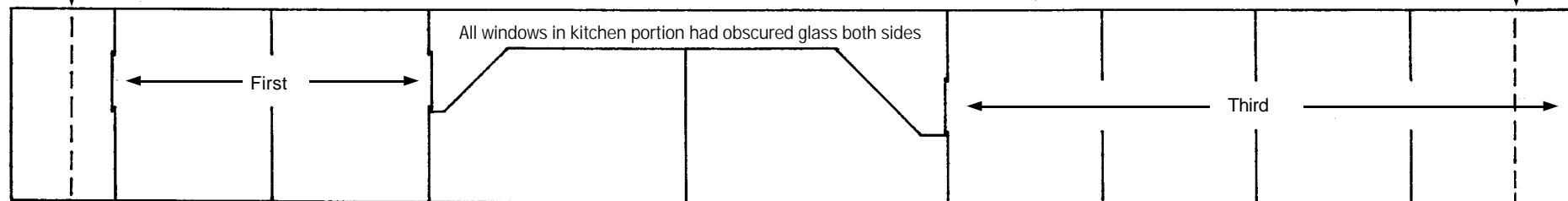
Later fan cowl

Grab rail

Cut floor to clear end

ROOF AND INTERIOR PLANS VIEWED FROM ABOVE

Cut floor to clear end



UNDERFRAME VIEWED FROM BELOW

Solebar stepboard

