

W29 GWR Collett RESTAURANT COMPOSITE

H25/33

As rebuilt circa 1939, last withdrawn 1961

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 two diagrams had identical side elevations. H25 was flat ended, 8'6" wide and ran on 9' bogies. H33 was bow ended, 9' wide and ran on 7' bogies. They were built respectively in 1924/5 and all were rebuilt with the more modern sliding vents depicted by this etch. They were self-contained vehicles which did not need to be marshalled next to other open stock and as their width gave good route availability they were mainly used on cross-country services.

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

H25 9563-9567 H33 9578-9581

Livery

The coaches were painted chocolate and cream, with a gold line at the boundary. There was a brown line at the eaves approx 4" deep. Roofs were painted white. Droplights were painted 'mahogany'- a sort of brick red. Letters and numerals were gold shaded black.

There was a Coat of Arms in the lower panel with the London and Bristol crests above the shield. Class wording was placed in the waist panel on the doors, 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 1 1/2" 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 crimson and cream and from 1956 lined maroon.

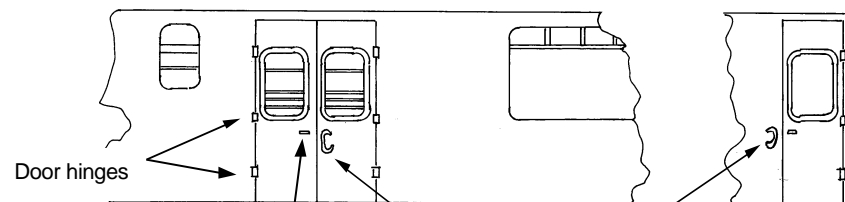
Further information

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	UW3	Bogies	BW2/3
Underframe castings	UCW1	Roof castings	RC4/5
Ends	EW1/2	End castings	ECW2
Roof	C10	Interior	INT3
Gas cylinders	C18		

Scrap view of side showing additional detailing

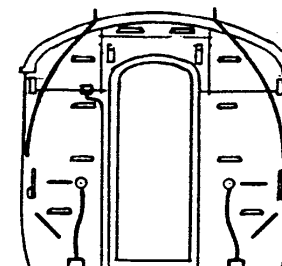


'T' door handles are supplied in complete kits and are available in product C6

Passenger and luggage door grab handles are available in product C8

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

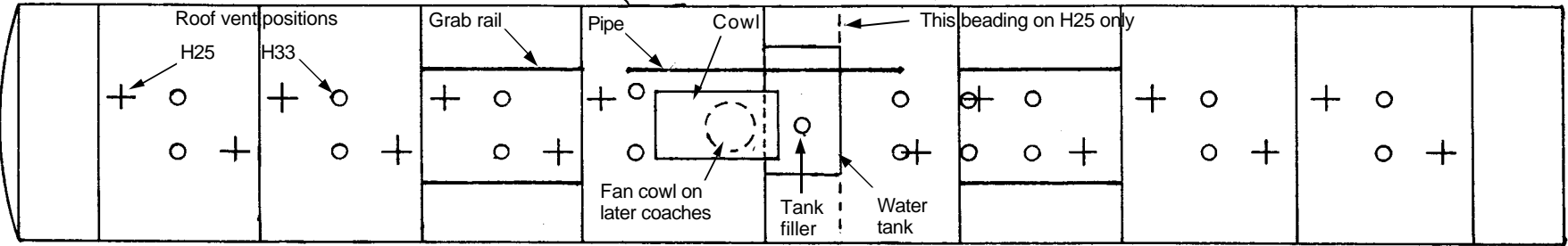


27/09/07

H33

Bow ends

C
L

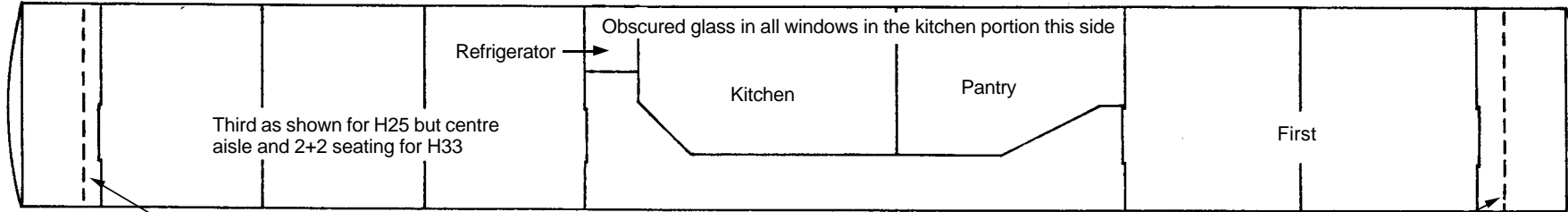


H25

Flat ends

Train alarm gear this end

ROOF AND INTERIOR PLANS VIEWED FROM ABOVE

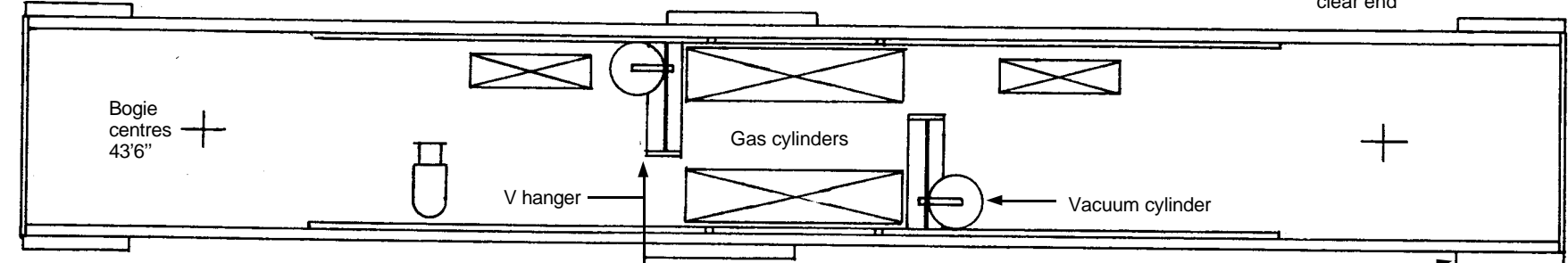


Cut floor to clear end

Obscured glass to double doors and next two windows on the right

Cut floor to clear end

H33



Battery box

Solebar stepboard

Bogie steps

UNDERFRAMES VIEWED FROM BELOW

H25

