

W5 GWR Collett RESTAURANT COMPOSITE

H26-29

Rebuilt 1930's, last withdrawn 1962

70'

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 history and physical detail of these nine coaches is quite complex. The first four were bow ended designs to diagram H26. In the same lot were two flat ended coaches to H27 and H28. The remaining two to H29 were given bow ends. The coaches were rebuilt during the 1930's and received modern integral sliding vents in place of the toplights. The etch depicts this rebuilt style and all coaches had similar side profiles. In the late 30's some had their 4 wheel bogies replaced by 6 wheel, and these are supplied when purchased as a kit, though 4 wheel bogies can be substituted if desired.

In 1948 the coaches were refurbished internally and were long lived, remaining on premier services until the last withdrawal in 1962. No. 9575 unusually received BR chocolate and cream livery in 1956 and was used in the "Torbay Express".

Sample formations

6.05pm Paddington-Malvern Wells 1938 *70' stock	BTK/CK/RC*/BTK*/TK*/CK/CK/TK/BTK/CK/FK/TK/BTK Malvern Wells Worcs Oxf Reading
6.45pm Paddington-Great Malvern 1951	BTK/TK/CK/RC/CK/BTK/CK/TK/BCK Great Malvern Worcester
3.55am Paddington-Fishguard 1951	BTK/TK/FK/BTK/BTK/TK/CK/RC/CK/TK/BTK Swansea Fishguard

Running numbers

H26 bow ended 9568-9571	H27/8 flat ended 9572/3	H29 bow ended 9575/6
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Livery

From 1922 onwards coaches were painted chocolate and cream with a gold line at the boundary, and white roofs. Droplights were painted 'mahogany'- a sort of brick red. There was a brown line at the eaves approx 4" deep.

In 1928 the Garter Crest 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 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 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.

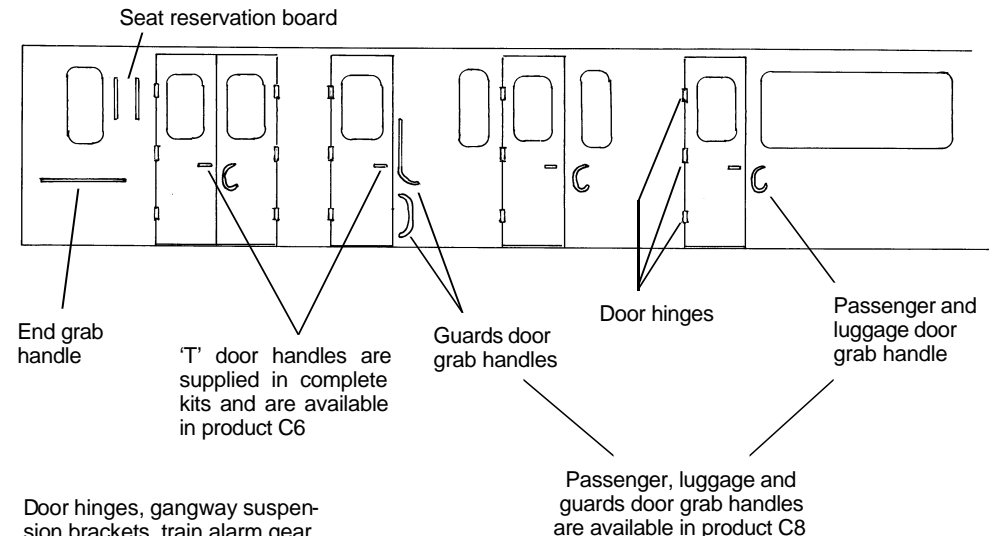
COMET MODELS coach components required to complete this coach are as follows

Underframe	UW1	Bogies	BW1
Underframe castings	UCW1	Roof castings	RC4/5
Ends	EW1/2	End castings	ECW1
Roof	C10	Interior	INT3
Gas cylinders	C19	Grab handles	C8

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.

Scrap view of side showing additional detailing



The ends are identical except that the train alarm gear is only fitted at the end shown on the roof plan overleaf

