

W55 GWR Collett SUPER SALOON WITH KITCHEN

Diag. H45/6

Introduced 1935

60'

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 to overlay the Hornby (ex Airfix) Centenary coaches, or as a basis for a scratchbuilt coach.

In 1929 Pullman trains were provided as "Ocean" specials serving the passenger liners berthing at Plymouth. In 1931 the GWR introduced their own stock, officially called Super Saloons but often referred to as "Cunard", "Ocean" or even "Pullman" stock. Built to the maximum loading gauge width of 9'7" they had bow ends with inset end doors angled at 30°, features which were later adopted for the Centenary Stock. They were fitted out to an opulent standard equalling the luxury of Pullman Cars. Initially the windows were of the wind down "Beclawat" type but these were replaced in 1935 with the more conventional 4 element sliding vents.

A common boat train formation was five Super Saloons and two passenger brake vans, but could be reduced to just three saloons for the fastest service. The "Ocean Liner" services continued to 1962, when a typical formation was BG/BCK/Saloon/RK/Saloon/Saloon/BG. From 1962 the coaches were used on Newbury Racecourse specials.

To avoid the need to provide a full kitchen car when used for hire to private parties two coaches were rebuilt in 1935 with a small kitchen in place of the large coupe compartment.

Livery

These coaches were painted chocolate and cream, with white roofs. The edge of the gutter was painted chocolate. They had a double waist line in black and gold with the coach number at both ends and the letters GWR in the centre. A separate panel on the lower body sides contained the name, flanked by two GWR 'shirt button' monograms.

From 1949 they received the 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. In 1957 they were painted in BR chocolate and cream but the names were removed. Class designations do not appear to have been applied.

Further information

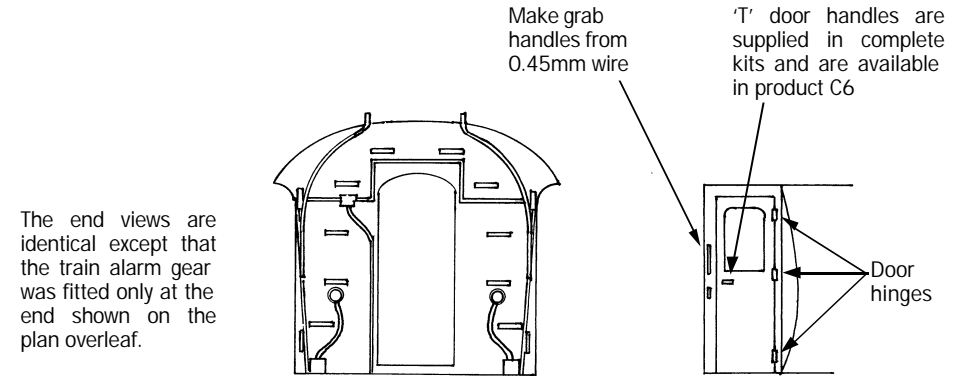
Pictorial Record of GWR Coaches Vols I and II	J H Russell	OPC
Great Western Coaches Appendix Volume II	J H Russell	OPC
Great Western Coaches from 1890	Michael Harris	David & Charles

Running numbers

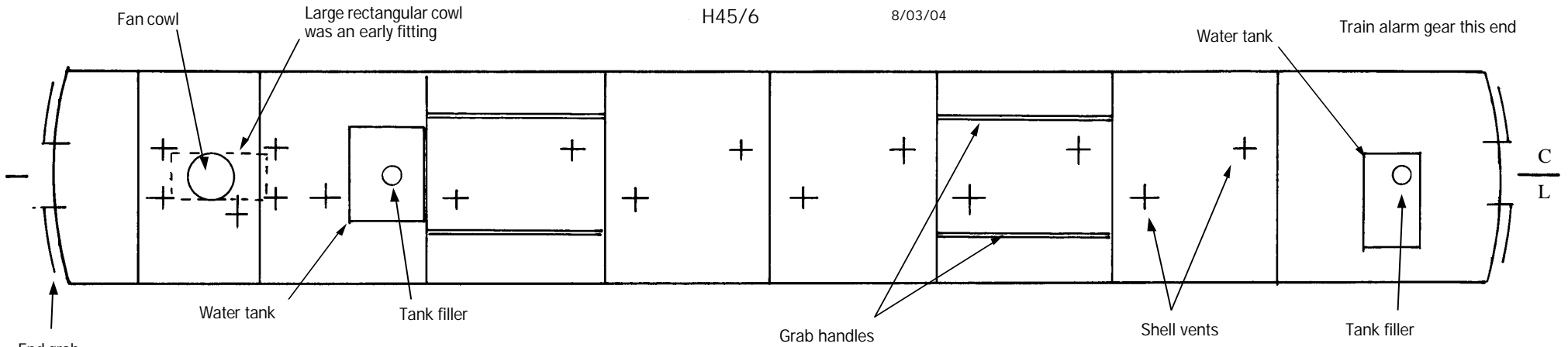
9117 Princess Royal 9118 Princess Elizabeth

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

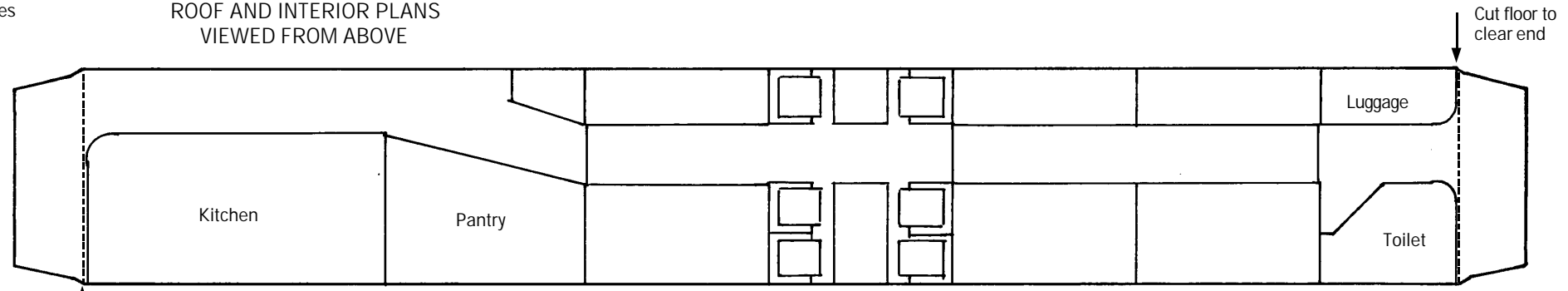
Underframe	UW4	Bogies	BW3
Underframe castings	UCW1	End castings	ECW2
Ends	EW11	Roof castings	RC5
Roof	C10	Interior	INT3
Gas cylinders	C19		



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



ROOF AND INTERIOR PLANS
VIEWED FROM ABOVE



UNDERFRAME VIEWED FROM BELOW

