

W76 GWR Collett CENTENARY RESTAURANT OPEN THIRD      Diag. H44

Introduced 1935, last withdrawn 1964      60'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.

The Centenary coaches were built to commemorate the 100th anniversary of the GWR in 1935. They were luxurious vehicles built to the maximum width of the loading gauge and were the first GWR coaches to feature large windows in the compartments. As a consequence entry was at the ends of the coaches only and due to gauge restrictions the doors were incorporated in an angled inset. The intermediate doors on the brake ended and catering vehicles were also inset. Initially the windows were of the wind down "Beclawat" type but these were replaced in 1938 with the more conventional 4 element sliding vents.

The standard set was of 10 coaches increased to 13 maximum when required. The formation used initially on the Cornish Riviera Express (later Limited) was, from the tender:-

BTK (LH van), TK, TK, RTO, RF, CK, BTK (RH van), TK, BCK, BCK.

The maximum formation added a CK, BTK (RH van) and BCK. The vehicles behind the inner BTK were dropped off at intermediate destinations. The set formations lasted into the war years.

In 1947 the coaches were renovated internally and were subsequently seen on the Weston-super-Mare/ Paddington trains and then cascaded to lesser workings. The dining pairs worked Paddington/Shrewsbury in the 1950's and in 1961 were on Weston-super-Mare, Wolverhampton and Plymouth trains. Withdrawals commenced in 1962 and were complete by 1964.

### Livery

These coaches were painted chocolate and cream, with white roofs. There was a brown strip at the eaves approx. 4" deep with a black line at the boundary. Droplights were painted 'mahogany' - a sort of brick red. Letters and numerals were gold shaded black. Numbers were placed at both ends in the waist panel, which was the 'double lined' variant. Initially on coaches with this type of waist panel thirds were not marked, only firsts, but with the introduction of stock such as this coach having end doors only it became necessary to reintroduce the 'third' to avoid confusion, particularly with composites. GWR was denoted by the 'shirt button' monogram.

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. Thus at nationalisation no standard pattern of painting and lining had been achieved.

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

Pictorial Record of GWR Coaches Vols I and II  
Great Western Coaches Appendix Volume II  
Great Western Coaches from 1890

J H Russell      OPC  
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Michael Harris      David & Charles

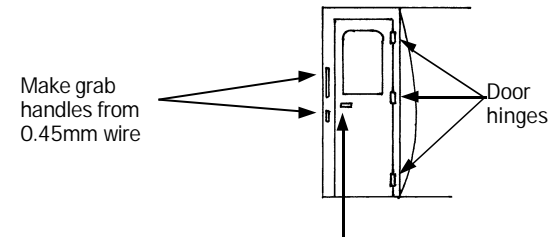
### Running numbers

9637/8

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

Underframe	UW4	Bogies	BW5
Underframe castings	UCW1	End castings	ECW2
Ends	EW8	Roof castings	RC5
Roof	C10	Interior	INT3

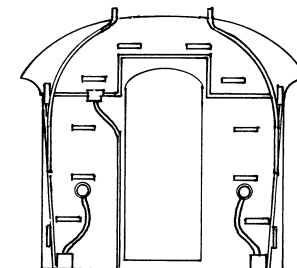
Scrap view of side showing additional detailing



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

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

Note that the train alarm gear, steps and filler pipes were present only at the end shown on the roof plan overleaf. The other end was plain.



H44

This end of the coach was coupled to the kitchen end of Restaurant First H43

