

W29 GWR COLLETT RESTAURANT COMPOSITE (RC)

Diagrams H25/33

H25: 6 rebuilt 1939; withdrawn 1959-1961; none preserved

57'

H33: 4 rebuilt 1939; withdrawn 1959-1961; 1 preserved as diagram H58

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 in 1923/24 and 1925 respectively 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 | 9562-9567 | H33 | 9578-9581 (9580 rebuilt as a diagram H58 buffet restaurant car in 1952) |
|-----|-----------|-----|---|

Livery

The coaches were painted chocolate and cream, with a gold line at the boundary. There was a brown line at the eaves approximately 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 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 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. |
| British Railways Pre-Nationalisation Coaching Stock Vol. 1 | H Longworth | O.P.C. |

COMET MODELS components required to complete this carriage are:

Common to both diagrams:

| | | | |
|---------------------|------|---------------|---------|
| Underframe | UW3 | Roof castings | RC4 & 5 |
| Underframe castings | UCW1 | End castings | ECW2 |
| Roof | C10 | Interior | INT3 |
| Gas cylinders | C18 | | |

H25: Ends EW2, Bogies BW3

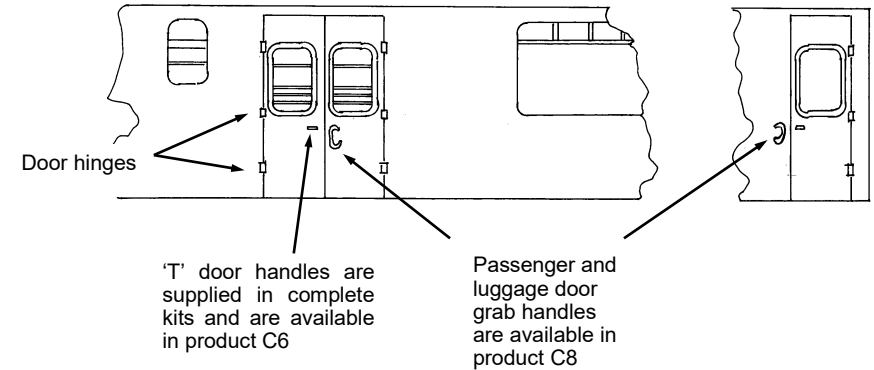
H33: Ends EW1, Bogies BW2

Modelling note

To allow for use with overlength RTR donor carriages, the sides are 230mm long rather than the correct 228mm. If using the sides as part of a complete Comet kit, remove 1mm from each end of the sides.

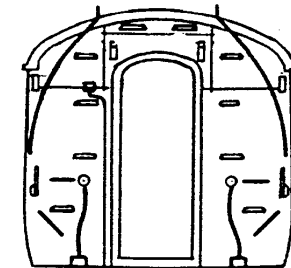
Scrap views showing additional detailing of sides and ends

(not all details may apply to this diagram)



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

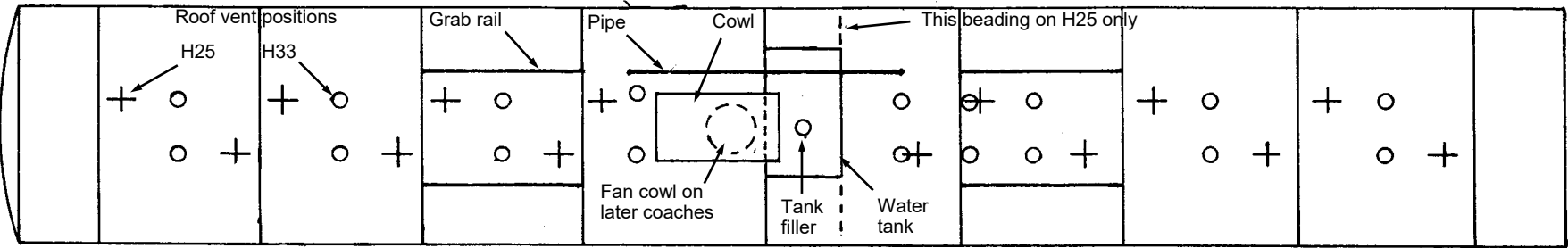
The ends are identical except that the train alarm gear is only fitted at the end shown on the roof plan overleaf



H33

Bow ends

C
L



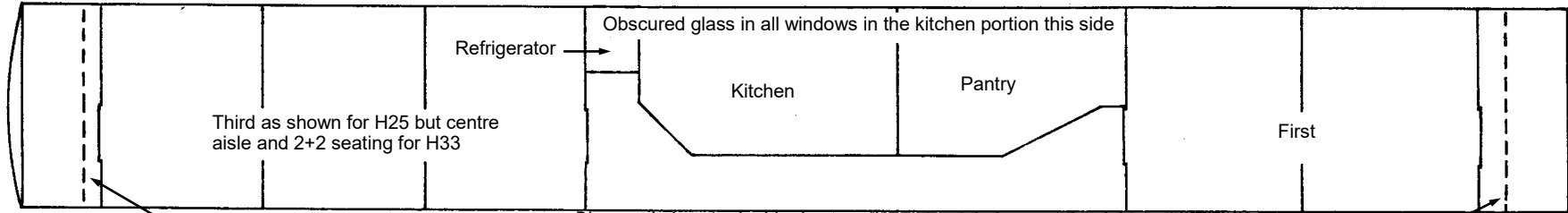
H25

Flat ends

Train alarm gear this end

ROOF AND INTERIOR PLANS

VIEWED FROM ABOVE

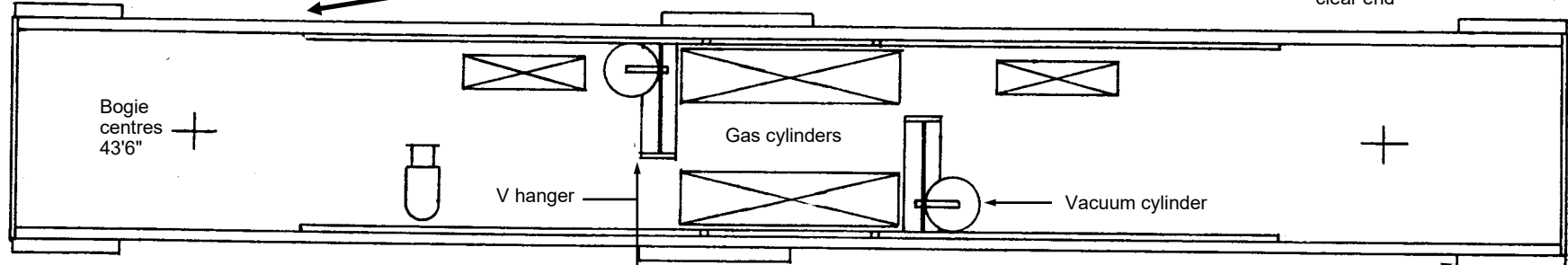


Cut floor to clear end

Common edge

Cut floor to clear end

H33



Battery box

Solebar stepboard

Bogie steps

UNDERFRAMES VIEWED FROM BELOW

H25

