

W2 GWR COLLETT RESTAURANT UNCLASSED (RU)
12 rebuilt 1936-8; withdrawn 1955-1961; none preserved

Diagram H15
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.

This etch depicts the condition of these coaches as rebuilt. Completed originally in 1907 the first four, to lot 1131, could be considered part of the "Concertina" design, but the latter eight were "Toplights" with no recessed doors. On modernisation the original panelling was retained at the kitchen end but the saloon portion was given large picture windows with sliding vents to match contemporary coaching stock. Several different bogie types were used. The original 9' American type were first replaced by 9' plate, and by 1938 nos. 9534/8/41-4 had received 6-wheel bogies.

These coaches were very long lived. After rebuilding some were retained on premier services and in June 1961 no. 9540 was recorded on the 1.15 pm Paddington-Bristol. The capacity of the 70' coach was such that an additional open dining coach was not required.

Sample formations

1.30pm Paddington-Penzance 1937	BTK/TK/CK/RU/BTK/CK/BTK/BCK*/BCK*
	Penzance K'wear Ilfr Wey
9.07am Paddington-Exeter 1951	BTK/TK/CK/CK/TK/BCK/RU/BCK
	Exeter Bristol
11.45am Paddington-Hereford 1951	BTK/TK/CK/TK/BTK/RU/CK/BTK
	Hereford Worcester

Running numbers

9534-9545

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 approximately 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 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 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

GWR Coaches 1890-1954
 GWR Coaches Vols I & II

Harris David & Charles
 J H Russell O.P.C.

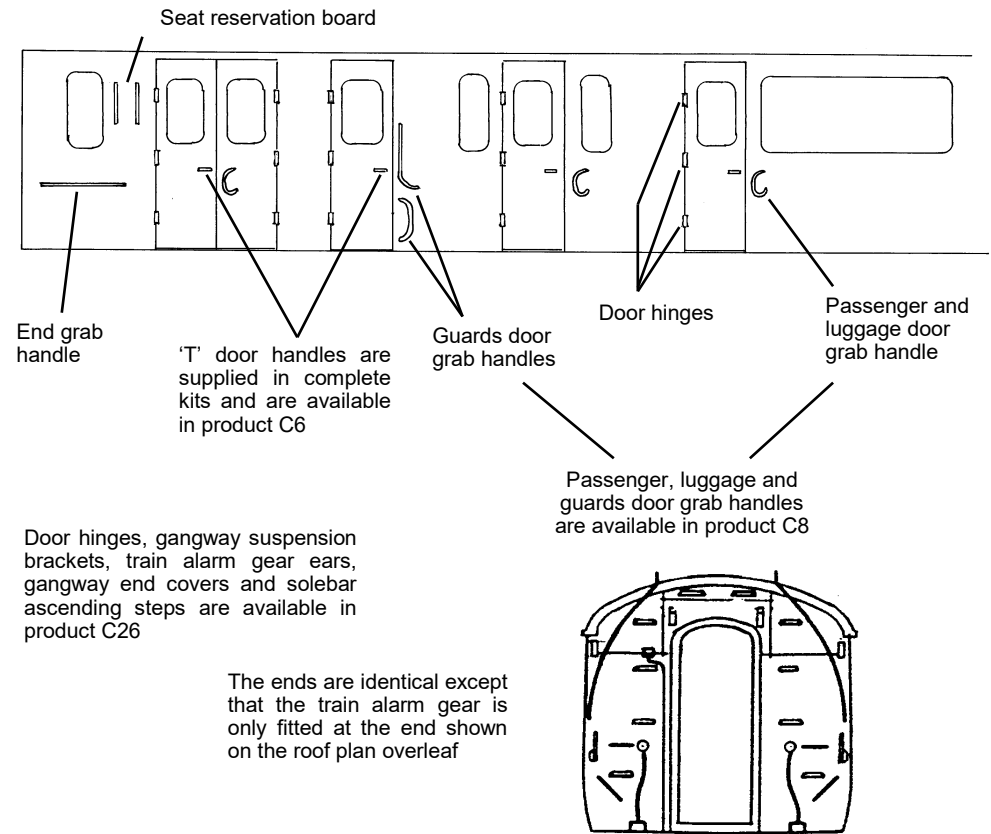
COMET MODELS components required to complete this carriage are:

Underframe	UW1	Bogies	BW1 or 3
Underframe castings	UCW1	Roof castings	RC5
Ends	EW2	End castings	ECW1
Roof	C10	Interior	INT3
Grab Handles	C8	Gas cylinders	C18 (sic)

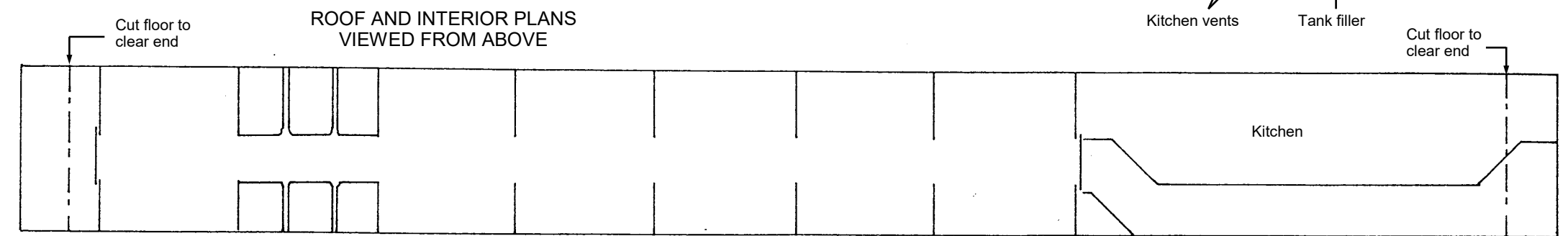
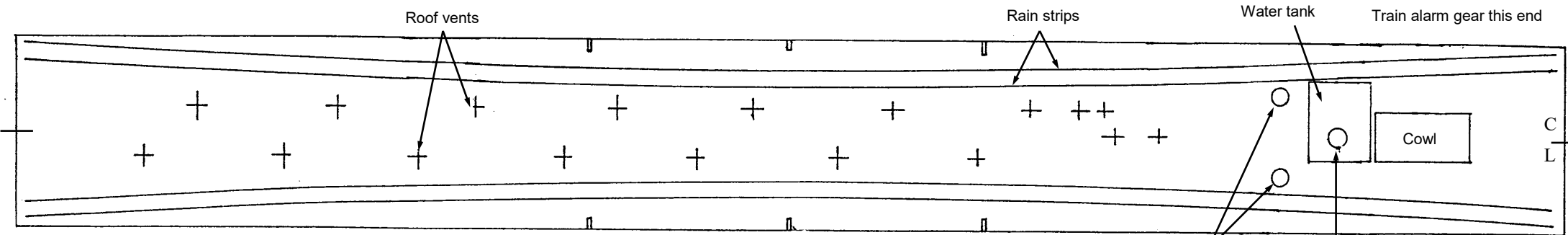
GWR Coaches Appendix II
 Great Western Way
 British Railways Pre-Nationalisation Coaching Stock Vol. 1

J H Russell O.P.C.
 J N Slinn H.M.R.S
 H Longworth O.P.C.

Scrap views showing additional detailing of sides and ends
 (not all details may apply to this diagram)



H15



All windows at kitchen end had obscured glazing

Common edge

