

W28A GWR COLLETT RESTAURANT FIRST (RFO)

Diagram H39

10 rebuilt circa 1947; withdrawn 1961-1962; 1 preserved 60'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 for scratchbuilding.

Towards the end of the bow ended era Collett produced a number of 60' designs in a style similar to the earlier 57' stock. These first class coaches with a kitchen and dining saloon were completed in lot 1468 in 1932. They ran paired with a Restaurant Open Third to diagram H40 (Comet Models W28B). Post-war renovation gave them the more modern sliding vents depicted by this etch and they served in premier trains until the advent of the new BR Mk1 stock. They had flush fitted commode and door handles giving a width of 9'3" and thus better route availability. Three were further rebuilt in 1953 to buffet cars (all withdrawn in 1963).

Sample formations

08.40	Paddington, Plymouth, Penzance	BTK/TK/RTO/RF/BTK/BCK/BCK/BCK/BCK/SLIP/BCK/SLIP/BCK Penzance 1 2 3 4 Taunton Westbury 1 St Erth 2 Truro 3 Plymouth 4 Exeter
17.55	Paddington, Badminton, Newport, Cardiff, Swansea Fishguard Harbour	BG'/BG²/BTK/TK/CK/BTK/CK/BCK/RF/RTO/BCK/Meat Van³ Fishguard Cardiff ¹ LMS Cardiff to Fishguard ² Ocean Mails ³ Swansea to Fishguard

Running numbers

9611-9620 9611/12/13 were rebuilt as Buffet Cars in 1953; 9618 was downgraded to third class in BR days

Livery

The rebuilt coaches were painted chocolate and cream, in the final GWR style which 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 Stinn	H.M.R.S.
British Railways Pre-Nationalisation Coaching Stock Vol. 1	H Longworth	O.P.C.

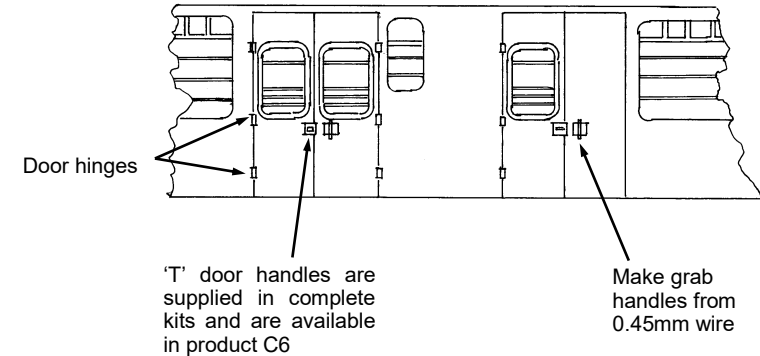
Modelling note

The voids behind the area of the handles need to be filled by backing them with suitable strip material, either styrene fixed with adhesive or metal such as scrap from the surround of an etch and soldered in place. After fixing drill for the door handles, make grab handles from 0.45mm wire and fix in place with adhesive.

COMET MODELS components required to complete this carriage are:

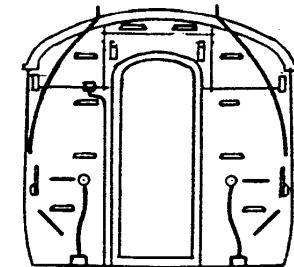
Underframe	UE1 (sic)	Bogies	BW3
Underframe castings	UCW1	Roof castings	RC5/6/7
Ends	EW1	End castings	ECW2
Roof	C10	Interior	INT3
Gas cylinders	C19 x 2		

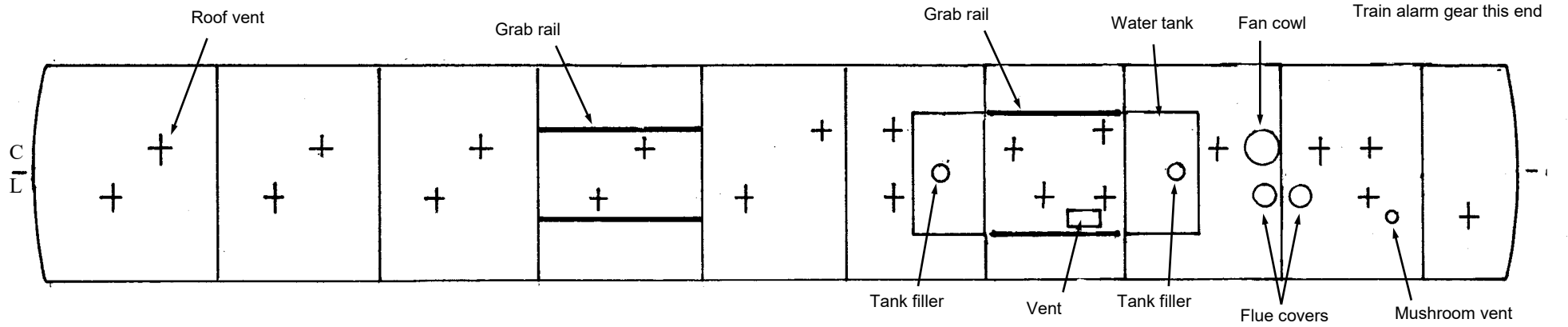
Scrap views showing additional detailing of sides and ends
(not all details may apply to this diagram)



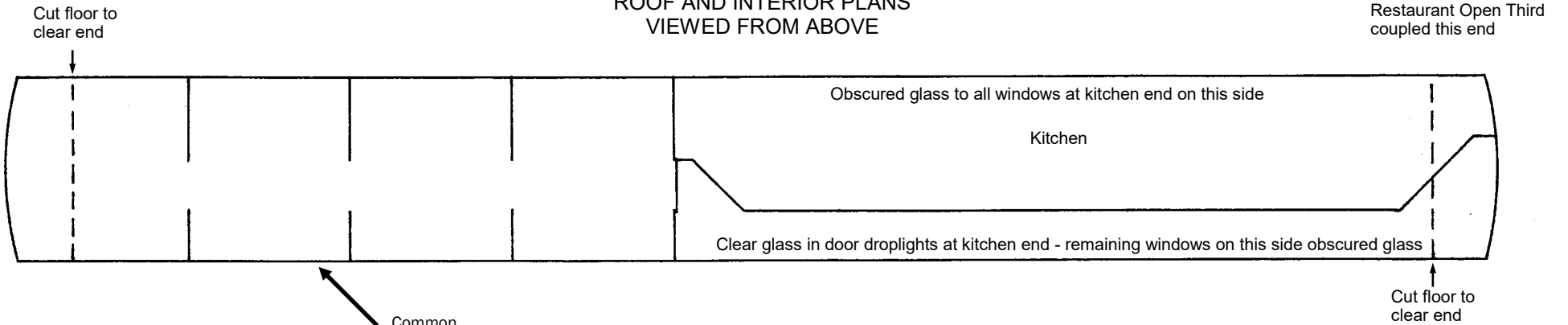
Door hinges, gangway suspension brackets, train alarm gear ears, gangway end covers and solebar ascending steps are available in product C26

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

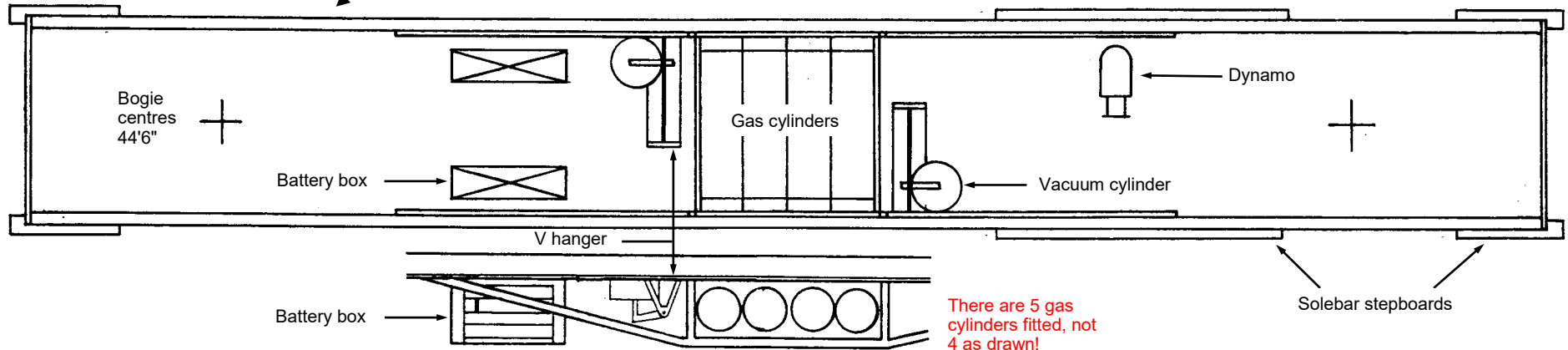




ROOF AND INTERIOR PLANS
VIEWED FROM ABOVE



UNDERFRAME VIEWED FROM BELOW



There are 5 gas cylinders fitted, not 4 as drawn!