

B18 BR Mk1 RESTAURANT FIRST (RF) LATER RESTAURANT/BUFFET (RB(K))

D17
D26/D28

D17: 37 built 1961-1962; 34 rebuilt 1969-1971; one unrebuilt still active
D26: 8 rebuilt 1969-1970; withdrawn 1980-1982; 1 preserved
D28: 26 rebuilt 1970-1971; withdrawn 1974-1982; 1 preserved

64'6"

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. They can also be used as a basis for a scratchbuilt coach, or to overlay a suitable ready to run model.

These carriages were initially ordered by the London Midland Region of BR to D17 with B1 bogies. They were built in two batches, the first four coaches by BRCW, the remainder being shared between the BR works at Ashford and Swindon. They were unique in BR catering coach designs in having passenger entrance doors instead of access only via the gangways from adjacent vehicles.

From 1969 all but three (324, 325, 332) were rebuilt to D26 or D28, converting them to restaurant/buffet cars, and with Commonwealth bogies if not already so upgraded. For D26, the external appearance was unchanged but internally half of the seats were removed and replaced with a standing area for the buffet. One of the unrebuilt coaches (M325) was included in the Royal Train, renumbered to 2907. D28 were changed similarly, but a further internal arrangement of the shelving and display area required the window to the right of the intermediate door on the kitchen side of the coaches to be plated over, thus altering the appearance of this side.

Sample formations

D17

1965 *The Waverley* BSK/SO/SO/SO/RF/FK/CK/CK/BCK (all BR Mk1s)
1965 St. Pancras-Manchester CK/BTK/TK/TK/TO/FK/FO/RF/SO/SK/BSK/FK (all BR Mk1s)
1963 *Pines Express* BSK/CK/SO/BSO/BSO/SK/SK/SO/RF/SO/CK/BCK (all BR Mk1s)
| Ex-Liverpool |

D26/28

1973 Euston Blackpool
BG/TK/TSO/TSO/TSO/BFK/FK/FK/RB/FO/TSO/TSO/BG (all BR Mk1 100mph stock)
| Carlisle | Blackpool |
1973 *The Welshman* TSO/TSO/TSO/TSO/TSO/RB/FO/FK/BFK/BG (all BR Mk1 100mph stock)

Running Numbers

| | | |
|--------------|------------------------------------|--|
| D17 as built | | Rebuilds |
| M306-309 | built 1961/62 BRCW | To D28 M1618-21 in order |
| M310-342 | built 1961/62 BR Ashford & Swindon | 310-3/15/23/27/34 to D26 M1773-80 not in order |
| | | Rest to D28 M1622-43 not in order |

Livery

On introduction these coaches were painted maroon lined gold/black/gold at the waist and black/gold above the windows. Ends were painted black. From 1965 onwards, where spray painting of the coaches was introduced, the ends were painted body colour to avoid the need for masking. Also from 1965 the new "corporate image" livery of blue/grey was introduced. The grey was not carried to the end of the coach and there was a white line between it and the blue. Lettering and insignia were white.

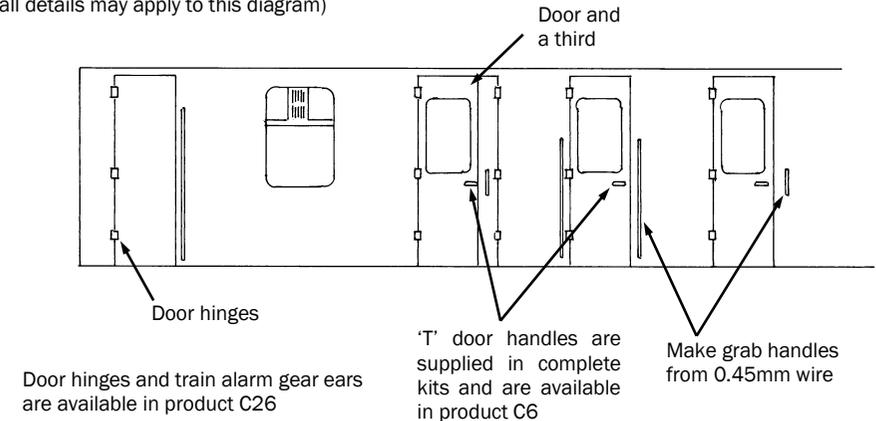
Further information

| | | |
|---|------------------------------------|-----------|
| British Railways Mk1 Coaches BR Mk1 & Mk2 Coaching Stock | Keith Parkin Hugh Longworth OPC | Pendragon |
|---|------------------------------------|-----------|

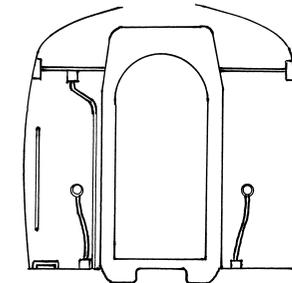
COMET MODELS components required to complete this carriage are:

| | | | |
|---------------------|------|---------------|------------|
| Underframe | UB1 | Bogies | BB1 or BB2 |
| Underframe castings | UCB1 | Interior | INT4 |
| Ends | EB1 | End castings | ECB1 |
| Roof | C10 | Roof castings | RC3, RC7 |

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



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



Modelling Notes

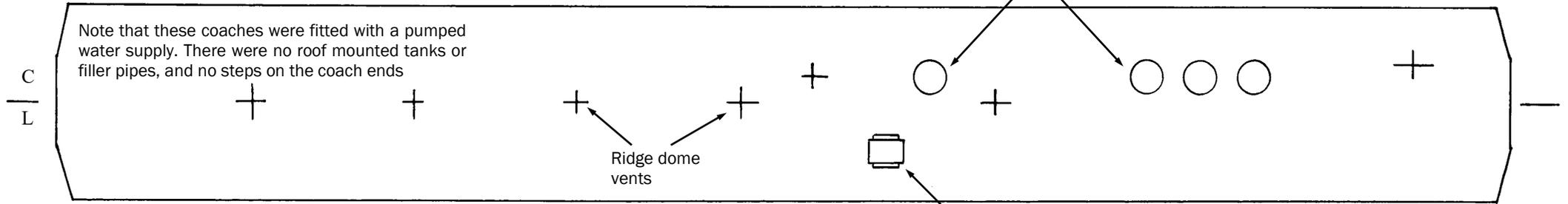
These vehicles had under floor water tanks, hence they did not have water filler pipes to the roof. If building a kit, the step detail should be removed from both end castings.

On the kitchen side, the intermediate and left hand door droplights together with the short windows in the kitchen and pantry had white glass, as did the top section of the staff compartment window, the lower section being frosted.

The V hangers on the standard underframe etch (Comet Models code UB1) should be discarded and replaced with parts "F" on the detail etch included with the coach sides pack.

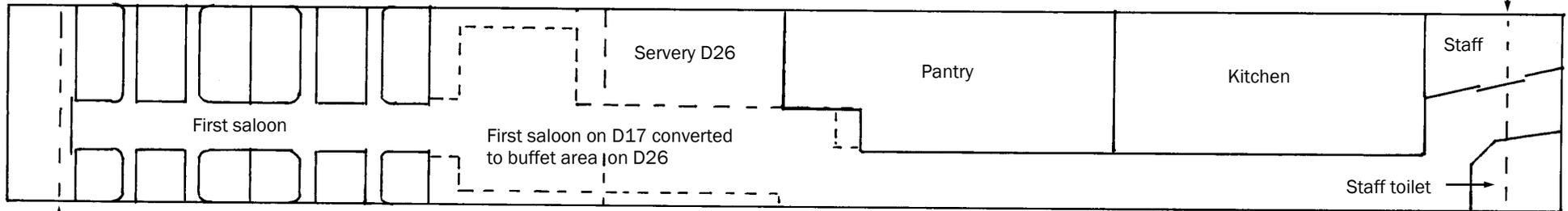
Train alarm gear this end

D17/26



ROOF AND INTERIOR PLANS
VIEWED FROM ABOVE

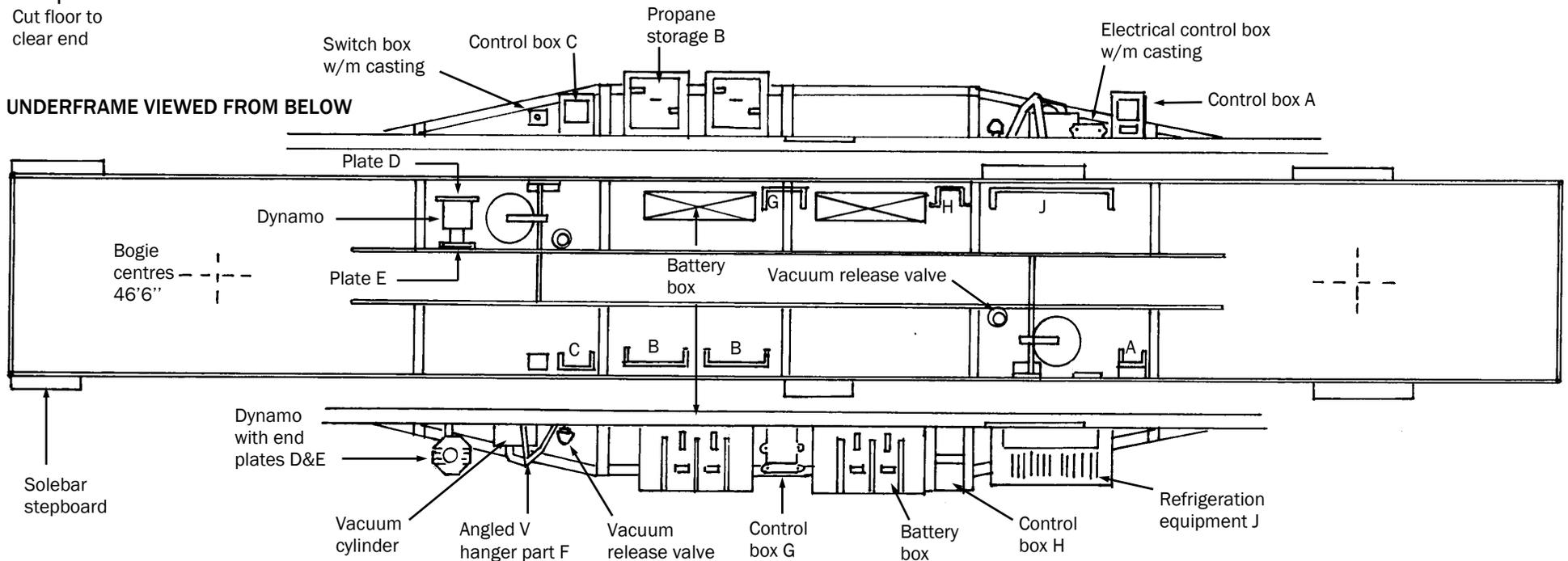
D17: 24 first class seats



D26: 12 first class seats and buffet

Cut floor to clear end

UNDERFRAME VIEWED FROM BELOW



UNDERFRAME EQUIPMENT D17/26

Reinforce folds with a fillet of solder. Fit the additional equipment to the back of the solebar with reference to the underframe plan. Fit the cast cross trusses **after** fitting the additional equipment

