

## B2 BR Mk1 OPEN FIRST (FO)

D73

128 built 1954-1964; withdrawn 1968-2006; 65 preserved or in railtour use 64'6"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 RTR model.

The earliest open firsts to D71 had end doors only, but this etch represents one of the two diagrams that had two saloons separated by a cross gangway with centre doors. Seating is arranged 2+1 and there is a two-bay non-smoking saloon at one end.

### Running numbers and original regional allocations

M3020-3047	built 1954	BR Doncaster	Sc3101-3103	built 1961	BR Swindon
E3048-3057	built 1954	BR Doncaster	M3104-3120	built 1962/3	BR Swindon
E3058-3062	built 1955	BR Doncaster	W3121-3122	built 1963	BR Swindon
S3063-3070	built 1955	BR Doncaster	E3123-3129	built 1963	BR Swindon
E3071-3080	built 1956/7	BR Doncaster	M3130-3145	built 1964	BR Swindon
W3085-3094	built 1959/60	Birmingham RC&W	E3146-3151	built 1964	BR Swindon
M3095-3100	built 1959/60	Birmingham RC&W			

3101 onwards were fitted with Commonwealth bogies from new. Some were renumbered as Restaurant Second Opens 1058-1076 in 1976, and again as Second Opens 3600-3611 in 1981/2.

### Livery

From inception to 1956 gangwayed passenger stock and most passenger full brakes were painted 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 to 1964 most coach types were painted maroon with gangwayed stock lined gold/black/gold at the waist and black/gold above the windows. This later livery saw the introduction of a new circular crest, which appeared with increasing frequency from around 1959. From 1965 onwards, where spray painting of the coaches was done, the ends were painted body colour to avoid the need for masking. Also from 1965 the new 'corporate image' livery of blue and 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. With the introduction of sectors, coaches appeared in many new liveries, too many to describe here.

### Underframe building tips

1. The stepboards are best fitted after the solebars are soldered to the chassis but before the headstocks are soldered on and the central trussing is folded down. Use thin card to pack the stepboards up from the bottom of the solebar.
2. Solder a piece of scrap brass above the vacuum cylinder, spanning from the side to the centre strip. This gives a flat surface to solder the cylinder to.
3. The inner and outer frames of the regulator box cradle should be parallel. To fit the regulator box, place the underframe upside down and hold the box in place using a small flat file whilst fixing it in position.
4. Fit the dynamo by wedging the inner edge of the base in the angle formed by the upper and lower members of the centre trussing.
5. Leave a length of sprue attached to each direct admission valve which will span the centre truss from top to bottom. Hold the valve in position with a small flat file whilst fixing, and trim away the excess sprue afterwards.

### Further information

British Railways Mk1 Coaches (and Supplement)  
BR Mark 1 & Mark 2 Coaching Stock

Keith Parkin  
Hugh Longworth

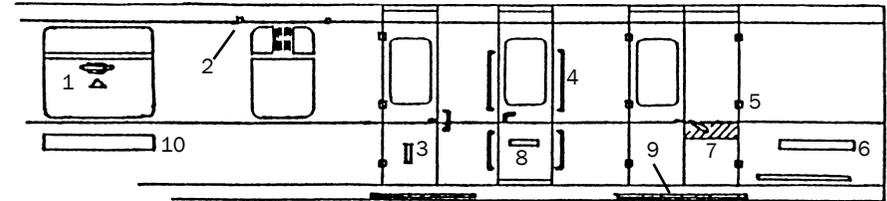
HMRS  
OPC

COMET MODELS components required to complete this carriage are:

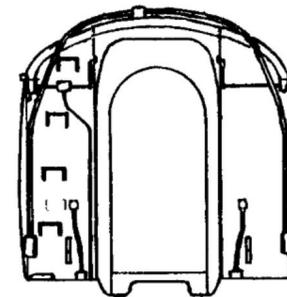
Underframe	UB1	Bogies	BB1 or BB2
Underframe castings	UCB1	Interior	INT4
Ends	EB1	End castings	ECB1
Roof	C10	Roof castings	RC3

### Scrap views showing additional detailing of sides and ends

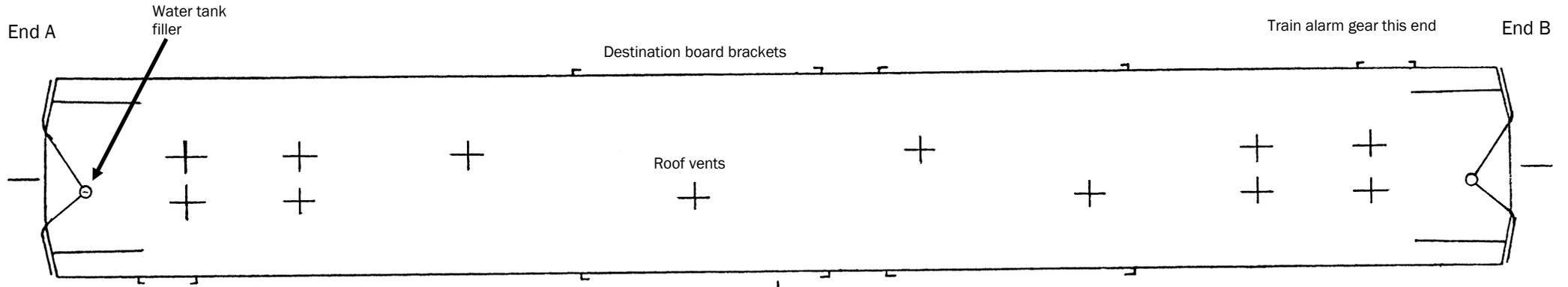
(not all details may apply to this diagram)



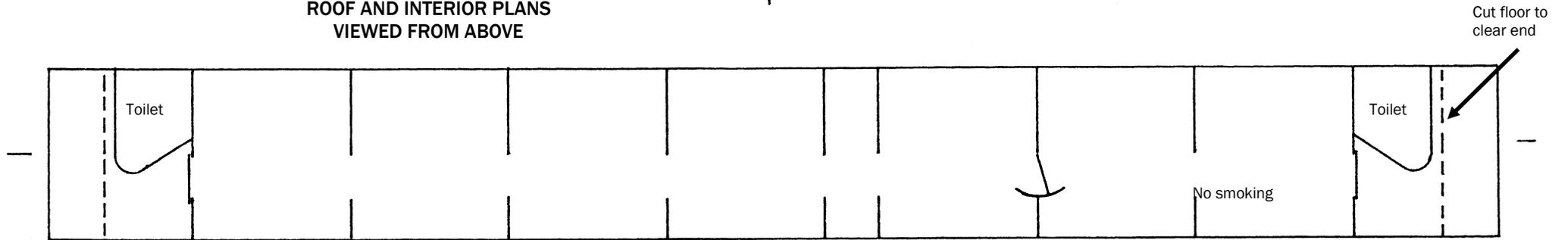
1. Window insignia (Firsts and No Smoking. In RH quarterlights of non-gangwayed stock)
2. Destination board bracket
3. Door insignia (First only and only on passenger doors)
4. Grab handles
5. Door hinges
6. Number (RH end 6" below waistline)
7. Slate grey panel on luggage doors
8. Door insignia (Guard and Kitchen on non-passenger doors)
9. Stepboards
10. Vehicle description, e.g. Kitchen Car (6" below waistline and central on side)



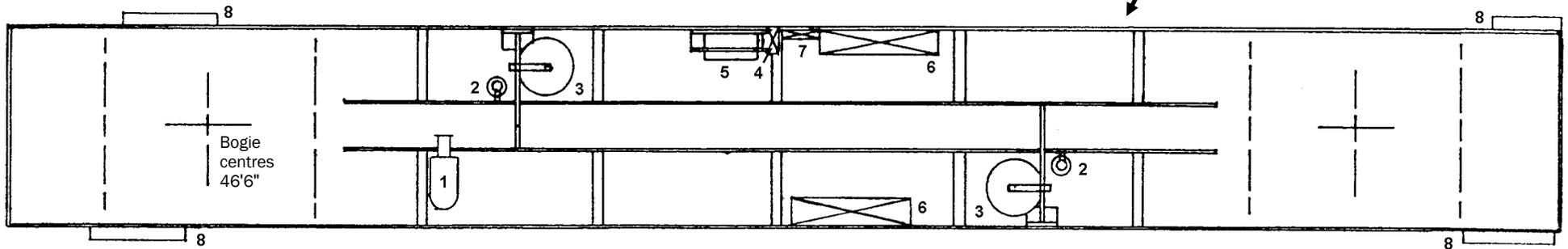
The ends are identical except that the train alarm gear is only fitted at the end stated on the roof plan.



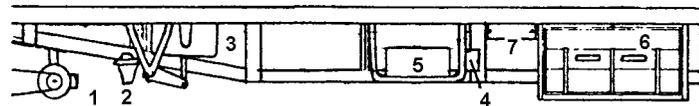
ROOF AND INTERIOR PLANS  
VIEWED FROM ABOVE



Common edge



UNDERFRAME VIEWED  
FROM BELOW



- |                          |                           |
|--------------------------|---------------------------|
| 1. Dynamo                | 2. Direct admission valve |
| 3. Vacuum cylinder       | 4. Lamp resistance box    |
| 5. Regulator             | 6. Battery box            |
| 7. Distribution fuse box | 8. Stepboard              |