

## B24 BR Mk1 NON-GANGWAYED LAVATORY COMPOSITE (CL) D313

**50 built 1954-1956; withdrawn 1961-1977; 8 preserved 57'**

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 Bachmann RTR model.

These carriages were built at Doncaster and all were allocated to the Eastern Region for use on outer suburban services from King's Cross and Fenchurch Street. As they were required to work over the Widened Lines, the roof vents were spaced to "Metrogauge", thus reducing the overall height.

Seating was three-a-side (with armrests) in the first class compartments and four-a-side in third. The two end seats, being full width, squeezed in an extra first and two third seats, giving a total of 19 in first and 42 in third. Third class was reclassified to second in 1956.

More than half were withdrawn in the mid-1960s with the ending of loco-hauled services from Fenchurch Street, with twelve (43003/10/2/7/24/30/3/4/41/3/6/8) in stock at the end of 1971. Six (43003/12/7/33/43/6) were still active in 1976, and were withdrawn once GN suburban services went over to EMU operation in 1977. Eight (43003/10/2/24/34/41/3/6) have been preserved.

### Sample formations

17.47 ex-King's Cross (1969)	S/S/BS/S/S/S/CL
17.23 ex-King's Cross (1970)	S/CL/BS/S/S
Five outer suburban sets (1971)	SLO/SLO/CL/BS/CL/SLO
17.44 King's Cross - Hitchin (1972)	SLO/SLO/CL/BS/CL/SLO/SLO
17.49 King's Cross - Welwyn GC (1972)	S/S/BS/S/S/CL/CL
07.10 Royston - King's Cross/17.45 King's Cross - Hitchin	SLO/SLO/CL/BS/CL/S/SLO/SLO
07.06 Baldock - King's Cross/17.45 King's Cross - Welwyn GC	S/S/BS/S/S/CL/CL

### Running Numbers

E43000-49 built 1954-1956 BR Doncaster

### Livery

On introduction these coaches were painted unlined crimson, with black ends. From 1956 to 1964, unlined maroon was meant to be applied although some may have been lined gold/black/gold at the waist and black/gold above the windows. Ends were painted black. From 1965 onwards, when spray painting was introduced, the ends were painted body colour to avoid the need for masking. Also from 1965 the new "corporate image" livery of plain blue was applied. Lettering and insignia were white.

### Further information

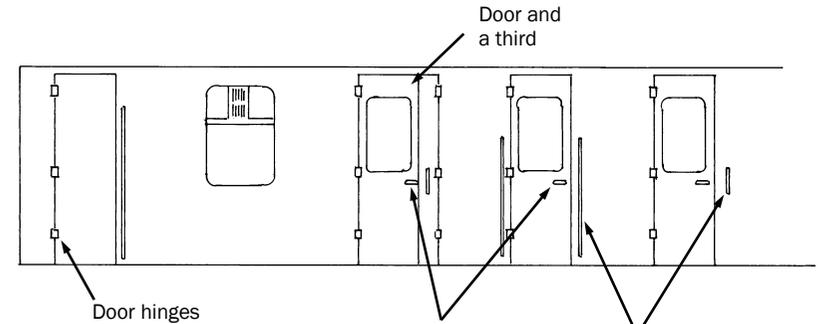
British Railways Mk1 Coaches (and Supplement)	Keith Parkin	HMRS
BR Mk1 & Mk2 Coaching Stock	Hugh Longworth	OPC

Wizard Models thanks Mr Parkin for much additional information used in the preparation of these notes.

COMET MODELS components required to complete this carriage are:

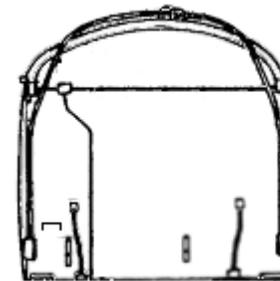
Underframe	UB2	Bogies	BB1
Underframe castings	UCB1	Interior	INT5
Ends	EB2	End castings	ECB2
Roof	C10	Roof castings	RC3

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

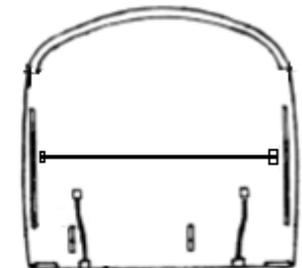


Door hinges and train alarm gear ears are available in product C26

'T' door handles are supplied in complete kits and are available in product C6  
Make grab handles from 0.45mm wire

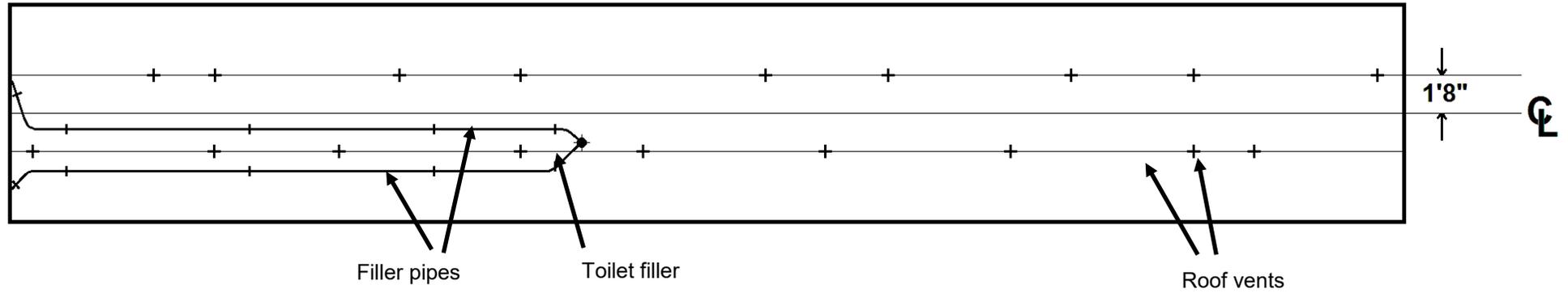


First class end details

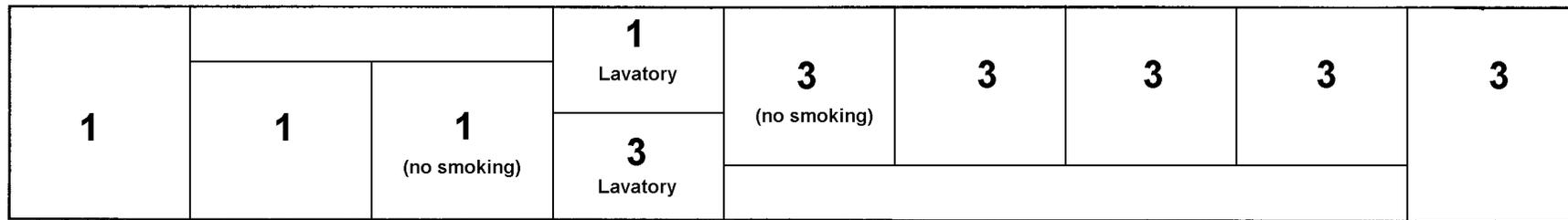


Third class end details

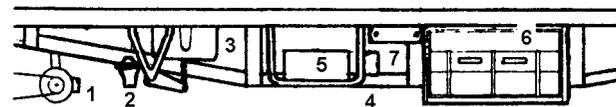
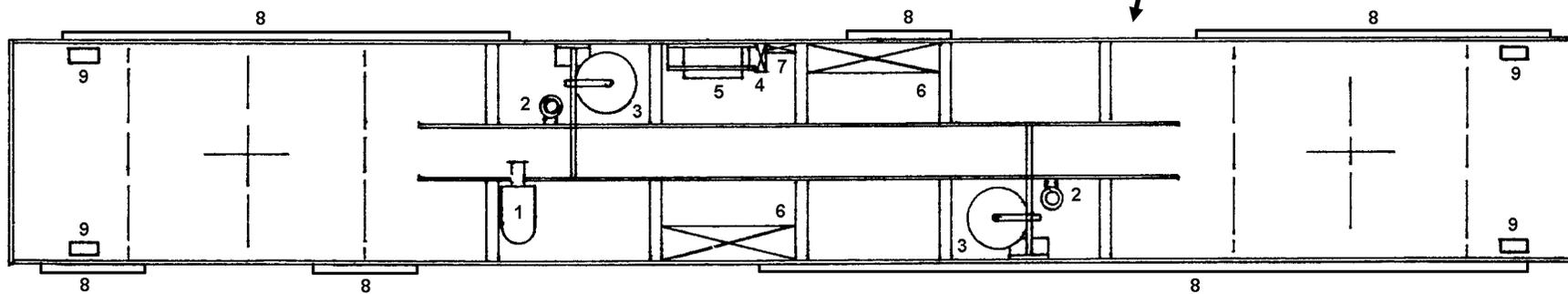
ROOF PLAN (from above)



INTERIOR PLAN (from above)



UNDERFRAME (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
- 9. Bogie stepboard