

B1 BR Mk1 CORRIDOR FIRST (FK)

D116

357 built 1951-1962; withdrawn 1964-2001; 40 preserved or in railtour use 64'6"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.

This coach had a traditional layout of a side corridor with end doors, connecting seven first class compartments, each seating six. An additional centre door was provided on the corridor side.

Running numbers and original regional allocations

W13000-2	built 1951	BR Swindon	S13003	built 1951	BR Swindon
M13004-29	built 1951-3	BR Swindon	E13030-32	built 1951	BR Swindon
E13033-5	built 1951	BR Eastleigh	E13036-54	built 1951/2	BR Swindon
Sc13055-59	built 1953	BR Swindon	M13060-4	built 1953	BR Swindon
W13065-80	built 1953/4	BR Swindon	Sc13081-4	built 1954	BR Swindon
M13085-97	built 1954	BR Swindon	E13098-107	built 1954-5	BR Swindon
M13108-10	built 1955	BR Swindon	E13111-25	built 1954/5	BR Swindon
W13126-61	built 1955/6	BR Swindon	E13162-6	built 1955/6	BR Swindon
Sc13167-74	built 1956	BR Swindon	M13175-84	built 1956	BR Swindon
W13185-219	built 1956-8	BR Ashford/Swindon	M13223-38	built 1959	BR Ashford/Swindon
E13239-48	built 1960	BR Ashford/Swindon	Sc13249-51	built 1960	BR Ashford/Swindon
E13253-62	built 1960	Metro-Cammell	W13262-92	built 1960/1	Metro-Cammell
M13293-302	built 1960/1	Metro-Cammell	M13303-32	built 1962	BR Swindon
E13333-44	built 1962	BR Swindon	W13345-60	built 1962	BR Swindon

13303 onwards were fitted with Commonwealth bogies from new. Some were converted to EMU carriages for the Bournemouth line electrification.

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.

COMET MODELS components required to complete this carriage are:

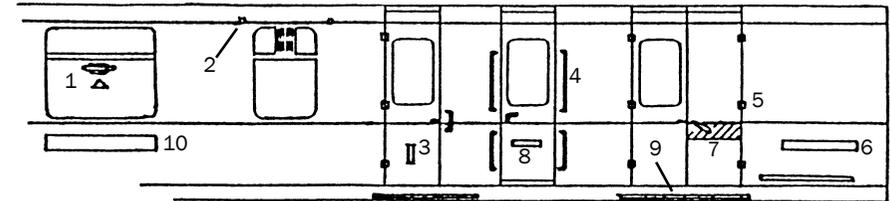
Underframe	UB1	Bogies	BB1 or BB2
Underframe castings	UCB1	Interior	INT1
Ends	EB1	End castings	ECB1
Roof	C10	Roof castings	RC3

Further information

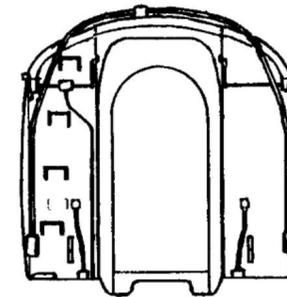
British Railways Mk1 Coaches (and Supplement)	Keith Parkin	HMRS
BR Mark 1 & Mark 2 Coaching Stock	Hugh Longworth	OPC

Scrap views showing additional detailing of sides and ends

(not all details may apply to this diagram)



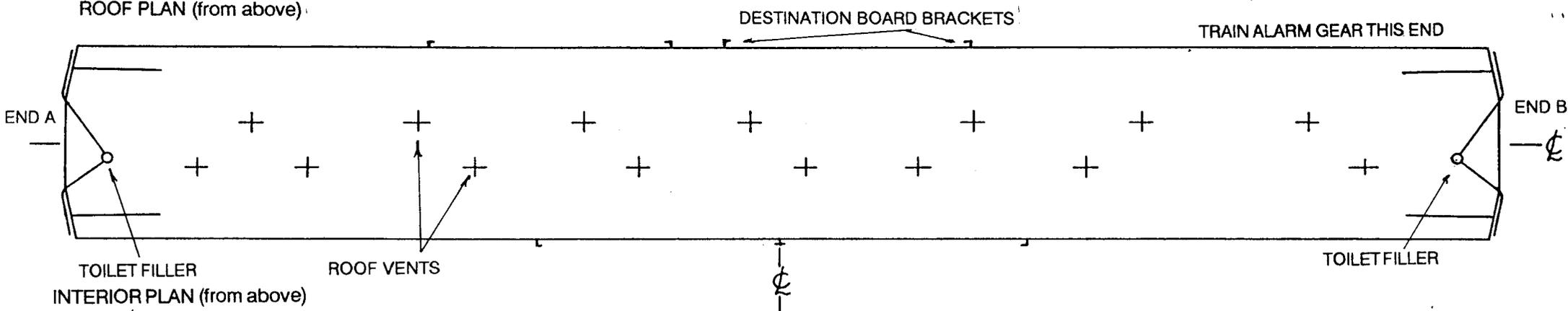
1. Window insignia (Firsts and No Smoking. In RH quarterlights of non-gangwayed stock)
2. Destination board bracket
3. Door insignia (First only and only on passenger doors)
4. Grab handles
5. Door hinges
6. Number (RH end 6" below waistline)
7. Slate grey panel on luggage doors
8. Door insignia (Guard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



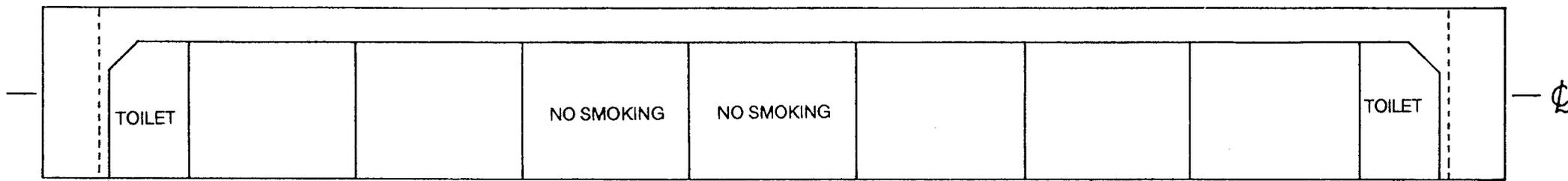
The ends are identical except that the train alarm gear is only fitted at the end stated on the roof plan.

D116

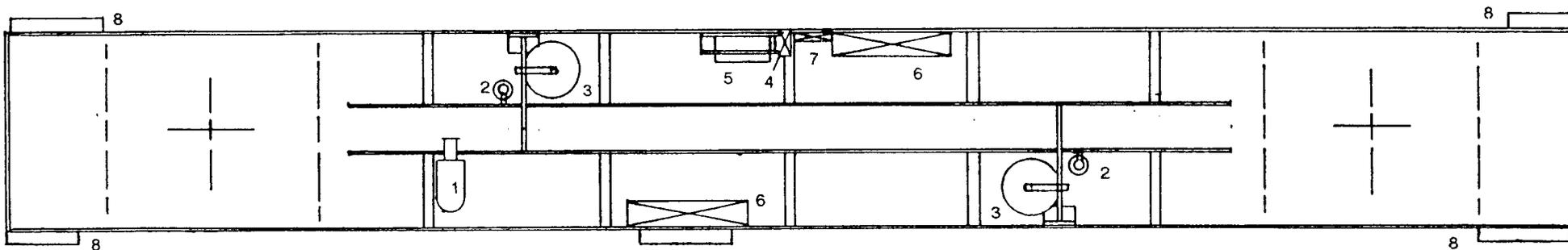
ROOF PLAN (from above)



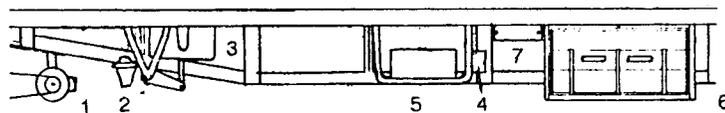
INTERIOR PLAN (from above)



Cut the interior floor at the dotted lines both ends to clear the angled body fixing plate



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. Stepboards |