

B9 BR Mk1 CORRIDOR BRAKE COMPOSITE (BCK)

D171/172

D171: 150 built 1954-1964; withdrawn 1967-2009; 25 preserved or in railtour use

D172: 126 built 1954-1964; withdrawn 1967-1995; 16 preserved or in railtour use 64'6"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 side corridor gave access to two first and three third (later second) class compartments. The two diagrams were externally identical, but D171 had six seats per second class compartment whilst D172 had eight (no arm rests). Separate guard's and luggage accommodation was provided, the latter carrying 1 ton.

Running numbers and original regional allocations Carriages built from 1962 on had Commonwealth bogies

D171		E21202-24		built 1958-61		Metro-Cammell	
E21000-16	built 1954	Metro-Cammell	M21225-30	built 1959	Charles Roberts		
Sc21017-19	built 1954	Metro-Cammell	E21231-35	built 1960-61	Gloucester RC&W		
M21025-34	built 1954-5	Metro-Cammell	M21236-45	built 1962	BR Swindon		
E21035-59	built 1954-5	Metro-Cammell	E21246-51	built 1962	BR Swindon		
E21092-111	built 1956-7	Metro-Cammell	E21252-7/9/62	built 1963-4	BR Derby		
Sc21112-18	built 1956	Metro-Cammell	Sc21258/60-1	built 1963-4	BR Derby		
M21195-99	built 1958-60	Metro-Cammell					
Sc21200-01	built 1958	Metro-Cammell					

D172		W21134-94		built 1955-60		Charles Roberts	
W21020-24	built 1954	BR Derby	S21263-75	built 1964	BR Derby		
W21060-91	built 1955	Metro-Cammell					
W21119-33	built 1956-7	Metro-Cammell					

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.

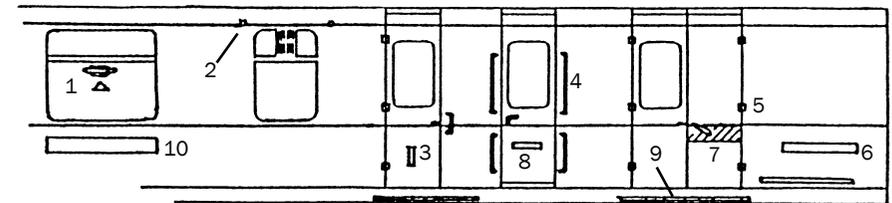
COMET MODELS components required to complete this carriage are:

Underframe	UB1	Bogies	BB1 or BB2
Underframe castings	UCB1	Interior	INT4
Ends	EB1	End castings	ECB1
Roof	C10	Roof castings	RC3
Roof periscopes	C16		

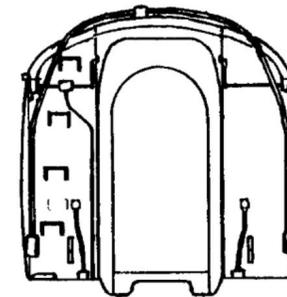
Further information

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)

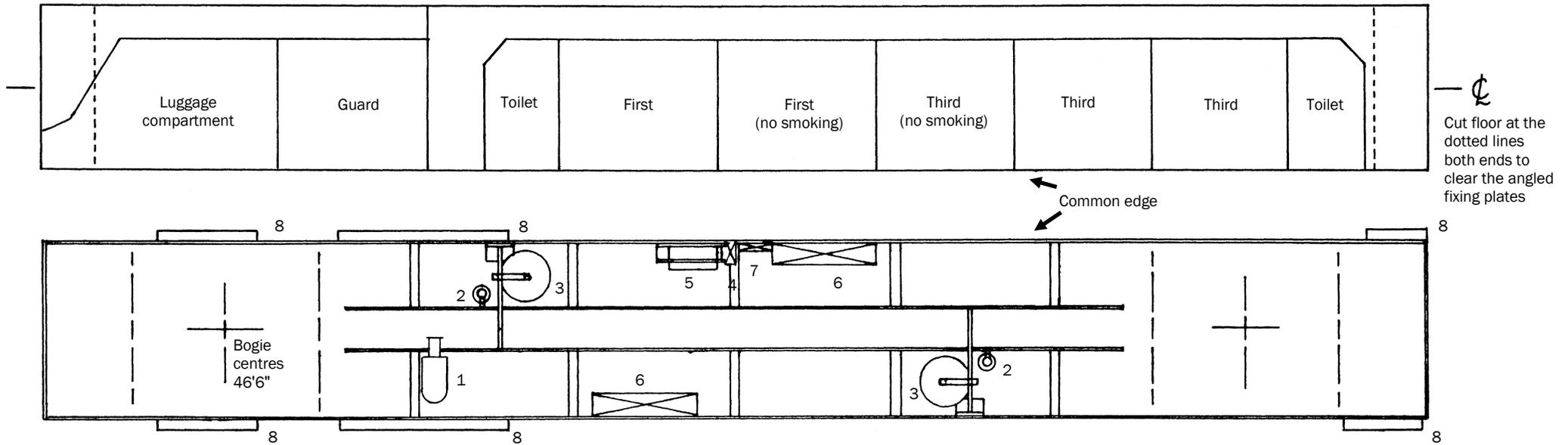
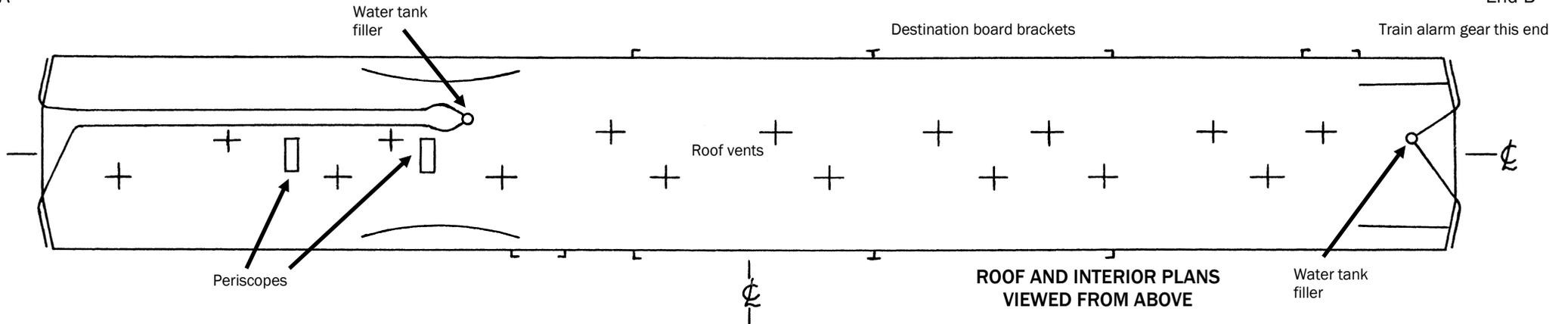


The ends are identical except that the train alarm gear is only fitted at the end stated on the roof plan.

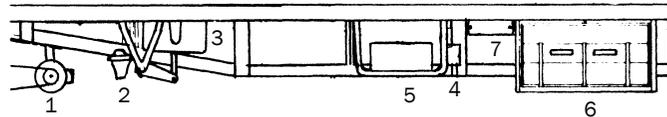
End A

D171/172

End B



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 |