

B16 BR Mk1 SLEEPER FIRST (SLF)/COMPOSITE (SLC)/SECOND (SLSTP)/ CONVERTIBLE (SLEP) D1/5/10/14

D1: 133 built 1958-1962; withdrawn 1969-1983; 7 preserved 64'6"

D5: 55 built 1957-1964; withdrawn 1975-1984; 1 preserved

D10: 192 built 1957-1964; withdrawn 1964-1983; 2 preserved

D14: 33 converted from D10 1970-1971; withdrawn 1979-1983; none preserved

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 same body shell was used for all four diagrams. First class compartments had only one bed whereas second class had two, one above the other. The composite had five first class compartments (nearest the toilets!) and six seconds. The convertibles also had two bunks, but the top one could be locked away, making it into a first class compartment.

Running numbers and original regional allocations

D1: M 2000-2051, 2064-2071, 2107-2116
E 2052-2061, 2072-2103, 2117-2125, 2131-2132
W 2062-2063, 2104-2106, 2126-2130

D5: W 2400-2403, 2418-2423, 2427, 2437-2438
E 2404-2417, 2433-2436, 2445
Sc 2424-2426, 2443-2444
M 2428-2432, 2439-2442, 2446-2454

D10: M 2500-2509, 2522-2551, 2607-2640, 2659-2666, 2682-2691
E 2510-2521, 2552-2571, 2579-2604, 2641-2658, 2667-2681
W 2542-2578, 2605-2606

D14: E 2800-2809 (and converted back to D10 in 1976 with their original numbers)
M 2810-2832

Early builds rode on B1 bogies. Commonwealth bogies were fitted from new from 2105, 2428 and 2579 respectively. Many carriages later received B5 bogies.

Livery

From 1956 to 1964 these coaches were painted maroon, lined gold/black/gold at the waist and black/gold above the windows. This 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.

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

COMET MODELS components required to complete this carriage are:

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

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.

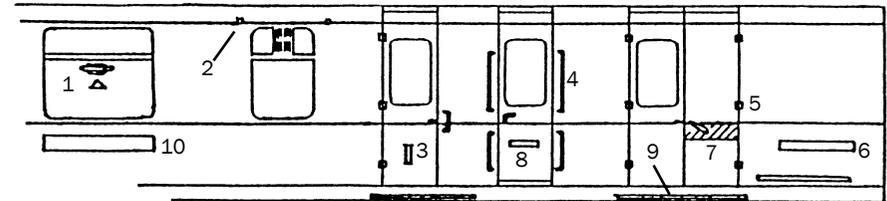
Further information

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

HMRS
OPC

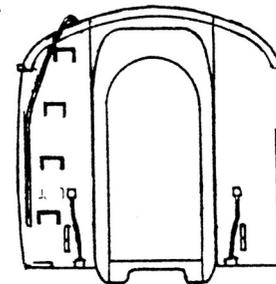
Scrap views showing additional detailing of sides and ends

(not all details may apply to this diagram)

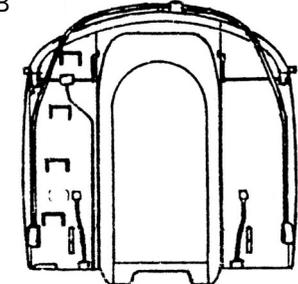


1. Window insignia (Firsts and No Smoking. In RH quarterlights of non-gangwayed stock)
2. Destination board bracket
3. Door insignia (First only and only on passenger doors)
4. Grab handles
5. Door hinges
6. Number (RH end 6" below waistline)
7. Slate grey panel on luggage doors
8. Door insignia (Guard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

End A

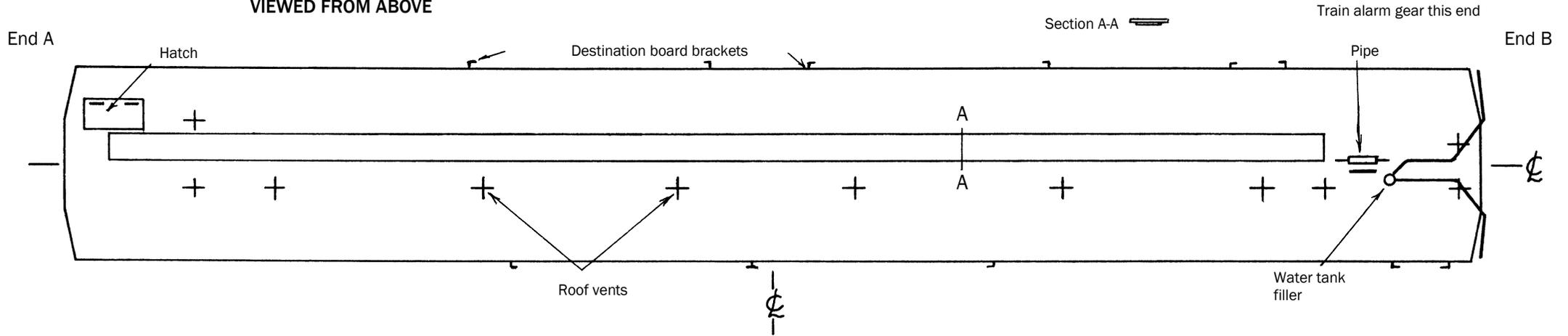


End B

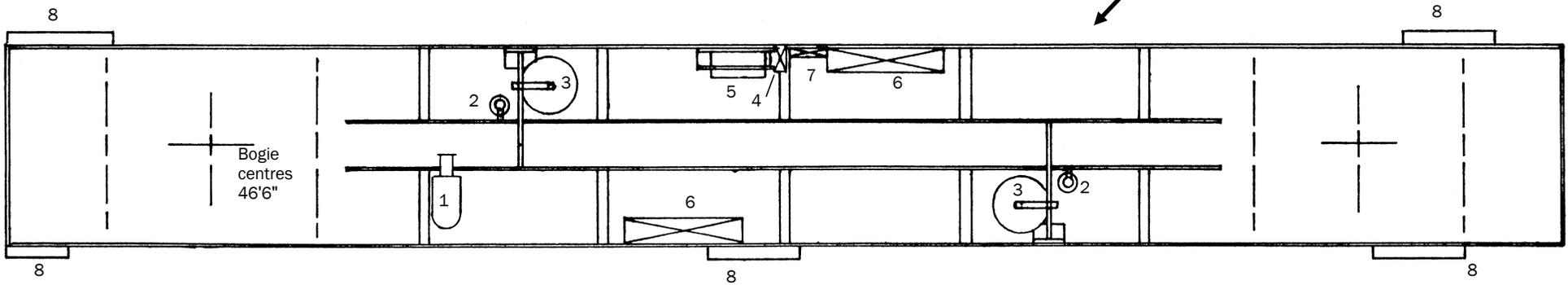


**ROOF AND INTERIOR PLANS
VIEWED FROM ABOVE**

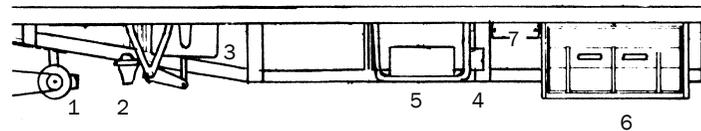
D1/5/10/14



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



**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 |