

B17A BR Mk1 RESTAURANT FIRST OPEN (RFO)/FIRST OPEN (FO) D36/D71

D36: 11 built 1951; withdrawn 1963-1976; 1 preserved 64'6"
D71: 3 built 1951; withdrawn 1975-1976; none preserved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.

Diagram 36 carriages ran as a triplet set with a D700 kitchen car (Comet B17B) and a D56 restaurant second open (B17C). They were known as *Festival of Britain* sets when first introduced and ran on premier services. They were branded RESTAURANT CAR centrally in the lower body panel.

Diagram 71 was effectively the prototype open first: experience showed that an additional door each side would be useful, and all subsequent FO diagrams featured this.

Both diagrams were built at York and ran on B1 bogies.

Running numbers and original regional allocations

D36: E1-3
 M4-6
 W7-8
 S9
 E10-11

D71: M3000-3002

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.

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:

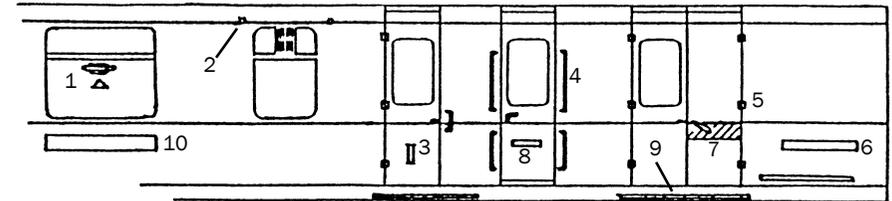
Underframe	UB1	Bogies	BB1
Underframe castings	UCB1	Interior	Special (D36)/INT4 (D71)
Ends	EB1	End castings	ECB1
Roof	C10	Roof castings	RC3

Further information

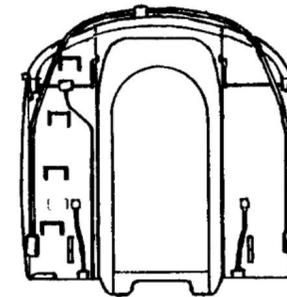
British Railways Mk1 Coaches (and Supplement)	Keith Parkin	HMRS
BR Mark 1 & Mark 2 Coaching Stock	Hugh Longworth	OPC

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)



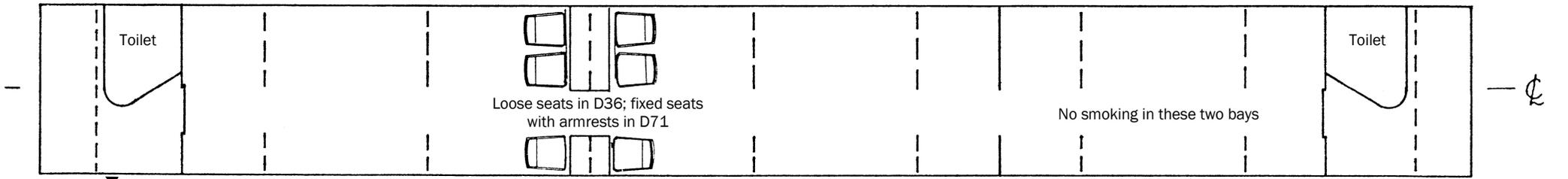
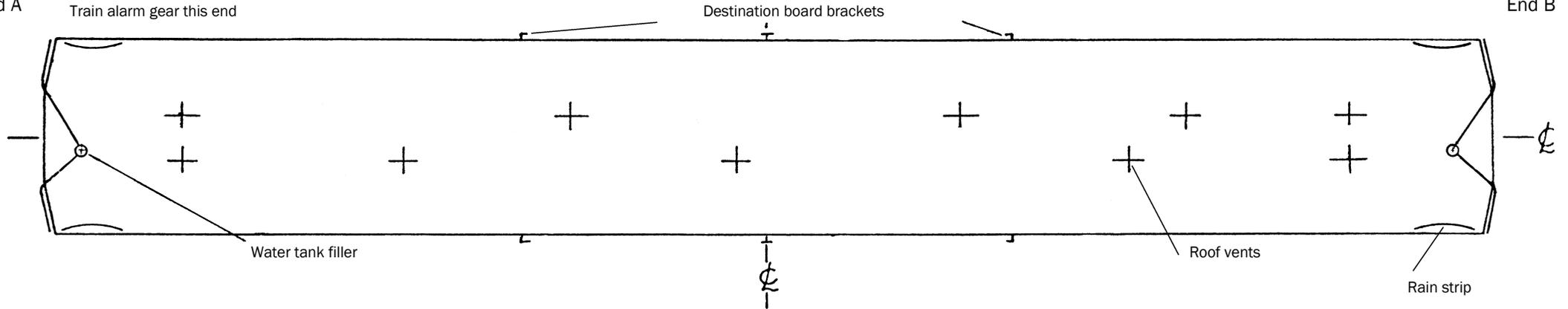
The ends are identical except that the train alarm gear is only fitted at End A, and the End A filler pipes are transposed.

**ROOF AND INTERIOR PLANS
VIEWED FROM ABOVE**

D36/71

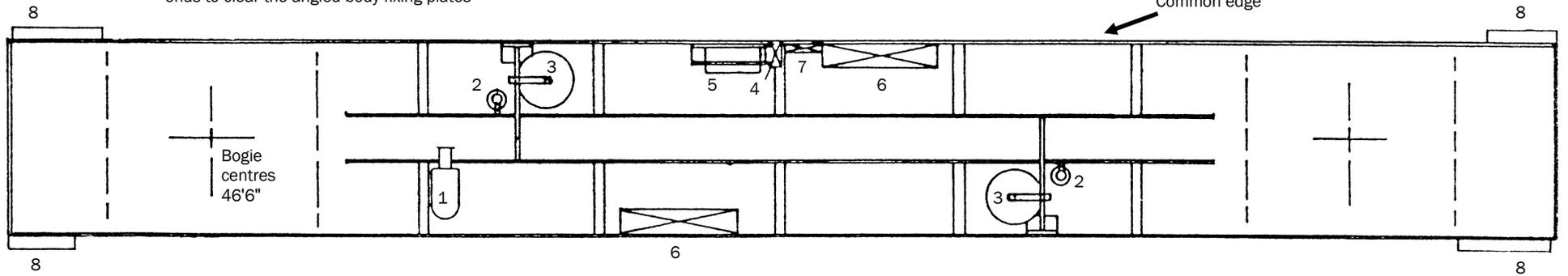
End A

End B

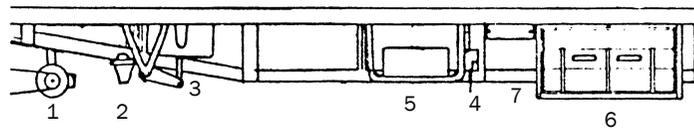


Cut interior floor at the dotted lines at both ends to clear the angled body fixing plates

Common edge



**UNDERFRAME VIEWED
FROM BELOW**



- 1. Dynamo
- 3. Vacuum cylinder
- 5. Regulator
- 7. Distribution fuse box

- 2. Direct admission valve
- 4. Lamp resistance box
- 6. Battery box
- 8. Stepboard