

B17B BR Mk1 KITCHEN CAR

10 built 1950-1951; withdrawn 1965-1967; none preserved

D700

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.

Diagram 700 carriages ran as a triplet set with a D36 restaurant first open (Comet B17A) and a D56 restaurant second open (B17C). They were known as *Festival of Britain* sets when first introduced and ran on premier services. A large central kitchen with two anthracite stoves, ovens, boilers and sinks catered for the preparation and service of meals, whilst two adjacent pantries coped with hot drinks and snacks. No passenger seating was provided.

All were built at Doncaster and ran on B1 bogies.

Running numbers and original regional allocations

E80000-80003
M80004-80006
W80007-80008
S80009

Livery

From inception to 1956 these carriages 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. They were branded KITCHEN CAR on the corridor side centrally under the group of four windows, and on the kitchen side the R was directly under the right hand end of the right hand window of the group of three just right of centre. 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.

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. 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.
4. 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

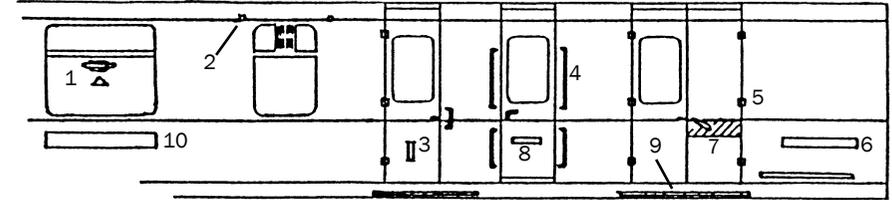
British Railways Mk1 Coaches (and Supplement)	Keith Parkin	HMRS
BR Mark 1 & Mark 2 Coaching Stock	Hugh Longworth	OPC

COMET MODELS components required to complete this carriage are:

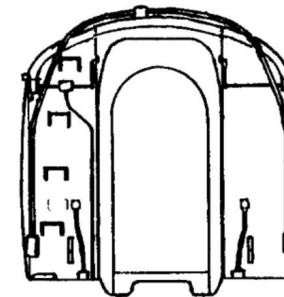
Underframe	UB1	Bogies	BB1
Underframe castings	UCB1	End castings	ECB1
Ends	EB1	Roof castings	RC7 x 2
Roof	C10		

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)

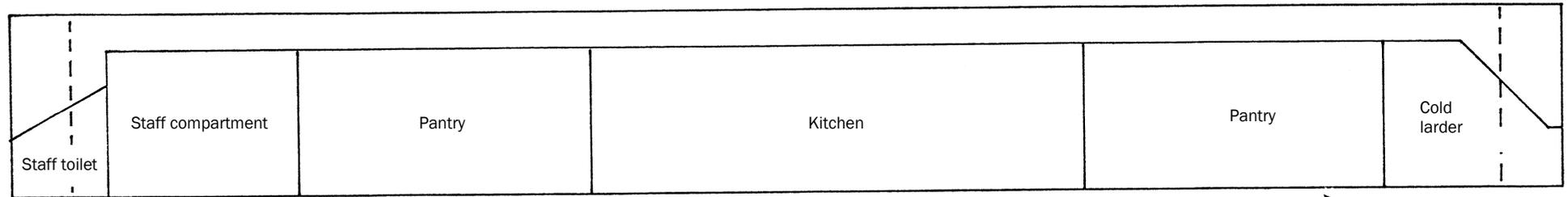
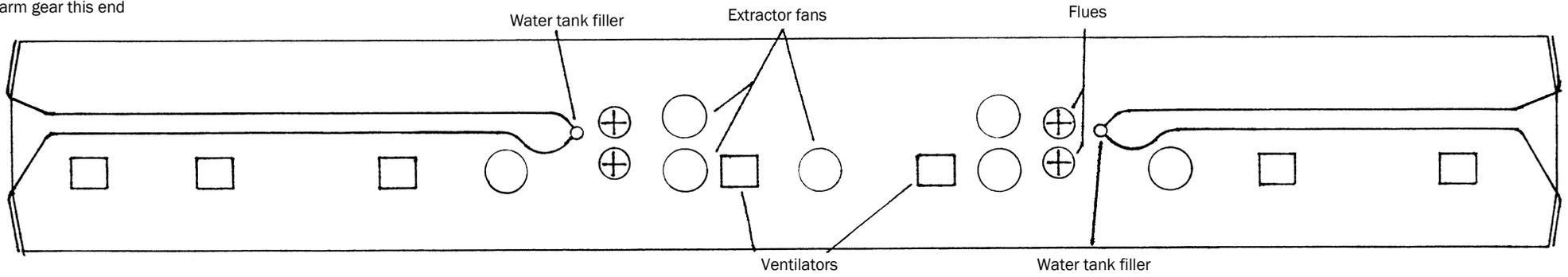


The ends are identical except that the train alarm gear is only fitted at the end shown overleaf, and the filler pipes are transposed.

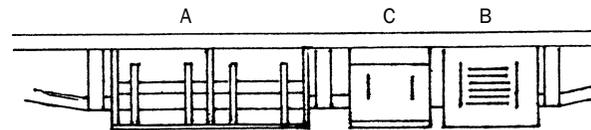
**ROOF AND INTERIOR PLANS
VIEWED FROM ABOVE**

D700

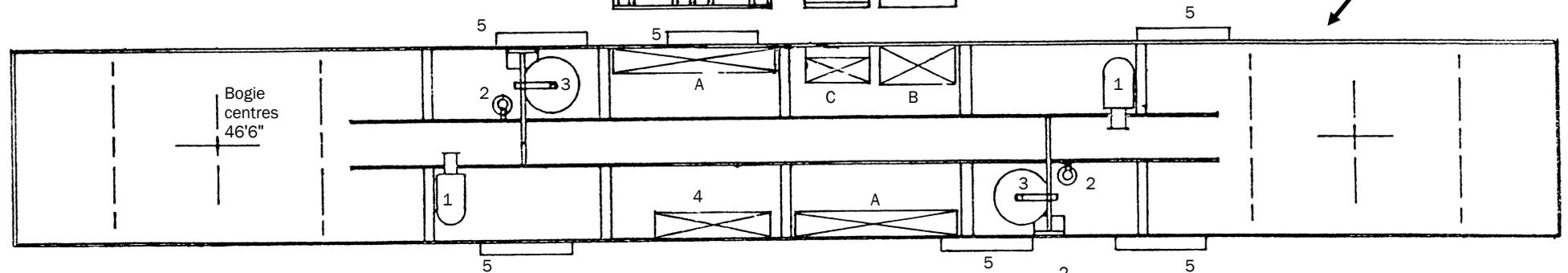
Train alarm gear this end



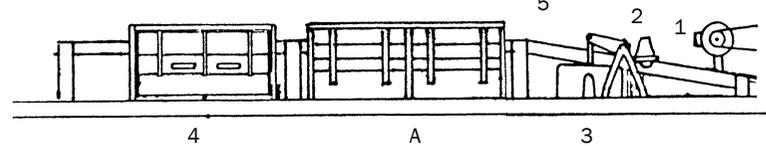
Cut interior floor at the dotted lines at both ends to clear the angled body fixing plates



Common edge



**UNDERFRAME VIEWED
FROM BELOW**



- | | |
|----------------------|---------------------------|
| 1. Dynamo | 8. Direct admission valve |
| 3. Vacuum cylinder | 4. Battery box |
| 5. Stepboard | |
| A. Propane cabinet | B. Chiller unit |
| C. Anthracite bunker | |