

## B17C BR Mk1 RESTAURANT THIRD OPEN (RFO)/TOURIST THIRD OPEN (TSO) (both later SECOND) D56/D92

**D56: 14 built 1951-1952; withdrawn 1963-1977; 4 preserved 64'6"**  
**D92: 21 built 1951-1953; withdrawn 1968-1983; none preserved**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.

Diagram 56 carriages ran as a triplet set with a D700 kitchen car (Comet B17B) and a D36 restaurant first open (B17A). 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 92 was effectively the prototype tourist open third: experience showed that an additional door each side would be useful, and all subsequent TTO/TSO diagrams featured this.

Both diagrams ran on B1 bogies and were reclassified as second class in 1956.

### Running numbers and original regional allocations

D56: E1000-1002  
M1003-1005  
S1006  
W1007-1013      All were built at York

D92: M3700-3705      Built at York  
M3706-3720      Built by Cravens

### 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:

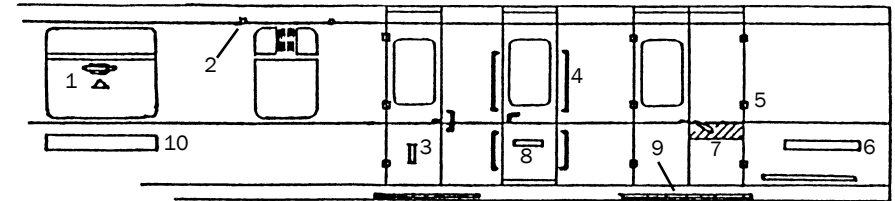
Underframe	UB1	Bogies	BB1
Underframe castings	UCB1	Interior	Special (D36)/INT4 (D92)
Ends	EB1	End castings	ECB1
Roof	C10	Roof castings	RC3

### Further information

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

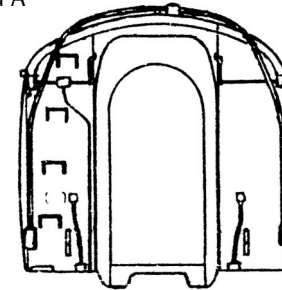
### Scrap views showing additional detailing of sides and ends

(not all details may apply to this diagram)

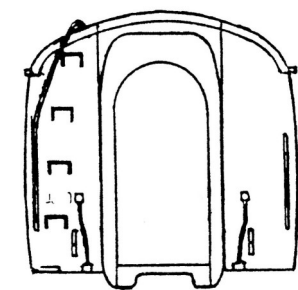


1. Window insignia (Firsts and No Smoking. In RH quarterlights of non-gangwayed stock)
2. Destination board bracket
3. Door insignia (First only and only on passenger doors)
4. Grab handles
5. Door hinges
6. Number (RH end 6" below waistline)
7. Slate grey panel on luggage doors
8. Door insignia (Guard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

End A

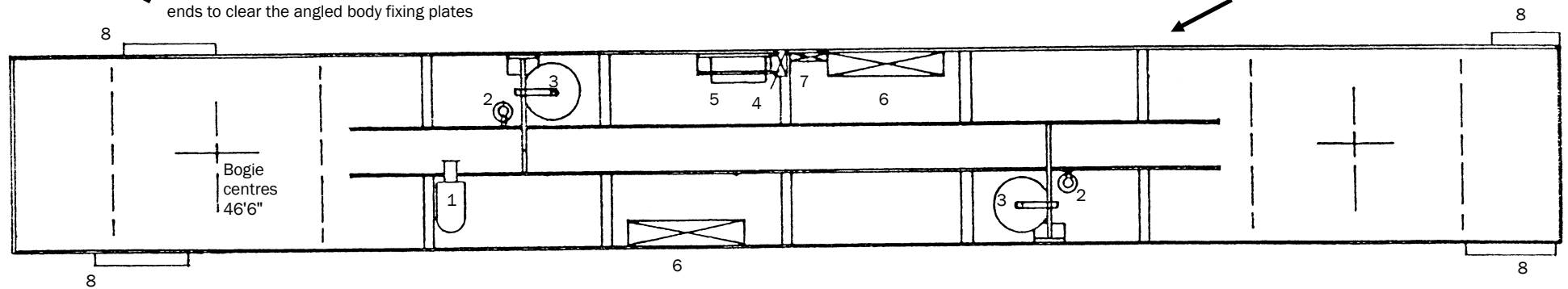
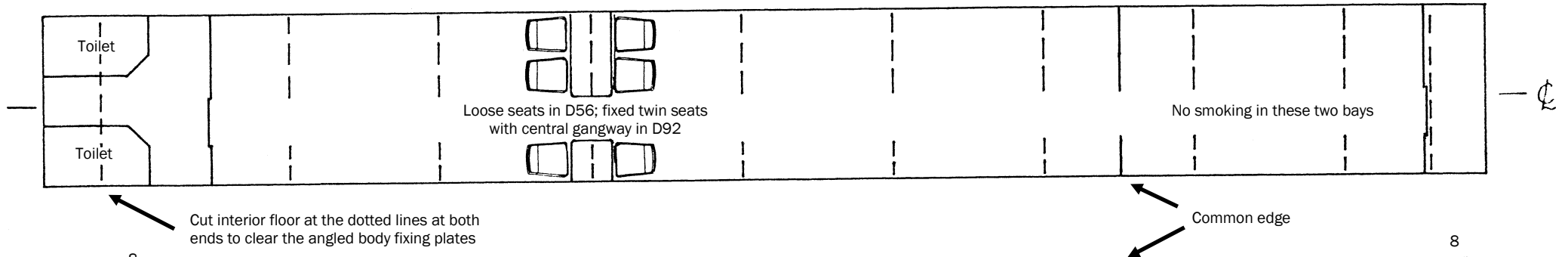
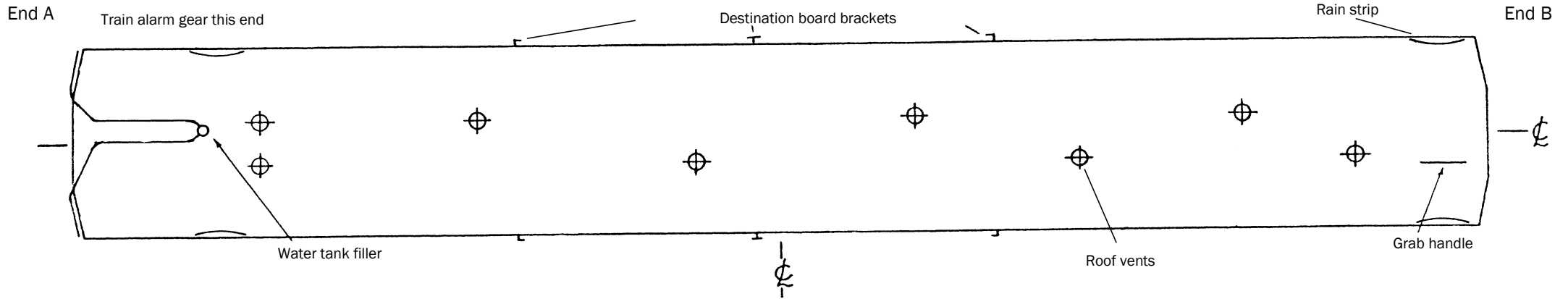


End B

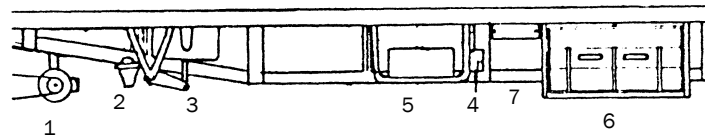


**ROOF AND INTERIOR PLANS  
VIEWED FROM ABOVE**

**D56/92**



**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