

## B21 BR Mk1 KITCHEN CAR (RK)

D701/702

**D701: 12 built 1961-1963; withdrawn 1967-1968; 2 preserved but rebuilt 64'6"**  
**D702: 19 built 1962-1963; withdrawn 1975-1982; 1 preserved**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 ready to run model.

Kitchen cars had no passenger facilities other than a corridor, hence they were marshalled with open dining stock. With the capacity to serve up to eighty meals at a sitting both a restaurant open first and a restaurant open second could be used.

The D701 cars had anthracite stoves but the impracticality of this system, not to mention the antipathy of staff, meant they had a short life. The propane fuelled D702 cars lasted much longer.

D701 80020 and 80021 were rebuilt in 1968 to Booth Car 1106 and Bar Car 1883 respectively. Both lasted until 1980 and have been preserved.

### Running numbers

D701	M80010-21	Built 1962
D702	M80022-27	Built 1962/3
	M80028-40	Built 1963

All were built by Charles Roberts and originally allocated to the LMR. D701 and 80040 of D702 had B2 bogies when new; the rest of D702 had B5 bogies.

### Livery

On introduction these coaches were painted maroon lined gold/black/gold at the waist and black/gold above the windows. Ends were painted black. From 1965 onwards, where spray painting of coaches was introduced, the ends were painted body colour to avoid the need for masking.

Also from 1965 the new "corporate image" livery of blue/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.

### Further information

British Railways Mk1 Coaches	Keith Parkin	Pendragon
BR Mk1 & Mk2 Coaching Stock	Hugh Longworth	OPC

### Modelling notes

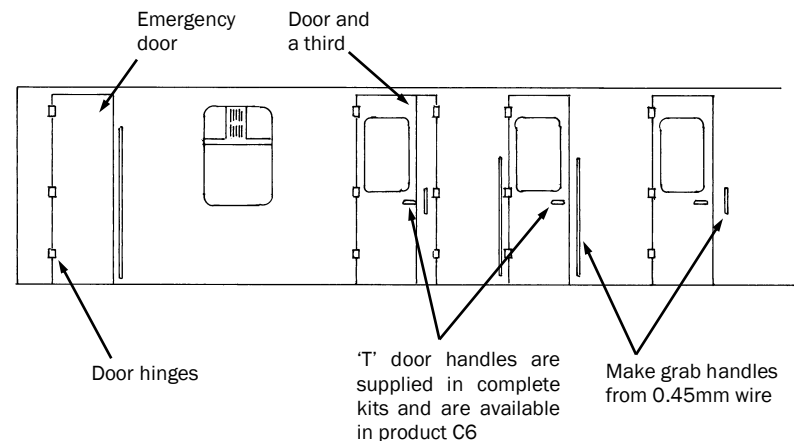
On the corridor side the droplights and lower section of the windows were fitted with white glass, and the upper sections had plain glass. All windows on the kitchen side had white glass except the toilet, which had frosted glass.

The V hangers on the standard underframe etch (Comet Models code UB1) should be discarded and replaced with parts "J" on the detail etch included with the coach sides pack.

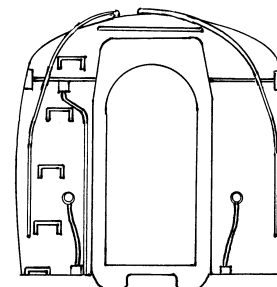
COMET MODELS coach components required to complete this coach are:

Underframe	UB1	Bogies	BB1 (most of D702 had B5 bogies)
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)

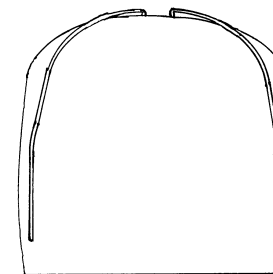


Door hinges and train alarm gear ears are available in product C26



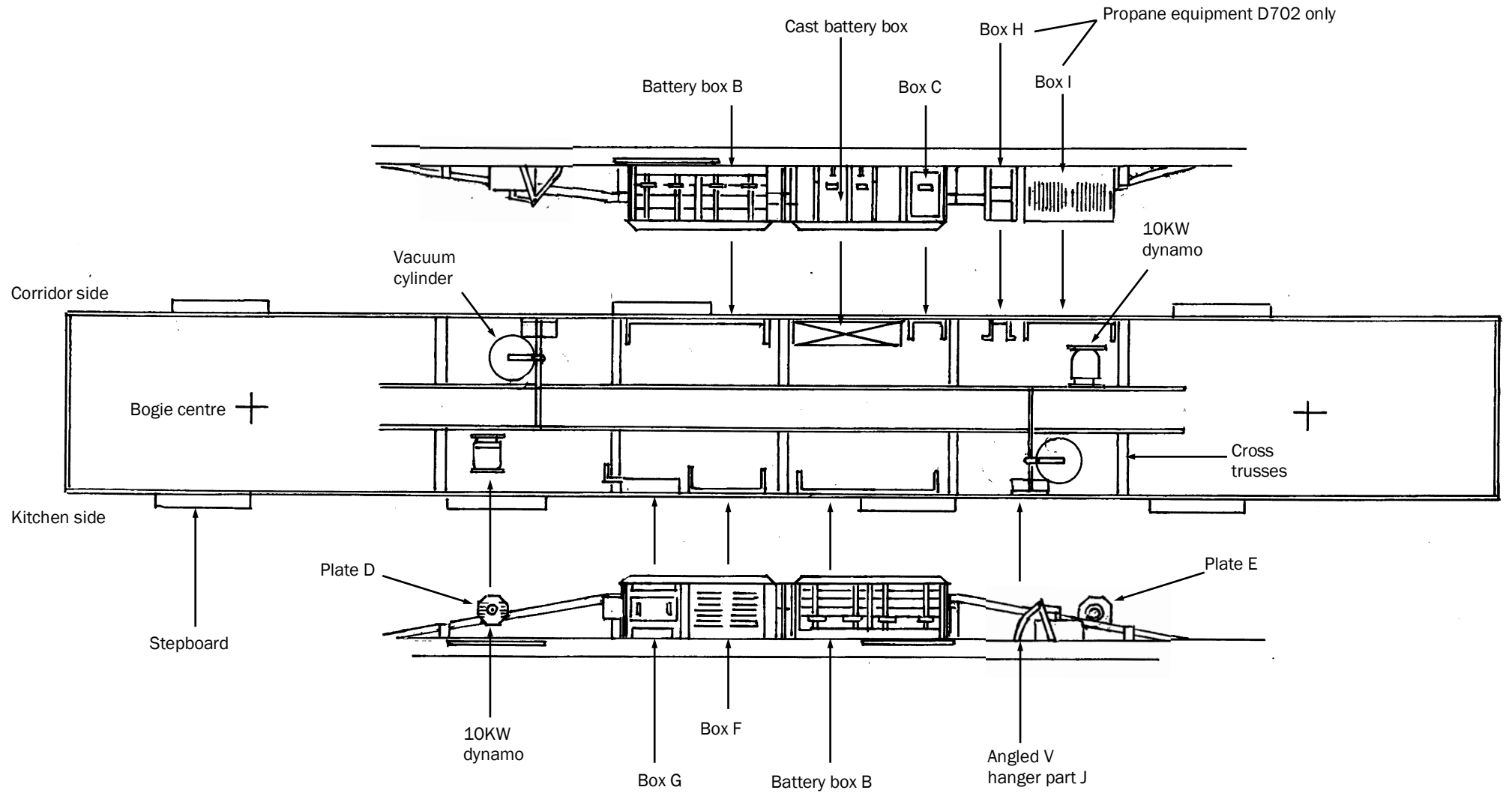
End view showing train alarm gear which was fitted only at the end shown on the roof plan.

D 701 had the handrails/filler pipes offset from centre line. This view shows the alarm gear end, and the offset should be reversed for the other end

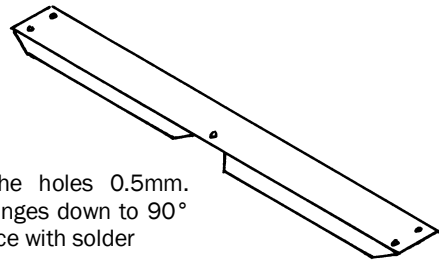


End view for D702 showing handrails/filler pipes equidistant from centre line

UNDERFRAME VIEWED FROM BELOW

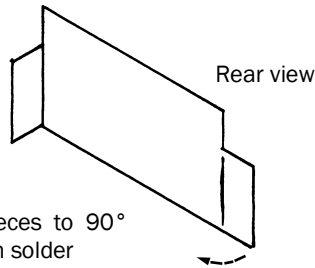


**Subframe part A (2 off)**



Drill out the holes 0.5mm.  
Fold the flanges down to 90°  
and reinforce with solder

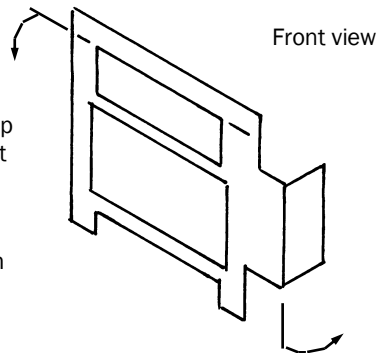
**Battery and control boxes parts B (2 off), C, F and I**



Rear view

Fold the side pieces to 90°  
and reinforce with solder

**Control box part G**

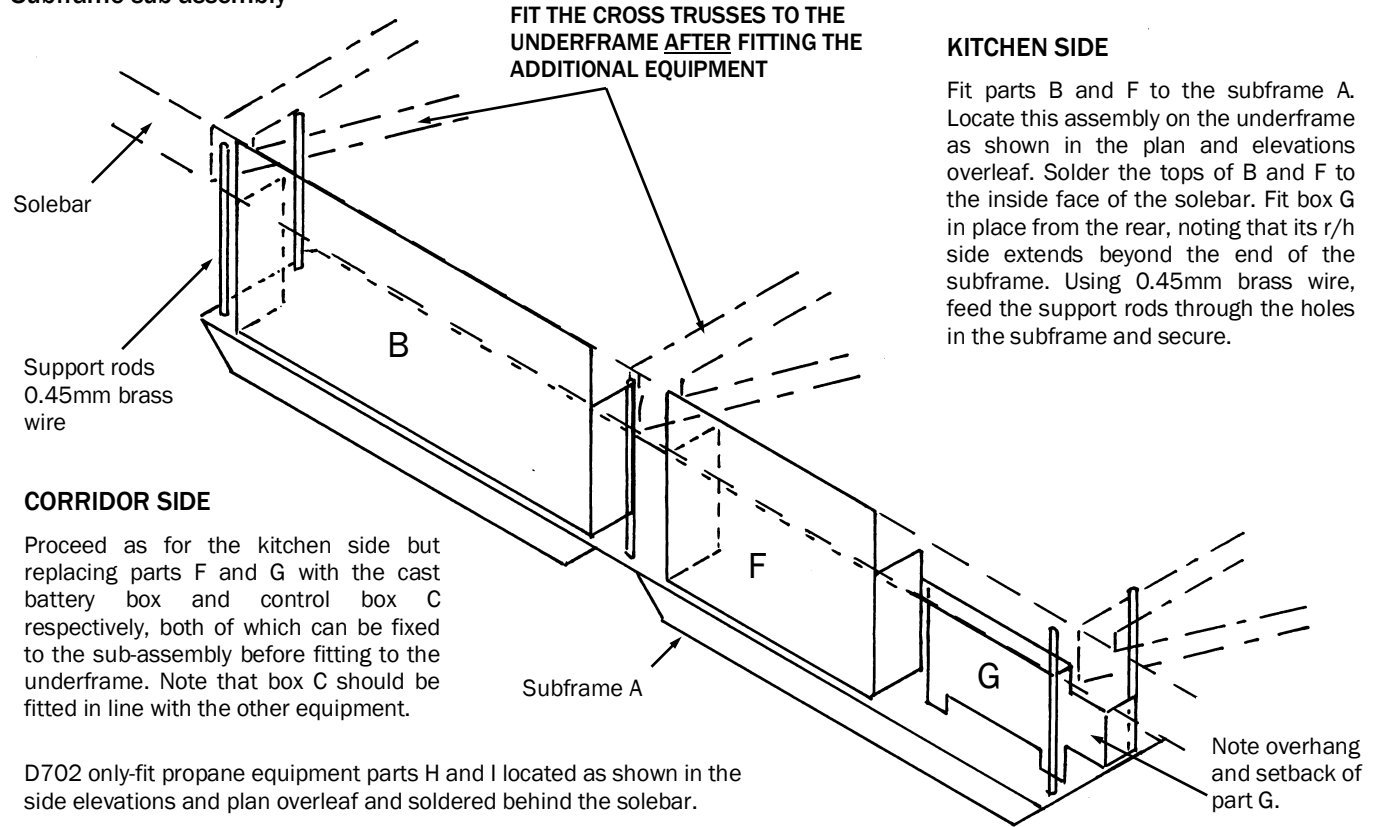


Front view

1 Fold the top forward to act as a spacer when fitting the box, then reinforce with solder

2 Fold the right hand side piece back to 90° and reinforce the fold with solder

**Subframe sub-assembly**



FIT THE CROSS TRUSSES TO THE UNDERFRAME AFTER FITTING THE ADDITIONAL EQUIPMENT

**KITCHEN SIDE**

Fit parts B and F to the subframe A. Locate this assembly on the underframe as shown in the plan and elevations overleaf. Solder the tops of B and F to the inside face of the solebar. Fit box G in place from the rear, noting that its r/h side extends beyond the end of the subframe. Using 0.45mm brass wire, feed the support rods through the holes in the subframe and secure.

**CORRIDOR SIDE**

Proceed as for the kitchen side but replacing parts F and G with the cast battery box and control box C respectively, both of which can be fixed to the sub-assembly before fitting to the underframe. Note that box C should be fitted in line with the other equipment.

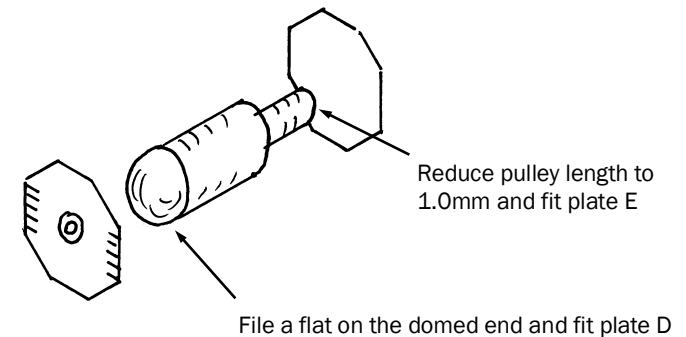
D702 only-fit propane equipment parts H and I located as shown in the side elevations and plan overleaf and soldered behind the solebar.

**Propane control unit H**

Rear view

1 Fold the narrow side sections first to represent the mounting struts  
2 then fold the sides

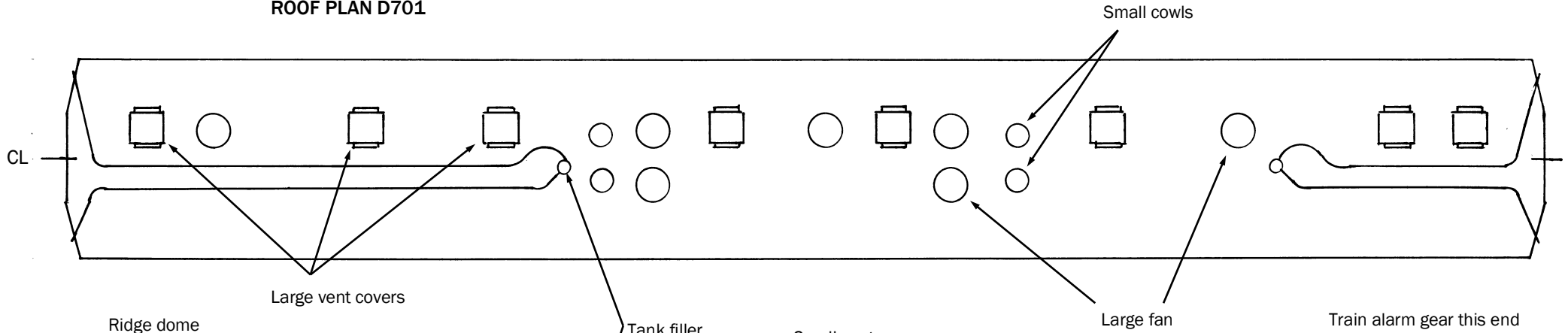
**Modifications to the standard dynamo for the 10kW version**



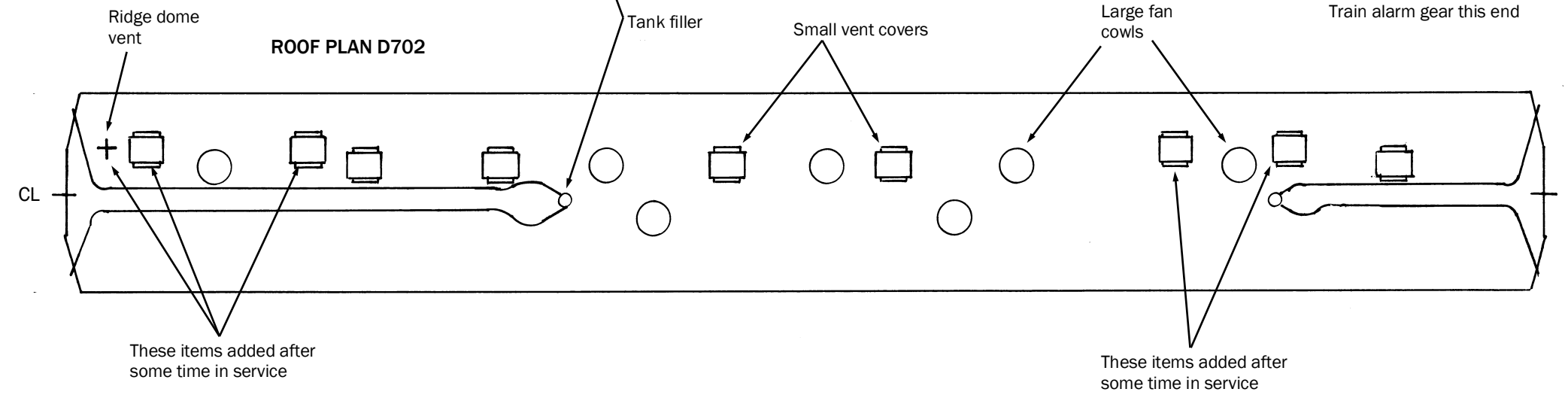
Reduce pulley length to 1.0mm and fit plate E

File a flat on the domed end and fit plate D

**ROOF PLAN D701**



**ROOF PLAN D702**



**FLOOR PLAN D701/702**

