

## B18 BR Mk1 RESTAURANT FIRST (RF) LATER RESTAURANT/BUFFET (RB(K))

**D17**  
**D26/D28**

**D17: 37 built 1961-1962; 34 rebuilt 1969-1971; one unrebuilt still active**  
**D26: 8 rebuilt 1969-1970; withdrawn 1980-1982; 1 preserved**  
**D28: 26 rebuilt 1970-1971; withdrawn 1974-1982; 1 preserved**

**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 ready to run model.

These carriages were initially ordered by the London Midland Region of BR to D17 with B1 bogies. They were built in two batches, the first four coaches by BRCW, the remainder being shared between the BR works at Ashford and Swindon. They were unique in BR catering coach designs in having passenger entrance doors instead of access only via the gangways from adjacent vehicles.

From 1969 all but three (324, 325, 332) were rebuilt to D26 or D28, converting them to restaurant/buffet cars, and with Commonwealth bogies if not already so upgraded. For D26, the external appearance was unchanged but internally half of the seats were removed and replaced with a standing area for the buffet. One of the unrebuilt coaches (M325) was included in the Royal Train, renumbered to 2907. D28 were changed similarly, but a further internal arrangement of the shelving and display area required the window to the right of the intermediate door on the kitchen side of the coaches to be plated over, thus altering the appearance of this side.

### Sample formations

#### D17

1965 *The Waverley* BSK/SO/SO/SO/RF/FK/CK/CK/BCK (all BR Mk1s)  
1965 St. Pancras-Manchester CK/BTK/TK/TK/TO/FK/FO/RF/SO/SK/BSK/FK (all BR Mk1s)  
1963 *Pines Express* BSK/CK/SO/BSO/BSO/SK/SK/SO/RF/SO/CK/BCK (all BR Mk1s)  
| Ex-Liverpool |

#### D26/28

1973 Euston Blackpool  
BG/TK/TSO/TSO/TSO/BFK/FK/FK/RB/FO/TSO/TSO/BG (all BR Mk1 100mph stock)  
| Carlisle | Blackpool |  
1973 *The Welshman* TSO/TSO/TSO/TSO/TSO/RB/FO/FK/BFK/BG (all BR Mk1 100mph stock)

### Running Numbers

D17 as built		Rebuilds
M306-309	built 1961/62 BRCW	To D28 M1618-21 in order
M310-342	built 1961/62 BR Ashford & Swindon	310-3/15/23/27/34 to D26 M1773-80 not in order
		Rest to D28 M1622-43 not in order

### 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 the 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.

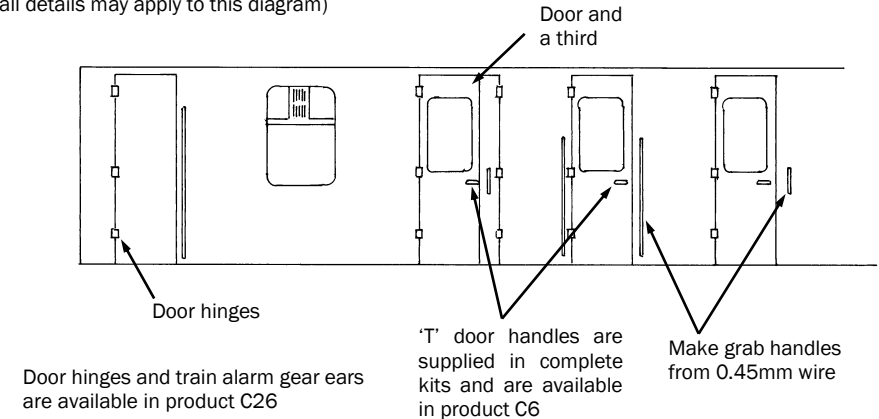
### Further information

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

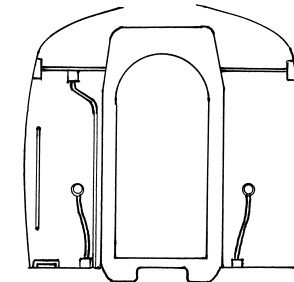
COMET MODELS components required to complete this carriage are:

Underframe	UB1	Bogies	BB1 or BB2
Underframe castings	UCB1	Interior	INT4
Ends	EB1	End castings	ECB1
Roof	C10	Roof castings	RC3, RC7

Scrap views showing additional detailing of sides and ends  
(not all details may apply to this diagram)



The ends are identical except that the train alarm gear is fitted only at the end shown on the roof plan



### Modelling Notes

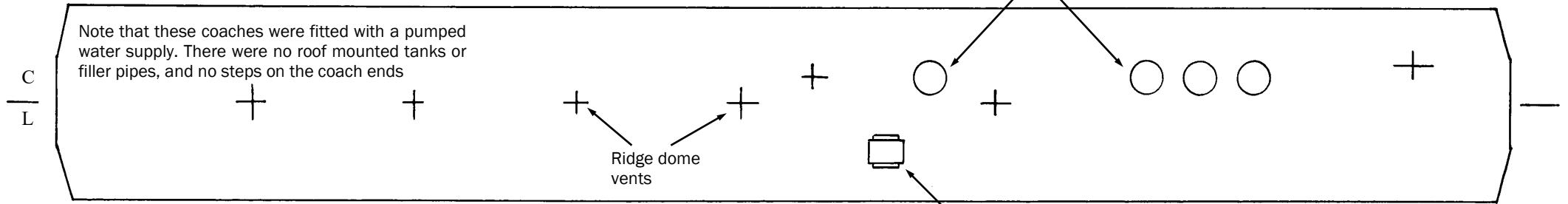
These vehicles had under floor water tanks, hence they did not have water filler pipes to the roof. If building a kit, the step detail should be removed from both end castings.

On the kitchen side, the intermediate and left hand door droplights together with the short windows in the kitchen and pantry had white glass, as did the top section of the staff compartment window, the lower section being frosted.

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

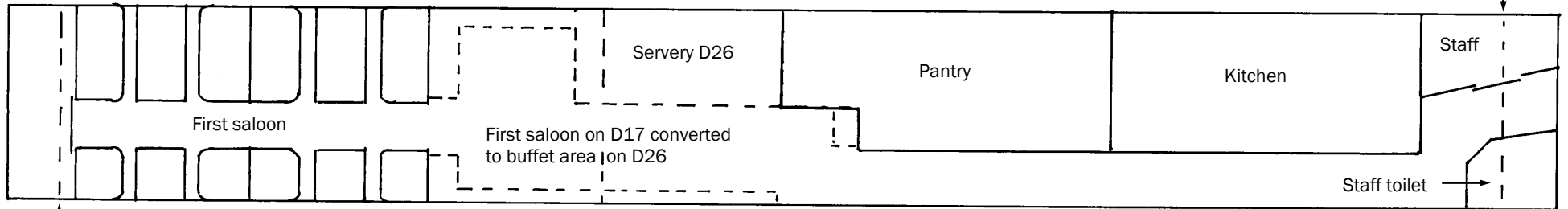
Train alarm gear this end

D17/26

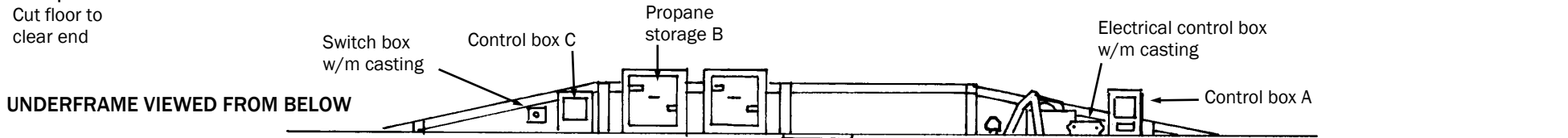


ROOF AND INTERIOR PLANS VIEWED FROM ABOVE

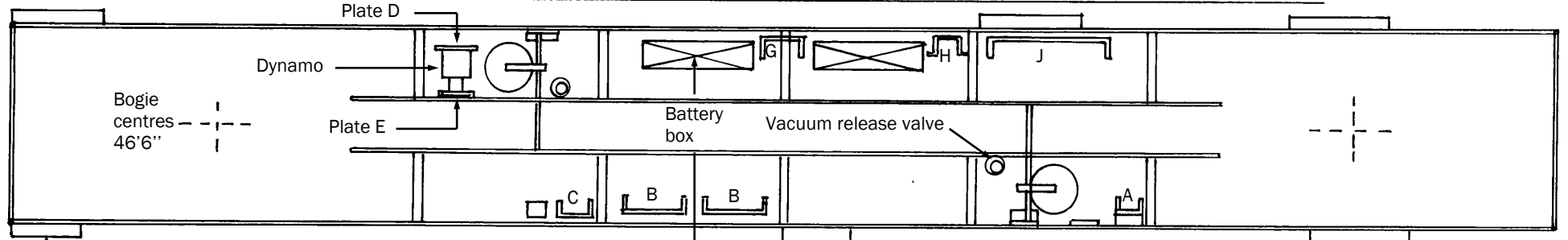
D17: 24 first class seats



D26: 12 first class seats and buffet

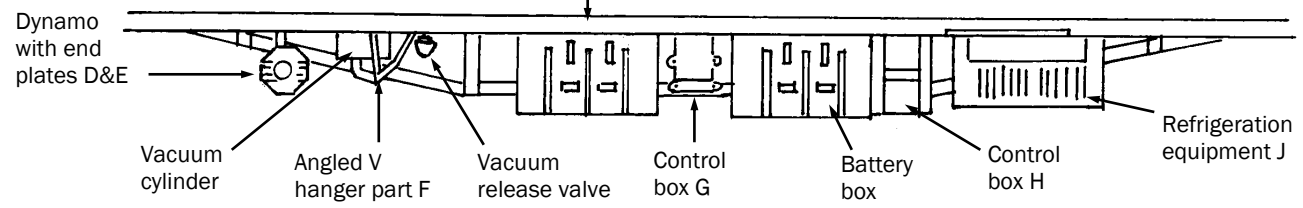


UNDERFRAME VIEWED FROM BELOW



Bogie centres 46'6"

Solebar stepboard



# UNDERFRAME EQUIPMENT D17/26

Reinforce folds with a fillet of solder. Fit the additional equipment to the back of the solebar with reference to the underframe plan. Fit the cast cross trusses **after** fitting the additional equipment

