

B12 BR Mk1 NON-GANGWAYED BRAKE THIRD (later SECOND) (BT/BS) D371

252 built 1954-1956; withdrawn 1963-1977; 11 preserved

57'1"

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.

This is the short underframe version of the BR Mk1 non-gangwayed brake third, having six passenger compartments with six-a-side seating and a guard's/luggage compartment. They were reclassified as seconds from 1956. All were fitted with B1 bogies. The last batch was built to 'Metrogauge' for use on the Widened Lines to Moorgate. This involved the roof vents being placed 1'8" from the centre line rather than the 1'0" shown on the plan overleaf. Some of the early withdrawals were converted to brake vans for use with Freightliner trains.

Running numbers and original regional allocations

W43100-43111	built 1954-55	BR York
E43112-43161	built 1954-55	BR York
E43171-43195	built 1954	BR Doncaster (originally E53171-53195, renumbered 1955)
Sc43196-43225	built 1954-55	BR Doncaster (originally Sc53196-53225, renumbered 1956)
M43226-43259	built 1954-55	BR Doncaster (originally M53226-53259, renumbered 1955/56)
M43267-43310	built 1955	BR York
Sc43311-43343	built 1955-56	BR York
E43344-43359	built 1955-56	BR York
M43360-43367	built 1955-56	BR Derby (Metrogauge batch)

Livery

From inception to 1956 non-gangwayed passenger stock was painted unlined carmine. 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.; most non-gangwayed was not lined. BR(SR) adopted unlined stock green. 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. Non-gangwayed stock and some full brakes were painted blue overall. 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.

Further information

British Railways Mk1 Coaches (and Supplement)
BR Mark 1 & Mark 2 Coaching Stock

Keith Parkin
Hugh Longworth

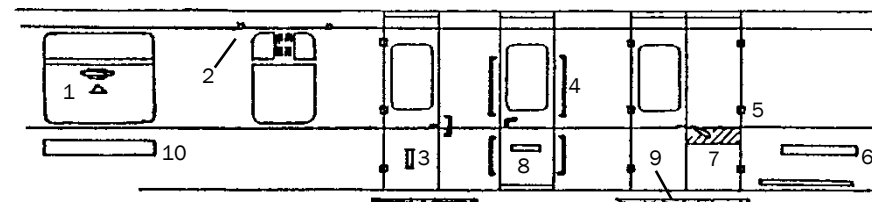
HMRS
OPC

COMET MODELS components required to complete this carriage are:

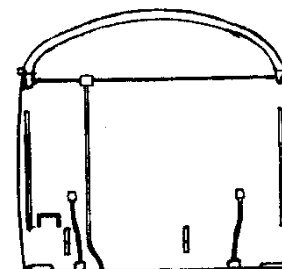
Underframe	UB2	Bogies	BB1
Underframe castings	UCB1	Interior	INT5
Ends	EB2	End castings	ECB2
Roof	C10	Roof castings	RC3
Periscopes	C16		

Scrap views showing additional detailing of sides and ends

(not all details may apply to this diagram)



1. Window insignia (First 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)

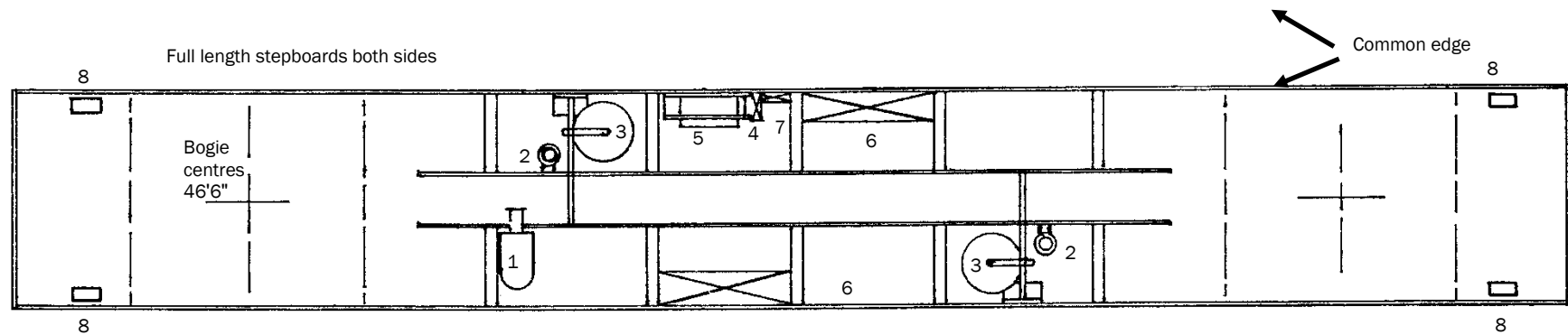
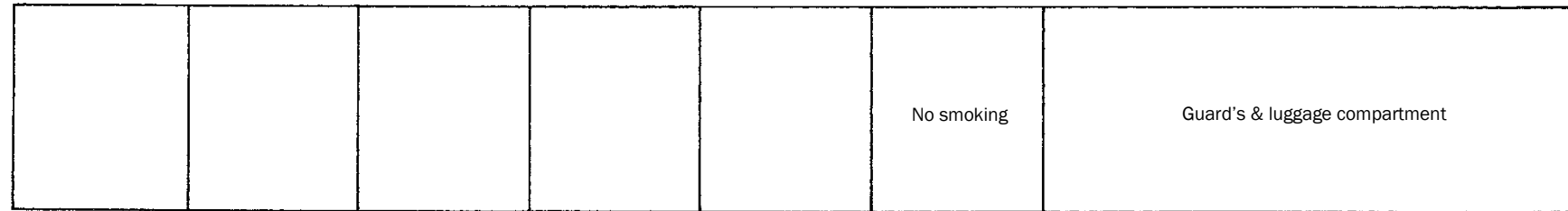
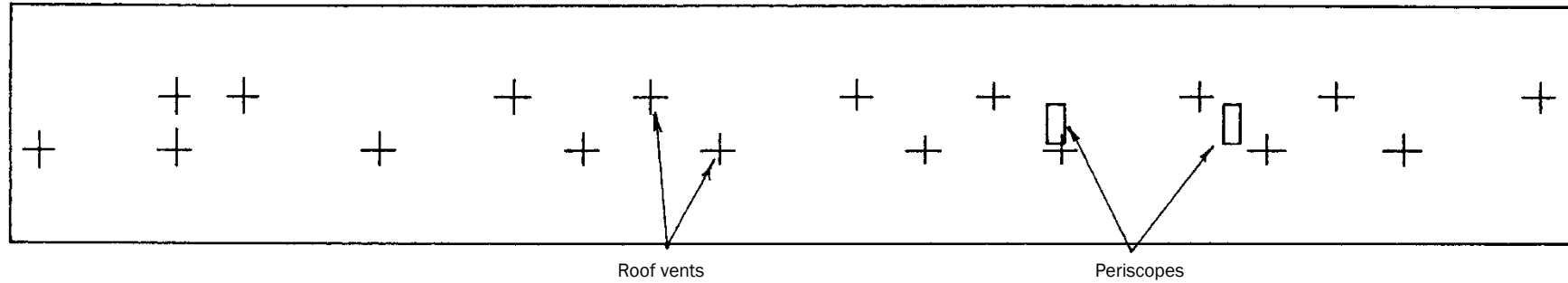


The ends are identical except that the train alarm gear is only fitted at the end shown on the roof plan overleaf

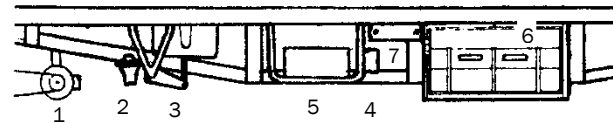
D371

ROOF AND INTERIOR PLANS VIEWED FROM ABOVE

Train alarm gear this end



UNDERFRAME VIEWED FROM BELOW



- | | |
|--------------------------|---------------------------|
| 1. Dynamo | 2. Direct admission valve |
| 3. Vacuum cylinder | 4. Lamp resistance box |
| 5. Regulator | 6. Battery box |
| 7. Distribution fuse box | 8. Guard's ascending step |