COMET MODELS

B15 BR Mk1 NON-GANGWAYED BRAKE THIRD (later SECOND) (BT/BS) D372

32 built 1955; withdrawn 1963-1967; 1 preserved 63'5"

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 long underframe version of the BR Mk1 non-gangwayed brake third, having seven passenger compartments with six-a-side seating and a guard's/luggage compartment. They were reclassified as seconds from 1956. All were built at Swindon, and fitted with B1 bogies. Many were converted to Carflats.

Running numbers and original regional allocations

W43162-43170
W43260-43266
W43368-43373

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.

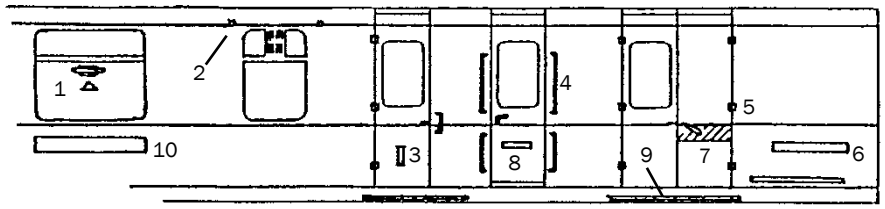
Further information

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

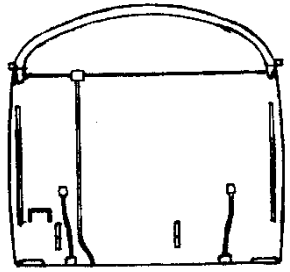
COMET MODELS components required to complete this carriage are:

Underframe	UB1	Bogies	BB1
Underframe castings	UCB1	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 (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)

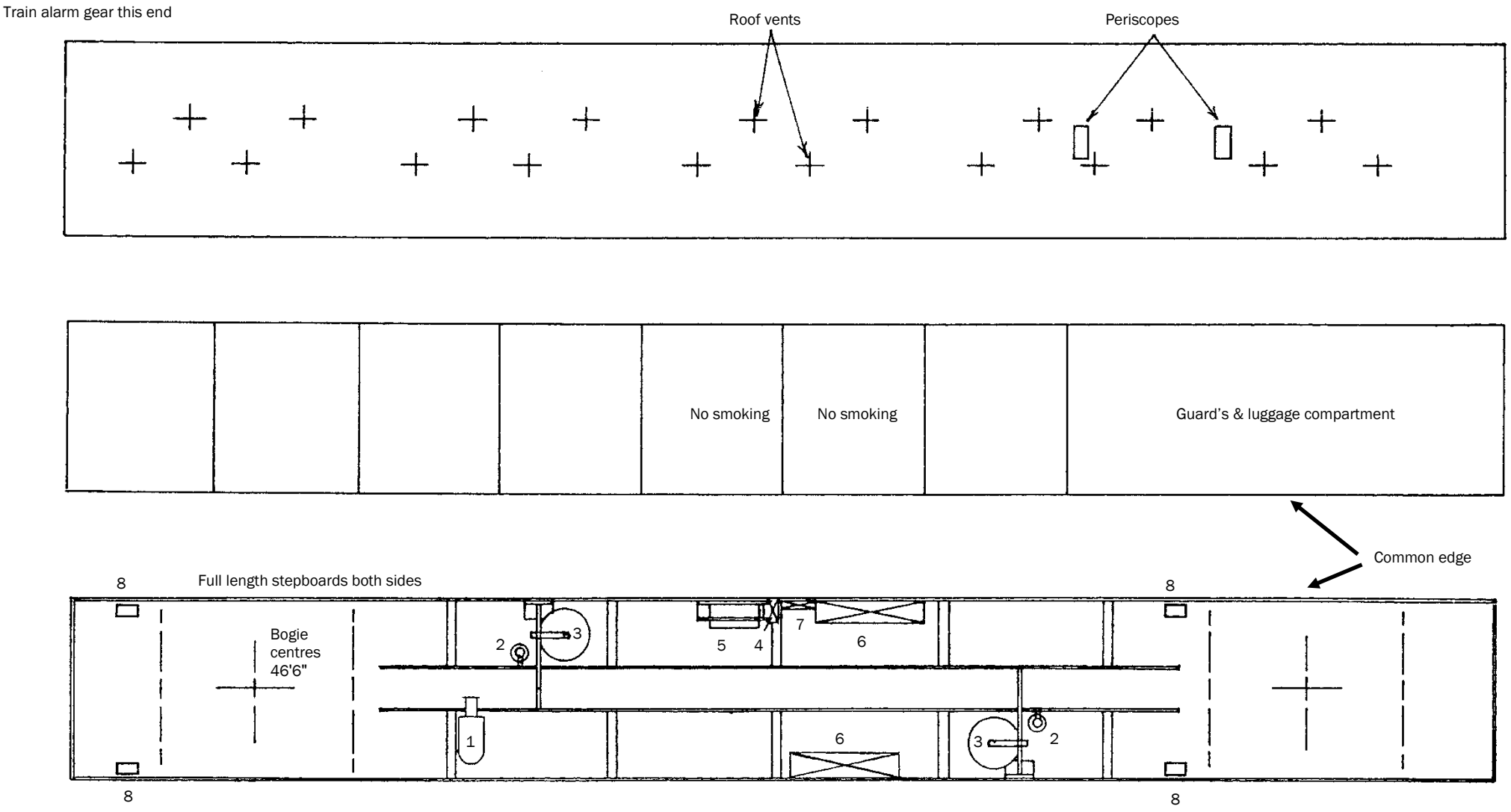


The ends are identical except that the train alarm gear is only fitted at the end shown on the roof plan overleaf

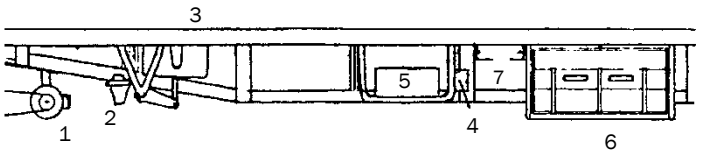
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ROOF AND INTERIOR PLANS VIEWED FROM ABOVE



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