

## B26 BR Mk1 TOURIST OPEN THIRD/later SECOND (TTO/TSO) D89/93 & OPEN THIRD/later SECOND (TO/SO) D94 64'6"

**D89: 228 built 1959-1964; withdrawn 1972-2009; 131 preserved**  
**D93: 999 built 1953-1958; withdrawn 1957-1993; 171 preserved**  
**D94: 96 built 1954-1959; withdrawn 1967-1991; 41 preserved**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.

The open third/second exhibited the greatest variety in Mk1 design. The etch represents the type having a centre vestibule with doors on both sides, as well as end doors both sides. The vestibule divided the coach into two saloons of four bays each, one of which was divided into two to provide two non-smoking bays. Diagrams 89 and 93 had 2+2 seating with a centre gangway; diagram 94 had 2+1 seating with an offset gangway. A further 44 carriages identical to D94 but specifically for dining were classified as diagrams D60 and 61 (Comet Models B25).

### Running numbers and original regional allocations

#### D89

M 4830-99, 4918-66  
 E 4973-5010, 5045-69  
 W 4900-17, 5023-44

Carriages up to 4899 had B1 bogies; the rest rode on Commonwealth bogies.

#### D93

M 3736-72, 3947-69, 4413-42  
 E 3773-88, 3850-70, 3886-912, 3970-81, 4048-243, 4258-357, 4395-412, 4443-72, 4488-636, 4639-726  
 W 3789-823, 3871-85, 3982-6, 4739-78  
 S 3824-49, 3913-46, 3998-4047, 4373-94  
 SC 3987-97, 4244-57

All had B1 bogies. Many of the SR allocation were converted to EMU carriages for the Bournemouth electrification.

#### D94

M 3721-35, 4358-72, 4473-87, 4779-4829  
 All had B1 bogies.

### 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. With the introduction of sectors, coaches appeared in many new liveries, too many to describe here.

### 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

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        |

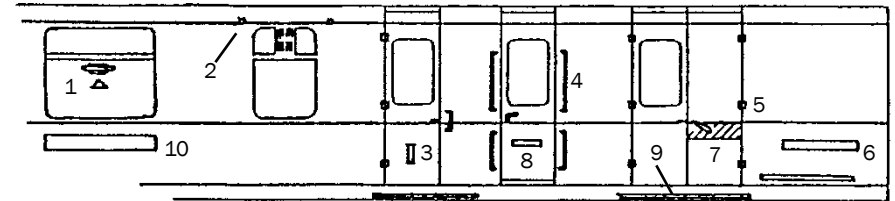
underframe upside down and hold the box in place using a small flat file whilst fixing it in position.

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

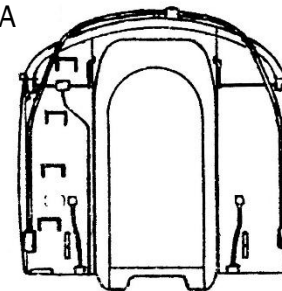
British Railways Mk1 Coaches (and Supplement) Keith Parkin  
 BR Mark 1 & Mark 2 Coaching Stock Hugh Longworth  
 HMRS OPC

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

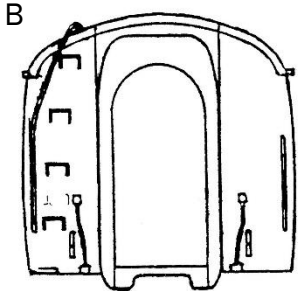


1. Window insignia (Firsts and No Smoking. In RH quarterlights of non-gangwayed stock)
2. Destination board bracket
3. Door insignia (First only and only on passenger doors)
4. Grab handles
5. Door hinges
6. Number (RH end 6" below waistline)
7. Slate grey panel on luggage doors
8. Door insignia (Guard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

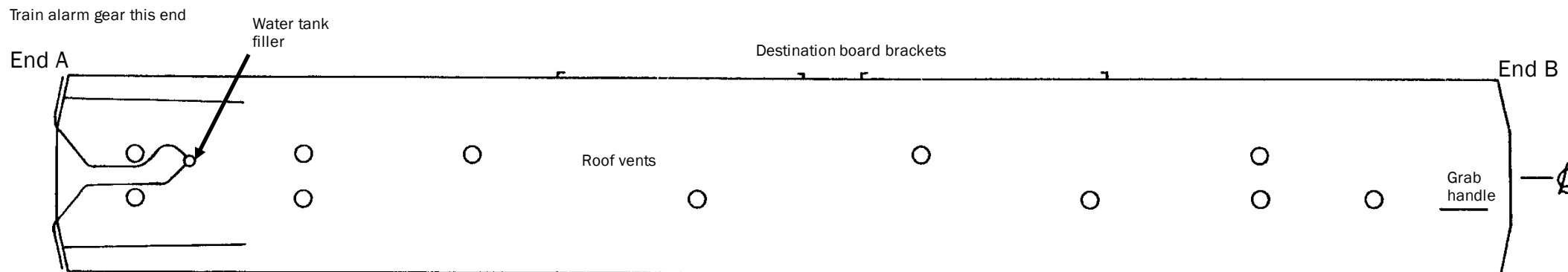
End A



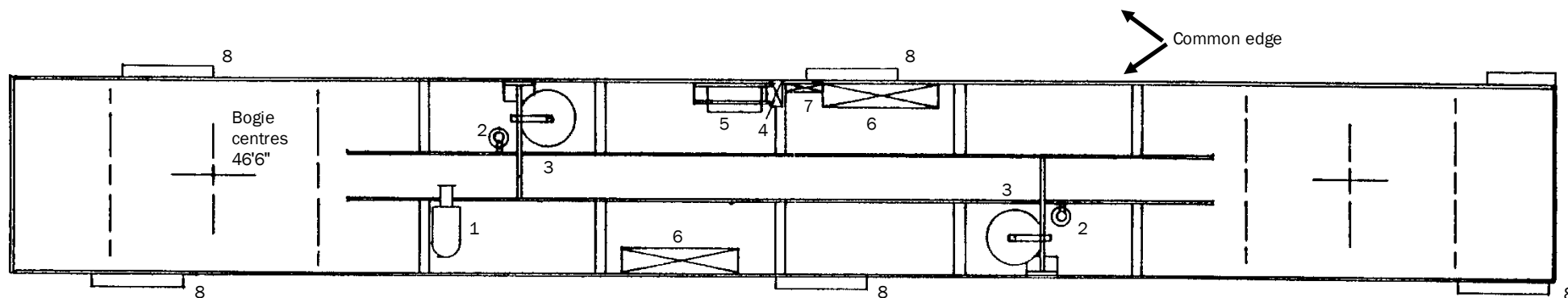
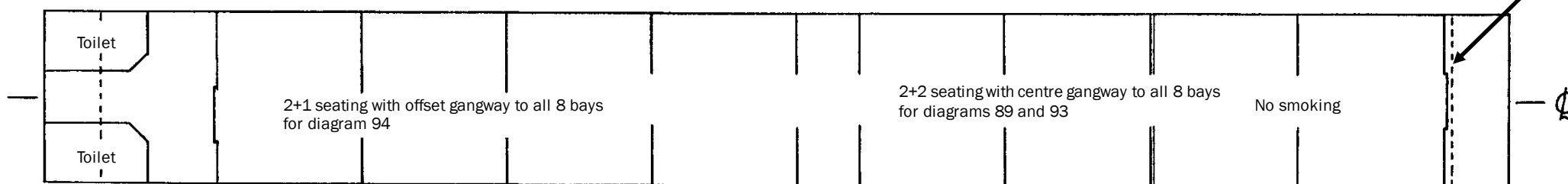
End B



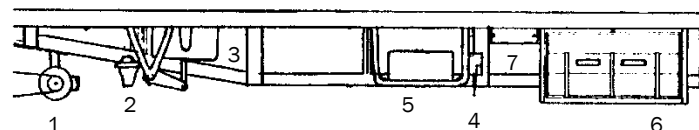
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ROOF AND INTERIOR PLANS  
VIEWED FROM ABOVE



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. Stepboard              |