

M55 LMS STANIER KITCHEN CAR (RK)

D1912

33 built 1934-1938; withdrawn 1951-1965; 2 preserved

50'

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. Should you prefer they can also be used for scratchbuilding.

The kitchen car contained no passenger accommodation. Its sole purpose was to provide meals when the demand was greater than could be met by a kitchen/diner car. They were usually marshalled between at least one open first (e.g. COMET MODELS M16, M33, M34) and one or two open thirds (e.g. COMET MODELS M4, M5, M21, M22, M40, M41, M42). They were also used on excursion trains serving the open coaches which usually made up such services. Six were used in the 1937 *Coronation Scot*, having additional jumper cables as well as the special livery. Some (including the two preserved vehicles) were later rebuilt as inspection saloons.

Sample formations

<i>Coronation Scot</i> 1937	BTK/TO/RK/TO/TO/RK/RFO/FK/BFK
<i>Yorkshireman</i> 1938	BTK/CK/TO/RK/FO/BFK
<i>The Mid-Day Scot</i> 1949	TK/TK/BTK/TK/TO/TO/RK/RFO/FO/CK/BTK/CK/TK/BG
<i>The Lancastrian</i> 1949	BTK/TO/TO/TO/CO/RK/FO/FO/BCK/FK/TK/CK/CK/BTK Manchester London Road Colne
Euston-Wolverhampton 1954	TK*/TK*/BTK/TK/TK/TO/TO/RK*/RFO*/CK/BFK* BR Mk1 stock except those marked*

Running numbers

30075	built 1934	Wolverton	30076-30095	built 1936	Gloucester C&W
30096-30100	built 1937	Derby	30101-30106	built 1938	Derby
30034	rebuilt 1938	Derby (from a D1697 accident victim)			

30084-89 were used in the *Coronation Scot*.

Livery

The LMS coach body colour was maroon. Ends were also maroon with the detail picked out in black, but from the end of 1936 they were painted all over black. Simple lining was adopted at the beginning of 1934. In 1946 the yellow was replaced with a much lighter shade referred to as 'straw'. From 1949 coaches received BR crimson and cream. From 1956/7 BR maroon with simple lining was adopted.

Number and lettering styles, insignia and class designation placement did not always follow the changes of livery. For further information on a particular vehicle at a specific date please consult references and photographs.

Coaches left the works with the roof finished in a metallic aluminium paint. However, in service this quickly took on an overall muddy grey colour.

Underframes and bogies were finished in black.

Further information

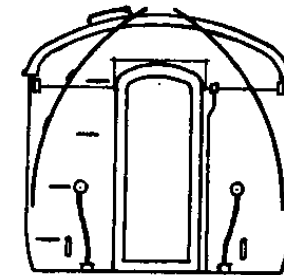
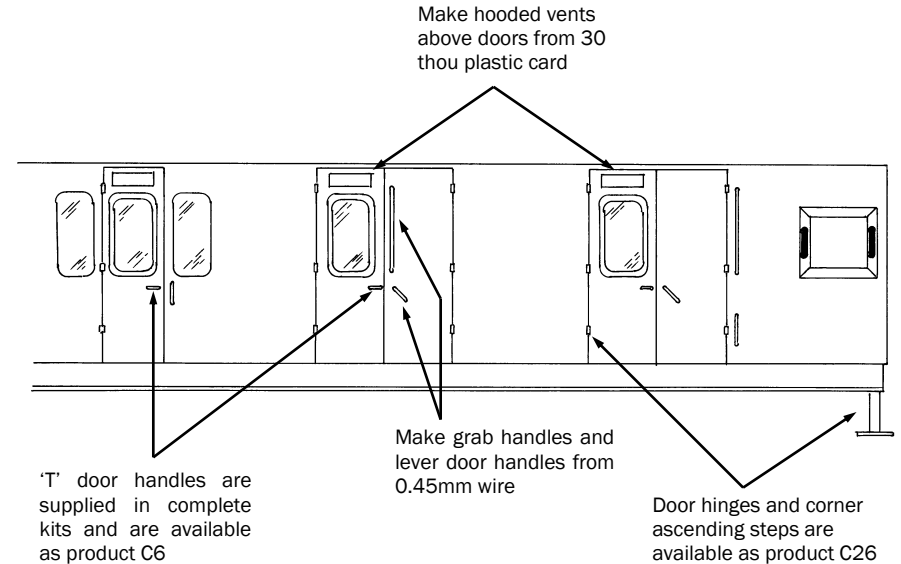
LMS Standard Coaching Stock Vol. II	Jenkinson & Essery	O.P.C.
Historic Carriage Drawings	Jenkinson & Camping	Ian Allan
Passenger Train Formations		
1923-1983 LMS LM Region	Clive S Carter	Ian Allan
British Railways Pre-Nationalisation Coaching Stock Vol. 2	H Longworth	O.P.C.

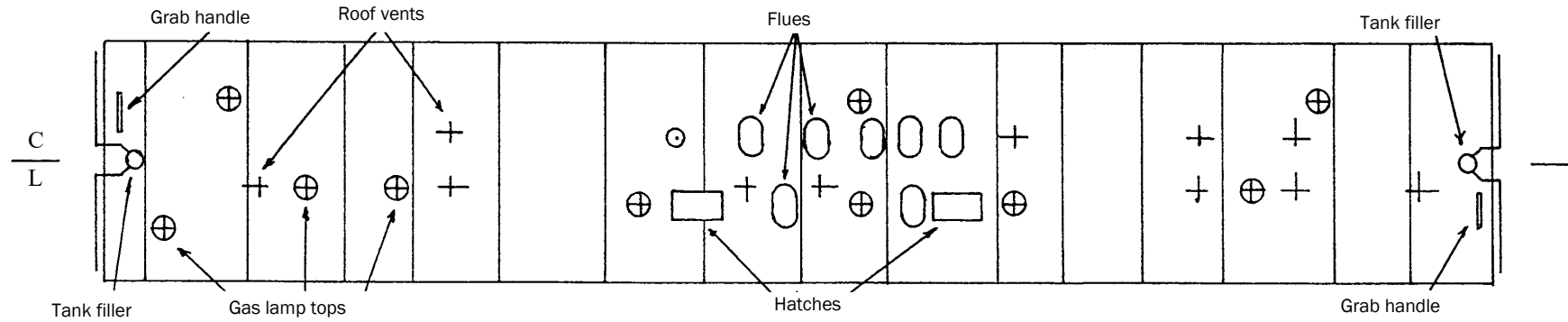
COMET MODELS components required to complete this carriage are:

Underframe	UM3	Bogies	BM2
Underframe castings	UCM1	Roof castings	RC2/4
Ends	EM3	End castings	ECM2
Roof	C10	Gas cylinders	C18
Gas lamp tops	C21		

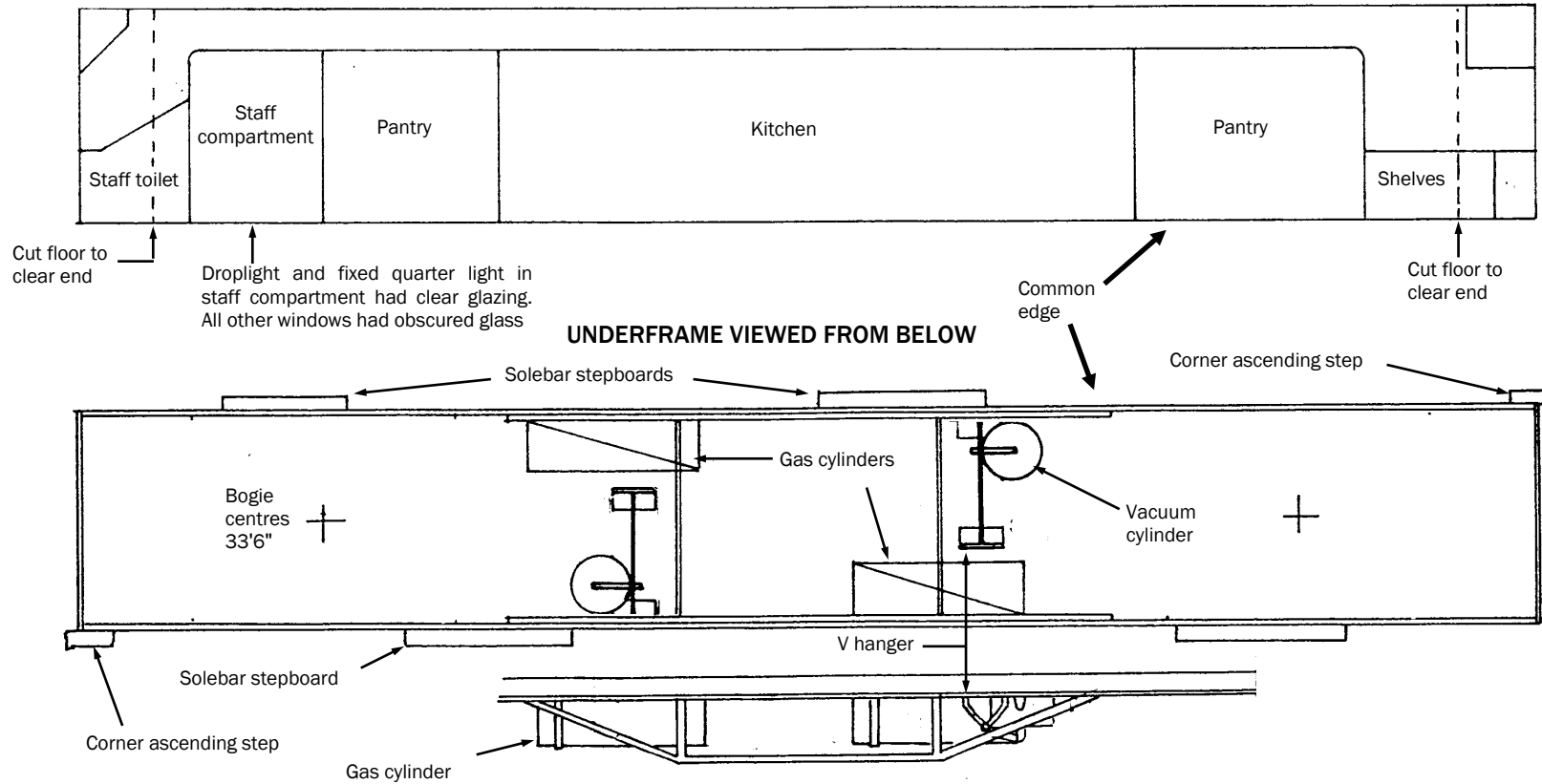
Scrap views showing additional detailing of sides and ends

(not all details may apply to this diagram)





**ROOF AND INTERIOR PLANS
VIEWED FROM ABOVE**



UNDERFRAME VIEWED FROM BELOW