

## M34 LMS STANIER RESTAURANT OPEN FIRST (RFO)

D1902

35 built 1934-1939; withdrawn 1951\*-1965; 1 preserved

65'

\* - 1 withdrawn before 1948

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.

Built at Wolverton, these coaches represented the most luxurious of dining accommodation on the LMS and BR London Midland Region. The 65' length was unusual. In 1937, three were equipped with pressure ventilation for use in the *Coronation Scot*.

### Sample formations

Coronation Scot 1937	BTK/TO/RK/TO/TO/RK/RFO/FK/BFK
The Mid-Day Scot 1949	TK/TK/BTK/TK/TO/TO/RK/RFO/FO/CK/BTK/CK/TK/BG
Euston-Wolverhampton 1954	TK*/TK*/BTK/TK/TK/TO/TO/RK*/RFO*/CK/BFK* BR Mk1 stock except those marked*

### Running numbers

7490-7514	built 1934, LMS full livery when new	7507-9 ran in the <i>Coronation Scot</i>
7566-7575	built 1939, LMS simple livery when new	

### 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. Fully panelled livery was applied to the earliest examples with lining in black and yellow. On flush sided coaches the lining was laid out as though the coach was panelled (so called 'pseudo-panelling'); sometimes the verticals were at the edges of the window frames, otherwise they were on the centre of the panel between them. 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.

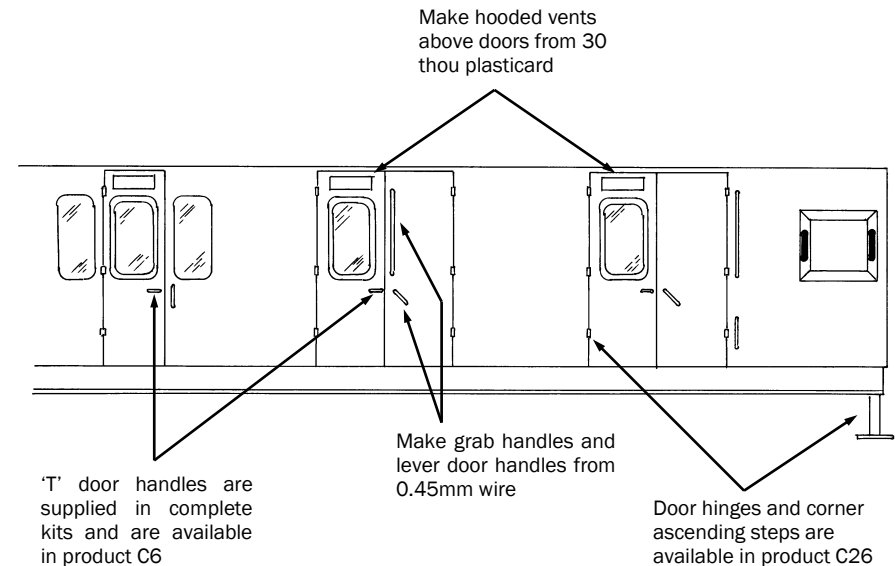
### Further information

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

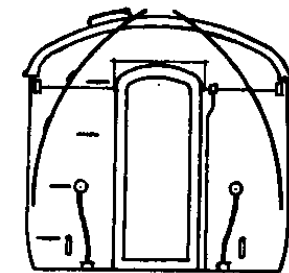
COMET MODELS components required to complete this carriage are:

Underframe	UM1	Bogies	BM2
Underframe castings	UCM1	Roof castings	RC2/4
Ends	EM3	End castings	ECM4
Roof	C10	Interior	INT3

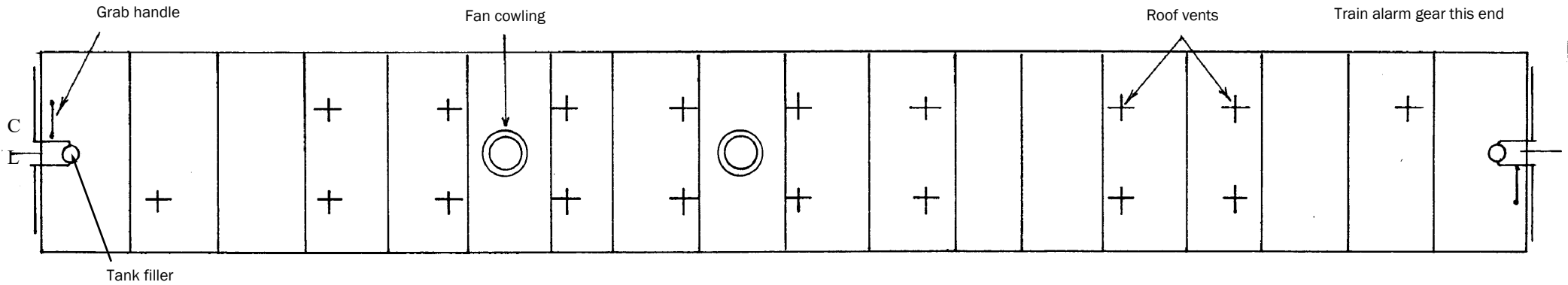
Scrap views showing additional detailing of sides and ends  
(not all details may apply to this diagram)



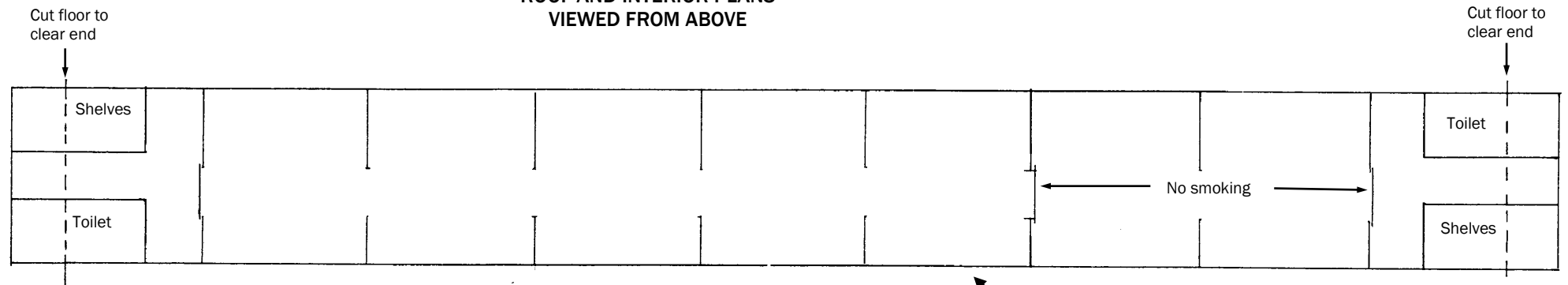
The ends are identical except that the train alarm gear is only fitted at the end shown on the roof plan overleaf



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**ROOF AND INTERIOR PLANS  
VIEWED FROM ABOVE**



**UNDERFRAME VIEWED FROM BELOW**

