

M42 LMS STANIER OPEN THIRD (TO)

D1999

433 built 1938-1948; withdrawn 1950*-1969; 9 preserved

57'

* - 1 withdrawn before 1948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.

The open third coach was popular with the operating department for excursions and other services requiring high capacity seating. The layout of this design was similar to the preceding D1915 but with a reduction to 7 bays giving a capacity of 56 seats.

Sample formations

<i>The Irish Mail</i> 1949	BG/SLT/SLT/TK/TK/TO/TO/FO/FK/BG/BG/BG
<i>The Lancastrian</i> 1949	BTK/TO/TO/TO/CO/RK/FO/FO/BCK/FK/TK/CK/CK/BTK Manchester London Road Colne
<i>The Welshman</i> 1949	BTK/TO/TO/CK/BCK/RT/FO/BTK/CK/CK/BTK/TO/CK/BTK Holyhead P'madoc Pwllheli Llandudno
Western Division sets	BCK/TO/TO/TO/TO/BTO

Running numbers

9435-9482	built 1938 at Derby	27150-27249	built 1945/6 at Wolverton
8335	built 1938 at Wolverton	27250-27349	built 1947 at Wolverton
9483-9516	built 1939 at Wolverton	27350-27459	built 1947/8 at Wolverton
27100-27149	built 1945 at Wolverton		

9439 and 9486 were motor fitted in 1956 and renumbered 3482 and 3483 respectively.

Livery

The LMS coach body colour was maroon with black ends. 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

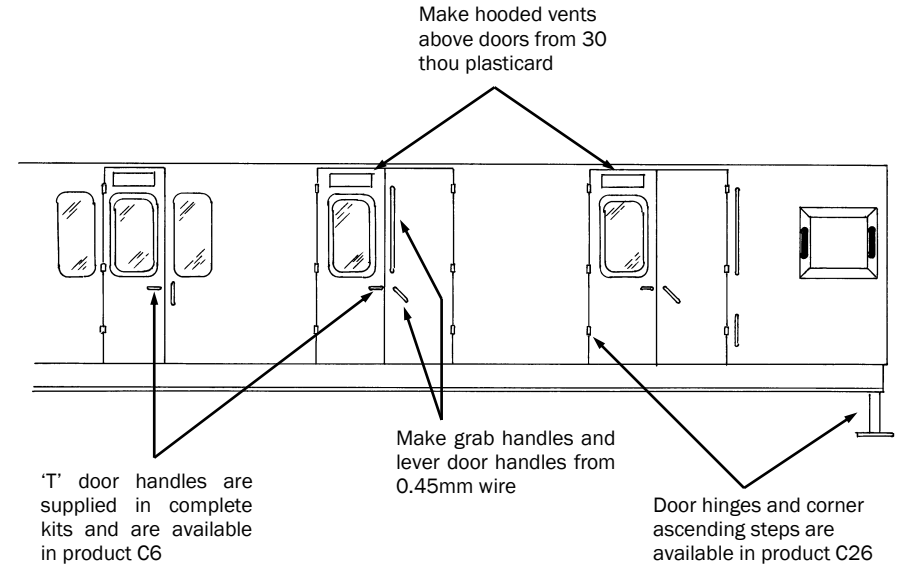
LMS Standard Coaching Stock Vol. II	Jenkinson & Essery	O.P.C.
Historic Carriage Drawings	Jenkinson & Campling	Ian Allan
Passenger Train Formations		
1923-1983 LMS LM Region	Clive S Carter	Ian Allan
British Railways Pre-Nationalisation Coaching Stock Vol. 2	H Longworth	O.P.C.

COMET MODELS components required to complete this carriage are:

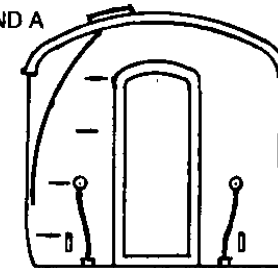
Underframe	UM2	Bogies	BM3
Underframe castings	UCM1	Roof castings	RC1/2
Ends	EM3	End castings	ECM2
Roof	C10	Interior	INT3

Scrap views showing additional detailing of sides and ends

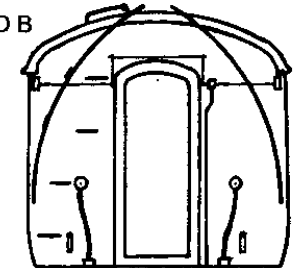
(not all details may apply to this diagram)



END A



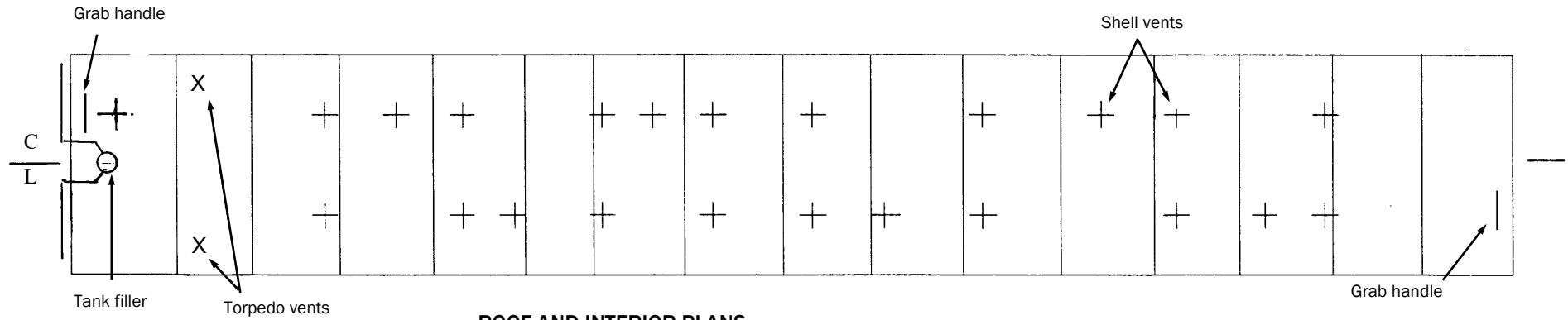
END B



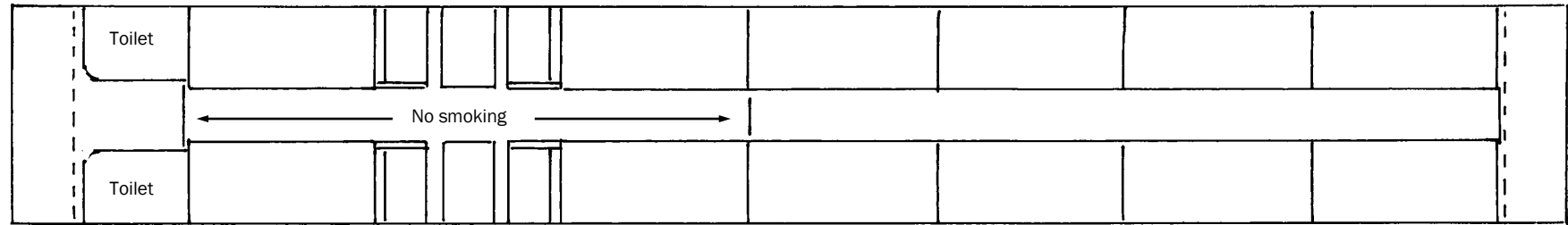
D1999

End B Train alarm gear this end

End A



ROOF AND INTERIOR PLANS
VIEWED FROM ABOVE



UNDERFRAME VIEWED FROM BELOW

