COMET MODELS

## M20 LMS PERIOD II RESTAURANT FIRST (RFO) D1718/1810

**D1718: 12 built 1930; withdrawn 1959*-1962; none preserved 68'**
**D1810: 12 built 1930/1932; withdrawn 1959-1962; none preserved**
*** - 1 withdrawn before 1948**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.

These luxurious twelve-wheeled dining cars were the first designed wholly by the LMS. Up to this time the older Period I vehicles were strongly influenced by LNWR styling. The two diagrams have small detail differences, e.g. in the type of ventilators fitted over the windows. They usually ran paired with an open third (e.g. COMET MODELS M4/5/21/22/40/41/42).

### Sample formations

| | |
|---|---|
| *Thames-Forth Express/The Waverley* | BCK*/TK/BTK/CO/**RF**/CK/BTK/BCK** <br> *Leeds ** Halifax |
| Leeds-Glasgow 1938 | BG/BCK/TK/TO/**RF**/BCK/BTK*/CK* <br> *LNER stock |
| *The Lakes Express* 1950 | BTK/TK/CK/BCK/TO/**RF**/TO/BTK/TO/TO/CK/BCK |

### Running numbers

| | | | | | |
|---|---|---|---|---|---|
| 4-7, 11-18 | D1718, built 1930 | Derby | | | |
| 1-3, 8-10 | D1810, built 1930 | Derby | 19-24 | D1810, built 1932 | Wolverton |

### 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 with lining in black and gold leaf, later 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.

Early coaches received lead grey roofs with black between the cantrail and rainstrip. All steel and later flush sided coaches had a metallic aluminium paint finish. However, in service the roof quickly took on an overall muddy grey colour.

Underframes and bogies were finished in black.

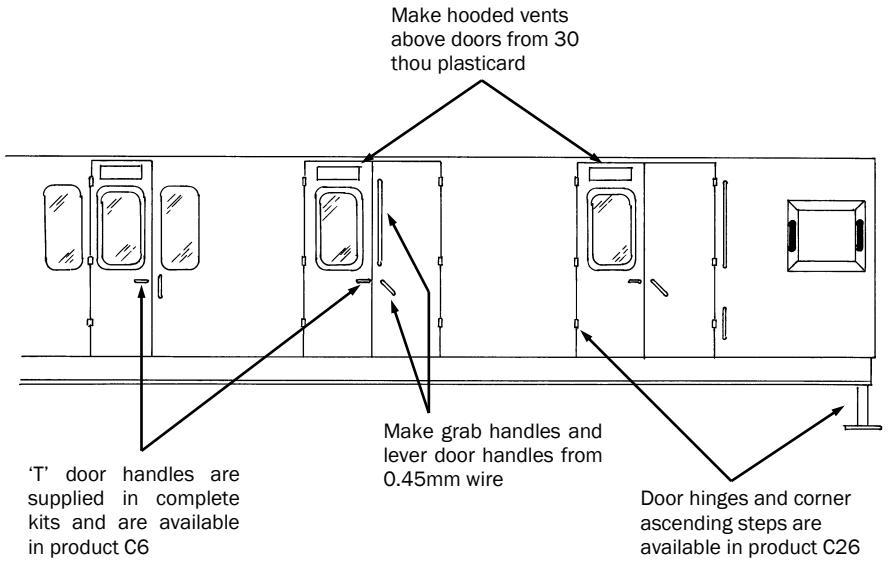
### Further information


| | | |
|---|---|---|
| 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. |

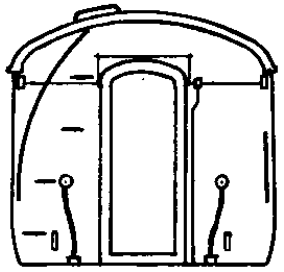

COMET MODELS components required to complete this carriage are:

| | | | |
|---|---|---|---|
| Underframe | UM1 | Bogies | BM1 |
| Underframe castings | UCM1 | Roof castings | RC1/4 |
| Ends | EM3 | End castings | ECM3 |
| Roof | C10 | Interior | INT3 |
| Gas cylinders | C18 | | |

**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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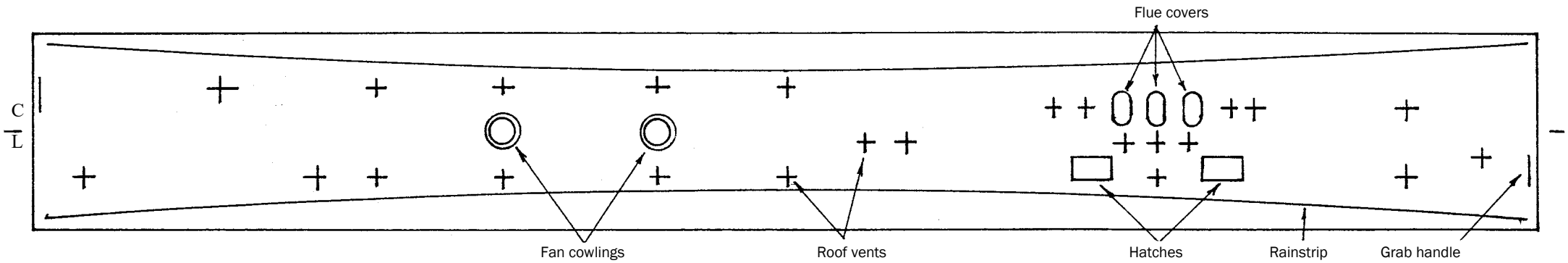
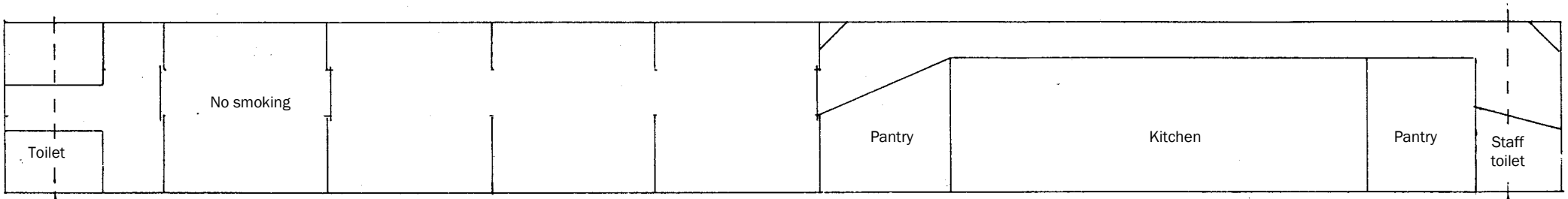


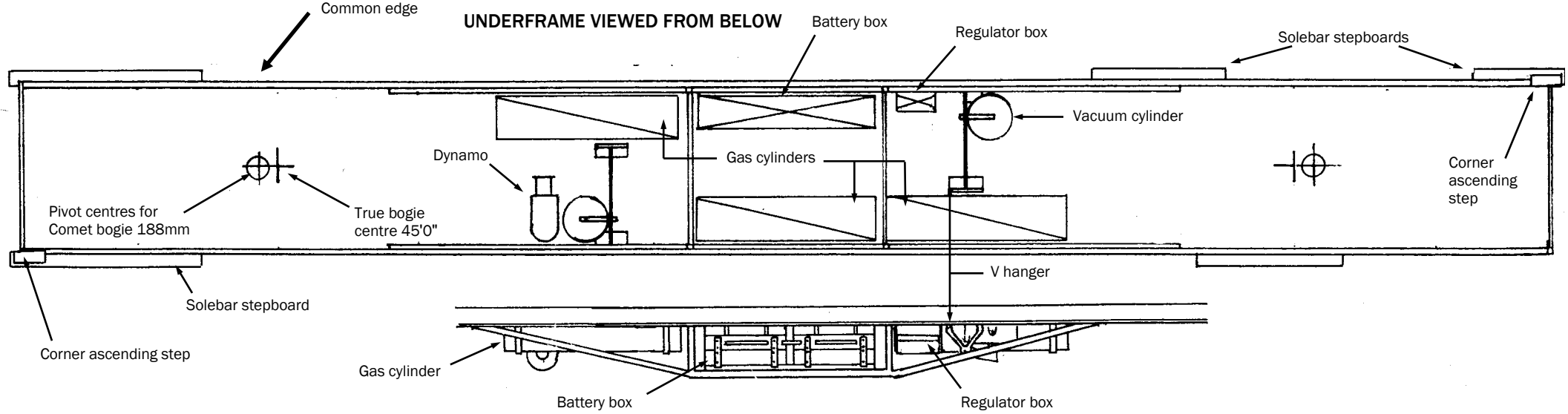

**ROOF AND INTERIOR PLANS VIEWED FROM ABOVE**




Cut floor to clear end

* All windows on this side of the carriage between the two * had frosted glass

Cut floor to clear end *

Common edge

**UNDERFRAME VIEWED FROM BELOW**