

## M41 LMS STANIER OPEN THIRD (TO)

D1915/1915A

**D1915: 376 built 1935-1936; withdrawn 1958\*-1968; 3 preserved 57'**

**D1915A: 4 built 1937; withdrawn 1964-1965; none preserved**

\* - 9 withdrawn before 1948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. This Period III design saw a change in layout with the entrance vestibules at the extreme ends of the body and both toilets at one end. By squeezing the length of the seating bays room was found for an extra half bay giving a high seating capacity of 60. The only differences between the two diagrams were a slightly lower height and weight for D1915A.

### Sample formations

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

### Running numbers

9055-9114	built 1935 at Derby	9231-9330	built 1936 at Met Cammell
9115-9174	built 1935 at Wolverton	9331-9340	built 1936 at BRCW
9175-9230	built 1936 at Derby		
9431-9434	built 1937 to D1915A at 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. 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

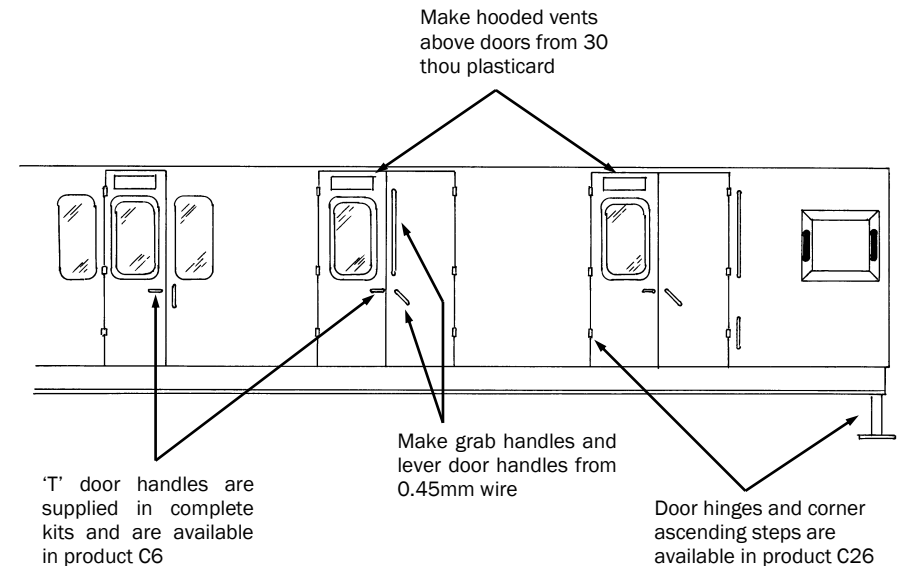
LMS Standard Coaching Stock Vol. II Historic Carriage Drawings	Jenkinson & Essery Jenkinson & Campling	O.P.C. Ian Allan
Passenger Train Formations 1923-1983 LMS LM Region	Clive S Carter	Ian Allan
British Railways Pre-Nationalisation Coaching Stock Vol. 2	H Longworth	O.P.C.

COMET MODELS components required to complete this carriage are:

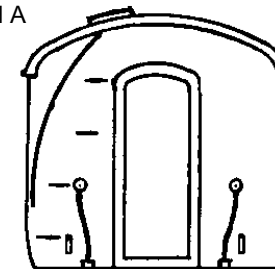
Underframe	UM2	Bogies	BM2
Underframe castings	UCM1	Roof castings	RC2
Ends	EM3	End castings	ECM2
Roof	C10	Interior	INT3

### Scrap views showing additional detailing of sides and ends

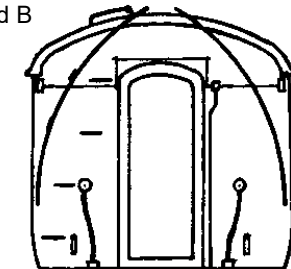
(not all details may apply to this diagram)



End A



End B

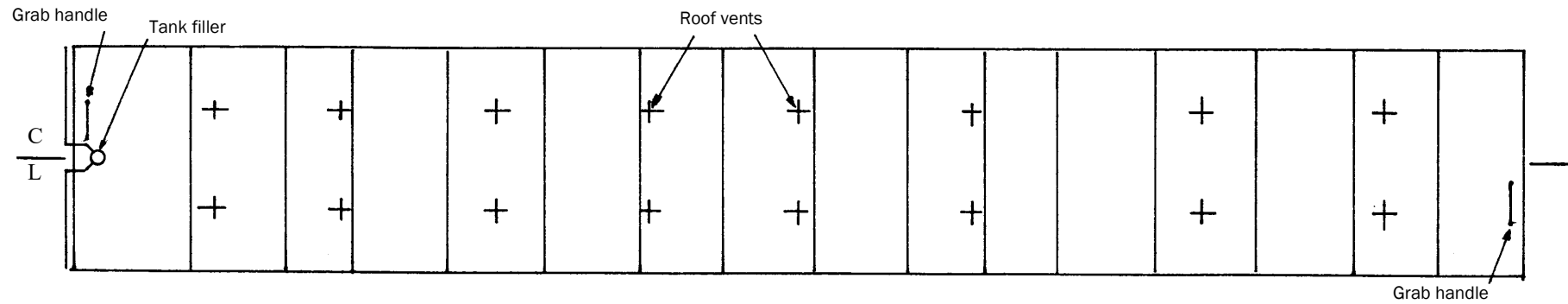


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Tel 01652 635885, web [www.wizardmodels.ltd](http://www.wizardmodels.ltd), e-mail [andrew@modelsignals.com](mailto:andrew@modelsignals.com)

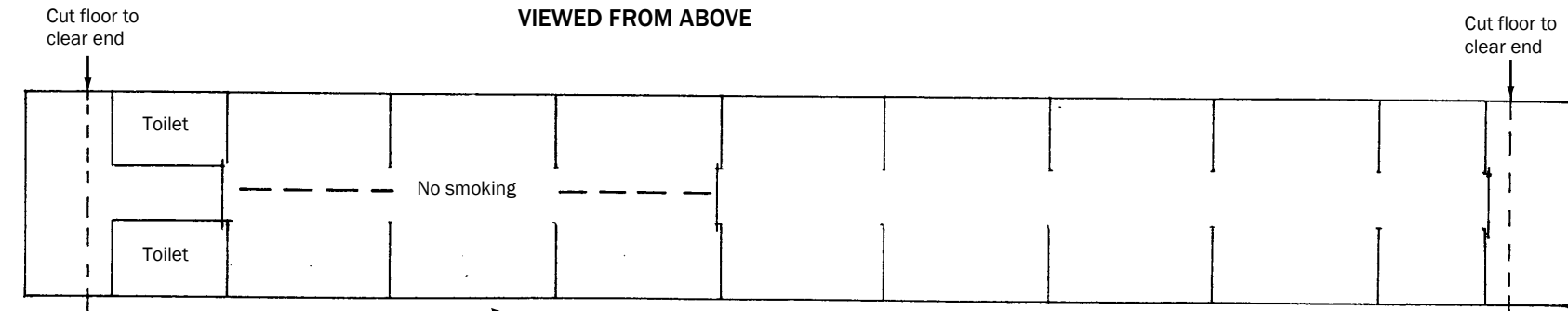
# D1915/1915A

End B Train alarm gear this end

End A



## ROOF AND INTERIOR PLANS VIEWED FROM ABOVE



## UNDERFRAME VIEWED FROM BELOW

