

## M9 LMS PERIOD I KITCHEN CAR (RK)

D1697

73 built 1924-1932; withdrawn 1953\*-1962; 1 preserved

50'

\* - 1 withdrawn 1931 due to accident damage

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/dining car. They were 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 rebuilt by BR as "Party Cars" in 1955.

### Sample formations

<i>The Royal Scot</i> 1927, Edinburgh portion	BFK/FO/RK/TO/TK/BTK
<i>The Thames Clyde Express</i> 1927	BG/TK/TO/RTO/RK/FO/BFK
<i>The Welshman</i> 1934	BCK/TK/TK/BCK/BTK/CK/FO/RK/TO/BTK
<i>The Merseyside Express</i> 1934	BTK/CK/BFK/FO/RF/CK/CK/TO/RK/TO/BTK/TK/TK/BFK

### Running numbers

30000-30007 built 1924	30057-30071 built 1928	all were
30008-30036 built 1925	30072 built 1932	built at
30037-30056 built 1926		Derby

30034 rebuilt in 1938 to D1912. 30001/03/06/07/17/18 rebuilt in 1953 as "Party Cars".

### 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 Historic Carriage Drawings	Jenkinson & Essery Jenkinson & Campling	O.P.C. Ian Allan
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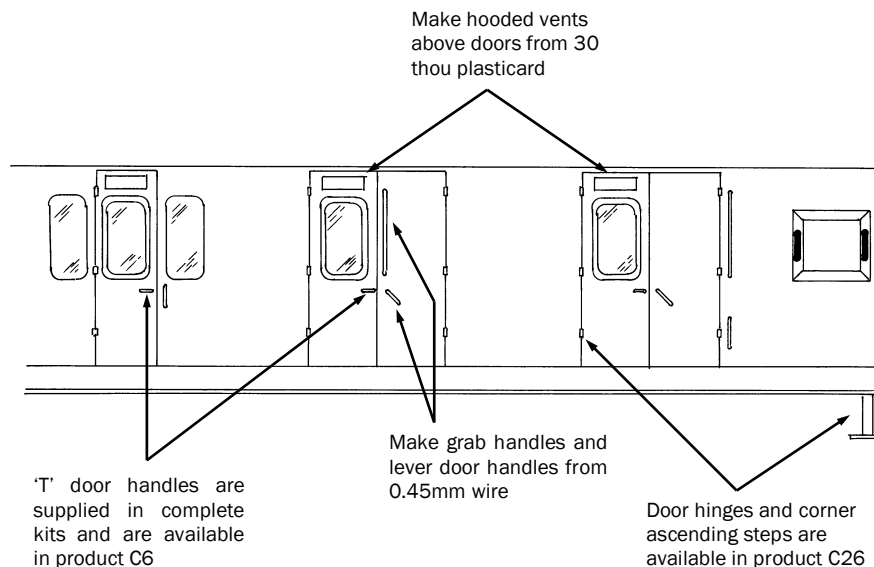
Passenger Train Formations 1923-1983 LMS LM Region British Railways Pre-Nationalisation Coaching Stock Vol. 2	Clive S Carter H Longworth	Ian Allan O.P.C.
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COMET MODELS components required to complete this carriage are:

Underframe	UM3	Bogies	BM2
Underframe castings	UCM1	Roof castings	RC1/4
Ends	EM3	End castings	ECM1
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)

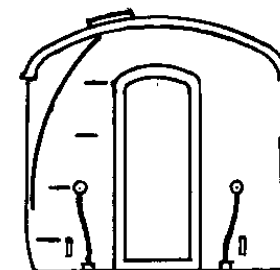


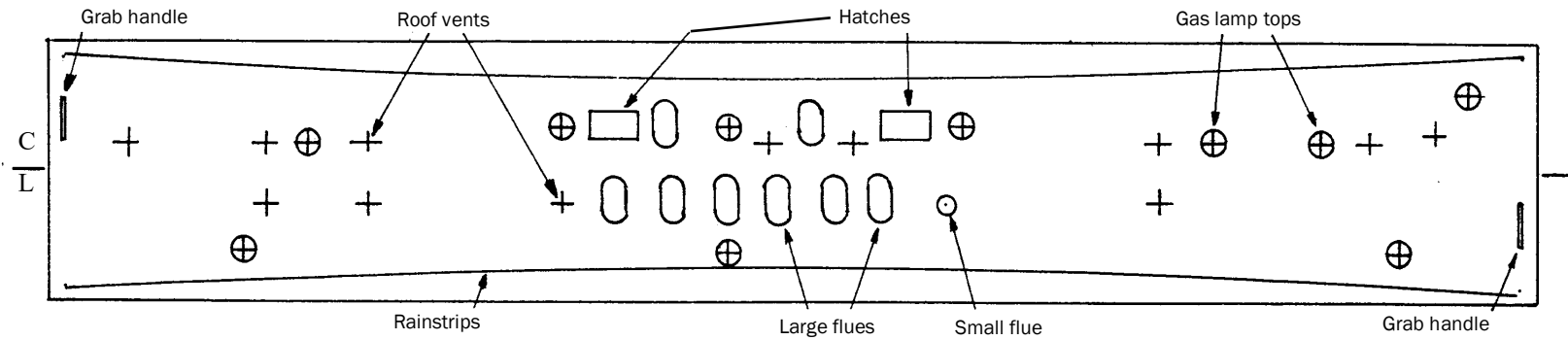
'T' door handles are supplied in complete kits and are available in product C6

Make grab handles and lever door handles from 0.45mm wire

Door hinges and corner ascending steps are available in product C26

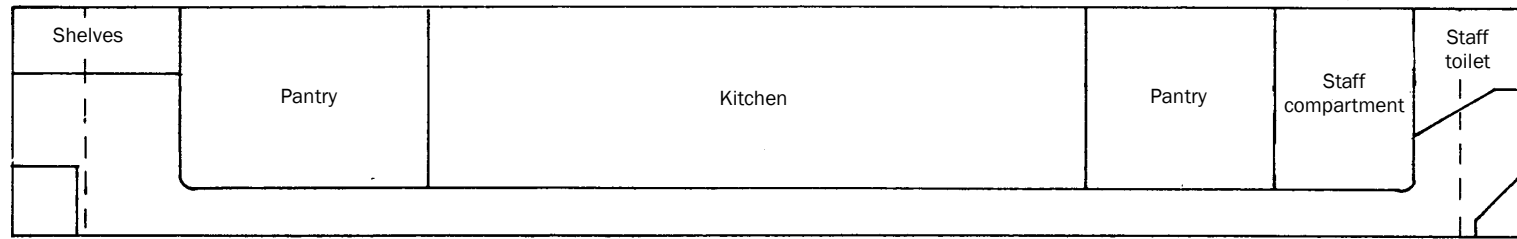
The ends are identical





**ROOF AND INTERIOR PLANS  
VIEWED FROM ABOVE**

Droplight and fixed quarter light in staff compartment had clear glazing. All other windows had obscured glass



**UNDERFRAME VIEWED FROM BELOW**

