

M4 LMS PERIOD I OPEN THIRD/RESTAURANT OPEN THIRD (TO/RTO) D1692/1699

D1692: 555 built 1925-1929; withdrawn 1948*-1964; 5 preserved 57'

D1699: 35 built 1925; withdrawn 1959-1961; none preserved

* - but well over 50 seem to have been withdrawn pre-1948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 open, or vestibule, coaches were the most common of the Period I designs. The high capacity version (D1692) had 56 seats (2+2) whilst an externally similar dining version to D1699 seated 42 (2+1). Four of D1692 were converted in 1938 for push-pull working.

Sample formations

The Thames-Clyde Express 1927 BG/TK/TO/RTO/RK/FO/BFK

The Lancastrian 1934 BTK/TO/TO/RK/FO/CK/CK/BTK/BFK/RC/TO/TK/TO

Crewe-Holyhead 1948 BTK/TO/TO/CK/BCK/BG/CK

Running numbers

| | | | |
|-------|-----------|--------------|----------------------------|
| D1692 | 7826-7875 | built 1925 | 1938 push-pull conversions |
| | 8076-8175 | built 1927 | 8520 became 3462 |
| | 8176-8255 | built 1927/8 | 8509 became 3463 |
| | 8256-8455 | built 1928 | 8477 became 3464 |
| | 8456-8580 | built 1929 | 8539 became 3466 |
| D1699 | 7630-7664 | built 1925 | |

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.

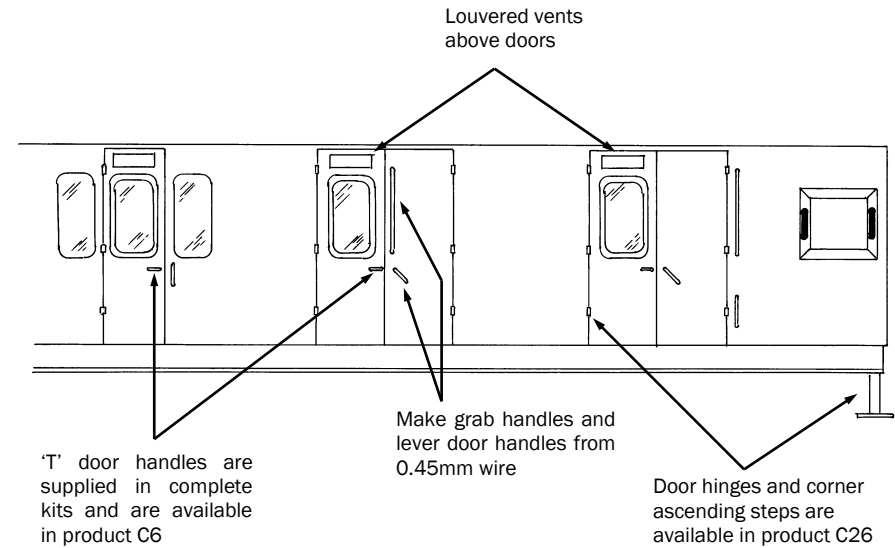
Further information

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

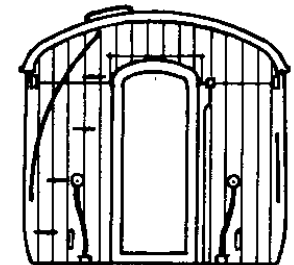
COMET MODELS components required to complete this carriage are:

| | | | |
|---------------------|------|---------------|------|
| Underframe | UM2 | Bogies | BM2 |
| Underframe castings | UCM1 | Roof castings | RC1 |
| Ends | EM1 | End castings | ECM1 |
| Roof | C10 | Interior | INT4 |

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

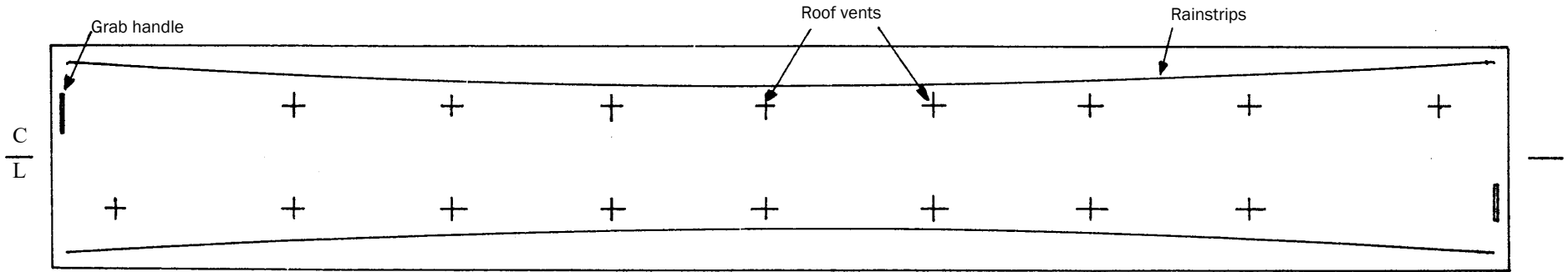


The ends are identical except that the train alarm gear is only fitted at the end shown on the roof plan overleaf

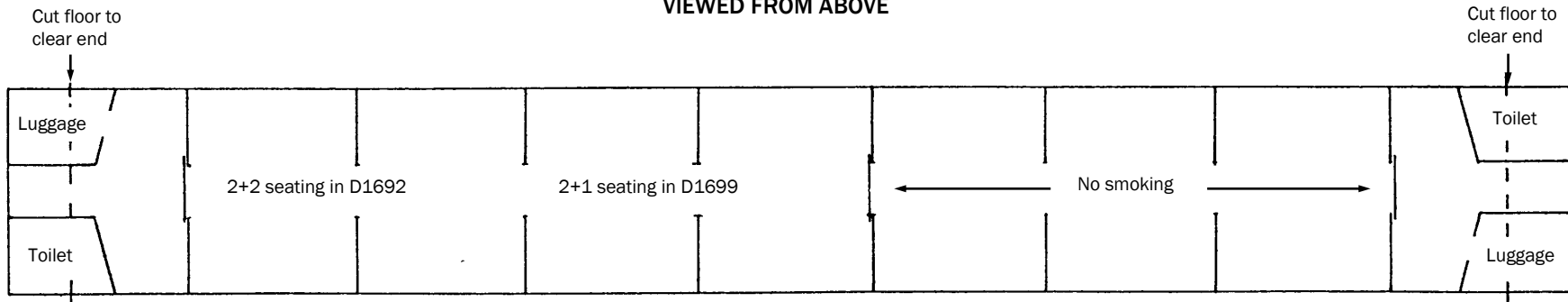


Train alarm gear this end

D1692/99



**ROOF AND INTERIOR PLANS
VIEWED FROM ABOVE**



UNDERFRAME VIEWED FROM BELOW

