

## M16 LMS PERIOD I OPEN FIRST (FO)

D1742

66 built 1925-1927; withdrawn 1955\*-1962; none preserved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\* - 1 withdrawn before 1948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.

Many of these luxury open coaches operated as diners although they were never branded as such. When used for dining they would have been marshalled next to a kitchen car (COMET MODELS M9 or M55), with a restaurant or open third (M4/5/21/22/40/41/42) on the other side of the kitchen. One was rebuilt as a saloon around 1932-33, hence only 65 post-1933 numbers are shown below.

### Sample formations

Manchester-Buxton set	BTO/CO/FO/FO/CO/BTO
The Lancastrian 1926	BTK/CK/TO/TO/RK/FO/BFK/RC/BCK/BCK/BCK
The Royal Scot 1927, Edinburgh portion	BFK/FO/RK/TO/TK/BTK
The Thames-Clyde Express 1927	BG/TK/TO/RTO/RK/FO/BFK

### Running numbers

7400-7434 built 1925	7435-7464 built 1926/7	all built at Derby
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### 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

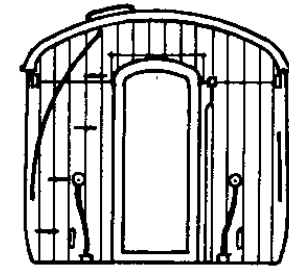
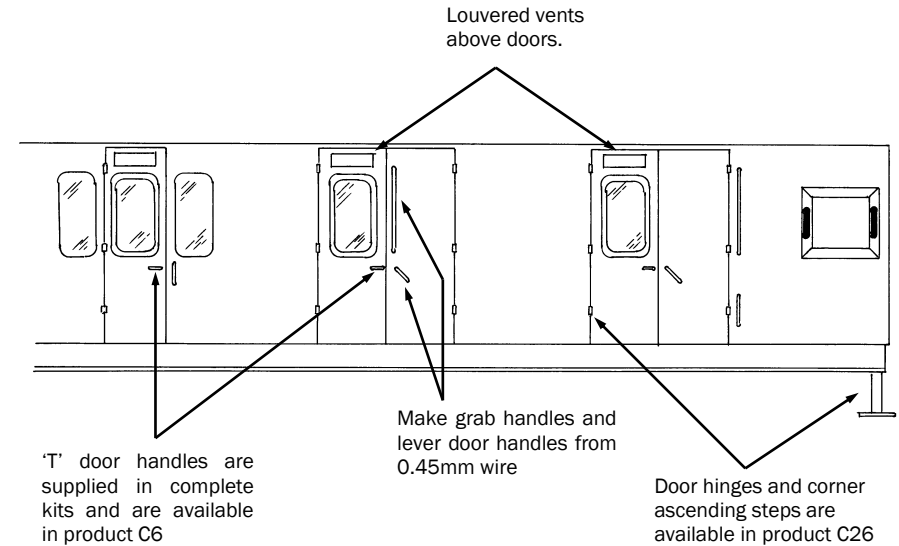
LMS Standard Coaching Stock Vol. II	Jenkinson & Essery	O.P.C.
Historic Carriage Drawings	Jenkinson & Campling	Ian Allan
Passenger Train Formations		
1923-1983 LMS LM Region	Clive S Carter	Ian Allan
British Railways Pre-Nationalisation Coaching Stock Vol. 2	H Longworth	O.P.C.

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

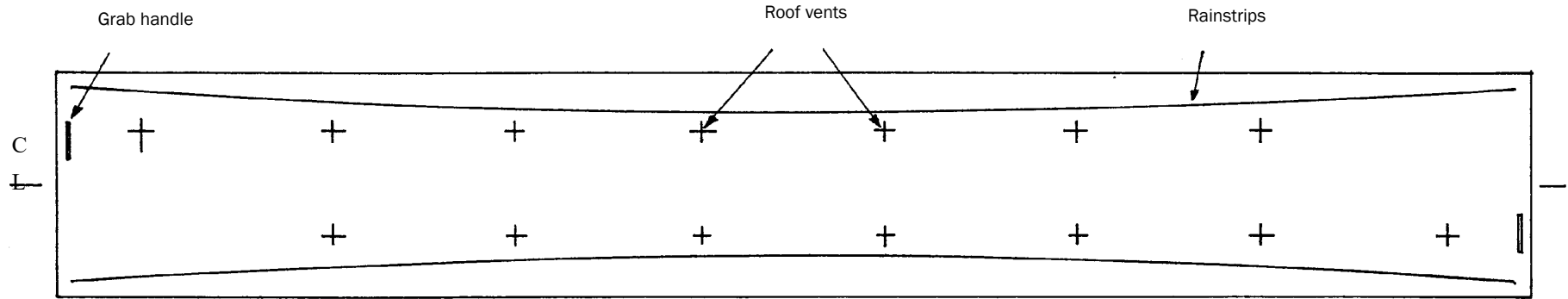
### Scrap views showing additional detailing of sides and ends

(not all details may apply to this diagram)



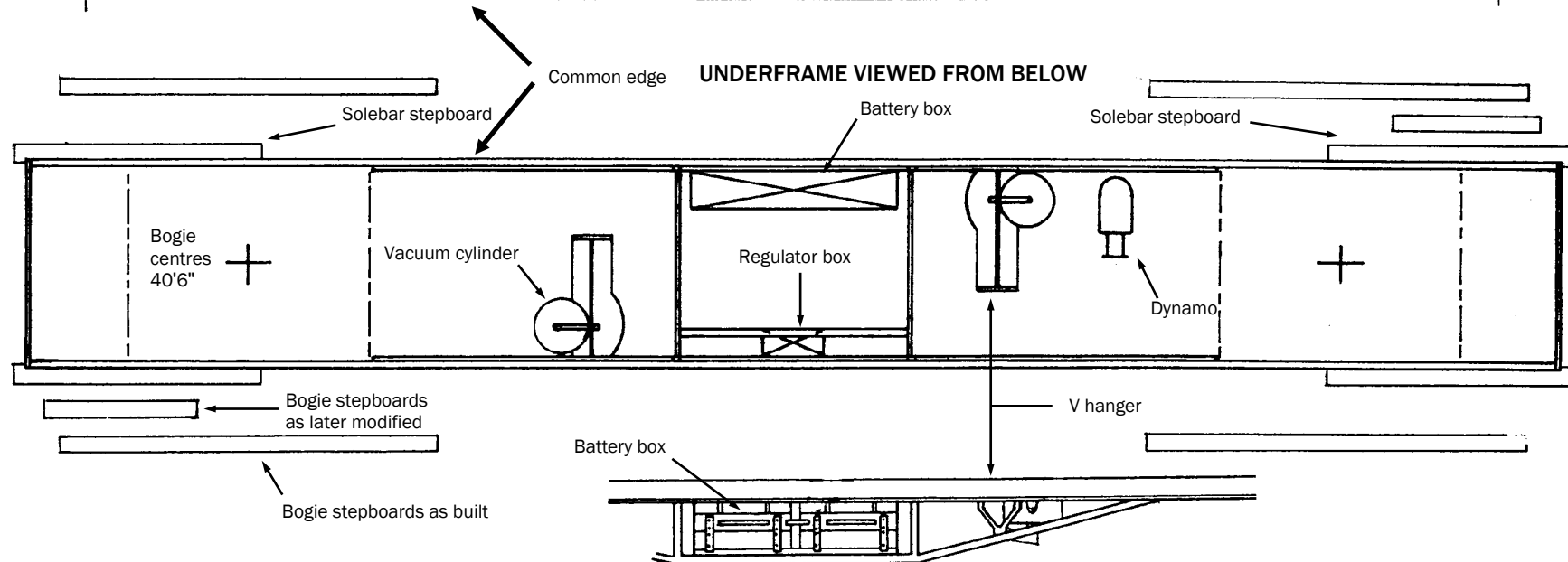
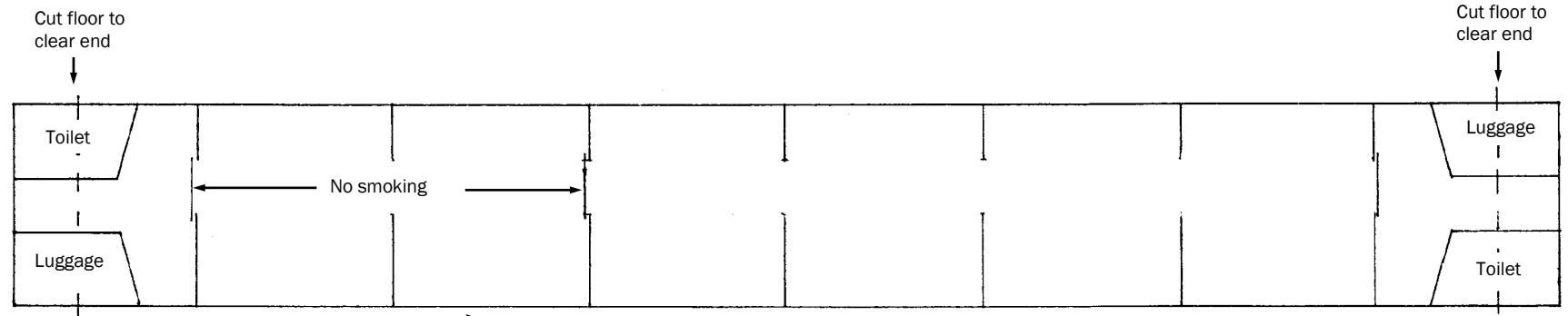
The ends are identical except that the train alarm gear is only fitted at the end shown on the roof plan overleaf

D1742



Train alarm gear this end

**ROOF AND INTERIOR PLANS  
VIEWED FROM ABOVE**



**UNDERFRAME VIEWED FROM BELOW**