

M40 LMS STANIER OPEN THIRD (TO) & RESTAURANT THIRD (RTO) D1904/1981

D1904: 125 built 1933-1934; withdrawn 1955*-1965; none preserved 57'

D1981: 9 converted 1937; withdrawn 1962-1964; none preserved

* - 3 withdrawn before 1948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 had the same layout as earlier stock with the entrance vestibules inboard and the toilets and luggage shelves at the ends. Nine were converted in 1937 to D1981 for use as restaurant open thirds for the *Coronation Scot* with pressure ventilation and 2+1 seating.

Sample formations

<i>Coronation Scot</i> 1937	BTK/ TO /RK/ TO / TO /RK/RFO/FK/BFK
<i>The Welshman</i> 1949	BTK/ TO / TO /CK/BCK/RT/FO/BTK/CK/CK/BTK/ TO /CK/BTK Holyhead P'madoc Pwllheli Llandudno
<i>The Irish Mail</i> 1949	BG/SLT/SLF/TK/TK/ TO / TO / TO /FO/FK/BFK/BG/BG/BG/BG

Running numbers

8905-8929	built 1933 at Derby
8930-8979	built 1934 at Met Cammell
8980-9029	built 1934 at BRCW

Coronation Scot conversions to D1981
8931/50/61/93/6/9003/4/6/29 Wolverton 1937

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 to the first 25 examples with lining in black and 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.

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
Passenger Train Formations
1923-1983 LMS LM Region
British Railways Pre-Nationalisation Coaching Stock Vol. 2

Jenkinson & Essery OPC
Jenkinson & Campling Ian Allan

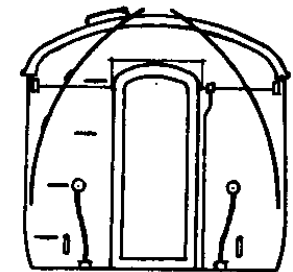
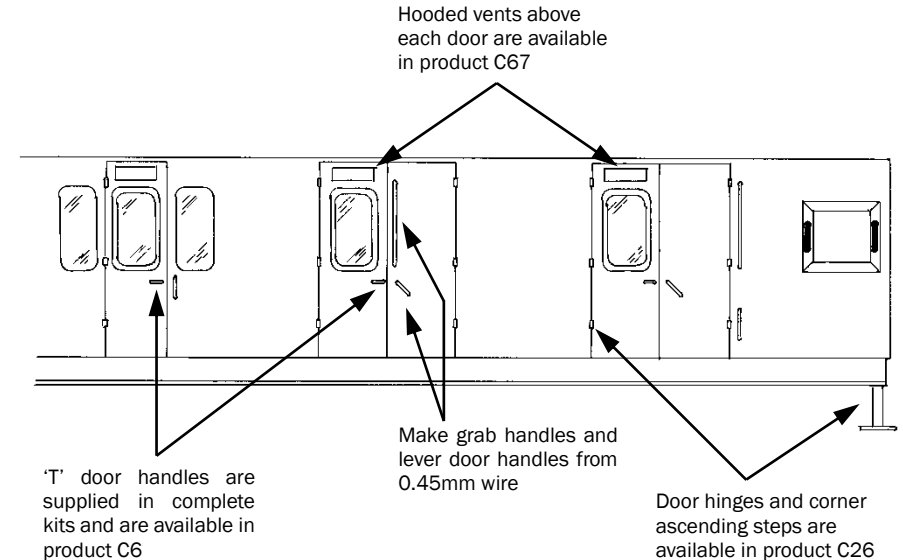
Clive S Carter Ian Allan
H Longworth OPC

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)

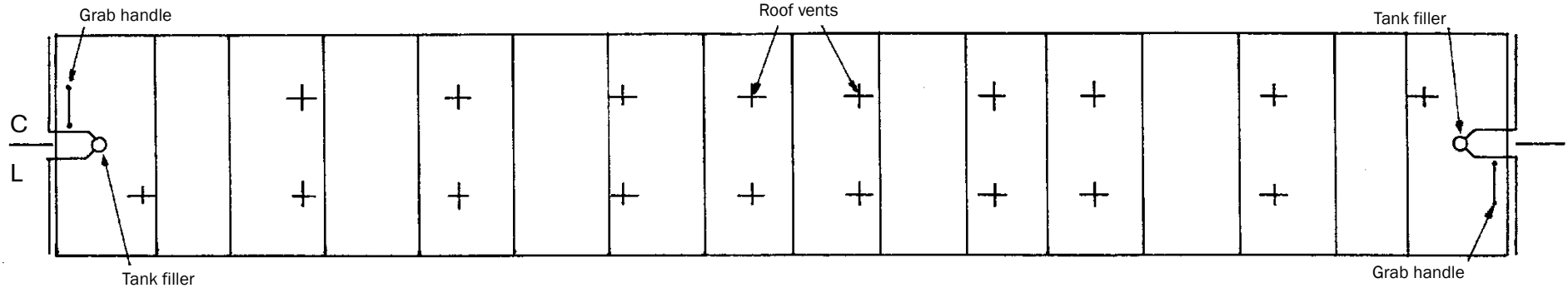


The ends are identical except that the train alarm gear is only fitted at the end shown on the roof plan overleaf

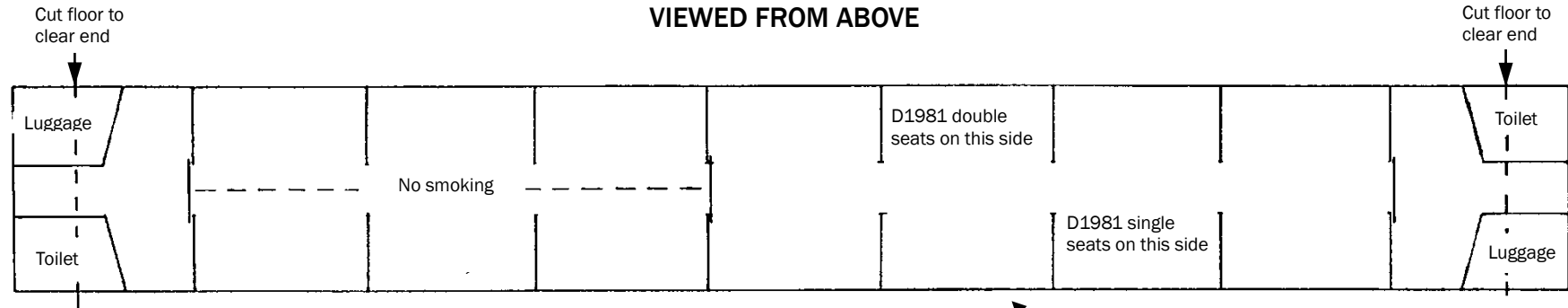
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D1904/1981

Train alarm gear this end



**ROOF AND INTERIOR PLANS
VIEWED FROM ABOVE**



UNDERFRAME VIEWED FROM BELOW

