COMET MODELS

M47 LMS STANIER RESTAURANT THIRD (RT) D1901/1923

D1901: 10 built 1933; withdrawn 1953*-1962; none preserved 68'
D1923: 24 built 1935-1937; withdrawn 1962-1964; none preserved
*** - 1 withdrawn before 1948**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.

This design was the most numerous of the LMS restaurant third class restaurant coaches. The two diagrams differed only in that D1923 had rounded interior partition corners! They often ran paired with an open composite (Comet M51).

Sample formations

Euston-Wolverhampton 1934	BTK/TK/CO/**RT**/FK/CK/BTK/TK/BCK
Birmingham-Newcastle 1949	BTK/TK/CK/CK/TK/TK/BTK/**RT**/CO **I** from Derby
Euston-Glasgow-Perth 1954	BTK/TK*/TK*/CK*/FK/BTK/TK/TO/**RT**/CO/CO/BTK **I** Glasgow **I** Perth **I** * BR Mk1 stock

Running numbers

D1901	111-120	built Derby 1933, full livery	D1923	121-130	built Derby 1935
D1923	135-138	built Derby, 1936	D1923	139-148	built Derby 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 earliest 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.

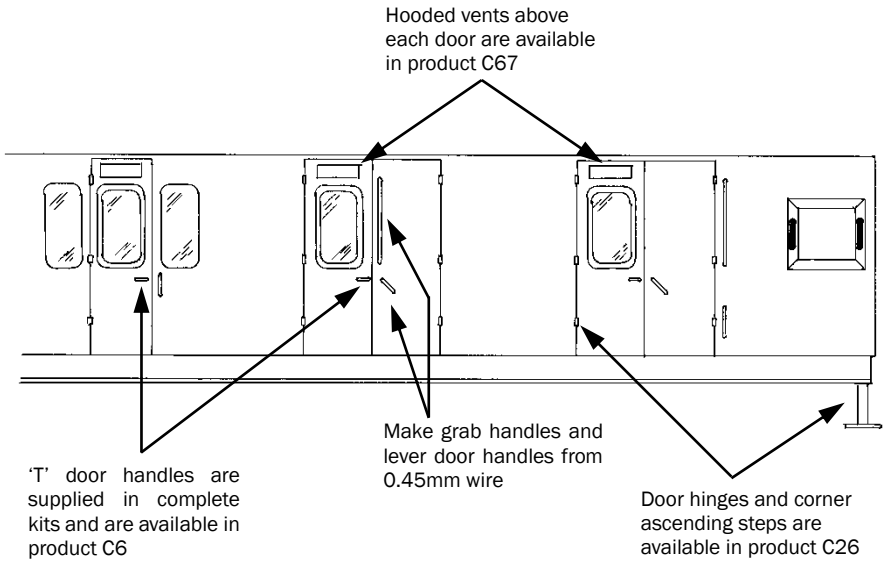
Further information

LMS Standard Coaching Stock Vol. II	Jenkinson & Essery	OPC
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	OPC

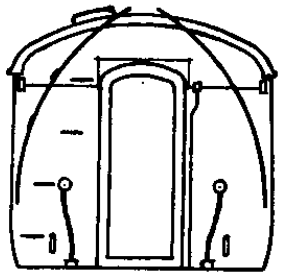
COMET MODELS components required to complete this carriage are:

Underframe	UM1	Bogies	BM1
Underframe castings	UCM1	Roof castings	RC2 & 4
Ends	EM3	End castings	ECM4
Roof	C10	Interior	INT3
Gas cylinders	C18		

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

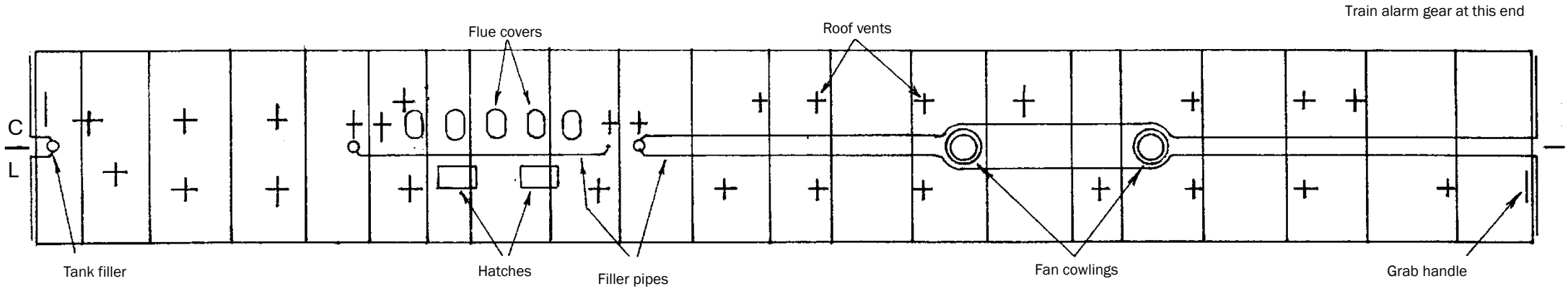


The ends are identical except that the train alarm gear is only fitted at the end shown on the roof plan overleaf



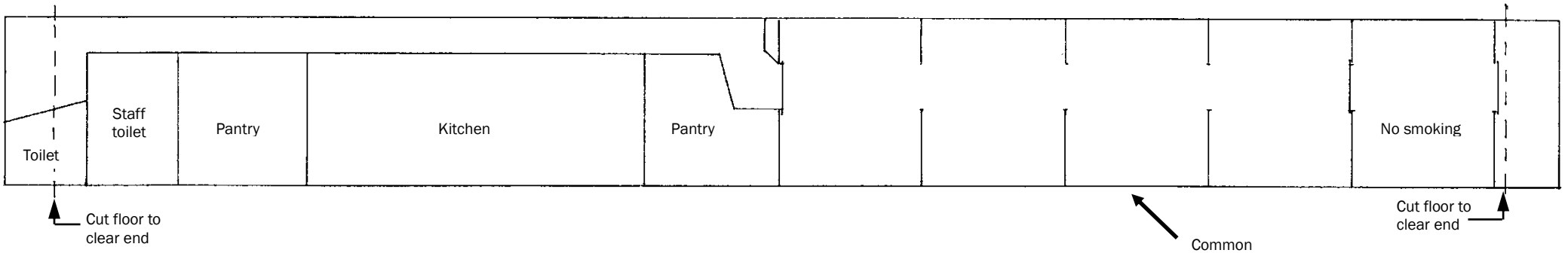
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ROOF AND INTERIOR PLANS VIEWED FROM ABOVE

All windows at kitchen end had obscured glass



UNDERFRAME VIEWED FROM BELOW

