COMET MODELS

M51 LMS STANIER OPEN COMPOSITE (CO) D1903

29 built 1934-1939; withdrawn 1962-1965; none preserved 57'

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 was the most numerous of the open composites, which were quite rare on the LMS. The Period III design had the same layout as earlier stock with the entrance vestibules inboard and the toilets and luggage shelves at the ends. They were used as dining cars although not branded as such, and were often seen marshalled next to a restaurant third (Comet M47). Flexible in use, they had detachable class boards inside the saloons, though the entrance doors were branded '1' and '3'.

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

9730-9739	built 1934	Derby	9750-9753	built 1938	Wolverton
9740-9749	built 1935	Derby	9754-9758	built 1939	Wolverton

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.

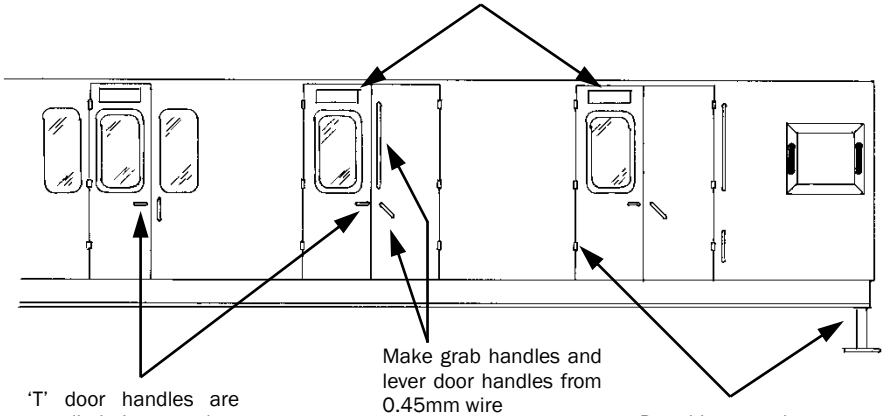
Further information

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

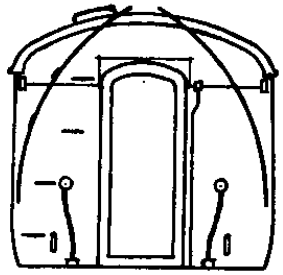
COMET MODELS coach components required to complete this coach are as follows

Underframe	UM2	Bogies	BM2
Underframe castings	UCM1	Roof castings	RC1 & 2
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)



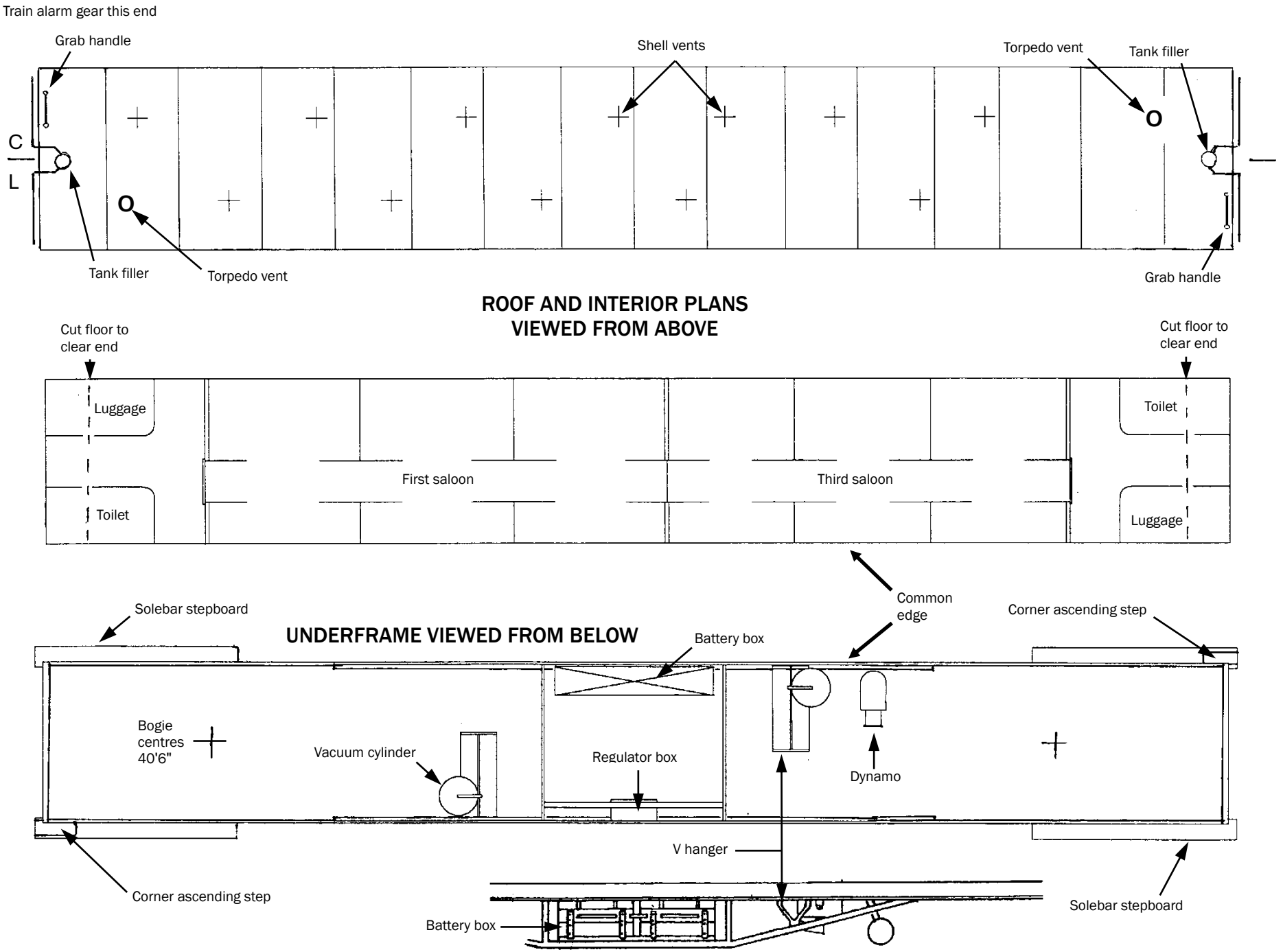
The ends are identical except that the train alarm gear is only fitted at the end shown on the roof plan overleaf



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D1903


Train alarm gear this end
Grab handle
Shell vents
Torpedo vent
Tank filler
C
L
O
O
Tank filler
Torpedo vent
Grab handle
ROOF AND INTERIOR PLANS
VIEWED FROM ABOVE
Cut floor to clear end
Cut floor to clear end
Luggage
Toilet
First saloon
Third saloon
Toilet
Luggage
Common edge
Solebar stepboard
UNDERFRAME VIEWED FROM BELOW
Battery box
Corner ascending step
Bogie centres 40'6"
Vacuum cylinder
Regulator box
Dynamo
V hanger
Corner ascending step
Battery box
Solebar stepboard