

M61 LMS STANIER RESTAURANT COMPOSITE OPEN (RCO)D1938

13 built 1936-1937; withdrawn 1956-1963; none preserved68'

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.

Restaurant composite coaches were used in the shorter expresses or through portions of longer formations where the limited number of meals required did not warrant the use of a full kitchen and open diners. The vehicles were 'neutral', with the class and seating being adjusted by staff to suit demand. These cars were upgraded by comparison to the earlier D1811 design (Comet Models M99), being fitted with pressure heating and ventilation.

Sample formations

Carlisle - Perth 1938	BCK/ RC /TO/BTK/BG/BG/POS
Glasgow - Oban 1938	BCK/TK/BTK/TO/TO/ RC /FO/BTK
The Granite City 1949	TK/TK/BTK/TK/CK/CK/ RC /TO/CK/BTK/BG
The Granite City 1958	BSK/SK/FK/ RC /SO/SK/SK/BSK/BG
	All BR Mk1 stock except RC

Running numbers

240-249	built 1936	Wolverton
250-252	built 1937	Wolverton

Livery

The LMS coach body colour was maroon with black ends. 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.

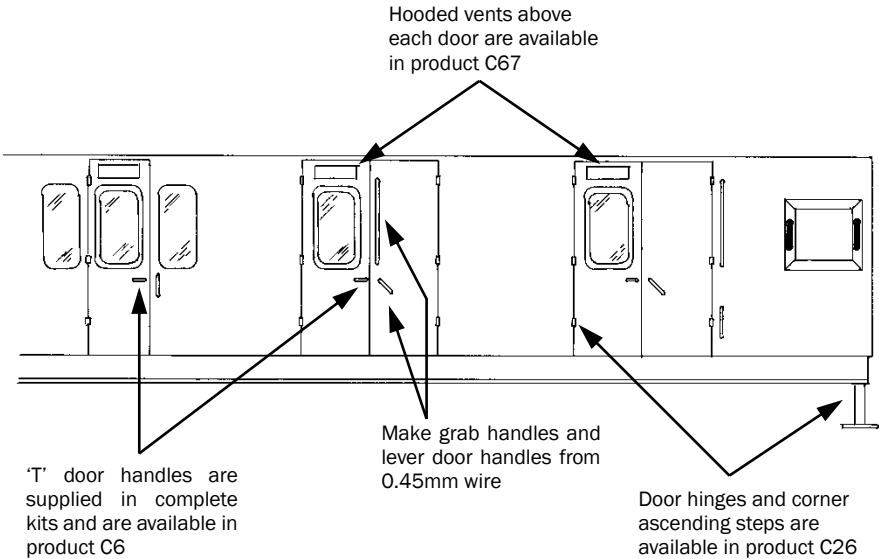
Further information

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

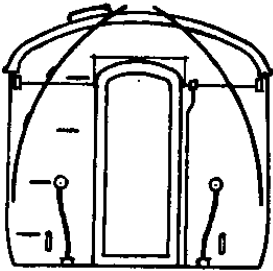
COMET MODELS components required to complete this carriage are:

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)

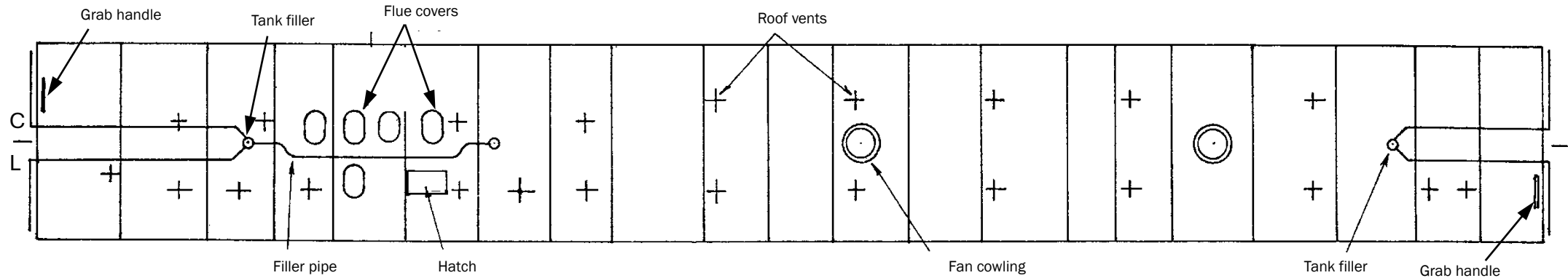


The ends are identical except that the train alarm gear is only fitted at the end shown on the roof plan overleaf

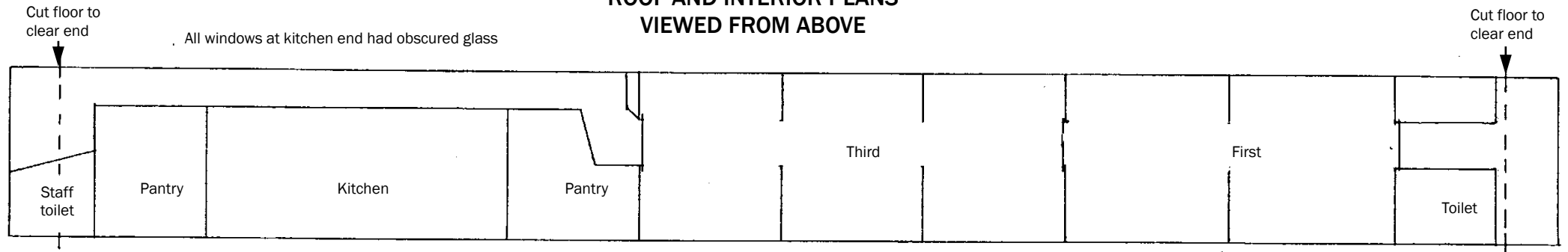


D1938

Train alarm gear this end



ROOF AND INTERIOR PLANS
VIEWED FROM ABOVE



UNDERFRAME VIEWED FROM BELOW

