COMET MODELS

M65 LMS STANIER ARTICULATED STOCK D1965
OPEN BRAKE THIRD + OPEN THIRD (BTO+TO)

22 pairs built 1937; withdrawn 1958-1965; none preserved 54'3" + 54'3"

These etched sides can be built into complete coaches 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 LMS did not make great use of articulated sets, largely due to the disparate needs of the operating divisions, some of which had rather severe weight restrictions. Three types were introduced which were assembled as three different pairings. This diagram is for the BTO+TO pair. The others are for a TO+TO to D1966 and a TO+CO to D1967, both of which are available as COMET MODELS M66S for sides only, or M66K for the full kit. They were useful coaches which operated in high density and excursion traffic as well as express passenger workings. Their appearance was distinctive not only by their being articulated but also because they rode on centrally trussed underframes.

For the modeller these sets are a good choice to help to achieve variety within a minimum train length and prototypical, or judiciously pruned, formation.

Sample formations

Original set formations 1937 **BTO+TO**/TO+TO/TO+CO/TO+TO/**TO+BTO**

Euston-Wolverhampton 1949 TK/TK/BTK/**TO+BTO**/CO+TO/**TO+TO**/RK/FO/FO/CK/BFK

Running numbers

52500-52543 built 1937 Derby
The TO took the lower even number and the BTO the higher odd number in each set, i.e. 52500+52501 through to 52542+52543. As far as we know, the pairings were permanent.

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.

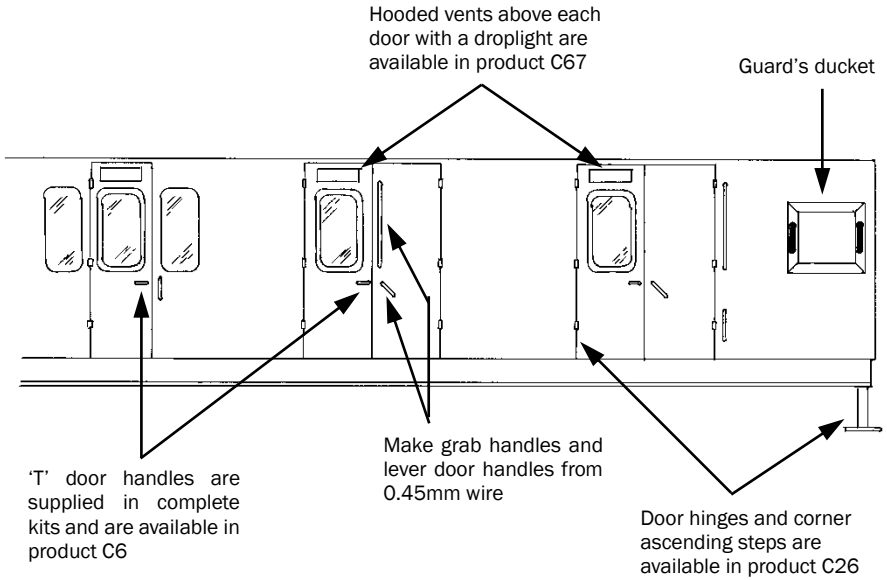
Further information

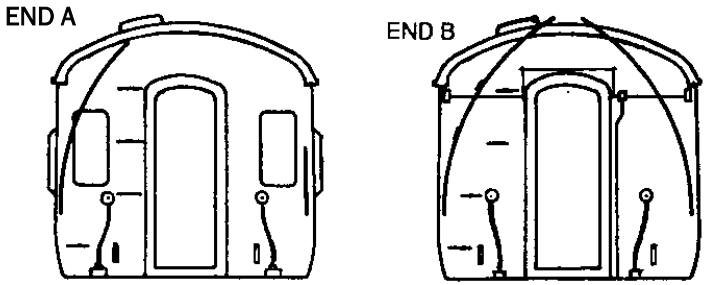
LMS Standard Coaching Stock Vol. III	Jenkinson & Essery	OPC
Historic Carriage Drawings	Jenkinson & Campling	Ian Allan
Passenger Train Formations 1923-1983 LMS LM Region	Clive S Carter	Ian Allan
British Railways Pre-Nationalisation Coaching Stock Vol. 2	H Longworth	OPC

COMET MODELS components required to complete this carriage are:

Underframe	UM4	Bogies	BM3
Underframe castings	UCM1	Roof castings	RC2
Ends	EM4 + EW4	End castings	ECM2
Roof	C10	Interior	INT3
Duckets	C15		

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



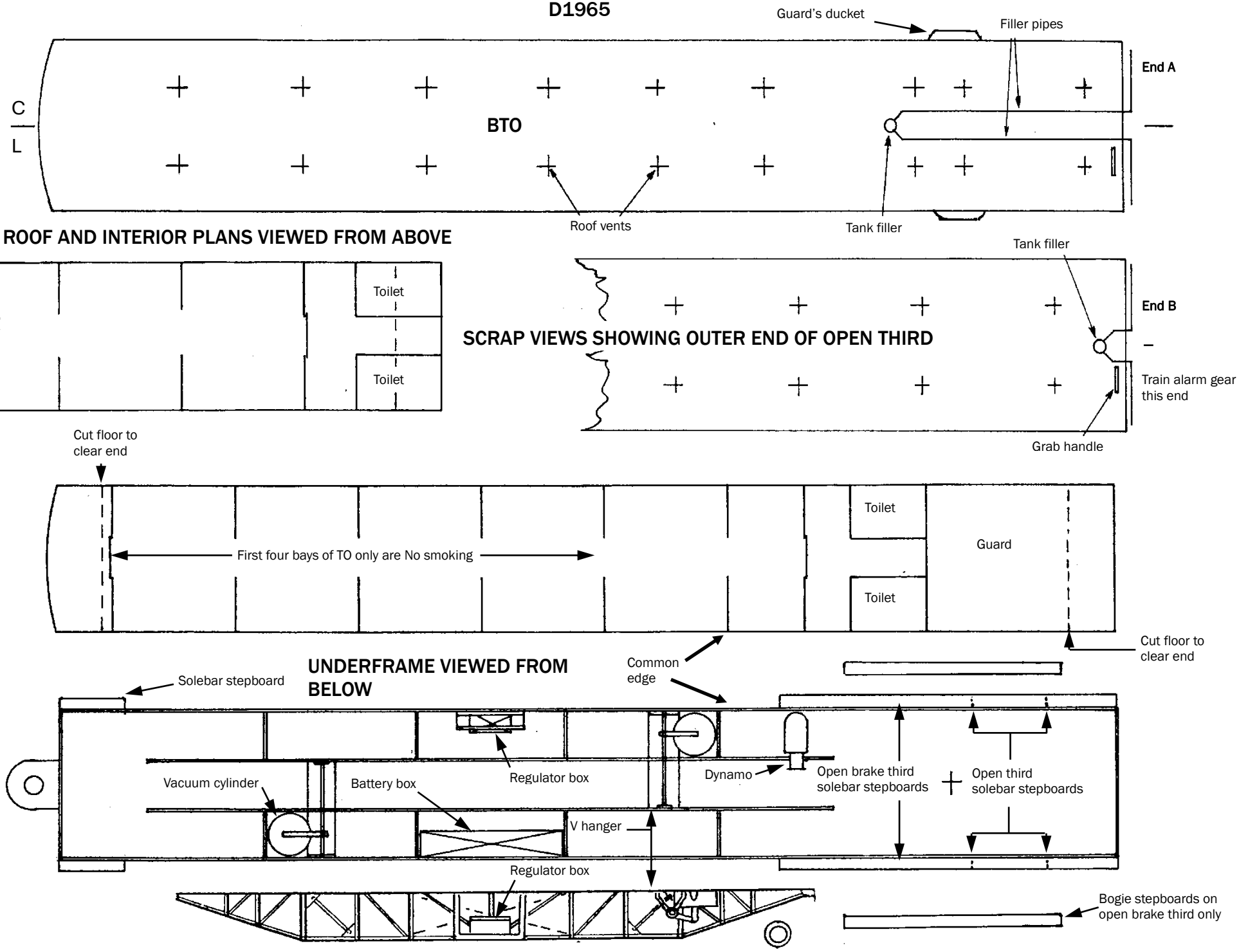


The inner ends are bowed for articulation and have corridor connections and jumper cables but are otherwise plain.

Comet Models is part of Wizard Models Limited, PO Box 70, Barton upon Humber DN18 5XY
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D1965


Guard's ducket
Filler pipes
End A
C
L
BTO
Roof vents
Tank filler
ROOF AND INTERIOR PLANS VIEWED FROM ABOVE
Toilet
Toilet
Tank filler
End B
SCRAP VIEWS SHOWING OUTER END OF OPEN THIRD
Train alarm gear this end
Grab handle
Cut floor to clear end
First four bays of TO only are No smoking
Toilet
Toilet
Guard
Cut floor to clear end
UNDERFRAME VIEWED FROM BELOW
Common edge
Solebar stepboard
Vacuum cylinder
Battery box
Regulator box
Dynamo
Open brake third solebar stepboards
Open third solebar stepboards
V hanger
Regulator box
Bogie stepboards on open brake third only