

## M22 LMS Period II RESTAURANT/OPEN THIRD

D1721/1738

Introduced 1930, last withdrawn 1963

60'

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.

These handsome coaches were built in 1930 at Derby in the low-waisted beaded design (with the exception of 7764 which was flush sided and thus not represented by this etch). Although only two diagram numbers appear in the heading the etch can represent four different types:-

D1721 42 seat restaurant open third (2+1 seating)      D1722 restaurant open first (2+1 seating)  
 D1738 56 seat open third (2+2 seating)                      D1795 as D1721 but not classified diner

The coaches were not branded as diners but would usually be marshalled next to a full kitchen car or restaurant first. The diagram D1722 vehicles were downgraded to third class in 1934 on the introduction of the Stanier coaches to D1902.

### Sample formations

Lancastrian 1934                      BTK/TO/TO/RK/FO/CK/CK/BTK/BFK/RC/TO/TK/TO

Yorkshireman 1947                    TO/TO/BTK/TK/TK/TK/TK/TK/RT0/RF/FO/BFK

Crewe-Holyhead 1948                BTK/TO/TO/CK/BCK/BG/CK

### Running numbers

D1721 7690-7714      D1722 9030-9054      D1738 8880-8904      D1795 7715-7764

### 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 with lining in black and gold leaf, later yellow. On flush sided coaches the lining was laid out as though the coach was panelled (so called 'psuedo-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.

Early coaches received lead grey roofs with black between the cantrail and rainstrip. All steel and later flush sided coaches had a metallic aluminium paint finish. However, in service the roof quickly took on an overall muddy grey colour.

Underframes and bogies were finished in black

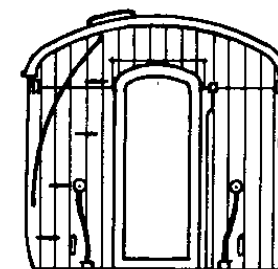
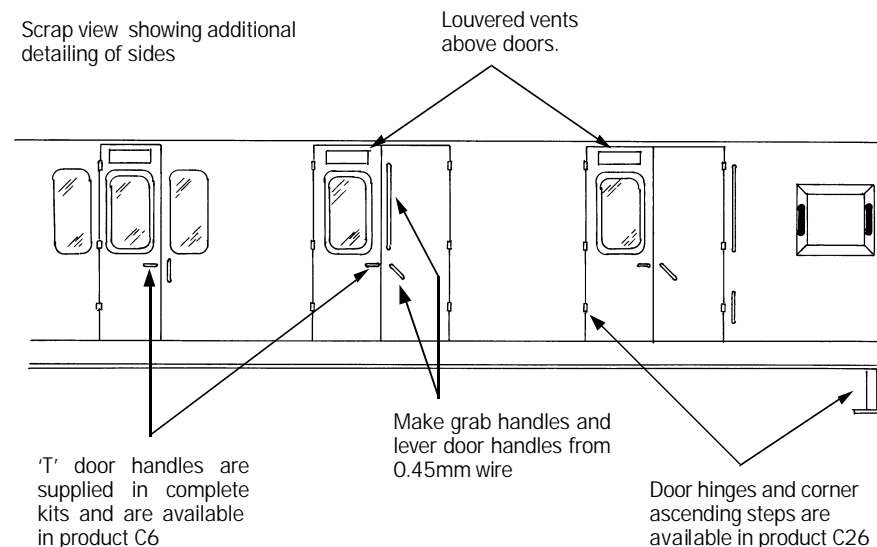
### Further information

LMS Coaches	Jenkinson & Essery	O.P.C.
Historic Carriage Drawings	Jenkinson & Campling	Ian Allan
Passenger Train Formations 1923-1983 LMS LM Region	Clive S Carter	Ian Allan

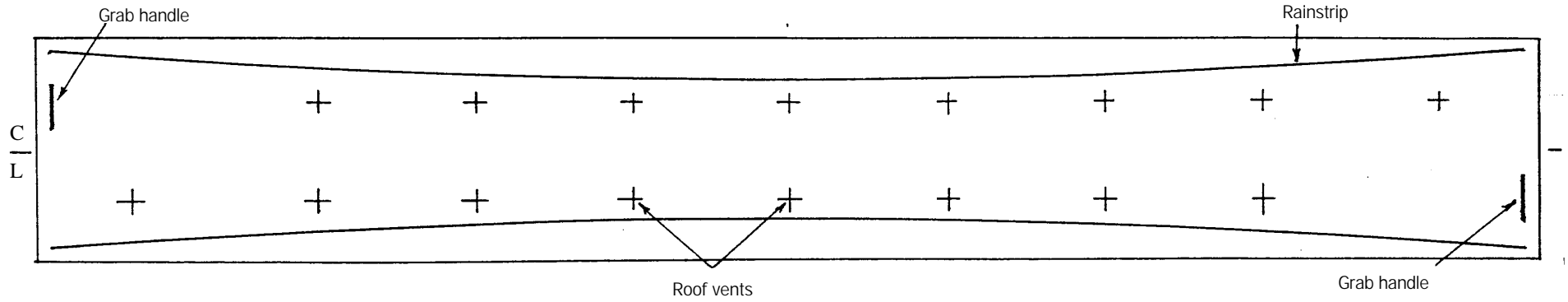
COMET MODELS coach components required to complete this coach are as follows

Underframe	UM2	Bogies	BM2
Underframe castings	UCM1	Roof castings	RC1
Ends	EM1	End castings	ECM1
Roof	C10	Interior	INT4

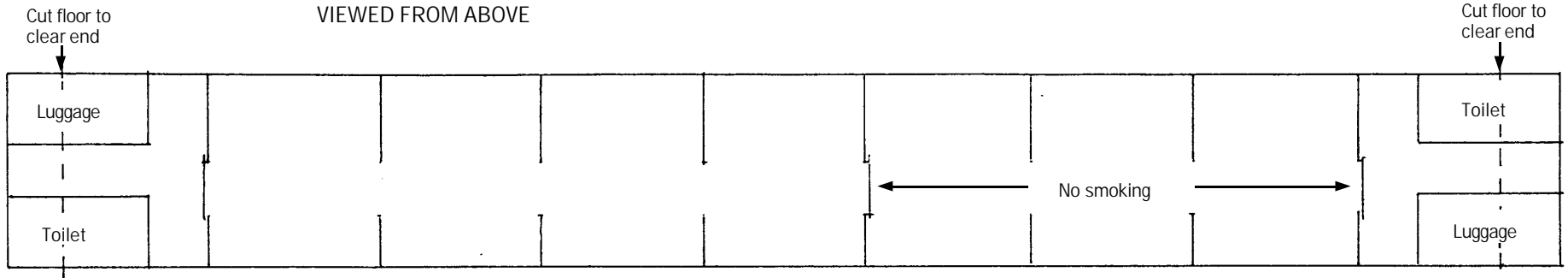
Scrap view showing additional detailing of sides



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



ROOF AND INTERIOR PLANS VIEWED FROM ABOVE



UNDERFRAME VIEWED FROM BELOW

