

## M34 LMS Stanier RESTAURANT OPEN FIRST

D1902

Introduced 1934, last withdrawn 1965

65'

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.

Built between 1934 and 1939 at Wolverton these coaches represented the most luxurious of dining accommodation on the LMS and BR Midland Region. The 65' length was unusual. In 1937 3 were equipped with pressure ventilation for use in the Coronation Scot.

### Sample formations

Coronation Scot 1937

BTK/TO/RK/TO/TO/RK/**RFO**/FK/BFK

Midday Scot 1949

TK/TK/BTK/TK/TO/TO/RK/**RFO**/FO/CK/BTK/CK/TK/BG

Euston-Wolverhampton 1954

TK\*/TK\*/BTK/TK/TK/TO/TO/RK\*/**RFO**\*/CK/BFK\*  
BR Mk1 stock except those marked\*

### Running numbers

7490-7514 built 1934, LMS full livery when new  
7566-7575 built 1939, LMS simple livery when new

7507-9 ran in the Coronation Scot

### 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

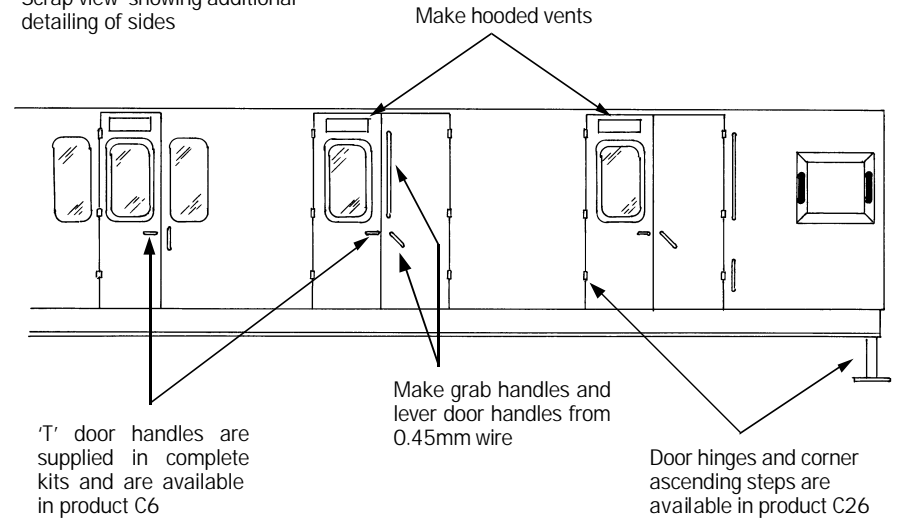
### Further information

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

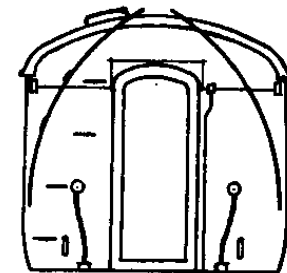
COMET MODELS coach components required to complete this coach are as follows

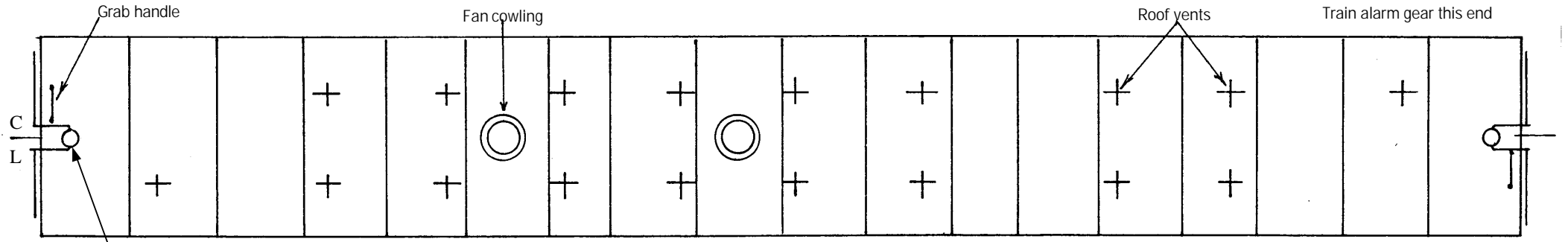
Underframe	UM1	Bogies	BM2
Underframe castings	UCM1	Roof castings	RC2/4
Ends	EM3	End castings	ECM4
Roof	C10	Interior	INT3

Scrap view showing additional detailing of sides

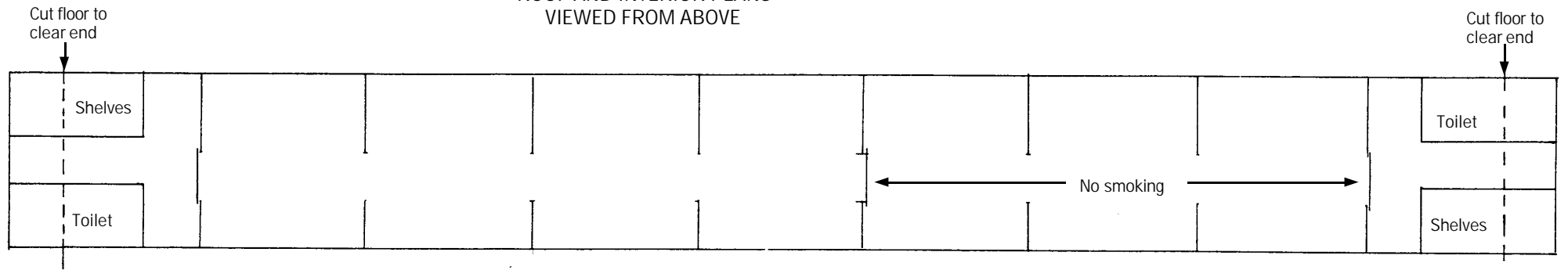


The ends are identical except that the train alarm gear is only fitted at the end shown on the roof plan overleaf





ROOF AND INTERIOR PLANS  
VIEWED FROM ABOVE



UNDERFRAME VIEWED FROM BELOW

