

M4 LMS Period I OPEN THIRD/RESTAURANT OPEN THIRD

D1692/99

Introduced 1925, last withdrawn 1964

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.

These open, or vestibule, coaches were the most common of the Period I designs, 555 being built. The high capacity version had 56 seats (2+2) whilst an externally similar dining version to D1699 seated 42 (2+1). Built between 1925 and 1929 at Derby, four were converted for push-pull working in 1938

Sample formations

Thames Clyde 1927

BG/TK/**TO**/RTO/RK/FO/BFK

Lancastrian 1934

BTK/**TO**/**TO**/RK/FO/CK/CK/BTK/BFK/RC/**TO**/TK/**TO**

Crewe-Holyhead 1948

BTK/**TO**/**TO**/CK/BCK/BG/CK

Running numbers

D1692 7826-7875

built 1925

1938 push-pull conversions

8076-8175

built 1927

8520 became 3462

8176-8255

built 1927/8

8509 became 3463

8256-8455

built 1928

8477 became 3464

8456-8580

built 1929

8539 became 3466

D1699 7630-7664

built 1925

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

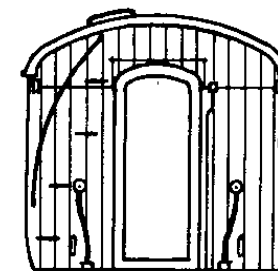
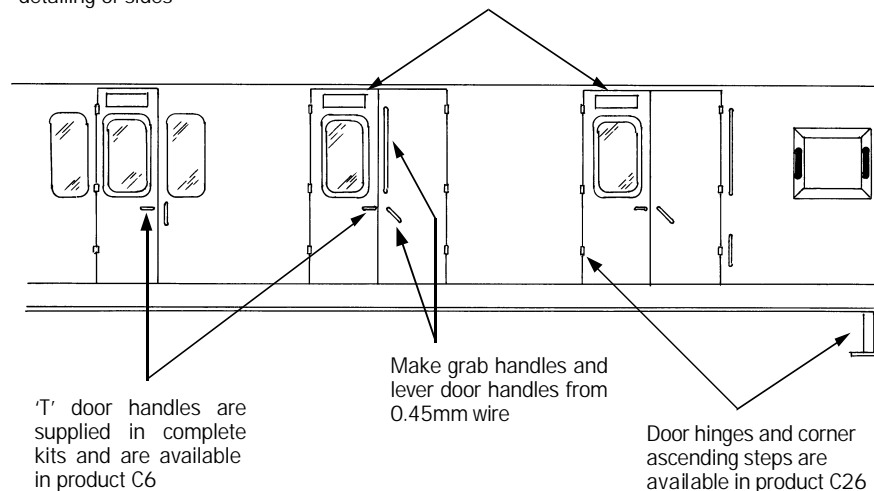
Ian Allan

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

Louvered vents above doors.

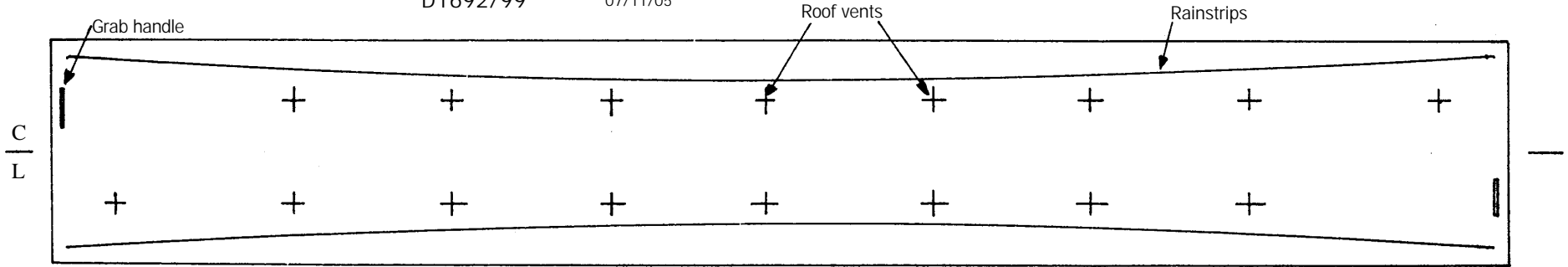


The ends are identical except that the train alarm gear is only fitted at the end shown on the roof plan overleaf

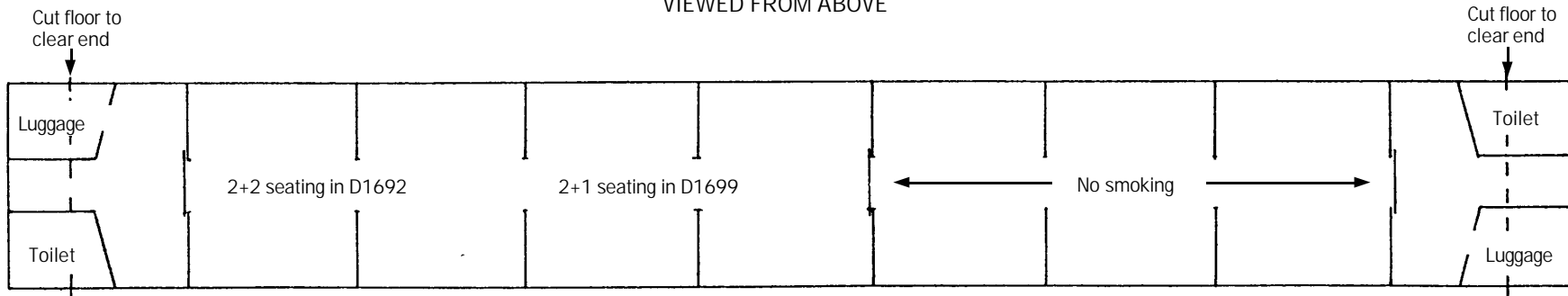
Train alarm gear this end

D1692/99

07/11/05



ROOF AND INTERIOR PLANS
VIEWED FROM ABOVE



UNDERFRAME VIEWED FROM BELOW

