

M5 LMS Period I OPEN THIRD

D1745

Introduced 1925, last withdrawn 1964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.

This "all steel" design was a modernisation of MR practice and when built had variations in livery and roof details (see below and overleaf). These thirds were high capacity 56 seaters and were the mainstay of excursion traffic as well as operating in expresses all over the LMS and BR(MR).

Sample formations

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

7876-7925 built 1925/6 at BRCW, full livery with waist panel and rainstrips over doors only  
 7926-7975\* built 1925/6 at Cammell Laird, square panelled simplified livery and full length rainstrips  
 7976-8075 built 1926 at Metropolitan Cammell, full livery with waist panel and rainstrips over doors only

\*21 were converted to train heating vans 1958-63

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.

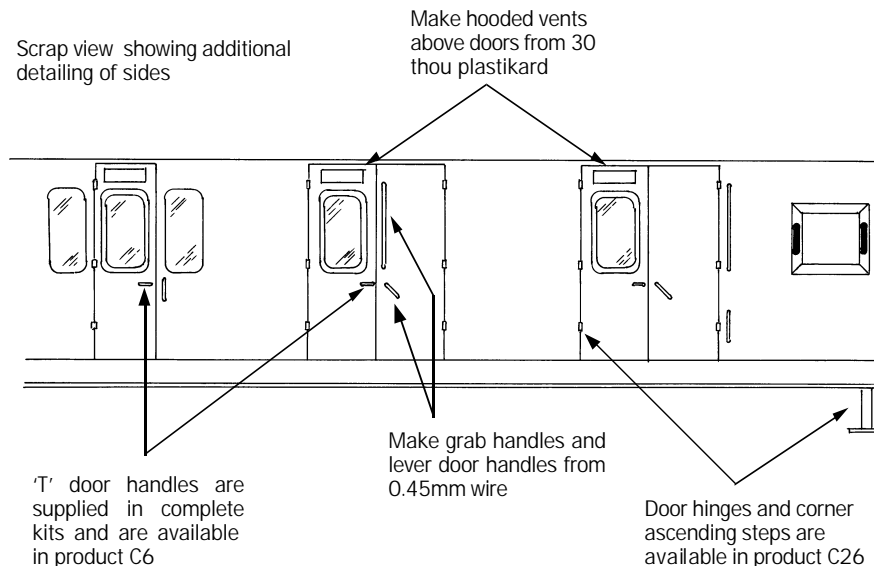
Underframes and bogies were finished in black

Further information

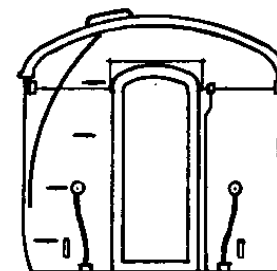
LMS Coaches	Jenkinson & Essery	O.P.C.
Historic Carriage Drawings	Jenkinson & Campling	Ian Allan
Passenger Train Formations		
1923-1983 LMS LM Region	Clive S Carter	Ian Allan

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

Underframe	UM2	Bogies	BM2
Underframe castings	UCM1	Roof castings	RC1
Ends	EM3	End castings	ECM1
Roof	C10	Interior	INT4



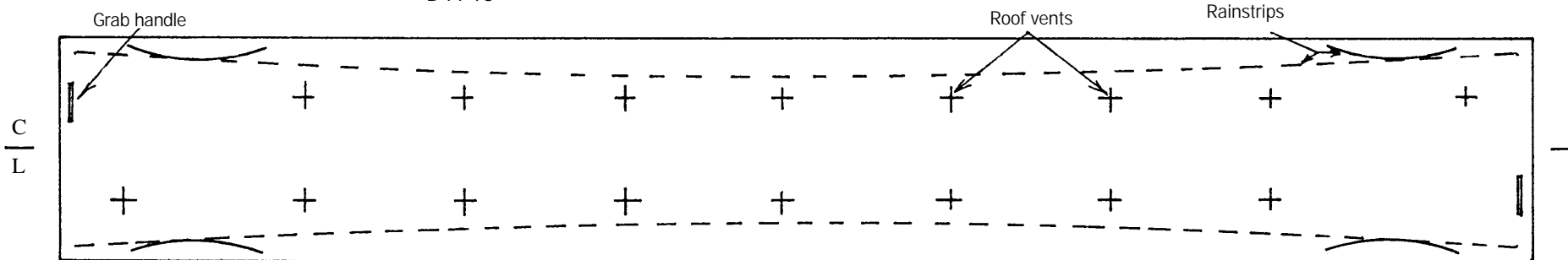
The ends are identical except that the train alarm gear is only fitted at the end shown on the roof plan overleaf



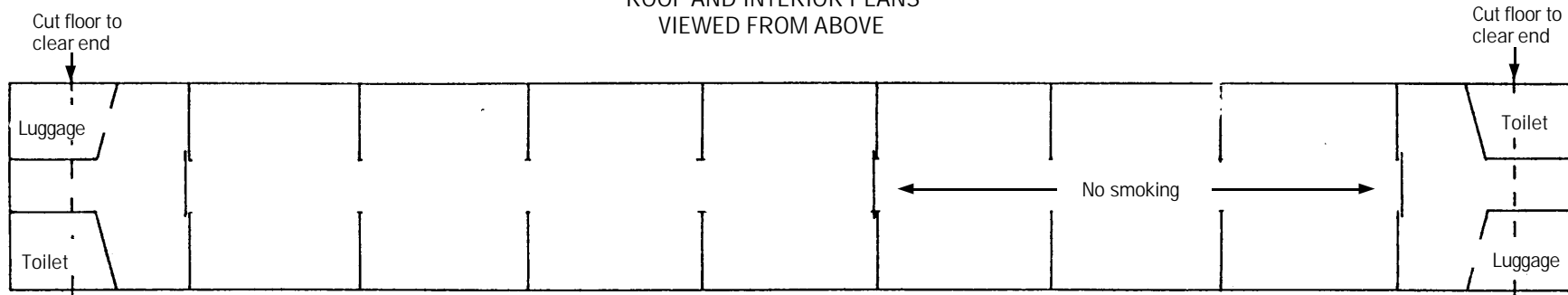
D1745

07/11/05

Train alarm gear this end



ROOF AND INTERIOR PLANS VIEWED FROM ABOVE



UNDERFRAME VIEWED FROM BELOW

