COMET MODELS

27/06/06

M66 LMS Stanier ARTICULATED STOCK D1966/7
OPEN THIRD+OPEN THIRD/OPEN THIRD+OPEN COMPOSITE

Introduced 1937, last withdrawn 1965 54'3''+54'3''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. These sides can be used for either the TO+TO to D1966 or the TO+CO to D1967, which were externally identical. The other pairing for the BTO+TO to D1965 is available in COMET MODELS sides pack M66. 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. All were built at Derby.

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

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

Running numbers

5000-50043 TO+TO D1966
The TO with non-smoking accommodation took the lower even number in each set.

55000-55021 TO+CO D1967
The TO had the lower even number and the CO the higher odd number in each set.

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

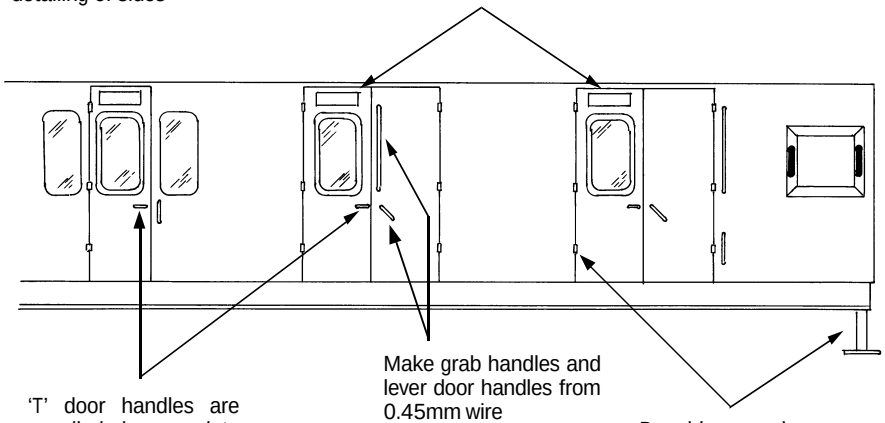
Further information

LMS 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

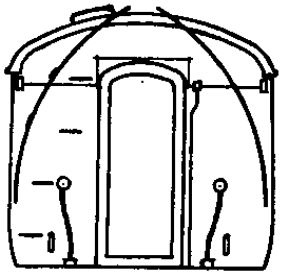
Underframe	UM4	Bogies	BM3
Underframe castings	UCM1	Roof castings	RC2
Ends	Special	End castings	ECM2
Roof	C10	Interior	INT3

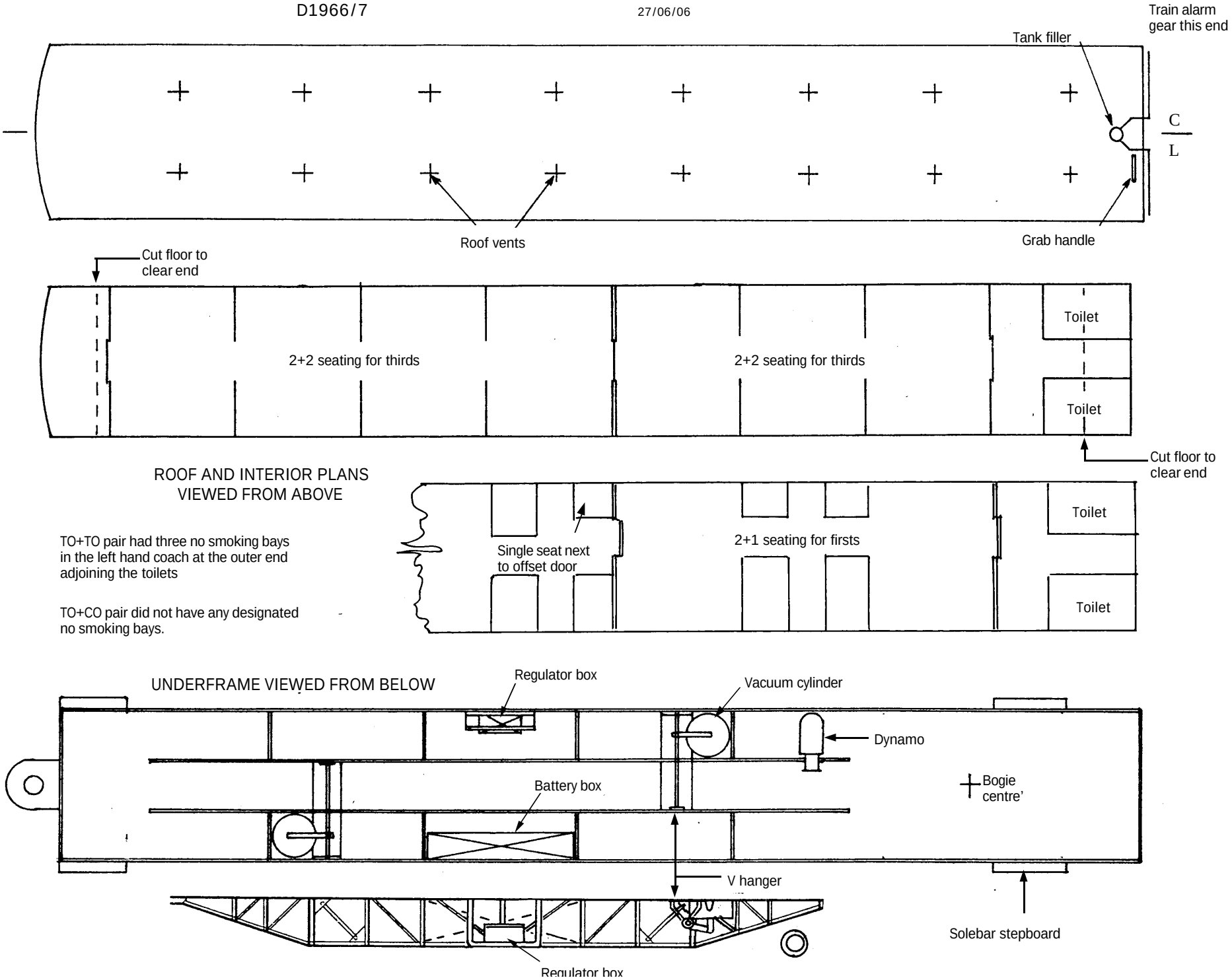
Scrap view showing additional detailing of sides



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

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





TO+TO pair had three no smoking bays in the left hand coach at the outer end adjoining the toilets

TO+CO pair did not have any designated no smoking bays.