

M67 LMS Stanier RESTAURANT FIRST

D1857

Introduced 1933, last withdrawn 1962

68'

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 four coaches were amongst the first of the Stanier dining cars. In common with other early Stanier types they had shallow three element window vents and were given full LMS livery from new. They usually ran paired with an open third.

Sample formations

Thames-Forth 1938

BCK/TK/BTK/CO/RF/CK/BTK/BCK

Thames-Clyde 1949

TO/BTK/TK/TK/TK/TK/TO/RF/FK/BFK/BG

Lakes Express 1954

BCK/TK/CK/BCK/TO/RF/TO/BTK/TO/TO/CK/BCK
 | Keswick | Workington | Windermere |

Welshman 1954

BTK/CK/BTK/CK/BTK/CK/RF*/TO*/CK/TK/TK/BTK
 | P'madod | Pwihelli | Bangor | Llandudno |
 *LMS stock. Remainder BR Mk1 stock

Running numbers

25-28 built 1933 Wolverton

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 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.

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.

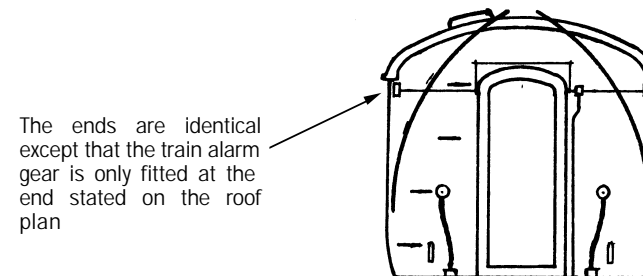
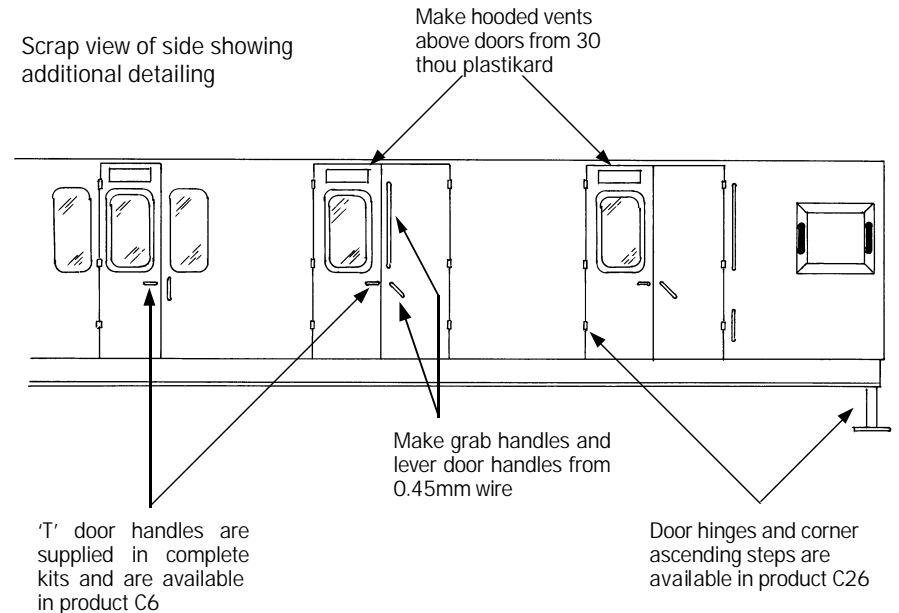
Underframes and bogies were finished in black

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	UM1	Bogies	BM1
Underframe castings	UCM1	Interior	INT3
Ends	EM3	End castings	ECM4
Roof	C10	Roof castings	RC2/4
Gas cylinders	C18		



Train alarm gear this end

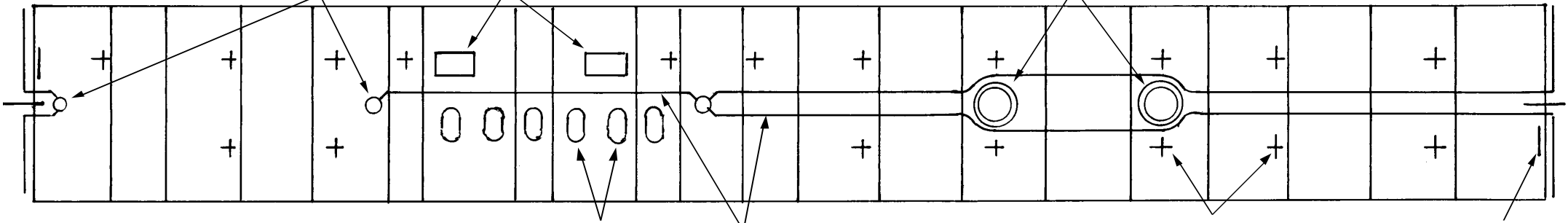
Tank fillers

Roof hatches

D1857

08/07/06

Fan cowlings



ROOF AND INTERIOR PLANS VIEWED FROM ABOVE

Flue covers

Filler pipes

Roof vents

Grab handle

Staff toilet

Staff

Pantry

Kitchen

Wine cupboard

1st class smoking saloon

Non smoking

Cut floor to clear end

4mm

5mm

Make lamp from 14BA nut and 0.7mm wire

Table

UNDERFRAME VIEWED FROM BELOW

Stepboards

V hanger

Dynamo

Pivot centres for Comet bogie 188mm

True bogie centre 45'0"

Gas cylinders

Vacuum cylinder

Regulator box

Battery box

Corner ascending step

