

M9 LMS Period I KITCHEN CAR

D1697

Introduced 1924, last withdrawn 1962

50'

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.

The kitchen car contained no passenger accommodation. Its sole purpose was to provide meals when the demand was greater than could be met by a kitchen/diner car. They were marshalled between at least one open first (eg COMET MODELS M16, M33, M34) and one or two open thirds (eg COMET MODELS M4, M5, M21, M22, M40, M41, M42). They were also used on excursion trains serving the open coaches which usually made up such services. Six were rebuilt by BR as "Party Cars" in 1955.

Sample formations

Royal Scot 1927, Edinburgh portion	BFK/FO/RK/TO/TK/BTK
Thames Clyde 1927	BG/TK/TO/RTO/RK/FO/BFK
Welshman 1934	BCK/TK/TK/BCK/BTK/CK/FO/RK/TO/BTK
Merseyside Express 1934	BTK/CK/BFK/FO/RF/CK/CK/TO/RK/TO/BTK/TK/TK/BFK

Running numbers

30000-30007 built 1924	30057-30071 built 1928	all were
30008-30036 built 1925	30072 built 1932	built at
30037-30056 built 1926		Derby
30001/03/06/07/17/18 rebuilt as "Party Cars"		

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.

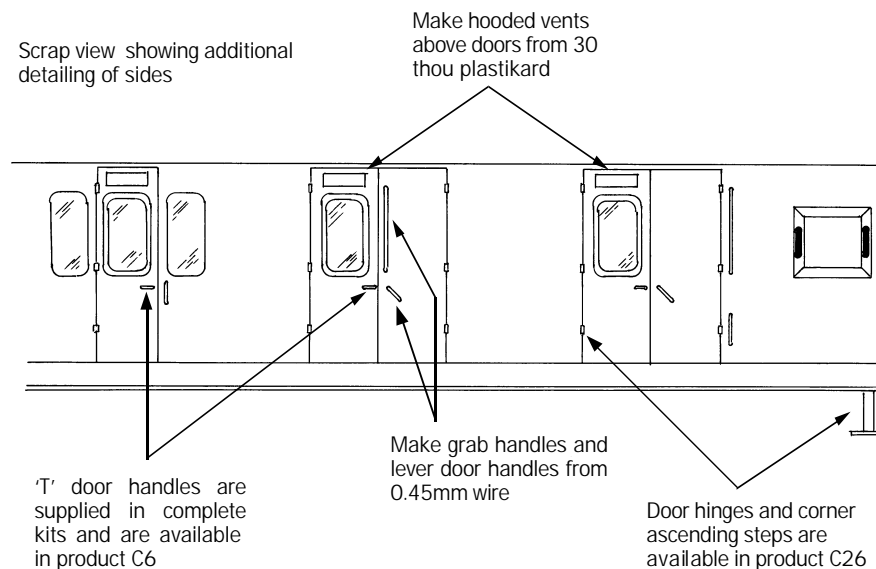
Underframes and bogies were finished in black

Further information

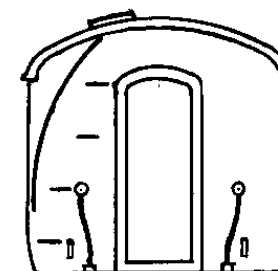
LMS Coaches	Jenkinson & Essery	O.P.C.
Historic Carriage Drawings	Jenkinson & Campling	Ian Allan
Passenger Train Formations		
1923-1983 LMS LM Region	Clive S Carter	Ian Allan

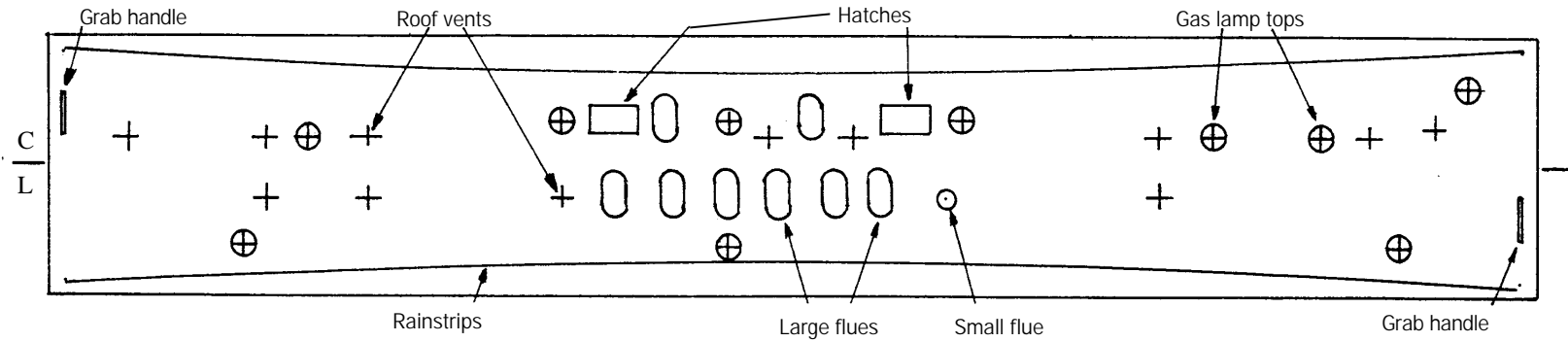
COMET MODELS coach components required to complete this coach are as follows

Underframe	UM3	Bogies	BM2
Underframe castings	UCM1	Roof castings	RC1/4
Ends	EM3	End castings	ECM1
Roof	C10	Gas cylinders	C18
Gas lamp tops	C21		



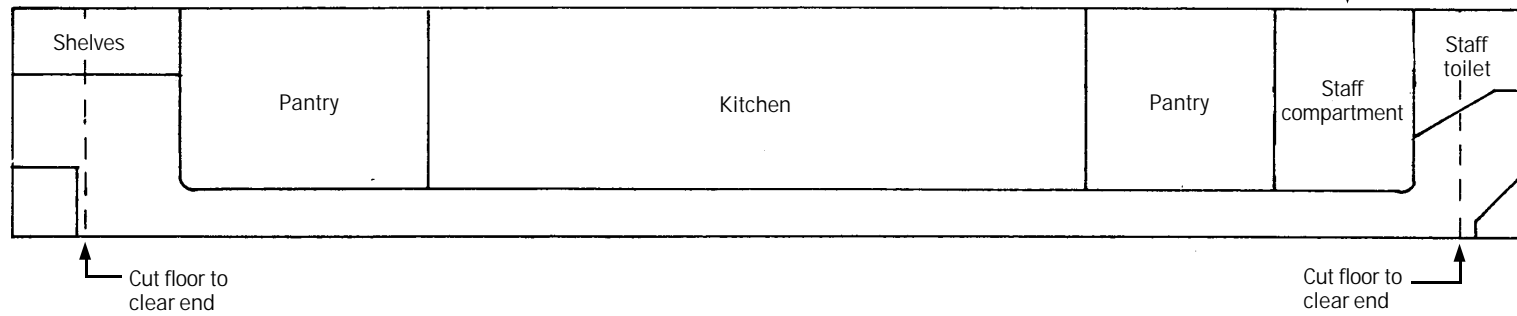
The ends are identical





ROOF AND INTERIOR PLANS VIEWED FROM ABOVE

Droplight and fixed quarter light in staff compartment had clear glazing. All other windows had obscured glass



UNDERFRAME VIEWED FROM BELOW

