

M62 LMS STANIER CORRIDOR BRAKE THIRD (BTK)

D1851

54 built 1933; withdrawn 1952*-1965; none preserved

57'

* - 2 withdrawn before 1948, motor fitted carriages withdrawn 1961-1962

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 coaches were the first of the Stanier period gangwayed designs, having shallow single element sliding window vents and retaining torpedo roof vents. These non-standard features were seen also in the contemporary brake composites to D1850. Like the later D1905 the toilet was in the centre of the coach next to the guard's van with the tank filler pipes running along the roof. As general service coaches they were seen throughout the LMS and BR(LMR).

5476/91/96 were converted in 1955 for push-pull working and renumbered 3497-9 in that order, but were not given a separate diagram number.

Sample formations

Glasgow - Oban 1938

BCK/TK/BTK/TO/TO/RC/FO/BTK

Welshman 1949

BTK/TO/TO/CK/BCK/RT/FO/BTK/CK/CK/BTK/TO/CK/BTK
 | Holyhead | P'madoc | Pwllheli | Llandudno

Barrow/Morecambe-Manchester 1954

BTK/CK/CK/TK/BTK/BTK/CK/TK/BTK/BG
 | ex Barrow | ex Morecambe |

Running numbers

5447-5500 built 1933 Derby

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 to the earliest examples with lining in black and yellow. On flush sided coaches the lining was laid out as though the coach was panelled (so called 'pseudo-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 Standard Coaching Stock Vol. II
 Historic Carriage Drawings

Jenkinson & Essery O.P.C.
 Jenkinson & Campling Ian Allan

Passenger Train Formations
 1923-1983 LMS LM Region

Clive S Carter Ian Allan
 H Longworth O.P.C.

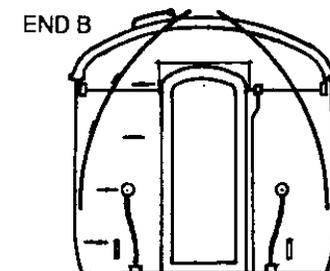
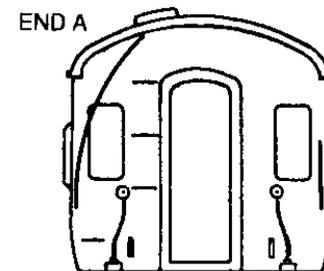
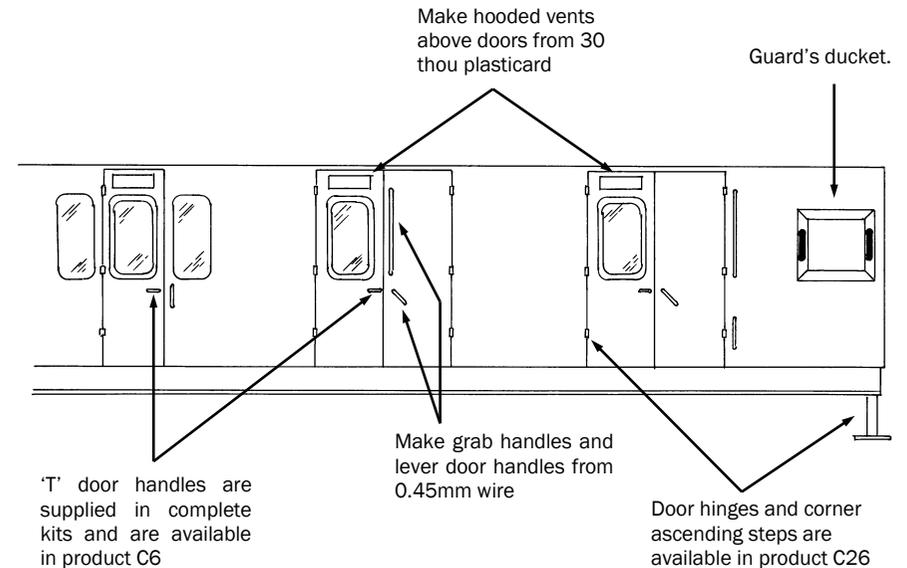
British Railways Pre-Nationalisation Coaching Stock Vol. 2

COMET MODELS components required to complete this carriage are:

Underframe	UM2	Bogies	BM2
Underframe castings	UCM1	Roof castings	RC1
Ends	EM4	End castings	ECM2
Roof	C10	Interior	INT2
Duckets	C15	(Motor fitted end	EM5)

Scrap views showing additional detailing of sides and ends

(not all details may apply to this diagram)

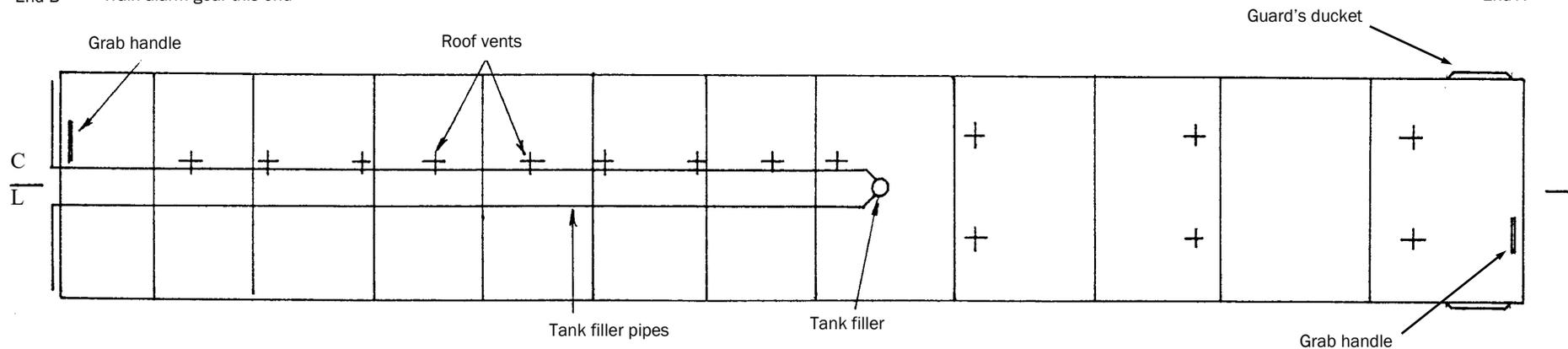


Comet Models is part of Wizard Models Limited, PO Box 70, Barton upon Humber DN18 5XY
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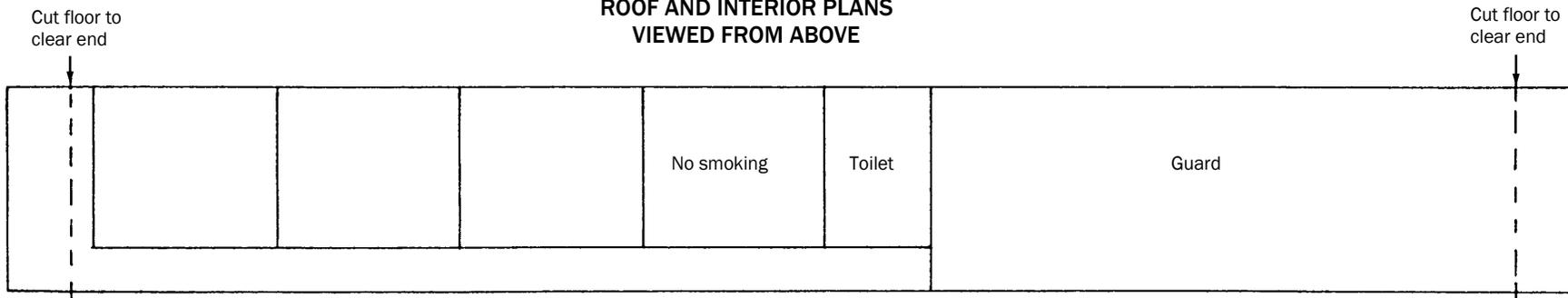
End B Train alarm gear this end

D1851

End A



ROOF AND INTERIOR PLANS VIEWED FROM ABOVE



UNDERFRAME VIEWED FROM BELOW

