

M96 LMS PERIOD II CORRIDOR THIRD (TK)

D1782

10 built 1931; withdrawn 1959-1962; 1 preserved

60'

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.

Only 10 were built but they were important in the history of LMS coaches. They entered service with the upgraded 1930 *Royal Scot* for which other similarly styled vehicles were introduced. They were the only Period II corridor thirds, and the only examples of corridor thirds built to the 60' length. In due course these luxurious coaches were cascaded to more prosaic duties where the fortunate third class passenger continued to enjoy their more spacious accommodation.

Sample formations

Euston-Blackpool 1934	CO/RT/BCK/BCK/BCK/TK/BG/TK/TK/BCK/TK/BTK/CK Carlisle * Barrow Blackpool Llandudno *Windermere
Midday Scot 1938	BCK*/BG/TK/TK/CK/TO/RT/Semi-FO/BFK/BTK/RT/TK/TK/BTK Glasgow Edinburgh
	* GWR through coach from Plymouth
The Thames-Clyde Express 1949	TO/BTK/TK/TK/TK/TK/TO/RF/FK/BFK/BG
Euston-Wolverhampton 1949	TK/TK/BTK/TO+BT/CO+TO/TO+TO/RK/FO/FO/CK/BFK

Running numbers

1497-1506 built 1930 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 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 '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.

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.

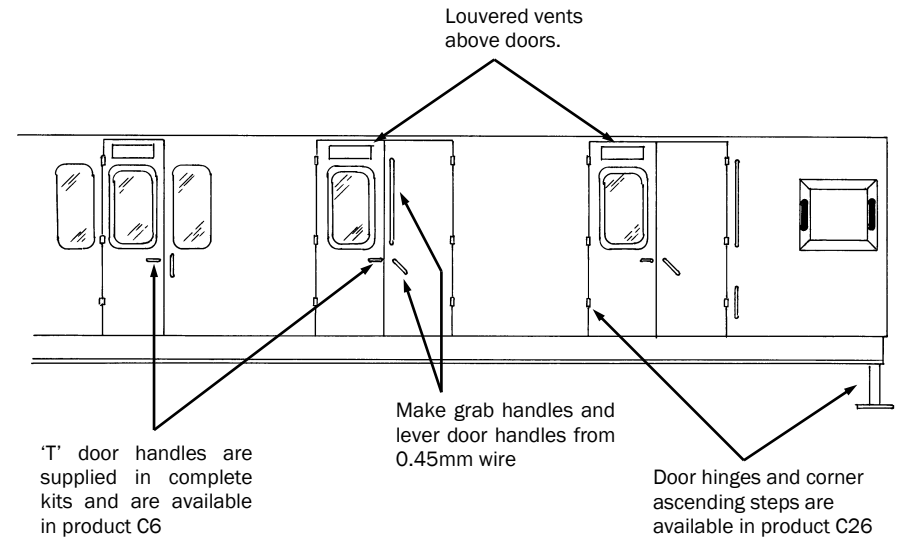
Further information

LMS Standard Coaching Stock Vol. II	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
British Railways Pre-Nationalisation Coaching Stock Vol. 2	H Longworth	O.P.C.

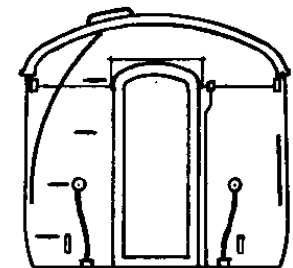
COMET MODELS components required to complete this carriage are:

Underframe	UM2	Bogies	BM2
Underframe castings	UCM1	Roof castings	RC1
Ends	EM3	End castings	ECM1
Roof	C10	Interior	INT2

Scrap views showing additional detailing of sides and ends
(not all details may apply to this diagram)



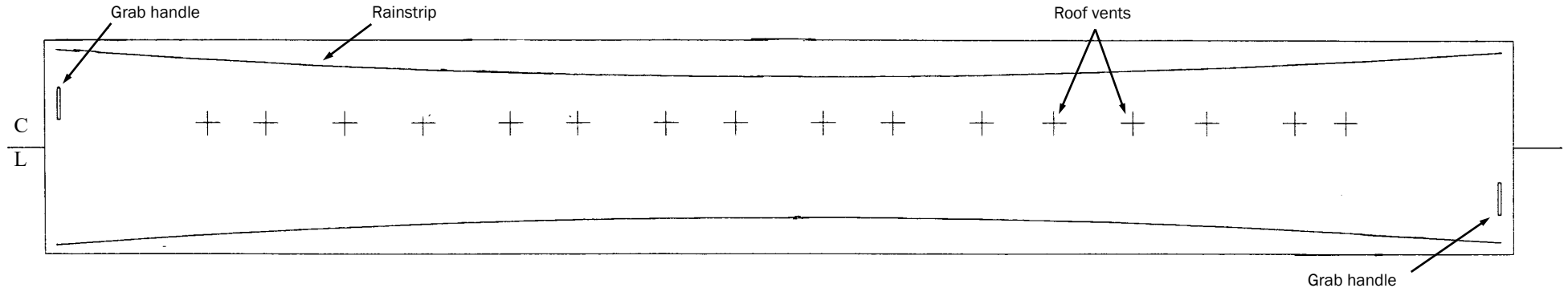
The ends are identical except that the train alarm gear is only fitted at the end shown on the roof plan overleaf



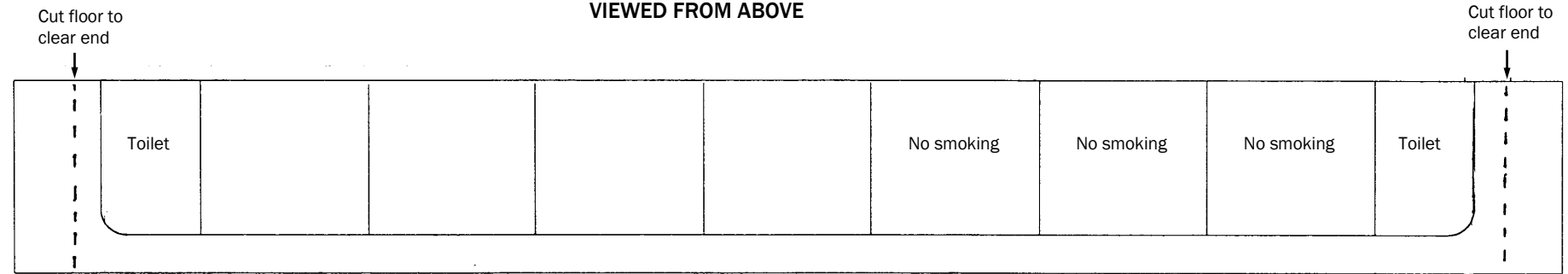
Comet Models is part of Wizard Models Limited, PO Box 70, Barton upon Humber DN18 5XY
Tel 01652 635885, web www.wizardmodels.ltd, e-mail andrew@modelsignals.com

D1782

Train alarm gear this end



ROOF AND INTERIOR PLANS
VIEWED FROM ABOVE



UNDERFRAME VIEWED FROM BELOW

