

M48 LMS STANIER CORRIDOR COMPOSITE (CK)

D1925/1969

D1925: 180 built 1935-1936; withdrawn 1962*-1965; none preserved 60'

D1969: 217 built 1937-1940; withdrawn 1955**-1966; none preserved

* - 2 withdrawn before 1948; ** - 5 withdrawn before 1948

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.

This design was built in two groups, the only difference between the two diagrams being the internal arrangement of the toilet compartments. As general service vehicles they worked over the whole of the LMS and BR(LMR) on express and intermediate duties.

Sample formations

Birmingham-Newcastle 1949	BTK/TK/CK/CK/TK/TK/BTK/RT/CO I from Derby
Inverness-Kyle 1949	POS/BG/BG/TK/CK/CK/TK/BG
Pines Express 1949	BTK/CK/BCK/CK/CK/RC/TO/TO/TO/TK/BTK
Liverpool-Hull 1954	TK/BTK/CK/CK/RB/TK/TK/TK/BTK

Running numbers

D1925			D1969		
3934-3963	built 1935	Derby	4114-4182, 3818	built 1937	Wolverton
3954-4023	built 1935	Wolverton	4183-4215	built 1938/9	Wolverton
4024-4113	built 1936	Wolverton	4216-4299	built 1939	Wolverton
			4300-4329	built 1939/40	Wolverton

3818 was a rebuild from D1791 following a fire

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. 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

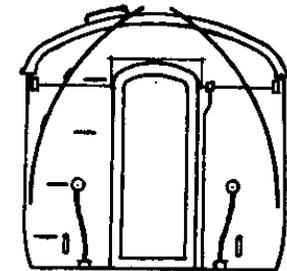
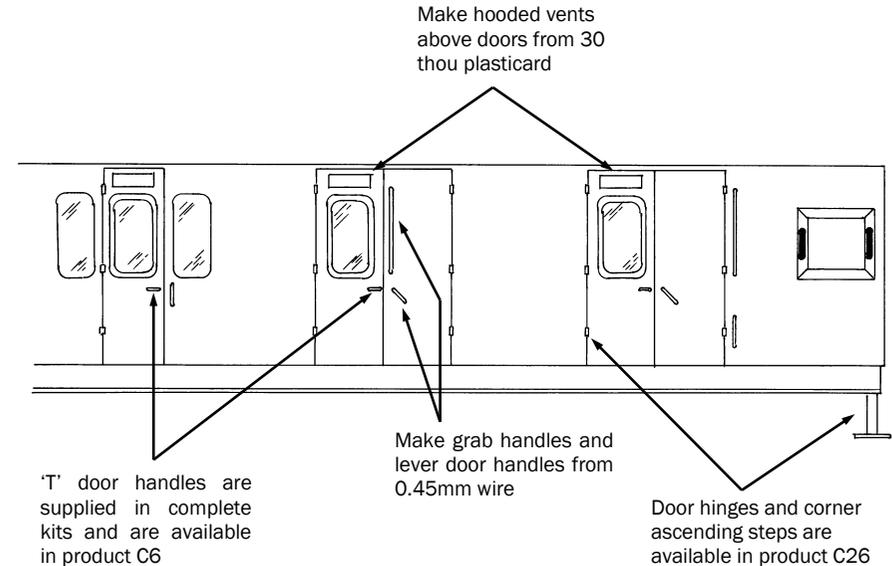
LMS Standard Coaching Stock Vol. II Historic Carriage Drawings	Jenkinson & Essery Jenkinson & Campling	O.P.C. Ian Allan
Passenger Train Formations 1923-1983 LMS LM Region British Railways Pre-Nationalisation Coaching Stock Vol. 2	Clive S Carter H Longworth	Ian Allan O.P.C.

COMET MODELS components required to complete this carriage are:

Underframe	UM2	Bogies	BM2
Underframe castings	UCM1	Roof castings	RC2
Ends	EM3	End castings	ECM2
Roof	C10	Interior	INT2

Scrap views showing additional detailing of sides and ends

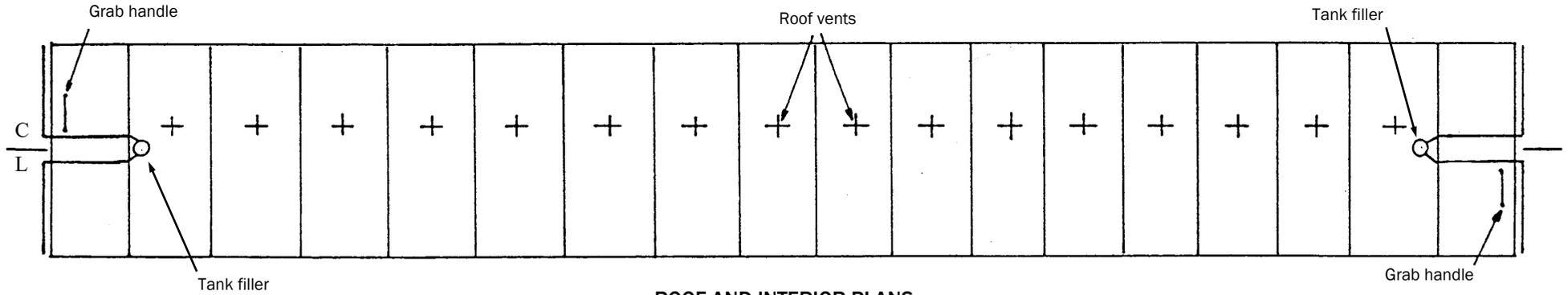
(not all details may apply to this diagram)



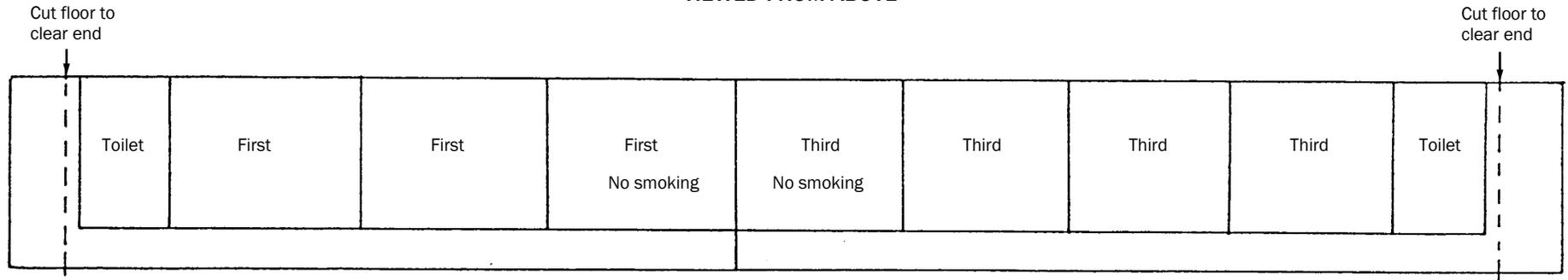
The ends are identical except that the train alarm gear is only fitted at the end shown on the roof plan overleaf

D1925/1969

Train alarm gear this end



ROOF AND INTERIOR PLANS
VIEWED FROM ABOVE



UNDERFRAME VIEWED FROM BELOW

