

M30 LMS STANIER CORRIDOR FIRST (FK)

D1909/1920/1930/1960

D1909: 12 built 1934; withdrawn 1962*-1965; none preserved 57'

D1920: 1 built 1934; withdrawn 1963; not preserved

D1930: 30 built 1936-1938; withdrawn 1951-1965; none preserved

D1960: 3 built 1937; withdrawn 1963-1964; none preserved

* - 1 withdrawn before 1948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.

These coaches were built to a standard 5½ compartment design for use on premier expresses. All four diagrams were externally identical. The D1920 prototype had three per side seating whilst the first production batch to D1909 had luxury two per side seating. D1930 had three per side seating and a different arrangement of the non-smoking compartments. D1960 had two per side seating and pressure ventilation for use in the *Coronation Scot*.

Sample formations

Euston-Wolverhampton	BTK/TO/RTO/RK/RFO/FK/BTK
	BTK/TK/FK/RCO/RT/TK/BTK
<i>Coronation Scot</i> 1937	BTK/TO/RK/TO/TO/RK/RFO/FK/BFK
<i>Thames-Clyde Express</i> 1949	TO/BTK/TK/TK/TK/TKTO/RF/FK/BFK/BG

Running numbers

D1909	1039-1050	built 1934	Derby
D1920	1038	built 1934	Derby
D1930	1051-1061	built 1936	Wolverton
D1930	1062-1068	built 1937	Wolverton
D1930	1072-1083	built 1938	Wolverton
D1960	1069-1071	built 1937	Wolverton

Livery

The LMS coach body colour was maroon with black ends. 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

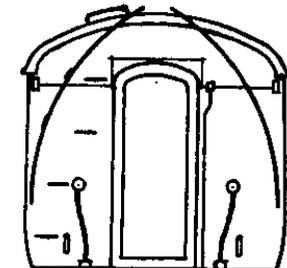
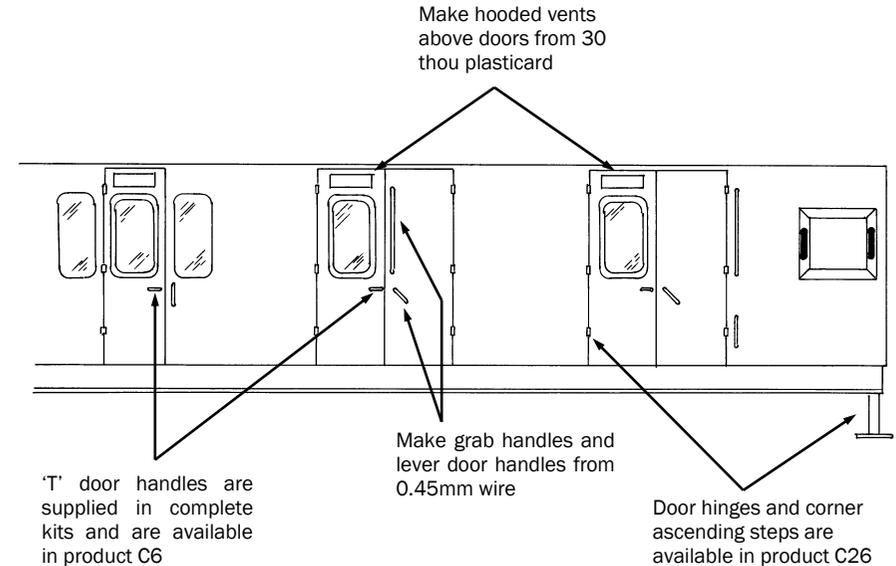
LMS Standard Coaching Stock Vol. II	Jenkinson & Essery	O.P.C.
Historic Carriage Drawings	Jenkinson & Camppling	Ian Allan
Passenger Train Formations		
1923-1983 LMS LM Region	Clive S Carter	Ian Allan
British Railways Pre-Nationalisation Coaching Stock Vol. 2	H Longworth	O.P.C.

COMET MODELS components required to complete this carriage are:

Underframe	UM2	Bogies	BM3
Underframe castings	UCM1	Roof castings	RC2
Ends	EM3	End castings	ECM2
Roof	C10	Interior	INT2

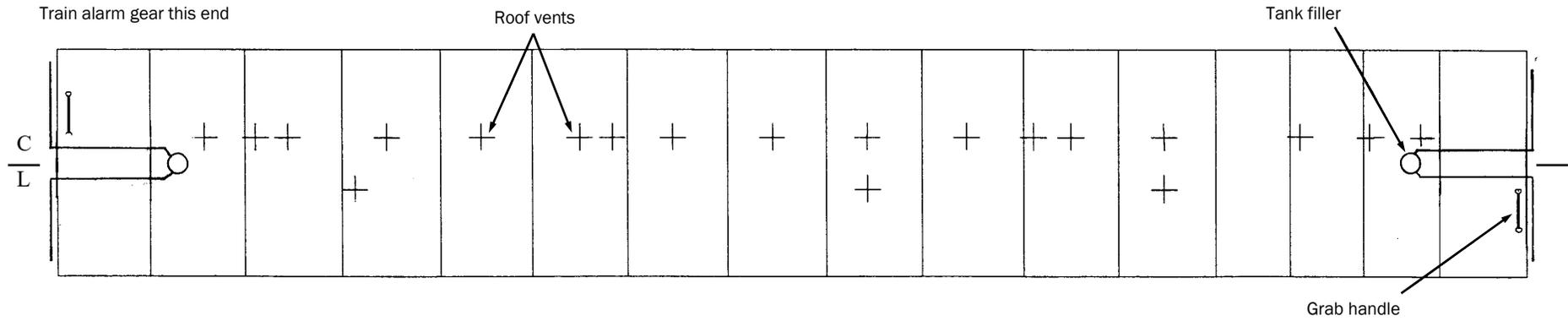
Scrap views showing additional detailing of sides and ends

(not all details may apply to this diagram)

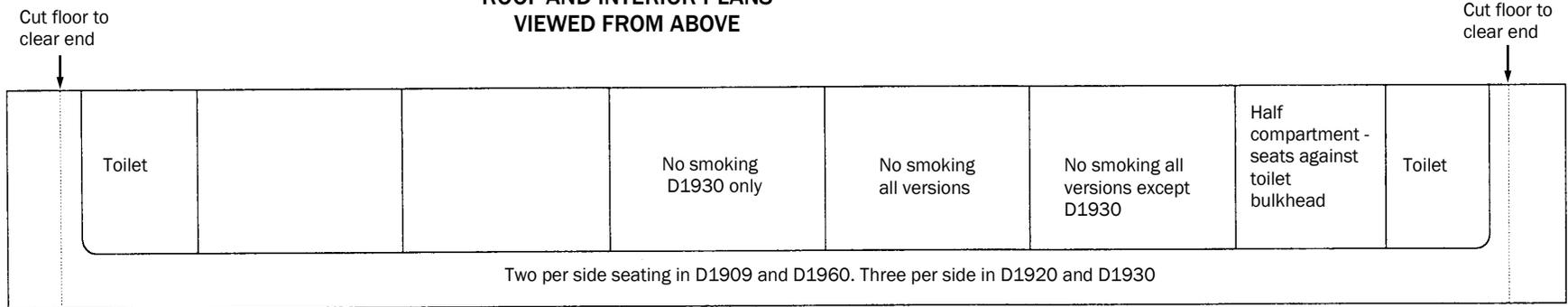


The ends are identical except that the train alarm gear is only fitted at the end shown on the roof plan overleaf

D1909/1920/1930/1960



ROOF AND INTERIOR PLANS
VIEWED FROM ABOVE



UNDERFRAME VIEWED FROM BELOW

