

M56 LMS STANIER FULL BRAKE (BG)

D1854/2007

D1854: 56 built 1932-1937; withdrawn 1964-1970s; none preserved 50'

D2007: 385 built 1938-1947; withdrawn 1955*-1983; 9 preserved

* - 3 withdrawn before 1948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.

The Stanier full brakes were built for use in passenger trains, parcels trains and in newspaper distribution. The first coaches to the earlier diagram were transitional in that they appeared in full livery and many were fitted with torpedo roof vents. The later diagram had shell vents, though some in the last batch were fitted with the ridged dome type used on the contemporary 'Porthole' stock. Both riveted and welded bogies were fitted and the last 189 of the D2007 coaches had no waist beading. Those built in 1944 had second hand underframes. Some had their gangways removed in later BR days. Given these variations, photographs should be consulted if you are concerned to portray a particular example.

Sample formations

Inverness-Kyle 1949	POS/BG/BG/TK/CK/CK/TK/BG
The Irish Mail 1949	BG/SLT/SLT/TK/TK/TO/TO/FO/FK/BG/BG/BG
St Pancras-Glasgow 1955	BG/BG/BTK/TK/TK/SLT/SLF/SLF/CK/BG

Running numbers

D1854	30908-30932	built 1932/3	Derby	30958-30963	built 1934	Wolverton
	30933-30957	built 1933	Derby			
D2007	30964-30988	built 1938	Wolverton	31109-31158	built 1941/42	Derby
	30989-31013	built 1938/9	Wolverton	31159-31319	built 1941	Wolverton
	31014-31038	built 1939	Wolverton	31320-31323	built 1944	Wolverton
	31039-31058	built 1940	Derby	31324-31348	built 1947	Wolverton
	31059-31108	built 1939/40	Wolverton			

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 most were painted BR crimson. A few received the full crimson and cream livery for use with matching passenger stock. From 1956 maroon was applied, and then rail blue. A few received BR blue and grey.

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.

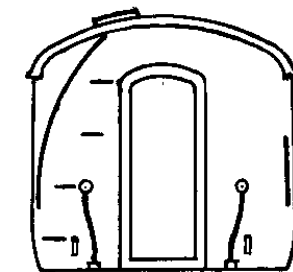
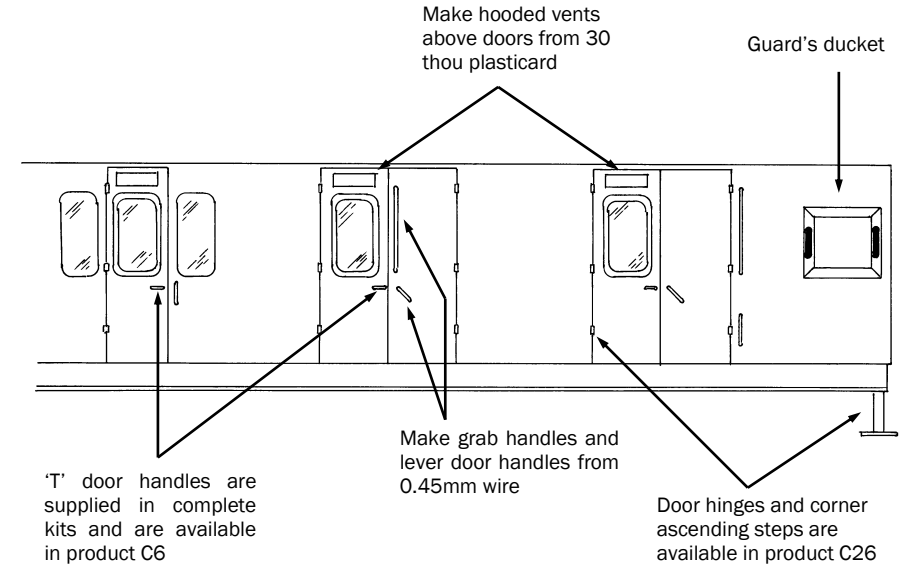
Further information

LMS Standard Coaching Stock Vol. III	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.

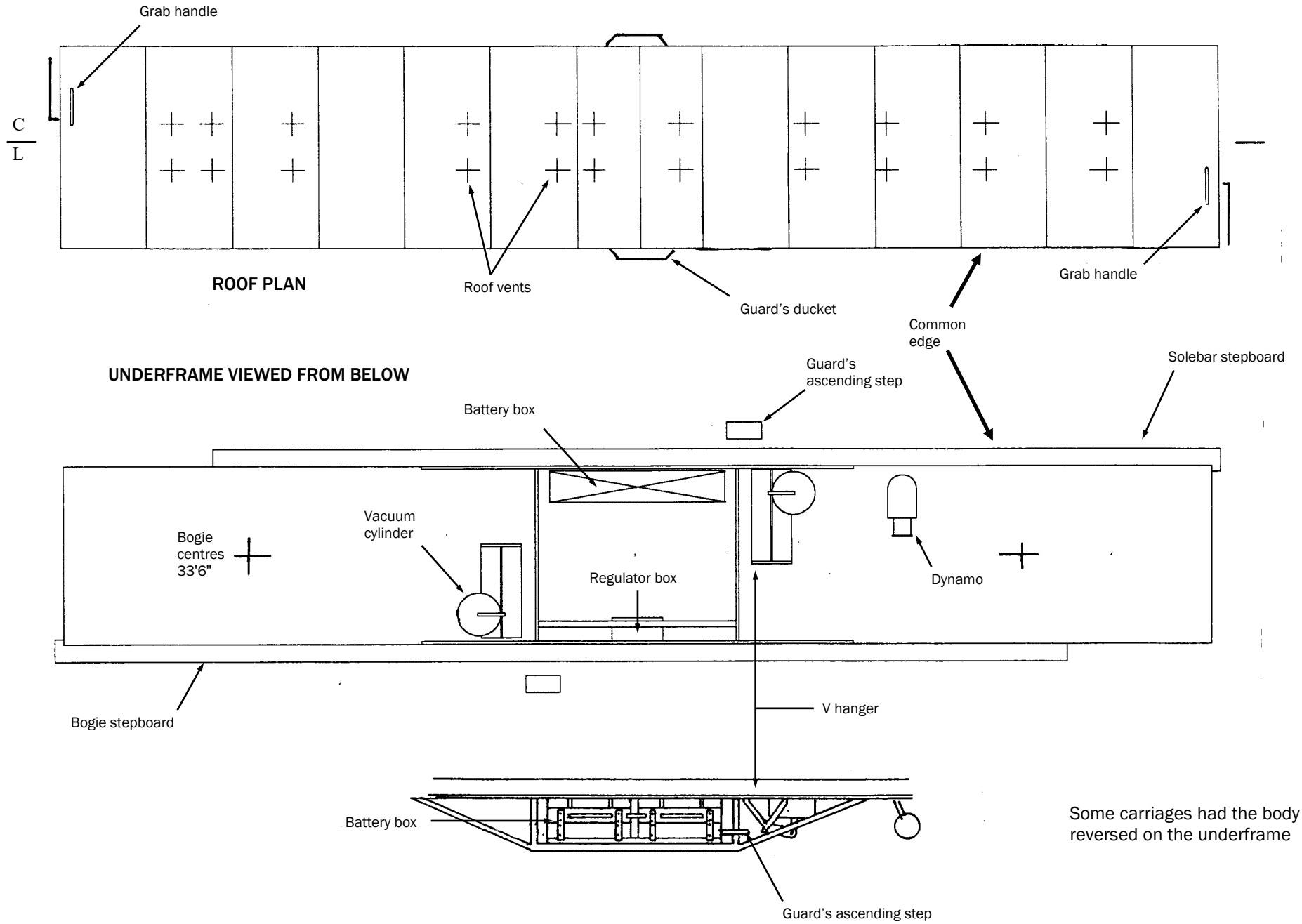
COMET MODELS components required to complete this carriage are:

Underframe	UM3	Bogies	BM2/3
Underframe castings	UCM1	Roof castings	RC1/2/3
Ends	EM3	End castings	ECM2
Roof	C10	Duckets	C15

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



The ends are identical



Some carriages had the body reversed on the underframe