

M98 LMS PERIOD I NON-GANGWAYED LAVATORY COMPOSITE (CL) D1686

145 built 1926-1929; withdrawn 1955*-1964; none preserved 57'
 * - 2 withdrawn before 1948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 LMS introduced lavatory stock for the convenience of passengers on the longer suburban and some cross-country services. To some extent they became redundant when such services were provided with older corridor coaches in the 1930s, giving all passengers access to toilets rather than just those in adjoining compartments as in these coaches. Originally the composites and brake thirds to D1685 (COMET MODELS M97) were supposed to run in sets, but in the 'anything goes' operating methods of the company they ran mixed in with other non-corridor stock, albeit made up into sets as traffic required.

The coaches are shown overleaf as having a standard 57' underframe. It would seem from available evidence that these coaches did not have a battery box or regulator when built, and that power was supplied from the lavatory brake thirds, which were equipped with two battery boxes. We feel that this might have been the case whilst they ran as sets, but they would have been rebuilt with the standard arrangements when they were split up.

Sample formations

BTL/CL/BTL BTL/CL/CL/BTL
 Manchester-North Wales 1949 BTL/CL/BTL/BTK/TO/TO/CK/BCK/CK/BG

Running numbers

19026-19045 built 1926/7 Derby 19096-19170 built 1929 Wolverton
 19046-19095 built 1929 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.

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.

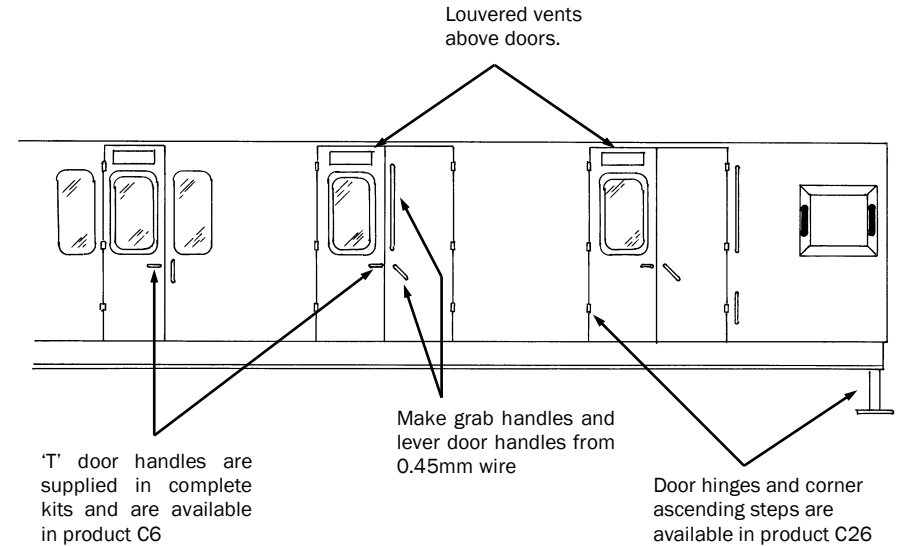
Further information

LMS Standard Coaching Stock Vol. 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.

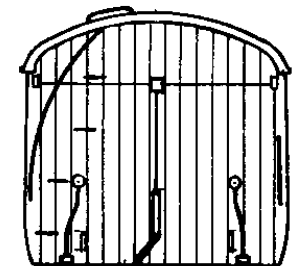
COMET MODELS components required to complete this carriage are:

Underframe	UM2	Bogies	BM2
Underframe castings	UCM1	Roof castings	RC1
Ends	EM1	End castings	ECM5
Roof	C10	Interior	INT5

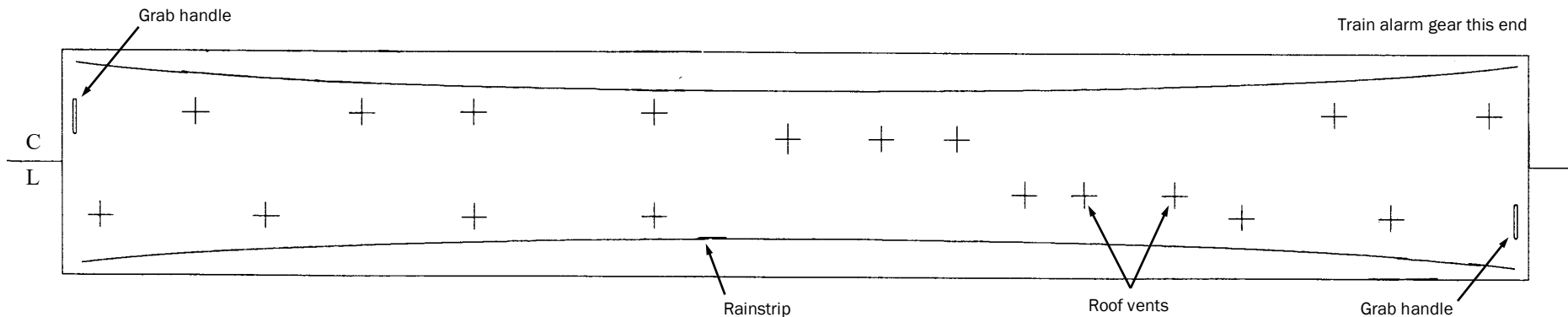
Scrap views showing additional detailing of sides and ends
 (not all details may apply to this diagram)



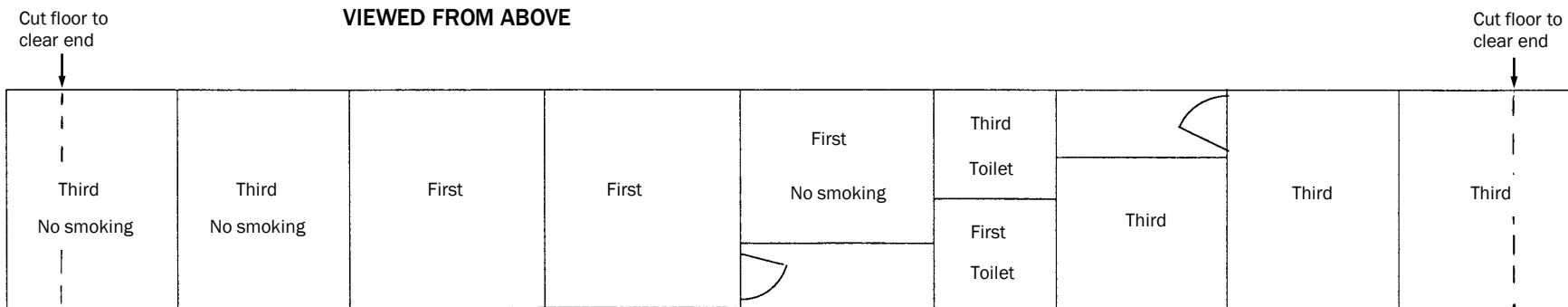
The ends are identical except that the train alarm gear is only fitted at the end shown on the roof plan overleaf



D1686



**ROOF AND INTERIOR PLANS
VIEWED FROM ABOVE**



UNDERFRAME VIEWED FROM BELOW

