

M26 LMS PERIOD II NON-CORRIDOR COMPOSITE (C)

D1734

143 built 1930-1932; withdrawn 1957*-1965; none preserved

57'

*- 1 withdrawn before 1948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 used in urban areas on local and commuter trains in formations of two to six coaches, often hauled by quick accelerating tank engines.

Sample formations

BT/T (with van inboard)	BT/C/BT	BT/C/T/BT	BT/T/F/T/BT
BT/C/BT/BT/T/BT	BT/T/F/T/T/BT		

Running numbers

Standard carriages

16331-16347 built 1930
16348-16368 built 1931
16369-16371 built 1932

Motor fitted carriages

17900-17904 built 1930

All were built at Wolverton.

Six other carriages were motor fitted around 1934 and renumbered: 17947 from 16343; 17948 from 16432; 17949 from 16434; 17950 from 16435; 17951 from 16356; 17957 from 16347.

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
Historic Carriage Drawings

Passenger Train Formations
1923-1983 LMS LM Region

British Railways Pre-Nationalisation Coaching Stock Vol. 2

Jenkinson & Essery O.P.C.
Jenkinson & Campling Ian Allan

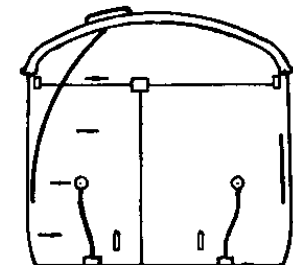
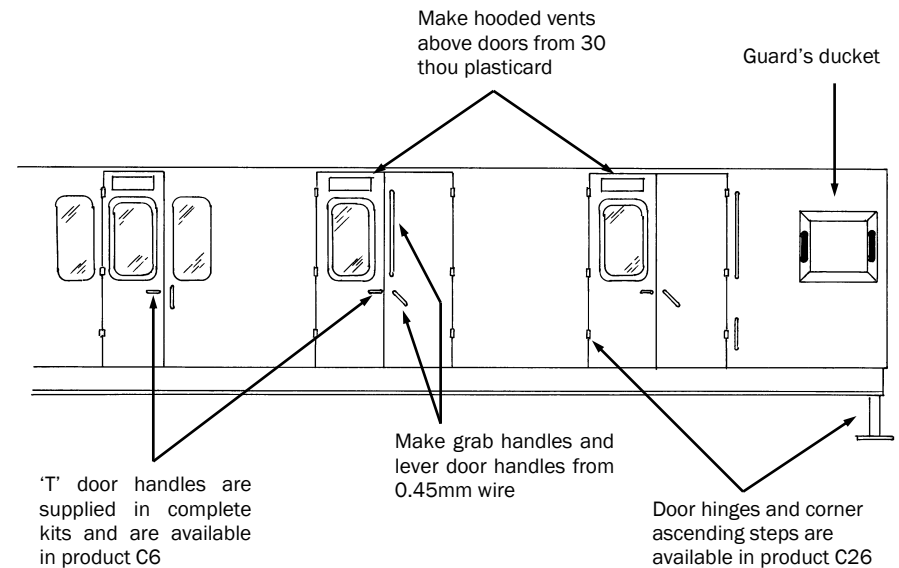
Clive S Carter Ian Allan
H Longworth O.P.C.

COMET MODELS components required to complete this carriage are:

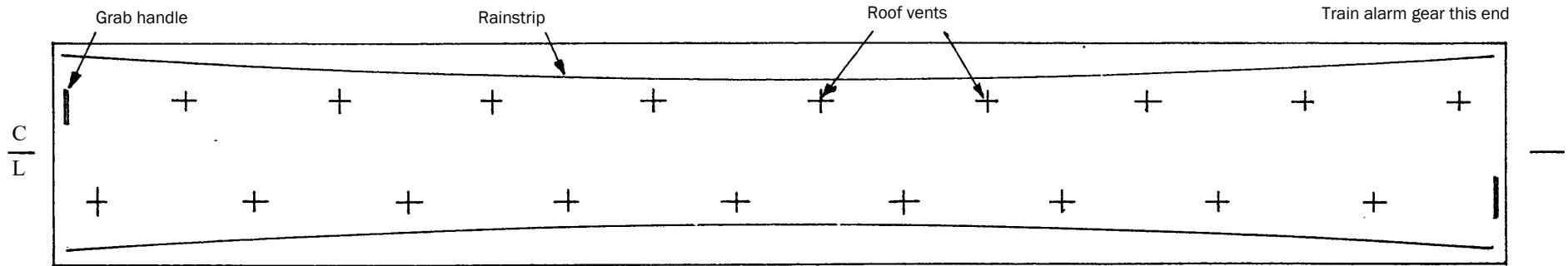
Underframe	UM2	Bogies	BM2
Underframe castings	UCM1	Roof castings	RC1
Ends	EM3	End castings	ECM5
Roof	C10	Interior	INT5

Scrap views showing additional detailing of sides and ends

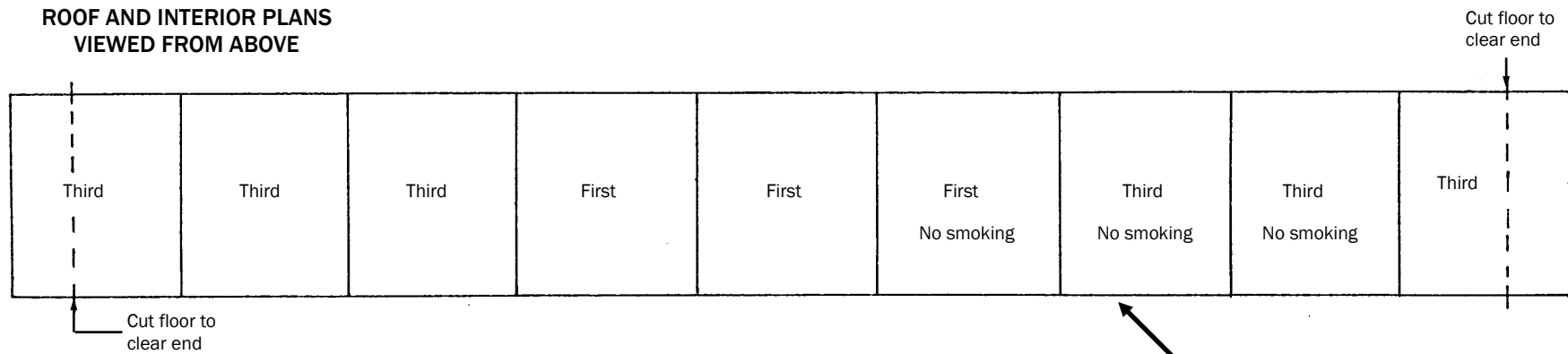
(not all details may apply to this diagram)



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



ROOF AND INTERIOR PLANS
VIEWED FROM ABOVE



UNDERFRAME VIEWED FROM BELOW

