

D1899

611 built 1933-1939; withdrawn 1952*-1966; 1 preserved

57'

* - 5 withdrawn before 1948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.

With the eventual exception of D2119 (COMET MODELS M38) these coaches were the most numerous to any one design on the LMS. They were typical, or even archetypal, of the early Stanier stock with characteristic sliding ventilators with small fixed elements, toilet windows with a fall back top section, shell vents and transverse cover strips over the roof panel joints. As a general service coach, they would have been seen over the whole of the LMS and BR(LMR). No layout of the period should be without one - or several!

Sample formations

The Mid-Day Scot 1938 BCK*/BG/**TK/TK**/CK/TO/RT/Semi-F0/BFK/BTK/RT/**TK/TK**/BTK
 | Glasgow | Edinburgh |
* GWR through coach from Plymouth

Yorkshireman 1947 TO/TO/BTK/**TK/TK/TK/TK**/RTO/RF/FO/BFK

The Thames-Clyde Express 1949 TO/BTK/**TK/TK/TK/TK**/TO/RF/FK/BFK/BG

St Pancras-Edinburgh 1955 BG/SLC/SLC/SLT/SLF/CK/CK/**TK/TK/TK/BG**

Midland corridor sets BTK/**TK**/TK/BFK
BTK/**TK**/CK/BTK

Running numbers

1537-1571	built 1933 at Derby	1926-2000	built 1936 at Derby
1572-1740	built 1934 at Derby	2001-2040	built 1937 at Wolverton
1741-1860	built 1934 at Wolverton	2041-2129	built 1938 at Wolverton
1861-1925	built 1935 at Derby	2130-2147	built 1939 at 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 to the first 69 examples with lining in black and 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 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

Passenger Train Formations 1923-1983 LMS LM Region

British Railways Pre-Nationalisation Coaching Stock Vol. 2

Jenkinson & Essery OPC
Jenkinson & Campling Ian Allan

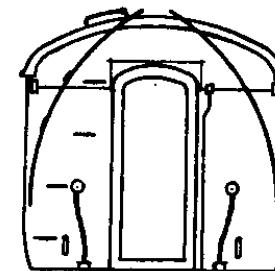
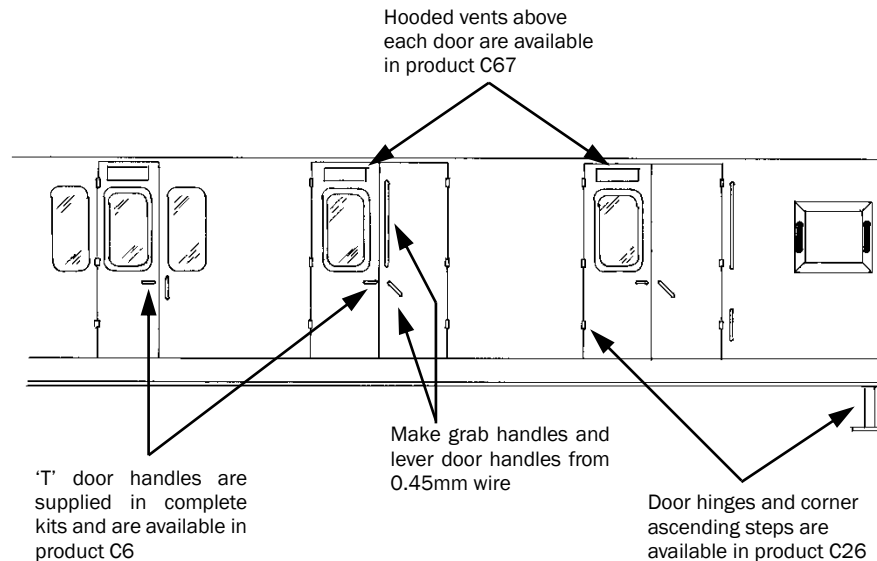
Clive S Carter
H Longworth

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

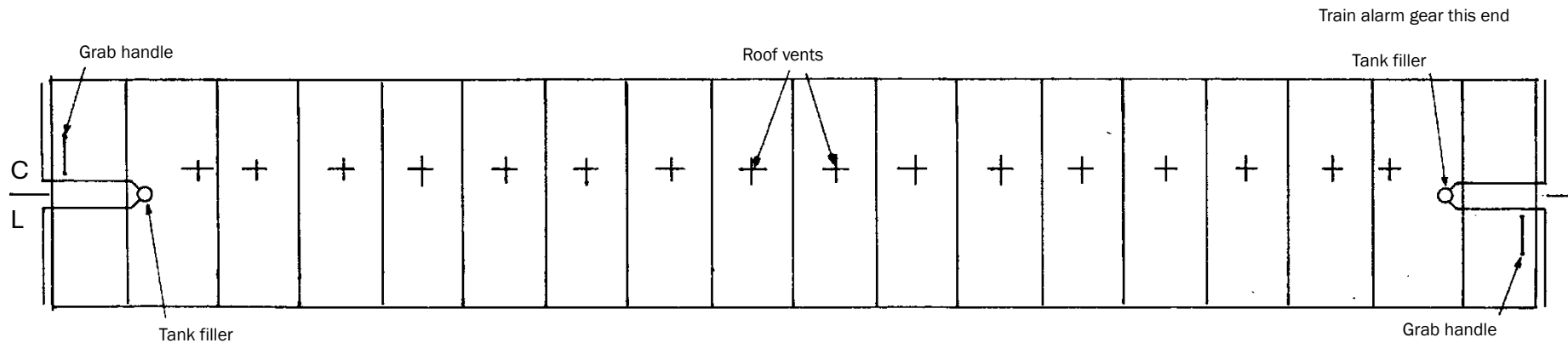
(not all details may apply to this diagram)



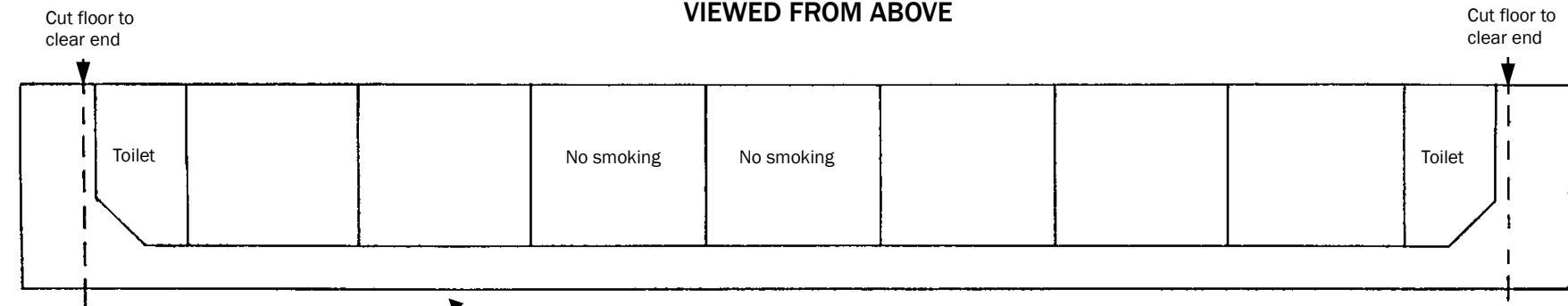
The ends are identical except that the train alarm gear is only fitted at the end shown on the roof plan overleaf

Comet Models is part of Wizard Models Limited, PO Box 70, Barton upon Humber DN18 5XY
Tel 01652 635885. web www.wizardmodels.ltd. e-mail info@wizardmodels.ltd

D1899



**ROOF AND INTERIOR PLANS
VIEWED FROM ABOVE**



UNDERFRAME VIEWED FROM BELOW

