

M38 LMS STANIER CORRIDOR THIRD (TK)

D2119

701 built 1946-1950; withdrawn 1963*-1970; 2 preserved

57'

* - 3 withdrawn 1948, 1950, 1955 due to accident damage

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.

This was the most common ex-LMS coach. They would have been seen in all types of train on the LMS and BR(LMR).

Sample formations

Yorkshireman 1947	TO/TO/BTK/TK/TK/TK/TK/RT0/RF/FO/BFK
The Thames-Clyde Express 1949	TO/BTK/TK/TK/TK/TK/TO/RF/FK/BFK/BG
The Mid-Day Scot 1949	TK/TK/BTK/TK/TO/TO/RK/Semi-FO/FO/CK/BTK/CK/TK/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

2151-2250	built 1946 at Derby	2467-2516	built 1947-8 at Derby
2251-2350	built 1946-7 at Derby	12750-12949	built 1948-50 at Metro Cammell
2351-2466	built 1946-7 at Metro Cammell	12950-13084	built 1949-50 at BRCW

2221/35/50 were converted in January 1950 to 'Tea Cars' for *The Irish Mail*, which involved removing three compartments to make a serving area. 2235 lasted only until August 1950 before being written off in an accident; 2211 was converted in April 1953 as a replacement.

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.

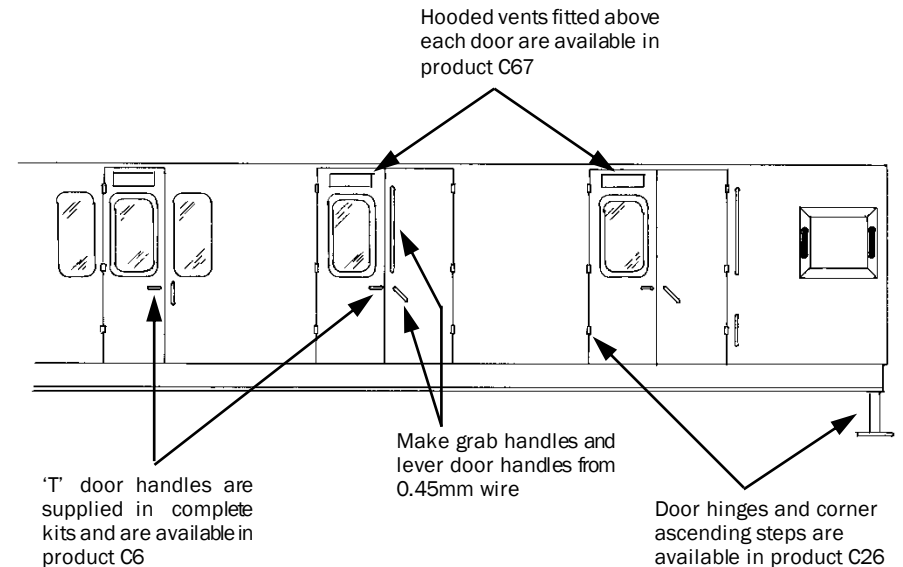
Further information

LMS Standard Coaching Stock Vol. II	Jenkinson & Essery	OPC
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	OPC

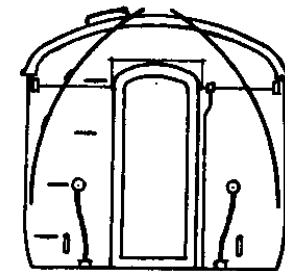
COMET MODELS components required to complete this carriage are:

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)

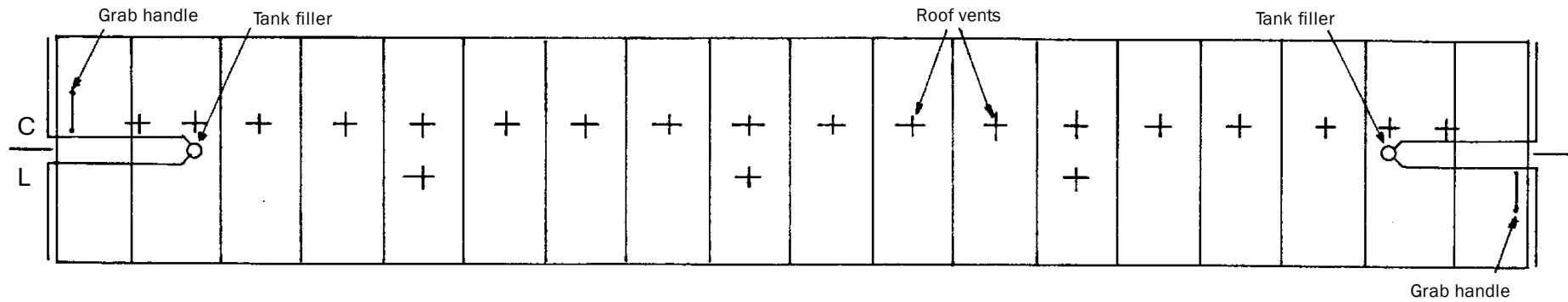


The ends are identical except that the train alarm gear is only fitted at the end shown on the roof plan overleaf



D2119

Train alarm gear this end



**ROOF AND INTERIOR PLANS
VIEWED FROM ABOVE**

