

M43 LMS STANIER CORRIDOR BRAKE THIRD (BTK)D1905

415 built 1934-1936; withdrawn 1951*-1966; 3 preserved57'

* - 5 withdrawn before 1948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.

This was the standard Period III brake third, with toilet inboard next to the guard's van and long filler pipes on the roof. Like their contemporary all thirds to D1899 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!

Two batches were modified. The guard's duckets were removed from eight coaches for the *Sunny South Express* working onto the Southern Railway. In 1937 a further three were fitted with pressure ventilation for the *Coronation Scot*.

Sample formations

Euston-Wolverhampton 'Corridor Sets'	BTK/TK/FK/RCO/RT/TK/BTK
	BTK/RTO/TO/RK/RFO/FK/BTK
Coronation Scot 1937	BTK/TO/RK/TO/TO/RK/RFO/FK/BFK
Sunny South Express	BCK/BTK/CK/TO/RC/CK/BTK/TK/CK/BTK
	Sheffield L'pool Manchester B'ham

Running numbers

5517-5566*	built 1934	Derby	5644-5768	built 1935	Wolverton
5567-5616	built 1934	Wolverton	5769-5843	built 1936	Derby
5617/8	built 1934	Derby	5869-5956	built 1936	Wolverton
5619-5643	built 1934	Wolverton			

*the first 25 were painted in LMS full livery when new
5517-24 had guard's duckets removed

Coronation Scot conversions	5792, 5812, 5814	Wolverton 1937
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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 earliest 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	Jenkinson & Essery	OPC
Historic Carriage Drawings	Jenkinson & Campling	Ian Allan

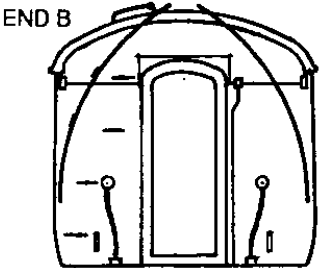
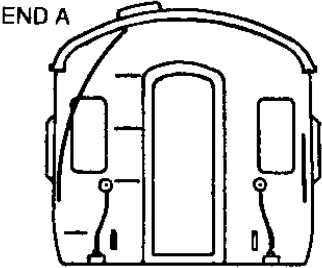
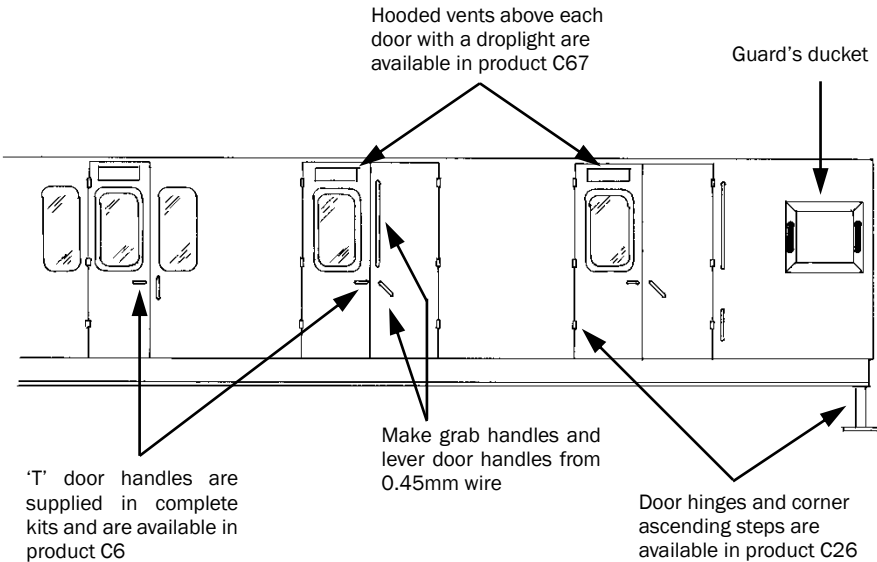
COMET MODELS components required to complete this carriage are:

Underframe	UM2	Bogies	BM2
Underframe castings	UCM1	Roof castings	RC2
Ends	EM4	End castings	ECM2
Roof	C10	Interior	INT2
Duckets	C15		

Passenger Train Formations
1923-1983 LMS LM Region
British Railways Pre-Nationalisation Coaching Stock Vol. 2

Clive S Carter
H Longworth
Ian Allan
OPC

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

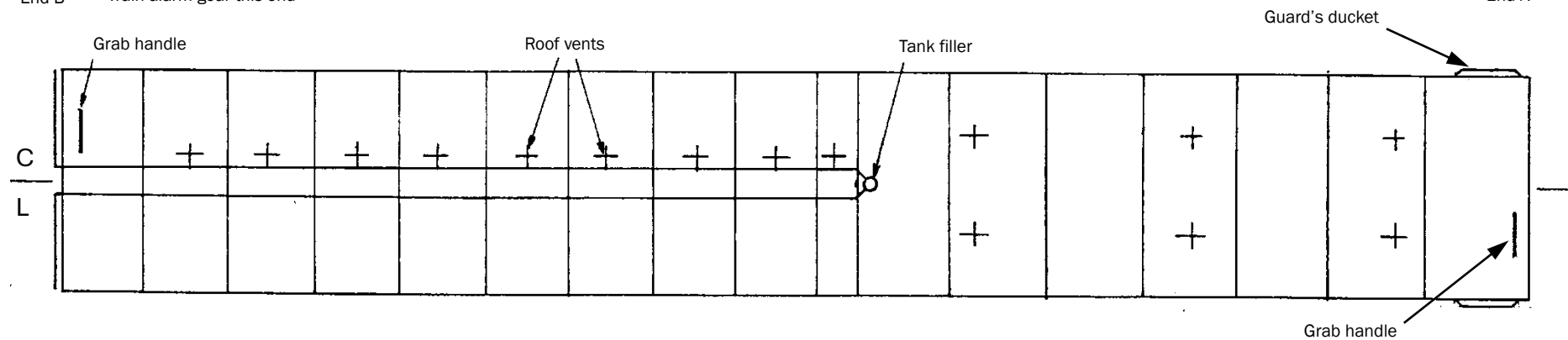


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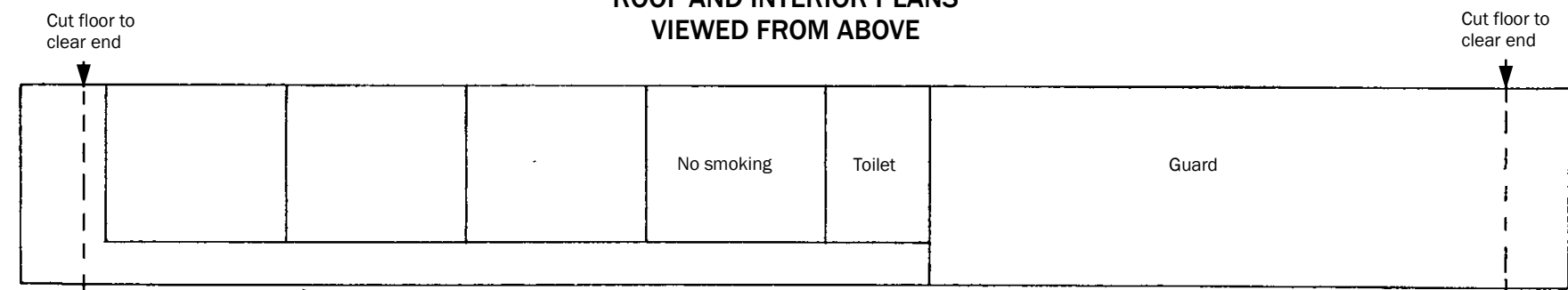
End B Train alarm gear this end

D1905

End A



ROOF AND INTERIOR PLANS
VIEWED FROM ABOVE



UNDERFRAME VIEWED FROM BELOW

