COMET MODELS

M53 LMS STANIER CORRIDOR BRAKE COMPOSITE (BCK) D1850/1939

D1850: 20 built 1932-1933; withdrawn 1960*-1964; none preserved 60'
D1939: 2 converted 1933; withdrawn 1950 & 1963; neither preserved
*** - 1 withdrawn 1948**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 the first of the Stanier period gangwayed designs, having shallow single element sliding window vents and retaining torpedo type roof vents. The tank filler pipes at the passenger end were also, unusually, cranked inwards against the sides of the gangways. As general service coaches they were seen throughout the LMS and BR(LMR). Two coaches were quickly modified with luxury two per side seating in the first class compartments and given the diagram number D1939.

Sample formations

Edinburgh-Perth	TK/**BCK**/BTK/**BCK**/TK
Glasgow-Oban 1949	**BCK**/CK/TO/TO/CK/BTK
The Lakes Express 1954	**BCK**/TK/CK/**BCK**/TO/RF/TO/BTK/TO/TO/CK/**BCK** Keswick Workington Windermere
Euston-Blackpool 1934	CO/RT/**BCK**/**BCK**/**BCK**/TK/BG/TK/TK/**BCK**/TK/BTK/CK Carlisle * Barrow Blackpool Llandudno *Windermere

Running numbers

D1850 6784-6803 built 1932/33 Wolverton D1939 6784/5 converted 1933 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 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.

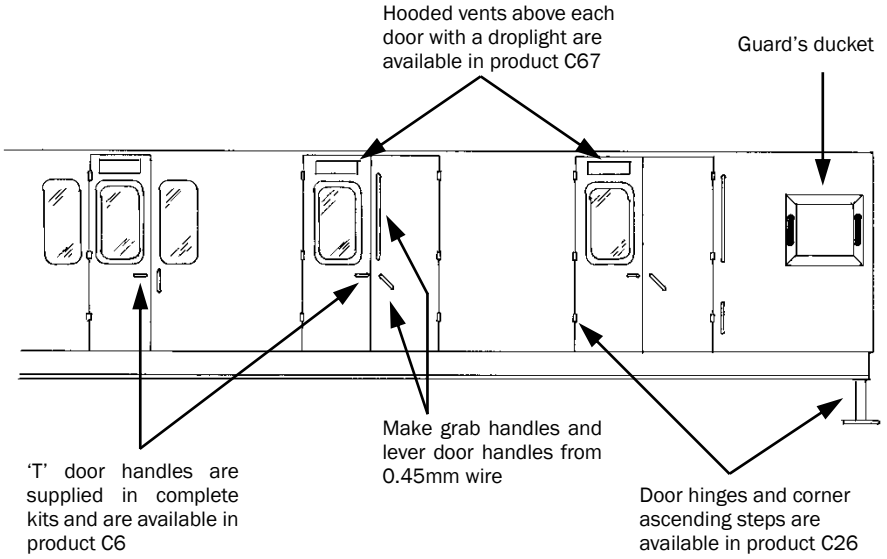
Further information

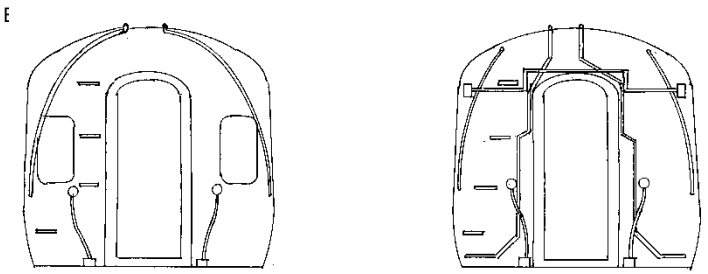
LMS Standard Coaching Stock Vol. II	Jenkinson & Essery	OPC
Historic Carriage Drawings	Jenkinson & Campling	Ian Allan
Passenger Train Formations 1923-1983 LMS LM Region	Clive S Carter	Ian Allan
British Railways Pre-Nationalisation Coaching Stock Vol. 2	H Longworth	OPC

COMET MODELS components required to complete this carriage are:

Underframe	UM2	Bogies	BM2
Underframe castings	UCM1	Roof castings	RC1
Ends	EM4	End castings	ECM2
Roof	C10	Interior	INT2
Duckets	C15		

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





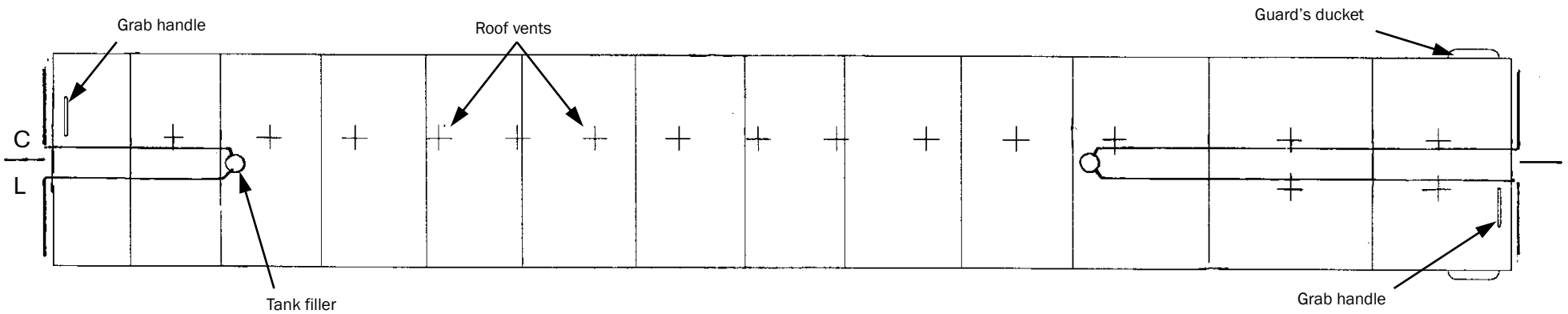
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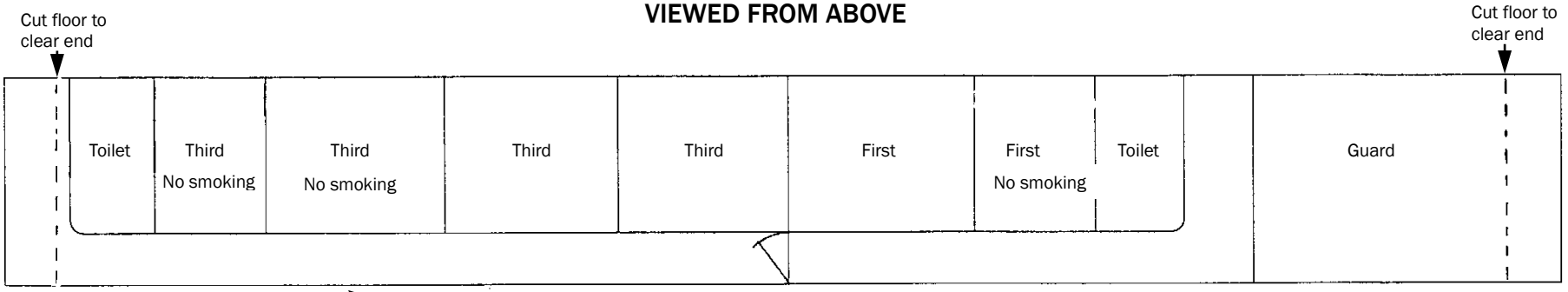
End B Train alarm gear this end

D1850/1939

End A



ROOF AND INTERIOR PLANS VIEWED FROM ABOVE



UNDERFRAME VIEWED FROM BELOW

