COMET MODELS

M57 LMS STANIER NON-GANGWAYED THIRD (T) D1906/1906A/2124

D1906: 174 built 1933-1940; withdrawn 1960*-1967; none preserved 57'
D1906A: 417 built 1936-1938; withdrawn 1950*-1967; 1 preserved
D2124: 85 built 1949-1951; withdrawn 1963-1968; 1 preserved
*** - 7 D1906 and 8 D1906A withdrawn before 1948**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. D1906A differed in the position of non-smoking accommodation whilst D2124 also had repositioned roof vents of either torpedo or hemispherical pattern. From the notes overleaf you will see that variations also existed within the diagrams! A few of each diagram were fitted for motor train working.

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

D1906	15858/9*	built 1933	Derby	11717-11741	built 1935	Derby
	11628-11679	built 1933	Derby	12158-12197	built 1939	Wolverton
	11680-11704	built 1934	Derby	12198-12227	built 1939/40	Wolverton
D1906A	11742-11851	built 1936	Wolverton	12022-12157	built 1938	Wolverton
	11852-11911	built 1937	Derby	15860*	built 1938	Wolverton
	11912-12021	built 1937	Wolverton (12010 motor fitted 1938 as 15861)			
D2124	15862-15891[1]	built 1949	Derby	15892-15906*[2]	built 1950	Wolverton
	12228-12267[3]	built 1951	Wolverton			

*Motor fitted [1] simple livery, no insignia [2] BR lined crimson [3] BR crimson

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 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.

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.

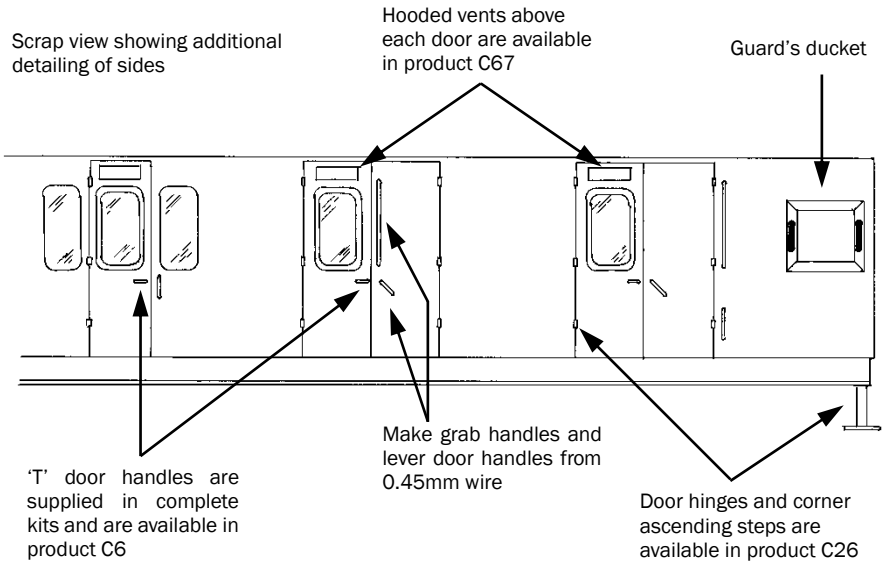
Underframes and bogies were finished in black

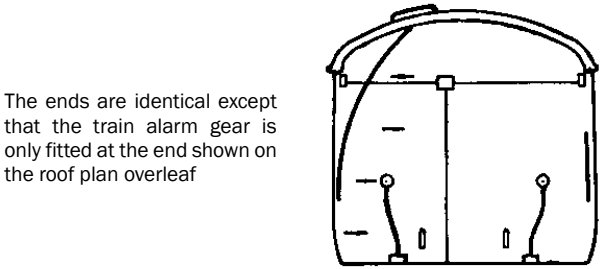
Further information

LMS Standard Coaching Stock Vol. III	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	RC1/2/3
Ends	EM3	End castings	ECM5
Roof	C10	Interior	INT5



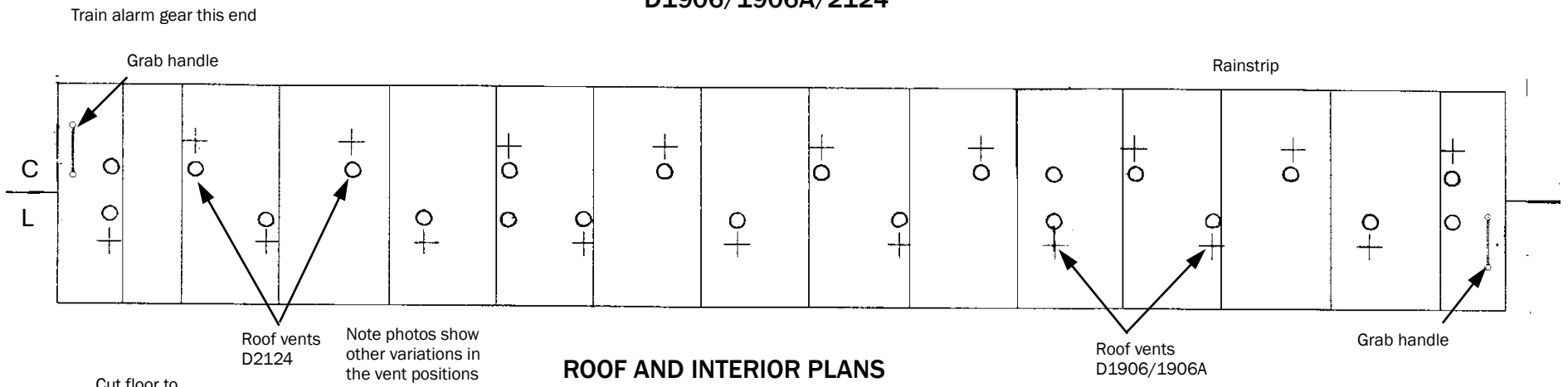


The ends are identical except that the train alarm gear is only fitted at the end shown on the roof plan overleaf

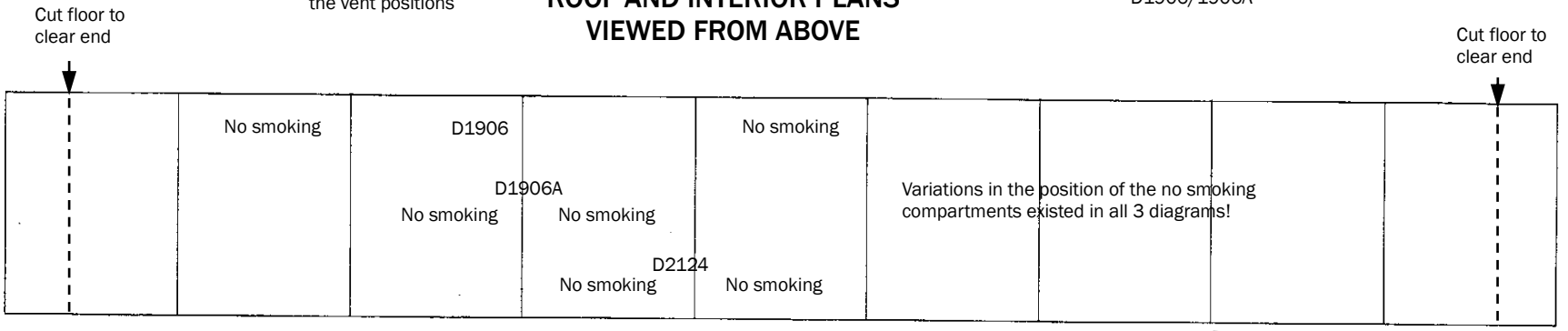
Comet Models is part of Wizard Models Limited, PO Box 70, Barton upon Humber DN18 5XY
Tel 01652 635885, web www.wizardmodels.ltd, e-mail info@wizardmodels.ltd

© Wizard Models Limited 2026

D1906/1906A/2124



ROOF AND INTERIOR PLANS VIEWED FROM ABOVE



UNDERFRAME VIEWED FROM BELOW

Common edge

Some carriages had the body reversed on the underframe

